



Budget Committee

Board Information Item IV-A

January 11, 2007

Preliminary Dulles Financial Plan



Preliminary Dulles Financial Plan

Presented to the Board of Directors:

Budget Committee
January 11, 2007





Overview

- Phase 1 (Wiehle Avenue Extension) will increase operating costs by \$43.5 million in its opening year (2012).
- Revenues from Phase 1 will generate \$25.1 million.
- The estimated operating and maintenance (O&M) costs for Phase 1 were developed using the operating plans and service levels assumed in the Dulles Project's Final Environmental Impact Statement and current operating cost data from WMATA.
- The differences between projected and actual rail operating costs may impact the anticipated annual subsidy.
- The subsequent tables present the total operating revenue, expenses, and subsidy for WMATA from 2006 to 2030.



WMATA Review and Action Calendar

Item	Review/Info/ Action	Timing	Entity
Preliminary Financial Plan	Information	January 11, 2007	Budget Committee
Amend budget to incorporate the WMATA Existing Systems (WES) work	Action	March 8, 2007	Budget Committee
Amend budget to incorporate cost associated with MWAA-WMATA agreement on WMATA's role as per September 22 nd letter	Action	March 8, 2007	Budget Committee
Financial Plan for Full Funding Grant Agreement (FFGA) including WMATA's financial capacity	Action	March 8, 2007	Budget Committee



Capital Funding Plan

SOURCES OF CAPITAL FUNDING – PHASE 1 WIEHLE AVENUE EXTENSION	Funding Level (Millions of YOE* Dollars)	Funding Share
Federal Sources		
5309 New Starts	\$900.0	36.0%
Total Federal Funds	\$900.0	36.0%
Non-Federal Sources		
Commonwealth of Virginia Transportation Act of 2000	\$51.7	2.1%
MWAA – Dulles Toll Road Revenues	\$923.3	36.9%
MWAA – Proposed Airport Passenger Facility Charge	\$102.5	4.1%
Fairfax County	\$402.5	16.1%
Loudoun County	\$120.0	4.8%
Total Non-Federal Funds	\$1,600.0	64.0%
TOTAL WIEHLE AVENUE EXTENSION BUDGET	\$2,500.0	100.0%

* YOE = Year of Expenditure



Operating Plan

WMATA SYSTEMWIDE OPERATING PLAN (Thousands YOY Dollars)

Fiscal Year ¹	2006 ²	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Operating Revenue													
Existing System Fares	\$508,246	\$530,540	\$553,004	\$573,854	\$600,804	\$624,666	\$647,283	\$675,841	\$707,224	\$736,664	\$759,672	\$779,074	\$799,041
Existing Other Revenue ⁴	\$70,571	\$66,087	\$69,370	\$72,587	\$76,618	\$79,836	\$82,432	\$86,020	\$89,061	\$91,931	\$95,835	\$98,732	\$101,740
Dulles Extension Fares	-	-	-	-	-	\$25,879	\$26,779	\$28,016	\$29,092	\$30,129	\$30,871	\$31,259	\$31,657
Dulles Extension Other Revenue	-	-	-	-	-	\$3,176	\$3,286	\$3,436	\$3,564	\$3,686	\$3,849	\$3,973	\$4,101
Total System Revenue	\$578,818	\$596,627	\$622,374	\$646,441	\$677,422	\$733,557	\$759,779	\$793,312	\$828,941	\$862,409	\$890,226	\$913,038	\$936,539
O&M Expenses													
Existing System	\$1,013,781	\$1,063,549	\$1,138,542	\$1,209,648	\$1,282,296	\$1,336,220	\$1,407,509	\$1,489,359	\$1,573,895	\$1,660,796	\$1,729,110	\$1,790,608	\$1,854,807
Dulles Extension	-	-	-	-	-	\$46,236	\$47,585	\$49,490	\$51,071	\$52,547	\$54,608	\$56,087	\$57,622
Total O&M Expenses	\$1,013,781	\$1,063,549	\$1,138,542	\$1,209,648	\$1,282,296	\$1,382,455	\$1,455,094	\$1,538,849	\$1,624,966	\$1,713,342	\$1,783,718	\$1,846,694	\$1,912,429
Subsidy													
Total Subsidy	\$434,963	\$466,922	\$516,168	\$563,207	\$604,874	\$648,898	\$695,315	\$745,537	\$796,025	\$850,934	\$893,492	\$933,657	\$975,890
Local Subsidy													
Metrobus	\$256,767	\$262,060	\$289,448	\$309,780	\$330,507	\$342,957	\$367,653	\$391,949	\$415,379	\$442,337	\$462,041	\$480,522	\$499,743
MetroAccess	\$47,218	\$59,531	\$75,317	\$95,597	\$107,971	\$121,883	\$137,509	\$155,042	\$174,692	\$195,422	\$207,921	\$221,193	\$235,285
Metrarail ⁶	\$130,979	\$145,331	\$151,403	\$157,830	\$166,396	\$166,878	\$172,632	\$180,507	\$187,538	\$194,442	\$203,642	\$211,086	\$218,996
Dulles Extension	-	-	-	-	-	\$17,181	\$17,521	\$18,038	\$18,416	\$18,732	\$19,888	\$20,856	\$21,865

Source: WMATA

¹ Fiscal Year runs July 1 – June 30

² Based on 2005 Budget

³ Includes Rail Fares + Bus Total Revenue + MetroAccess Total Revenue

⁴ Includes Metrorail 106-Mile System

⁶ Based on Existing System



Operating Plan

WMATA SYSTEMWIDE OPERATING PLAN (Thousands YOE Dollars) Continued

Fiscal Year ¹	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Operating Revenue												
Existing System Fares	\$823,122	\$847,679	\$871,212	\$901,021	\$927,725	\$953,178	\$980,525	\$1,007,245	\$1,033,774	\$1,063,705	\$1,091,485	\$1,120,569
Existing Other Revenue ²	\$105,539	\$109,451	\$113,185	\$118,179	\$122,593	\$126,778	\$131,371	\$136,140	\$140,493	\$146,684	\$151,183	\$156,168
Dulles Extension Fares	\$32,271	\$32,887	\$33,427	\$34,300	\$34,963	\$35,524	\$36,161	\$36,662	\$37,115	\$37,722	\$38,168	\$38,647
Dulles Extension Other Revenue	\$4,261	\$4,426	\$4,585	\$4,795	\$4,982	\$5,160	\$5,355	\$5,557	\$5,743	\$6,004	\$6,197	\$6,410
Total System Revenue	\$965,194	\$994,443	\$1,022,408	\$1,058,296	\$1,090,264	\$1,120,639	\$1,153,411	\$1,185,603	\$1,217,125	\$1,254,115	\$1,287,033	\$1,321,794
O&M Expenses												
Existing System	\$1,927,419	\$2,002,868	\$2,078,867	\$2,167,282	\$2,253,150	\$2,339,518	\$2,431,809	\$2,526,270	\$2,620,160	\$2,731,394	\$2,832,229	\$2,939,922
Dulles Extension	\$59,598	\$61,628	\$63,549	\$66,168	\$68,451	\$70,597	\$72,986	\$75,125	\$77,014	\$79,884	\$81,805	\$83,577
Total O&M Expenses	\$1,987,017	\$2,064,496	\$2,142,416	\$2,233,451	\$2,321,602	\$2,410,115	\$2,504,795	\$2,601,394	\$2,697,174	\$2,811,279	\$2,914,034	\$3,023,499
Subsidy												
Total Subsidy	\$1,021,823	\$1,070,053	\$1,120,008	\$1,175,155	\$1,231,338	\$1,289,476	\$1,351,384	\$1,415,791	\$1,480,049	\$1,557,164	\$1,627,000	\$1,701,705
Local Subsidy												
Metrobus	\$519,733	\$540,522	\$562,143	\$584,629	\$608,014	\$632,335	\$657,628	\$683,933	\$711,291	\$739,742	\$769,332	\$800,105
MetroAccess	\$250,248	\$266,133	\$282,998	\$300,902	\$319,907	\$340,081	\$361,496	\$384,225	\$408,349	\$433,953	\$461,126	\$489,964
Metrorail ³	\$228,777	\$239,082	\$249,329	\$262,551	\$274,911	\$287,146	\$300,789	\$314,727	\$326,253	\$347,310	\$359,102	\$373,116
Dulles Extension	\$23,065	\$24,315	\$25,538	\$27,073	\$28,506	\$29,914	\$31,471	\$32,906	\$34,156	\$36,159	\$37,440	\$38,520

Source: WMATA

¹ Fiscal Year runs July 1 – June 30

² Based on 2005 Budget

³ Includes Rail Fares + Bus Total Revenue + MetroAccess Total Revenue

⁴ Includes Metrorail 106-Mile System

⁶ Based on Existing System



Subsidy Plan

Jurisdiction	106-mile in FY 07	106-mile <u>plus</u> Phase 1 in FY 12	Full Extension in FY 16
District of Columbia	32.9%	31.6%	30.1%
Maryland	37.9%	37.0%	35.5%
Virginia	29.2%	31.4%	34.4%

Jurisdiction	106-mile <u>without</u> Phase 1 in FY 12 *	106-mile <u>plus</u> Phase 1 in FY 12 *	Change
District of Columbia	\$56.8 m	\$60.1 m	+\$3.3 m
Maryland	\$65.4 m	\$70.3 m	+\$4.9 m
Virginia	\$50.4 m	\$59.7 m	+\$9.3 m
TOTAL	\$172.6 m	\$190.1 m	+\$17.5 m

Jurisdiction	106-mile <u>without</u> Dulles extension in FY 16 * #	106-mile <u>with full</u> Dulles extension in FY 16 *	Change
System	\$194.1 m	\$241.9 m	+\$47.8 m
District of Columbia	\$61.3 m	\$72.8 m	+\$11.5 m
Maryland	\$71.8 m	\$85.9 m	+\$14.1 m
Virginia	\$61.0 m	\$83.2 m	+\$22.2 m

* = All dollars in Year of Expenditure

= FY16 allocations without Dulles extension are based on FY 12 percentages