




WMATA FY2018 Q2 FINANCIAL UPDATE

WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY



Second Quarter Management Report





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I. Highlights

Metro has made progress toward its overarching goals of enhanced safety and security, reliable and quality service, and accountability and financial responsibility through the first two quarters of fiscal year 2018.

In each of these areas, Metro has established improved metrics for improvement and key initiatives, the outcomes of which have established trends moving in the right direction.

Safety and Security Priorities

Safer and more secure transit continues to be the top priority driving oversight, capital investment and data tracking and reporting. Metro has undertaken a range of actions and initiatives in FY2018 to improve the safety and security of customers and employees and to address areas of concern throughout the system.

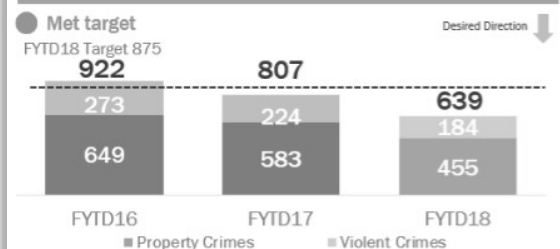
Metro has decreased the rate of rail customer and employee injuries by accelerating the retirement of the oldest railcars, enhancing platform lighting and visibility, installing optimal boarding signage, conducting job hazard analyses, increasing SAFE oversight and support during overnight maintenance, and new investments in track inspector location awareness technology.

The rate of injury among bus customers and employees has increased year over year, and Metro is taking steps to address this through line observations by SAFE personnel, the installation of deceleration strobe lights on buses, software glitch fixes on the 8000-series buses, job hazard analyses for bus maintenance, and increased partnership with MTPD for late night bus service.

Metro has also increased actions to mitigate track fires and collisions, including operator training on safe movement in the yard, efficiency



Part I Crime



Part I Crime, per million passengers



testing, expanded cleaning programs to clear debris that can cause fires, insulator replacement, stray current testing, and the tunnel leak mitigation project.

In addition, Metro has advanced initiatives to keep customers and employees safe from crime, whether violent or property crime, with on-going investments in closed circuit television and real-time monitoring, increased application of data analytics and predictive analysis in the deployment of MTPD officers, and investments in fare evasion prevention.

Reliable and Quality Service

The reliability of Metrorail service has improved year over year due to aggressive infrastructure renewal and preventive maintenance, the continued replacement of less reliable vehicles with the 7000-series railcars, and sustain investments in the rehabilitation of elevators, escalators and fare gates.

Metro accepted and put into revenue service 52 new 7000 series railcars during the second quarter. A total 472 new railcars have been accepted through the end of Q2. Metro has also begun to retire the 5000-series railcars, with 60 taken out of service.

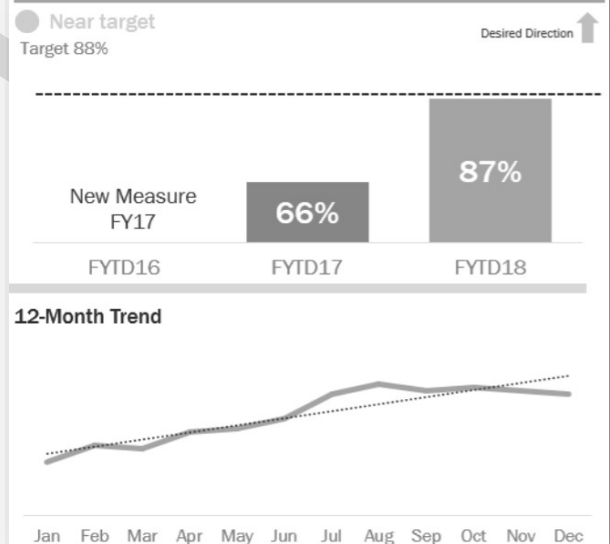
Continued improvements to railcar maintenance facilities and adjustments to inspection schedules and procedures for the legacy fleet have also contributed to increased reliability and reduced offloads.

Reductions in railcar related delays and fewer extended maintenance disruptions have improved on-time performance for customers, and Metro's reliability metric, mean distance between delays, has surpassed its target and achieved an eight-year high.

Bus reliability did not meet its target in the second quarter and was impacted by the use of older, less reliable buses while 105 of the new NABI 8000 series buses were removed from service due to a software glitch that impacted operator warnings related to the engine shutting off.



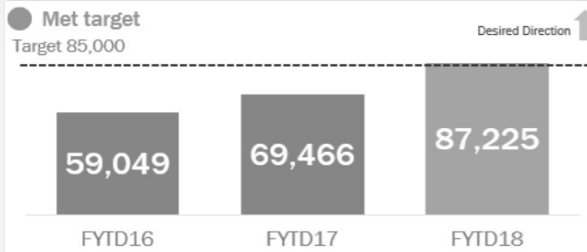
MyTripTime – Rail



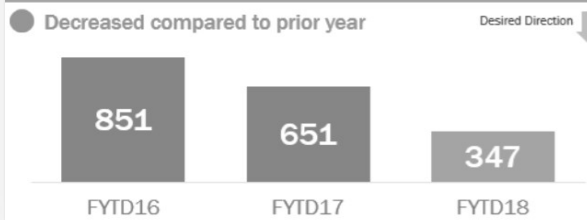
The reliability of the bus fleet is expected to improve (and did improve in December) as these 8000-series buses are returned to service, and as new bus procurement takes place in the second half of the fiscal year.

Additionally, on-time performance for buses will be aided by new technology upgrades, such as the traffic signal prioritization systems and real time bus

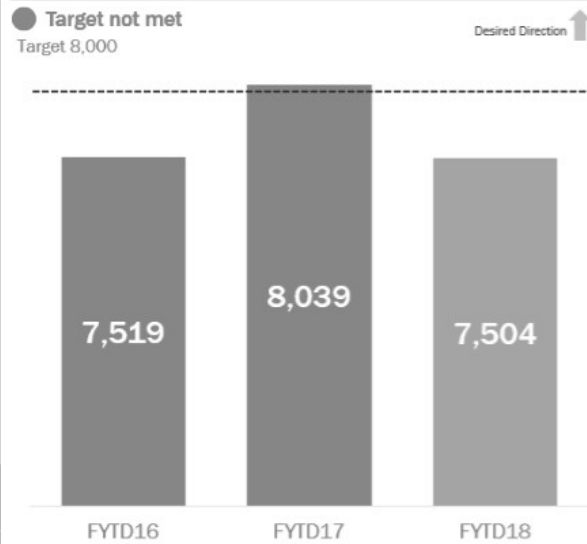
Rail Fleet Reliability [mean distance between delay]



Offloads [due to railcar problems]



Bus Fleet Reliability



tracking, along with the strategic deployment of buses, such as the increased use of articulated buses on high-frequency routes. New, modern bus facilities such as those nearing completion at Cinder Bed Road and Andrews Federal Center will also have positive impacts on maintenance capabilities and, consequently, bus reliability and performance

Financial Responsibility and Accountability

Metro's operating revenue was \$410 million – \$10 million below budget, primarily due to lower ridership. Operating expenses were \$876 million – \$31 million favorable to budget, due in part to vacant positions and lower spending on services. Metro's net operating position is \$21 million favorable to budget through Q2.

Metro has expended \$504.8 million in capital investments through Q2 – 40 percent of the approved FY2018 budget. By the end of the year, Metro is currently forecasting expenditures of 94 percent as vehicle procurement and major infrastructure projects, aimed at accomplishing the objectives noted above, accelerate.

In Q2, Metro also published the proposed FY2019, \$3.2 billion budget, which includes \$1.3 billion for capital investment, and includes no fare or service changes. The budget is heavily focused on improving fiscal sustainability and customer recovery, through enhanced pass options and capital program delivery to improve reliability and the customer experience.

Metro's plan also includes further quality assurance efforts and increased interdepartmental collaboration to develop concrete goals, targets and metrics and to track progress toward them. These efforts, while challenging and complex, will align under the larger framework, continuously focused on providing safer, more reliable transit throughout the region.



II. Operating Results

A. Summary

Metro's operating revenues through the second quarter of FY2018 were \$410 million or \$10 million below budget, while operating expenses totaled \$876 million or \$31 million below budget. The net operating position was \$21 million favorable through the second quarter.

The favorability in operating expenses was primarily driven by savings in salaries and wages due to vacancies, which were \$24 million below budget, and by lower spending on services contracts, which was \$22 million below budget.

The operating revenue unfavorability to budget is primarily attributable to a continuing decline in bus ridership and revenue versus prior year, as well as lower than planned average bus fares. While bus revenue was two percent lower than last year, it was 13 percent below budget through the second quarter. Ridership on bus continues to face challenges stemming from the fare increases, perceived service quality, growth in alternative transportation options, low gasoline prices, and telecommuting.

B. Ridership and Revenue

Ridership and revenue performance compared to budget through the end of the second quarter of FY2018 are summarized in the table at right.

Total WMATA revenue was \$410 million through the second quarter, below budget by \$10 million or two percent. Metrorail passenger revenue of \$266 million was \$2 million below budget but was five percent higher than prior year, extending for a second quarter a degree of stability in rail ridership and revenue.

MetroBus passenger revenue of \$64 million was \$10 million below budget through the second quarter (or 13 percent), representing a decline of \$1.6 million (two percent) from last year. MetroAccess passenger revenue was three percent below budget, while ridership was three percent below budget and two percent below prior year.

Parking revenue was on budget through December and up three percent compared to the first two quarters of last year. Total Non-Passenger revenue, including Reimbursables, was six percent favorable to budget and grew eleven percent compared to prior year.

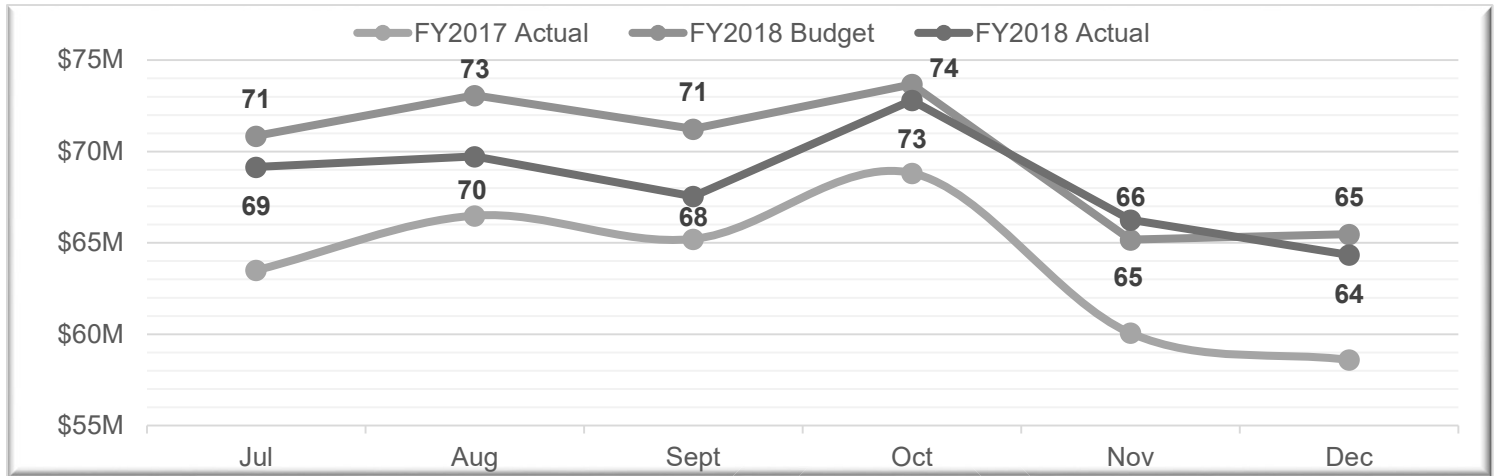
(\$ in millions)		FY2018-Q2		Favorable/(Unfavorable)	
Year to Date		Actual	Budget	\$	Percent
Revenue	\$	410	\$ 420	\$ (10)	(2%)
Expense	\$	876	\$ 907	\$ 31	3%
Net Subsidy	\$	466	\$ 487	\$ 21	4%
Cost Recovery		47%	46%		

FY2018 Ridership and Revenue Through Q2				
Mode	Measure	Actual	Budget	Variance
Rail	Ridership	87 million	89 million	↓
	Revenue	\$266 million	\$268 million	↓
Bus	Ridership	57 million	59 million	↓
	Revenue	\$64 million	\$74 million	↓
Access	Ridership	1.2 million	1.2 million	↔
	Revenue	\$4.7 million	\$4.9 million	↓
Other Passenger	Revenue	\$8.3 million	\$8.3 million	↔
Parking	Revenue	\$21 million	\$21 million	↔
Non-Passenger *	Revenue	\$28 million	\$28 million	↑
Reimbursables	Revenue	\$18 million	\$15 million	↑
Total Ridership		145 Million	150 million	↓
Total Revenue		\$410 Million	\$420 million	

* excludes Reimbursables



Revenue by Month (\$ millions)



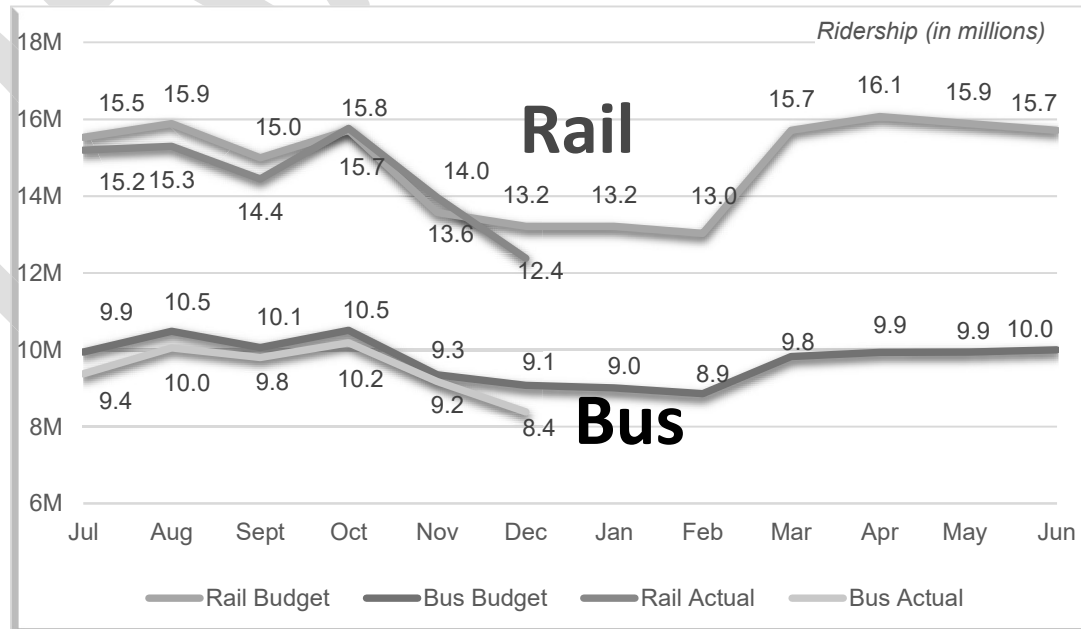
Total transit ridership on all modes through the second quarter was 145 million trips, a decrease of 4.2 million trips or three percent compared to prior year. While MetroBus ridership was projected to decline in FY2018, Metrorail and MetroAccess ridership were projected to increase slightly in FY2018. Actual ridership was below budget for all modes through the second quarter and total ridership for all modes was below budgeted trips by 4.4 million or three percent.

Metrorail

Rail ridership through the second quarter of FY2018 was 87.0 million trips, up 1.1 percent compared to prior year but below budget by 2.1 percent or 1.9 million trips.

Coinciding with a significant reduction in rail ridership in September 2015, rail customer acquisition rate dropped below our customer abandonment rate; in other words, Metro began losing trips from abandoning customers faster than Metro was gaining new trips from new customers.

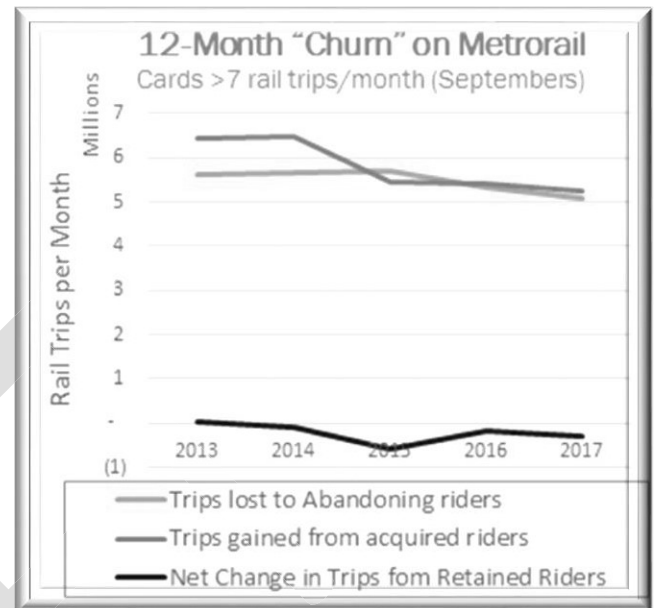
In addition, rail customers who we retained also began riding less than they had before. Since then (2016-2017) acquisitions and abandonments have been roughly even on rail, with acquisitions perhaps slightly outpacing abandonments after SafeTrack. However, retained customers have continued to reduce trips taken, even after SafeTrack.



Morning ridership at Tysons-area Silver Line stations continues to grow slowly as that market inches upward. Ridership continues to tumble at off-peak times, however, with most stations down 5-15 percent below 2015 levels in midday, and down 15-30 percent in the evenings. The Marine Corps Marathon helped boost Saturday ridership 26 percent higher than that event day in 2016.

In November, riders continued to take fewer trips per month. Besides the direct ridership impacts of Extended Shutdown 2, ridership on the rest of the rail network was down five to ten percent at most stations. It's unclear if customers were in part reacting to our announcements about the trackwork at Takoma, even if their station or line was unaffected.

Metrorail lost long trips much more than short trips in November, especially during peak times. The PM Peak is perhaps most striking, with trips 5 miles or less holding steady, compared with six to eight percent losses for trips 6-20 miles long.



At off-peak times, however, ridership was down more significantly, particularly in the evenings. This pattern is not surprising since it coincides with times of day when rail service is less frequent, more likely to be affected by trackwork, or at times of day when Metrorail is no longer open (compared to 2015).

Rail ridership in December is typically one of the lowest points of the year, and the week between Christmas and New Year's is the lightest ridership week of the year for Metrorail due to school vacations, holidays, and more. With average weekday ridership of 540,000, December 2018 was no different – except that it was ten percent lower than prior Decembers, on par with SafeTrack, and the lowest since 2001.

Metrobus

Total bus ridership through the second quarter was 57.0 million trips, a decline of 5.2 million trips or eight percent compared to the same period last year (though slightly better than the first quarter's nine percent decline).

The 14% fare increase on Metrobus in July 2017 continued to degrade bus ridership levels as more customers switch to the cheaper weekly bus pass, and fare evasion inched up. Ridership losses from the fare increase appears to be more than expected, suggesting bus customers are more price-sensitive than expected.



Industry research estimated that Metro should expect a three percent loss in ridership for every ten percent increase in revenue, and we are seeing that Metrobus customer behavior approximates or exceeds that level. In response to a 14 percent fare increase, ridership began declining 7-11 percent year-over-year, in excess of the four to six percent declines prior to the fare increase. From June to July 2017, a period when bus ridership has historically remained flat, bus ridership dropped 5% in response to the fare hike.

Weekly bus pass usage ticked up six percent in October, even as most other fare instruments declined, likely because Metro sheltered the weekly pass from the fare increase. The 18,000 customers primarily using the weekly bus pass are now driving nine percent of all bus ridership, up from eight percent to 900,000 trips/month, and the majority of these customers are buying four or more consecutive passes per month. Student ridership increased seven percent and fare evasion button-presses jumped 35 percent. But the biggest contributor to the ridership declines were full fare trips, which declined 14 percent and represent half of all bus ridership.

Bus ridership declined below 400,000 trips per average weekday in November to 377,000 trips, the lowest level of November bus ridership since 1998. These ridership levels are usually seen only in December, January or February when snow and ice impacts the roadways and/or service. Automatic Passenger Counters on buses confirm the trend, as they have consistently moved in the same direction as the farebox. Declines were broadly across all geographic sectors, days and time periods.

Declining transit ridership is a national trend that appears most pronounced in the DC and Philadelphia regions. All-modes ridership at Metro's regional transit partners is mostly down seven to 13 percent compared to the autumn of 2015, on par with Metrorail and MetroBus. However, most other large transit agencies across the country are down five to ten percent, less than Metro's 11 percent and SEPTA's 15 percent.

MetroAccess

Total ridership on MetroAccess through the second quarter was approximately 1.2 million trips, a decline of two percent compared to FY2017 and below projections by three percent. MetroAccess revenue was also three percent below budget through December.

Parking

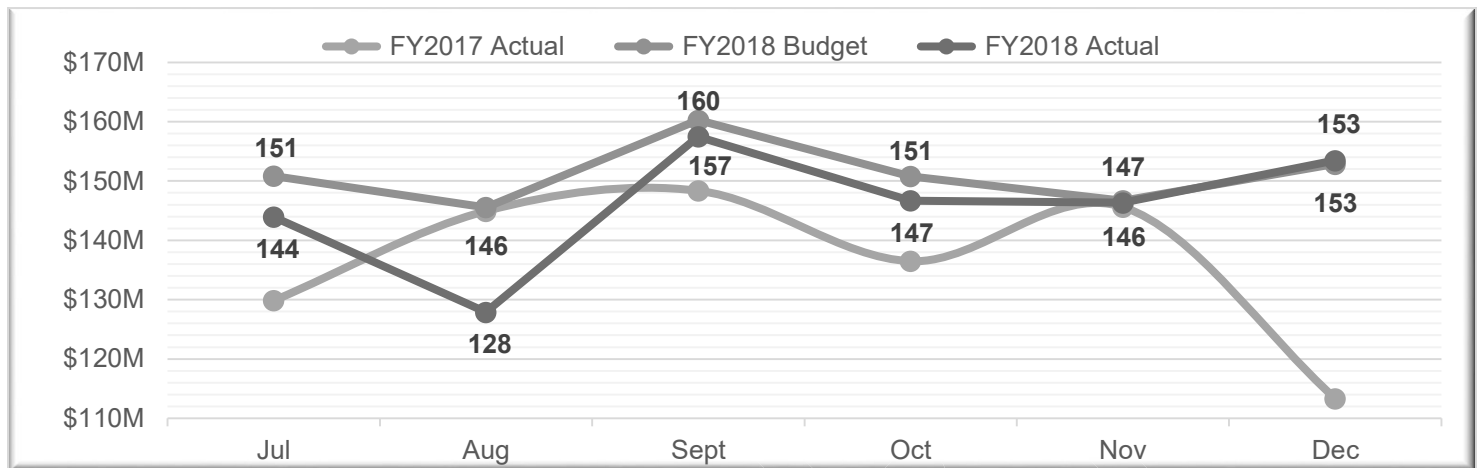
Parking revenue through the second quarter was on budget and three percent higher than prior year. Parking utilization improved in the second quarter compared to the SafeTrack-impacted results of the prior year: each month of the second quarter was two to four percentage points higher than in FY2017.





C. Operating Expenses

Through December, year-to-date FY2018 operating expenses of \$876.0 million were favorable to budget by \$30.7 million or three percent. The favorability is primarily due to a high rate of vacancies and timing on initiation for services contracts. Total expenses for FY2018 were five percent greater than same period in FY2017.



Personnel Expenses

As of the end of the second quarter, personnel expenses (including salaries/wages, overtime, and fringe) of \$637.4 million were favorable to budget by \$14.6 million or 2 percent. This favorability is primarily attributed to the high vacancy rate. At the end of December, Metro had a six percent vacancy rate, or 766 positions.

Salaries and Wages: Salary and wage expenses of \$377.5 million were under budget by \$23.9 million or six percent. This variance is mainly driven by lower staffing levels in the departments of Rail Transportation and Support Services.

Overtime: Overtime expenses of \$39.8 million were below budget by \$0.6 million or 1 percent due to management initiatives and MTPD usage of contractor support to secure administrative buildings, which reduced the overtime burden of Special Police.

Fringe: Fringe benefit expenses were \$10 million above budget at the end of December. Increased contributions to workers compensation reserves are partially responsible for the unfavorability. Pension and healthcare were unfavorable by a combined \$3.1 million due to higher contribution requirements to the labor union pensions and increased costs in healthcare plans. The unfavorability in Fringe was partially offset by \$2.8 million favorability in FICA due to lower salary and wages.

Non-Personnel

Non-personnel expenses of \$238.6 million through December were below budget by \$16.2 million or 6 percent. The main areas of expense savings were Services (excluding Paratransit) and Fuel (gas, diesel and CNG).

Services: Services were favorable to budget by \$21.8 million through the second quarter of FY2018, driven primarily by delays in launching and procurement of support service contracts including a) Cinder Bed Road and Good Luck Road facilities, b) custodial, facilities and c) security support. Other service areas of favorability include revenue collection services.

Although Services is favorable overall, the favorability is partially offset by MetroAccess paratransit service expenses, which were unfavorable to budget by \$7.0 million. Paratransit is over budget for two reasons: first, wage equity adjustments for the contractors cost \$2.6 million year-to-date. Second, the delayed start of the Abilities Ride program in Maryland contributed \$2.4 million to the shortfall in the first quarter, and the ramp up in the second quarter contributed another \$2 million due to a slower than expected shift of passengers to alternative modes.

Materials & Supplies: Materials & Supplies expenses exceeded budget by \$8.3 million through December primarily due to an increase in the obsolescence reserves pertaining to parts for decommissioned railcars and buses. This was offset by underspending in Support Services for inclement weather supplies and adjustments to maintenance schedules to the second half of the year.

Energy (Fuel, Propulsion, Electricity & Utilities): Energy expenses, including fuels and electricity, totaled \$51.6 million and are \$9.5 million or 16 percent below budget. Fuel expense, which includes gas, diesel and CNG, totaled \$13.2 million and are \$4.7 million or 26 percent below budget. The savings are due to lower than expected fuel rates. The average diesel fuel rate through December FY2018 was \$1.65 per gallon compared to budgeted cost of \$2.18 per gallon. Gasoline was \$1.62 per gallon compared to budgeted cost of \$1.68 per gallon.

Propulsion expenses totaled \$22.1 million, and are \$1.9 million or eight percent below budget due to lower volume usage. The average kilowatt cost through December FY2018 was \$0.083 compared to budgeted cost of \$0.084. Electricity and utilities expenses totaled \$16.3 million, \$2.9 million or 15 percent below budget. This favorability can be attributed to lower rates (not usage?) as well. The average cost through December FY2018 was \$0.077 per therm, compared to the budgeted cost of \$0.084.

Capital Overhead Allocation: Capital overhead allocation credit through the second quarter of FY2018 totaled \$18.9 million or \$5.9 million less than budget. The decreased capital allocation credit is consistent with lower capital spending levels due to overall underperformance and delays in several capital projects.





III. Capital Programs

Metro invested \$504.8 million in the Capital Program through Q2 of FY2018. The FY2018 capital budget is organized into six investment categories, as shown in the table below, (along with actual FY2018 expenditures through Q2, the budget amount for the first two quarters at the start of FY2018, and the current forecast for total category expenditures for FY2018, which is compared against the current amount budgeted for FY2018 in that category):

Investment Category (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Railcar	\$222.3	\$260.1	\$478.7	\$508.6	(\$29.9)
Rail Systems	42.4	49.9	141.4	122.8	18.6
Track & Structures	57.5	58.5	126.7	126.6	0.1
Stations & Pass. Facilities	75.9	78.9	151.0	183.2	(32.2)
Bus & Paratransit	77.1	94.6	188.9	206.9	(18.0)
Business Support	29.6	36.2	91.3	101.9	(10.6)
TOTAL	\$504.8	\$578.2	\$1,178.0	\$1,250.0	(\$72.0)

These six investment categories are sub-divided into 17 capital improvement programs. A detailed page for each Capital Improvement Project (CIP) can be found in Appendix I in this document. CIPs are referenced throughout where applicable.

The investment amounts referenced in the investment category narratives represent total cost and include investments that are not funded by federal sources.

A. Railcar Investments

In the second quarter of FY2018, Metro invested \$115.8 million in the Railcar category, which includes the Railcar Acquisition, Railcar Maintenance & Overhaul, and Railcar Maintenance Facilities programs.

Investment by Program (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Acquisition	\$149.0	\$173.5	\$326.1	\$346.7	(\$20.6)
Maintenance/ Overhaul	57.7	68.5	115.4	121.6	(6.2)
Maintenance Facilities	15.6	18.1	37.2	40.3	(3.1)
Total	\$222.3	\$260.1	\$478.7	\$508.6	(\$29.9)

1. Railcar Acquisition

In Q2 of FY2018, expenditures in the Railcar Acquisition program totaled \$75.6 million. During the quarter, 52 new 7000 series cars were delivered and accepted. A total of 472 railcars have been accepted through Q2.

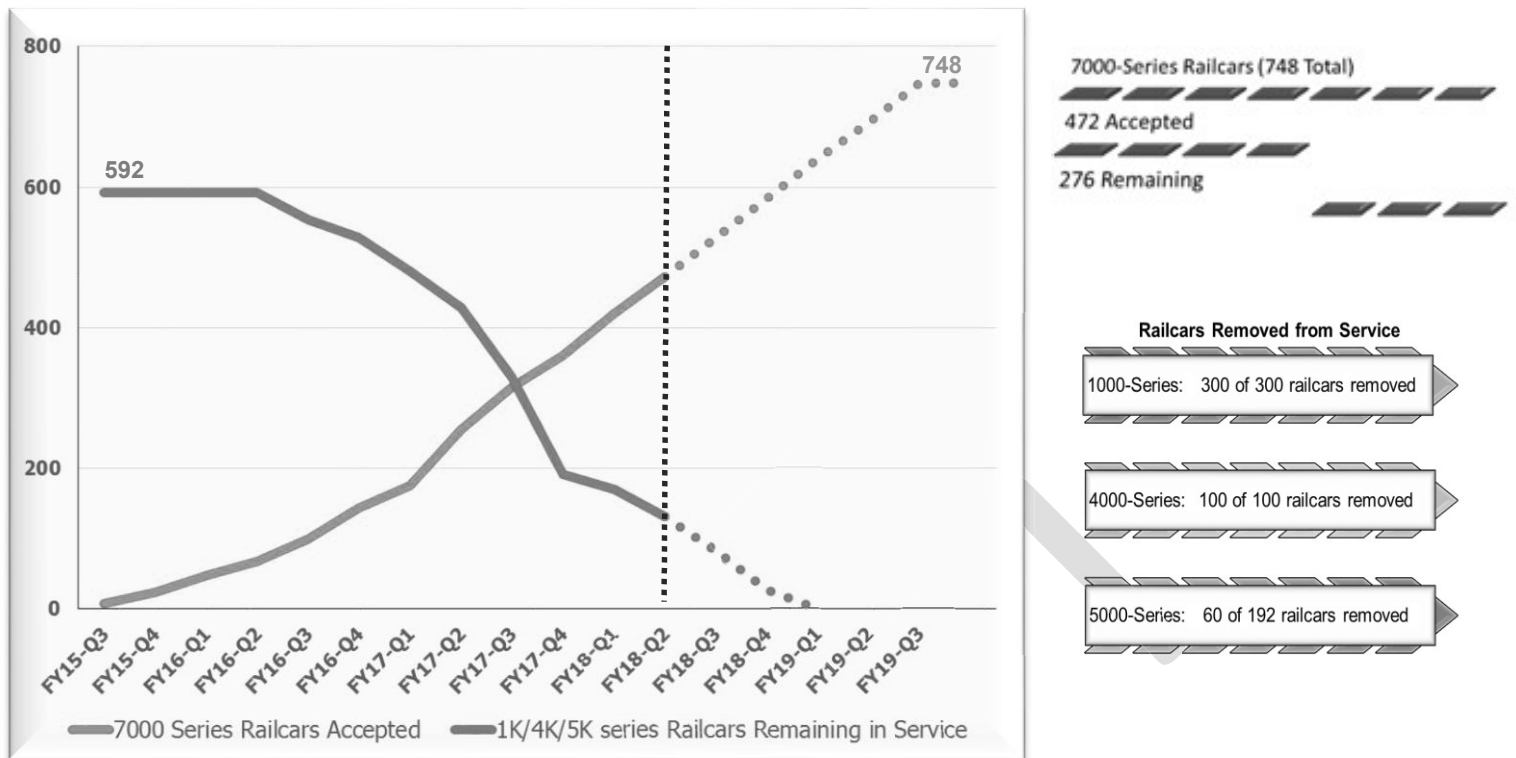
The delivery of all 748 of the contracted 7000 series railcars remains planned for completion in March, 2019. In FY2018, Metro plans to receive a total of 216 of the 7000 series railcars, with 156 planned for FY2019.

INVESTMENT CATEGORY: RAILCAR

FY2018, Q2 Expenditures: \$115.8 million

Accomplishments:

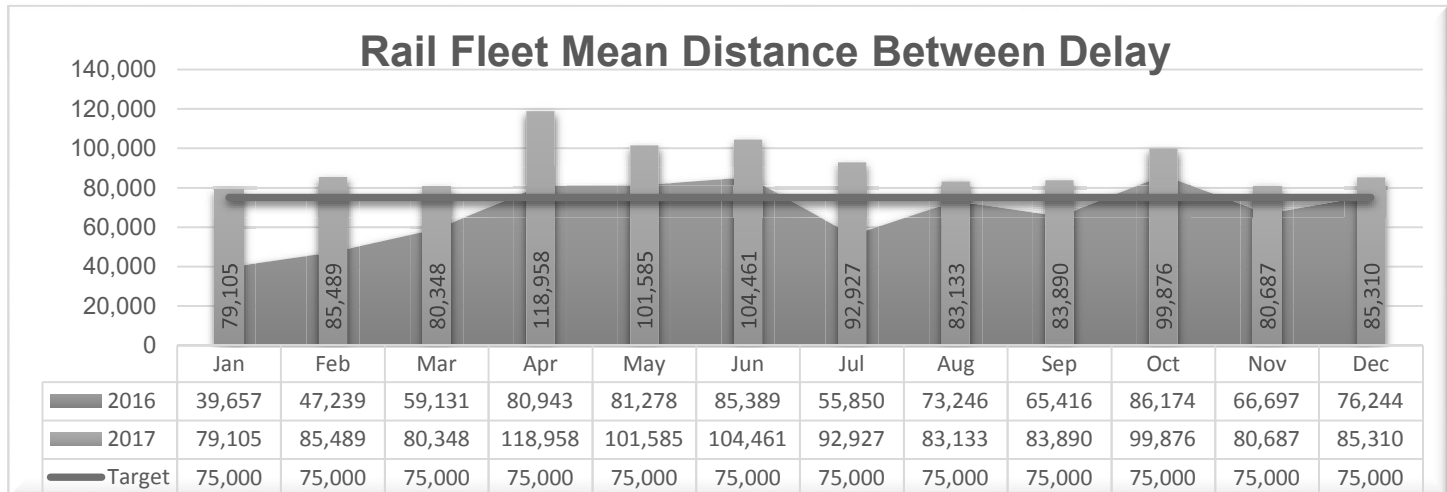
- 52 new 7000 series railcars in service - total of 472 new railcars accepted through December 2017
- On-going rehabilitation of railcar lifts at West Falls Church and Shady Grove Service & Inspection Shop



Metro also continued to draft technical specifications for the procurement of (8000-series) railcars to replace the 2000 and 3000 series vehicles. The specifications for the 7000 series are under review to provide guidance in the procurement of the 8000-series vehicles. This process is scheduled to be near completion in February 2018, with an RFP to be issued in June.

2. Railcar Maintenance & Overhaul

Metro invested \$32.7 million in the Railcar Maintenance & Overhaul program toward on-going maintenance and reliability initiatives and activities in the second quarter of FY2018. Metro's "mean distance between delays," (MDBD) metric improved by 16% year-over-year. In Q2 of FY2018 MDBD was 88,624. That compares to 76,371 miles between delays in Q2 of FY2017. WMATA's target remains at 75,000 miles of revenue service between delays. The actual average miles between delays was above 80,000 miles every month in Q2, as shown in the chart below:



For on-going preventive maintenance of the railcar fleet, \$16.6 million was invested in Q2. This investment provides the labor required to upgrade, repair, and maintain capital assets that have a useful life over one year.

In addition to preventive maintenance, Metro upholds an on-going railcar rehabilitation and overhaul program. In Q2, \$11.6 million was expended on these activities, with a focus on the 2000/3000 series air compressors, HVAC conversions, truck assemblies, master controllers, sub-flooring and other components; as well as the 6000 series truck assemblies.

HVAC systems were also upgraded on 12 railcars during the quarter, and door overhauls were completed on 88 Railcars. Updated software was received for 6000-series railcars, and user acceptance testing was performed. Precision stop accuracy testing was also conducted on the 5000-series trains (This software automates the stopping of rail cars at stations to consistently align the railcar and doors with the platform. The software compensates for 8-car trains and 6-car trains.) Q2 expenditures on railcar safety and reliability enhancements totaled \$1.7 million.

3. Railcar Maintenance Facilities

Capital improvements and rehabilitation work at Railcar Maintenance Facilities totaled \$7.5 million in Q2. Of this total, expenses of \$6.3 million went toward the on-going repairs at rail yard facilities. Construction at the Alexandria Track and Structures maintenance building was completed in Q2, and major mechanical work at the Alexandria service and inspection shop is underway.

Rehabilitation of the railcar lifts at West Falls Church were complete for the first three phases, with installation of lifts to be complete at both Shady Grove and West Falls Church in FY2018. Additionally, \$0.6 million was invested in the modified platforms at West Falls Church to facilitate maintenance on the 7000-series HVAC systems. The elevated platforms will be complete in FY2018, with the planning and design for additional locations completed in FY2019.

Construction at the new Good Luck Road location, for the facilities consolidation project, is now scheduled to begin at the end of Q3, as the procurement package was held in Council for bid review and audit through Q2. Once construction begins, it is scheduled to continue for nine months, and relocation of departments will take place in Q4 of FY2019 and continue into Q2 of FY2020.



B. Rail Systems Investments

Investment by Program (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Propulsion	\$17.5	\$15.5	\$40.6	\$39.5	\$1.1
Signals & Communications	24.9	34.4	100.8	83.3	17.5
Total	\$42.4	\$49.9	\$141.4	\$122.8	\$18.6

Metro invested \$24.8 million in Rail Systems during the second quarter of FY2018. The Propulsion and the Signals & Communications programs are included in this category.

1. Propulsion

Investments in the Propulsion program totaled \$10.2 million in Q2 of FY2018. Of this expense, \$4.8 million was expended on improvements to the traction-power system.

An upgraded traction power substation was completed at Vienna. Three tie-breaker station locations were completed, and cabling continued at a rate of 6,500 linear feet per quarter (1,000 fewer linear feet than target.) The installation of Automatic Train Control card bonds and cabling for eight-car trains has been incorporated into traction power upgrade projects.

In Q2, \$4.6 million was also invested to replace traction power related components that are beyond or nearing the end of their useful life. The effort to elevate traction power cables off the ground near the third rail is nearing completion, with 96 percent of underground cables complete. This effort is critical in improving safety and preventing track fires.

2. Signals & Communications

WMATA invested \$14.6 million in the Signals & Communications program, in Q2 of FY2018. This program implements National Transportation Safety Board (NTSB) recommended safety improvements, supports the repair and improvement of the Automatic Train Control system; and replaces the Radio Communications System with a new Federal Communications Commission (FCC) mandated, 700 MHz band continued as well.

INVESTMENT CATEGORY: RAIL SYSTEMS

FY2018 Q2 Expenditures: \$24.8 million

Accomplishments:

- Cell service live for the segment between Benning Road and Addison Road.
- First two milestone reviews conducted for radio equipment (milestones are 35% complete and then 65% completion)
- Final shipment of Track Inspector location awareness equipment delivered – installation underway

Automatic Train Control State of Good Repair continued in Q2 with cable meggering on-going at 60 per quarter, and 6 high current bond units installed, and a design package completed for non-vital processors. The ATC portion of Metro's asset management database was also initiated in Q2.

This phase involves the surveying, conditional assessment, and entry into Maximo of all ATC assets, along with monitoring to ensure that these processes follow the standardized rules and practices established for Metro's enterprise wide Asset Management structure) In Q2, \$4.3 million was expended toward these efforts.



The replacement of the radio communications system and wiring for cellular service continues to make progress, with the segment between Benning Road and Addison Road completed in Q2 of FY2018. The first two milestone reviews of radio equipment (one conducted at 35 percent completion, and the next conducted at 65 percent completion) have now been completed. Head end field surveys are also underway, and the Metro Transit Police field mapping was completed in Q2.

Metro also made progress on the pilot technology to evaluate track inspector location awareness systems and enhance transit worker protection. The final shipment of equipment was delivered, and installation was completed on the second track segment (18 boxes between Ballston and East Falls Church).

These pilot systems will include a wireless wayside radio anchor unit with flashing LED lights located 800 feet apart throughout the agency's property. Wearable technology (worn by the track workers) will communicate with the full duplex radio creating bidirectional communication through the operation control center, which will be able to pinpoint the location of the track inspector within one meter.

Metro is initially deploying the technology to these select locations and segments and will measure effectiveness. The results of this pilot will determine whether or not to move forward with Protran technology as a solution for the entire system for wayside worker protection and location.

An RFP was issued, in Q2, for the manufacturer of the new emergency telephone and management system that will replace the current deteriorating system, and a separate procurement process is on-going for the cable installation contractor.

In Q3, Metro plans to award the manufacturer contract and begin the rollout of the first 200 ETS telephones. The new ETS Telephone system will replace the existing ETS instruments with intelligent phones that can perform self-diagnosis and reduce fault discovery times from a period lasting months down to one within 24 hours.

C. Track & Structures Investments

Investment by Program (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Fixed Rail	\$39.5	\$52.7	\$77.3	\$90.7	(\$13.4)
Structures	18.1	5.8	49.4	35.9	13.5
Total	\$57.5	\$58.5	\$126.7	\$126.6	\$0.1

In Q2 of FY2018, Track & Structures Investments continued to focus on reinforcing and rehabilitating infrastructure to maintain a state of good repair. The Track & Structures Investment Category includes two programs – Fixed Rail and Structures. In Q2, \$30.1 million was invested in this category.

1. Fixed Rail

Metro expended \$22.1 million on the rehabilitation, repair or replacement of track components during Q2 of FY2018. Scheduled efforts have continued to rehabilitate or replace infrastructure, such as crossties, direct fixation fasteners, insulators, switches, running rail, open joints, rail track signage and grout pads in priority areas throughout the system.

In FY2018, through the second quarter, Metro has replaced 12,227 crossties and 2 switches; renewed 10,977 direct fixation fasteners, 3,573 insulators and 4.7 miles of running rail; tamped 20 miles of track; and eliminated 448 open rail joints.

2. Structures

The Structures program accounted for \$8.1 million of Q2 expenditures. Of this expense, \$2.8 million went toward the rehabilitation of structural components, grout pads that support the track structure, the replacement of old illegible roadway track signs, and rehabilitation of drains.

In Q2, 607 square feet on concrete was poured, 207 linear feet of deck joints were rehabilitated, 358 leaks were repaired, 8,780 linear feet of drains were cleaned, and 76 signs were replaced.

INVESTMENT CATEGORY: TRACK & STRUCTURES

FY2018 Q2 Expenditures: \$30.1 million

Accomplishments:

- 5,942 crossties replaced
- 6,678 Direct fixation fasteners renewed
- 1,825 insulators renewed
- 12.4 miles of track tamped
- 2 switches replaced
- 193 open rail joints eliminated
- 1.5 miles of running rail renewed





The Red Line water intrusion mitigation project continued as well, with work currently on-going at Medical Center. The pilot tunnel solution was evaluated as being effective and the option was exercised to address an additional 4,000 feet along water-intrusion prone segments of the Red Line.

This work will continue through Q4, along with the evaluation of future locations to be treated with this, or a similar solution as well. Extending this effort beyond the pilot effort will require a new, competitive procurement process, which is now planned for FY2019. In Q2, \$5.1 million was invested in this project, and through the end of Q2, 7,285 linear feet of tunnels have been completed.

D. Stations & Passenger Facilities Investments

Investment by Program (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Platforms & Structures	\$39.2	\$42.3	\$71.3	\$91.0	(\$19.7)
Vertical Transp.	28.6	22.6	50.2	56.5	(6.3)
Station Systems	8.1	14.0	29.5	35.7	(6.2)
Total	\$75.9	\$78.9	\$151.0	\$183.2	(\$32.2)

In the Stations & Passenger Facilities category, \$45.0 million was invested in Q2 of FY2018. This category consists of five capital programs: Platforms & Structures, Vertical Transportation, Fare Collection, Station Systems, and Parking Facilities.

1. Platforms & Structures

In the Platforms & Structures category, \$23.1 million was invested in Q2 of FY2018. The on-going rehabilitation along the Orange/Blue line accounted for \$9.3 million of this expense.

New ceiling lights were installed at Arlington Cemetery, Crystal City, Foggy Bottom, and Smithsonian. An AC room rehabilitation was completed at Minnesota Avenue, and another, at

Federal Center is underway and will be completed in Q3. The final two motor control center rehabilitations (at Arlington Cemetery and Rosslyn) were also completed during the second quarter.

The installation of new station entrance canopies progressed as well in Q2, with \$3.9 million invested in the project. Canopy glass was installed at Brookland and Metro Center; precast was set at Judiciary Square, construction is underway at Minnesota Avenue, and canopies were completed at Shady Grove and Huntington.

INVESTMENT CATEGORY: STATIONS & PASSENGER FACILITIES

FY2018 Q2 Expenditures: \$45.0 million

Accomplishments:

- Ceiling lights complete at Arlington Cemetery, Crystal City, Foggy Bottom, and Smithsonian; L'Enfant to be completed Q4.
- Seven escalators and five elevators replaced/rehabilitated in Q2
- AC room rehabilitation complete at Minnesota Avenue
- Procurement underway for emergency swing gates



The Platforms & Structures program also includes construction support (engineering, safety assurance and design review support) to the Metropolitan Washington Airports Authority (MWAA) for the Silver Line Extension. For Phase I, Metro continues to process warranty items and prepare for the closeout of the project (in Q3/Q4).

For Phase II, the safety and security certification plan (version 10) was completed. In Q2, \$1.7 million was expended on these projects.

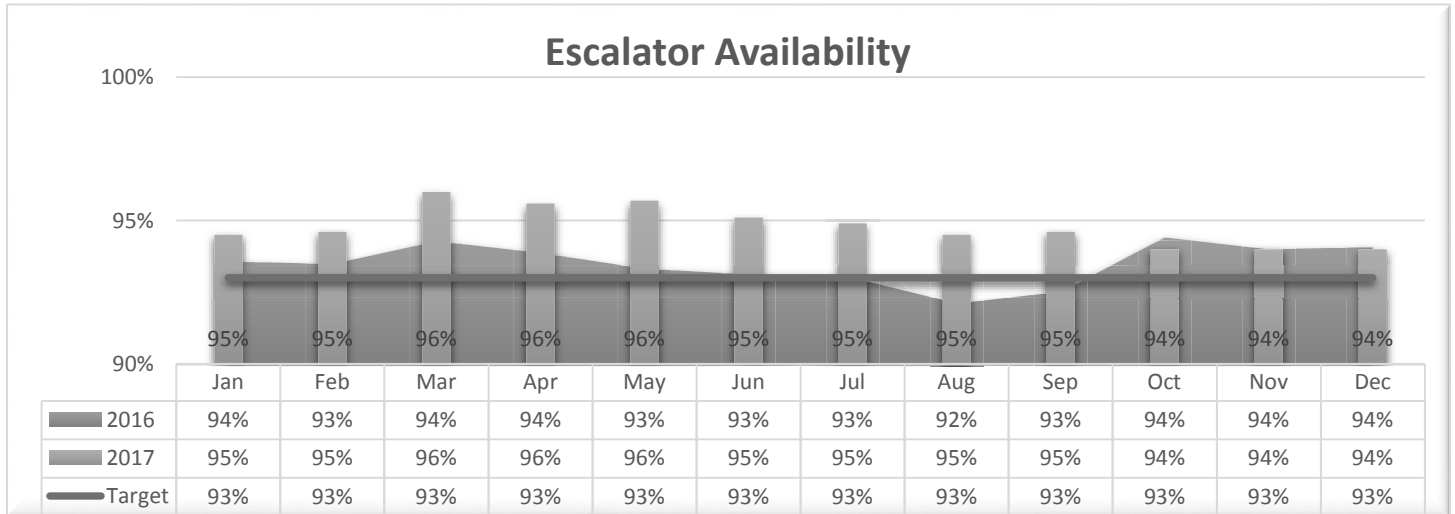
2. Vertical Transportation

WMATA continues to invest in replacing and improving the system's escalator and elevator infrastructure and the various components required for its safe and reliable operation. WMATA invested \$18.1 million in improvements and renovations to vertical transportation in Q2 of FY2018. Below is an updated summary of the renovation and replacement activities for escalators and elevators in Q2.



Elevator Rehabilitation – In Q2 expenses of \$1.7 million were invested, and five elevator rehabilitations were completed: two at Franconia-Springfield, one at Judiciary Square, one at New Carrollton, and one at Woodley Park.

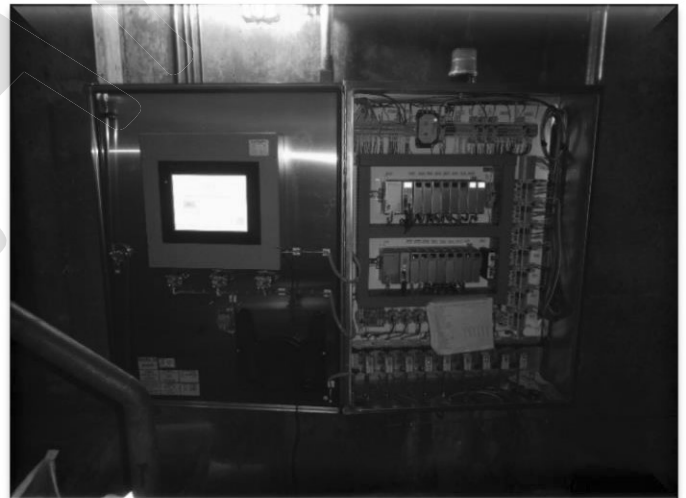
Escalator Replacement – In Q2, WMATA expended \$15.0 million, and seven escalators were replaced: Two at Stadium Armory, two at New York Avenue, and one each at Medical Center, Friendship Heights, and Eastern Market.



3. Station Systems

In Q2, \$4.4 million was invested in the Station Systems program. \$0.9 million of this was expended on upgrades to fire alarm systems in auxiliary facilities. Metro worked to integrate VMS software into the fire alarm system so that operations control centers can be alerted as an alarm is triggered and can contact the area fire department. Q3 efforts will be focused on coordinating with on-going rail yard repairs and completing sprinkler system work.

Expenditures of \$1.2 million were invested in Q2 toward the upgrade of Metro's fare collection system. Metro plans to develop more effective user interfaces on devices and equipment and shift to more self-directed customer through web based and mobile applications. In the second quarter, upgrades to the communications and power infrastructure continued in order to support these changes, while development began for mobile payments



Q2 expenses of \$1.2 million addressed the rehabilitation of station cooling systems. In Q2 this included the replacement of refrigerant detection systems, cooling tower fill and louvers, the replacement of VC-10 ventilation dampers, under-platform duct work on the west leg of the Red Line, condenser piping at Farragut North & DuPont Circle, and the installation of freon detectors at 7 chiller plants; chiller overhauls at JGB and Congress Heights, and the installation of Freon detectors at seven locations (Anacostia, Ballston, Clarendon, Columbia Heights, Medical Center, Rosslyn & Union Station).

E. Bus & Paratransit Investments

Investment by Program (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
Bus and Paratransit Acquisition	\$3.7	\$54.0	\$56.3	\$77.8	(\$21.5)
Bus Maint./Overhaul	24.8	31.4	53.7	59.3	(5.6)
Bus Maint. Facilities	47.0	7.0	76.0	63.3	12.7
Bus Passenger Facilities	1.6	2.2	2.9	6.4	(3.6)
Total	\$77.1	\$94.6	\$188.9	\$206.9	(\$18.0)

The Bus & Paratransit Investment Category includes five programs: Bus & Paratransit Acquisition; Bus Maintenance & Overhaul; Bus Maintenance Facilities; and Bus Passenger Facilities & Systems. In Q2 of FY2018, total expenditures in this category were \$43.8 million.

1. Bus & Paratransit Acquisition

Metro replaces an average of 100 buses per year. In FY2018, 66 CNG buses (40 foot) are planned for delivery in the second half of the fiscal year.

In Q2, \$3.7 million was invested in the Bus & Paratransit Acquisition program. The actual expense is approximately \$50 million less than budget because the FY2018 bus procurement was rescheduled. The pilot vehicle was delivered in Q2, and the solicitation for FY2019-FY2023 bus procurement was issued.

The first article inspection of the 227 MetroAccess pilot vehicle was completed in Q2 as well, and delivery of the 227 MetroAccess vans is planned for Q3.

INVESTMENT CATEGORY: BUS & PARATRANSIT

FY2018 Q2 Expenditures - \$43.8 million

Accomplishments:

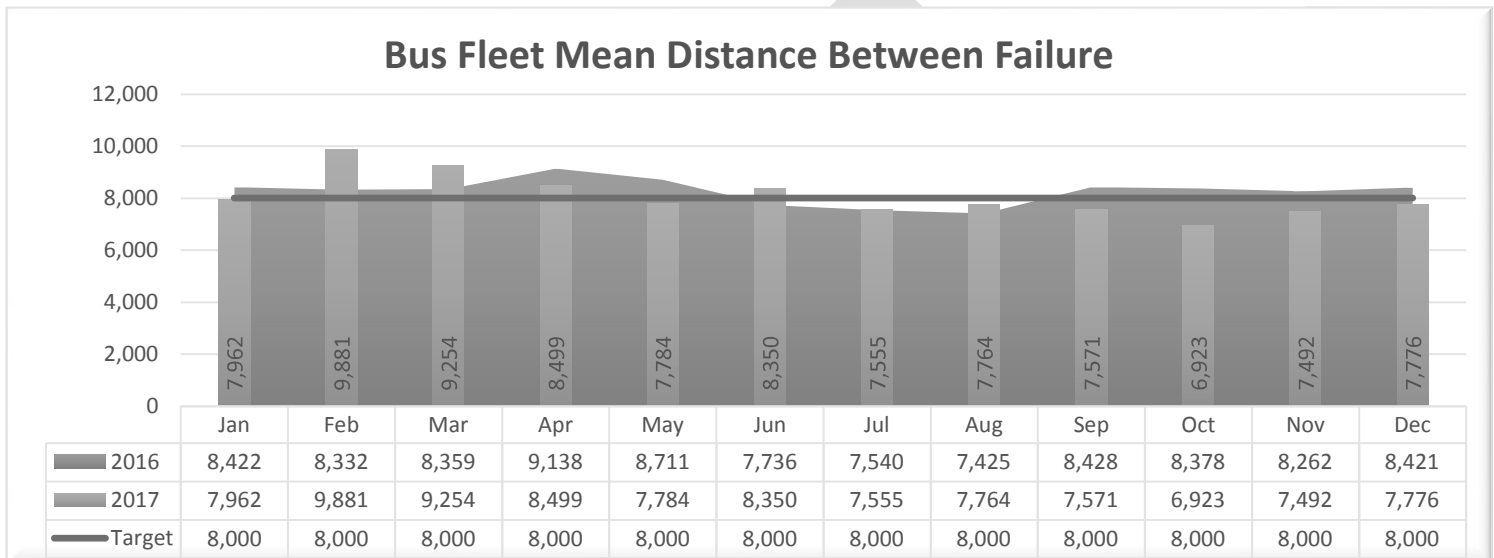
- 25 Metrobus rehabilitations complete
- Bus pilot vehicle delivered; testing underway.
- Installation of security cameras on 230 buses underway – to be complete May, 2018
- Andrews Federal Center Garage interior slab complete; mechanical, electrical, plumbing and interior finishing to be complete Q4



2. Bus Maintenance & Overhaul

WMATA's bus maintenance and overhaul investments are focused on maintaining reliability and the safe operating condition of the equipment and to achieve the maximum useful life of the asset. Expenditures of \$12.9 million went into the Bus Maintenance & Overhaul program in Q2 of FY2018. The majority of this (\$11.1 million) has been invested in comprehensive mechanical, electrical, and structural rehabilitation that takes place at 7.5 years of life for each bus.

Mean-Distance-Between-Failure (MDBF), measured in miles of revenue service, did not meet the 8000 miles in any month during the quarter. Rehabilitation activities included 25 bus rehabilitations, 26 energy storage systems replaced, 25 engine assemblies rebuilt, and 30 transmission assemblies rebuilt.



3. Bus Maintenance Facilities

During Q2 of FY2018, \$25.8 million was invested in Bus Maintenance Facilities. Of this, \$23.2 million was expended on the replacement of the Southern Avenue Bus Garage with a modern Leadership in Energy and Environmental Design (LEED) Silver facility – Andrews Bus Garage – that will increase capacity from 103 to 175 buses.

In Q2, the interior slab was laid, and plans for the remainder of FY2018 include the completion of mechanical, electrical and plumbing work, interior finishing, and concrete paving. In FY2019, Metro will be completing punch-list and project closeout items for this project

At the new Cinder Bed road facility (replacing the Royal Street Bus Garage) Automatic Fare Collection Systems are being installed, along with wireless systems, furniture, office supplies, wellness equipment and other final details. In Q2, \$2.4 million was expended on this project.



4. Bus Passenger Facilities & Systems

\$1.4 million was expended in the Bus Passenger & Facilities program in Q2. Real Time Passenger Information displays were installed at Fort Totten, Southern Avenue, Brookland, Rhode Island, Wheaton, Addison Road, Huntington and Tyson's Corner.

Traffic signal prioritization upgrades were also completed on 304 buses authority-wide. These upgrades will increase bus delivery efficiency and improve the ridership experience. Signal prioritization decreases route times, improves route coverage.

F. Business Support Investments

Investment by Program (\$ in millions)	FY18 Actual thru Q2	FY18 Budget thru Q2	FY2018 Forecast	FY2018 Budget	Over/(Under) Current Budget
IT	\$23.1	\$27.7	\$73.8	\$74.9	(\$1.1)
MTPD	0.3	0.4	0.8	1.0	(0.2)
Support Equip./Services	6.2	8.1	16.7	26.0	(9.3)
Total	\$29.6	\$36.2	\$90.6	\$102.0	(\$10.6)

WMATA invested \$16.9 million, in Q2, in the Business Support Investment category. This category includes the Information Technology, Metro Transit Police Department, and Support Equipment & Services programs.

1. Information Technology

Information technology investments accounted for \$12.9 million of all Business Support investments in Q2 of FY2018.

In Q2, \$1.1 million was expended on upgrades to the Maximo system that will support Authority-wide asset planning and inventory management. In Q2, a deployment plan was developed for the mobile platform, and requirements gathering was conducted from departments and internal stakeholders for the predictive maintenance analysis module as well as for the Metro documentation initiative.

Metro also expended \$2.8 million toward the improvement of the Authority's data hardware and infrastructure. The bulk of this was invested on the purchase of new licenses and the replacement of 40 SAN switches, along with on-going business case development for decision support for future purchases.

Metro invested \$2.0 million in the development of software interfaces that will enable the transfer of data that support financial controls and decision support. This includes information OneBadge, Kronos (the new time keeping system),

INVESTMENT CATEGORY: BUSINESS SUPPORT

FY2018 Q2 Expenditures – \$16.9 million Accomplishments

- WiFi access complete at 31 stations thru Q2
- System testing and training materials complete for Metro Time Keeping project
- Requirements report completed for the Enterprise Learning Management System

Human Capital Management, Client (WMATA Departments) Relationship Management. In Q2, Metro completed the first phase of a project to replace card readers, conducting a complete needs assessment for future OneBadge requirements. Planning, requirements gathering and analysis for design was underway, in preparation to integrate Hyperion financial management software with WMATA's current financial management environment.

This includes systems that support scheduling, customer alerts, commuting benefits, and fares as well as applications that assist WMATA departments in the efficient delivery of core services.



IT program expenditures of \$0.5 million also went toward the further development of the automated and centralized Safety Management System to capture incident and safety information across the system and improve operations where there are opportunities to do so. The Safety Management tool captures information from accidents and incidents that occur at Metro stations, Metro facilities and all Metro vehicles including all three modes. In Q2, Metro completed the first wave (of three) of a migration to Sharepoint. The incidents and accidents and fatigue risk input and reporting tool was updated, as well.)

WMATA expended \$1.0 million on the configuration and deployment of the new, standardized time management solution. In Q2, parallel system testing with WMATA's current PeopleSoft environment was completed, including Time and Labor, Project Costing, HRM, ELM and Payroll, and user acceptance testing was completed as well. Metro will began the rollout to telestaff, and delivered training materials to all departments.

2. Metro Transit Police Department

In Q2, a total of \$0.2 million was invested in the Metro Transit Police Department capital program. The bulk of this investment went toward the procurement of non-lethal weapons and the lifecycle replacement of other police support and security equipment. By the end of the fiscal year, Metro will begin design for a police substation at Morgan Boulevard

3. Support Equipment & Services

In the Support Equipment & Services capital program, Q2 expenditures totaled \$3.8 million. The rehabilitation and replacement of facility roofs across the Authority accounted for \$0.7 million of this investment. In Q2, design was completed for a replacement of the Alexandria Service & Inspection shop roof, while construction was on-going at seven total locations (White Flint station, Forest Glenn Chilled water plant, Brentwood Shop, Rhode Island Ave PSB roof, West Hyattsville Station Canopy roof and Brookland Avenue traction power substation).



Metro also continued the development of its ridership forecast model, passenger movement analysis and rail operational analysis to support core and system capacity improvements. The models and analysis are planned for completion by the end of FY2018.

In Q2 of FY2018, Metro continued to compile asset inventory data and began the development of the asset registry for the transit asset management program. The third phase of data integration and asset management plan for Map-21 compliance will also begin before the end of the fiscal year. By July of 2019, Metro plans to deploy a fully built out, data enabled asset management regime. Metro invested \$0.5 million toward this effort during the quarter. Milestones and a CY2018 schedule for the Transit Asset Management plan are outlined in the following tables:

TRANSIT ASSET MANAGEMENT MILESTONES		
TAM TARGET SETTING MILESTONES	Forecast	STATUS
Establish initial targets	January 2017	Completed
Establish FY18 targets	June 2017	Completed
Establish FY19 targets	June 2018	In Progress
TAM PLAN DEVELOPMENT MILESTONES		
Transit Asset Inventory and Condition Assessment Phase 1	January 2017	Completed
Capital Needs Inventory and Prioritization Phase 1	January 2017	Completed
Transit Asset Inventory and Condition Assessment Phase 2	March 2018	Completed
Asset Registry Established	November 2017	Completed
TAM Policy Update	December 2017	Draft Completed, awaiting QICO process completion
Enterprise Asset Management Initiative	February 2018	Scoping Underway
Capital Needs Inventory Update	April 2018	Data Improvement initiative kicked off
TAM Strategy Update	October 2018	TAM strategy will be a component of the final TAM plan
Develop and Submit TAM plan	October 2018	Anticipate completion in August for Board approval prior to October deadline.

Upcoming Program Milestones:	
TAICA Phase II data collection complete	January 2018
Commence TAM strategy/implementation plan	January 2018
Enterprise Asset Management Plan commences	February 2018
New Capital Needs Inventory (CNI) published	March 2018
Begin FY2020 Capital Program development	April 2018
Governance and Capital Program Playbook complete	June 2018
Finalize TAM and submit to TPB (FTA requirement)	October 2018



Appendices

Appendix I: Operating Financials

Operating Financials including Reimbursables

SECOND QUARTER RESULTS					12/31/2017 FISCAL YEAR 2018 Dollars in Millions		YEAR-TO-DATE RESULTS				
Prior Year Actual	Current Year						Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance		
					REVENUES:						
					Passenger Revenue						
\$121.2	\$127.5	\$128.1	(\$0.6)	-0.5%	Metrail	\$253.4	\$265.9	\$268.0	(\$2.1)	-0.8%	
31.0	30.7	36.1	(5.4)	-15.1%	Metrobus	65.9	64.3	74.2	(9.8)	-13.3%	
2.6	2.4	2.4	(0.1)	-3.1%	MetroAccess	5.0	4.7	4.9	(0.2)	-3.1%	
10.1	10.5	10.0	0.5	4.6%	Parking	20.4	21.1	21.0	0.1	0.4%	
\$4.8	\$5.5	\$5.5	0.0	0.0%	D.C. Schools	\$7.5	\$8.3	\$8.3	0.0	0.0%	
\$169.8	\$176.6	\$182.2	(\$5.7)	-3.1%	subtotal	\$352.3	\$364.3	\$376.4	(\$12.1)	-3.2%	
					Non-Passenger Revenue						
5.5	5.7	5.6	0.0	0.3%	Advertising	11.0	11.3	11.3	0.0	0.3%	
2.4	1.7	1.6	0.1	6.3%	Joint Development	4.2	3.9	3.2	0.7	22.8%	
3.9	3.9	3.9	(0.0)	-0.5%	Fiber Optic	7.9	7.8	7.8	0.0	0.2%	
5.8	2.9	2.8	0.0	1.7%	Other	7.3	4.7	5.6	(0.9)	-15.8%	
6.1	12.9	8.3	4.6	55.1%	Reimbursables	10.9	17.8	15.3	2.5	16.4%	
\$23.7	\$27.0	\$22.3	\$4.7	21.2%	subtotal	\$41.2	\$45.6	\$43.2	\$2.4	5.5%	
\$193.5	\$203.6	\$204.5	(\$0.9)	-0.5%	TOTAL REVENUE	\$393.5	\$410.0	\$419.6	(\$9.7)	-2.3%	
					EXPENSES:						
\$183.5	\$184.4	\$198.9	\$14.5	7.3%	Salary/Wages	\$378.0	\$377.5	\$401.4	\$23.9	6.0%	
22.1	19.8	19.8	(0.1)	-0.3%	Overtime	45.4	39.8	40.4	0.6	1.5%	
88.3	114.9	104.7	(10.2)	-9.8%	Fringe Benefits	190.6	220.1	210.1	(10.0)	-4.7%	
59.0	68.5	74.1	5.6	7.5%	Services	118.4	126.6	148.3	21.8	14.7%	
31.2	31.7	24.8	(6.9)	-27.8%	Supplies	60.4	57.5	49.2	(8.3)	-16.8%	
6.2	6.8	8.8	2.0	22.5%	Fuel (Gas, Diesel, CNG)	12.4	13.2	17.9	4.7	26.4%	
11.5	9.9	11.7	1.8	15.4%	Propulsion Power	23.3	22.1	24.0	1.9	7.8%	
8.6	7.5	9.5	1.9	20.4%	Utilities	17.7	16.3	19.2	2.9	15.2%	
7.1	12.9	10.5	(2.4)	-22.6%	Insurance/Other	14.1	21.9	21.0	(1.0)	-4.5%	
(15.0)	(9.8)	(12.6)	(2.8)	22.1%	Capital Indirect Allocation	(27.6)	(18.9)	(24.9)	(5.9)	23.9%	
\$402.6	\$446.8	\$450.2	\$3.4	0.8%	TOTAL EXPENSE	\$832.6	\$876.0	\$906.7	\$30.7	3.4%	
\$209.1	\$243.2	\$245.7	\$2.5	1.0%	SUBSIDY	\$439.0	\$466.0	\$487.1	\$21.0	4.3%	
Favorable/(Unfavorable)					Favorable/(Unfavorable)						
48%	46%	45%				47%	47%	46%			
					COST RECOVERY RATIO						



Operating Financials

2017-12-31

METRORAIL

FISCAL YEAR 2018

Dollars in Millions

SECOND QUARTER RESULTS

YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

REVENUES:

\$121.2	\$127.5	\$128.1	(\$0.6)	-0.5%	Passenger Fares	\$253.4	\$265.9	\$268.0	(\$2.1)	-0.8%
10.1	10.5	10.0	0.5	4.6%	Parking	20.4	21.1	21.0	0.1	0.4%
2.3	1.3	1.3	(0.0)	0.0%	D.C. Schools	3.6	2.0	2.0	(0.0)	0.0%
\$133.7	\$139.3	\$139.5	(\$0.1)	-0.1%	subtotal	\$277.4	\$288.9	\$291.0	(\$2.1)	-0.7%
\$1.8	\$1.9	\$1.9	\$0.0	0.3%	Advertising	\$3.6	\$3.7	\$3.7	\$0.0	0.3%
2.4	1.7	1.6	0.1	6.3%	Joint Dev/Property Rent	4.2	3.9	3.2	0.7	22.8%
3.9	3.9	3.9	(0.0)	-0.5%	Fiber Optic	7.9	7.8	7.8	0.0	0.2%
5.2	1.2	1.4	(0.2)	-15.2%	Other	6.5	2.1	2.8	(0.7)	-25.4%
\$13.3	\$8.6	\$8.8	(\$0.1)	-1.5%	subtotal	\$22.2	\$17.6	\$17.5	\$0.0	0.2%
\$147.0	\$148.0	\$148.2	(\$0.3)	-0.2%	TOTAL REVENUE	\$299.7	\$306.5	\$308.5	(\$2.0)	-0.7%

EXPENSES:

\$112.0	\$103.7	\$112.7	\$8.9	7.9%	Salary/Wages	\$226.9	\$217.0	\$229.2	\$12.3	5.4%
12.8	10.5	11.4	0.8	7.4%	Overtime	26.0	20.5	22.4	1.9	8.4%
54.0	65.3	59.1	(6.2)	-10.5%	Fringe Benefits	115.9	126.3	118.5	(7.8)	-6.5%
17.1	20.7	26.0	5.3	20.4%	Services	33.6	36.6	52.3	15.8	30.1%
22.9	18.9	14.7	(4.1)	-28.0%	Supplies	43.0	34.0	29.3	(4.7)	-16.1%
0.6	0.2	0.5	0.3	52.3%	Fuel (Gas, Diesel, CNG)	1.1	0.5	1.0	0.5	48.4%
18.3	15.6	17.3	1.8	10.2%	Utilities & Propulsion	37.4	34.8	35.4	0.6	1.6%
(2.7)	1.7	(2.0)	(3.7)	-186.2%	Insurance/Other	(7.3)	1.8	(3.8)	(5.6)	-148.7%
\$234.9	\$236.7	\$239.7	\$3.1	1.3%	TOTAL EXPENSE	\$476.7	\$471.6	\$484.4	\$12.9	2.7%
\$87.8	\$88.7	\$91.5	\$2.8	3%	NET SUBSIDY	\$177.0	\$165.0	\$175.9	\$10.9	6%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

63%

63%

62%

COST RECOVERY RATIO

63%

65%

64%



Operating Financials

2017-12-31

METROBUS

FISCAL YEAR 2018

Dollars in Millions

SECOND QUARTER RESULTS

YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

REVENUES:

\$31.0	\$30.7	\$36.1	(\$5.4)	-15.1%	Passenger Fares	\$65.9	\$64.3	\$74.2	(\$9.8)	-13.3%
2.5	4.2	4.2	0.0	0.0%	D.C. Schools	3.9	6.3	6.3	0.0	0.0%
\$33.5	\$34.9	\$40.3	(\$5.4)	-13.5%	subtotal	\$69.8	\$70.7	\$80.5	(\$9.8)	-12.2%
\$3.7	\$3.8	\$3.8	\$0.0	0.3%	Advertising	\$7.3	\$7.6	\$7.6	\$0.0	0.3%
0.6	1.5	1.4	0.1	6.3%	Other	0.8	2.5	2.8	(0.4)	-12.4%
\$4.3	\$5.3	\$5.2	\$0.1	1.9%	subtotal	\$8.1	\$10.0	\$10.4	(\$0.3)	-3.2%
\$37.8	\$40.2	\$45.5	(\$5.3)	-11.7%	TOTAL REVENUE	\$77.9	\$80.7	\$90.9	(\$10.2)	-11.2%

EXPENSES:

\$69.2	\$78.7	\$83.9	\$5.2	6.2%	Salary/Wages	\$146.4	\$156.3	\$167.3	\$11.0	6.6%
9.1	8.9	8.2	(0.7)	-9.1%	Overtime	19.0	18.6	17.6	(1.1)	-6.1%
33.1	48.1	44.4	(3.6)	-8.2%	Fringe Benefits	72.2	90.8	89.3	(1.5)	-1.7%
11.5	11.2	17.1	5.9	34.3%	Services	22.2	21.1	32.8	11.6	35.5%
8.3	12.5	9.8	(2.7)	-27.2%	Supplies	17.3	23.0	19.5	(3.5)	-17.9%
4.1	4.6	6.6	2.0	30.8%	Fuel (Gas, Diesel, CNG)	8.9	9.5	13.3	3.8	28.6%
1.7	1.8	3.7	1.9	52.2%	Utilities & Propulsion	3.3	3.3	7.5	4.2	55.6%
(5.4)	0.9	(0.2)	(1.2)	-475.4%	Insurance/Other	(6.6)	0.4	(0.4)	(0.8)	-192.8%
\$131.7	\$166.7	\$173.5	\$6.8	3.9%	TOTAL EXPENSE	\$282.6	\$323.1	\$346.8	\$23.7	6.8%

\$93.8	\$126.5	\$128.0	\$1.5	1%	NET SUBSIDY	\$204.6	\$242.4	\$255.9	\$13.5	5%
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

29% 24% 26%

COST RECOVERY RATIO

28% 25% 26%



Operating Financials

2017-12-31

METROACCESS

FISCAL YEAR 2018

Dollars in Millions

SECOND QUARTER RESULTS

YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year		
	Actual	Budget	Variance

Prior Year Actual	Current Year		
	Actual	Budget	Variance

REVENUES:

\$2.6	\$2.4	\$2.4	(\$0.1)	-3.1%	Passenger Fares
\$0.0	\$0.2	\$0.0	\$0.2		Other

\$5.0	\$4.7	\$4.9	(\$0.2)	-3.1%
\$0.0	\$0.2	\$0.0	\$0.2	

\$2.6 \$2.5 \$2.4 \$0.1 4.0% TOTAL REVENUE

\$5.0 \$4.9 \$4.9 \$0.0 0.4%

EXPENSES:

\$1.7	\$1.4	\$1.4	\$0.1	4.6%	Salary/Wages
0.7	0.9	0.7	(0.1)	-20.4%	Fringe Benefits
25.5	30.8	26.1	(4.7)	-17.8%	Services
0.0	0.3	0.2	(0.1)	-45.7%	Supplies
1.1	1.7	1.3	(0.4)	-34.2%	Fuel (Gas, Diesel, CNG)
0.1	0.1	0.1	0.0	29.2%	Utilities & Propulsion
0.1	0.3	0.2	(0.1)	-44.8%	Insurance/Other

\$3.4	\$2.8	\$2.9	\$0.2	5.4%
1.3	1.6	1.4	(0.1)	-8.2%
52.5	58.3	52.3	(6.0)	-11.6%
0.1	0.4	0.3	(0.1)	-27.1%
1.9	2.8	2.6	(0.2)	-8.5%
0.3	0.2	0.3	0.0	15.0%
0.3	0.4	0.3	(0.1)	-25.1%

\$29.3 \$35.3 \$30.0 (\$5.3) -17.6% TOTAL EXPENSE

\$59.7 \$66.5 \$60.2 (\$6.3) -10.5%

\$26.7 \$32.8 \$27.6 (\$5.2) (\$0.0)

NET SUBSIDY

\$54.7 \$61.6 \$55.3 (\$6.3) (\$0.0)

Favorable/(Unfavorable)

Favorable/(Unfavorable)

9%

7%

8%

COST RECOVERY RATIO

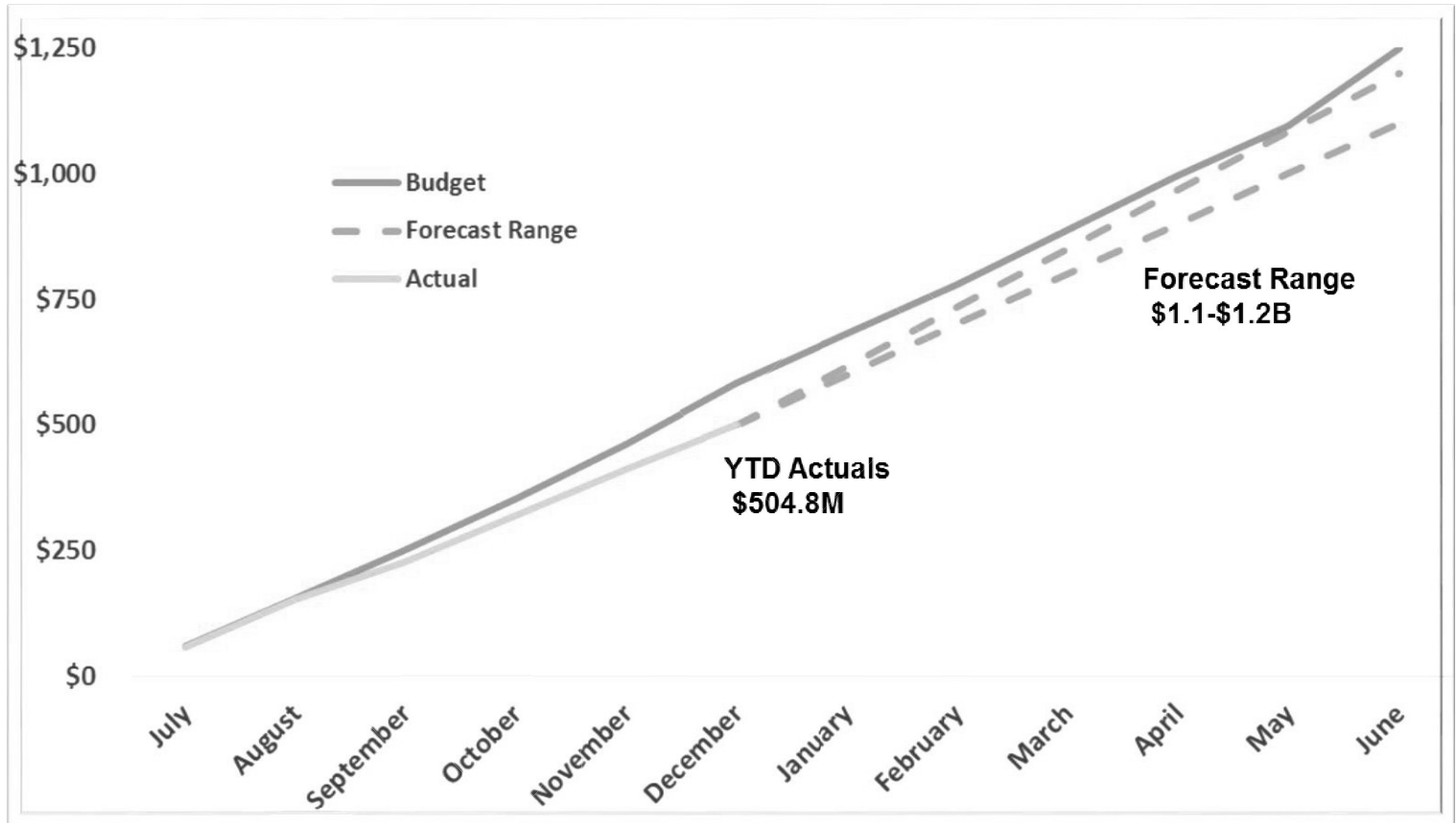
8%

7%

8%



Appendix II: Capital Program Financials & Detail





Washington Metropolitan Area Transit Authority
Capital Project Financials by Investment Category
Fiscal Year 2018
(millions)

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
2000/3000 Series Rail Car Replacement	\$ 1.2	\$ 0.3	\$ 0.9	27%
Test Track & Railcar Commissioning Facility	4.2	4.4	-0.2	106%
7000 Series Rail Car Procurement	241.6	56.0	185.5	23%
Dulles Railcars	0.4	0.9	-0.5	210%
Dulles Phase2 Rail Vehicles	99.3	87.3	12.0	88%
Railcar Acquisition	346.7	149.0	197.7	43%
Railcar Rehabilitation Program	55.9	23.1	32.8	41%
Rail Car Safety & Reliability Enhancements	5.1	2.2	2.9	43%
Rail Lifecycle Overhaul	60.1	32.4	27.8	54%
Repair of Damaged Railcars	0.4	0.1	0.4	16%
D&E Railcar Maint./Overhaul	0.1	0.0	0.1	0%
Railcar Maintenance/Overhaul	121.6	57.7	63.9	47%
Rail Yard Facility Repairs	26.5	13.7	12.8	52%
Rail Yard Hardening and Bus Security	5.1	0.8	4.3	17%
7000 Series Rail Car HVAC Maintenance Facility	2.0	1.0	1.0	49%
Relocation of Maintenance Departments from Rail Yards	5.3	0.1	5.2	1%
D&E Rail Yard Improvements	1.4	0.0	1.4	0%
Railcar Maintenance Facilities	40.3	15.6	24.7	39%
Railcar Investments	508.6	222.3	286.3	44%
Rail Power System Upgrades	17.1	8.7	8.4	51%
AC Power Systems State of Good Repair	6.2	1.4	4.8	22%
Traction Power State of Good Operations	15.2	7.4	7.8	49%
D&E Power Improvements	0.9	0.0	0.9	5%
Propulsion	39.5	17.5	21.9	44%
Wayside Warning Train Wash	0.5	0.2	0.3	38%
Train Control Signal and Traction Power System Interface	0.0	0.2	-0.2	
Radio Infrastructure Replacement - T-Band Relocation	47.6	12.1	35.5	25%
National Transportation Safety Board Recommendations	12.2	4.6	7.6	38%
Automatic Train Control State of Good Repair	18.9	7.5	11.4	40%
ETS Infrastructure	0.8	0.1	0.7	7%
Track Inspector Location	2.3	0.2	2.1	8%
D&E ATC & Comms Improvements	1.0	0.0	1.0	0%
Signals & Communications	83.3	24.9	58.4	30%
Rail Systems Investments	122.8	42.4	80.3	35%



Washington Metropolitan Area Transit Authority
Capital Project Financials by Investment Category
Fiscal Year 2018
(millions)

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
Track Rehabilitation	81.8	37.2	44.7	45%
Track Maintenance Equipment	1.5	0.1	1.4	7%
System-wide Infrastructure Rehab	0.0	0.0		72%
General Engineering	2.7	1.3	1.4	49%
Emergency Construction	1.0	0.6	0.4	63%
Tunnel Lighting	3.7	0.3	3.4	7%
Fixed Rail	90.7	39.5	51.3	43%
Track Structural Rehabilitate	12.5	6.4	6.1	51%
Bush Hill Aerial Structure	1.7	0.0	1.7	2%
Farragut North Beam Rehab	0.5	0.1	0.4	12%
Red Line Water Mitigation	19.0	11.5	7.5	61%
D&E Track Structures Imprvmnts	2.1	0.0	2.1	2%
Structures	35.9	18.1	17.8	50%
Track and Structures Rehabilitation Investments	126.6	57.5	69.1	45%
Bicycle & Pedestrian Facilities: Capacity Improvements	1.2	0.4	0.8	30%
Station Rehabilitation Program	10.8	5.3	5.5	49%
Station Entrance Canopies	8.0	4.7	3.3	59%
Rhode Island Platform Rehab	2.1	0.1	2.0	5%
Orange/Blue Line Rehabilitation Stage One	33.3	19.5	13.8	59%
Parking Garage Rehabilitation	5.0	2.7	2.3	53%
Metro Center Retail Buildout	0.2	0.0	0.2	6%
Swing Gates	2.5	0.0	2.5	0%
Potomac Yard Alt. Analysis	5.3	0.8	4.6	14%
Purple Line: General	4.0	0.5	3.5	12%
Union Station Project	0.8	0.0	0.8	0%
Dulles Phase 1	2.7	0.3	2.4	12%
Dulles Phase 2 Prelim Eng	7.5	3.7	3.8	49%
D&E Platform & Structures Impr	7.6	1.1	6.5	15%
Platforms & Structures	91.0	39.3	51.8	43%
Elevator Rehabilitation	10.0	4.3	5.7	43%
Escalator Rehabilitation	3.0	0.7	2.4	22%
Elevator/Escalator Repairables	8.0	1.3	6.6	17%
Escalator Replacement	35.5	22.3	13.2	63%
Vertical Transportation	56.5	28.6	27.9	51%
Regional NextFare System	0.4	0.1	0.3	33%
Open Bankcard & AFC System	0.6	0.1	0.5	9%
Fire Systems	3.4	1.4	2.1	40%
Station Cooling Program	6.6	2.0	4.5	31%
Station Lighting Improvements	8.8	0.7	8.1	8%
Raising Vent Shafts Vicinity	3.0	0.7	2.3	24%
Improving Drainage	4.1	0.8	3.2	21%
Fare Collection Modernization	8.0	1.9	6.0	24%
Fire Alarm System Upgrade	0.8	0.2	0.6	24%
Station Systems	35.7	8.0	27.7	22%
Stations and Passenger Facilities Investments	183.2	75.9	107.3	41%



Washington Metropolitan Area Transit Authority
Capital Project Financials by Investment Category
Fiscal Year 2018
(millions)

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
Bus Replacement	63.0	0.3	62.6	1%
MetroAccess Fleet Replacement	14.8	3.4	11.4	23%
Bus and Paratransit Acquisition	77.8	3.7	74.0	5%
Automatic Vehicle Location Eqt	0.3	0.0	0.3	8%
Bus Repair Equipment	3.9	1.8	2.1	45%
Bus Rehabilitation Program	51.5	22.3	29.2	43%
Bus Camera Installation & Replacement	3.6	0.7	2.9	19%
Bus Maintenance/Overhaul	59.3	24.8	34.4	42%
Bladensburg Shop Reconfigure	0.5	0.0	0.5	6%
Southern Avenue Bus Garage Replacement	53.8	42.4	11.5	79%
Royal Street Bus Garage Replacement (Cinder Bed Road)	8.4	4.2	4.2	50%
D&E Bus Maint. Facilities	0.6	0.0	0.6	0%
Bus Maintenance Facilities	63.3	47.0	16.3	74%
Bus Priority Corridor Network	1.3	0.9	0.4	67%
Bus Planning	0.6	0.1	0.5	20%
Bus Customer Facility Improvements	1.3	0.0	1.3	4%
Traffic Signal Prioritization	0.7	0.5	0.2	74%
Chevy Chase Bus Loop	0.8	0.0		0%
King Street Station Bus Loop	1.3	0.0	1.3	-3%
D&E Bus Passenger Fac./Systems	0.4	0.0	0.4	1%
Bus Passenger Facilities/Systems	6.5	1.6	4.1	24%
Bus and Paratransit Investments	206.8	77.1	128.9	37%



Washington Metropolitan Area Transit Authority
Capital Project Financials by Investment Category
Fiscal Year 2018
(millions)

Investment by Program	FY2018 Current Budget	FY2018 Actuals	Remaining Budget	Expend %
Bus & Rail Asset Management Software	5.6	1.9	3.7	34%
Bus Operations Support Software	0.3	0.1	0.2	27%
IT Capital Prog Business Proc Reeng'g & Prog Support	2.4	1.0	1.4	41%
Data Centers and Infrastructures	14.4	3.0	11.5	21%
Document Management System	0.3	0.1	0.1	59%
Enterprise Geographic Information System	0.6	0.3	0.3	50%
Sensitive Data Protection Technology	0.3	0.0	0.3	0%
Management Support Software	10.8	4.3	6.5	40%
Police Dispatch and Records Management	2.2	1.0	1.2	45%
Network and Communications	16.1	4.6	11.5	29%
Customer Electronic Communications & Outreach	2.1	0.8	1.3	38%
Rail Operations Support Software	4.0	1.4	2.6	34%
Data Governance and Business Intelligence	1.3	0.4	0.8	33%
Safety Measurement System	2.2	0.9	1.3	42%
Rail Scheduling System Upgrade	1.5	0.1	1.4	8%
Time Keeping - Kronos	6.0	2.4	3.6	41%
Maximo Improvement Project	1.5	0.0	1.5	0%
D&E IT	3.4	0.6	2.8	17%
IT	74.9	23.1	51.8	31%
Support Equipment - MTPD	1.0	0.2	0.8	25%
MTPD	1.0	0.3	0.7	28%
Service Vehicle Replacement & Leasing	2.3	0.4	1.9	18%
Environmental Compliance Proj	1.1	0.3	0.8	29%
Underground Storage Tank Rplce	2.0	0.5	1.6	23%
Materials Handling Equipment	0.5	0.0	0.5	5%
Materials Handling Equipment	0.0	0.0	0.0	
Revenue Collection Facility	0.3	0.0	0.2	0%
Core & System Capacity Project Development	1.0	0.1	0.9	10%
Building Infrastructure & Systems ReNeweral	1.0	0.2	0.8	20%
Financial Plan/Systmwide Upgrd	0.8	0.4	0.4	51%
Credit Facility	1.0	0.6	0.4	58%
Transit Asset Inventory	3.3	1.2	2.0	38%
Roof Rehabilitation and Replacement	4.0	1.2	2.8	31%
Rehabilitation of Non-Revenue Facilities	0.4	0.0	0.4	0%
Pollution Prevention - Track	0.7	0.0	0.7	3%
Stormwater Facility Assessment	1.2	0.1	1.1	8%
Sustainability Investments - Pilot Program	0.7	0.1	0.6	19%
Capital Support	2.9	0.0	2.8	1%
Planning Support DC	1.0	0.2	0.7	24%
Planning Support for MD	1.0	0.2	0.7	24%
Planning Support for VA	1.0	0.5	0.5	47%
Support Equipment/Services	26.0	6.2	19.9	24%
Business Support Investments	102.0	29.6	72.4	29%
Total Capital Programs	1,250.0	504.9	745.1	40%



FY2018 Capital Project Reprogramming Summary

(millions)				
Investment by Program	\$1.250B		\$1.250B	
	FY2018 Board Approved Budget	Reprogramming Actions	FY2018 Current Budget	Comments
Railcar Acquisition	\$347.0	(\$0.3)	\$346.7	\$1.2M added to 2K/3K Series Rail Car Replacement to accelerate development of 8K series railcars; \$1.5M available in 7K Procurement due to spare parts delays and contract modifications
Railcar Maintenance/Overhaul	\$138.0	(\$16.4)	\$121.6	Management decision to de-prioritized Railcar Rehab Program in favor of Red Line Water Mitigation and other priority projects
Railcar Maintenance Facilities	\$42.7	(\$2.4)	\$40.3	Funds transferred from D&E Rail Yard Improvements to fund time-sensitive PeopleSoft update
Railcar Investments	\$527.7	(\$19.1)	\$508.6	
Propulsion	\$38.7	\$0.8	\$39.5	Funds reprogrammed from Fare Collection Modernization (facing protracted contracting process) to fund right-of-way monitoring software and a pilot of a new red tag switching process
Signals & Communications	\$90.0	(\$6.7)	\$83.3	\$1.5M of planned FY2018 activity rescheduled into FY2019; \$4M available in ATC (activity rescheduled to FY2019) for use in accelerating wifi improvement in rail stations
Rail Systems Investments	\$128.7	(\$5.9)	\$122.8	
Fixed Rail	\$99.0	(\$8.3)	\$90.7	\$6M from Track Rehab to Track Structural Rehab due to schedule acceleration requiring additional funds
Structures	\$13.6	\$22.3	\$35.9	Management decision to prioritize Red Line Water Mitigation with funds from Rail Rehab, Bus Rehab, and Fare Collection modernization; schedule acceleration in Track Structural Rehab required additional budget
Track & Structures Rehabilitation Investments	\$112.6	\$14.0	\$126.6	
Platforms & Structures	\$83.4	\$7.7	\$91.0	Budget added for Dules Phase 2 Engineering, Metro Center Retail Buildout, D&E Platform & Structures,, and the Swing Gates project
Vertical Transportation	\$60.5	(\$4.0)	\$56.5	\$2M from Escalator Rehab plus \$2M from Escalator/Elevator Repairs available due to engineering/design reviews requiring more time than planned; funds used for accelerated replacement of IT hardware past its useful life
Station Systems	\$46.7	(\$11.1)	\$35.7	Schedule change in Fare Collection Modernization, change in approach to solution
Stations and Passenger Facilities Investments	\$190.6	(\$7.4)	\$183.2	
Bus and Paratransit Acquisition	\$77.8	\$0.0	\$77.8	
Bus Maintenance/Overhaul	\$67.3	(\$8.0)	\$59.3	Bus Rehab project progressing normally but budget determined to be in excess of FY2018 requirement; \$8M transferred to re-prioritized Red Line Mitigation project
Bus Maintenance Facilities	\$58.4	\$4.9	\$63.3	Work at Cinder Bed Rd Garage was delayed from FY2017 to FY2018, necessitating additional funds; Fare Collection Modernization contract process expected to be lengthy, freeing funds for reprogramming
Bus Passenger Facilities/Systems	\$7.6	(\$1.1)	\$6.5	\$1.3M transferred from Traffic Signal Prioritization to several other higher priority projects
Bus and Paratransit Investments	\$211.1	(\$4.3)	\$206.8	
IT	\$55.1	\$19.8	\$74.9	Funds transferred to support pressing PeopleSoft upgrade and for replacement of network switches (which are beyond their intended life) in all stations, garages and administration buildings
MTPD	\$1.0	\$0.0	\$1.0	
Support Equipment/Services	\$23.3	\$2.8	\$26.0	Purchase of 4 Emergency Response Vehicles planned for FY2017 slipped to FY2018, necessitating additional funds
Business Support Investments	\$79.4	\$22.6	\$102.0	
Total Capital Programs	\$1,250.0	\$0.0	\$1,250.0	



Appendix III: FTA Grant Status

Active Grants

Active Federal Transit Administration Grants as of 12/31/2017					
Grant No.	Grant Description	Award Date	Federal Award	Drawn	Balance
DC-95-X004	VA CMAQ Bus Purchase/ VA Projects	9/3/2008	\$4.1	\$4.0	\$0.2
DC-04-0007	FFY2010 SGR Asset Management	5/20/2011	\$3.9	\$2.1	\$1.8
DC-57-X007	New Freedom Bus Stop Improvements	2/13/2012	\$1.0	\$0.0	\$1.0
DC-26-7363	Transit Works: 2012 Workforce Grant	4/30/2014	\$0.8	\$0.3	\$0.5
DC-04-0008	Bus Livability - Bus Stop Improvements	9/11/2014	\$1.5	\$0.1	\$1.4
DC-75-0005	FFY2014 PRIIA Appropriation	4/8/2015	\$148.5	\$148.5	\$0.0
DC-44-X001	FFY2013 Hurricane Sandy Resilience	4/10/2015	\$21.0	\$1.4	\$19.6
DC-90-X089	FFY2015 5307/5340 Formula Grant	9/17/2015	\$146.8	\$133.8	\$13.0
DC-54-0002	FFY2015 SOGR	9/17/2015	\$131.5	\$123.1	\$8.4
DC-75-0006	FFY2015 PRIIA Appropriation	9/23/2015	\$148.5	\$147.9	\$0.6
DC-2016-008	FFY2016 5307/5340 Formula Funding	7/9/2016	\$147.0	\$120.1	\$26.9
DC-2016-009	FFY2016 5337 State of Good Repair	8/11/2016	\$147.2	\$126.0	\$21.2
DC-2016-010	FFY2016 PRIIA Appropriation	8/22/2016	\$148.5	\$115.8	\$32.7
DC-2017-004	FFY2017 5339 Bus Program	4/25/2017	\$8.4	\$0.0	\$8.4
DC-2017-005	WMATA Safety Preventative Maintenance	5/12/2017	\$163.3	\$143.2	\$20.1
DC-2017-006	FFY2017 PRIIA Appropriation	5/23/2017	\$148.5	\$5.5	\$143.0
DC-2017-007	FFY2017 5337 State of Good Repair	5/23/2017	\$145.5	\$54.6	\$90.9
DC-2017-009	VA RSTP Replacement Buses	7/5/2017	\$0.6	\$0.0	\$0.6
DC-2017-011	Track Inspector Location Awareness With Enhanced Transit Worker Protection	8/15/2017	\$1.9	\$0.0	\$1.9
DC-2017-014	FFY2017 5307/5340 Formula Grant	7/9/2017	\$151.0	\$18.3	\$132.7
		Total:	\$1,669.6	\$1,144.7	\$524.9

Current & Planned Grant Applications

Pending Federal Transit Administration Grant Applications as of 12/31/2017		
Grant Description	December 31, 2017 Status	Federal Award
FFY2017 VA CMAQ/RSPT Replacement Buses	Submitted for FTA review	\$5.5
Total		\$5.5



Grants Closed

Federal Transit Administration Grants Closed During FY2015 thru FY2017 as of 12/31/2017				
Grant No.	Grant Description	Award Date	Federal Award	Closed Date
DC-26-7209	Energy Storage Demo for Rail	6/22/2009	\$0.3	1/5/2017
DC-95-X012	VA FFY09 CMAQ Bus Purchase	9/11/2012	\$3.9	4/30/2015
DC-05-0009	FFY2007 5309 Fixed Guideway	9/24/2007	\$81.8	6/7/2017
DC-05-0011	FFY2009 Fixed Guideway Rail Modernization	5/4/2010	\$100.5	6/14/2017
DC-90-X083	FFY2009 5307/5304 Formula Grant	5/4/2010	\$138.6	6/6/2017
DC-90-X085	FFY2010 5307/5304 Formula Grant	2/24/2011	\$139.4	6/5/2017
DC-05-0012	FFY2010 5309 Fixed Guideway	6/1/2011	\$101.3	6/5/2017
DC-90-X086	FFY2011 5307/5340 Formula Grant	8/29/2011	\$141.8	6/5/2017
DC-05-0013	FFY2011 Fixed Guideway Rail Modernization	3/5/2012	\$101.2	6/1/2017
DC-75-0002	FFY2011 PRIIA Appropriation	6/28/2012	\$149.7	6/7/2017
DC-75-0003	FFY2012 PRIIA Appropriation	3/26/2013	\$150.0	6/7/2017
DC-75-0004	FFY2013 PRIIA Appropriation	6/5/2014	\$142.2	11/15/2017
DC-05-0014	FFY2012 Fixed Guideway Rail Modernization	3/29/2013	\$97.3	5/18/2017
DC-90-X087	FFY2012 5307/5340 Formula Grant	4/2/2013	\$140.7	6/5/2017
DC-90-X088	FFY2013 & FFY2014 5307/5340 Formula	1/16/2016	\$240.9	11/16/2017
DC-34-0001	FFY2013 and '14 5339 Bus	1/16/2015	\$19.5	6/8/2017
DC-34-0002	FFY2015 5339 Bus	9/17/2015	\$9.7	6/14/2017
DC-54-0001	FFY 2013/FFY2014 5337 SOGR	2/3/2015	\$161.2	6/7/2017
DC-2016-007	FFY2016 5339 Bus Program	7/29/2016	\$8.4	6/14/2017
DC-75-0001	FFY2010 PRIIA Appropriation	12/31/2010	\$150.0	6/5/2017
DC-03-0039	Largo Extension FFGA	12/15/200	\$364.3	7/7/2015
DC-95-X015	VA CMAQ/RSTP Replacement Buses	11/25/2015	\$27.9	7/7/2017
DC-75-0004	FFY2013 PRIIA Appropriation	9/3/2008	\$142.2	11/15/2017
DC-2017-010	Section 5310 - Metro Access Fleet Replacement	7/9/2017	\$0.5	12/27/2017
Total			\$2,613.1	



Appendix IV: Glossary of Acronyms

A

A&E – Architecture and engineering
AA – Alternatives analysis
AAI-CAF – (Spanish acronym) manufacturer of the 5000 Series rail cars
AC – Air conditioning or alternating current
ACI – Automatic car transponder identification system
ADA – Americans with Disabilities Act
AFC – Automatic fare collection
AGT – Automated guide-way transit
AIM – Advanced information management
AIT – Arts in Transit
AP – Accounts Payable
APS – Auxiliary power supply
APTA – American Public Transportation Association
AQAP – Office of Quality Assurance Quality & Performance
ARS – Adopted regional system
AST – Above-ground storage tank
ATC – Automatic train control
ATO – Automated train operation
ATD – Advanced technology diesel
ATS – Automatic transfer switch
AVL – Automatic vehicle locator
AVR – Automatic voltage regulator
AWP – Annual work plan

B

BAFO – Best and final offer
BDA – Bi-directional amplifiers

BEAC – Budget estimate at completion

BPR – Business process re-engineering

BRT – Bus rapid transit

C

CAD – Computer-aided dispatch

CADD – Computer-aided design and drafting

CAFE – Computer authorization for expenditure workflow system

CAFR – Comprehensive annual financial report

CAP – Corrective Action Plan

CCP – Communications control panel

CCTV – Closed-circuit television

CDR – Conceptual design review

CFA – Capital Funding Agreement

CIP – Capital improvement project

CIWS – Customer information web services

CM – Construction manager

CMAA – Construction Management Association of America

CMAQ – Congestion mitigation and air quality

CMC – Construction management consultant

CMU – Concrete masonry unit

CNG – Compressed natural gas

COG – (Metropolitan Washington) Council of Governments

COLA – Cost of living adjustment

COTS – Commercial off the shelf

CPOS – Compact point of sale

CRCS – Comprehensive radio communications system



CSP – Construction safety program

CTB – (Virginia) Commonwealth Transportation Board

CTF – Carmen Turner Facility

D

D/B – Design/build

D/B/B – Design/bid/build

DBE – Disadvantaged business enterprise

DBFM – Dynamic brake feedback module

DCI – Data center & infrastructure

DCU – Door control unit

DEIS – Draft environmental impact statement

DPS – Drainage pumping station

DRB – Dispute Review Board

DRPT – (Virginia) Department of Rail and Public Transportation

DTP – Dulles Transit Partners, LLC

E

E&O – Errors and omissions

EA – Environmental assessment

EDADS – Enhanced data acquisition and display system

EIS – Environmental impact statement

EMI – Engineering modification instructions *or* electro-magnetic interference

EMIH – Environmental management & industrial health

EPA – Environmental Protection Agency

EPM – Enterprise performance management

ERRP – Emergency rail rehabilitation program

ETEC – Emergency tunnel evacuation carts

ETC – Estimate to complete

EV – Earned value

F

FAI – First article inspection

FAST – Fixing America's Surface Transportation Act

FCCI – First car configuration inspection

FDR – Final design review

FEIS – Final environmental impact statement

FFGA – Full funding grant agreement

FFP – Firm-fixed price

FHWA – Federal Highway Administration

FIA – Fire and intrusion alarm

FMO – Financial management oversight

F/O – Fiber optic

FRA – Federal Railroad Administration

FTE – Full time equivalent

FTA – Federal Transit Administration

FUA – First unit accepted

G

GAAP – Generally accepted accounting principles

GEC – General engineering consultant

GFOA – Government Finance Officers Association

GIS – Geographic information system

GMP – Guaranteed maximum price

GOTRS – General order track rights system

GPS – Global positioning system

H

HCM – Human capital management

HEDS – Hybrid enterprise document management system

HEOP – Heavy equipment overhaul program

HVAC – Heating, ventilation, and air conditioning

I

IAM – Identity and access management

IAWP – Integrated annual work plan

ICCA – Interim Capital Contributions Agreement

ICE – Independent cost estimate

IFC – Issued for construction

IFO – Integrated finance organization - finance project



IFP – Integrated financial plan

IGF – Internally generated funds

IRP – Infrastructure renewal program

ITS – Intelligent transportation systems

J

JARC – Job access/reverse commute

JCC – Jurisdictional Coordinating Committee

JGB – Jackson Graham Building

JOC – Job order contracting program (See Also:

MATOC)

L

LBT – Large bore tunnel

LD – Liquidated damages

LNTP – Limited notice to proceed

LPA – Locally preferred alternative

LRT – Light rail transit

LRV – Light rail vehicle

LUA – Last unit accepted

M

MAP-21 – Moving Ahead for Progress in the 21st Century Act

MARC – Maryland Area Regional Commuter Train

MATOC – Multiple award task order contract

MCC – Motor control center

MDBD – Mean distance between delays

MDBF – Mean distance between failures

MDBS – Mean distance between service interruptions

ME – Month-end

MEAD – Metro electronic action document

MIS – Major investment study

MMFA – Metro Matters Funding Agreement

MMMS – Material maintenance and management system

MMP – Metro matters program

MMU – Mobile maintenance unit

MOD – (Contract) Modification

MOS – Minimum operable segment

MPS – Master program schedule

MTA – Maryland Transit Administration

MTPD – Metro Transit Police Department

MTTR – Mean time to repair

MWAA – Metropolitan Washington Airports Authority

MWCOG – Metropolitan Washington Council of Governments

N

NCPC – National Capital Planning Commission

NEPA – National Environmental Policy Act

NSP – New Starts Project

NTSB – National Transportation Safety Board

NTD – National transit database

NTE – Not to exceed

NTI – National Transit Institute

NTP – Notice to proceed

O

O&M – Operating and maintenance (such as O&M costs)

OCC – Operations Control Center

ODC – Other direct costs

OFS – Order for services

OIG – Office of Inspector General

OTP – On-time performance

OWS – Oil water system

P

PCI – Payment card industry

PCO – Pending (or proposed) change order

PDR – Preliminary design review

PE – Preliminary engineering

P/I – Policy instruction

PIDS – Passenger Information Display System

PLE – Parking lot equipment



PM – Project manager

PMI – Project Management Institute

PMO – Project management oversight

PMOC – Project management oversight contractor

PMP – Project management plan

PPE – Personal protective equipment

PSS – Program Station Stop /Public Safety System

Q

QA – Quality assurance

QC – Quality control

R

RAC – Riders' Advisory Council

RCSC – Regional Customer Service Center

RE – Resident engineer

RFP – Request for proposal

RFQ – Request for qualifications

RMS – Records Management System

ROCS – Rail Operations Computer System

ROD – Record of decision /Revenue operations date

ROW – Right of way

RTU – Remote terminal unit

S

S&I – Storage/service and inspection

SAP – System access program /Safety awareness program

SCI – Substantial completion inspections

SCP – Safety Certification Program

SCWG – Safety certification working group

SEIP – System Expansion and Improvement Program

SM – Switch machine

SMADS – Station monitor and display system (fare collection equipment)

SMS – Safety measurement system

SOC – Station operator's console

SOS – Scope of service

SOW – Scope of work

STOV – Station over-run

SOA – Safety oversight agency

SSPP – System safety program plan

SSPS – System safety program standards

SSWP – Site specific work plan

T

TBS – Tie breaker station

TC – Train control

TCR – Train control room

TIFIA – Transportation Infrastructure Finance & Innovation Act

TIIF – Transportation Infrastructure Investment Fund

TIP – Transportation Improvement Program

TOC – Tristate Oversight Committee

TOD – Transit oriented development

TPSG – Traction power switch gear

TPSS – Traction power substation

TSI – Transportation Safety Institute

TSP – Transit signal priority

TUN – Temporary user notice

U

UPS – Uninterrupted power supply

UST – Under-ground storage tank

V

VE – Value engineering

VMS – Vehicle Management/Monitoring System

VRE – Virginia Railway Express

W

WBS – Work breakdown structure

WMATA – Washington Metropolitan Area Transit Authority

WMS – Warehouse Management System

Y

YE – Year end



YOE – Year of expenditure

YTD – Year to date

DRAFT

WMATA Offices & Departments

A

ACCS Access Services, Department of
ACCT Accounting, Office of
ADAP ADA Policy and Planning, Office of
AMA Asset Mission Assurance, Office of
APPS Application Development &
Operations
AQAP Assurance, Quality and
Performance, Office of
ATCM ATC Maintenance, Office of

B

BMNT Bus Maintenance, Office of
BOCC Bus Operations Communications
Center
BPLN Bus Planning, Office of
BPR Business Process Re-Engineering
BTRA Bus Transportation, Office of
BUSV Bus Services, Department of

C

CENI Chief Engineer Infrastructure Services
CENV Vehicle Program Services
CFO Chief Financial Officer
CHOS Office of the Chief of Staff
CMNT Rail Car Maintenance
CMO Chief Mechanical Officer, Office of
COO Chief Operating Officer, Office of
COUN General Counsel
CPDO Capital Program Delivery, Office of
CPMO Capital Program Management Office
CPO Performance, Office of
CRSV Creative Services

CSCM Customer Service, Communications
and Marketing, Department of
CSVC Customer Service, Office of

D

DCI Data Center & Infrastructure
DGMO – Deputy General Manager,
Operations

E

EAGOV Enterprise Architecture
Governance, Office of
ELES Elevators and Escalators, Office of
ELIG Eligibility Certification and Outreach,
Office of
EMIH Environmental Management and
Industrial Hygiene
ENG Chief Engineer, Office of
EREL External Relations, Office of
EXRL Chief External Relations, Office of

G

GMGR General Manager
GOVR Government Relations, Office of

H

HR Human Resources, Department of
HRCB HR Compensation and Benefits
HRIM HR Information Management
HRTA HR Talent Acquisition

I

IACO Internal Assurance and Compliance,
Office of
IPLN Intermodal Strategic Planning
IT Information Technology, Department of

L

LABR Labor Relations

LAND Real Estate and Station Planning,
Office of

M

MACS MetroAccess Service, Office of

MCAP Major Capital Projects, Office of

MIPN Material & Inventory Planning, Office
of

MITS IT Security

MKTG Marketing and Advertising, Office of

MOWE Chief Maintenance of Way

Engineering, Office of

MREL Media Relations, Office of

MTPD Metro Transit Police Department

N

NCS Network & Communications

O

OEEEO Equal Employment Opportunity,
Office of

OEM Emergency Management, Office of

OIG Inspector General, Office of

OMBS Management and Budget Services,
Office of

OPMS Operations Management Services

P

PARK Parking, Office of

PLAN Planning, Office of

PLNT Plant Maintenance, Office of

PMO Project Management Operations

PRMT Procurement and Materials, Office of

Q

QICO Quality and Internal Compliance
Operations, Office of

QMA Quality Mission Assurance (QMA)

R

RADS Replication and Digitizing Services

RAIL Rail Services, Department of

RCMP Reliability Centered Maintenance
Planning, Office of

RISK Risk Management, Office of

ROCC Rail Operations Central Control,
Office of

ROQT Rail Operations Quality Training

RTRA Rail Transportation, Office of

RTW Return To Work

S

SAFE System Safety and Environmental
Management, Department of

SBRS SmartBenefits and Retail Sales

SCES Supply Chain Enterprise Services

SECT Board Secretary, Office of

SMNT Systems Maintenance

SRML Storerooms & Material Logistics,
Office of

SVMT Service Vehicle Maintenance

T

TIMS Transit Infrastructure Maintenance
Systems

TRES Treasurer, Office of

TRST Track and Structures, Office of

TSMT Technical Skills and Maintenance
Training