



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

**Quarterly Financial Report  
FY2016 – Fourth Quarter  
April – June 2016**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q4  
April – June 2016**

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**Key Financial Performance Indicators**



# OPERATING FINANCIALS

4th Quarter FY2016

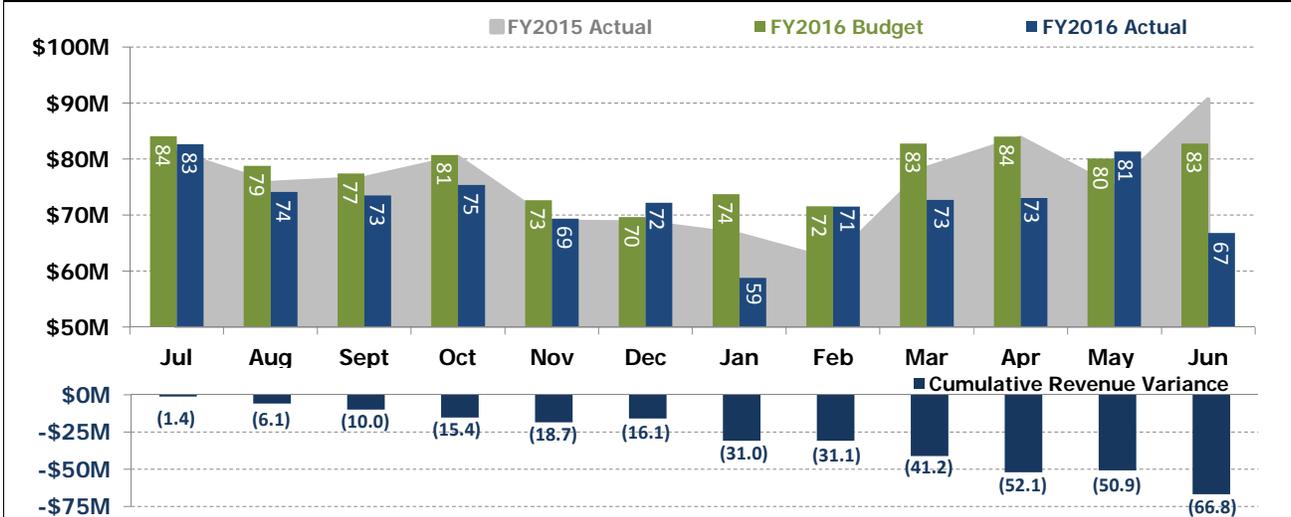
FOURTH QUARTER RESULTS				FISCAL YEAR 2016						
Prior Year	Current Year			Dollars in Millions	YEAR-TO-DATE RESULTS					
	Actual	Budget	Variance		Prior Year Actual	Current Year Actual	Budget	Variance		
\$168.5	\$144.9	\$168.4	(\$23.5)	-13.9%	Passenger Revenue	\$627.0	\$574.4	\$632.1	(\$57.8)	-9.1%
36.9	34.8	40.0	(5.2)	-13.0%	Metrorail	145.7	141.1	156.8	(15.8)	-10.1%
2.3	2.3	2.2	0.2	8.0%	Metrobus	9.0	9.2	8.5	0.7	7.7%
12.0	11.3	13.1	(1.7)	-13.1%	MetroAccess	46.5	45.0	49.0	(4.0)	-8.1%
\$2.7	\$6.9	\$3.4	3.5	104.0%	Parking	\$11.6	\$19.4	\$12.5	6.9	54.8%
\$222.3	\$200.3	\$227.0	(\$26.7)	-11.8%	D.C. Schools	\$839.8	\$789.0	\$859.0	(\$70.0)	-8.1%
6.9	5.6	5.1	\$0.5	9.5%	<b>subtotal</b>					
2.4	4.6	2.0	2.6	131.7%	<b>Non-Passenger Revenue</b>	22.4	22.8	20.5	\$2.3	11.2%
3.9	3.9	4.1	(0.2)	-5.4%	Advertising	6.2	11.1	8.0	3.1	39.2%
13.8	6.7	8.5	(1.8)	-21.7%	Joint Development	15.4	15.6	16.5	(0.9)	-5.6%
\$26.9	\$20.8	\$19.7	\$1.1	5.4%	Fiber Optic	23.3	32.6	34.0	(1.3)	-4.0%
\$249.3	\$221.1	\$246.8	(\$25.6)	-10.4%	Other	\$67.4	\$82.2	\$79.0	\$3.2	4.0%
\$161.9	\$199.6	\$204.0	\$4.4	2.2%	<b>TOTAL REVENUE</b>	\$907.2	\$871.2	\$938.0	(\$66.8)	-7.1%
12.8	19.1	18.8	(0.3)	-1.8%	Salary/Wages	\$736.3	\$781.6	\$822.0	\$40.4	4.9%
95.3	104.9	106.8	1.8	1.7%	Overtime	69.1	80.3	77.8	(2.5)	-3.3%
48.9	59.7	56.1	(3.6)	-6.3%	Fringe Benefits	407.0	406.0	430.6	24.5	5.7%
18.4	30.3	24.1	(6.1)	-25.4%	Services	187.4	204.0	220.0	16.0	7.3%
7.9	4.7	9.9	5.2	52.8%	Supplies	98.9	106.1	93.9	(12.1)	-12.9%
19.9	21.1	22.6	1.6	6.9%	Fuel (Gas, Diesel, CNG)	38.3	26.2	39.8	13.7	34.3%
9.3	9.3	8.8	(0.5)	-6.0%	Utilities & Propulsion	87.3	83.0	95.5	12.5	13.1%
\$374.5	\$448.6	\$451.1	\$2.5	0.6%	Insurance/Other	37.0	28.7	34.4	5.8	16.8%
-	-	(7.7)	(7.7)		<b>TOTAL EXPENSE</b>	\$1,661.2	\$1,715.8	\$1,814.0	\$98.2	5.4%
\$125.2	\$227.5	\$196.7	(\$30.8)	-15.7%	Preventive Maintenance	-	-	(30.7)	(30.7)	
					<b>SUBSIDY</b>	\$754.1	\$844.6	\$845.3	\$0.7	0.1%



# REVENUE AND RIDERSHIP

4th Quarter FY2016

## REVENUE (in Millions)



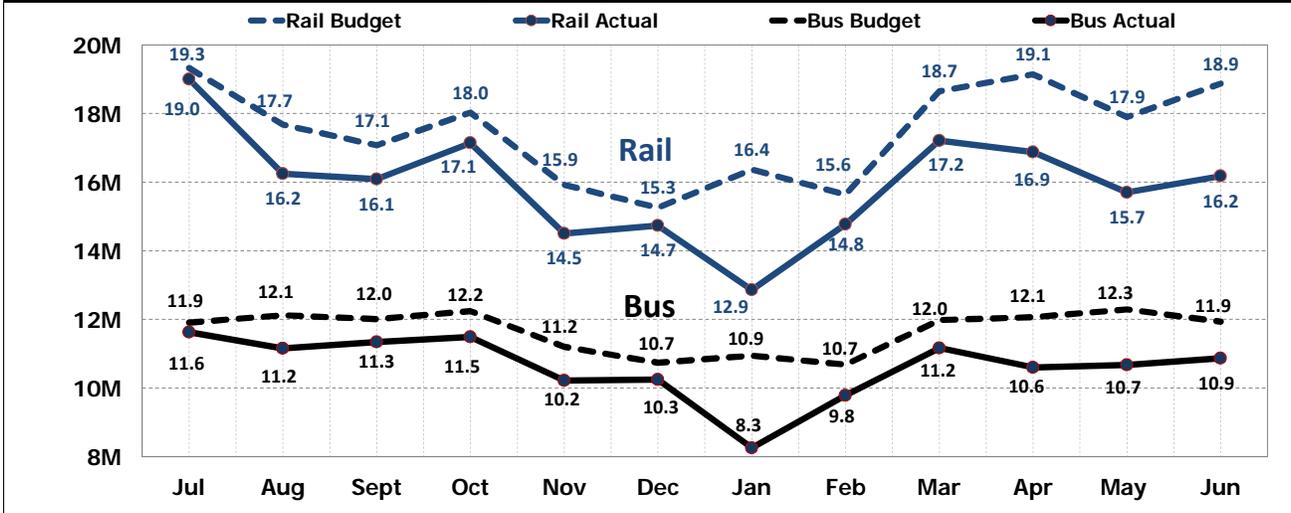
## RIDERSHIP (trips in Thousands)

Q4	Q4-FY2015	Q4-FY2016		Variance FY16	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	55,094	48,768	55,915	-11.5%	-12.8%
Metrobus	34,263	32,142	36,289	-6.2%	-11.4%
MetroAccess	583	595	597	1.9%	-0.4%
<b>System Total</b>	<b>89,940</b>	<b>81,504</b>	<b>92,801</b>	<b>-9.4%</b>	<b>-12.2%</b>

YTD	FY2015	FY2016		Variance FY16	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	206,396	191,348	209,897	-7.3%	-8.8%
Metrobus	132,902	127,432	140,122	-4.1%	-9.1%
MetroAccess	2,235	2,281	2,335	2.1%	-2.3%
<b>System Total</b>	<b>341,533</b>	<b>321,060</b>	<b>352,354</b>	<b>-6.0%</b>	<b>-8.9%</b>

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

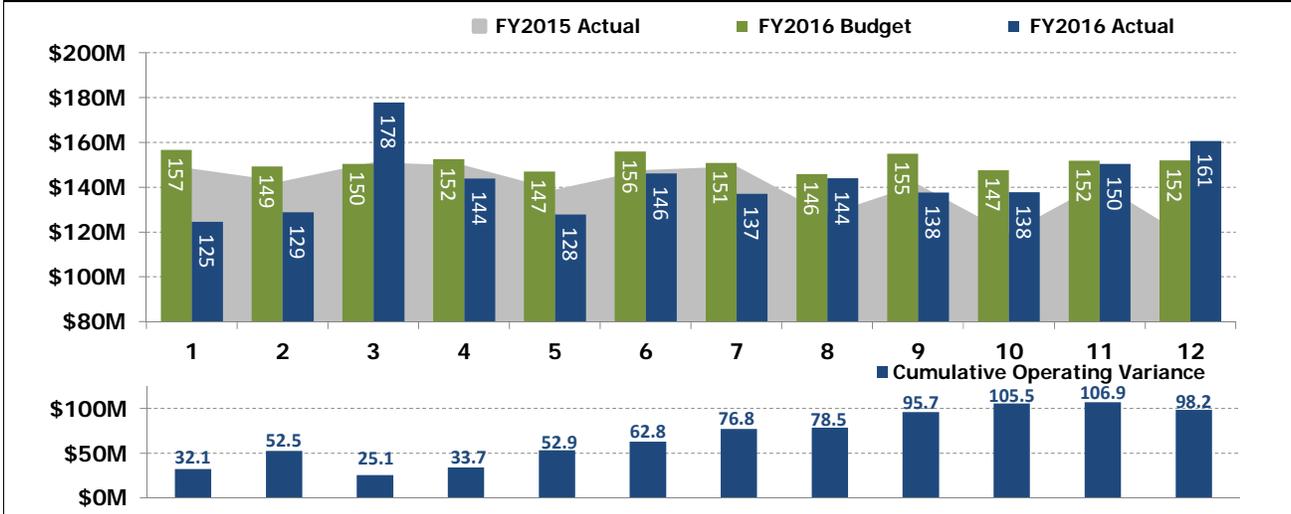




# OPERATING BUDGET

4th Quarter FY2016

## OPERATING EXPENDITURES (\$ in Millions)



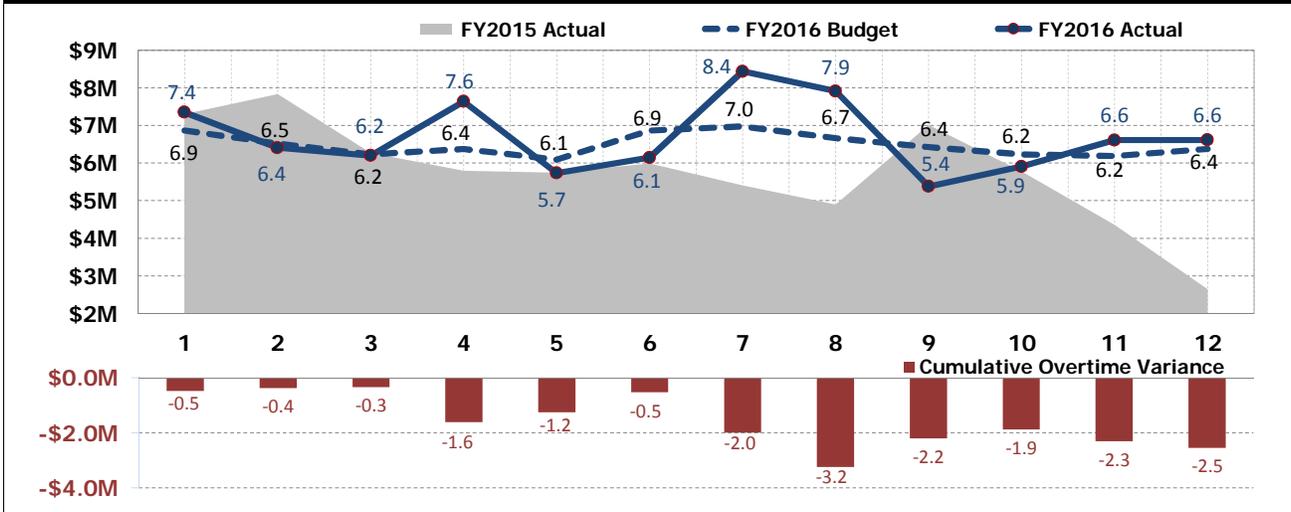
## OPERATING BUDGET (\$ in Millions)

Q4	Q4-FY2015	Q4-FY2016		Variance FY16	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 249.3	\$ 221.1	\$ 246.8	\$ (25.6)	-10.4%
Expense	\$ 374.5	\$ 448.6	\$ 451.1	\$ 2.5	0.6%
Gross Subsidy	\$ 125.2	\$ 227.5	\$ 204.4	\$ (23.1)	-11.3%
Preventive Maintenance			\$ (7.7)	\$ (7.7)	
Net Subsidy	\$ 125.2	\$ 227.5	\$ 196.7	\$ (30.8)	-15.7%
Cost Recovery	66.6%	49.3%	54.7%		

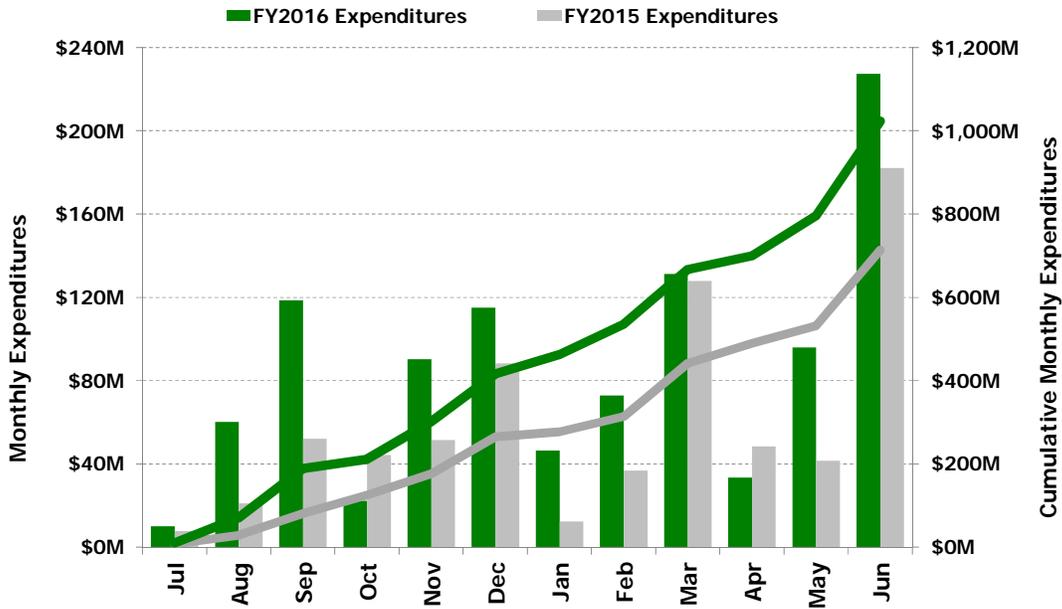
YTD	FY2015	FY2016		Variance FY16	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 907.2	\$ 871.2	\$ 938.0	\$ (66.8)	-7.1%
Expense	\$ 1,661.2	\$ 1,715.8	\$ 1,814.0	\$ 98.2	5.4%
Gross Subsidy	\$ 754.1	\$ 844.6	\$ 876.0	\$ 31.4	3.6%
Preventive Maintenance			\$ (30.7)	\$ (30.7)	
Net Subsidy	\$ 754.1	\$ 844.6	\$ 845.3	\$ 0.7	0.1%
Cost Recovery	54.6%	50.8%	51.7%		

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

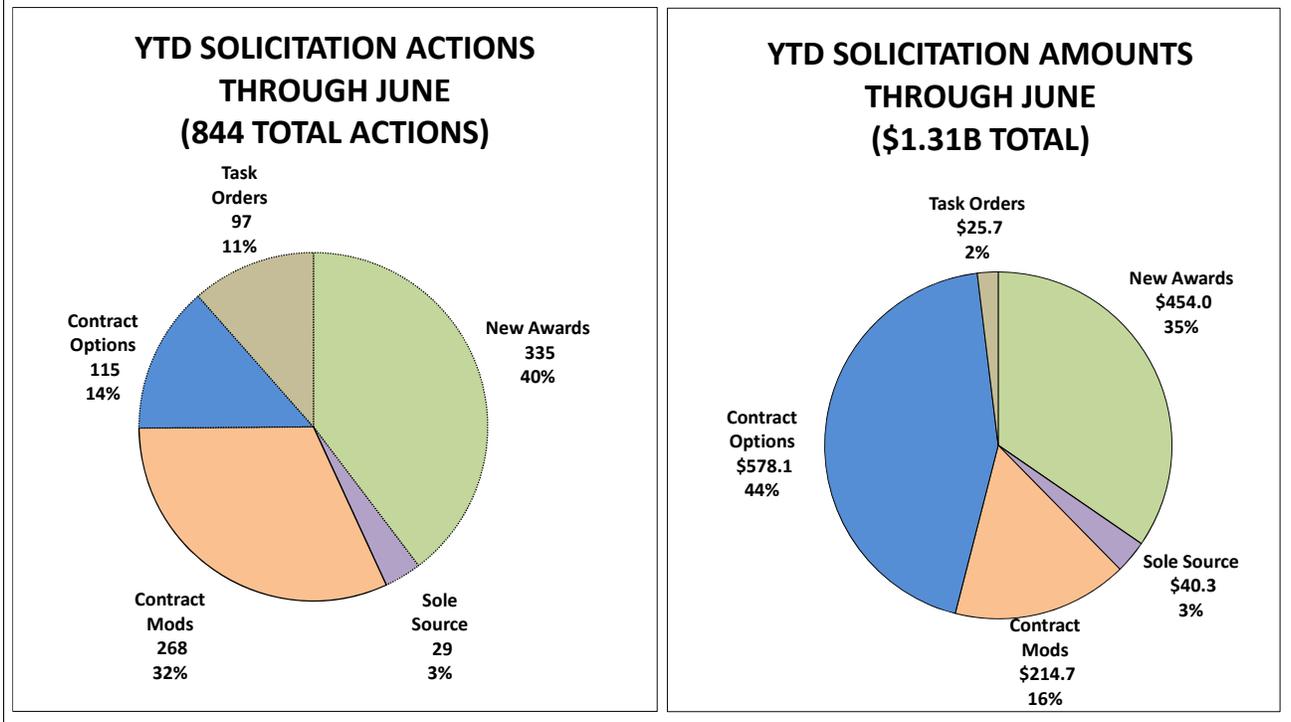




CIP EXPENDITURES (\$ in Millions)



SOLICITATION ACTIONS



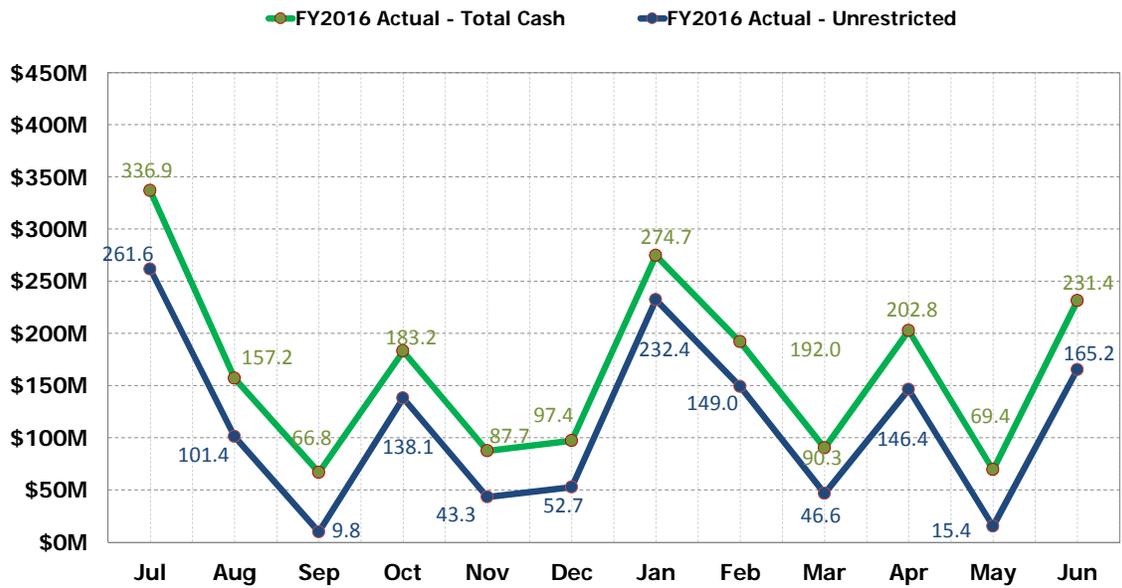
**Note:** 'Contract Mods' (Modifications) include any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract.



# FUND BALANCE

4th Quarter FY2016

## TOTAL CASH (RESTRICTED and UNRESTRICTED)



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**Operating and Capital Budget Summaries**



**Washington Metropolitan Area Transit Authority  
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**OPERATING BUDGET SUMMARY**

Metro finished FY2016 with a positive net operating position of \$0.7 million.<sup>1</sup> Operating expenses for FY2016 were \$1.716 billion, or \$67.5 million below budget (after accounting for the transfer of \$30.7 million of eligible preventive maintenance expenses to the capital budget), while operating revenues were \$871.2 million, or \$66.8 million below budget.

The favorability in operating expense was the result of savings in most major expense categories, including salaries/wages, services, and fuel and propulsion. These reduced operating expenses were the result of strict control of non-essential expenses, as well as favorable fuel rates and decreased electricity utilization. Personnel costs were also favorable to budget as a result of vacancies, due in part to a hiring freeze for certain vacant positions.

Operating revenues were unfavorable to budget throughout FY2016 due to decreased ridership and fare revenue on both rail and bus. There were two significant events during the fourth quarter that impacted revenue:

- Early Cherry Blossoms – The early appearance in March of the Cherry Blossoms contributed to a 12 percent reduction in April rail ridership versus last year.
- Initiation of SafeTrack – June was heavily impacted by the first two SafeTrack surges. Total Metrorail ridership was down 13 percent in June compared to the same month last year.

<b>OPERATING BUDGET (\$ in Millions)</b>					
Q4	Q4-FY2015	Q4-FY2016		Variance FY16	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 249.3	\$ 221.1	\$ 246.8	\$ (25.6)	-10.4%
Expense	\$ 374.5	\$ 448.6	\$ 451.1	\$ 2.5	0.6%
Gross Subsidy	\$ 125.2	\$ 227.5	\$ 204.4	\$ (23.1)	-11.3%
Preventive Maintenance			\$ (7.7)	\$ (7.7)	
Net Subsidy	\$ 125.2	\$ 227.5	\$ 196.7	\$ (30.8)	-15.7%
Cost Recovery	66.6%	49.3%	54.7%		
YTD	FY2015	FY2016		Variance FY16	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 907.2	\$ 871.2	\$ 938.0	\$ (66.8)	-7.1%
Expense	\$1,661.2	\$1,715.8	\$1,814.0	\$ 98.2	5.4%
Gross Subsidy	\$ 754.1	\$ 844.6	\$ 876.0	\$ 31.4	3.6%
Preventive Maintenance			\$ (30.7)	\$ (30.7)	
Net Subsidy	\$ 754.1	\$ 844.6	\$ 845.3	\$ 0.7	0.1%
Cost Recovery	54.6%	50.8%	51.7%		

<sup>1</sup> All figures in this report are preliminary as of June 30, 2016, and are subject to update as a part of the annual financial audit that will be completed in October.



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**Ridership and Revenue**

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

<b>FY2016 Ridership and Revenue Through Q4</b>				
<b>Mode</b>	<b>Measure</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Rail	Ridership	210 million	191 million	
	Revenue	\$632 million	\$574 million	
Bus	Ridership	140 million	127 million	
	Revenue	\$157 million	\$141 million	
Access	Ridership	2.3 million	2.3 million	
	Revenue	\$9 million	\$9 million	
Parking	Revenue	\$49 million	\$45 million	
Non-Passenger *	Revenue	\$79 million	\$82 million	

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

Total transit ridership in FY2016 on all modes was 321 million trips, a decrease of 20 million or six percent compared to the prior year. Ridership had originally been forecasted to increase slightly, so actual trips finished below budgeted trips more sharply, by 31 million or 8.9 percent. Ridership and revenue for both bus and rail were substantially below budget in all months except for July 2015, the first month of the fiscal year. The significant ridership drop-off began in August 2015, stayed relatively stable through March 2016 (exacerbated in January 2016 as a result of the blizzard), and then the drop-off worsened in the fourth quarter.

As a result, total revenue (including both fare and non-fare sources) was below budget each month of FY2016 except for December and May as a result of one-time items. Consequently, total FY2016 operating revenue of \$871 million was seven percent below budget (\$67 million) and also declined versus FY2015 total revenue by approximately four percent.

***Metrorail***

Total rail ridership in the fourth quarter of FY2016 was 48.8 million trips, a decline of over 11 percent or 6.3 million trips compared to the same quarter last year. Ridership was down across all time periods, days of the week, and nearly all individual stations,



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although losses were especially severe in off-peak periods (weekends, mid-day and evenings). Specific performance highlights from each month are provided below.

### April

Rail ridership was down significantly in April 2016 compared to last year. In the first half of the month, the loss of blossom-related ridership was evident at stations like Smithsonian (down 27 percent, and the biggest station-level loss this month), Federal Triangle, and other stations near the Mall. The second weekend in April was down 50-60 percent, demonstrating the unusually high ridership Metro experienced last year at this time due to a combination of blossoms, tourism, and sports events.

The shift of the blossoms to March also explains some of this month's losses in off-peak ridership. Metrorail also continues to experience declines in ridership at times and places unrelated to tourism. Peak hour commuter markets were down four to five percent in April, across a variety of stations and on most lines. In the AM peak, for example, ridership was down at more than 70 of the 91 stations.

One area of relative strength appears to be the Green/Yellow and the northeastern Red Lines in DC at peak times, particularly at stations that have recently seen commercial and residential development nearby. For example, AM peak ridership at Rhode Island Ave, Columbia Heights, Fort Totten, Navy Yard, and Shaw-Howard were all up slightly. In addition, stations on the Glenmont branch of the Red Line in Montgomery County (Silver Spring, Wheaton, etc.) were generally stable. In contrast, heavy losses persisted at the Largo and New Carrollton branches this month, especially on the Orange Line (down 12-15 percent). In fact, all stations east of Capitol South on the Silver/Orange/Blue Lines were down nearly 10 percent. The only stations in Virginia to post gains in ridership were the new Silver Line stations of McLean, Tysons Corner, and Greensboro.

Midday and evening ridership was down at nearly all stations by 10-20 percent in April, with three exceptions: Southern Ave, Mt. Vernon Square, and Greensboro. Navy Yard's evening ridership was up, primarily due to the baseball schedule. Weekend rail ridership was down 20-30 percent, with losses correlating to weekend trackwork and to the Cherry Blossoms (in the first half of the month). The decline in ridership appears somewhat more severe due to the one unusually high ridership weekend last year, but the underlying trend on other weekends is still down substantially.

Metro parking facilities posted losses of approximately three percent, roughly in line with peak hour ridership declines. The underlying trends vary depending on location:

- Larger declines in parking transactions on the Largo, New Carrollton, and Vienna branches
- Small gains on the northeast Green Line
- Stability or small losses at all other locations



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### May

Rail ridership in May was down nine percent on weekdays and more than 20 percent on weekends. Poor weather throughout the month, including nearly 20 days with rainfall, explains some of this weakness, particularly at off-peak times. However, losses continued even on days with good weather and during peak commuting times, which normally are not significantly affected by weather.

The overall rail ridership pattern in April and May is similar to what occurred in the fall of 2015: a roughly five percent drop in peak commutes, a 10 percent drop at off-peak times on weekdays, particularly in the evenings, and an even larger decline on weekends. Losses were focused on the eastern end of the Blue/Orange Silver Line in Prince George's County, while stations along the northeast Red Line in D.C. were more stable.

Off-peak ridership declines are coinciding with less frequent service due to maintenance, and the service reductions have been substantial. In May, many lines operated on 18-24 minute headways on the weekends, whereas last year service was more generally at 10 minute frequencies with a turnback. In addition, three unusually low-ridership days pulled the monthly performance down further.

- On Friday May 6, rail ridership was down abruptly by over 20 percent to 590,000. This impact was felt across nearly all stations on the Blue, Orange, Silver and Green Lines, while the Red Line and the Green Line in DC were more stable. No clear cause has been identified.
- During the rainy weekend of May 21-22, Metro operated 24-minute headways on the Red Line and ran a bus bridge around Stadium-Armory station. As a result, stations on the Red Line and the outlying parts of the Blue/Orange/Silver lines were down 20-40 percent. Overall, the weekend finished down over 40 percent.

Rail ridership losses are also occurring relatively evenly over different trip lengths – that is, Metro is not losing short trips and retaining long trips, or vice versa.

Metro parking facilities posted losses of five percent during the month, and the trends in May were similar to April:

- Larger declines in parking transactions on the Largo, New Carrollton, and Vienna branches
- Small gains on the northeast Green Line
- Stability or small losses at all other locations



## June

June was heavily impacted by the first two SafeTrack surges – a continuous single-tracking between Ballston and East Falls Church from June 4-16, followed by a line segment shutdown between Eastern Market and Minnesota Avenue/Benning Road from June 18 to July 3. Total rail ridership was down 13 percent in June compared to the same month last year. The \$5 million additional loss in fare revenue associated with these two surges was in line with expectations. Highlights from the two surges are provided below:

### *Surge 1*

- Demand for rail west of Ballston fell 19 percent in response to a 70 percent service cut:
  - Bigger losses on Orange Line (-27 percent); Silver more stable (-11 percent).
  - Nearly 3,000 trips/hour diverted away from Metrorail in the peak 8:00 a.m. hour, helping to ease crowding.
- At downstream stations east of Ballston to L'Enfant Plaza on Silver/Orange/Blue, about 15 percent of riders diverted.
- Biggest impacts were at peak commuting times, which helped mitigation efforts to work; off-peak losses on the order of 5-10 percent.
- Ridership rebounded slightly in the second week (vs. first) as routines settled.
- On bus, around 800 trips/day diverted to the free bus shuttles to Ballston, plus another 1,400 trips/day on alternative bus routes in the area, such as the 38B.
- Less than 10 percent of the diverted rail riders apparently switched to Metrobus: of approximately 20-25,000 rail trips per day diverted due to Surge 1, we saw increase in bus ridership of approximately 1-2,000 trips per day.
- Stations unaffected by Surge 1 were down approximately seven percent, consistent with ridership in May and April, including no unusual losses on the east side of the Silver Line.

### *Surge 2*

- Enough customers diverted for mitigations to work relatively smoothly. Demand did not significantly overwhelm capacity of stations and bus shuttles.
- Demand for rail was down 53 percent at the hardest-hit stations:
  - A reduction of 82 percent during morning rush east of Eastern Market, twice the reduction in peak demand as Surge 1.
  - A 58 percent increase in ridership at Eastern Market itself, above and beyond those using the "virtual tunnel."
- A 12 percent loss in ridership due to downstream service reductions on the Blue/Orange/ Silver Lines.



## Washington Metropolitan Area Transit Authority Quarterly Financial Report – FY2016 Q4

- Lost roughly 37,000 trips per weekday: 20,000 from east of Eastern Market, and 20,000 farther down the Silver/Orange/Blue Line, and gained 3,000 at Eastern Market.
- 8,500 diverted to other stations on the Green Line and Farragut North; approximately 4,000 likely diverted to Metrobus.
- 18,000 boardings per day on the shuttles, with a bus every two minutes at the peak.
- 9,000 “virtual tunnel” transactions per weekday from customers riding rail-to-shuttle-to-rail.
- Rail stations unaffected by the surge were down approximately six percent on weekdays.

### ***Metrobus***

Total bus ridership in the fourth quarter of FY2016 was 32.1 million trips, a decline of 2.1 million trips or six percent compared to the same quarter last year. Specific performance highlights from each month are provided below.

#### April

Bus ridership overall was down about three percent on weekdays, and 10-15 percent on weekends. Routes in the District of Columbia (DC), particularly in eastern and northeastern DC, led the weekday losses (down five percent), while markets in Maryland and Virginia were more stable (down one percent). The months-long decline in large corridors in Maryland abated somewhat, except for services on the Q lines.

Ridership on the X2 and X9 lines on H Street and Benning Road do not appear to be substantially impacted by the new DC Streetcar, which operates on the same corridor. Ridership on the X2 was down about five percent throughout the day, by about 700 fewer weekday trips (17,000 total). By contrast, weekday ridership on the Streetcar was about 2,300 trips. In addition, the X2’s ridership may be down for reasons unrelated to the Streetcar – in the early morning and on Sundays when the Streetcar is not running, the X2 was also down four percent and 13 percent, respectively. It appears the Streetcar is mostly serving a different market than the X2.

Ridership on the revised NH1 continues to grow very quickly, up 73 percent, and Metroway in Virginia was up 33 percent on weekdays, and the Sunday market is also growing steadily.

#### May

Bus overall was down about seven percent on weekdays, and 13-14 percent on weekends, similar to the pattern in April. Analysis shows that ridership declines on bus are being led by customers transferring to and from rail. Bus-to-rail transfers were down 14 percent on weekdays in May, twice as fast as overall ridership. The loss is strongest in DC. On weekends, bus-to-rail transfers were down 25-30 percent, similar to overall losses on rail. This suggests again that the trends affecting rail are spilling



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over to Metrobus. Bus corridors that operate independently from Metrorail are faring relatively better than the corridors that interact with rail.

### June

Total bus ridership in June 2016 was 10.9 million trips, down approximately five percent from the previous June at 11.4 million. Average weekday travel was also down five percent, while weekend ridership diverged – Saturdays were flat, while Sundays were down six percent. As noted above, ridership did increase on a limited number of routes as customers shifted away from SafeTrack-affected rail lines, but it was not sufficient to offset the continued overall decline.

### ***MetroAccess***

Total ridership on MetroAccess for the year was 2.28 million trips. This reflects a growth of approximately two percent over FY2015, but is also below projected growth by two percent. This lower growth reflects in part the implementation of the TransportDC taxi alternative program, which carried upwards of 10,000 District resident trips per month by the second half of the fiscal year.



### **Operating Expenses**

FY2016 year-end operating expenses were favorable to budget by \$98.2 million, or 5.4 percent, due to savings in service contracts, lower fuel costs, and reduced propulsion usage. Total expenses were 3.3 percent greater than FY2015 as a result of wage rate adjustments, additional positions for fatigue management, and overtime.

### **Labor**

FY2016 personnel expenses (including salaries/wages, overtime, and fringe) of \$1,267.9 million were favorable to budget by \$62.4 million or 4.7 percent. This positive variance represents savings resulting from management actions to reduce costs, including a hiring freeze for certain non-safety critical positions, as well as the planned transfer of wage and fringe expenses related to eligible preventive maintenance (PM) activities totaling \$30.7 million to the capital budget (\$10.2 million for bus and \$20.5 million for rail). The SafeTrack effort, which started in June, is funded through the Capital Budget and is not a significant factor in FY2016 operating expenses. Vacancies and cost savings in fringe benefits also contributed to the overall savings.

### **Positions and Staffing**

As of the end of the fiscal year, Metro's employee vacancy rate was 7.0 percent of the 13,032 authorized positions, due in part to the hiring freeze noted above. This rate was consistent throughout the fiscal year and resulted in a positive variance to budget in Salaries and Wages of \$40.4 million.

On June 27, 2016, the General Manager directed the elimination of 500 positions in FY2017. This action is in support of the Customer Accountability Response (CARe) initiative to identify non-essential vacant positions, as well as positions that are no longer deemed critical to Metro's core business requirements.

### **Overtime**

Overtime expenses of \$80.3 million in FY2016 were over budget by \$2.5 million or 3.3 percent. This was due primarily to additional staff support required for the January blizzard, which totaled \$4.9 million including fringe benefits. In addition, \$0.5 million of overtime and fringe was incurred for emergency inspections and repairs during the rail shutdown on March 16.

### **Fringe Benefits**

Fringe benefit expenses were \$24.5 million below budget in FY2016 due primarily to two actions. First, a budgeted contribution of \$9.1 million (operating budget portion) to a new Other Post-Employment Benefits (OPEB) Trust was not made because the trust was not established as planned. Second, workers compensation, healthcare and pension were favorable by a combined \$13 million.



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### ***Non-Personnel***

Non-personnel expenses of \$447.8 million in FY2016 were below budget by \$35.8 million or 7.4 percent. Expenses were \$1 million lower than FY2015 due primarily to reductions in fuel costs and a reduced obligation in the claims and liability reserve.

### ***Services***

Services were \$16 million below budget due to the reduction in third-party professional services. The Chief Financial Officer reduced service contract expenses for smart cards, claims adjusters, and professional services. The Office of Elevators and Escalators also reduced their use of service contracts. Renovations at Mount Vernon and Shady Grove were deferred in order to focus on track safety. Finally, delays in initiating various third-party contracts throughout the fiscal year resulted in reduced expenses. Offsetting some of the savings achieved in these areas, MetroAccess service expenses were unfavorable to budget by \$6.2 million due to service provider contract closeouts, as well as late-trip credits given to passengers.

### ***Material & Supplies***

Materials & Supplies expenses exceeded budget by \$12.1 million due primarily to an increase in purchases of parts for railcar rehabilitation. Due to federal “Buy America” requirements, certain railcar parts that do not comply with those provisions (such as parts to overhaul the 4000 Series railcar doors to improve safety) were purchased through the operating budget in FY2016. As a result of efficiencies in vehicle fluids and engine parts, supplies for Bus Maintenance were favorable to budget by \$2.4 million, offsetting some of the overruns in other areas.

### ***Fuel & Propulsion***

The average diesel fuel rate for FY2016 was \$1.94 per gallon compared to a budgeted rate of \$2.60 per gallon, resulting in significant net savings for Metrobus. Gasoline rates were similarly favorable at \$1.51 per gallon compared to a budget of \$3.33. Consequently, Fuel expenses were \$13.7 million (or 34.3 percent) below budget in FY2016.

Propulsion and electricity expenses were also favorable due to below budget consumption. Volume favorability in Propulsion was primarily a result of lower-than-scheduled railcar miles due to increased headways for track maintenance and less than maximum railcars during peak service. Electricity utilization was 19.1 percent below budgeted volume as a result of delayed openings of new facilities such as Cinder Bed Road Bus Garage, Takoma Langley Transit Center, Silver Spring Transit Center, and the MTPD Training Facility.



## **CAPITAL PROGRAM**

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

For FY2016, planned sources of capital funding totaled \$1.281 billion, including \$1.207 billion for the Capital Improvement Program (CIP) and \$73.7 million for the Reimbursable program. Metro's Capital Program is supported by Federal funds, State and Local contributions, and other sources including real estate and insurance proceeds.

### ***Federal Grants***

Federal funds include, but are not limited to, Passenger Rail Investment and Improvement Act of 2008 (PRIIA), 5307/5340 Urbanized Area Formula Program, 5337 State of Good Repair Formula Program, and 5339 Bus and Bus Facilities Formula Program.

Metro submitted applications for and was awarded funding in the amount of \$421 million from Federal Fiscal Year (FFY) 2015 Federal Formula, SOGR, and PRIIA grants during the first quarter of 2016, and for funding of \$28 million from the Virginia CMAQ/RSTP grant for replacement buses in the second quarter. Through the end of the fourth quarter, Metro received reimbursements<sup>2</sup> of \$591 million from the Federal Transit Administration (FTA). These FTA grant receipts were obtained through FTA's restricted drawdown process. Metro continues to work with FTA to obtain reimbursements of the federal share of capital expenses incurred to date.

As of June 30 WMATA had submitted applications for four FFY 2016 grants totaling \$451.2 million, all of which were awarded by August 22. These funds are available for use beginning in WMATA's FY2017.

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<sup>2</sup> FY2016 FTA grants reimbursements total includes reimbursements for both current and prior year expenses.



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***State and Local Contributions***

WMATA received \$344.1 million of the budgeted \$355.2 million in contributions from its State and Local partners. The outstanding items are for CMAQ and Rail Power System upgrades (for Virginia) that are reimbursed after the fact. State and Local receipts are detailed in the table below.

<b>State &amp; Local Contributions</b>		<b>FY2016 Year-to-Date</b>		
<i>(dollars in millions)</i>				
<b>Formula Match and System Performance</b>	<b>Year End Forecast</b>	<b>Received 6/30/2016</b>	<b>Remaining</b>	
District of Columbia	\$ 68.0	\$ 68.0	\$	-
Montgomery County	\$ 31.2	\$ 31.2	\$	-
Prince George's County	\$ 32.4	\$ 32.4	\$	-
Subtotal State of Maryland	\$ 63.6	\$ 63.6	\$	-
City of Alexandria	\$ 8.2	\$ 8.2	\$	-
Arlington County	\$ 15.3	\$ 15.3	\$	-
City of Fairfax	\$ 0.5	\$ 0.5	\$	-
Fairfax County	\$ 26.8	\$ 26.8	\$	-
City of Falls Church	\$ 0.6	\$ 0.6	\$	-
Subtotal Commonwealth of Virginia	\$ 51.3	\$ 51.3	\$	-
<b>Total Formula Match and System Performance</b>	<b>\$ 182.9</b>	<b>\$ 182.9</b>	<b>\$</b>	<b>-</b>
<b>State and Local PRIIA</b>	<b>Year End Forecast</b>	<b>Received 6/30/2016</b>	<b>Remaining</b>	
District of Columbia	\$ 49.5	\$ 49.5	\$	-
State of Maryland	\$ 49.5	\$ 49.5	\$	-
Commonwealth of Virginia	\$ 49.5	\$ 49.5	\$	-
<b>Total State and Local PRIIA</b>	<b>\$ 148.5</b>	<b>\$ 148.5</b>	<b>\$</b>	<b>-</b>
<b>CMAQ Match</b>	<b>Year End Forecast</b>	<b>Received 6/30/2016</b>	<b>Remaining</b>	
Commonwealth of Virginia	\$ 6.0	\$ -	\$	6.0
<b>Total CMAQ Match</b>	<b>\$ 6.0</b>	<b>\$ -</b>	<b>\$</b>	<b>6.0</b>
<b>Rail Power System Upgrades</b>	<b>Year End Forecast</b>	<b>Received 6/30/2016</b>	<b>Remaining</b>	
District of Columbia	\$ 6.6	\$ 6.6	\$	-
State of Maryland	\$ 6.2	\$ 6.2	\$	-
Commonwealth of Virginia	\$ 5.0	\$ -	\$	5.0
<b>Total Rail Power System Upgrades</b>	<b>\$ 17.7</b>	<b>\$ 12.8</b>	<b>\$</b>	<b>5.0</b>
<b>Total</b>	<b>\$ 355.2</b>	<b>\$ 344.1</b>	<b>\$</b>	<b>11.0</b>



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***Uses of Funds***

For FY2016, the total budgeted investment is \$1.281 billion, including \$1.207 billion for the Capital Improvement Program (CIP) and \$73.7 million for the Reimbursable program. Through the end of the fourth quarter Metro expended \$1.023 billion for the CIP and \$51.6 million for the Reimbursable program. The appendix includes budget and expenditure data for each capital project.

In an effort to align capital program management with the structure of the Federal Transit Administration’s new TrAMS grants management system and to streamline cross-project coordination, communication, and funding, WMATA has categorized projects into the following six investment categories: Railcar Investments, Rail Systems Investments, Track and Structures Rehabilitation Investments, Stations and Passenger Facilities Investments, Bus and Paratransit Investments, and Business Support Investments.

<b>Capital Program Spending</b>		<b>FY2016 Year-to-Date</b>			
(dollars in millions)		Through June 30, 2016			
<b>CIP Investment Category</b>	<b>Budget</b>	<b>Expended</b>	<b>Unexpended</b>		
Railcars \$	328	\$ 301	\$	27	
Rail Systems	123	74		49	
Track & Structures Rehabilitation	119	109		10	
Stations & Passenger Facilities	222	183		39	
Bus & Paratransit Vehicles	320	271		49	
Business Support	96	85		10	
<b>Subtotal \$</b>	<b>1,207</b>	<b>\$ 1,023</b>	<b>\$</b>	<b>184</b>	
<b>Reimbursable Program \$</b>	<b>74</b>	<b>\$ 52</b>	<b>\$</b>	<b>22</b>	
<b>Total \$</b>	<b>1,281</b>	<b>\$ 1,075</b>	<b>\$</b>	<b>206</b>	

**Capital Program Highlights**

Metro delivered \$1.023 billion of CIP investment in FY2016, or 85 percent of the total annual CIP budget. This is a significant improvement compared to FY2015 when 65 percent of the annual CIP budget was expended.

During FY2016, Metro focused on the delivery of key CIP investments that improve the safety and reliability of the system. Capital program performance compared to budget through the fourth quarter of FY2016 is summarized by Investment Category in the analysis below. Budget amounts are inclusive of budget amendments and reprogramming actions that transferred budget between projects and categories during this fiscal year.



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***Railcar Investments***

<i>Program</i>	<b>Budget FY2016</b>	<b>Actual FY2016</b>	<b>Variance</b>
<i>Railcar Acquisition</i>	\$190.5	\$190.5	-
<i>Railcar Maintenance Facilities</i>	\$ 75.8	\$ 51.6	\$(24.2)
<i>Railcar Maintenance &amp; Overhaul</i>	\$ 61.7	\$ 59.3	\$(2.4)
<b><i>Total</i></b>	<b>\$328.0</b>	<b>\$301.4</b>	<b>\$(26.6)</b>

In FY2016, WMATA expended \$301.4 million or 91 percent of the budgeted investments in the Railcar category.

A total of \$190.5 million was expended on Railcar Acquisition during the fiscal year. As planned, Option 2 and Option 5 for 7000 Series railcars were exercised at an expense of \$50.6 million, and 88 of the 1000 Series railcars were replaced at a total cost of \$130.4 million (\$130.6 million including disposal costs).

In Railcar Maintenance Facilities, \$51.6 million (68 percent) of the budgeted \$75.8 million was invested. This variance is largely due to a lower than expected purchase price for the Good Luck Road property, intended for facilities consolidation, as it cost less than the property WMATA intended to purchase at the start of the fiscal year.

Design work for this project is expected to be complete in late fall 2016, and construction will begin in the fourth quarter of FY2017. Portions of the following departments are planned for consolidation and/or relocation to the new property: Systems Maintenance, Railcar Maintenance, the capital projects power team, Plant Maintenance, Records, and the Print Shop.

A total of \$13.7 million was invested in the facilities consolidation project – \$7.6 million less than the \$21.3 million budgeted. In addition the DHS grant-funded CCTV project for the hardening of rail yards was delayed at the start of the year, reducing the total expenses for the project to \$3.2 million versus the planned \$4.7 million.

Railcar Maintenance and Overhaul efforts accounted for \$59.3 million in investments – 96 percent of the budgeted \$61.7 million.

Final design and testing of precision stop software are planned to be completed as well in FY2017, and installation will begin on 840 railcars. At the end of FY2016, 34 software improvements remained to be addressed by the contractor.



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***Rail Systems***

<i>Program</i>	<b>Budget FY2016</b>	<b>Actual FY2016</b>	<b>Variance</b>
<i>Propulsion</i>	\$ 65.7	\$ 28.8	\$(36.9)
<i>Signals &amp; Communications</i>	\$ 57.0	\$ 45.2	\$(11.8)
<b>Total</b>	<b>\$122.7</b>	<b>\$ 74.0</b>	<b>\$(48.7)</b>

In the Rail Systems investment Category, \$74 million (or 60 percent) of the budgeted \$122.7 million was invested. The larger share of the underspend variance fell within the Propulsion program, primarily due to procurement process delays for the upgrade of six Tie Breaker Stations on the Orange/Blue Line, which delayed the project throughout the fiscal year. Additionally, the interim power solution that was implemented at Stadium-Armory following the substation fire was less expensive than expected.

In the Signals & Communications program 79 percent of the planned \$57 million was invested. This was due to issues in the NTSB track circuit project. Two shutdowns were missed due to winter weather and sufficient escorts and planned track access for nighttime work could not be secured to make up the work scheduled for these shutdowns. In FY2016, a total of 295 bonds and 256 card files were replaced. The remaining work is planned for completion in FY2017.

***Track & Structures Rehabilitation***

<i>Program</i>	<b>Budget FY2016</b>	<b>Actual FY2016</b>	<b>Variance</b>
<i>Fixed Rail</i>	\$107.4	\$101.0	\$(6.4)
<i>Structures</i>	\$ 9.8	\$ 7.0	\$(2.9)
<i>Track Maintenance Equipment</i>	\$ 2.0	\$ 1.1	\$(0.9)
<b>Total</b>	<b>\$119.2</b>	<b>\$109.0</b>	<b>\$(10.1)</b>

Investments in Track & Structures Rehabilitation totaled \$109.0 million, 91 percent of the planned \$119.2 million.

Within the Fixed Rail program, \$8.3 million more was invested in the Track Rehabilitation Project than was originally planned due to the allocation of resources to priority SafeTrack work. These expenditures, however, did not fully offset reduced work on other fixed rail projects. For example, some third rail rehabilitation efforts were intentionally deferred in order to focus on SafeTrack priorities, while progress in the joint elimination program was impacted by a mechanical failure in the flash butt prime mover (which has now been resolved).

In the Structures program, work on the rehabilitation of the Farragut North beam has been less expensive than originally projected. There have also been delays to the



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rehabilitation of the aerial structure at Bush Hill due to complications in arranging access agreements with CSX.

***Stations & Passenger Facilities***

<b><i>Program</i></b>	<b>Budget FY2016</b>	<b>Actual FY2016</b>	<b>Variance</b>
<i>Platforms &amp; Structures</i>	\$ 92.5	\$ 68.5	\$(23.9)
<i>Vertical Transportation</i>	\$ 61.2	\$ 59.2	\$(2.1)
<i>Fare Collection</i>	\$ 40.0	\$ 33.7	\$(6.3)
<i>Station Systems</i>	\$ 22.5	\$ 16.4	\$(6.1)
<i>Parking Facilities</i>	\$ 5.8	\$ 5.0	\$(0.8)
<b><i>Total</i></b>	<b>\$222.0</b>	<b>\$182.8</b>	<b>\$(39.2)</b>

In the Stations & Passenger Facilities program \$182.8 million (82 percent) of the budgeted \$222.0 million was expended. While \$92.5 million was planned in the Platforms & Structures program, \$68.5 million was expended, accounting for the largest budget variance in the category.

\$14 million of this variance was due to delays in the Orange/Blue Line Rehabilitation project. The planned replacement of equipment in AC rooms was scheduled aggressively and four AC rooms were later removed from the plan for FY2016. Coordination issues with prioritized SafeTrack work, as well as with Pepco, also impacted access.

Work in other areas was completed including: a traction power substation at Arlington Cemetery, a Monitor Control System (MCC) at Foggy Bottom, kiosks at Federal Triangle, McPherson Square and Foggy Bottom, and AC Rooms at New Carrollton, Cheverly, Smithsonian and Pentagon City.

The Red Line Phase 2 rehabilitation project was also deferred in order to re-examine the approach to addressing water infiltration issues. An updated plan will be developed in FY2017.

In the vertical transportation program the following activities were planned and completed in FY2016:

- Elevator Rehabilitation – \$9.6 million was budgeted to rehabilitate 16 elevators. As of the end of the year, \$9.5 million had been expended and 19 elevators were completed.
- Escalator Rehabilitation – Metro budgeted \$10.4 million for the rehabilitation of 27 escalators and expended \$9.4 million to complete 18 escalators.



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- Escalator Replacement – Metro budgeted \$33.3 million to replace 14 escalators and was able to invest \$37.6 million and replace 19 escalators.

\$33.7 million was invested in the Fare Collection program in FY2016. WMATA determined not to proceed with the New Electronic Payments Program and instead to focus on developing a state of good repair investment plan to ensure the gates and fare machines work reliably for customers.

Under the Station Systems program, the project to raise vent shafts to prevent station flooding has encountered delays due to obtaining required regulatory approvals from the National Capital Planning Commission, the Commission of Fine Arts, and compliance under the National Historic Preservation Act.

Significant accomplishments within the Parking Facilities program include the completion of all concrete repairs, expansion joint replacements, and joint sealing for the Vienna South parking garage. Concrete repairs, expansion joint replacements, and joint sealing continues at Shady Grove North and Franconia/Springfield East garages. The Huntington South garage load assessment was also completed in FY2016.

***Bus & Paratransit Vehicles***

<i>Program</i>	<b>Budget FY2016</b>	<b>Actual FY2016</b>	<b>Variance</b>
<i>Bus Acquisition</i>	\$143.0	\$147.4	\$4.4
<i>Bus Maintenance &amp; Overhaul</i>	\$ 74.2	\$ 59.2	\$(15.0)
<i>Bus Maintenance Facilities</i>	\$ 75.7	\$ 47.9	\$(27.8)
<i>Bus Passenger Facilities &amp; Systems</i>	\$ 17.2	\$ 14.8	\$(2.5)
<i>Paratransit</i>	\$ 9.4	\$ 1.6	\$(7.8)
<b>Total</b>	<b>\$319.6</b>	<b>\$ 270.8</b>	<b>\$(48.8)</b>

In the Bus & Paratransit Vehicles category, 85 percent of the planned \$319.6 million was invested. In the Bus Acquisition program there was an accelerated delivery of nine 40-foot CNG buses and one 40-foot hybrid coach; these buses were replaced earlier than forecasted.

The Cinder Bed Road Bus Garage project was delayed due to permitting issues which slowed the overall spend in FY2016. Similarly, the Andrews Federal Center bus facility project was also delayed due to contaminants found in the sub-grade topsoil. Removal and remediation work has delayed the schedule for this project – however, for both projects the rate of expenditure in the fourth quarter doubled.

Additionally, a new contract for the replacement of underground storage tanks was not awarded in FY2016 due to procurement process delays, and only minor improvements were completed.



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The variance in the Bus Maintenance & Overhaul program is largely due to increased terms on extended warranties for and improved durability of repairable bus components. This was not reflected in FY2016, but it has been accounted for in the reduced budget for FY2017.

Additional delays resulted from technical problems in new or upgraded automatic vehicle location equipment, as well as delays in the contract award for the installation and replacement of bus cameras.

Both the TIGER Grant and Bus Livability Grant funded projects have experienced delays, pushing them into FY2017. In the Paratransit program, the delivery of 207 vans was delayed until FY2017.

***Business Support***

<b><i>Program</i></b>	<b>Budget FY2016</b>	<b>Actual FY2016</b>	<b>Variance</b>
<i>Information Technology</i>	\$ 62.0	\$ 59.7	\$(2.3)
<i>Metro Transit Police Dept.</i>	\$ 7.4	\$ 4.8	\$(2.6)
<i>Support Equipment &amp; Services</i>	\$ 26.1	\$ 20.8	\$(5.3)
<b><i>Total</i></b>	<b>\$ 95.5</b>	<b>\$ 85.3</b>	<b>\$(10.2)</b>

Under the Business Support Investments category, 89 percent of the planned \$95.5 million was expended.

Under the IT program, the new Contract Lifecycle Management System was put into production, the standardized time management solution was kicked off, and GIS was integrated into the Asset and Management System.

WMATA also implemented the core functionality of the new Funds Management System that will deliver a compliant and streamlined grants management solution. In the coming months, WMATA will be deploying additional Funds Management functionality.

Data Center power tracing was completed and new Power Direct Units were installed at two data centers. WMATA is also in the process of standardizing the mobile device lifecycle process and provisioning mobile print.

The largest budget variance in this category is in the Support Equipment & Services program. This variance is largely due to delays in non-revenue vehicle deliveries (148 actual vs. 162 planned), as well as delays in the development of technical specifications for the environmental compliance contract.



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**OUTSTANDING DEBT AND CASH MANAGEMENT**

Metro’s outstanding debt as of June 30, 2016 was \$636.2 million. This total includes both long-term debt to support capital projects and short-term debt for cash flow requirements.

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

As of June 30, 2016 the LOC outstanding balance had been reduced to \$160 million, as shown in the table below. Subsequent to June 30 the lines of credit were further streamlined through a capacity reduction to \$250 million (effective July 1, 2016) and the closing of the U.S. Bank LOC. A subsequent LOC repayment on July 1 further reduced the outstanding balance to \$96 million.

<b>Outstanding Debt As of June, 2016 (\$ millions)</b>				
<b>Debt Type</b>	<b>Issuance Amount/ Capacity</b>	<b>Outstanding Principal</b>	<b>FY2016 Debt Service <sup>1</sup></b>	<b>Maturity Date</b>
<b>Long-term Debt</b>				
Bond Series 2009A	242.68	201.20	18.70	Jul-32
Bond Series 2009B <sup>2</sup>	55.00	55.00	2.50	Jul-34
Bond Series 2016A	220.00	220.00	-	Jul-19
Subtotal	<u>517.68</u>	<u>476.20</u>	<u>21.20</u>	
<b>Short-term Debt</b>				
Wells Fargo LOC	138.75	80.00	Varies	Apr-17
Bank of America LOC	163.75	80.00	Varies	Jun-17
Subtotal	<u>302.50</u>	<u>160.00</u>		
Grand Total	<u><u>820.18</u></u>	<u><u>636.20</u></u>		

1. Annual debt service for long-term debt is based on January 2016 and July 2016 payment dates. The first interest payment on the 2016A series bonds is due January 1, 2017; the first principal payment is due July 1, 2017.
2. Annual debt service net of Build America Bond credit

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April – June 2016**

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**Operating Financials by Mode**

# METRORAIL

## Operating Financials

June-16  
FISCAL YEAR 2016

Dollars in Millions

### FOURTH QUARTER RESULTS

### YEAR-TO-DATE RESULTS

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$168.5	\$144.9	\$168.4	(\$23.5)	-14%	Passenger Fares	\$627.0	\$574.4	\$632.1	(\$57.8)	-9%
(0.8)	4.4	1.0	3.4	330%	D.C. Schools	2.1	10.4	3.8	6.6	173%
12.0	11.3	13.1	(1.7)	-13%	Parking	46.1	45.0	49.0	(4.0)	-8%
2.4	1.9	1.7	0.2	9%	Advertising	7.5	7.5	6.8	0.7	10%
2.4	4.6	2.0	2.6	132%	Joint Dev/Property Rent	6.2	11.1	8.0	3.1	39%
3.9	3.9	4.1	(0.2)	-5%	Fiber Optic	15.4	15.6	16.5	(0.9)	-6%
13.1	6.6	8.0	(1.4)	-18%	Other	17.8	31.9	31.9	(0.0)	0%
<b>\$201.4</b>	<b>\$177.6</b>	<b>\$198.3</b>	<b>(\$20.6)</b>	<b>-10%</b>	<b>TOTAL REVENUE</b>	<b>\$722.0</b>	<b>\$696.0</b>	<b>\$748.2</b>	<b>(\$52.2)</b>	<b>-7%</b>
<b>EXPENSES:</b>										
\$88.5	\$122.5	\$126.2	\$3.7	3%	Salary/Wages	\$447.8	\$475.9	\$508.5	\$32.6	6%
4.9	11.3	10.3	(0.9)	-9%	Overtime	38.1	48.9	43.3	(5.5)	-13%
47.0	62.0	64.8	2.8	4%	Fringe Benefits	241.9	244.6	261.0	16.4	6%
17.2	22.4	20.5	(1.9)	-9%	Services	63.2	67.6	81.9	14.3	17%
14.4	23.0	15.4	(7.6)	-49%	Supplies	70.5	77.8	59.0	(18.8)	-32%
0.4	0.6	(0.1)	(0.8)	570%	Fuel (Gas, Diesel, CNG)	1.7	1.5	(0.5)	(2.0)	384%
18.8	20.0	20.6	0.6	3%	Utilities & Propulsion	79.5	77.1	86.5	9.5	11%
5.6	6.1	4.8	(1.4)	-29%	Insurance/Other	22.7	17.9	18.7	0.8	4%
<b>\$196.8</b>	<b>\$268.0</b>	<b>\$262.5</b>	<b>(\$5.5)</b>	<b>-2%</b>	<b>TOTAL EXPENSE</b>	<b>\$965.4</b>	<b>\$1011.3</b>	<b>\$1058.5</b>	<b>\$47.2</b>	<b>4%</b>
-	-	(5.1)	(5.1)		Preventive Maintenance	-	-	(20.5)	(20.5)	
<b>(\$4.6)</b>	<b>\$90.4</b>	<b>\$59.1</b>	<b>(\$31.3)</b>	<b>-53%</b>	<b>SUBSIDY</b>	<b>\$243.4</b>	<b>\$315.4</b>	<b>\$289.8</b>	<b>(\$25.5)</b>	<b>-9%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**102%**      **66%**      **76%**

**COST RECOVERY RATIO**

**75%**      **69%**      **71%**

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

**FOURTH QUARTER RESULTS**

**YEAR-TO-DATE RESULTS**

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$36.9	\$34.8	\$40.0	(\$5.2)	-13%	Passenger Fares	\$145.7	\$141.1	\$156.8	(\$15.8)	-10%	
3.5	2.4	2.3	0.1	4%	D.C. Schools	9.5	9.0	8.7	0.3	3%	
4.6	3.8	3.4	0.3	10%	Advertising	15.0	15.3	13.7	1.6	12%	
0.7	0.1	0.5	(0.4)	-81%	Other	5.6	0.7	2.1	(1.3)	-64%	
<b>\$45.6</b>	<b>\$41.1</b>	<b>\$46.3</b>	<b>(\$5.2)</b>	<b>-11%</b>	<b>TOTAL REVENUE</b>	<b>\$176.1</b>	<b>\$166.1</b>	<b>\$181.3</b>	<b>(\$15.3)</b>	<b>-8%</b>	
<b>EXPENSES:</b>											
\$71.9	\$75.6	\$76.2	\$0.6	1%	Salary/Wages	\$282.6	\$299.7	\$306.9	\$7.2	2%	
7.9	7.9	8.4	0.6	7%	Overtime	31.0	31.5	34.3	2.9	8%	
47.5	42.2	41.2	(1.0)	-3%	Fringe Benefits	162.2	158.7	166.5	7.7	5%	
6.8	10.9	9.5	(1.4)	-14%	Services	28.0	33.9	37.9	4.0	10%	
3.7	7.2	8.6	1.4	16%	Supplies	28.2	28.1	34.4	6.4	18%	
6.0	2.6	7.6	5.0	66%	Fuel (Gas, Diesel, CNG)	29.8	19.7	31.1	11.5	37%	
1.1	1.0	2.0	1.0	51%	Utilities & Propulsion	7.8	5.8	8.8	3.1	35%	
3.3	2.9	3.7	0.8	22%	Insurance/Other	12.9	9.6	14.3	4.7	33%	
<b>\$148.2</b>	<b>\$150.2</b>	<b>\$157.2</b>	<b>\$7.0</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$582.4</b>	<b>\$586.9</b>	<b>\$634.3</b>	<b>\$47.4</b>	<b>7%</b>	
-	-	(2.6)	(2.6)		Preventive Maintenance	-	-	(10.2)	(10.2)		
<b>\$102.6</b>	<b>\$109.1</b>	<b>\$108.4</b>	<b>(\$0.7)</b>	<b>-1%</b>	<b>SUBSIDY</b>	<b>\$406.3</b>	<b>\$420.8</b>	<b>\$442.8</b>	<b>\$22.0</b>	<b>5%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**31%**    **27%**    **29%**

**COST RECOVERY RATIO**

**30%**    **28%**    **29%**

**METROACCESS**  
**Operating Financials**  
**June-16**  
**FISCAL YEAR 2016**

Dollars in Millions

**FOURTH QUARTER RESULTS**

**YEAR-TO-DATE RESULTS**

Prior Year Actual	Current Year				Prior Year Actual	Current Year				
	Actual	Budget	Variance			Actual	Budget	Variance		
<b>REVENUES:</b>										
\$2.3	\$2.3	\$2.2	\$0.2	8%	Passenger Fares	\$9.0	\$9.2	\$8.5	\$0.7	8%
<b>\$2.3</b>	<b>\$2.3</b>	<b>\$2.2</b>	<b>\$0.2</b>	<b>8%</b>	<b>TOTAL REVENUE</b>	<b>\$9.0</b>	<b>\$9.2</b>	<b>\$8.5</b>	<b>\$0.7</b>	<b>8%</b>
<b>EXPENSES:</b>										
\$1.6	\$1.5	\$1.6	\$0.1	8%	Salary/Wages	\$5.9	\$6.0	\$6.6	\$0.6	9%
\$0.0	0.0	0.0	0.0	91%	Overtime	0.0	0.0	0.1	0.1	88%
0.8	0.7	0.8	0.1	10%	Fringe Benefits	2.9	2.7	3.1	0.4	12%
24.9	26.3	26.0	(0.3)	-1%	Services	96.2	102.4	100.1	(2.3)	-2%
0.1	0.1	0.1	0.1	54%	Supplies	0.2	0.2	0.5	0.3	68%
1.7	1.4	2.4	1.0	40%	Fuel (Gas, Diesel, CNG)	6.8	5.0	9.2	4.3	46%
0.0	0.0	0.0	(0.0)	-116%	Utilities & Propulsion	0.1	0.1	0.1	(0.0)	-14%
0.4	0.3	0.4	0.1	16%	Insurance/Other	1.4	1.2	1.5	0.3	17%
<b>\$29.5</b>	<b>\$30.4</b>	<b>\$31.4</b>	<b>\$1.0</b>	<b>3%</b>	<b>TOTAL EXPENSE</b>	<b>\$113.4</b>	<b>\$117.6</b>	<b>\$121.2</b>	<b>\$3.6</b>	<b>3%</b>
<b>\$27.3</b>	<b>\$28.0</b>	<b>\$29.2</b>	<b>\$1.2</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$104.4</b>	<b>\$108.4</b>	<b>\$112.7</b>	<b>\$4.3</b>	<b>4%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

8%

8%

7%

**COST RECOVERY RATIO**

8%

8%

7%

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q4  
April – June 2016**

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**Parking Facility Usage**

**WMATA PARKING FACILITY USAGE**  
**June-2016**

STATION/LOT REGION	Lot Capacity		Paid Utilization (% of Capacity)			
	Jun-16	Jun-15	June-2016	Y-T-D FY16	June-2015	Y-T-D FY15
<b><u>MONTGOMERY COUNTY</u></b>						
Grosvenor	1,894	1,894	100%	97%	103%	98%
White Flint	1,270	1,270	64%	66%	57%	62%
Twinbrook	1,097	1,097	62%	60%	65%	61%
Rockville	524	524	104%	101%	109%	103%
Shady Grove	5,745	5,745	84%	82%	91%	85%
Glenmont	2,998	2,998	83%	82%	82%	81%
Wheaton	977	977	25%	25%	31%	29%
Forest Glen	596	596	96%	95%	102%	96%
<b>Montgomery County Total</b>	<b>15,101</b>	<b>15,101</b>	<b>80%</b>	<b>79%</b>	<b>83%</b>	<b>79%</b>
<b><u>PRINCE GEORGE'S COUNTY</u></b>						
New Carrollton	3,519	3,519	53%	73%	91%	81%
Landover	1,866	1,866	21%	33%	41%	39%
Cheverly	500	500	45%	70%	96%	81%
Addison Road	1,268	1,268	28%	44%	51%	50%
Capitol Heights	372	372	56%	77%	89%	80%
Greenbelt	3,399	3,399	85%	74%	81%	72%
College Park	1,820	1,820	70%	57%	66%	55%
P.G. Plaza	1,068	1,068	51%	47%	46%	46%
West Hyattsville	453	453	91%	86%	95%	84%
Southern Avenue	1,980	1,980	51%	50%	61%	52%
Naylor Road	368	368	100%	94%	107%	98%
Suitland Garage	1,890	1,890	77%	62%	67%	61%
Branch Avenue	3,072	3,072	97%	92%	103%	94%
Morgan Blvd.	608	608	54%	85%	89%	88%
Largo	2,200	2,200	56%	80%	89%	84%
<b>Prince George's County Total</b>	<b>24,383</b>	<b>24,383</b>	<b>64%</b>	<b>67%</b>	<b>69%</b>	<b>69%</b>
<b>Maryland Total</b>	<b>39,484</b>	<b>39,484</b>	<b>70%</b>	<b>72%</b>	<b>72%</b>	<b>73%</b>
<b><u>DISTRICT OF COLUMBIA</u></b>						
Deanwood	194	194	26%	43%	51%	49%
Minnesota Ave.	333	333	114%	116%	116%	106%
Rhode Island Ave.	221	221	104%	104%	98%	101%
Fort Totten	408	408	116%	114%	107%	110%
Anacostia Garage	808	808	43%	41%	40%	45%
<b>District of Columbia Total</b>	<b>1,964</b>	<b>1,964</b>	<b>75%</b>	<b>76%</b>	<b>74%</b>	<b>76%</b>
<b><u>Northern Virginia</u></b>						
Huntington	3,175	3,617	78%	73%	73%	71%
West Falls Church	2,009	2,009	42%	54%	62%	66%
Dunn Loring	1,326	1,326	66%	77%	85%	85%
Vienna	5,169	5,169	68%	79%	89%	89%
Franconia	5,069	5,069	66%	68%	74%	71%
Van Dorn	361	361	107%	108%	103%	107%
East Falls Church	422	422	112%	116%	120%	117%
Wiehle-Reston East	2,300	2,300	75%	87%	100%	82%
<b>Northern Virginia Total</b>	<b>19,831</b>	<b>20,273</b>	<b>69%</b>	<b>75%</b>	<b>81%</b>	<b>79%</b>
<b>System Total</b>	<b>61,279</b>	<b>61,721</b>	<b>70%</b>	<b>73%</b>	<b>75%</b>	<b>75%</b>

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY FINANCIAL REPORT  
FY2016 – Q4  
April – June 2016**

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**Capital Expenditures**

**Washington Metropolitan Area Transit Authority  
Capital Project Financials by Investment Category  
Fiscal Year 2016 - June 2016**

Investment by Program		FY16 Updated Budget	FY16 Actuals	Un-Expended	Expend %
Railcars	CIP0057 1000 Series Rail Car Replacement	\$ 126,890,829	\$ 130,586,849	\$ (3,696,019)	102.9%
	CIP0059 2000/3000 Series Rail Car Replacement	300,000	109,377	190,623	36.5%
	CIP0062 6000 Series Rail Car Procurement	(286,752)	73,926	(360,678)	-25.8%
	CIP0068 Rail Car Acquisition (220 Railcars)	53,033,000	50,642,435	2,390,565	95.5%
	CIP0071 Test Track & Railcar Commissioning Facility	10,540,401	9,032,893	1,507,508	85.7%
	<b>Railcar Acquisition</b>	<b>190,477,478</b>	<b>190,445,479</b>	<b>31,998</b>	<b>100.0%</b>
	CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitation	393,828	(345)	394,174	-0.1%
	CIP0063 Railcar Rehabilitation Program	30,811,392	33,433,740	(2,622,348)	108.5%
	CIP0067 Rail Car Safety & Reliability Enhancements	6,275,933	4,619,498	1,656,434	73.6%
	CIP0142 Rail Preventive Maintenance	20,549,888	20,549,888	(0)	100.0%
	CIP0148 Repair of Damaged Railcars	3,704,360	701,754	3,002,606	18.9%
	<b>Railcar Maintenance/Overhaul</b>	<b>61,735,401</b>	<b>59,304,534</b>	<b>2,430,867</b>	<b>96.1%</b>
	CIP0066 Rail Shop Repair Equipment	2,636,018	1,175,304	1,460,714	44.6%
	CIP0116 Rail Yard Facility Repairs	43,350,553	31,987,977	11,362,577	73.8%
	CIP0145 Rail Yard Hardening and Bus Security	4,720,623	3,243,744	1,476,880	68.7%
	CIP0201 8-car Train Facility Design	(111,534)	(1,302)	(110,232)	1.2%
	CIP0204 7000 Series Rail Car HVAC Maintenance Facility	1,724,601	182,154	1,542,447	10.6%
	CIP0211 Storm Water Facility Assessment	1,133,756	52,601	1,081,156	4.6%
	CIP0213 8-Car Train Maintenance and Storage Facilities	(381,843)	156,346	(538,189)	-40.9%
	CIP0224 New Carrollton Yard Capacity Improvements	1,031,764	791,828	239,936	76.7%
CIP0225 Railcar Heavy Repair and Overhaul Facility	391,549	307,397	84,152	78.5%	
CIP0231 Facilities Consolidation	21,261,559	13,673,373	7,588,186	64.3%	
<b>Railcar Maintenance Facilities</b>	<b>75,757,047</b>	<b>51,569,421</b>	<b>24,187,626</b>	<b>68.1%</b>	
<b>Railcar Investments</b>	<b>327,969,925</b>	<b>301,319,434</b>	<b>26,650,491</b>	<b>91.9%</b>	
Rail Systems	CIP0076 Rail Power System Upgrades	42,051,516	17,244,884	24,806,632	41.0%
	CIP0223 8-Car Train Power Cable Upgrades	7,462,970	4,216,415	3,246,555	56.5%
	CIP0253 Traction Power State of Good Operations	16,235,000	7,340,673	8,894,327	45.2%
	<b>Propulsion</b>	<b>65,749,486</b>	<b>28,801,972</b>	<b>36,947,514</b>	<b>43.8%</b>
	CIP0135 Train Control Signal and Traction Power System Interface	979,449	4,200	975,249	0.4%
	CIP0136 Radio & Cellar Infrastructure Replacement Program	10,069,492	10,691,356	(621,864)	106.2%
	CIP0139 National Transportation Safety Board Recommendations	35,602,154	24,644,115	10,958,039	69.2%
	CIP0195 Radio Project - Additional Coverage	507,515	302,012	205,503	59.5%
	CIP0232 Automatic Train Control System Upgrades	463,030	536,863	(73,832)	115.9%
	CIP0251 Automatic Train Control State of Good Repair	9,377,000	9,055,019	321,981	96.6%
	<b>Signals &amp; Communications</b>	<b>56,998,640</b>	<b>45,233,566</b>	<b>11,765,074</b>	<b>79.4%</b>
	<b>Rail Systems Investments</b>	<b>122,748,126</b>	<b>74,035,538</b>	<b>48,712,588</b>	<b>60.3%</b>
	Track & Structures Rehabilitation	CIP0018 Track Welding Program	6,905,611	2,873,664	4,031,947
CIP0019 Track Floating Slab Rehabilitation		(28,852)	33,445	(62,297)	-115.9%
CIP0020 Replacement of Rail Track Signage		1,497,706	609,761	887,944	40.7%
CIP0021 Track Grout Pad Rehabilitation		3,370,201	2,792,477	577,724	82.9%
CIP0022 Track Structural Rehabilitation		2,274,866	2,186,867	87,998	96.1%
CIP0023 Third Rail Rehabilitation and Replacement		6,635,053	3,856,416	2,778,638	58.1%
CIP0024 Track Rehabilitation		58,734,535	61,898,200	(3,163,665)	105.4%
CIP0126 General Project Administration and Planning		12,570,164	18,730,628	(6,160,464)	149.0%
CIP0133 Wayside Work Equipment		1,620,731	1,442,422	178,309	89.0%
CIP0138 System-wide Infrastructure Rhb		7,899,838	4,308,601	3,591,236	54.5%
CIP0149 Transit Asset Management System		3,127,856	1,403,988	1,723,867	44.9%
CIP0246 General Engineering		1,550,000	842,690	707,310	54.4%
CIP0247 Emergency Construction		1,200,000	23,980	1,176,020	2.0%
<b>Fixed Rail</b>		<b>107,357,708</b>	<b>101,003,141</b>	<b>6,354,567</b>	<b>94.1%</b>
CIP0026 Station/Tunnel Leak Mitigation		6,416,004	6,386,869	29,135	99.5%
CIP0205 Bush Hill Aerial Structure Rehabilitation		1,601,963	322,922	1,279,042	20.2%
CIP0216 Farragut North Beam Rehabilitation		1,812,923	244,795	1,568,128	13.5%
<b>Structures</b>		<b>9,830,890</b>	<b>6,954,585</b>	<b>2,876,305</b>	<b>70.7%</b>
CIP0025 Track Maintenance Equipment		1,946,151	984,395	961,756	50.6%
CIP0027 Switch Machine Rehabilitation Project		(31,018)	105,873	(136,892)	-341.3%
CIP0065 Geometry Vehicle	48,398	(0)	48,398	0.0%	
<b>Track Maintenance Equip</b>	<b>1,963,530</b>	<b>1,090,269</b>	<b>873,261</b>	<b>55.5%</b>	
<b>Track and Structures Rehabilitation Investments</b>	<b>119,152,128</b>	<b>109,047,994</b>	<b>10,104,134</b>	<b>91.5%</b>	

**Washington Metropolitan Area Transit Authority  
Capital Project Financials by Investment Category  
Fiscal Year 2016 - June 2016**

Investment by Program		FY16 Updated Budget	FY16 Actuals	Un-Expended	Expend %
<b>Stations and Passenger Facilities</b>	CIP0017 Station Platform Safety Improvement (Truncated Domes)	1,191,588	316,470	875,118	26.6%
	CIP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	1,736,312	1,786,407	(50,095)	102.9%
	CIP0087 Station Rehabilitation Program	11,980,348	10,195,047	1,785,301	85.1%
	CIP0088 Station Entrance Canopies	5,553,013	935,589	4,617,424	16.8%
	CIP0107 Red Line Rehabilitation Stage One	1,870,690	1,371,790	498,899	73.3%
	CIP0108 Red Line Rehabilitation Stage Two	3,255,266	1,435,354	1,819,912	44.1%
	CIP0110 Orange/Blue Line Rehabilitation Stage One	66,603,730	52,443,759	14,159,972	78.7%
	CIP0153 Accessible Station Signage	192,485	35,210	157,275	18.3%
	CIP0198 Platform to Mezzanine Stairs – Bethesda Station	(0)	12,524	(12,524)	
	CIP0199 Station & Right-of-Way Improvements	69,274	-	69,274	0.0%
	CIP0218 Station Upgrades	5,381	8,060	(2,679)	149.8%
	<b>Platforms &amp; Structures</b>	<b>92,458,087</b>	<b>68,540,212</b>	<b>23,917,875</b>	<b>74.1%</b>
	CIP0072 Elevator Rehabilitation	9,600,487	9,464,688	135,799	98.6%
	CIP0073 Escalator Rehabilitation	10,371,006	9,422,154	948,852	90.9%
	CIP0132 Elevator/Escalator Repairables	7,955,080	2,712,480	5,242,600	34.1%
	CIP0185 Escalator Replacement	33,313,427	37,561,295	(4,247,868)	112.8%
	<b>Vertical Transportation</b>	<b>61,240,001</b>	<b>59,160,617</b>	<b>2,079,383</b>	<b>96.6%</b>
	CIP0092 Ethernet Wiring for Rail Fare Machines	(63,314)	-	(63,314)	0.0%
	CIP0093 Integrating regional NEXTFARE System	1,113,395	506,906	606,489	45.5%
	CIP0094 Coin Collection Machines Improvements	14,112	-	14,112	0.0%
	CIP0097 New Electronic Payments Program	38,945,663	33,199,050	5,746,613	85.2%
	<b>Fare Collection</b>	<b>40,009,856</b>	<b>33,709,956</b>	<b>6,303,900</b>	<b>84.2%</b>
	CIP0150 Fire Systems	7,146,474	5,701,576	1,444,899	79.8%
	CIP0151 Station Cooling Program	6,735,138	6,452,151	282,987	95.8%
	CIP0219 Station Lighting Improvements	3,156,422	1,816,595	1,339,827	57.6%
	CIP0241 Raising Vent Shafts Vicinity Federal Triangle & Protecting System Core	3,446,354	1,213,595	2,232,760	35.2%
CIP0242 Improving Drainage	2,000,000	1,190,107	809,893	59.5%	
<b>Station Systems</b>	<b>22,484,388</b>	<b>16,374,024</b>	<b>6,110,365</b>	<b>72.8%</b>	
CIP0152 Parking Garage Rehabilitation	5,801,037	4,977,130	823,907	85.8%	
<b>Parking Facilities</b>	<b>5,801,037</b>	<b>4,977,130</b>	<b>823,907</b>	<b>85.8%</b>	
<b>Stations and Passenger Facilities Investments</b>	<b>221,993,368</b>	<b>182,757,938</b>	<b>39,235,430</b>	<b>82.3%</b>	
<b>Bus and Paratransit</b>	CIP0003 Bus Fleet Expansion	418,895	33,579	385,316	8.0%
	CIP0006 Bus Replacement	142,587,151	147,345,033	(4,757,882)	103.3%
	<b>Bus Acquisition</b>	<b>143,006,046</b>	<b>147,378,612</b>	<b>(4,372,566)</b>	<b>103.1%</b>
	CIP0002 Automatic Vehicle Location Eqt	1,959,838	343,120	1,616,718	17.5%
	CIP0004 Bus Repair Equipment	6,197,460	3,834,751	2,362,709	61.9%
	CIP0005 Bus Rehabilitation Program	40,291,431	39,958,511	332,920	99.2%
	CIP0007 Bus Camera Installation & Replacement	2,420,150	83,830	2,336,321	3.5%
	CIP0008 Bus Repairables	13,847,236	5,448,719	8,398,517	39.3%
	CIP0143 Bus Preventive Maintenance	9,492,494	9,492,393	101	100.0%
	<b>Bus Maintenance/Overhaul</b>	<b>74,208,610</b>	<b>59,161,325</b>	<b>15,047,285</b>	<b>79.7%</b>
	CIP0011 Underground Storage Tank Replacement	2,133,567	598,927	1,534,640	28.1%
	CIP0038 Future Bus Facilities	(115)	-	(115)	0.0%
	CIP0078 Bladensburg Shop Reconfigure	5,244,419	1,310,020	3,934,399	25.0%
	CIP0084 Southern Avenue Bus Garage Replacement (Andrews)	25,246,208	16,571,979	8,674,229	65.6%
	CIP0085 Royal Street Bus Garage Replacement (Cinder Bed Road)	22,660,264	16,534,236	6,126,028	73.0%
	CIP0086 Shepherd Parkway Bus Facility	740,000	-	740,000	0.0%
	CIP0119 Bus Garage Facility Repairs	12,561,318	9,112,114	3,449,204	72.5%
	CIP0155 Rehabilitation of Backlick Road Facility CCTV Enhancement	2,313,014	355,857	1,957,157	15.4%
	CIP0206 CTF Electrical Upgrade	4,098,597	3,162,110	936,487	77.2%
	CIP0210 Pollution Prevention for Track Fueling Areas	660,142	216,064	444,078	32.7%
	<b>Bus Maintenance Facilities</b>	<b>75,657,414</b>	<b>47,861,307</b>	<b>27,796,107</b>	<b>63.3%</b>
	CIP0037 Bus Priority Corridor Network	16,081,729	13,154,624	2,927,105	81.8%
	CIP0220 Bus Planning	666,247	584,423	81,824	87.7%
	CIP0221 Bus Customer Facility Improvements	491,317	1,049,506	(558,189)	213.6%
	<b>Bus Passenger Facilities/Systems</b>	<b>17,239,293</b>	<b>14,788,553</b>	<b>2,450,740</b>	<b>85.8%</b>
	CIP0015 MetroAccess Fleet Acquisition	9,449,541	1,618,050	7,831,492	17.1%
<b>Paratransit</b>	<b>9,449,541</b>	<b>1,618,050</b>	<b>7,831,492</b>	<b>17.1%</b>	
<b>Bus and Paratransit Investments</b>	<b>319,560,905</b>	<b>270,807,847</b>	<b>48,753,058</b>	<b>84.7%</b>	

**Washington Metropolitan Area Transit Authority  
Capital Project Financials by Investment Category  
Fiscal Year 2016 - June 2016**

Investment by Program		FY16 Updated Budget	FY16 Actuals	Un-Expended	Expend %
Business Support	CIP0031 Debit/Credit Processing Requirements	390,729	440	390,289	0.1%
	CIP0042 Bus & Rail Asset Management Software	3,619,688	2,477,002	1,142,686	68.4%
	CIP0043 Bus Operations Support Software	1,013,326	910,044	103,283	89.8%
	CIP0044 IT Capital Program Business Process Reengineering and Prog Supprt	6,728,499	5,032,300	1,696,200	74.8%
	CIP0045 Data Centers and Infrastructures	5,382,064	14,604,977	(9,222,914)	271.4%
	CIP0046 Document Management System	1,739,707	1,636,220	103,487	94.1%
	CIP0047 Enterprise Geographic Information System	799,956	724,983	74,973	90.6%
	CIP0048 Sensitive Data Protection Technology	2,287,879	1,086,813	1,201,066	47.5%
	CIP0049 Management Support Software	21,812,134	17,403,759	4,408,375	79.8%
	CIP0050 Metro IT One Stop and Office Automation	493,288	451,048	42,240	91.4%
	CIP0051 Police Dispatch and Records Management	2,630,418	2,556,099	74,319	97.2%
	CIP0052 Network and Communications	3,101,376	2,238,608	862,768	72.2%
	CIP0054 Customer Electronic Communications & Outreach	1,238,151	1,146,866	91,285	92.6%
	CIP0056 Rail Operations Support Software	1,732,618	1,732,379	240	100.0%
	CIP0128 Data Governance and Business Intelligence	1,226,524	965,202	261,322	78.7%
	CIP0140 Rail Mileage Based Asset Management	295,765	177,259	118,505	59.9%
	CIP0196 Safety Measurement System	3,007,796	1,953,014	1,054,782	64.9%
	CIP0215 Rail Scheduling System Upgrade	2,294,219	1,913,318	380,901	83.4%
	CIP0222 Rail Operations Upgrade	(197,003)	434,186	(631,190)	-220.4%
	CIP0230 Wireless Communication Infrastructure	2,404,777	2,300,634	104,143	95.7%
	<b>IT</b>	<b>62,001,910</b>	<b>59,745,151</b>	<b>2,256,759</b>	<b>96.4%</b>
	CIP0099 Police Emergency Management Equipment	286,290	267,919	18,370	93.6%
	CIP0103 Police Portable Radio Replacement	833,749	818,916	14,834	98.2%
	CIP0127 Support Equipment - MTPD	1,695,126	1,270,200	424,926	74.9%
	CIP0101 Police Substation District 2	2,677,997	894,762	1,783,235	33.4%
	CIP0106 Special Operations DivisionFac	1,928,233	1,522,958	405,274	79.0%
	<b>MTPD</b>	<b>7,421,394</b>	<b>4,774,755</b>	<b>2,646,639</b>	<b>64.3%</b>
	CIP0009 Service Vehicle Replacement & Leasing	8,510,641	6,988,040	1,522,601	82.1%
	CIP0202 Non-Revenue Vehicle Management System	687,079	693,410	(6,331)	100.9%
	CIP0028 Materials Handling Equipment	193,154	2,502	190,652	1.3%
	CIP0029 Warehouse Vertical Storage Unit	(420,580)	-	(420,580)	0.0%
	CIP0030 Currency Processing Machines	680,000	531,772	148,228	78.2%
	CIP0033 Revenue Facility Equipment	1,700,235	1,487,435	212,799	87.5%
CIP0010 Environmental Compliance Project	2,063,828	890,568	1,173,260	43.2%	
CIP0034 Revenue Collection Facility	837,094	57,530	779,564	6.9%	
CIP0039 Core & System Capacity Project Development	1,938,400	1,389,306	549,095	71.7%	
CIP0053 Metro Enterprise Monitoring Center (MEMC)	(415,850)	456,240	(872,090)	-109.7%	
CIP0080 Building Infrastructure & Systems Renewal	2,710,822	1,667,167	1,043,656	61.5%	
CIP0131 Credit Facility	4,116,393	4,067,970	48,423	98.8%	
CIP0170 Roof Rehabilitation and Replacement	756,690	667,122	89,568	88.2%	
CIP0197 Rehabilitation of Non-Revenue Facilities	1,461,245	649,932	811,314	44.5%	
CIP0212 Sustainability Investments - Pilot Program	1,290,564	1,223,547	67,017	94.8%	
<b>Support Equipment/Services</b>	<b>26,109,716</b>	<b>20,772,540</b>	<b>5,337,176</b>	<b>79.6%</b>	
<b>Business Support Investments</b>	<b>95,533,020</b>	<b>85,292,446</b>	<b>10,240,574</b>	<b>89.3%</b>	
<b>Total Capital Programs</b>		<b>\$ 1,206,957,472</b>	<b>\$ 1,023,261,197</b>	<b>\$ 183,696,275</b>	<b>84.8%</b>

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
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**Reimbursable Projects**

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**LTD Advances versus LTD Expenses**  
**Fiscal Year 2016<sup>1</sup> - June 2016**  
Dollars in Thousands  
*All figures are Preliminary and subject to Audit*

<b>Reimbursable Projects</b>		<b>LTD Revenue</b>	<b>Prior Year Expended</b>	<b>FY16 Expended</b>	<b>Total Expended</b>	<b>(Advance)/Cost Variance</b>
<b>District of Columbia</b>						
CRB0001	Anacostia Light Rail Demonstration	\$ (15,412)	\$ 15,734	\$ 186	\$ 15,920	\$ 508
CRB0002	DC Downtown Circulator Buses	(16,478)	17,932	37	17,969	1,491
CRB0003	New York Ave. Metrorail Station	(110,237)	109,623	-	109,623	(614)
CRB0004	DC Village/Southeast Bus Garage <sup>2</sup>	(66,915)	46,148	42	46,190	(20,725) <sup>5</sup>
CRB0005	Project Development	(17,599)	13,176	1,329	14,505	(3,095)
CRB0031	DC Convention Center	(29,843)	29,822	-	29,822	(21)
CRB0036	Navy Yard Station Modification	(14,610)	14,590	-	14,590	(21)
CRB0129	Congress Heights Station Reconfiguration	(303)	75	207	282	(21)
CRB0132	Chevy Chase Bus Station	(127)	-	4	4	(123)
	14 Inactive/Completed Projects	(4,967)	4,314	-	4,314	(654)
<b>District of Columbia Total</b>		<b>\$ (276,492)</b>	<b>\$ 251,413</b>	<b>\$ 1,804</b>	<b>\$ 253,217</b>	<b>\$ (23,275)</b>
<b>Maryland</b>						
<b>Montgomery County</b>						
CRB0006	Glenmont Parking Garage <sup>3</sup>	\$ (27,426)	\$ 27,729	\$ 11	\$ 27,741	\$ 315
CRB0046	Silver Spring South Entrance	(261)	261	-	261	-
	6 Inactive/Completed Projects	(16,254)	15,976	-	15,976	(278)
	Subtotal	(43,942)	43,967	11	43,979	37
<b>Prince George's County</b>						
CRB0008	New Carrollton Rail Yard Expansion	(31)	31	-	31	-
	2 Inactive/Completed Projects	(11,011)	11,011	-	11,011	0
	Subtotal	(11,041)	11,042	-	11,042	0
<b>Maryland-wide</b>						
CRB0009	Project Development	(14,948)	12,434	1,189	13,622	(1,326)
CRB0127	Purple Line	(2,659)	662	547	1,208	(1,451)
CRB0010	Largo Blue Line Extension	(24,242)	23,297	-	23,297	(944)
	3 Inactive/Completed Projects	(914)	685	-	685	(229)
	Subtotal	(42,763)	37,077	1,736	38,813	(3,951)
<b>Maryland Total</b>		<b>\$ (97,746)</b>	<b>\$ 92,086</b>	<b>\$ 1,747</b>	<b>\$ 93,833</b>	<b>\$ (3,913)</b>
<b>Virginia</b>						
<b>Alexandria</b>						
CRB0012	King Street Station Bus Loop Reconfiguration	\$ (1,915)	\$ 1,525	\$ 403	\$ 1,928	\$ 13
CRB0013	Potomac Yard Alt. Analysis	(5,950)	2,935	840	3,775	(2,175)
CRB0123	Mark Center DoD Project	(2,172)	-	-	-	(2,172)
	6 Inactive/Completed Projects	(17,674)	17,402	-	17,402	(272)
	Subtotal	(27,711)	21,862	1,243	23,106	(4,605)

**Washington Metropolitan Area Transit Authority**  
**Reimbursable Projects**  
**LTD Advances versus LTD Expenses**  
**Fiscal Year 2016<sup>1</sup> - June 2016**  
Dollars in Thousands  
*All figures are Preliminary and subject to Audit*

<b>Reimbursable Projects</b>		<b>LTD Revenue</b>	<b>Prior Year Expended</b>	<b>FY16 Expended</b>	<b>Total Expended</b>	<b>(Advance)/Cost Variance</b>
<b>Arlington County</b>						
CRB0016	Columbia Pike Super Stops	\$ (1,021)	\$ 967	\$ 0	\$ 967	\$ (54) <sup>6</sup>
CRB0025	Ballston Station Improvements	(14,256)	11,234	32	11,266	(2,990) <sup>6</sup>
CRB0042	Rosslyn Station New Entrance	(540)	3,565	-	3,565	3,025 <sup>6</sup>
	6 Inactive/Completed Projects	(5,690)	4,985	-	4,985	(705)
	Subtotal	(21,506)	20,751	32	20,783	(723)
<b>Fairfax County</b>						
CRB0054	West Falls Church Parking Structure	(24,750)	24,125	-	24,125	(625)
	8 Inactive/Completed Projects	(35,196)	34,462	-	34,462	(734)
	Subtotal	(59,946)	58,587	-	58,587	(1,359)
<b>Virginia-wide</b>						
CRB0018	Project Development	(13,350)	9,762	723	10,485	(2,865)
CRB0019	Dulles Extension Design/Build	(291,194)	244,724	(1,870)	242,853	(48,340) <sup>7</sup>
CRB0020	Dulles Phase 2 (PE)	(19,147)	11,576	47,909	59,484	40,337 <sup>7</sup>
CRB0029	Crystal City/Potomac Yard	(155)	81	-	81	(74)
CRB0059	Dulles Preliminary Engineering/NEPA	(18,869)	18,519	-	18,519	(350)
	Subtotal	(342,715)	284,661	46,761	331,422	(11,293)
<b>Virginia Total</b>		<b>\$ (451,878)</b>	<b>\$ 385,861</b>	<b>\$ 48,037</b>	<b>\$ 433,898</b>	<b>\$ (17,980)</b>
<b>Regional</b>						
CRB0021	6000 Rail Car Purchase - Base	\$ (121,124)	\$ 119,728	\$ 10	\$ 119,738	\$ (1,386)
	8 Inactive/Completed Projects	(841)	841	-	841	(0)
<b>Regional Total</b>		<b>\$ (121,965)</b>	<b>\$ 120,569</b>	<b>\$ 10</b>	<b>\$ 120,579</b>	<b>\$ (1,386)</b>
<b>Fully Expended and Other Projects<sup>4</sup></b>		<b>\$ (199,746)</b>	<b>\$ 194,918</b>	<b>\$ -</b>	<b>\$ 194,918</b>	<b>\$ (4,828)</b>
<b>Total: Reimbursable Projects</b>		<b>\$ (1,147,827)</b>	<b>\$ 1,044,848</b>	<b>\$ 51,598</b>	<b>\$ 1,096,445</b>	<b>\$ (51,382)</b>

**Notes:**

- 1) All totals are multi-year, life-to-date program amounts, unless otherwise noted
- 2) Includes ARA0002 and IRP0032
- 3) Includes MSC0005
- 4) Includes TIIF
- 5) \$15 million to be transferred to operating expenses per Board Resolution 2013-10
- 6) Funding attached to CRB0025 also applies to CRB0042
- 7) \$39.8 million of cost (but no funding) was transferred from CRB0020 to CRB0029

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**Jurisdictional Balances on Account**

**JURISDICTIONAL BALANCES ON ACCOUNT**  
**As of the 4th QUARTER FISCAL YEAR 2016 @ June 30, 2016**  
**(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions**  
**\$ in millions**

JURISDICTION	OPERATING	CAPITAL	TOTAL	NOTES <sup>1</sup>
<b>DISTRICT OF COLUMBIA</b>				
DC Dept of Transportation	(\$0.003)	(\$0.022)	(\$0.025)	Operating credits represent unused audit adjustment credits.
DC Dept of Transportation - DC School Subsidy	0.959	0.000	0.959	
DC Uncommitted Funds	0.000	(0.001)	(0.001)	Station enhancements & Navy Yard improvement, excludes TIFF
DC Dept of Transportation	0.000	0.879	0.879	7th Street Bridge
DC Dept of Public Works	0.182	0.000	0.182	Joint and Adjacent Escort Services JOB #213104 - Benning Road Bridge
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services JOB #213138 - Benning Rd Bridge @ Anacostia River
<b>Credits to be Applied to Billing:</b>				
Interest Earnings on CIP & PRIIA Contributions	0.000	(0.021)	(0.021)	
<b>DC TOTAL</b>	<b><u>\$1.289</u></b>	<b><u>\$0.835</u></b>	<b><u>\$2.123</u></b>	
<b>MARYLAND</b>				
Montgomery County	(\$0.198)	\$1.889	\$1.691	Pending receipt of operating & capital/CMAQ
Prince George's County	(0.155)	1.642	1.487	Pending receipt of operating & capital/CMAQ
<b>Credits to be Applied to Billing:</b>				
Interest Earnings on PRIIA Contributions	0.000	(0.008)	(0.008)	
<b>MD TOTAL</b>	<b><u>(\$0.353)</u></b>	<b><u>\$3.523</u></b>	<b><u>\$3.169</u></b>	
<b>VIRGINIA</b>				
Alexandria	(\$0.101)	(\$0.184)	(\$0.284)	Operating credits represent unused audit adjustment credits.
Arlington	0.000	(0.015)	(0.015)	Capital credits represent interest earnings on capital payments.
City of Fairfax	(0.031)	(0.000)	(0.031)	
Fairfax County	(0.447)	(2.040)	(2.487)	
Falls Church	0.000	(0.000)	(0.000)	
Northern VA Transportation Comm.	(0.285)	(1.510)	(1.796)	Bus Capital one tenth adjustment
Virginia Department of Rail and Public Transportation	0.000	(0.008)	(0.008)	
<b>Credits to be Applied to Billing:</b>				
Interest Earnings on CIP and PRIIA Contributions	0.000	(0.021)	(0.021)	
<b>VA TOTAL</b>	<b><u>(\$0.863)</u></b>	<b><u>(\$3.778)</u></b>	<b><u>(\$4.642)</u></b>	
<b>GRAND TOTAL.....</b>	<b><u>\$0.072</u></b>	<b><u>\$0.579</u></b>	<b><u>\$0.651</u></b>	

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

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**Grants Activity**

Washington Metropolitan Area Transit Authority (WMATA)  
CFO - OMBS - Grants Management  
Grants Activity for the Quarter Ending June 30, 2016  
(millions)

Active Federal Transit Administration Grants as of 6/30/2016					
Grant No.	Grant Description	Award Date	Federal Award	Drawn	Balance
DC-05-0009-00	FFY 2007 5309 Fixed Guideway	9/24/2007	\$81.8	\$81.2	\$0.5
DC-95-X004 -01	VA CMAQ Bus Purchase/ VA Projects	9/3/2008	\$4.1	\$4.0	\$0.2
DC-26-7209-02	Energy Storage Demo for Rail	6/22/2009	\$0.3	\$0.2	\$0.1
DC-05-0011-00	FFY09 Fixed Guideway Rail Modernization	5/4/2010	\$100.5	\$88.4	\$12.0
DC-90-X083-00	FFY09 5307/5304 Formula Grant	5/4/2010	\$138.6	\$138.4	\$0.1
DC-03-0039-12	Largo Extension Additional Funds	6/18/2010	\$364.3	\$358.2	\$6.1
DC-75-0001-01	FFY10 PRIIA Appropriation	12/31/2010	\$150.0	\$150.0	\$0.0
DC-90-X085-00	FFY10 5307/5304 Formula Grant	2/24/2011	\$139.4	\$125.4	\$14.0
DC-04-0007-01	FY10 SGR Asset Management	5/20/2011	\$3.9	\$2.1	\$1.8
DC-05-0012-00	FFY10 5309 Fixed Guideway	6/1/2011	\$101.3	\$101.3	\$0.0
DC-90-X086-01	FFY2011 5307/5340 Formula Grant	8/29/2011	\$141.8	\$126.4	\$15.4
DC-57-X007-00	New Freedom Bus Stop Improvements	2/13/2012	\$1.0	\$0.1	\$0.9
DC-05-0013-01	FFY2011 Fixed Guideway Rail Modernization	3/5/2012	\$101.2	\$82.8	\$18.4
DC-75-0002-00	FFY2011 PRIIA Appropriation	6/28/2012	\$149.7	\$124.6	\$25.1
DC-75-0003-00	FFY2012 PRIIA Appropriation	3/26/2013	\$150.0	\$140.3	\$9.7
DC-05-0014-00	FFY2012 Fixed Guideway Rail Modernization	3/29/2013	\$97.3	\$84.6	\$12.7
DC-90-X087-00	FFY2012 5307/5340 Formula Grant	4/2/2013	\$140.7	\$135.0	\$5.7
DC-26-7363-00	Transit Works: 2012 Workforce Grant	4/30/2014	\$0.8	\$0.3	\$0.5
DC-75-0004-00	FFY2013 PRIIA Appropriation	6/5/2014	\$142.2	\$112.3	\$29.9
DC-04-0008-00	Bus Livability - Bus Stop Improvements	9/11/2014	\$1.5	\$0.0	\$1.5
DC-34-0001-00	FFY 13 and 14 5339 Bus	1/16/2015	\$19.5	\$18.8	\$0.7
DC-90-X088-00	FFY 13 and 14 5307/5340 Formula Grant	1/16/2015	\$291.8	\$173.8	\$118.0
DC-54-0001-00	FFY 13 and 14 SOGR	2/13/2015	\$273.6	\$186.6	\$87.0
DC-75-0005-00	FFY 14 PRIIA Appropriation	4/8/2015	\$148.5	\$108.2	\$40.3
DC-44-X001-00	FFY 13 Hurricane Sandy Resilience	4/10/2015	\$16.0	\$0.3	\$15.7
DC-34-0002-01	FFY 15 5339 Bus	9/17/2015	\$9.7	\$9.6	\$0.1
DC-90-X089-01	FFY 15 5307/5340 Formula Grant	9/17/2015	\$146.8	\$103.8	\$43.0
DC-54-0002-01	FFY 15 SOGR	9/17/2015	\$131.5	\$78.7	\$52.8
DC-75-0006-00	FFY 15 PRIIA Appropriation	9/23/2015	\$133.0	\$60.2	\$72.8
DC-95-X015-00	VA CMAQ/RSTP Replacement Buses	11/25/2015	\$27.9	\$23.9	\$4.0
<b>Total</b>			<b>\$3,208.6</b>	<b>\$2,619.7</b>	<b>\$588.9</b>

Pending Federal Transit Administration Grant Applications as of 6/30/2016		
Grant Description	June 30, 2016 Status	Federal Award
FFY2016 PRIIA Appropriation	Awarded 08/22/16	\$148.5
FFY2016 5337 State of Good Repair	Awarded 08/12/16	\$147.2
FFY2016 5339 Bus Program	Awarded 07/29/16	\$8.4
FFY2016 5307/5340 Formula Funding	Awarded 07/29/16	\$147.0
FFY15 PRIIA Appropriation - Remaining Funds	Remaining Balance to be included in an amendment	\$15.5
FFY2014 Hurricane Sandy Resilience - Remaining Funds	Remaining Balance to be included in an amendment	\$5.0
<b>Total</b>		<b>\$471.6</b>

Federal Transit Administration Grants Closed During FY2015/FY2016 as of 06/30/16				
Grant No.	Grant Description	Award Date	Federal Award	Closed Date
DC-95-X012	VA FFY09 CMAQ Bus Purchase	9/11/2012	\$3.9	4/30/2015
<b>Total</b>			<b>\$3.9</b>	

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**Contract Activity**

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW COMPETITIVE AWARDS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	RFP / IFB	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	PERIOD OF PERFORMANCE	DBE GOAL %	*DBE (SUB)	AMOUNT
FQ16020	ACCS Next Generation Vehicle Acquisition	ACCS	Capital	RFP	\$ 77,414,340	04/29/16	Sonny Merryman Inc	04/29/16 - 04/28/17	0%	N/A	\$ -
CQ16113	MTPD Uniforms	ADMIN	Operating	RFP	\$ 141,183	04/12/16	Safeware, Inc.	04/12/16 - 09/30/16	N/A	N/A	\$ -
FQ15005	On Call Planning (Task Order)	ADMIN	Capital/ Operating	RFP	\$ 740,600	04/14/16	Kimley-Horn	04/14/16-12/31/16	25%	Four Square	\$ 185,150
CQ16103	Weed Control Services	ADMIN	Operating	IFB	\$ 49,560	04/14/16	Weeds, Inc.	07/01/16 - 06/30/17	N/A	N/A	\$ -
FQ16029	EV50 Electric Drive Unit	BUS	Capital	IFB	\$ 168,450	03/25/16	Johnson & Towers	03/25/16 - 03/24/17	0%	N/A	\$ -
FQ16044-A	Bus Overhaul Kits	BUS	Capital	RFP	\$ 89,826	04/05/16	Direct Machinery Outlet	04/05/16 - 04/04/16	0%	N/A	\$ -
FQ16044-B	Bus Overhaul Kits	BUS	Capital	RFP	\$ 370,400	04/05/16	Laird Plastics	04/05/16 - 04/04/16	0%	N/A	\$ -
FQ16044-C	Bus Overhaul Kits	BUS	Capital	RFP	\$ 2,510,498	04/05/16	New Flyer	04/05/16 - 04/04/16	0%	N/A	\$ -
CQ16080	Drum Brakes Shoe and Lining Assemblies	BUS	Operating	IFB	\$ 443,838	05/31/16	CRW Part Inc.	05/31/16 - 05/30/17	N/A	N/A	\$ -
FQ15128-B1	Overhaul Kits	BUS	Capital	RFP	\$ 667,909	05/25/16	Hydraulic Electric Supply	05/25/16 - 05/24/17	0%	N/A	\$ -
FQ15128-C1	Overhaul Kits	BUS	Capital	RFP	\$ 402,703	05/05/16	Johnson & Towers	05/05/16 - 05/04/17	0%	N/A	\$ -
FQ15128-D1	Overhaul Kits	BUS	Capital	RFP	\$ 2,049,923	05/05/16	Cummins Power Systems	05/05/16 - 05/04/17	0%	N/A	\$ -
FQ15128-E1	Overhaul Kits	BUS	Capital	RFP	\$ 178,891	05/05/16	New Flyer	05/05/16 - 05/04/17	0%	N/A	\$ -
FQ16078	B9 Beam at Farragut North	Oper/Const.	Capital	IFB	\$ 583,000	05/13/16	Concrete Services, Inc.	05/13/16 - 05/12/17	0%	N/A	\$ -
FQ16024	Electrical Services IDIQ	IT	Capital	RFQ	\$ 250,095	05/04/16	A-Connections, Inc.	05/04/16 - 05/03/17	0%	N/A	\$ -
FQ16055	Sharepointe Upgrade	IT	Operating	IFB	\$ 362,900	06/28/16	AvePoint Public Sector, Inc.	07/01/16 - 06/30/17	N/A	N/A	\$ -
FQ16090	Edge Replacement Project	IT	Operating	IDIQ	\$ 2,377,481	06/03/16	Copper River Information Technology	07/01/16 - 06/30/17	N/A	N/A	\$ -
FQ15124 C019387	Maximo Maintenance and Materials Management (3Ms) Developer - Level 3 per IT Staff Aug Contract Task Order Group 2.	IT	Operating	IFB	\$ 228,438	06/23/16	CH2M HILL, Inc.	07/01/16 - 06/30/17	N/A	N/A	\$ -
CQ15241	RailCar Maintenance Improvement Plan	IT	Operating	RFP	\$ 1,442,235	06/07/16	McKinsey & Company, Inc., Washington DC	06/07/16 - 06/06/17	N/A	N/A	\$ -
FQ15124	Maximo Maintenance and Materials Management (3Ms) Developer - Level 3 per IT Staff Aug Contract Task Order Group 2.	IT Staff Aug	Capital	IDIQ	\$ 370,760	06/23/16	SFA	07/01/16 - 06/30/17	20%	TBD	\$ -

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW COMPETITIVE AWARDS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	RFP / IFB	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	PERIOD OF PERFORMANCE	DBE GOAL %	*DBE (SUB)	AMOUNT
FQ15124	Maximo Maintenance and Materials Management (3Ms) Developer - Level 3 per IT Staff Aug Contract Task Order Group 2.	IT Staff Aug	Capital	IDIQ	\$ 349,760	06/23/16	SFA	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Project Manager Level 3 per IT Staff Aug contract Task Order Group 1.	IT Staff Aug	Capital	IDIQ	\$ 304,000	06/23/16	CW Professional Services LLC	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Project Manager Level 3 per IT Staff Aug Contract Task Order Group 1.	IT Staff Aug	Capital	IDIQ	\$ 304,000	06/03/16	SFA	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Project Manager Level 3 per IT Staff Aug contract Task Order Group 1.	IT Staff Aug	Capital	IDIQ	\$ 270,000	06/23/16	CW Professional Services LLC	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Peoplesoft per IT Staff Aug Contract Task Order Group 4.	IT Staff Aug	Capital	IDIQ	\$ 360,000	06/30/16	Edgerock	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Project Manager Level 3 per IT Staff Aug contract Task Order Group 1.	IT Staff Aug	Capital	IDIQ	\$ 230,400	06/28/16	SFA	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Senior People Soft per IT Staff Aug Contract FQ15124 Task Order Group 4.	IT Staff Aug	Capital	IDIQ	\$ 300,000	06/30/16	Edgerock	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Project Manager Level 3 per IT Staff Aug Contract FQ15124 Task Order Group 1.	IT Staff Aug	Capital	IDIQ	\$ 229,920	06/03/16	SFA	07/01/16 - 06/30/17	20%	TBD	\$ -
FQ15124	Senior Wireless Network Engineer per IT Staff Aug Contract Task Order Group 4.	IT Staff Aug	Capital	IDIQ	\$ 228,438	06/17/16	Ch2m	07/01/16 - 06/30/17	20%	TBD	\$ -
CQ15035	Vest, Safety-STX:PPE,High Visibility Inside Wrap Adjustment, LG-XL,Class 2, Fluorescent Yellow Mesh, Tear-Away	ADMIN	Operating	IFB	\$ 196,084	06/02/16	Safeware, Inc.	06/02/16 - 06/01/17	N/A	N/A	\$ -
CQ16125	Electrical Parts	RAIL	Operating	IFB	\$ 400,000	06/21/16	Ideal Electrical Supply Corp	06/21/16 - 06/20/18	0%	N/A	
FQ16119	Direct Fixation Fasteners	RAIL	Capital	IFB	\$ 2,952,800	06/21/16	Progress Rail Services Corp	06/21/16 - 06/20/18	2%	Davis Freight Management	\$ 59,000
FQ16128	Wood Cross ties	RAIL	Capital	IFB	\$ 3,152,854	6/24/16	Stella-Jones Corporation	06/24/16 - 06/23/19	5%	Davis Freight Management	\$ 189,560

**TOTAL COMPETITIVE AWARDS \$ 100,121,284**

**DBE Update**

**WMATA's overall DBE goal is 25%. The cumulative DBE goal achieved through the fourth quarter of FY2016 is 6.53%. (based on contract awards).**

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
NEW NON-COMPETITIVE AWARDS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	RFP / IFB	SOLE SOURCE TYPE	AWARD AMOUNT	AWARD DATE	AWARDED VENDOR	PERIOD OF PERFORMANCE
FQ15117	Consulting Services (Project Management and Engineering)	IT	Capital	RFP	Only One Source	\$ 167,614	04/07/16	ARINC	04/07/16 - 08/06/16
FQ16043	Bus Overhaul Kits	BUS	Capital	RFP	Only One Source	\$ 1,403,164	04/04/16	New Flyer	04/04/16 - 04/03/17
FQ16091	CEIDs	BUS	Capital	RFP	Only One Source	\$ 2,009,426	04/23/16	Luminator	04/23/16 - 04/22/17

**TOTAL SOLE SOURCE AWARDS \$ 3,580,205**

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE	COMMENTS
CQ15173R	Refurbished Rail car seats_Modification M001	RAIL	Operating	\$ -	04/18/16	First State Manufacturing	N/A	7 - SCES	Issued as an addendum for CQ15173R for handicap seats, at no additional cost to the Authority. PO # 0000106803 was add to account for receipt of 20 seats at no cost.
FQ15205	Public Participation Plan Outreach Teams	ADMIN	Operating	\$ 38,512	04/19/16	Sharp & Co. Inc.	11%	7 - EREL	Task Order (T001) Issued
CQ15077	Diesel Exhaust Fluid (DEF)	ADMIN	Operating	\$ 1,000	04/01/16	Petroleum Management	N/A	1 - BMNT	
CQ14063	Employee Engagement Survey	ADMIN	Operating	\$ 267,926	04/28/16	Hay Group, Inc	N/A	4 - HROS	
FQ9206	Orange/Blue Rehabilitation - Mod 063	Oper/Const.	Capital	\$ 695,534	04/28/16	Clark Construction	25%	1 - IRCM	
FQ9206	Orange/Blue Rehabilitation - Mod 055	Oper/Const.	Capital	\$ 369,176	04/06/16	Clark Construction	25%	1 - IRCM	
FQ9206	Orange/Blue Rehabilitation - Mod 059	Oper/Const.	Capital	\$ (294,991)	03/25/16	Clark Construction	25%	1 - IRCM	
FQ9206	Orange/Blue Rehabilitation - Mod 085	Oper/Const.	Capital	\$ 26,185	04/13/16	Clark Construction	25%	1 - IRCM	
FQ15155	Franconia Springfield Bus Bays - Mod 004	Oper/Const.	Capital	\$ 5,357	04/28/16	Potomac Construction	18%	1 - IRCM	
FQ11287	JOC IV Contract	Oper/Const.	Mixed	\$ -	04/28/16	Haris Design	23%	4 - IRCM	Extend Period of Performance for 6 months
FQ11288	JOC IV Contract	Oper/Const.	Mixed	\$ -	04/28/16	FH Paschen	23%	4 - IRCM	Extend Period of Performance for 6 months
FQ11289	JOC IV Contract	Oper/Const.	Mixed	\$ -	04/28/16	Potomac Construction	23%	4 - IRCM	Extend Period of Performance for 6 months
16-FQ10060-CENI-37	Mobile LiDAR Survey On-call Task	Oper/Const.	Capital	\$ 500,000	04/28/16	GFP	25%	7 - CENI	Increase funding to the Task order
CQ16091	CIEDS	BUS	Operating	\$ (46,502)	05/18/16	Luminator Holding	N/A	7 - BPLN	Audit adjustment
FQ14021	Elevators Rehabilitation	BUS	Capital	\$ 48,000	05/11/16	Tompkins/Mid-American Joint Venture	22%	7 - ELES	Remove unforeseen obstruction from well casing at Georgia Ave.
FQ12220	Escalator/Replacement Rehabilitation Project	BUS	Capital	\$ 20,987	04/28/16	KONE, Inc.	23%	7 - ELES	Modify security barricades at Deanwood, Georgia Ave. and Columbia Hts.
FQ14097	Rental Of Heavy Duty Equipment	RAIL	Capital	\$ 700,000	05/31/16	Crane Masters	0%	7 - RAIL	Additional Funding needed; Performance term was under funded
CO5108	Power Transit Services	ACCS	Operating	\$ -	05/10/16	MV Transportation	N/A	7 - ACCS	Contract Closeout

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE	COMMENTS
FQ11289-16-006	Farragut North Condenser Pipe Install Epoxy lining - additional excavation	Oper/Const.	Capital	\$ 348,932	05/24/16	Potomac	23%	7 - IRCM	Approved by change control board and signed by CPO
FQ9206	OB1 - Mod 083	Oper/Const.	Capital	\$ 48,428	05/17/16	Clark	25%	7 - IRCM	Approved by change control board and signed by CPO
FQ9206	OB1 - Mod 071	Oper/Const.	Capital	\$ 107,199	05/16/16	Clark	25%	7 - IRCM	Approved by change control board and signed by CPO
FQ9206	OB1 - Mod 084	Oper/Const.	Capital	\$ 68,202	05/17/16	Clark	25%	7 - IRCM	Approved by change control board and signed by CPO
FQ9206	OB1 - Mod 056	Oper/Const.	Capital	\$ 68,196	05/06/16	Clark	25%	7 - IRCM	Approved by change control board and signed by CPO
CQ11281	Break/Fix Maintenance Program	IT	Operating	\$ 150,603	05/04/16	Technical Specialties, Inc.	N/A	4 - DCI	
FQ15205	Public Participaion Plan Outreach Team Task 002 Surge 1	ADMIN	Operating	\$ 96,120	05/31/16	Sharp & Co., Inc.	N/A	7 - CSCM	
CQ15094	Vending Machines	ADMIN	Revenue Generating	\$ -	05/18/16	Black Tie Services	N/A	7 - CSCM	Revenue-generating
CQ12190	Labor Legal Services MOD003	ADMIN	Operating	\$ 25,000	06/14/16	Venable LLP	N/A	5 - CMNT	
CQ13025	Alstom - Rail Parts MOD001	ADMIN	Operating	\$ -	06/17/16	Alstom	N/A	6 - CMNT	
FQ12269	New Flyer Add/Delete - 56	BUS/ACCS	Capital	\$ 231,665	06/15/16	New Flyer	*FTA	1 - BMNT	
FQ12269	New Flyer Add/Delete - 54	BUS/ACCS	Capital	\$ 223,392	06/16/16	New Flyer	*FTA	1 - BMNT	
FQ16091	Luminator - Software changes	BUS/ACCS	Capital	\$ 229,644	06/15/16	Luminator Holding LP	0%	1 - BPLN	
FQ16091	Luminator - Spare Parts	BUS/ACCS	Capital	\$ 208,659	06/15/16	Luminator Holding LP	0%	1 - BPLN	
FQ16043	Overhaul Kits Proprietary - Mod1	BUS/ACCS	Capital	\$ 283,387	06/15/16	New Flyer	0%	1 - BMNT	
FQ16043	Overhaul Kits Proprietary - Mod2	BUS/ACCS	Capital	\$ 395,631	06/20/16	New Flyer	0%	1 - BMNT	
CQ12169A	Add Dollar Amount Only for Year Four of the Contract beginning July 1, 2016 thru June 30, 2017	BUS/ACCS	Operating	\$ 2,754,949	06/27/16	MTM	N/A	2 - ACCS	
CQ12169B	Add Dollar Amount Only for Year Four of the Contract beginning July 1, 2016 thru June 30, 2017	BUS/ACCS	Operating	\$ 17,982,918	06/27/16	MV	N/A	2 - ACCS	
CQ12169C	Add Dollar Amount Only for Year Four of the Contract beginning July 1, 2016 thru June 30, 2017	BUS/ACCS	Operating	\$ 11,669,172	06/27/16	DIAMOND	N/A	2 - ACCS	
CQ12169D	Add Dollar Amount Only for Year Four of the Contract beginning July 1, 2016 thru June 30, 2017	BUS/ACCS	Operating	\$ 26,958,733	06/26/16	FIRST TRANSIT	N/A	2 - ACCS	

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE	COMMENTS
CQ12169D	Add Dollar Amount Only for Year Four of the Contract beginning July 1, 2016 thru June 30, 2017	BUS/ACCS	Operating	\$ 38,902,490	06/26/16	TRANSDEV	N/A	2 - ACCS	
CQ12169A	MetroAccess Paratransit QA Service - Add Funds to Complete Third Yr of Contract Due to Increased Ridership	BUS/ACCS	Operating	\$ 36,000	06/16/16	MTM	N/A	2 - ACCS	
CQ12169B	MetroAccess Paratransit OCC Service - Add Funds to Complete Third Yr of Contract Due to Increased Ridership	BUS/ACCS	Operating	\$ 184,000	06/16/16	MV	N/A	2 - ACCS	
CQ12169C	MetroAccess Paratransit SD Service - Add Funds to Complete Third Yr of Contract Due to Increased Ridership	BUS/ACCS	Operating	\$ 607,000	06/16/16	DIAMOND	N/A	2 - ACCS	
CQ12169D	MetroAccess Paratransit SD Service - Add Funds to Complete Third Yr of Contract Due to Increased Ridership	BUS/ACCS	Operating	\$ 2,677,000	06/16/16	FIRST TRANSIT	N/A	2 - ACCS	
CQ12169E	MetroAccess Paratransit SD Service - Add Funds to Complete Third Yr of Contract Due to Increased Ridership	BUS/ACCS	Operating	\$ 678,000	06/16/16	TRANSDEV	N/A	2 - ACCS	
CQ10015	Extend PO95609 Project Manager L2 TOG1 - SMS Project	IT	Operating	\$ 12,600	06/30/16	Televate	N/A	6 - APPS	
CQ10015	CQ10015 - Mod PO96512 - Project Manager L3 TOG1	IT	Operating	\$ 11,845	06/30/16	Software Information Resource Corporation	N/A	6 - APPS	
CQ10015	CQ10015 - Mod PO89604 - Sr HelpDesk Tech L1 TOG6	IT	Operating	\$ 11,686	06/30/16	Trigyn Technologies	N/A	6 - TRST	
CQ10015	CQ10015 - Mod PO104632 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 16,233	06/30/16	Powersolv	N/A	6 - TRST	
CQ10015	CQ10015 - Mod PO94682 QA Analyst L3 TOG1 - Add hrs	IT	Operating	\$ 25,132	06/29/16	Optimos	N/A	6 - APPS	
CQ10015	CQ10015 - Mod PO102950 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 24,960	06/28/16	Trigyn Technologies	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO102317 - Sr HelpDesk Tech L1 TOG6	IT	Operating	\$ 20,480	06/28/16	Trigyn Technologies	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO104655 - Sr HelpDesk Tech L1 TOG6	IT	Operating	\$ 27,520	06/28/16	Software Information Resource Corporation	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO103621 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 29,440	06/28/16	Software Information Resource Corporation	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO103741 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 34,278	06/28/16	Networking for Future	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO102700 - Sr HelpDesk Tech L3 TOG6	IT	Operating	\$ 40,870	06/28/16	Networking for Future	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO102698 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 34,278	06/28/16	Networking for Future	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO102657 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 34,278	06/28/16	Networking for Future	N/A	6 - DCI	

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE	COMMENTS
CQ10015	CQ10015 - Mod PO96032 - Admin Assistant L3 TOG1	IT	Operating	\$ 19,345	06/28/16	Software Information Resource Corporation	N/A	6 - PMO	
CQ10015	CQ10015 - Mod PO104650 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 39,654	06/28/16	ICS Nett	N/A	6 - DCI	
CQ10015	CQ10015 - Mod PO104486 - Sr HelpDesk Tech L2 TOG6	IT	Operating	\$ 39,654	06/28/16	ICS Nett	N/A	6 - DCI	
CQ10015	CQ10015 – Mod PO94811 Sr PS Modeler/Developer TOG4	IT	Operating	\$ 300,000	06/27/16	EdgeRock Technology Partners	N/A	6 - APPS	
CQ10015	CQ10015 – Mod PO92460 PS ERP Expert TOG4	IT	Operating	\$ 360,000	06/27/16	EdgeRock Technology Partners	N/A	6 - APPS	
CQ10015	CQ10015 – Mod PO94955 PS ERP Expert TOG4	IT	Operating	\$ 48,000	06/27/16	EdgeRock Technology Partners	N/A	6 - APPS	
CQ10015	CQ10015 – Extend PO102792 – Sr PS Modeler/Developer TOG4	IT	Operating	\$ 24,000	06/23/16	EdgeRock Technology Partners	N/A	6 - APPS	
CQ10015	CQ10015 – Extend PO97501 – Sr IT Specialist L2 TOG10	IT	Operating	\$ 19,059	06/22/16	Eastbanc Technologies	N/A	6 - APPS	
CQ10015	CQ10015-PO 97963 Peoplesoft Modeler/Developer TOG 4	IT	Operating	\$ 25,456	06/23/16	SFA	N/A	6 - APPS	
CQ10015	CQ10015-Mod PO 102691 GIS Application Developer TOG 10	IT	Operating	\$ 19,680	06/23/16	Johnson Mirmiran & Thompson	N/A	6 - APPS	
CQ10015	CQ10015-Mod PO 102419 GIS Application Developer TOG 10	IT	Operating	\$ 12,300	06/23/16	ELA Consulting	N/A	6 - APPS	
CQ10015	CQ10015-Mod PO 87140 GIS Analyst Level 3 TOG 11	IT	Operating	\$ 12,066	06/23/16	Peak Technology Solutions	N/A	6 - APPS	
CQ10015	CQ10015- PO 96086 Peoplesoft ERP Expert TOG 4	IT	Operating	\$ 31,040	06/23/16	SFA	N/A	6 - APPS	
CQ10015	CQ10015- PO 92791 Peoplesoft ERP Expert TOG 4	IT	Operating	\$ 27,000	06/23/16	SFA	N/A	6 - APPS	
CQ15105	CARPET:SPECKLED STRIPE,(10 FT X 75 FT) RANDOM LG,LIGHT RED/WHITE/BLUE,RAIL TRANSIT CAR, TEXT:PASSENGER AREA ONLY	IT	Operating	\$ 237,125	06/27/16	Jostes Carpet Inc.	N/A	1 - SCES	
CQ14087-3	Fiberglass Contact Rail Insulators Expedited delivery	RAIL	Operating	\$ 29,600	06/27/16	Delta Composites LLC	N/A	3 - TRST	
FQ12220	Escalator Replacement and Rehab- Huntington C15S01 Controller and Electrical Modifications	RAIL	Capital	\$ 168,000	06/06/16	Kone Inc	23%	1 - ELES	
FQ12220	Escalator Replacement and Rehab- PCO 014 Deanwood Controller Cabinet Enclosures	RAIL	Capital	\$ 169,000	06/10/16	Kone Inc	23%	1 - ELES	
FQ13087M1	MOD 01 PCO005 - To remove and dispose remaining unsuitable soils stockpile from the site	Oper/Const.	Capital	\$ 30,000	06/17/16	Hensel Phelps Construction Co	30%	7 - MCAP	Field Conditions

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE	COMMENTS
FQ13087M1	FQ13087 PCO006 - to remove and dispose of two unsuitable soil stockpiles from the site.	Oper/Const.	Capital	\$ 230,000	06/17/16	Hensel Phelps Construction Co	30%	7 - MCAP	Field Conditions
FQ12118P18	FQ12118 PCO018 ADA Ramp demolition and repour new curb and gutter on Metro Center Drive	Oper/Const.	Capital	\$ 15,000	06/10/16	Clark Construction Group, LLC	25%	7 - CPMO	Design Change
FQ13087M1	FQ13087 - MOD 01 PCO008 - Remove and dispose of unsuitable soils from the site	Oper/Const.	Capital	\$ 150,000	06/17/16	Hensel Phelps Construction Co	30%	Field Conditions	
FQ12118P20	FQ 12118 PCO020 FQ12118 - Training Facility Mechanical Equipment Screenwall	Oper/Const.	Capital	\$ 80,000	06/10/16	Clark Construction Group, LLC	25%	7 - CPMO	Design Change
FQ8143M164	FQ8143 MOD 164 PCO# 198 - Kiosk HVAC Structural Steel Retro-fit.	Oper/Const.	Capital	\$ 129,862	06/20/16	Mass Electric Construction Co	20%	7 - IRCM	Design Change
FQ12118M21	FQ12118 MOD021 PCO 021 - Police Substation Communication Room IT Protection	Oper/Const.	Capital	\$ 15,000	06/10/16	Clark Construction Group, LLC	25%	7 - CPMO	Design Change
FQ8143M163	FQ8143 MOD163: Increase Job Order Funding/ Spare Parts for O&I items - Red Line Rehab.	Oper/Const.	Capital	\$ 405,902	06/21/16	Mass Electric Construction Co	20%	7 - CPDO	Administrative Change
0000108250	16-FQ10218-OMBS-01 MOD Project Budget Support Services	Oper/Const.	Capital	\$ 124,275	06/28/16	PB Consult Inc.	97%	7 - CPMO	Administrative Change
FQ87140201	FQ11287-14-020 MOD 1 - Motorized Hose Reels for Bladensburg Bus Garage	Oper/Const.	Capital	\$ 25,955	06/08/16	Haris Design & Construction Co	20%	7 - CPDO	Design Change
FQ9098M52	FQ9098 - PCO 063 Lower Fiber Optic Cable at Penny Drive for New Landover Site Entrance	Oper/Const.	Capital	\$ 8,979	06/01/16	Potomac Construction Co Inc	25%	7 - CPDO	Design Change
FQ9098M48	FQ9098 - PCO 064 Install Arm Gate at Landover Bus Division	Oper/Const.	Capital	\$ 22,942	06/01/16	Potomac Construction Co Inc	25%	7 - CPDO	Design Change
FQ9098M51	FQ9098 - PCO 067 Revise Shoring Due to Roadway Vibrations	Oper/Const.	Capital	\$ 82,492	06/01/16	Potomac Construction Co Inc	25%	7 - CPDO	Design Change
60IRPG87M1	14-FQ10060-IRPG-87 (M001) - Supplemental Design Work: Site Survey Assessment, & Platform Rehab.	Oper/Const.	Capital	\$ 19,951	06/17/16	Gannett Fleming-Parsons Joint Venture	25%	7 - CENI	Design Change
FQ14001M1	FQ14001 PCO 05	Oper/Const.	Capital	\$ 30,542	06/17/16	M & M Welding & Fabricators	33%	7 - CPDO	Design Change
F881402311	TIGER: Amendment fo PCO #4 to extend work phases to be done in 7 phases instead of originally planned 5 phases for Pentagon Transit Center.	Oper/Const.	Capital	\$ 6,816	06/02/16	F.H. Paschen, S.N. Nielsen & Assoc., LLC	20%	7 - CPDO	Design Change
FQ15074M10	FQ15074 MOD10 Install 6 DC Switchgear Lineups	Oper/Const.	Capital	\$ 9,430	06/03/16	SB Construction Group, LLC	34%	7 - CPDO	Design Change
FQ311C3M14	FQ11311C3M MOD14 Administrative Funding Request	Oper/Const.	Capital	\$ 2,306,153	06/09/16	C3M Power Systems, LLC	25%	7 - CPDO	Administrative Change
60LAND02M1	Pentagon land survey. Additional work to land survey WMATA owned/maintained station entrance and bus facilities at/or near Pentagon Metro Station.	Oper/Const.	Operating	\$ 24,737	06/03/16	Gannett Fleming-Parsons Joint Venture	N/A	7 - CENI	Design Change
FQ9098M47	FQ9098 - PCO 068 Remove Three Foot Thick Concrete Pad at Western Garage	Oper/Const.	Capital	\$ 23,609	06/07/16	Potomac Construction Co Inc	25%	7 - CENI	Design Change

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT MODIFICATIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	MODIFICATION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %	RATIONALE	COMMENTS
FQ9098M50	FQ9098 - PCO 074 - Lower The Sediment Trench in Chassis Wash Bay at Western Bus Division	Oper/Const.	Capital	\$ 7,844	06/07/16	Potomac Construction Co Inc	25%	7 - CENI	Field Change
F881402310	FQ11288-14-023 Mod 10 Retractable Bollards System at Pentagon Transit Center	Oper/Const.	Capital	\$ 41,345	06/07/16	F.H. Paschen, S.N. Nielsen & Assoc., LLC	20%	7 - CENI	Design Change
FQ9098M54	FQ9098 - PCO 069 Replace Four Two Inch PVC Duct Banks and Install Support Shoring	Oper/Const.	Capital	\$ 95,917	06/13/16	Potomac Construction Co Inc	25%	7 - CPDO	Design Change
FQ9098M53	FQ9098 - PCO 072 Remove old conduit and install new at Landover Tank Farm	Oper/Const.	Capital	\$ 58,498	06/15/16	Potomac Construction Co Inc	25%	7 - CPDO	Design Change
0000107493	FQ9206 - MOD 089 - Tie Breaker Station [TBS] Inefficiencies Claim	Oper/Const.	Capital	\$ 828,641	05/16/16	Clark Construction Group, LLC	25%	7 - CPDO	Claim settlement
FQ60IRPGM5	15-FQ10060-IRPG-101 (mod5)	Oper/Const.	Capital	\$ 650,000	06/10/16	Gannett Fleming-Parsons Joint Venture	25%	7 - CENI	Design Change

**TOTAL CONTRACT MODIFICATIONS \$ 114,594,973**

**Contract Modification Rationale:**

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

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT OPTIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	OPTION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
FQ13027B	Crossties - Early exercise of Option Year 2	RAIL	Capital	\$ 1,043,040	04/01/16	Stella-Jones Corp.	5%
CQ16105	Lamps and Ballasts	ADMIN	Operating	\$ -	04/26/16	CNR	N/A
CQ15241	Financial Systems Management & Operations Analysis	ADMIN	Operating	\$ -	04/29/16	McKinsey & Company, Inc.	N/A
CQ15086	Soot Filters (Cleaning)	ADMIN	Operating	\$ 33,957	04/01/16	DPF Regeneration.com	N/A
CQ12174	Safety Training	ADMIN	Operating	\$ -	04/26/16	Aerosol Monitoring and Analysis	N/A
CQ14053	Bearings - Option Year 2 (6/2/16 - 6/1/27)	INV	Operating	\$ 182,661	05/16/16	Applied	N/A
CQ14053A	Bearings - Option Year 2 (6/2/16 - 6/1/27)	INV	Operating	\$ 846,687	05/16/16	BDI	N/A
CQ14053B	Bearings - Option Year 2 (6/2/16 - 6/1/27)	INV	Operating	\$ 848,468	05/16/16	Jamaica	N/A
CQ13082	Oracle People Soft software maintenance	IT	Operating	\$ 1,878,991	05/16/16	DLT Solutions	N/A
CQ15219	Avya Annual Maintenance	IT	Operating	\$ 918,494	05/13/16	Avaya, Inc.	N/A
CQ13017	Tank System Inspection and Testing	ADMIN	Operating	\$ 206,626	05/11/16	Total Environmental Concepts	N/A
CQ15241	Financial Systems and Management Operations	ADMIN	Operating	\$ -	05/01/16	McKinsey & Company	N/A
CQ16105	Lamps and Ballasts	ADMIN	Operating	\$ 277,011	05/01/16	C.N. Robinson Lighting Supply	N/A
FQ15171	Explosives	ADMIN	Operating	\$ 25,739	05/23/16	Tripwire Operations Group	N/A
FQ13085	Option 3 - Metronet Technical Services, engineering activities, infrastructure design, network configuration/deployment, and operational work in support of data network and communications systems.	IT	Operating	\$ 1,154,223	06/13/16	LATA Test, Engineering, Advisory &	N/A
CQ13067	Option 3 to CQ13067 - Trapeze Fixed Route Maintenance Items (Rail and Bus). FY17. Period from 7/1/16-6/30/17.	IT	Operating	\$ 862,148	06/15/16	Trapeze Software Group Inc.	N/A
CQ13067	Option 3 to CQ13067 - Trapeze MetroAccess Maintenance Items. FY17. Period from 7/1/16-6/30/17.	IT	Operating	\$ 915,960	06/15/16	Trapeze Software Group Inc.	N/A
CQ13053	RSM Audit Services - Remaining Balance FY15	IT	Operating	\$ 794,640	06/09/16	RSM US LLP	N/A

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT OPTIONS - FY2016, QUARTER 4**

CONTRACT NUMBER	CONTRACT DESCRIPTION	PRMT GROUP	FUNDING SOURCE	OPTION AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
CQ14022	CQ14022_Base Year III	IT	Operating	\$ 2,751,552	06/22/16	ICS Nett, Inc.	N/A
CQ13067	Trapeze MetroAccess Maintenance	BUS/ACCS	Operating	\$ 915,960	06/16/16	Trapeze Software Group, Inc	N/A
CQ13067	Trapeze Fixed Rout Maintenance	BUS/ACCS	Operating	\$ 862,148	06/16/16	Trapeze Software Group, Inc	N/A
CQ16050	Documentum Maintenance - Option 1	BUS/ACCS	Operating	\$ 149,128	06/28/16	Immix Technology	N/A
CQ13067	MetroAccess Service Items - Option 3	BUS/ACCS	Operating	\$ 101,250	06/16/16	Trapeze Software Group, Inc	N/A
FQ15222	Post Delivery Inspection	BUS/ACCS	Capital	\$ 34,000	06/29/16	Vapor Bus Internal	0%
FQ15223	Post Delivery Inspection	BUS/ACCS	Capital	\$ 15,860	06/20/16	Johnson & Tower Ctr.	0%
FQ15224	Post Delivery Inspection	BUS/ACCS	Capital	\$ 41,097	06/20/16	Cummins Power	0%
FQ14103-10	Systemwide Crossties, Fasteners and Indulators Renewals	RAIL	Capital	\$ 4,284,128	06/28/16	G.W. Peoples Contracting Co., Inc.	100%
FQ14097	Crane Rental Services	RAIL	Capital	\$ 700,000	06/01/16	Crane Masters Inc	0%
FQ13027A	Screw Spikes	RAIL	Capital	\$ 297,840	06/10/16	Lewis Bolt & Nut Company	2%
CQ14087	Fiberglass Contact Rail Insulators	RAIL	Operating	\$ 418,950	06/27/16	Delta Composites LLC	0%
FQ12201	Running Rail 39 ft and 78 ft	RAIL	Capital	\$ 1,974,780	06/15/16	Progress Rail Services Corp	2%
FQ13027C	Clips and Tie Plates	RAIL	Capital	\$ 893,140	06/10/16	Pandrol USA, LP	2%

**TOTAL CONTRACT OPTIONS \$ 23,428,480**

\* FTA establishes goals for Vehicle Manufacturers

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT TASK ORDERS - FY2016, QUARTER 4**

CONTRACT NUMBER	TASK ORDER NO.	TASK ORDER DESCRIPTION	PRMT GROUP	FUNDING SOURCE	TASK AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
CQ9205	11	Emergency Door Release Support	Oper/Const.	Capital	\$ 84,097	04/19/16	LTK	25%
FQ10218	13	Contract Administrators	Oper/Const.	Capital	\$ 530,880	04/27/16	Parsons Brinckerhoff	25%
FQ11289	FQ11289-16-012	Fort Totten & Minn Ave - ESS Security Upgrades	Oper/Const.	Capital	\$ 845,320	04/11/16	Potomac	23%
FQ11289	FQ11289-16-007	Industrial Road Yard Improvements	Oper/Const.	Capital	\$ 2,430,000	04/21/16	Potomac	23%
FQ11288	FQ11288-16-002	JGB 2nd Flr GM Office Suite - Reconfiguration	Oper/Const.	Operating	\$ 26,850	04/19/16	Paschen	N/A
FQ10060	16-FQ10060-CENI-42	Staff Augmentation	Oper/Const.	Capital	\$ 168,510	04/20/16	GFP	0%
FQ10065	16-FQ10065-LAND-36	100 Year Floodplain Study	Oper/Const.	Capital	\$ 66,333	04/28/16	AECOM	0%
FQ11289-16	FQ11289-16--008	MTPD K9 Facility Security Upgrades	Oper/Const.	Capital	\$ 80,000	05/17/16	Potomac	23%
FQ11289-16	FQ11289-16--011	JGB GM Office Suite floorspace; sound proofing	Oper/Const.	Operating	\$ 9,135	05/20/16	Potomac	N/A
FQ11288-16	FQ11288-16-003	MTPD CTF Lobby Security Upgrade	Oper/Const.	Capital	\$ 155,600	05/10/16	Paschen	23%
CQ9205	11	Emergency Door Release Support	Oper/Const.	Capital	\$ 84,097	05/16/16	LTK	25%
FQ10065	16-FQ10065-LAND-37	Brooklannd Joing Development Support	Oper/Const.	Capital	\$ 22,214	05/24/16	AECOM	0%
FQ10065	16-FQ10065-LAND-38	Tenleytown Station Access Improvements Study – Phase II (	Oper/Const.	Capital	\$ 27,074	05/31/16	AECOM	0%
FQ10060	16-FQ10060-LAND-02	Pentagon Land Survey MOD1	Oper/Const.	Capital	\$ 24,737	05/24/16	GFP	86%
FQ10060	16-FQ10060-TAMO-01	Mobile Solution Development and Support Continuation Serv	Oper/Const.	Capital	\$ 38,285	05/20/16	GFP	0%
FQ15205	0000107572	TASK 002 SafeTrack Outreach Surge 2	IT	Operating	\$ 161,212	06/06/16	Sharp And Company	N/A

**OFFICE OF PROCUREMENT AND MATERIALS (PRMT)  
CONTRACT TASK ORDERS - FY2016, QUARTER 4**

CONTRACT NUMBER	TASK ORDER NO.	TASK ORDER DESCRIPTION	PRMT GROUP	FUNDING SOURCE	TASK AMOUNT	AWARD DATE	AWARDED VENDOR	DBE GOAL %
FQ15205	0000107971	TASK 002 SafeTrack Outreach Surge 3 & 4	IT	Operating	\$ 161,208	06/20/16	Sharp And Company	N/A
FQ11289	FQ89160061	FQ11289-16-006: Faragut North Condenser Pipe Epoxy Linir	Oper/Const.	Capital	\$ 348,932	05/12/16	LMS Holdings	13%
FQ11288	FQ88160050	JOC contractor to complete remaining tasks to complete TIG	Oper/Const.	Capital	\$ 229,750	06/16/16	Intellect Corp	10%
FQ15155	0000107559	TIGER Grant: Repaving of asphalt at Franconia Springfield I	Oper/Const.	Capital	\$ 350,505	05/02/16	Potomac Construction Co Inc	18%
FQ10218	0000107482	16-FQ10218-ELES-02 (FNTP) System Analyst - ELES	Oper/Const.	Capital	\$ 184,105	05/31/16	PB Consult Inc.	0%
FQ14114	FQ14114T02	FQ14114 Task 2 - MATOC / MH	Oper/Const.	Capital	\$ 496,500	03/04/16	Absolute Supply & Services	25%
FQ14114	FQ14114T01	FQ14114 Task 1 - MATOC	Oper/Const.	Capital	\$ 430,200	03/07/16	Absolute Supply & Services	25%
FQ10060	FQ60IRPGM5	15-FQ10060-IRPG-101 (mod5)	Oper/Const.	Capital	\$ 650,000	06/10/16	Gannett Fleming-Parsons Joint Venture	0%
FQ11289	FQ89160100	C10 National Airport Track Drainage and Joint Reconstructio	Oper/Const.	Capital	\$ 243,473	02/22/16	Potomac Construction Co Inc	40%
CQ15099A	16-CQ15099A-03	ACCS 13(c) Arbitration Modification 2	Oper/Const.	Capital	\$ 170,000	06/17/16	Thompson Coburn LLP	0%

**TOTAL TASK ORDERS \$ 8,019,016**

**FFY2014 DBE Payments To Date**

<b>Contract Number</b>	<b>DBE Participation Goal %</b>	<b>Name of Prime Contractor</b>	<b>Fiscal Year</b>	<b>Award Date</b>	<b># of DBE Subs</b>	<b>Total Contract Award Amount</b>	<b>Total Amount Paid to PRIME</b>	<b>DBE Participation Goal in Dollars</b>	<b>Total Amount Paid to DBE Subcontractors to Date</b>	<b>Actual DBE Participation Percentage to Date ***</b>
FQ14085	3%	URS Corporation	FFY2014	07/15/14	2	\$ 5,227,184	\$ 736,311	\$ 165,179	\$ 82,105	50%
FQ13077	2%	Giro, Inc.	FFY2014	08/07/14	1	4,610,038	1,515,077	92,000	14,336	16%
FQ14024	3%	Motorola Solutions, Inc.	FFY2014	08/13/14	1	5,177,500	4,659,750	165,000	-	0%
FQ11248	6%	Accenture LLP	FFY2014	02/01/14	3	184,137,498	22,779,250	11,048,250	315,389	3%
FQ13065	1%	Ideal Electrical Supply	FFY2014	10/03/13	1	4,893,541	4,893,541	48,935	36,350	74%
FQ13074	20%	Highstreet It Solutions	FFY2014	11/04/13	1	880,000	750,936	176,000	45,454	26%
FQ13087	30%	Hensel Phelps	FFY2014	09/15/14	37	132,321,000	22,623,161	39,696,300	212,350	1%
FQ13093	3%	Mid Atlantic Chemical Corp **	FFY2014	01/15/14	1	258,129	258,129	7,797	7,800	100%
FQ14003	32%	Kocharian Co. **	FFY2014	01/17/14	1	1,407,796	1,407,796	450,495	748,023	100%
FQ14089	16%	DataBank	FFY2014	06/30/14	1	366,849	218,769	58,696	46,496	79%
FQ12220	23%	KONE	FFY2014	01/24/14	1	151,732,475	55,588,155	37,000,000	11,838,630	32%
FQ14001	33%	M & M Welding & Fabricators*	FFY2014	04/17/14	1	5,768,000	4,855,752	5,768,000	4,855,752	84%
FQ14021	22%	Mid America Elevator (TMA)	FFY2014	03/21/14	1	23,474,176	266,981	5,164,319	1,708,810	33%
FQ14080	2%	ORX Rail	FFY2014	07/24/14	1	792,000	-	15,840	8,100	51%
FQ14006	31%	Dean Technologies **	FFY2014	11/25/13	1	4,987,000	4,961,410	1,545,970	1,554,101	101%
FQ12252	33%	Nicholas Contracting	FFY2014	10/18/13	1	529,613	1,009,490	15,375	9,769	64%
FQ14055	2%	Agile Access Controls	FFY2014	07/03/14	1	1,460,338	949,999	23,000	-	0%
FQ12204	12%	Ansaldo STS USA, Inc.	FFY2014	01/31/14	1	25,892,631	19,743,381	6,793,928	3,385,969	50%
FQ12146	11%	Luminator Holding**	FFY2014	12/03/13	1	2,927,981	2,983,396	423,471	432,624	102%
FQ14079	25%	I-CUBE	FFY2014	09/15/14	1	9,422,480	1,663,012	2,355,620	399,390	17%
FQ13032	21%	Orion Mgmt	FFY2014	10/11/13	2	4,884,436	3,529,869	1,025,732	356,694	35%
CO9050	25%	Turner Construction	FFY2014	10/28/13	14	56,163,720	840,328	14,050,800	232,795	2%
FQ13024	21%	Intelect Corporation*	FFY2014	10/25/13	1	2,824,672	2,494,124	2,824,672	2,494,124	88%
FQ14010	5%	Fig Leaf Software, Inc.	FFY2014	09/18/14	1	285,479	234,519	29,439	29,439	100%
						<b>\$ 630,424,535</b>	<b>\$ 158,963,134</b>	<b>\$ 128,944,818</b>	<b>\$ 28,814,501</b>	<b>22%</b>

\* DBE Prime

\*\* Contract Complete

\*\*\* Based on payments received

**FFY2015 DBE Payments To Date**

<b>Contract Number</b>	<b>DBE Participation Goal %</b>	<b>Name of Prime Contractor</b>	<b>Fiscal Year</b>	<b>Award Date</b>	<b># of DBE Subs</b>	<b>Total Contract Award Amount</b>	<b>Total Amount Paid to PRIME</b>	<b>DBE Participation Goal in Dollars</b>	<b>Total Amount Paid to DBE Subcontractors to Date</b>	<b>Actual DBE Participation Percentage to Date ***</b>
FQ14005	16%	R. M. Thornton Mechanical	FFY2015	09/01/15	1	\$ 3,687,301	\$ 3,663,801	\$ 589,968	\$ 479,487	81%
FQ14008	24%	Permadur Industries/Sissco	FFY2015	12/02/14	2	5,870,588	5,870,588	1,613,961	1,556,711	96%
FQ14103	30%	G.W. Peoples Contracting Co., Inc.*	FFY2015	01/09/15	1	7,165,277	7,842,534	7,165,277	7,842,534	109%
FQ14096	25%	Infosys Public Services	FFY2015	12/22/14	1	3,335,880	3,194,998	833,970	610,670	73%
FQ14114	25%	MATOC- Task Order	FFY2015	03/07/16	N/A	926,700	-	231,675	-	0%
FQ15050	1%	Powell Electrical	FFY2015	11/17/14	1	1,303,495	1,155,154	13,035	16,491	100%
FQ15074	34%	SB Construction Group	FFY2015	12/22/14	1	1,818,923	1,542,378	618,434	237,648	38%
FQ15023	1%	Thermo King Chesapeake**	FFY2015	01/13/15	1	265,760	281,705	2,670	7,950	100%
FQ15031	1%	UKM	FFY2015	02/10/15	2	1,547,709	1,547,709	22,203	22,203	100%
FQ15076	1%	Transit Parts Holding DBA NABI Parts, LLC	FFY2015	02/06/15	1	101,443	-	575	470	82%
FQ15083	2%	Unitrac Railroad Materials	FFY2015	02/10/15	1	3,231,564	1,698,143	126,250		0%
FQ15155	18%	Potomac Construction	FFY2015	06/03/15	3	4,958,756	4,686,128	892,576	272,696	31%
FQ15182	5%	Engineered Machined Products (EMP)	FFY2015	06/30/15	1	4,643,380	1,270,101	232,169	56,839	24%
FQ15143	20%	Intelect Corporation*	FFY2015	06/01/15	1	753,920	457,859	753,920	457,859	61%
						<b>\$ 39,610,695</b>	<b>\$ 33,211,099</b>	<b>\$ 13,096,683</b>	<b>\$ 11,561,557</b>	<b>88%</b>

\* DBE Prime

\*\* Contract Complete

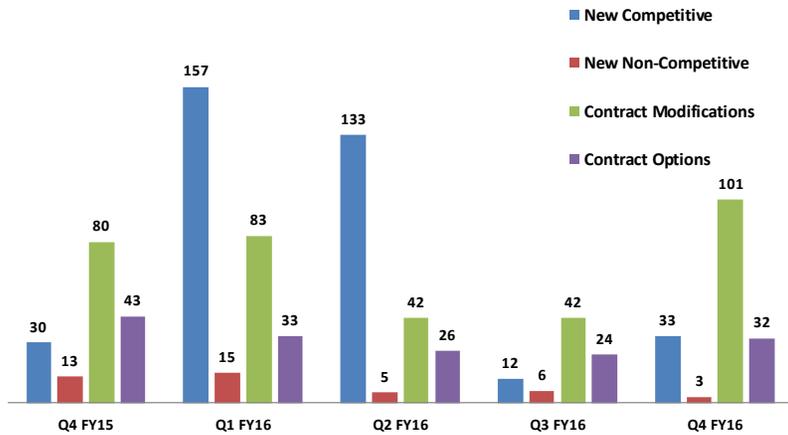
\*\*\* Based on payments received

**OFFICE OF PROCUREMENT AND MATERIALS**  
**Small Business and Local Preference Program (SBLPP)**  
**Quarterly Awards Report**  
**Q4 FY2016**

METRICS	APRIL 2016	MAY 2016	JUNE 2016
Number of new DC registrants	2	4	2
Number of new MD registrants	7	3	4
Number of new VA registrants	5	2	3
Dollars awarded for DC	\$ 131,280	\$ 76,028	\$ 112,143
Dollars awarded for MD	\$ 694,731	\$ 284,906	\$ 218,547
Dollars awarded for VA	\$ 305,720	\$ 289,841	\$ 225,600
<b>Total SBLPP Dollars</b>	<b>\$ 1,131,731</b>	<b>\$ 650,776</b>	<b>\$ 556,290</b>
Total Simplified Acquisition Dollars	\$ 6,694,489	\$ 7,218,047	\$ 8,623,150
Percent of Total Dollars to SBLPP	16.9%	9.0%	6.5%

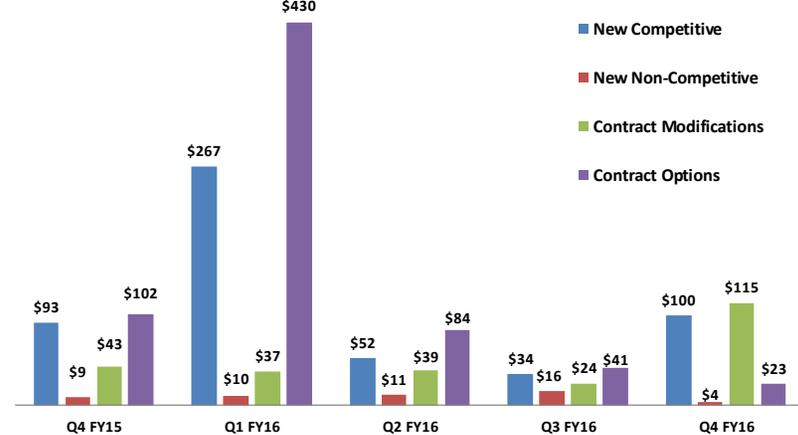
# WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY QUARTERLY FINANCIAL REPORT FY2016 – Q4 April – June 2016

**Quarterly PRMT Actions - Count  
 Q4 FY2015 - Q4 FY2016**



ACTION	Q4 FY15	Q1 FY16	Q2 FY16	Q3 FY16	Q4 FY16
New Competitive	30	157	133	12	33
New Non-Competitive	13	15	5	6	3
Contract Modifications	80	83	42	42	101
Contract Options	43	33	26	24	32
<b>TOTAL</b>	<b>166</b>	<b>288</b>	<b>206</b>	<b>84</b>	<b>169</b>

**Quarterly PRMT Actions - Amounts  
 Q4 FY2015 - Q4 FY2016**



(\$ millions)

ACTION	Q4 FY15	Q1 FY16	Q2 FY16	Q3 FY16	Q4 FY16
New Competitive	\$93	\$267	\$52	\$34	\$100
New Non-Competitive	\$9	\$10	\$11	\$16	\$4
Contract Modifications	\$43	\$37	\$39	\$24	\$115
Contract Options	\$102	\$430	\$84	\$41	\$23
<b>TOTAL</b>	<b>\$247</b>	<b>\$745</b>	<b>\$186</b>	<b>\$115</b>	<b>\$242</b>