



**Finance & Administration Committee**

**Information Item IV-C**

**June 10, 2010**

**FY2010 Monthly Financial Report  
(April 2010)**



**Washington Metropolitan Area Transit Authority  
Fiscal 2010 Financials**

**Monthly Financial Report**

**April 2010**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
MONTHLY FINANCIAL REPORT  
FY2010  
April 2010**

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**OPERATING BUDGET**

**Summary**

Total operating revenues in April were \$70.8 million, \$0.1 million above budget, the result of greater than expected non-passenger revenue in April. Even with the surcharge that was implemented on February 28, 2010, all passenger revenue accounts for the month were below projections, with rail, bus and MetroAccess shortfalls of \$1.0, \$0.6 and \$0.04 million, respectively. Parking revenue for April was below budget by \$0.2 million. Through the end of April, total passenger revenue of \$526.5 million was below budget by \$49.3 million or nine percent. Total expenses for April of \$110.1 million were \$5.3 million or five percent favorable to budget; year-to-date through April total expenses of \$1,152.1 million were \$9.7 million or one percent below budget. Jurisdictional subsidy for April was favorable by \$5.4 million; year-to-date, the subsidy is unfavorable by \$48.8 million.

(\$ Millions)	April 2009	April 2010		Budget Variance	
	Actual	Actual	Budget		
	<b>April Budget Variance</b>			<b>Variance</b>	
Revenue	\$69.1	\$70.8	\$70.7	\$0.1	0%
Expense	\$110.2	\$110.0	\$115.3	\$5.3	5%
Subsidy Cost	\$41.2	\$39.1	\$44.6	\$5.4	12%
Recovery	63%	64%	61%		
	<b>Year to Date Budget Variance</b>			<b>Variance</b>	
Revenue	\$628.1	\$608.4	\$647.4	(\$39.0)	-6%
Expense	\$1098.4	\$1152.1	\$1142.4	(\$9.7)	-1%
Subsidy Cost	\$470.3	\$543.7	\$494.9	(\$48.8)	-10%
Recovery	57%	53%	57%		

In response to the forecast, the Board of Directors approved a surcharge of \$0.10 on all regular bus and rail trips, effective February 28, 2010. This surcharge was expected to generate \$7.7 million in additional rail passenger revenue and \$1.9 million in additional bus passenger revenue for total passenger revenue from March through June of \$9.6 million. With the surcharge, the revised rail passenger



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revenue for April was projected to be \$48.8 million as shown in the table below, almost \$0.5 million above the approved budget. However, actual rail passenger revenue for the month was \$47.4 million, \$1.4 million below the revised estimate or almost 3 percent, and \$1.0 million below the approved budget. The revised bus estimate with the surcharge was \$9.9 million. Actual bus revenue in April was \$9.5 million, \$0.3 million below the revised estimate.

April 2010							
Mode	Approved Budget	Revised Budget Estimate*	Surcharge Revenue	Revised including Surcharge	Apr-10 Actual	Variance (revised)	Percent
Rail	\$48,372	\$46,921	\$1,920	\$48,841	\$47,395	(\$1,446)	-2.96%
Bus	\$10,140	\$9,380	\$480	\$9,860	\$9,522	(\$338)	-3.43%

\*Estimate completed December 2009 and included rail revenue reduction of 0.03% and bus revenue reduction of 0.075%

### **Ridership**

Average weekday rail ridership for the month was 802,414, three percent above the average for last April, but one percent below budget. On April 2, 2010, during the Cherry Blossom Festival, rail ridership had its second highest ridership day in the history of the rail system with 891,240 trips. For the month, there were a total of seven high ridership days generated by cherry blossom and sporting activities which accounted for over six million trips, with almost 400,000 trips generated specifically by springtime activities. MetroAccess continues to exceed projections; average weekday ridership was twelve percent above budget in April. Bus ridership figures are currently being revised after analysis showed not all of the data had been downloaded from the bus data drives at the Bladensburg Garage. The issue is being corrected and an updated process put in place. The updated figures for bus ridership will result in an increase in total trips. This analysis will be available with the May financial report.



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	April 2009	April 2010		Above/(Below) Last	
	Actual	Actual	Budget	Year	Budget
<i>Trips</i>					
	<b>Average Weekday Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	781,505	802,414	814,210	3%	(1%)
<b>Metrobus</b>	441,610	414,222	459,274	(6%)	(10%)
<b>MetroAccess</b>	6,822	8,832	7,914	29%	12%
<b>System Total</b>	1,229,937	1,225,468	1,281,398	(0%)	(4%)
<i>Trips (Thousands)</i>					
	<b>Fiscal Year to Date Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	184,440	178,564	190,083	(3%)	(6%)
<b>Metrobus</b>	111,626	101,564	116,120	(9%)	(13%)
<b>MetroAccess</b>	1,726	1,958	1,902	13%	3%
<b>System Total</b>	297,792	282,086	308,104	(5%)	(8%)

**Non-Passenger Revenues**

Non-passenger revenue for the month was \$9.2 million, \$2 million more than the budget of \$7.2 million. The largest positive variance occurred in rent of \$1.8 million, exceeding budget by \$1.3 million. Other accounts with positive variances included fiber optic and other revenue; interest fell below budget for the month.

**Expenses**

Authority-Wide operating expenses are under budget by \$5.3 million for the month of April and \$9.7 million over budget year-to-date. Total personnel expenses are under budget by \$221,000 for April. Straight time salary and wages are under budget by \$2.3 million for the month. Salaries are under budget by \$316,000 or 1.9 percent. Wages are under budget by \$2 million primarily due to vacancies in scheduled positions; this is offset by an overrun of \$2.1 million in overtime. Fringe is \$1 million over budget for the month. Healthcare is \$1.8 million under budget due to a credit for Local 689 health trust; however this was offset by overruns in



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pension of \$1.8 million along with the payment for DC workers compensation special assessment of \$413,000. In addition, there was a one-time expense as a result of the accrual for 922 being understated in prior months. The continued overruns in salary pension is the main driver in fringe expenses.

Non-personnel expenses are under budget by \$6.1 million for the month and \$8.1 million under year-to-date. Services are over budget by \$1.8 million solely due to the MetroAccess contract. Materials and supplies are under budget by \$3.5 million for the month primarily due to capitalization of two months of bus parts of approximately \$2 million, and \$1.6 million of ARRA funds applied to rail parts. Propulsion power and electricity combined are under budget by \$3.7 million due to successful hedging and very favorable market rates for volume not under contract. Natural gas and diesel fuel contribute an additional \$800,000 in favorability. Casualty and Liability is over by \$236,000 due to higher insurance premiums.



**CAPITAL FINANCES**

**Revenues**

The awarded amount only includes federal grants, totaling \$305 million. Revenue received to date is \$285 million. It represents available cash on hand. The State and Local Contributions received total \$132 million. The FY2010 debt balance is \$59 million. Total revenue increased by \$61 million to include Security Grants. Federal grants are \$8 million higher and miscellaneous funds are \$7 million lower than anticipated.

**Costs**

The capital budget for FY2010 is \$825 million. Capital spending through April is as follows: \$584 million has been obligated of which \$324 million has been expended. The FY2010 approved budget was increased by \$95 million, \$34 million from the annual roll-over of unexpended budget and \$61 million in the Security Program. The appendix includes budget and spending data for each capital project.

Capital Revenues (dollars in millions)	FY2010			
	Budget	Awarded	Received to Date	To be Received
<b>Metro Matters Program</b>				
Federal Grants	\$ 282	\$ 42	\$ 42	\$ 240
State & Local Contributions	188		132	56
Miscellaneous	33		5	28
Debt Issuance	59		59	-
Subtotal	\$ 562	\$ 42	\$ 238	\$ 324
Security Grants	61	61	-	61
Subtotal	\$ 623	\$ 103	\$ 238	\$ 385
<b>ARRA Program</b>				
Federal Grants	\$ 202	\$ 202	\$ 47	\$ 155
<b>Total</b>	\$ 825	\$ 305	\$ 285	\$ 540



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Capital Spending (dollars in millions)	FY2010 Year to Date					
	Budget	Obligated	Expended	Unexpended	Obl. Rate	Exp. Rate
<b>Metro Matters Program</b>						
Infrastructure Renewal Program	\$ 449	\$ 358	\$ 216	\$ 233	80%	48%
Eight-Car Train Initiative	39	31	19	20	78%	48%
Bus Improvement Initiative	10	5	3	8	48%	27%
Program Management	43	38	37	6	88%	87%
Borrowing Expense	21	9	-	21	41%	0%
Subtotal	\$ 562	\$ 440	\$ 275	\$ 287	78%	49%
Security Program	61	2	0	60	3%	0%
Subtotal	\$ 623	\$ 442	\$ 275	\$ 348	71%	44%
<b>ARRA Program</b>						
Vehicles and Vehicle Parts	\$ 41	\$ 41	\$ 30	\$ 11	99%	73%
Maintenance Facilities	62	29	7	54	48%	12%
Passenger Facilities	20	17	0	20	87%	1%
Safety and Security	12	10	7	5	83%	56%
Maintenance and Repair Equipment	30	19	2	28	62%	7%
Operations System	26	24	1	25	92%	3%
Information Technology	11	3	2	9	25%	17%
Miscellaneous	1	-	-	1	0%	0%
Subtotal	\$ 202	\$ 142	\$ 49	\$ 152	71%	24%
<b>Total</b>	\$ 825	\$ 584	\$ 324	\$ 500	71%	39%

### Passenger Facilities

#### Elevator & Escalator Report

Major repairs were completed on escalators at the Brookland-CUA, Deanwood, Foggy Bottom-GWU, and Van Ness-UDC Metrorail Stations. Major Repairs were ongoing at the Metro Center, Pentagon, and Ronald Reagan Washington National Airport Metrorail stations. Major repairs were started at the L'Enfant Plaza, and Van Ness-UDC Metrorail stations.

Rehabilitation/Modernizations were completed on escalators at the Federal Triangle, Gallery Place-Chinatown (2 units), and Virginia Square Metrorail stations. Rehabilitation/Modernizations were ongoing at the Franconia-Springfield, Tenleytown-AU, Van Ness-UDC, and Woodley Park-Zoo/Adams Morgan Metrorail stations. Rehabilitation/Modernizations were started at the Bethesda, Federal Triangle, Gallery Place-Chinatown (2 units), and Virginia Square Metrorail stations.

No major repairs or rehabilitation/modernizations were in progress in April.

#### Station Enhancement Report

Metrorail station enhancements were completed at the Woodley Park, U St/African-Amer Civil War Memorial/Cardozo, and Shady Grove Metrorail stations and ongoing at fifteen Metrorail stations – Franconia-Springfield, West Falls Church, East Falls Church, Rockville, Twinbrook, Friendship Heights, Wheaton, Forest Glen,



Smithsonian, Foggy Bottom, Virginia Square, Court House, Ballston, and Brookland-CUA.

### **Track and Structures Maintenance**

Red Line - Rail fasteners were replaced between the Medical Center and Friendship Heights Metrorail stations. Upgrades were made to the surface underneath the tracks between the Fort Totten and Silver Spring Metrorail stations. Maintenance was conducted on a portion of elevated tracks that cross a bridge outside the Rhode Island Ave-Brentwood Metrorail station.

Blue Line – Concrete slabs were replaced between the Stadium-Armory and Addison Road-Seat Pleasant Metrorail stations. Cross ties were replaced and rail welded between the Braddock Road and Van Dorn Metrorail stations.

Blue/Yellow Lines – Rail fasteners were replaced between the Braddock Road and Ronald Reagan Washington National Airport Metrorail stations.

Yellow Line – Rail fasteners were replaced between the Pentagon City and L'Enfant Plaza Metrorail stations.

Blue/Orange Lines – Track circuit upgrades were made between the Federal Center and Eastern Market Metrorail stations. Work continued on replacing a rail switch at the Rosslyn Metrorail station.

Orange Line – Cross ties were replaced between the Vienna/Fairfax-GMU and West Falls Church-VT/UVA Metrorail stations.

Green Line – Rail was welded between the Greenbelt and College Park-U of Md Metrorail stations.

### **American Recovery and Reinvestment Act**

#### Replacement of Oldest Buses (ST02)

Production has commenced on the 48 buses procured under the American Recovery and Reinvestment Act, 44 of which have been received.

#### Service Vehicle Replacement (ST14)

All 209 non-revenue vehicles ordered using ARRA funding have been delivered.

#### Track Pad/Shock Absorber Rehabilitation (ST37)

To date, 4099 linear feet of grout pads have been rehabilitated.

#### Track Welding Program to Repair Defects (ST18)

To date the Track Welding Program has completed 90 welds.



## OUTSTANDING DEBT

Metro's outstanding debt as of April 30, 2010 is \$478 million, as shown in the table below.

The Series 1993 and 2003A bonds were issued to fund the Rail Construction program. These bonds are being repaid by semi-annual debt service payments from the jurisdictions. This \$27.5 million annual debt service expense is reported as part of the operating budget and is always included on subsidy allocation tables.

The Series 2003B bonds were issued to increase funding for capital rehabilitation and maintenance of elevators and escalators. The debt service expense is being paid from passenger fare revenue. The FY05 fare increase set aside \$6 million per year in revenue to fund the debt service expense. These amounts are reported as part of the capital budget.

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

The Commercial Paper Program was retired during June 2009 with proceeds of the Series 2009A bond issuance and a portion of the jurisdiction opt-out receipts. A \$125 million line of credit (LOC) with Wachovia and a \$125 million line of credit with Bank of America further support Metro Matters. Additionally, there is internal borrowing to meet the cash flow needs of capital expenses.

April 30, 2010			
Debt Type (dollars in million)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 1993	\$11.4	\$11.8	FY2011
Bond Series 2003	\$76.1	\$15.6	FY2015
Subtotal	\$87.5	\$27.5	
Bond Series 2003B	\$5.7	\$5.9	FY 2011
Bond Series 2009A	\$242.7	\$18.7	FY2033
Bond Series 2009B	\$55.0	\$2.5	FY2035
Subtotal	\$297.7	\$21.2	
Internal Borrowing	\$87.1	n/a	Multiple
Wachovia LOC	\$0.0	Varies	May-10
Bank of America LOC	\$0.0	Varies	Jun-10
Subtotal	\$87.1		
Grand Total	\$478.0		



## **APPENDIX**

- Operating Financials (budget variance report, by mode)
- Ridership analysis -- monthly
- Capital Project Financials, Metro Matters by project
- Capital budget and expenditures, Metro Matters by ARRA
- Jurisdictional balances on account
- Transit Infrastructure Investment Fund (TIIF)
- Grant Activity

# Operating Financials

April-10  
FISCAL YEAR 2010  
Dollars in Millions

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:				
Prior Year Actual	Current Year				Prior Year Actual	Current Year			
	Actual	Budget	Variance		Actual	Budget	Variance		
<b>REVENUES:</b>									
<b>Passenger Revenue</b>									
\$46.4	\$47.4	\$48.4	(\$1.0)	-2%	Metrorail	\$419.8	\$399.3	\$433.5	(\$34.3) -8%
9.8	9.5	10.1	(0.6)	-6%	Metrobus	93.3	85.8	96.6	(10.8) -11%
0.4	0.4	0.4	(0.0)	-9%	MetroAccess	2.9	3.6	4.1	(0.5) -13%
4.3	4.3	4.5	(0.2)	-5%	Parking	39.5	37.9	41.5	(3.6) -9%
\$60.9	\$61.6	\$63.5	(\$1.9)	-3%	<b>subtotal</b>	\$555.5	\$526.5	\$575.8	(\$49.3) -9%
<b>Non-Passenger Revenue</b>									
\$0.4	\$0.4	\$0.4	(\$0.0)	0%	D.C. Schools	\$4.5	\$3.7	\$4.1	(\$0.4) -9%
0.0	0.0	0.0	0.0	0%	Contract Bus	0.3	0.0	0.0	0.0 0%
3.1	3.6	3.5	0.1	1%	Advertising	31.9	35.0	35.0	0.0 0%
2.0	1.8	0.5	1.3	269%	Rent	7.1	8.7	4.8	4.0 83%
1.1	1.1	1.0	0.1	10%	Fiber Optic	11.5	12.0	10.0	1.9 19%
0.4	1.3	0.3	1.0	282%	Other	4.6	11.3	3.4	8.0 236%
0.0	0.0	0.3	(0.2)	-91%	Interest	1.0	0.1	2.6	(2.5) -95%
0.4	0.4	0.4	0.0	0%	SE Closure	4.0	4.3	4.3	0.0 0%
0.8	0.6	0.8	(0.1)	-20%	SCR Funding	7.8	6.7	7.5	(0.8) -11%
\$8.2	\$9.2	\$7.2	\$2.0	28%	<b>subtotal</b>	\$72.6	\$81.9	\$71.6	\$10.2 14%
<b>\$69.1</b>	<b>\$70.8</b>	<b>\$70.7</b>	<b>\$0.1</b>	<b>0%</b>	<b>TOTAL REVENUE</b>	<b>\$628.1</b>	<b>\$608.4</b>	<b>\$647.4</b>	<b>(\$39.0) -6%</b>
<b>EXPENSES:</b>									
\$55.7	\$55.6	\$55.8	\$0.2	0%	Salary/Wages/OT	\$559.5	\$567.1	\$557.3	(\$9.8) -2%
22.3	25.5	24.5	(1.0)	-4%	Fringe Benefits	218.0	244.3	236.3	(8.0) -3%
14.6	15.4	13.6	(1.8)	-13%	Services	122.1	143.5	134.0	(9.5) -7%
7.0	2.1	5.6	3.5	63%	Supplies	63.5	61.5	56.0	(5.5) -10%
6.4	6.5	9.3	2.8	30%	Power/Diesel/CNG	88.1	77.1	93.5	16.4 18%
6.0	4.8	6.5	1.6	25%	Insurance/Utilities/Other	64.4	58.6	65.3	6.7 10%
(1.7)	0.0	0.0	0.0		Reimbursements	(17.3)	0.0	0.0	0.0
<b>\$110.2</b>	<b>\$110.0</b>	<b>\$115.3</b>	<b>\$5.3</b>	<b>5%</b>	<b>TOTAL EXPENSE</b>	<b>\$1,098.4</b>	<b>\$1,152.1</b>	<b>\$1,142.4</b>	<b>(\$9.7) -1%</b>
<b>\$41.2</b>	<b>\$39.1</b>	<b>\$44.6</b>	<b>\$5.4</b>	<b>12%</b>	<b>SUBSIDY</b>	<b>\$470.3</b>	<b>\$543.7</b>	<b>\$494.9</b>	<b>(\$48.8) -10%</b>
Favorable/(Unfavorable)					Favorable/(Unfavorable)				
<b>63%</b>	<b>64%</b>	<b>61%</b>			<b>COST RECOVERY RATIO</b>	<b>57%</b>	<b>53%</b>	<b>57%</b>	

# RAIL

## Operating Financials

April-10  
FISCAL YEAR 2010

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:					
Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$46.4	\$47.4	\$48.4	(\$1.0)	-2%	Passenger Fares	\$419.8	\$399.3	\$433.5	(\$34.3)	-8%
0.4	0.2	0.2	(0.0)	0%	D.C. Schools	2.2	1.7	1.7	(0.1)	-3%
4.3	4.3	4.5	(0.2)	-5%	Parking	39.5	37.9	41.5	(3.6)	-9%
1.0	1.3	1.2	0.1	12%	Advertising	11.1	12.6	11.6	1.0	9%
2.0	1.8	0.5	1.3	269%	Rent	7.1	8.7	4.8	4.0	83%
1.1	1.1	1.0	0.1	10%	Fiber Optic	11.5	12.0	10.0	1.9	19%
0.5	0.9	0.2	0.8	407%	Other	2.3	7.2	1.8	5.4	292%
0.0	0.1	0.2	(0.1)	-66%	Interest	0.3	0.0	1.7	(1.6)	-98%
0.2	0.0	0.6	(0.6)	-97%	SCR Funding	5.9	0.9	6.0	(5.1)	-86%
<b>\$55.8</b>	<b>\$57.1</b>	<b>\$56.7</b>	<b>\$0.4</b>	<b>1%</b>	<b>TOTAL REVENUE</b>	<b>\$499.8</b>	<b>\$480.2</b>	<b>\$512.7</b>	<b>(\$32.5)</b>	<b>-6%</b>
<b>EXPENSES:</b>										
\$33.1	\$32.9	\$32.7	(\$0.2)	0%	Salary/Wages/OT	\$325.8	\$339.6	\$327.2	(\$12.5)	-4%
13.2	14.9	14.2	(0.7)	-5%	Fringe Benefits	126.4	143.4	135.9	(7.5)	-5%
4.5	4.7	4.8	0.1	1%	Services	38.6	44.4	47.5	3.1	7%
3.9	2.2	3.2	1.0	31%	Supplies	36.8	40.3	32.6	(7.7)	-23%
7.2	3.7	6.0	2.3	38%	Power/Diesel/CNG	58.3	51.3	60.7	9.4	16%
4.0	3.3	4.6	1.3	28%	Insurance/Utilities/Other	46.1	41.3	46.7	5.3	11%
(0.2)	0.0	0.0	0.0		Reimbursements	(2.3)	0.0	0.0	0.0	
<b>\$65.7</b>	<b>\$61.8</b>	<b>\$65.6</b>	<b>\$3.8</b>	<b>6%</b>	<b>TOTAL EXPENSE</b>	<b>\$629.7</b>	<b>\$660.4</b>	<b>\$650.6</b>	<b>(\$9.7)</b>	<b>-1%</b>
<b>\$9.8</b>	<b>\$4.8</b>	<b>\$8.9</b>	<b>\$4.2</b>	<b>47%</b>	<b>SUBSIDY</b>	<b>\$129.9</b>	<b>\$180.1</b>	<b>\$137.9</b>	<b>(\$42.2)</b>	<b>-31%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

85%

92%

86%

**COST RECOVERY RATIO**

79%

73%

79%

# METROBUS

## Operating Financials

April-10  
FISCAL YEAR 2010

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$9.8	\$9.5	\$10.1	(\$0.6)	-6%	Passenger Fares	\$93.3	\$85.8	\$96.6	(\$10.8)	-11%	
(0.0)	0.2	0.2	0.0	0%	D.C. Schools	2.3	2.0	2.3	(0.3)	-13%	
2.1	2.3	2.3	(0.1)	-4%	Advertising	20.7	22.5	23.5	(1.0)	-4%	
0.1	0.3	0.2	0.1	77%	Other	1.5	3.6	1.5	2.0	133%	
0.0	(0.0)	0.1	(0.1)	-136%	Interest	0.7	0.1	0.9	(0.8)	-89%	
0.4	0.4	0.4	0.0	0%	SE Closure	4.0	4.3	4.3	0.0	0%	
0.6	0.6	0.1	0.4	292%	SCR Funding	1.9	5.8	1.5	4.3	292%	
<b>\$13.1</b>	<b>\$13.3</b>	<b>\$13.6</b>	<b>(\$0.3)</b>	<b>-2%</b>	<b>TOTAL REVENUE</b>	<b>\$124.6</b>	<b>\$124.0</b>	<b>\$130.6</b>	<b>(\$6.6)</b>	<b>-5%</b>	
<b>EXPENSES:</b>											
\$22.3	\$22.5	\$22.8	\$0.3	1%	Salary/Wages/OT	\$231.4	\$224.8	\$227.3	\$2.5	1%	
9.0	10.5	10.2	(0.3)	-3%	Fringe Benefits	90.1	99.7	99.3	(0.4)	0%	
2.3	2.1	2.1	(0.0)	-2%	Services	18.7	21.1	20.9	(0.2)	-1%	
3.2	(0.2)	2.3	2.5	108%	Supplies	26.7	21.1	23.2	2.1	9%	
(0.8)	2.8	3.2	0.4	13%	Power/Diesel/CNG	29.8	25.8	32.7	7.0	21%	
2.0	1.4	1.8	0.4	21%	Insurance/Utilities/Other	18.1	16.8	18.0	1.2	7%	
(1.5)	0.0	0.0	0.0		Reimbursements	(15.0)	0.0	0.0	0.0		
<b>\$36.5</b>	<b>\$39.1</b>	<b>\$42.4</b>	<b>\$3.3</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$399.9</b>	<b>\$409.3</b>	<b>\$421.4</b>	<b>\$12.1</b>	<b>3%</b>	
<b>\$23.4</b>	<b>\$25.8</b>	<b>\$28.9</b>	<b>\$3.0</b>	<b>10%</b>	<b>SUBSIDY</b>	<b>\$275.3</b>	<b>\$285.2</b>	<b>\$290.8</b>	<b>\$5.6</b>	<b>2%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

36%

34%

32%

**COST RECOVERY RATIO**

31%

30%

31%

# REGIONAL BUS

## Operating Financials

April-10

FISCAL YEAR 2010

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$8.3	\$7.9	\$8.4	(\$0.5)	-6%	Passenger Fares	\$78.8	\$71.1	\$80.0	(\$9.0)	-11%	
(0.0)	0.2	0.2	0.0	0%	D.C. Schools	2.3	2.0	2.3	(0.3)	-13%	
2.1	2.3	2.3	(0.1)	-4%	Advertising	20.7	22.5	23.5	(1.0)	-4%	
0.1	0.3	0.2	0.1	77%	Other	1.5	3.6	1.5	2.0	133%	
0.0	(0.0)	0.1	(0.1)	-136%	Interest	0.7	0.1	0.9	(0.8)	-89%	
0.4	0.4	0.4	0.0	0%	SE Closure	4.0	4.2	4.2	0.0	0%	
0.6	0.6	0.1	0.4	292%	SCR Funding	1.9	5.8	1.5	4.3	292%	
<b>\$11.5</b>	<b>\$11.6</b>	<b>\$11.8</b>	<b>(\$0.2)</b>	<b>-1%</b>	<b>TOTAL REVENUE</b>	<b>\$110.1</b>	<b>\$109.3</b>	<b>\$114.0</b>	<b>(\$4.7)</b>	<b>-4%</b>	
<b>EXPENSES:</b>											
\$18.7	\$18.2	\$18.5	\$0.3	1%	Salary/Wages/OT	\$194.2	\$181.9	\$183.9	\$2.0	1%	
7.6	8.5	8.2	(0.2)	-3%	Fringe Benefits	75.6	80.7	80.4	(0.3)	0%	
1.9	1.7	1.7	(0.0)	-2%	Services	15.7	17.1	16.9	(0.2)	-1%	
2.7	(0.2)	1.9	2.0	108%	Supplies	22.4	17.1	18.8	1.7	9%	
(0.7)	2.3	2.6	0.3	13%	Power/Diesel/CNG	25.0	20.8	26.5	5.7	21%	
1.7	1.2	1.5	0.3	21%	Insurance/Utilities/Other	15.2	13.6	14.5	1.0	7%	
(1.3)	0.0	0.0	0.0		Reimbursements	(12.6)	0.0	0.0	0.0		
<b>\$30.6</b>	<b>\$31.6</b>	<b>\$34.3</b>	<b>\$2.7</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$335.6</b>	<b>\$331.2</b>	<b>\$341.1</b>	<b>\$9.8</b>	<b>3%</b>	
<b>\$19.1</b>	<b>\$20.0</b>	<b>\$22.5</b>	<b>\$2.5</b>	<b>11%</b>	<b>SUBSIDY</b>	<b>\$225.5</b>	<b>\$222.0</b>	<b>\$227.0</b>	<b>\$5.1</b>	<b>2%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

38% 37% 34%

**COST RECOVERY RATIO**

33% 33% 33%

# NON-REGIONAL BUS

## Operating Financials

April-10

FISCAL YEAR 2010

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$1.5	\$1.6	\$1.7	(\$0.1)	-6%	Passenger Fares	\$14.5	\$14.7	\$16.6	(\$1.9)	-11%
.0	.0	.0	.0	0%	08 Fare Inc.	.0	.0	.0	.0	0%
.0	.0	.0	.0	0%	SE Closure	.0	.0	.0	.0	0%
<b>\$1.5</b>	<b>\$1.7</b>	<b>\$1.8</b>	<b>(\$0.1)</b>	<b>-6%</b>	<b>TOTAL REVENUE</b>	<b>\$14.5</b>	<b>\$14.7</b>	<b>\$16.6</b>	<b>(\$1.9)</b>	<b>-11%</b>
<b>EXPENSES:</b>										
\$3.6	\$4.3	\$4.3	\$0.1	1%	Salary/Wages/OT	\$37.2	\$42.8	\$43.3	\$0.5	1%
1.4	2.0	1.9	(0.1)	-3%	Fringe Benefits	14.5	19.0	18.9	(0.1)	0%
0.4	0.4	0.4	(0.0)	-2%	Services	3.0	4.0	4.0	(0.0)	-1%
0.5	(0.0)	0.4	0.5	108%	Supplies	4.3	4.0	4.4	0.4	9%
(0.1)	0.5	0.6	0.1	13%	Power/Diesel/CNG	4.8	4.9	6.2	1.3	21%
0.3	0.3	0.3	0.1	21%	Insurance/Utilities/Other	2.9	3.2	3.4	0.2	7%
(.2)	.0	.0	.0		Reimbursements	(2.4)	.0	.0	.0	
<b>\$5.9</b>	<b>\$7.5</b>	<b>\$8.1</b>	<b>\$0.6</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$64.3</b>	<b>\$78.0</b>	<b>\$80.3</b>	<b>\$2.3</b>	<b>3%</b>
<b>\$4.3</b>	<b>\$5.8</b>	<b>\$6.3</b>	<b>\$0.5</b>	<b>8%</b>	<b>SUBSIDY</b>	<b>\$49.8</b>	<b>\$63.3</b>	<b>\$63.7</b>	<b>\$0.5</b>	<b>1%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

26% 22% 22%

**COST RECOVERY RATIO**

23% 19% 21%

# METROACCESS

## Operating Financials

April-10

FISCAL YEAR 2010

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$0.4	\$0.4	\$0.4	(\$0.0)	-9%	Passenger Fares	\$2.9	\$3.6	\$4.1	(\$0.5)	-13%	
(.2)	.1	.0	.1		Other	.8	.6	.0	.6		
<b>\$0.2</b>	<b>\$0.5</b>	<b>\$0.4</b>	<b>\$0.0</b>	<b>11%</b>	<b>TOTAL REVENUE</b>	<b>\$3.7</b>	<b>\$4.1</b>	<b>\$4.1</b>	<b>\$0.0</b>	<b>0%</b>	
<b>EXPENSES:</b>											
\$0.2	\$0.2	\$0.3	\$0.1	18%	Salary/Wages/OT	\$2.4	\$2.7	\$2.9	\$0.2	6%	
0.1	0.1	0.1	0.0	1%	Fringe Benefits	1.5	1.2	1.1	(0.1)	-10%	
7.8	8.6	6.8	(1.8)	-27%	Services	64.8	78.0	65.6	(12.4)	-19%	
(0.1)	0.0	0.0	0.0	73%	Supplies	(0.0)	0.1	0.2	0.1	42%	
0.0	0.1	0.1	(0.0)	-60%	Insurance/Utilities/Other	0.3	0.4	0.6	0.2	31%	
<b>\$8.1</b>	<b>\$9.0</b>	<b>\$7.2</b>	<b>(\$1.8)</b>	<b>-25%</b>	<b>TOTAL EXPENSE</b>	<b>\$68.8</b>	<b>\$82.5</b>	<b>\$70.4</b>	<b>(\$12.1)</b>	<b>-17%</b>	
<b>\$7.9</b>	<b>\$8.6</b>	<b>\$6.8</b>	<b>(\$1.7)</b>	<b>-26%</b>	<b>SUBSIDY</b>	<b>\$65.1</b>	<b>\$78.3</b>	<b>\$66.2</b>	<b>(\$12.1)</b>	<b>-18%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

2%

5%

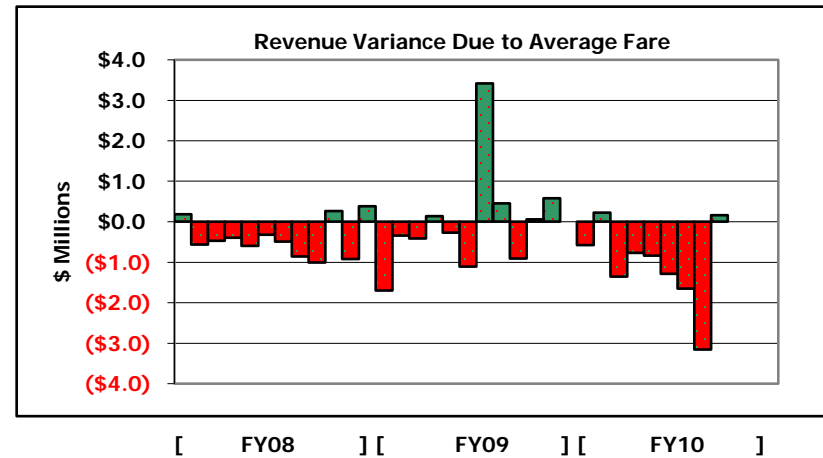
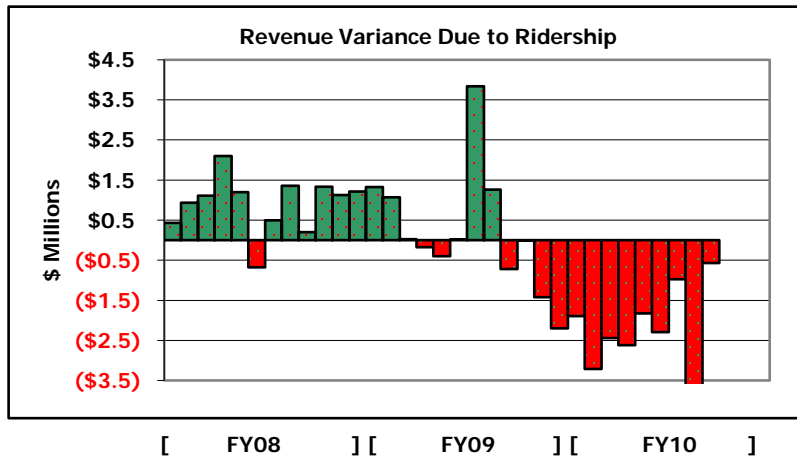
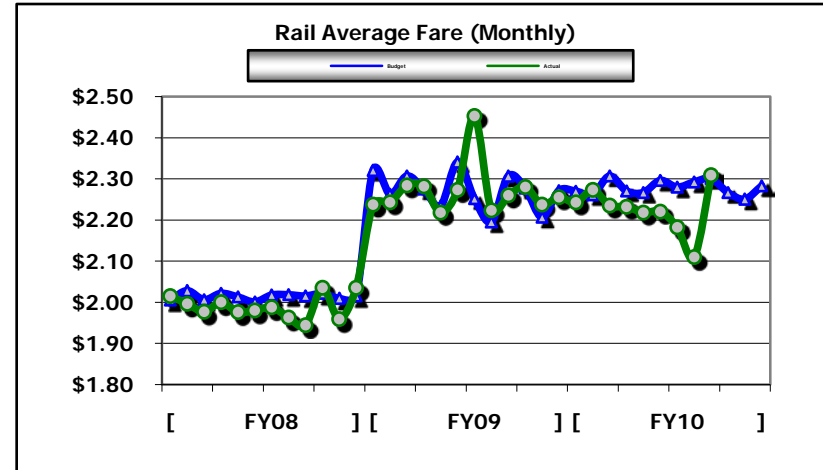
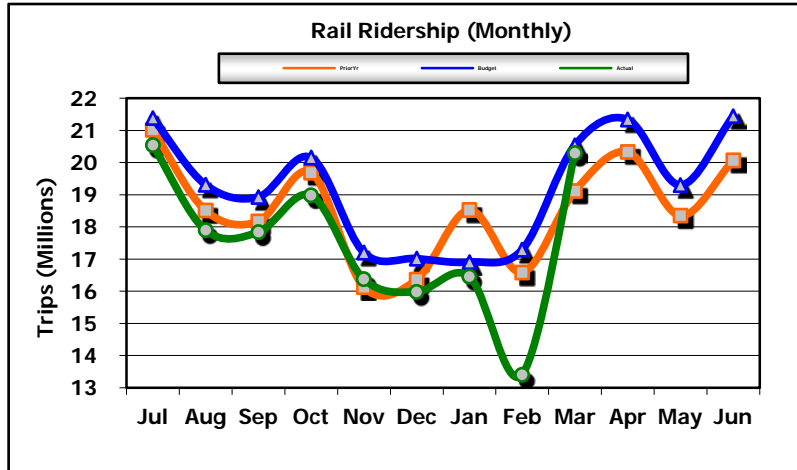
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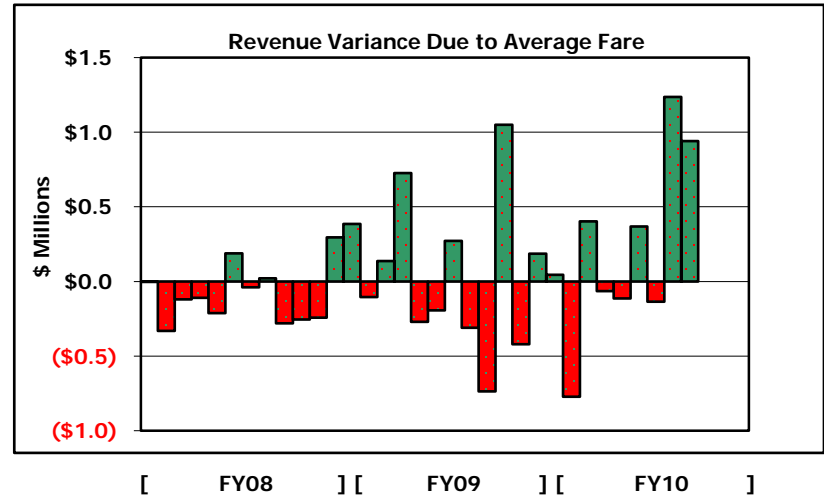
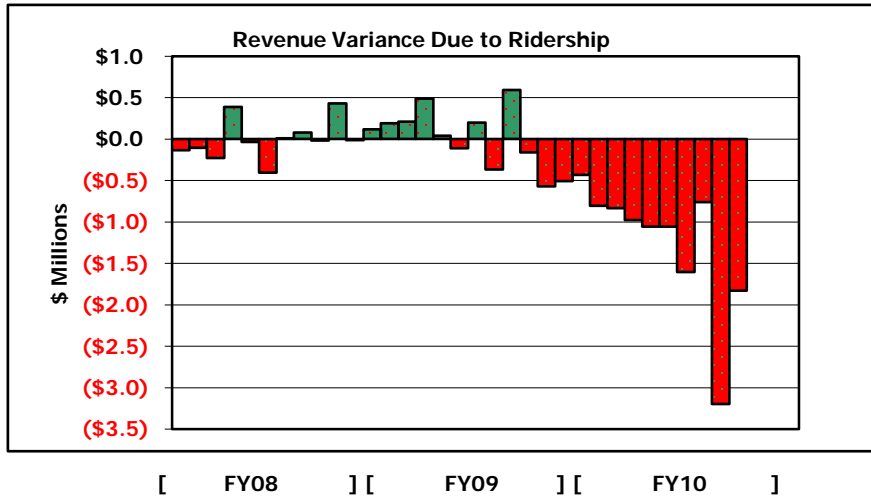
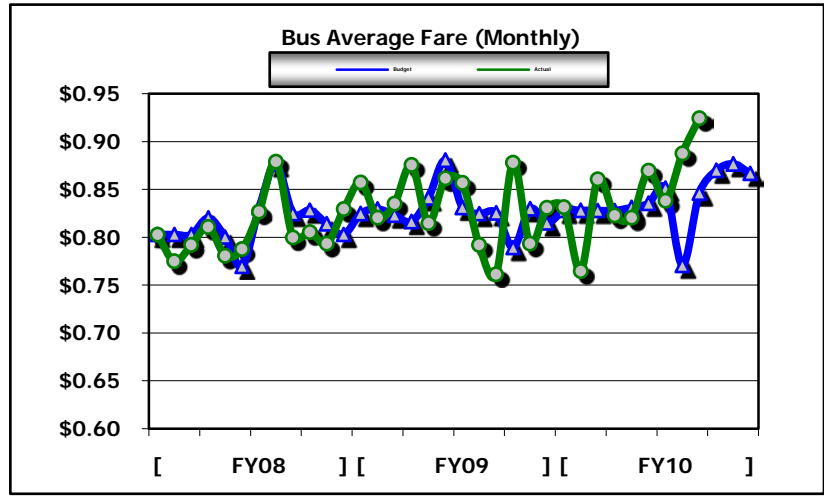
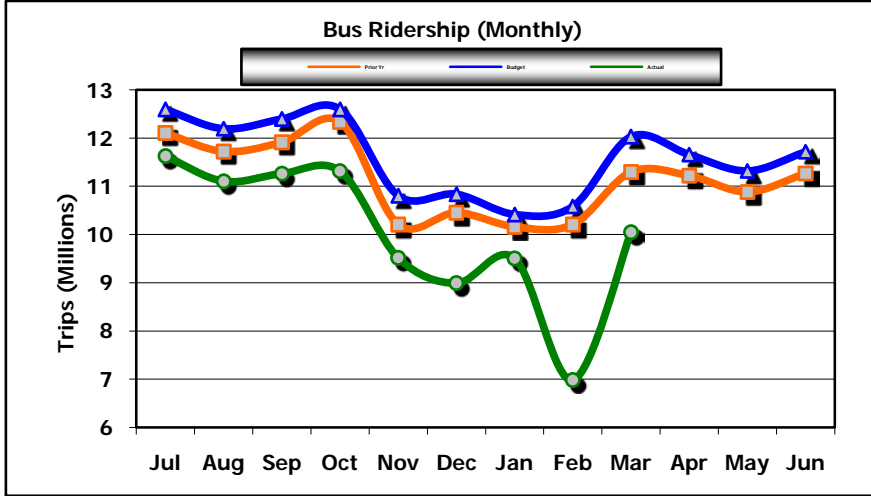
**COST RECOVERY RATIO**

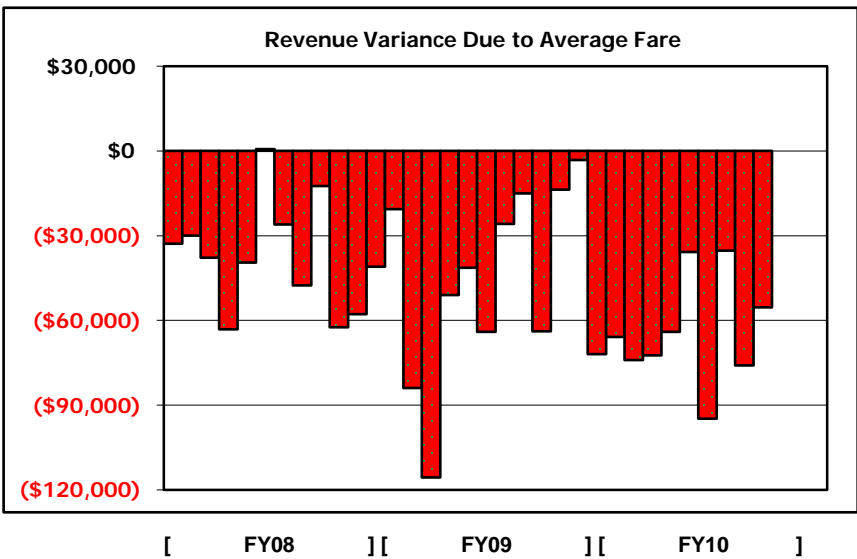
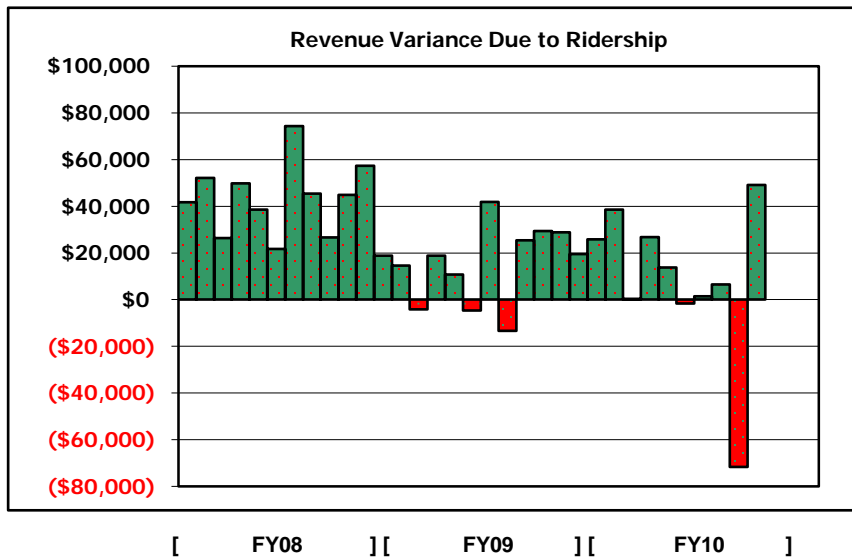
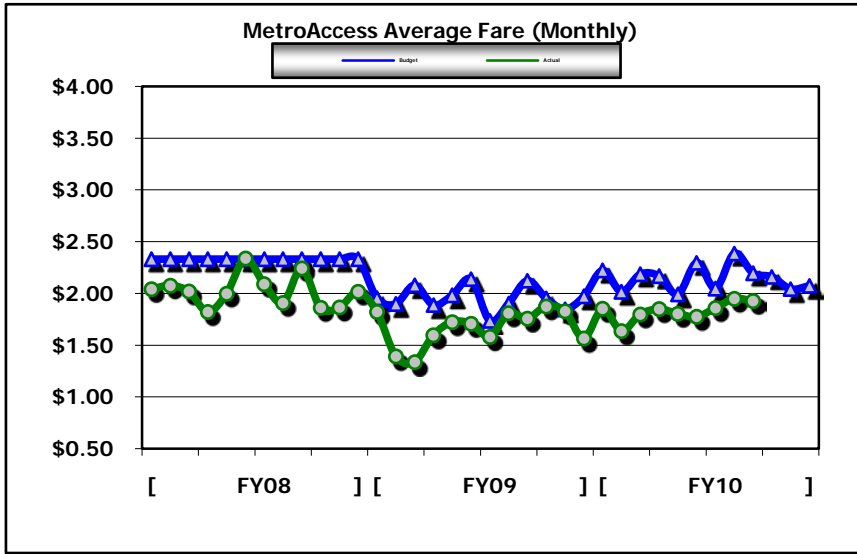
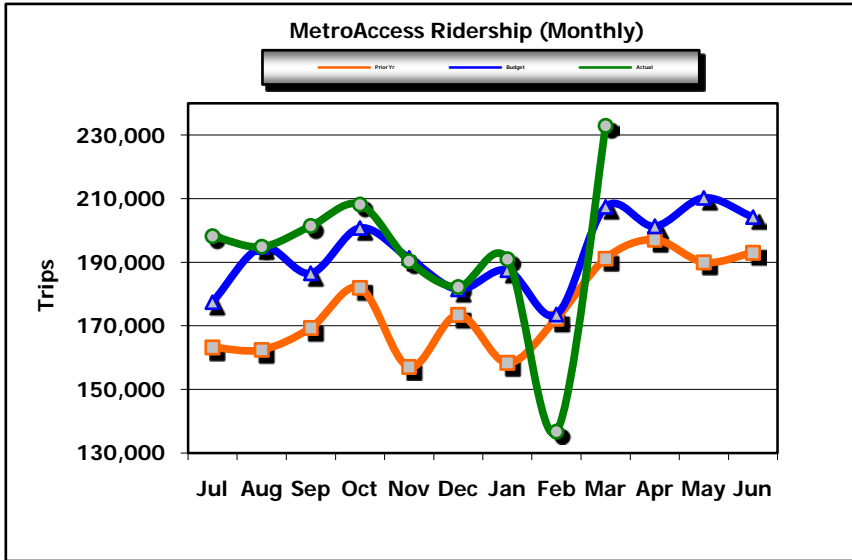
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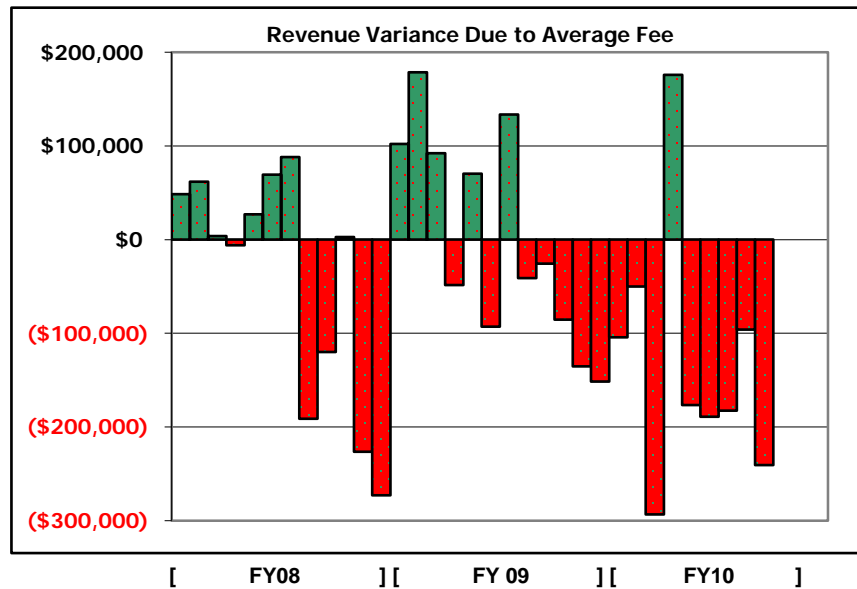
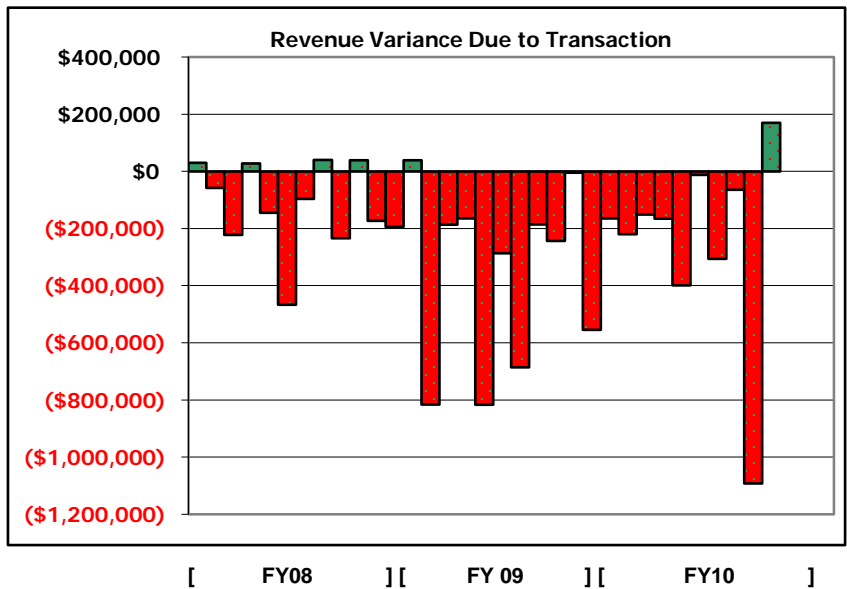
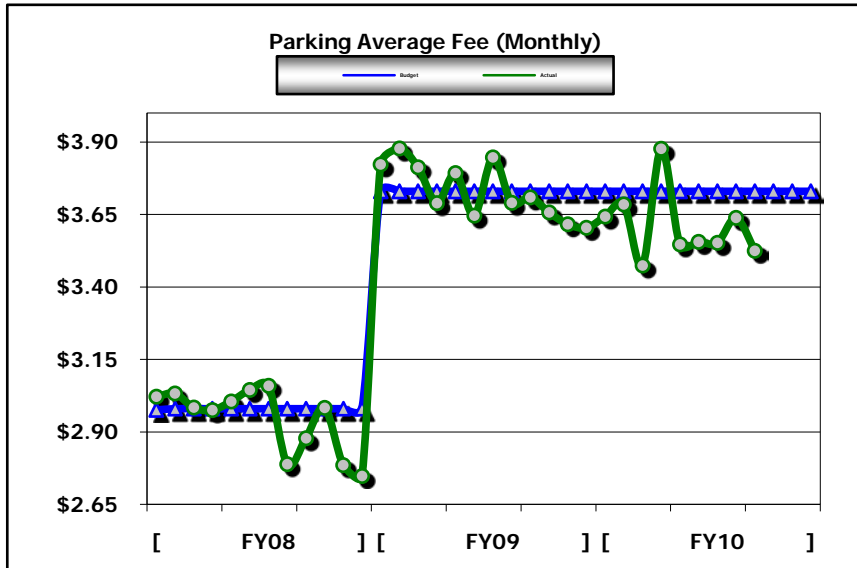
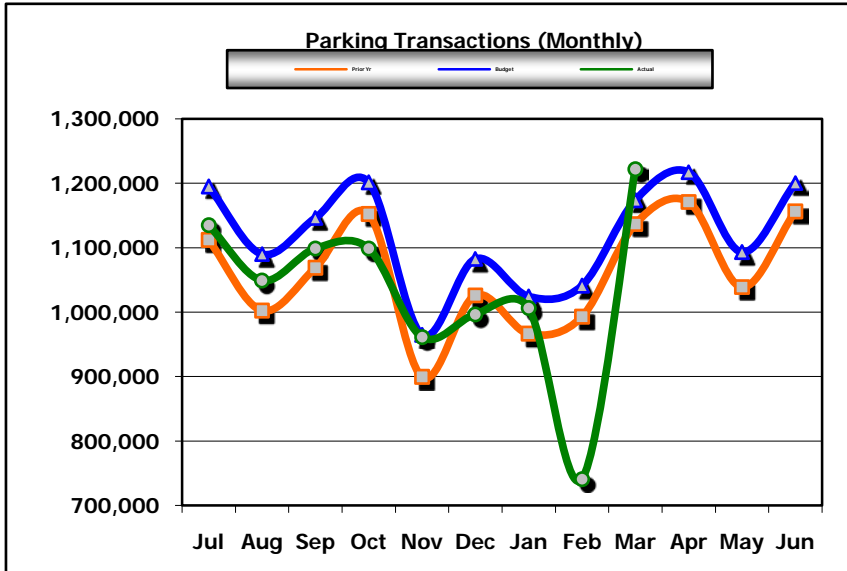
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**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>Vehicles &amp; Vehicle Parts</i></b>						
Replacement of Oldest Buses (ST02)	\$27,026.1	\$27,026.1	\$16,497.9	\$10,528.2	100.0%	61.0%
MetroAccess Fleet Expansion and Replacement (ST10)	3,775.0	3,760.3	3,748.3	26.7	99.6%	99.3%
Service Vehicle Replacement (ST14)	6,000.0	5,992.7	5,942.4	57.6	99.9%	99.0%
Bus Replacement Components (ST26)	2,803.6	2,493.0	2,480.7	322.9	88.9%	88.5%
Preventative Maintenance	1,605.0	1,600.0	1,600.0	5.0	99.7%	99.7%
Subtotal	\$41,209.7	\$40,872.1	\$30,269.3	\$10,940.4	99.2%	73.5%
<b><i>Maintenance Facilities</i></b>						
New Bus Body and Paint Shop (ST04)	\$23,900.0	\$20,817.3	\$3,262.3	\$20,637.7	87.1%	13.6%
Replacement of Southeastern Bus Garage (ST05)	30,000.0	1,894.0	567.0	29,433.0	6.3%	1.9%
Bus Garage Facility Repairs (ST11)	7,600.0	6,639.1	3,339.9	4,260.1	87.4%	43.9%
Subtotal	\$61,500.0	\$29,350.4	\$7,169.2	\$54,330.8	47.7%	11.7%
<b><i>Passenger Facilities</i></b>						
Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$16,000.0	\$42.4	\$15,957.6	100.0%	0.3%
Update Platform Real-Time Signs (ST28)	2,500.0			2,500.0		
Metro Center Sales Office Replacement (ST38)	1,200.0	1,139.7	75.8	1,124.2	95.0%	6.3%
Subtotal	\$19,700.0	\$17,139.7	\$118.2	\$19,581.8	87.0%	0.6%
<b><i>Safety &amp; Security</i></b>						
Bus Garage Security Update (ST23)	\$3,000.0	\$2,086.4	\$1,338.7	\$1,661.3	69.5%	44.6%
Communications Equipment for Operations Control Center (ST24)	3,000.0	2,273.4	1,949.2	1,050.8	75.8%	65.0%
Emergency Tunnel Evacuation Carts (ST30)	1,000.0	836.3	545.5	454.5	83.6%	54.5%
Underground Communications Radios (ST40)	1,000.0	868.7	868.7	131.3	86.9%	86.9%
Additional Station Alarm/Chemical Sensors (ST48)	4,000.0	3,991.2	2,060.1	1,939.9	99.8%	51.5%
Subtotal	\$12,000.0	\$10,055.9	\$6,762.1	\$5,237.9	83.8%	56.4%
<b><i>Maintenance &amp; Repair Equipment</i></b>						
Heavy Duty Locomotives for Maintenance (ST12)	\$7,500.0	\$4,998.9		\$7,500.0	66.7%	
Power Tool Equipment Replacement (ST31)	1,934.0	1,647.9	1,335.5	598.5	85.2%	69.1%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
60-Ton Crane for Track Work (ST17)	4,000.0			4,000.0		
Heavy Duty Track Equipment (ST07)	11,564.5	8,058.6		11,564.5	69.7%	
Track Welding Program to Repair Defects (ST18)	3,900.0	2,783.7	181.8	3,718.2	71.4%	4.7%
Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	1,030.0	722.6	307.4	100.0%	70.2%
Subtotal	<u>\$29,928.5</u>	<u>\$18,519.1</u>	<u>\$2,239.8</u>	<u>\$27,688.7</u>	<u>61.9%</u>	<u>7.5%</u>
 <i><b>Operations Systems</b></i>						
Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$17,900.0	\$316.1	\$17,583.9	100.0%	1.8%
Additional SmarTrip Fare Machines (ST19)	3,500.0	2,220.8	136.5	3,363.5	63.5%	3.9%
Bus Real-Time, Route, and Scheduling Systems (ST21)	3,000.0	2,421.0	221.5	2,778.5	80.7%	7.4%
Bus Engine Fluid Alert System (ST34)	1,500.0	1,500.0		1,500.0	100.0%	
Kiosk and Train Control Computers (ST41)	395.0	356.8	291.8	103.2	90.3%	73.9%
Subtotal	<u>\$26,295.0</u>	<u>\$24,398.6</u>	<u>\$965.9</u>	<u>\$25,329.1</u>	<u>92.8%</u>	<u>3.7%</u>
 <i><b>Information Technology</b></i>						
Sensitive Data Protection Technology (ST16)	\$4,900.0	\$1,706.4	\$1,318.1	\$3,581.9	34.8%	26.9%
Document Management System (ST32)	750.0	749.2	263.9	486.1	99.9%	35.2%
Financial System Integration (ST63)	5,000.0	256.8	256.8	4,743.2	5.1%	5.1%
Subtotal	<u>\$10,650.0</u>	<u>\$2,712.4</u>	<u>\$1,838.8</u>	<u>\$8,811.2</u>	<u>25.5%</u>	<u>17.3%</u>
 <b>TOTAL ARRA PROJECTS</b>	 <u><b>\$201,283.2</b></u>	 <u><b>\$143,048.3</b></u>	 <u><b>\$49,363.4</b></u>	 <u><b>\$151,919.8</b></u>	 <u><b>71.1%</b></u>	 <u><b>24.5%</b></u>
 <i><b>Miscellaneous Other</b></i>	 \$550.0			 \$550.0		
Subtotal	<u>\$550.0</u>			<u>\$550.0</u>		
 <b>TOTAL ARRA PROGRAM</b>	 <u><b>\$201,833.2</b></u>	 <u><b>\$143,048.3</b></u>	 <u><b>\$49,363.4</b></u>	 <u><b>\$152,469.8</b></u>	 <u><b>70.9%</b></u>	 <u><b>24.5%</b></u>

Definitions

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

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

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

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

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>A. Infrastructure Renewal Program (IRP)</i></b>						
<b><i>Rolling Stock: Bus</i></b>						
Hybrid Bus Replacement	\$74,538.6	\$73,183.3	\$45,922.9	\$28,615.7	98.2%	61.6%
Bus Procurement	58.2	58.2		58.2	100.0%	
Bus Vehicle Maintenance	18,000.0	15,146.6	13,790.4	4,209.6	84.1%	76.6%
Subtotal	<u>\$92,596.8</u>	<u>\$88,388.0</u>	<u>\$59,713.2</u>	<u>\$32,883.5</u>	95.5%	64.5%
 <b><i>Rolling Stock: Rail</i></b>						
Rail Car Enhancements	\$296.9	\$296.9	\$280.1	\$16.8	100.0%	94.3%
2000/3000 Series Rail Cars Rehab	9,596.1	5,274.4	2,138.0	7,458.1	55.0%	22.3%
7000 Series Railcar Procurement	1,500.0	492.5	114.7	1,385.3	32.8%	7.6%
Subtotal	<u>\$11,393.0</u>	<u>\$6,063.8</u>	<u>\$2,532.7</u>	<u>\$8,860.3</u>	53.2%	22.2%
 <b><i>Passenger Facilities</i></b>						
Escalator Rehabilitation	\$4,480.2	\$4,308.7	\$1,933.5	\$2,546.7	96.2%	43.2%
Elevator/Escalator Maint.	4,007.6	3,733.6	2,860.2	1,147.4	93.2%	71.4%
Elevator Rehabilitation	660.2	357.9	257.8	402.4	54.2%	39.0%
Station Enhancement	7,744.8	7,744.8	6,084.1	1,660.7	100.0%	78.6%
Parking Lot Rehabilitation	7,118.3	3,143.9	2,245.9	4,872.4	44.2%	31.6%
Station & Tunnel Rehab.	5,544.1	2,944.1	2,916.5	2,627.6	53.1%	52.6%
Fire System Rehabilitation	9,204.6	9,031.6	5,179.7	4,024.9	98.1%	56.3%
Station Chiller Rehabilitation	3,407.1	3,407.1	2,910.0	497.2	100.0%	85.4%
Drainage Pumping/Sewer Rehab.	385.1	370.6	148.0	237.0	96.2%	38.4%
Red Line Rehab (Dupont Circle to S. Spring)	33,056.0	32,855.2	9,277.9	23,778.1	99.4%	28.1%
Orange/Blue Line Rehab (Reagan Airport to Ne	1,500.0	1,477.5	903.7	596.3	98.5%	60.2%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
Rail Facilities Rehab (Brentwood, N. Carrollton)	600.0	600.0	264.9	335.1	100.0%	44.1%
Bus Facility Rehabilitation	1,708.6	1,708.6	959.5	749.1	100.0%	56.2%
Subtotal	<u>\$79,416.6</u>	<u>\$71,683.6</u>	<u>\$35,941.8</u>	<u>\$43,474.8</u>	90.3%	45.3%
 <i><b>Maintenance Facilities</b></i>						
Environment Assessment	\$790.5	\$786.4	\$147.2	\$643.4	99.5%	18.6%
Emergency Construction Bus	26.4	26.4		26.4	100.0%	
Rail/Bus Str, Offices, Yards	368.2	347.4	292.4	75.8	94.3%	79.4%
Repairables	8,362.4	5,730.0	2,305.7	6,056.7	68.5%	27.6%
Non-Revenue Vehicles	2,834.2	1,557.8	1,557.8	1,276.4	55.0%	55.0%
Support Equipment - MTPD	5,990.9	2,369.4	2,140.9	3,850.0	39.6%	35.7%
Support Equipment - IT	3,434.7	2,873.7	1,573.9	1,860.8	83.7%	45.8%
Support Equipment - Other Offices	2,095.8	1,137.3	813.1	1,282.7	54.3%	38.8%
Bus Support Equipment	1,840.8	1,441.7	876.4	964.3	78.3%	47.6%
Rail Support Equipment	3,606.5	2,265.3	1,608.9	1,997.5	62.8%	44.6%
Bus Lifts/Work Equipment	395.5	393.5	229.1	166.4	99.5%	57.9%
Rail Car Washer Rehabilitation	426.6	426.6	426.6		100.0%	100.0%
Locomotives and Prime Movers	8,941.1	7,839.5	35.0	8,906.1	87.7%	0.4%
Subtotal	<u>\$39,113.5</u>	<u>\$27,195.1</u>	<u>\$12,007.0</u>	<u>\$27,106.5</u>	69.5%	30.7%
 <i><b>Systems</b></i>						
Train Communication Upgrade	\$10,292.3	\$8,721.9	\$1,160.2	\$9,132.1	84.7%	11.3%
Train Monitoring System	1,000.0	792.4	515.3	484.7	79.2%	51.5%
Mid-Life Rehabilitation ATC	6,297.5	6,116.2	3,522.1	2,775.5	97.1%	55.9%
Mid-Life Rehab AC/TPSS/TBS	411.6	398.4	250.4	161.2	96.8%	60.8%
Traction Power Switchgear	7,953.8	7,519.8	4,449.3	3,504.5	94.5%	55.9%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
UPS System Replacement	201.8	201.8	127.3	74.5	100.0%	63.1%
Electrical Systems Rehab	992.1	622.9	373.6	618.5	62.8%	37.7%
Power Distribution Unit (PDU) at JGB	4,000.0	247.0	33.2	3,966.8	6.2%	0.8%
Fare Collection Equipment	3,672.2	3,602.7	2,726.0	946.2	98.1%	74.2%
Regional Fare Integration (SmarTrip)	17,070.0	4,885.2	2,113.0	14,957.0	28.6%	12.4%
Bus & Rail Asset Mgmt Software	2,000.0			2,000.0		
Subtotal	\$53,891.2	\$33,108.3	\$15,270.4	\$38,620.9	61.4%	28.3%
 <i><b>Track and Structure</b></i>						
ROW Structure Rehabilitation	\$9,520.8	\$7,510.9	\$5,321.4	\$4,199.5	78.9%	55.9%
ROW Floating Slabs	1,314.3	1,243.7	934.1	380.3	94.6%	71.1%
ROW Track Rehabilitation	24,900.1	18,328.1	14,417.4	10,482.7	73.6%	57.9%
Station Tunnel Leak Mitigation	3,804.7	3,578.0	2,639.1	1,165.6	94.0%	69.4%
Subtotal	\$39,540.0	\$30,660.8	\$23,311.9	\$16,228.1	77.5%	59.0%
 <i><b>Information Technology</b></i>						
Information Technology (IT)	\$28,601.3	\$23,011.0	\$12,060.1	\$16,541.1	80.5%	42.2%
NextBus Real Time Information	578.1	578.1	521.5	56.6	100.0%	90.2%
CRCS Cable Replacement	750.0	749.3		750.0	99.9%	
Return to Work	750.0	750.0	407.0	343.0	100.0%	54.3%
Bus Operations Control Center at CTF	2,000.0	133.1	80.5	1,919.5	6.7%	4.0%
ROCS Upgrade Program (IRPG)	62.6	57.9	57.9	4.8	92.4%	92.4%
Subtotal	\$32,742.0	\$25,279.4	\$13,127.0	\$19,615.0	77.2%	40.1%

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>Preventive Maintenance</i></b>						
Preventive Maintenance	\$30,700.0	\$30,700.0	\$25,583.3	\$5,116.7	100.0%	83.3%
Subtotal	\$30,700.0	\$30,700.0	\$25,583.3	\$5,116.7	100.0%	83.3%
<b><i>Urgent Capital Needs</i></b>						
Safety	\$500.0	\$500.0	\$18.7	\$481.3	100.0%	3.7%
Rail Cars	6,471.0	1,539.4	521.5	5,949.5	23.8%	8.1%
Train Power Systems	3,032.1	2,065.9	1,575.3	1,456.7	68.1%	52.0%
Buses	3,200.0	457.8	35.6	3,164.4	14.3%	1.1%
Metro Access	1,099.2	958.1	958.1	141.2	87.2%	87.2%
Rail Equipment	4,000.0	730.0		4,000.0	18.3%	
State of Good Repair	30,444.9	25,183.5	18,078.3	12,366.6	82.7%	59.4%
Train Control/Business Systems	21,046.5	13,788.0	6,866.3	14,180.2	65.5%	32.6%
Subtotal	\$69,793.7	\$45,222.7	\$28,053.8	\$41,739.9	64.8%	40.2%
<b>Total: Infrastructure Renewal Program</b>	<b>\$449,186.9</b>	<b>\$358,301.8</b>	<b>\$215,541.3</b>	<b>\$233,645.6</b>	<b>79.8%</b>	<b>48.0%</b>
<b><i>B. Eight-Car Train Capital Initiative</i></b>						
6000 Series Rail Car	\$16,530.1	\$8,955.6	\$3,449.1	\$13,081.0	54.2%	20.9%
Rail Yard Maintenance & Storge	11,290.0	11,117.7	10,154.3	1,135.7	98.5%	89.9%
Traction Power Substation Upgrade	9,349.2	9,014.7	4,703.4	4,645.7	96.4%	50.3%
Precision Stopping	1,841.2	1,463.8	414.9	1,426.3	79.5%	22.5%
<b>Total: Eight-Car Train Capital Initiative</b>	<b>\$39,010.4</b>	<b>\$30,551.8</b>	<b>\$18,721.7</b>	<b>\$20,288.7</b>	<b>78.3%</b>	<b>48.0%</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un- Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
<b><i>C. Bus Improvement Capital Initiative</i></b>						
Bus Procurement	\$20.3	\$20.3		\$20.3	100.0%	
West Ox Bus Garage	1,816.5	356.7	6.5	1,810.0	19.6%	0.4%
Customer Facilities	8,555.2	4,608.5	2,770.7	5,784.6	53.9%	32.4%
<b>Total: Bus Improvement Capital Initiative</b>	<b>\$10,392.0</b>	<b>\$4,985.5</b>	<b>\$2,777.2</b>	<b>\$7,614.8</b>	<b>48.0%</b>	<b>26.7%</b>
<b><i>E. Program Management</i></b>						
Credit Facility	\$1,474.0	\$989.0	\$871.8	\$602.2	67.1%	59.1%
System Expansion Planning (Proj. Dev.)	\$0.0			\$0.0		
Program Management & Support	14,082.3	11,767.6	11,759.4	2,322.9	83.6%	83.5%
Finance	192.4	69.9	27.0	165.4	36.3%	14.0%
TIFIA - Finance	20,862.6	19,746.6	19,746.6	1,116.0	94.7%	94.7%
Vertical Transportation Bonds	6,000.0	5,000.0	5,000.0	1,000.0	83.3%	83.3%
<b>Total: Program Management</b>	<b>\$42,611.3</b>	<b>\$37,573.1</b>	<b>\$37,404.8</b>	<b>\$5,206.5</b>	<b>88.2%</b>	<b>87.8%</b>
<b>Borrowing Expense</b>	<b>21,176.0</b>	<b>8,624.7</b>		<b>21,176.0</b>	<b>40.7%</b>	
<b>2010 TOTAL</b>	<b>\$562,376.6</b>	<b>\$440,037.0</b>	<b>\$274,445.0</b>	<b>\$287,931.6</b>	<b>78.2%</b>	<b>48.8%</b>
<b><i>Security Program</i></b>						
Bus Garage Security	\$5,800.0	\$850.1	\$75.0	\$5,725.0	14.7%	1.3%
Cameras on Buses	6,410.0			6,410.0		

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>	<b>Obligation Rate</b>	<b>Expend Rate</b>
Cameras on Rail Cars	7,139.7			7,139.7		
CCV and Access Control	11,675.8			11,675.8		
Chemical Detection	1,906.0			1,906.0		
Metrorail Station Camera	2,774.0			2,774.0		
PG Radio Upgrade	500.0	378.0	178.5	321.5	75.6%	35.7%
Platform Security	6,517.8			6,517.8		
PROTECT Systems	606.0	579.5		606.0	95.6%	
Radio Redundancy AOCC	5,900.0	77.9	77.9	5,822.1	1.3%	1.3%
Vent Intrusion Detection	11,500.0			11,500.0		
<b>Total: Security Program</b>	<b>\$60,729.4</b>	<b>\$1,885.5</b>	<b>\$331.4</b>	<b>\$60,398.0</b>	<b>3.1%</b>	<b>0.5%</b>
<hr/>						
<b>2010 GRAND TOTAL CAPITAL PROJECTS</b>	<b>\$623,106.0</b>	<b>\$441,922.5</b>	<b>\$274,776.3</b>	<b>\$348,329.7</b>	<b>70.9%</b>	<b>44.1%</b>

Definitions

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

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

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

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

**JURISDICTIONAL BALANCES ON ACCOUNT**  
**As of April 30, 2010**  
**(\$ 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	(\$0.087)	(\$0.966)	(\$1.054)	
DC Dept of Transportation	(\$0.923)	\$0.000	(\$0.923)	
DC Dept of Transportation	0.000	0.879	0.879	D.C. Sch Sub.- Incl.actuals thru May 2009; Est. for June 2009 Thru April 2010
DC Dept of Public Works	0.182	0.000	0.182	7th Street Bridge
DC Dept of Public Works	0.150	0.000	0.150	Joint and Adjacent Escort Services
<b>Credits to be Applied to 1st Quarter FY2011 Billing:</b>				
Metro Matters Interest Earnings for Metro Matters Program	\$0.000	\$0.013	0.013	
<b>DC TOTAL</b>	<u>(\$0.678)</u>	<u>(\$0.075)</u>	<u>(\$0.753)</u>	
<b>MARYLAND</b>				
Montgomery County	\$0.236	\$30.629	\$30.865	Pending receipt of operating & capital/CMAQ
Prince George's County	(\$0.155)	\$35.625	\$35.471	Pending receipt of operating & capital/CMAQ
<b>Credits to be Applied to 1st Quarter FY2011 Billing:</b>				
Audit Adjustment Credit Application	\$0.000	\$0.000	\$0.000	
<b>MD TOTAL</b>	<u>\$0.082</u>	<u>\$66.254</u>	<u>\$66.336</u>	
<b>VIRGINIA</b>				
Alexandria	(\$0.100)	(\$0.199)	(\$0.299)	
Arlington	(\$0.659)	(\$0.666)	(1.325)	
City of Fairfax	(\$0.031)	(\$0.000)	(0.031)	
Fairfax County	(\$0.446)	(\$1.971)	(2.417)	
Fairfax County Dept. of Family Service	\$0.093	\$0.000	0.093	Access to Jobs
Falls Church	(\$0.056)	(\$0.095)	(0.151)	
Northern VA Transportation Comm.	(\$0.284)	(\$1.480)	(1.765)	
<b>Credits to be Applied to 1st Quarter FY2011 Billing:</b>				
Metro Matters Interest Earnings for Metro Matters Program	\$0.000	\$0.005	0.005	
<b>VA TOTAL</b>	<u>(\$1.482)</u>	<u>(\$4.408)</u>	<u>(\$5.890)</u>	
<b>GRAND TOTAL</b> .....	<u>(\$2.079)</u>	<u>\$61.771</u>	<u>\$59.693</u>	

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

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal 2010 - April 2010**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$114,431.3				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$12,802.3	\$97.7
White Flint Parking			4,421.7	\$4,404.9	16.8
FY05/06 Operating			4,000.0	\$4,000.0	0.0
FY07 Operating			2,000.0	\$2,000.0	0.0
FY08 Operating			2,000.0	\$2,000.0	0.0
FY09 Operating			2,000.0	\$2,000.0	0.0
FY10 Operating (continues thru FY12)			2,000.0	\$1,666.7	333.3
FY07 Safe, Clean Reliable			5,850.0	5,850.0	0.0
FY08 Safe, Clean Reliable			7,000.0	7,000.0	0.0
FY09 Safe, Clean Reliable			7,000.0	7,000.0	0.0
FY10 Safe, Clean Reliable (end)			7,000.0	5,833.3	1,166.7
TSSM from Twinbrook to Shady Grove			1,000.0	525.6	474.4
Gallery Place Remediation			18.4	18.4	0.0
			57,190.1	55,101.3	2,088.8
<b><u>Unrestricted Funds Available for Use:</u></b>		<b><u>(\$2,758.7)</u></b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b><u>District of Columbia 36%</u></b>		<b>\$21,600.0</b>			
<u>Use of Funds:</u>					
Tivoli			\$2,500.0	\$2,500.0	\$0.0
Anacostia Light Rail Program/Demonstration			10,447.6	8,511.7	1,935.8
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	497.4	2.6
Union Row /U Street			1,500.0	1,009.0	491.0
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,452.4	4,412.2	40.2
View 14 /U Street & 14Th			500.0	480.7	19.3
			21,550.0	18,170.0	3,380.0
<b>Balance of DC Funds Available for Use:</b>		<b>\$50.0</b>			

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b><u>Maryland 37%</u></b>		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			\$497.6	\$496.0	\$1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	734.4	6,009.9
			22,189.3	16,175.3	6,014.0
<b>Balance of Maryland Funds Available for Use:</b>		<b>\$10.7</b>			
<b><u>Virginia 27%</u></b>		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			\$8,082.8	\$8,082.8	\$0.0
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	3.5	96.5
Ballston (Multi-modal improvements)			1,032.2	750.0	282.1
Rosslyn Station Access Improve			798.1	455.3	342.9
Shirlington			1,977.9	1,961.4	16.5
Crystal City Potomac Yard Bus Way			522.0	22.1	499.9
Potomac Yard Station			1,500.0	220.9	1,279.1
			16,012.9	13,495.9	2,517.0
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$187.1</b>			
<b>Grand Total:</b>	<b>\$114,431.3</b>	<b>\$114,431.3</b>	<b>\$116,942.3</b>	<b>\$102,942.5</b>	<b>\$13,999.8</b>

# Washington Metropolitan Area Transit Authority (Metro)

## CFO - TRES - Grants Management

### Grant Activity for the Month ending April 30, 2010

Grant Program		Activity
ARRA	FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement	<p>\$201.8 million awarded, which includes \$1.6 million awarded for Preventive Maintenance (PM). PM will be increased to \$10.0 million due to other contract awards on other projects that were under budget.</p>
		<p>To meet heightened reporting requirements:</p> <ul style="list-style-type: none"> <li>• Quarterly Milestone Status Reports and Federal Financial Reports were submitted.</li> </ul>
	Department of Homeland Security Transit Security Grant	<ul style="list-style-type: none"> <li>• Conducted Targeted Train Inspections, rolling train inspections, bus division checks, station checks, and area saturation patrols. A total of 3,178 rail cars were inspected during the month of April.</li> </ul>
FTA	Annual Formula Grants for Sections 5309 and 5307	The Department Of Labor received WMATA's request to review the final \$239.0 million grant application and began subsequent review for award. Awards are expected in early May.
	Congestion Mitigation & Air Quality (CMAQ)	<ul style="list-style-type: none"> <li>• FTA has received \$16.4 of Maryland CMAQ funds for WMATA FY09 and \$16.4 million for WMATA FY10 funds are in process. During the month of April, WMATA requested that Maryland and Virginia review the final applications prior to submission to FTA.</li> </ul>
	Federal Earmarks	<ul style="list-style-type: none"> <li>• Royal Street Bus Garage Relocation proposer continued document preparation for the Fairfax County Special Exception Process. WMATA and the proposer are continuing to develop the agreements that will carry the project through to its opening in 2013. WMATA and consultant personnel are continuing to meet with FTA staff every two months to coordinate on the NEPA document revisions for the Royal Street Bus Garage Relocation.</li> <li>• The current redesign and renovation of the Metro plaza at Clarendon Metro plaza is in the last phase of build out completion and completion of fall 2010.</li> <li>• WMATA is continuing to work with a local Congressional office to determine whether it will be feasible to reprogram prior year federal bus grant awards of \$685K to be used for current bus and bus facility needs.</li> <li>• During the month of April WMATA begin the process for amending the West Falls Church grant by \$500K for the construction of bus bay canopies.</li> </ul>
Safety & Security	Transit Security Grant Program (TSGP)	<ul style="list-style-type: none"> <li>• Completed down selection of systems for cameras on buses and began planning of onsite demonstration for FY08 TSGP grant. Design and procurement begun for FY07 TSGP-S Bus Garage Security project.</li> </ul>
	Urban Areas Security Initiative (UASI)	<ul style="list-style-type: none"> <li>• Updated WMATA Pandemic Plan nearly complete through FY07 UASI grant. Installation begun for the upgrade of first responder underground radio communication in Prince George's County through FY09 UASI grant.</li> </ul>