



Finance, Administration and Oversight Committee

Information Item III-B

April 9, 2009

**FY 2009 Monthly Financial Report
(January 2009)**



**Washington Metropolitan Area Transit Authority
Fiscal 2009 Financials**

Monthly Financial Report

January 2009

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
FY2009
January 2009**

REPORT SECTIONS

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OPERATING BUDGET

Ridership

- The two highest weekday ridership days in the history of the rail system occurred on January 19 and 20, 2009. The highest ridership occurred on January 20th, with system ridership of over 1.1 million trips generated by Inauguration activities. Ridership on January 19, the Martin Luther King Holiday was almost 866,000, trips, the second highest weekday rail ridership, ever. On Sunday, January 18, rail trips were over 616,000, 445,000 of those generated by activities associated with the Obama Inauguration. Between Sunday, January 18 and Tuesday, January 20th, over 2.6 million trips occurred on the rail system. On Inauguration Day Metro carried more than 1.5 million trips, with 1.1 million on rail system and 423,000 trips on bus.
- Many changes in bus and rail ridership and revenue occurred this month which makes it very different from the patterns and experiences of a normal January. Several of these changes are expected to impact bus and rail revenues through the end of the fiscal year and beyond, but it is too early, with only a partial month of data, to speculate on long term effects. These changes include,
 - The Obama Inauguration and resulting two highest weekday ridership days ever on the rail system, as well as the highest Sunday rail ridership, all associated with Inauguration activities
 - Implementation of a special peak/off-peak fare schedule on Metrorail for Inauguration, as well as free fares on some Metrobus routes
 - Elimination of free bus-to-bus transfers for cash paying riders
 - Increase in bus-to-bus transfer time from two to three hours
 - Increase in the use of bus passes as a possible alternative to SmarTrip[®] on bus
 - Elimination of fare integration
 - Implementation of the balanced bus-rail transfer and increase in transfer value from \$0.90 to \$1.00
 - Unusually large volume of credit/debit card transactions
 - Elimination of MetroChek
 - Three holidays in January, as well as snow days and days with freezing rain
 - Extended holiday period for some normal rail and bus commuters who may have utilized extended leave because of two holidays in the week between January 19-23
- Average weekday rail ridership for January was 742,600 trips, an increase of 7 percent above the average for last January, and 4 percent above budget.



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Compared to last year, total monthly ridership increased 10 percent, and was 9 percent above budget. Rail ridership grew in all periods, but the greatest weekday increases occurred in the midday and evening periods which grew 21.3 and 21 percent, respectively. Even with high rail ridership results for the Martin Luther King Holiday included in the average weekday rail ridership for the month, AM peak period trips only increased 0.08 percent over last year, an indication that travel by normal commuters were not a relevant factor in the high ridership growth this month, and most of the ridership increases were generated by Inauguration weekend activities and associated special events in the Washington area.

	Jan 2008 <i>Actual</i>	Jan 2009 <i>Actual Budget</i>		<i>Above/(Below) Last Year Budget</i>	
<i>Trips</i>	Average Weekday Ridership			Growth Rate	
Metrorail	691,787	742,608	717,432	7%	4%
Metrobus	428,830	413,680	423,345	-4%	-2%
MetroAccess	6,227	6,855	6,849	10%	0%
System Total	1,126,844	1,163,143	1,147,626	3%	1%
<i>Trips (Thousands)</i>	Year to Date Ridership			Growth Rate	
Metrorail	122,456	128,409	126,020	5%	2%
Metrobus	77,392	78,900	78,130	2%	1%
MetroAccess	971	1166	1127	20%	3%
System Total	200,819	208,475	205,277	4%	2%

- Ridership generated by the weekend of inauguration activities was almost exclusively confined to the rail system with very little of the ridership increases evident on bus, except for ridership on Inauguration Day. Average weekday Metrobus ridership in January was 413,680 trips a decrease of 4 percent below last year and 2 percent below budget. Total monthly ridership of 10.2 million trips was 5 percent below last year, and 4 percent below budget. Extremely cold weather this month may have deterred some discretionary bus trips, because the temperature was an average of 10 degrees colder than last year, but by far the biggest drain on bus ridership comes from trips lost due to the elimination of the free bus-to-bus transfer. As shown below, almost 1.4 million less bus-to-bus transfers were made when compared with the same time last year. Some of these trips diverted to other payment methods, such as SmarTrip® transfers or flash passes, but a portion of these trips were eliminated completely from the bus system.
- In contrast to weekday trips, Saturday bus ridership growth was significantly above the level of last January, primarily because bus ridership on January 20th was included in the Saturday averages and resulted in year-over-year growth of 12 percent, or 237,300 trips. Sunday ridership was 126,900 trips,

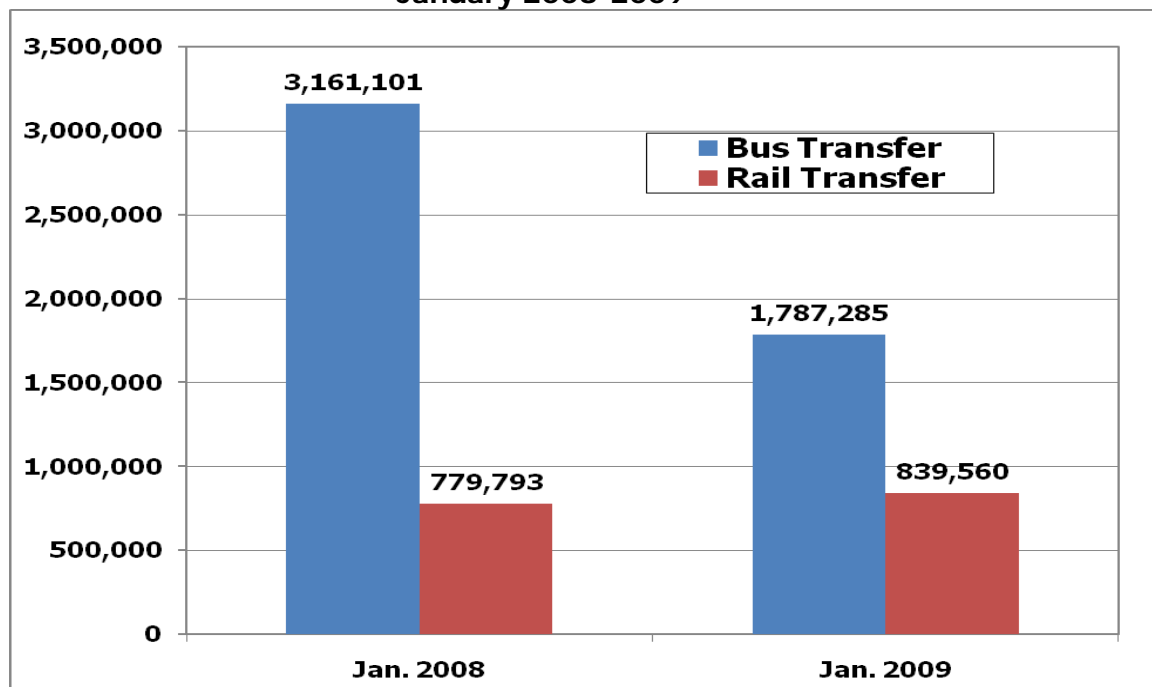


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2 percent above last year and exactly as budgeted. It is estimated that approximately 423,000 trips were generated on Inauguration Day from ridership on bus priority corridors, ridership on regular Saturday bus routes, and on bus shuttles designed to assist and supplement rail service as well as supplemental bus service to Maryland and Virginia Park and Ride facilities.

- In January, Metro and most other transit systems in the region moved to a paperless system to transfer to and from the rail system and to transfer between buses. Beginning on January 4th, riders needed a SmarTrip[®] card to transfer free from bus-to-bus and to get a reduced fare when shifting from bus-to-rail and from rail-to-bus. On that date the transfer credit increased from \$0.90 to \$1.00 for the rail-to-bus/bus-to-rail transfer, and the free SmarTrip[®] bus-to-bus transfer time expanded from two to three hours.

**Total Metrorail and Metrobus (Paper and SmarTrip[®]) Transfers
January 2008-2009**



- As shown above, as a result of Metro's elimination of paper transfers, the total number of bus-to-bus transfers decreased significantly when January 2009 is compared with January of the previous year. During this first month of implementation, 1.4 million or 43 percent less bus-to-bus transfers were made than the previous year.
- For the same period, the use of rail-to-bus transfers increased almost 8 percent, from 780,000 to 840,000, partly due to year-over-year ridership increases, and partly due to the greater use of the balanced transfer the

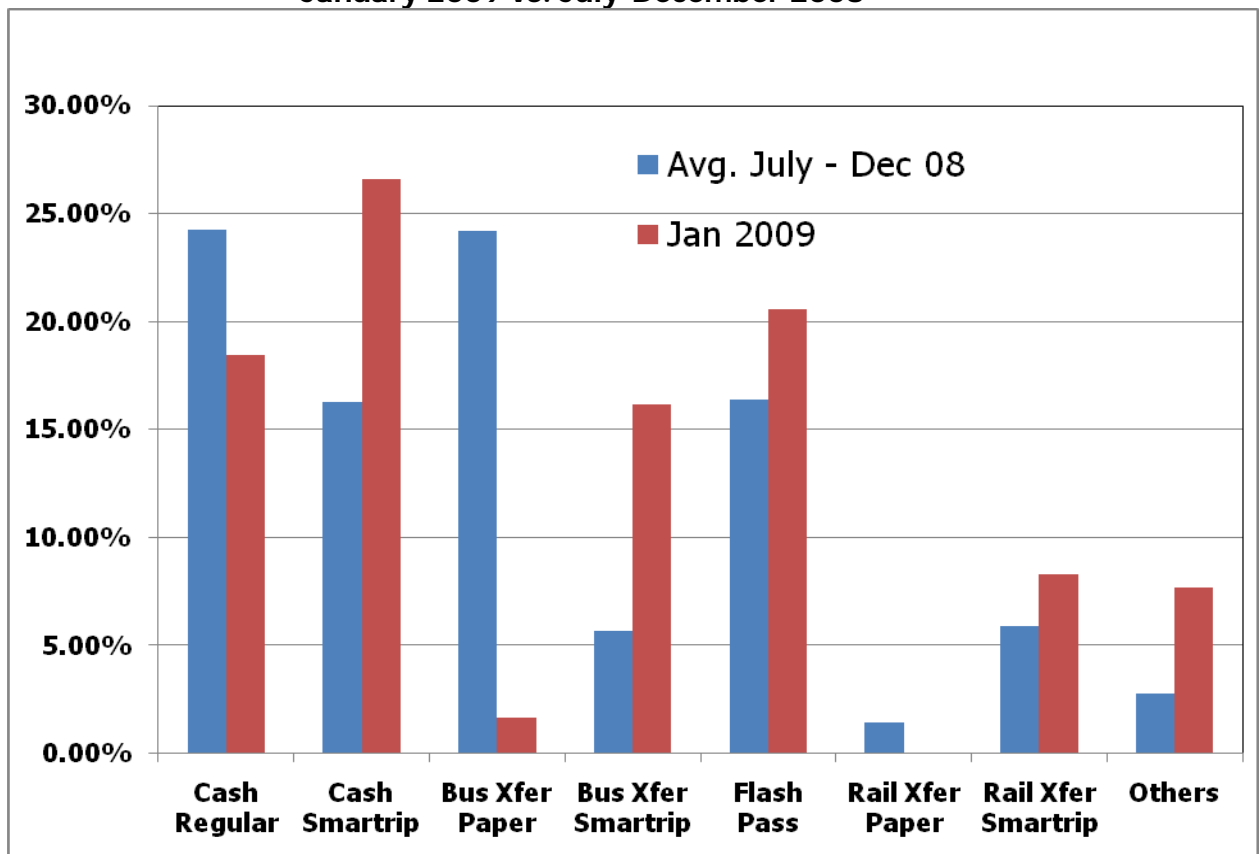


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value of which increased from \$0.90 to \$1.00 on January 4th for combined bus-rail and rail-bus trips.

- As shown below, the elimination of free bus-to-bus transfers caused a significant amount of cash-paying patrons to move to SmarTrip[®] to pay bus fares in order to continue to receive the free transfer. Cash trips in January declined from close to three million to 1.9 million in January 2009, a drop of almost 900,000 cash transactions or 33 percent. Concurrently, cash SmarTrip[®] transactions increased dramatically, up from an average of 1.9 million to 2.7 million this month, an increase of 643 percent. As shown below, rail paper transfers were eliminated, and SmarTrip[®] became the method of payment for rail-to-bus transfers.

Changes in Metrobus Ridership by Fare Type
January 2009 vs. July-December 2008



Ridership for December includes average for July through December 2008

- The use of bus flash passes increased when compared to the average for the previous six months, up from 1.9 million to 2.1 million or 10 percent. Preliminary indications are that as a result of the elimination of free transfers, some bus-only passengers may be moving to passes instead of paying fares with Smartcards as was initially assumed. In January, preliminary indications are that for the first four weeks of the year, the sale of the One-Week



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bus only pass increased 90,198 for pass periods 28-31 to 113,177, an increase of 22,979 passes or 25.5 percent. Since this information is only a reflection of less than one complete month of changes it is too soon to draw broad conclusions from this preliminary data, but staff will continue to track these changes and analyze these trends.

Operating Revenue

- Total revenue in January was \$68.8 million, \$6.9 million more than budget or 11 percent. Passenger and parking revenues for the month was \$58.1 million, \$6.6 million or 13 percent higher than expected. The largest impact on passenger revenue this month was the Inauguration and the increase in ridership generated by Inauguration related activities. Also contributing to the favorable variance in passenger revenue was increases in the sale of the One Day pass on rail, a one-time increase in the percentage of deferred revenue, as well as the elimination free bus-to-bus transfers, and the implementation of the balanced transfer on rail and bus.

Operating Budget Variance Report					
Year-to-Date Results					
<i>\$ Millions</i>					
	Actual	Budget	Variance		
Revenue	\$460.3	\$456.9	\$3.4	1%	<i>favorable</i>
Expense	\$773.7	\$777.2	\$3.6	0%	<i>favorable</i>
Subsidy	<u>\$313.4</u>	<u>\$320.4</u>	<u>\$7.0</u>	2%	<i>favorable</i>
Cost Recovery	59%	59%			

- Rail passenger revenue in January was \$45.4 million, \$7.2 million above budget primarily due to the increase in passenger trips associated with the long weekend which ended with the presidential inauguration, discontinuance of fare integration which would have transferred \$1.1 million of rail revenue to bus, and a one-time increase in the deferred revenue contribution.
- Bus passenger revenue for the month was \$8.7 million, \$0.1 million less than budgeted. Although below budget, there is good news in this result, because in January the policy of fare integration which was scheduled to transfer \$1.1 million from rail revenue to bus revenue was discontinued with implementation of the balanced transfer on bus and rail. As a result of this new policy, \$8.7 million was all collected from bus operations with no contribution from rail revenue.



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- In January, 1,289,301 trips transferred from Metrobus and regional bus systems to rail. Under the balanced transfer policy, each of these trips paid with a SmarTrip® card received a \$0.50 discount on the rail fare, resulting in a reduction of rail revenue. For the month, it is estimated that this resulted in a loss of rail revenue of \$644,650, and resulted in a system-wide rail average fare for bus-to-rail patrons of \$0.38 less than the average fare for full fare paying patrons.

**Estimate of Revenue Effects of Implementation of Balanced Transfer on
Rail, Bus and Local Bus Systems
January 2009**

Trip	Trips	Previous Revenue \$0.90 Discount \$0.35	Current Revenue \$0.50 Discount			Revenue Change
			Rail \$0.50	Metrobus \$0.75	Local Bus \$0.75	
Bus to <u>Rail</u>	1,289,301		\$644,651			(\$644,651)
Rail to <u>Metrobus</u>	881,848	\$308,647		\$661,386		\$352,739
Rail to <u>Local Bus</u>	407,000	\$142,450			\$305,250	\$162,800

- On Metrobus in January, the new rail-to-bus discount of \$0.50 replaced the previous discount of \$0.90. For the month, Metrobus recorded 881,848 SmarTrip® transfers from rail for total revenue of \$661,000. This is an increase in bus passenger revenue of approximately \$353,000 over the \$309,000 that would have been collected at the \$0.35 fare. In addition, if approximately the same number of patrons who transferred from bus-to-rail also travel in the reverse direction, approximately 407,000 trips transferred from Metrorail to regional bus systems with a \$0.50 discount in the local bus fare.
- Sale of the One-Day pass on rail increased dramatically this January over the total for last January. This fare media was promoted as an alternative to paying for single rail trips on January 20th, as well as a souvenir of the Inauguration. When compared with last January, revenue from the sale of One-Day passes increased from \$401,000 last year to \$2.1 million in January 2009.
- January's revenues also include a one-time increase in the recognition of deferred revenue from the normal 5 percent to approximately 8.5 percent or \$5.4 million. After evaluating the deferred revenue balance at the end of January, including the infusion of a large final purchase of MetroChek fare media by U.S. Department of Transportation at the conclusion of the program, the sale of an unusually large volume of fare media in general, and large out-of-town purchases with value remaining which is unlikely to be



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redeemed, an accounting analysis determined it was acceptable to add an additional \$2.2 million to passenger revenue. This addition is for January only, and the normal 5 percent adjustment will continue from February forward.

- Most revenue accounts were in line with individual budgeted amounts except for Parking, Interest and Other revenue. Parking revenue in January was \$3.7 million including the parking revenue from January 20th. This was \$0.6 million less than the budgeted \$4.3 million. There were several days of snow and freezing rain this January which negatively impacted parking revenue, and on January 20th, special parking rates were in effect at Metro parking lots and parking facilities.
- Contract/Charter revenue of \$0.2 million was reported in January from contracted Redskins games that took place back in August and September 2008. FTA granted Metro an exception from the charter rules for two pre-season exhibition games for the 08 season. Other revenue was over budget due to the sale of scrap track material of \$0.2 million and recognition of a \$0.3 million fuel credit from ADA services.

Operating Expense

For the month of January 2009, the Authority's operating budget variance was \$0.6M unfavorable. Inaugural related expenses for January totaled \$3.7M; labor (primarily OT) was \$2.6M, fringes were \$0.3M, and power/utilities were \$0.8M. For the month, combined salary and wage variances were \$1.5M unfavorable. The inaugural related services were the primary cost drivers. Fringes were \$0.6M favorable. Workers' compensation and ATU, Local 689 pension and health trust account variances were unfavorable but offset by favorable variances in other fringe accounts. Services were on budget even though Paratransit and SmarTrip[®] variances were unfavorable by \$0.5M and \$0.4M, respectively. Materials and supplies were \$0.5M unfavorable. The primary unfavorable variances occurred in bus parts for \$0.5M; rail brake parts for \$0.4M; and, IT equipment for \$0.3M. Energy variances were \$0.2M unfavorable. Propulsion power and building electricity were unfavorable by \$1.7M and \$0.8, respectively, but were partially offset by the diesel \$1.5M favorable variance. Roughly half of the electricity variances were due to higher than budgeted rates, while the remainder was a result of the inaugural related services. Insurance, Utilities and Other expenses were \$1.1M favorable resulting from account allocation and expense timing.



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CAPITAL FINANCES

Revenues

Revenues received to date for the FY 2009 capital budget total \$442 million. The third quarter State and Local Contributions were received, totaling \$140 million. Short-term debt balance is \$30 million (\$50 million was issued and \$20 million was paid toward the balance). Note, the Federal grants are \$15 million higher than anticipated in the FY 2009 approved budget. Thus, to balance the budget, Debt Issuance was reduced.

Costs

The current capital budget for FY 2009 is \$616 million. Note, the FY 2009 approved budget was increased by \$88 million due to the annual roll-over of unexpended budget. Capital spending through January is as follows: \$468 million has been obligated, and \$200 million has been expended. The appendix includes budget and spending data for each capital project.

Capital Revenues (dollars in millions)	FY2009		
	Budget	Received to Date	To be Received
Federal Grants	\$ 266	\$ 265	\$ 1
State & Local Contributions	179	140	39
Miscellaneous	26	7	19
Debt Issuance	134	30	104
Subtotal	\$ 605	\$ 442	\$ 163
Security Grants	11	-	11
Total Capital Revenues	\$ 616	\$ 442	\$ 174

Capital Spending (dollars in millions)	FY 2009 Year to Date			
	Budget	Obligated	Expended	Unexpended
Infrastructure Renewal Program	\$ 397	\$ 287	\$ 120	\$ 277
Eight-Car Train Initiative	59	45	26	33
Bus Improvement Initiative	12	8	4	8
Program Management	121	113	46	75
Borrowing Expense	16	15	4	12
Subtotal	\$ 605	\$ 468	\$ 200	\$ 405
Security Program	11	-	-	11
Total	\$ 616	\$ 468	\$ 200	\$ 416



CAPITAL PROJECT HIGHLIGHTS

MetroAccess Van Procurement

In mid-January, MetroAccess began receiving the first of 90 new service vans. These vans will replace 75 vehicles, which are past their useful life and can no longer be maintained. MetroAccess operates a fleet of 498 vans and sedans. All 90 new vans have been received and will be placed into service by the end of June. Painting is to commence in 3 weeks. This procurement is a part of the FY 2009 Urgent Capital Needs Program, and was executed under an existing contract in Virginia. The \$5.0 million MetroAccess Van project includes the 90 vans and associated equipment.



Rail Car Program

In January, Metrorail accepted six additional rehabilitated 2000/3000-series Breda rail cars. These cars are part of the 364-car 2000/3000-series Breda rail car fleet that are undergoing a complete mid-life rehabilitation. To date, 362 cars have been rehabilitated, tested, accepted, and returned to service. The remaining two cars are expected to complete the 11-week acceptance testing program in February.

Passenger Facilities

The rehabilitation and modernization of the Kiss & Ride entrance elevator at Anacostia Metrorail Station was completed in January. Station escalator modernization and rehabilitation were completed at two stations – Ballston-MU (units 6 and 9) and Capitol Heights (unit 5). Major repairs to station escalators were completed at three stations – Capitol South (unit 3), Foggy Bottom-GWU (unit 6), and Navy Yard (unit 2).

Station escalator modernization and rehabilitation were begun at three Metrorail stations in January – Ballston-MU (unit 10), Clarendon (unit 5), and Gallery Pl-Chinatown (unit 6). Rehabilitation and modernization were begun on the platform elevator at Shaw-Howard U Metrorail station. Rehabilitating station elevators and escalators can take between 10 and 12 weeks to complete depending on the condition of the units.

Metrorail station enhancements were nearing completion at five stations in January – Braddock Road, Cheverly, Dupont Circle, Georgia Ave-Petworth, and L'Enfant



Plaza. Station enhancements include pressure washing all masonry surfaces, resurfacing bus shelter benches, re-bronzing escalators and railings, and painting and repairing coffer panels, metal ceilings, kiosks, iron railings, bathrooms, and floor tiles. In addition, station enhancements continued in January at five other Metrorail stations – Cleveland Park, Farragut West, Landover, McPherson Square, and New Carrollton.

Track Maintenance

In January, crews replaced the track switch at the Orange Line's New Carrollton Metrorail station. A switch or "interlocking" is an intersection in the track, where trains can switch from one track to another, depending on their destination and route. In this fiscal year to date, fourteen track switches have been replaced.

Rail fasteners, which stabilize the rail tracks, were replaced along the Red Line between Grosvenor-Strathmore and Medical Center Metrorail stations. Each year, approximately 11,000 rail fasteners are replaced due to deteriorating conditions.

Finally, floating slabs were replaced along the Blue Line between Addison Road-Seat Pleasant and Stadium-Armory Metrorail stations. Floating slabs are large sections of concrete, which rest on doughnut-shaped rubber pads. The floating slabs support the railroad tracks over which the trains run, and absorb vibration and noise from the trains.



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OUTSTANDING DEBT

WMATA's outstanding debt as of January 31, 2009 is \$527.0 million, as shown in the table below.

The Series 1993 and 2003 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 Commercial Paper (CP) is issued as short-term borrowing to support the Metro Matters expenses and is scheduled to expire at the beginning of fiscal year 2011. The maximum CP principal borrowing authorization is \$330 million. The Board has authorized a \$100 million line of credit (LOC) to further support Metro Matters; currently, no debt is drawn on the LOC. Additionally, there is internal borrowing to meet the cash flow needs of capital expenses.

January 31, 2009			
Debt Type (dollars in million)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 1993	\$22.2	\$11.8	
Bond Series 2003	\$87.7	\$15.6	
Subtotal	\$109.9	\$27.5	FY2015
Bond Series 2003B	\$11.1	\$5.9	FY2011
Commercial Paper	\$314.5	Varies	Sep-10
Internal Borrowing	\$91.5	n/a	Multiple
Wachovia LOC	\$0.0	Varies	May-09
Subtotal	\$406.0		
Grand Total	\$527.0		



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APPENDIX

- Operating budget variance report, by mode
- Ridership analysis -- monthly
- Capital budget and expenditures, by project
- Jurisdictional balances on account
- Transit Infrastructure Investment Fund (T I I F)

Operating Financials

January-09
FISCAL YEAR 2009
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		
REVENUES:									
Passenger Revenue									
\$38.1	\$45.4	\$38.2	\$7.2	19%	\$248.2	\$293.4	\$288.0	\$5.4	2%
8.8	8.7	8.8	(0.1)	-1%	61.6	66.8	65.2	1.6	2%
0.3	0.3	0.3	(0.0)	-14%	2.0	1.9	2.2	(0.3)	-15%
3.8	3.7	4.3	(0.6)	-13%	23.7	27.3	29.8	(2.5)	-8%
\$51.1	\$58.1	\$51.6	\$6.6	13%	\$335.5	\$389.4	\$385.3	\$4.1	1%
Non-Passenger Revenue									
\$0.5	\$0.5	\$0.5	\$0.0	0%	\$2.6	\$3.0	\$2.6	\$0.4	16%
0.1	0.2	0.0	0.2	0%	1.0	0.3	0.0	0.3	0%
2.9	3.1	3.3	(0.2)	-5%	20.4	22.5	22.8	(0.2)	-1%
0.6	0.6	0.6	(0.0)	-2%	4.4	4.1	4.2	(0.1)	-3%
0.9	1.1	1.1	0.0	0%	5.5	7.5	7.8	(0.3)	-4%
0.6	1.1	0.3	0.7	213%	3.0	3.4	2.4	1.0	44%
0.6	0.0	0.4	(0.4)	-96%	2.7	0.9	2.7	(1.8)	-67%
0.0	3.0	3.0	0.0	0%	0.0	21.1	21.1	0.0	0%
0.0	0.4	0.4	0.0	0%	0.0	2.8	2.8	0.0	0%
0.7	0.8	0.8	0.0	4%	5.1	5.4	5.3	0.1	3%
\$6.8	\$10.7	\$10.3	\$0.4	4%	\$44.7	\$70.9	\$71.6	(\$0.7)	-1%
\$57.9	\$68.8	\$61.9	\$6.9	11%	\$380.2	\$460.3	\$456.9	\$3.4	1%
EXPENSES:									
\$56.3	\$59.8	\$58.2	(\$1.5)	-3%	\$374.5	\$397.4	\$404.0	\$6.6	2%
20.5	22.1	22.6	0.6	2%	140.5	150.5	147.1	(3.3)	-2%
9.7	11.7	11.6	(0.0)	0%	65.1	82.2	81.1	(1.1)	-1%
6.7	6.4	5.9	(0.5)	-9%	41.4	43.4	40.5	(2.9)	-7%
6.9	9.7	9.5	(0.2)	-2%	47.7	66.1	65.4	(0.7)	-1%
2.1	6.6	7.7	1.1	14%	10.5	46.2	51.2	5.0	10%
(1.7)	(1.7)	(1.7)	0.0	0%	(12.1)	(12.1)	(12.1)	0.0	0%
\$100.4	\$114.5	\$113.9	(\$0.6)	-1%	\$667.6	\$773.7	\$777.2	\$3.6	0%
\$42.4	\$45.7	\$52.0	\$6.4	12%	\$287.4	\$313.4	\$320.4	\$7.0	2%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

58% 60% 54%

COST RECOVERY RATIO

57% 59% 59%

RAIL

Operating Financials

January-09
FISCAL YEAR 2009

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	
REVENUES:										
\$38.1	\$45.4	\$38.2	\$7.2	19%	Passenger Fares	\$248.2	\$293.4	\$288.0	\$5.4	2%
0.2	0.2	0.2	(0.0)	0%	D.C. Schools	1.1	1.4	1.1	0.2	22%
3.8	3.7	4.3	(0.6)	-13%	Parking	23.7	27.3	29.8	(2.5)	-8%
0.9	1.0	1.1	(0.1)	-5%	Advertising	6.1	8.0	7.5	0.5	6%
0.6	0.6	0.6	(0.0)	-2%	Rent	4.4	4.1	4.2	(0.1)	-3%
0.9	1.1	1.1	0.0	0%	Fiber Optic	5.5	7.5	7.8	(0.3)	-4%
0.4	0.4	0.2	0.3	145%	Other	1.8	1.6	1.2	0.4	33%
0.0	0.0	0.1	(0.1)	-94%	Interest	0.6	0.3	1.0	(0.7)	-68%
	3.0	3.0	0.0	0%	08 Fare Inc.		20.9	20.9	0.0	0%
0.6	0.6	0.6	0.0	4%	SCR Funding	1.9	4.4	4.2	0.2	4%
\$45.5	\$56.1	\$49.4	\$6.8	14%	TOTAL REVENUE	\$293.3	\$368.8	\$365.8	\$3.0	1%
EXPENSES:										
\$32.6	\$35.9	\$33.9	(\$2.0)	-6%	Salary/Wages/OT	\$218.8	\$231.6	\$235.0	\$3.4	1%
11.7	12.9	13.0	0.1	1%	Fringe Benefits	80.9	87.3	85.2	(2.2)	-3%
3.0	4.3	4.5	0.2	5%	Services	20.0	25.2	31.6	6.3	20%
3.8	3.9	3.5	(0.4)	-12%	Supplies	22.6	25.4	23.5	(1.9)	-8%
3.9	7.2	5.5	(1.7)	-30%	Power/Diesel/CNG	26.4	40.9	37.5	(3.4)	-9%
1.1	5.4	5.4	(0.0)	0%	Insurance/Utilities/Other	5.2	33.8	36.1	2.4	7%
(0.2)	(0.2)	(0.2)	0.0	0%	Reimbursements	(1.6)	(1.6)	(1.6)	0.0	0%
\$55.9	\$69.4	\$65.5	(\$3.8)	-6%	TOTAL EXPENSE	\$372.3	\$442.6	\$447.2	\$4.6	1%
\$10.4	\$13.2	\$16.2	\$2.9	18%	SUBSIDY	\$79.1	\$73.8	\$81.4	\$7.6	9%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

81%

81%

75%

COST RECOVERY RATIO

79%

83%

82%

METROBUS
Operating Financials
January-09
FISCAL YEAR 2009
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	
REVENUES:										
\$8.8	\$8.7	\$8.8	(\$0.1)	-1%	Passenger Fares	\$61.6	\$66.8	\$65.2	\$1.6	2%
0.3	0.3	0.3	0.0	0%	D.C. Schools	1.5	1.7	1.5	0.2	11%
2.0	2.1	2.2	(0.1)	-5%	Advertising	14.3	14.5	15.2	(0.7)	-5%
0.2	0.2	0.2	0.1	48%	Other	1.2	1.1	1.1	(0.0)	-1%
0.5	0.0	0.3	(0.2)	-97%	Interest	2.1	0.6	1.8	(1.2)	-66%
0.0	0.0	0.0	0.0	0%	08 Fare Inc.		0.2	0.2	0.0	0%
0.0	0.4	0.4	0.0	0%	SE Closure		2.8	2.8	0.0	0%
0.1	0.2	0.1	0.0	5%	SCR Funding	3.2	1.0	1.0	(0.0)	-4%
\$12.1	\$12.1	\$12.2	(\$0.2)	-1%	TOTAL REVENUE	\$84.9	\$89.0	\$88.9	\$0.1	0%
EXPENSES:										
\$23.6	\$23.8	\$24.1	\$0.4	1%	Salary/Wages/OT	\$155.4	\$165.6	\$167.4	\$1.8	1%
8.7	9.1	9.5	0.4	4%	Fringe Benefits	59.5	63.0	61.4	(1.6)	-3%
1.5	1.7	2.0	0.3	14%	Services	9.2	12.2	13.5	1.2	9%
2.9	2.5	2.4	(0.1)	-5%	Supplies	18.7	17.9	16.9	(1.1)	-6%
3.0	2.5	4.0	1.5	37%	Power/Diesel/CNG	21.4	25.2	27.9	2.7	10%
1.1	1.2	2.3	1.1	47%	Insurance/Utilities/Other	5.2	12.3	14.5	2.3	16%
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(10.5)	(10.5)	(10.5)	0.0	0%
\$39.3	\$39.4	\$42.8	\$3.5	8%	TOTAL EXPENSE	\$258.9	\$285.7	\$291.1	\$5.5	2%
\$27.2	\$27.3	\$30.6	\$3.3	11%	SUBSIDY	\$174.0	\$196.6	\$202.2	\$5.6	3%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

31% 31% 29%

COST RECOVERY RATIO

33% 31% 31%

REGIONAL BUS Operating Financials

January-09
FISCAL YEAR 2009

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

	MONTHLY RESULTS:				YEAR-TO-DATE RESULTS:								
Prior Year Actual	Current Year												
	Actual	Budget	Variance										
	Actual	Budget	Variance	Prior Year Actual	Actual	Budget	Variance						
REVENUES:													
	\$7.5	\$7.2	\$7.3	(\$0.1)	-1%	Passenger Fares	\$52.0	\$55.3	\$54.0	\$1.3	2%		
	0.3	0.3	0.3	0.0	0%	D.C. Schools	1.5	1.7	1.5	0.2	11%		
	2.0	2.1	2.2	(0.1)	-5%	Advertising	14.3	14.5	15.2	(0.7)	-5%		
	0.2	0.2	0.2	0.1	48%	Other	1.2	1.1	1.1	(0.0)	-1%		
	0.5	0.0	0.3	(0.2)	-97%	Interest	2.1	0.6	1.8	(1.2)	-66%		
	0.0	0.0	0.0	0.0	0%	08 Fare Inc.	0.0	0.2	0.2	0.0	0%		
	0.0	0.4	0.4	0.0	0%	SE Closure	0.0	2.8	2.8	0.0	0%		
	0.1	0.2	0.1	0.0	5%	SCR Funding	3.2	1.0	1.0	(0.0)	-4%		
	\$10.8	\$10.6	\$10.7	(\$0.2)	-1%	TOTAL REVENUE	\$75.4	\$77.5	\$77.7	(\$0.1)	0%		
EXPENSES:													
	\$19.8	\$19.3	\$19.5	\$0.3	1%	Salary/Wages/OT	\$130.4	\$134.0	\$135.5	\$1.5	1%		
	7.3	7.4	7.7	0.3	4%	Fringe Benefits	49.9	51.0	49.7	(1.3)	-3%		
	1.3	1.4	1.6	0.2	14%	Services	7.7	9.9	10.9	1.0	9%		
	2.4	2.0	2.0	(0.1)	-5%	Supplies	15.7	14.5	13.7	(0.9)	-6%		
	2.5	2.0	3.2	1.2	37%	Power/Diesel/CNG	17.9	20.4	22.6	2.2	10%		
	0.9	1.0	1.8	0.9	47%	Insurance/Utilities/Other	4.4	9.9	11.8	1.8	16%		
	(1.3)	(1.2)	(1.2)	0.0	0%	Reimbursements	(8.8)	(8.5)	(8.5)	0.0	0%		
	\$33.0	\$31.9	\$34.7	\$2.8	8%	TOTAL EXPENSE	\$217.3	\$231.2	\$235.6	\$4.4	2%		
	\$22.2	\$21.3	\$24.0	\$2.7	11%	SUBSIDY	\$142.0	\$153.7	\$158.0	\$4.3	3%		

Favorable/(Unfavorable)

Favorable/(Unfavorable)

33% 33% 31%

COST RECOVERY RATIO

35% 34% 33%

NON-REGIONAL BUS

Operating Financials

January-09

FISCAL YEAR 2009

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		
REVENUES:											
\$1.4	\$1.5	\$1.5	(\$0.0)	-1%	Passenger Fares	\$9.6	\$11.5	\$11.2	\$0.3	2%	
.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%	
\$1.4	\$1.5	\$1.5	(\$0.0)	-1%	TOTAL REVENUE	\$9.6	\$11.5	\$11.2	\$0.3	2%	
EXPENSES:											
\$3.8	\$4.5	\$4.6	\$0.1	1%	Salary/Wages/OT	\$25.0	\$31.6	\$31.9	\$0.4	1%	
1.4	1.7	1.8	0.1	4%	Fringe Benefits	9.6	12.0	11.7	(0.3)	-3%	
0.2	0.3	0.4	0.1	14%	Services	1.5	2.3	2.6	0.2	9%	
0.5	0.5	0.5	(0.0)	-5%	Supplies	3.0	3.4	3.2	(0.2)	-6%	
0.5	0.5	0.8	0.3	37%	Power/Diesel/CNG	3.4	4.8	5.3	0.5	10%	
0.2	0.2	0.4	0.2	47%	Insurance/Utilities/Other	0.8	2.3	2.8	0.4	16%	
(.2)	(.3)	(.3)	.0	0%	Reimbursements	(1.7)	(2.0)	(2.0)	.0	0%	
\$6.3	\$7.5	\$8.2	\$0.7	8%	TOTAL EXPENSE	\$41.6	\$54.5	\$55.5	\$1.0	2%	
\$4.9	\$6.0	\$6.6	\$0.6	10%	SUBSIDY	\$32.0	\$43.0	\$44.3	\$1.3	3%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

22% 20% 19%

COST RECOVERY RATIO

23% 21% 20%

METROACCESS

Operating Financials

January-09

FISCAL YEAR 2009

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		
REVENUES:											
\$0.3	\$0.3	\$0.3	(\$0.0)	-14%	Passenger Fares	\$2.0	\$1.9	\$2.2	(\$0.3)	-15%	
.0	.4	.0	.4		Other	.0	.6	.0	.6		
\$0.3	\$0.6	\$0.3	\$0.3	119%	TOTAL REVENUE	\$2.0	\$2.5	\$2.2	\$0.3	14%	
EXPENSES:											
\$0.0	\$0.1	\$0.2	\$0.2	71%	Salary/Wages/OT	\$0.3	\$0.3	\$1.7	\$1.4	82%	
0.0	0.0	0.1	0.0	54%	Fringe Benefits	0.1	0.2	0.6	0.4	71%	
5.2	5.7	5.1	(0.5)	-10%	Services	35.9	44.7	36.0	(8.7)	-24%	
0.0	0.0	0.0	0.0	93%	Supplies	0.0	0.0	0.1	0.1	63%	
(0.0)	0.0	0.1	0.0	56%	Insurance/Utilities/Other	(0.0)	0.2	0.5	0.3	60%	
\$5.2	\$5.8	\$5.6	(\$0.3)	-5%	TOTAL EXPENSE	\$36.3	\$45.4	\$38.9	(\$6.5)	-17%	
\$4.9	\$5.2	\$5.3	\$0.1	2%	SUBSIDY	\$34.3	\$42.9	\$36.7	(\$6.2)	-17%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

6%

11%

5%

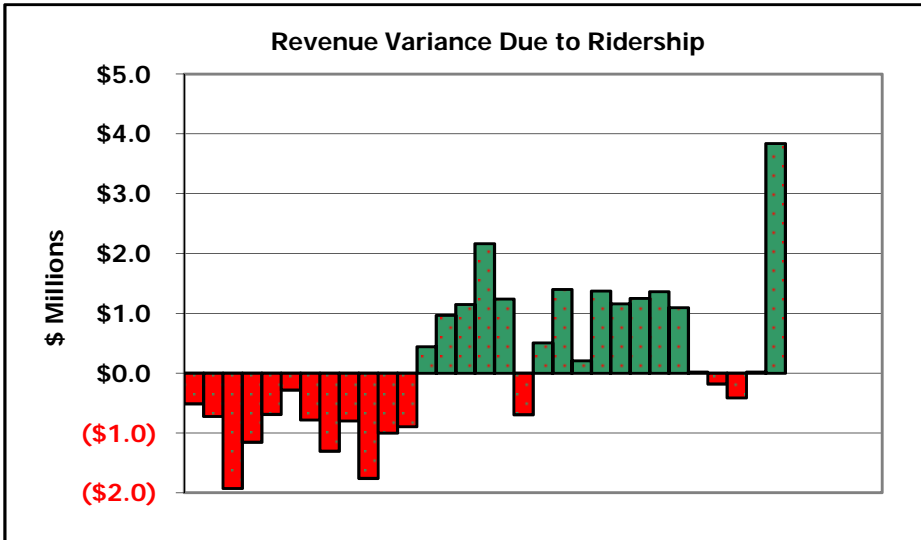
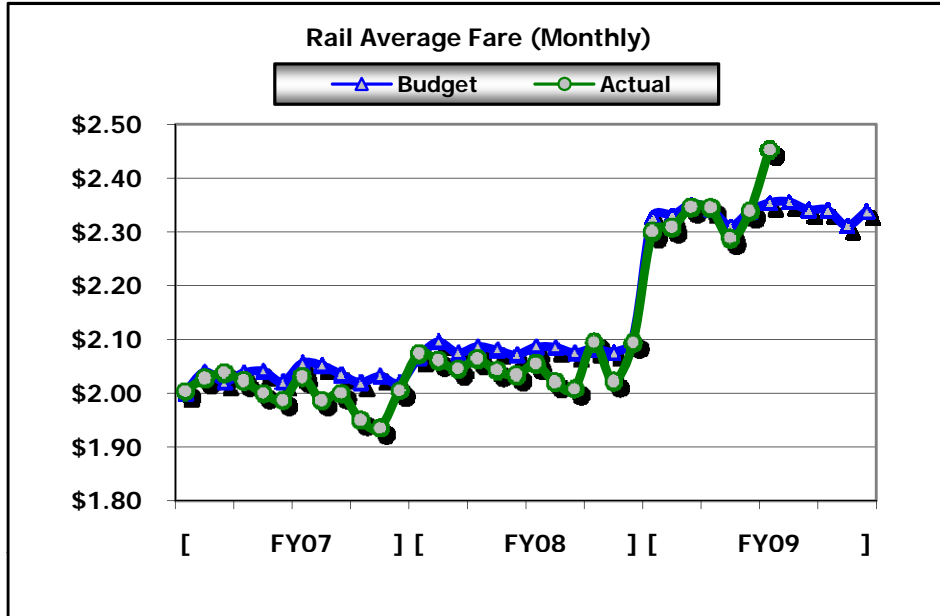
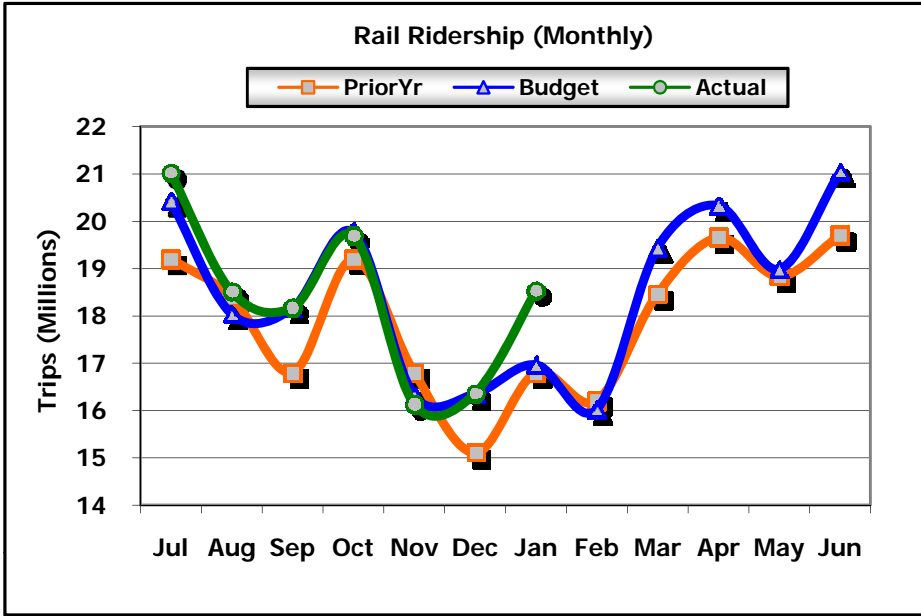
COST RECOVERY RATIO

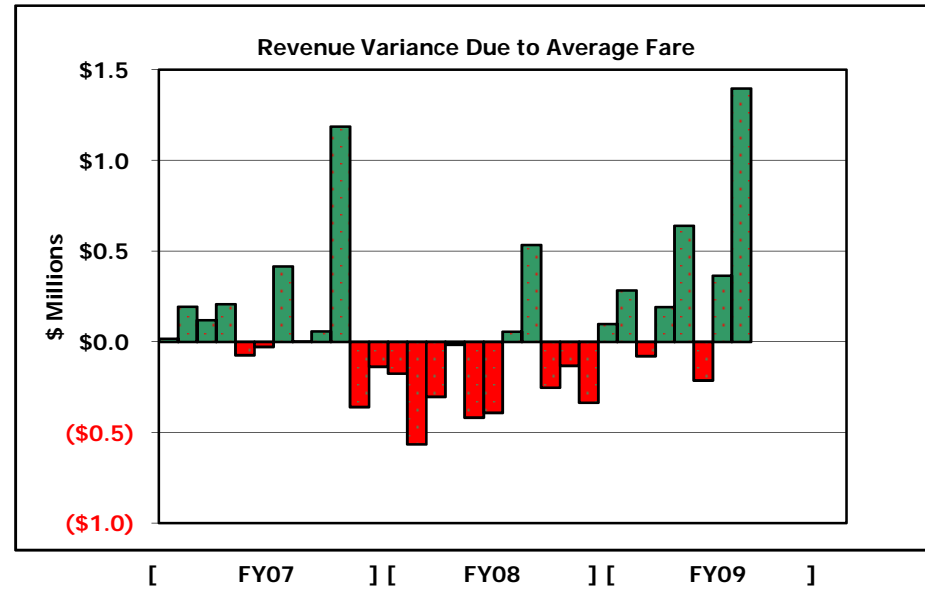
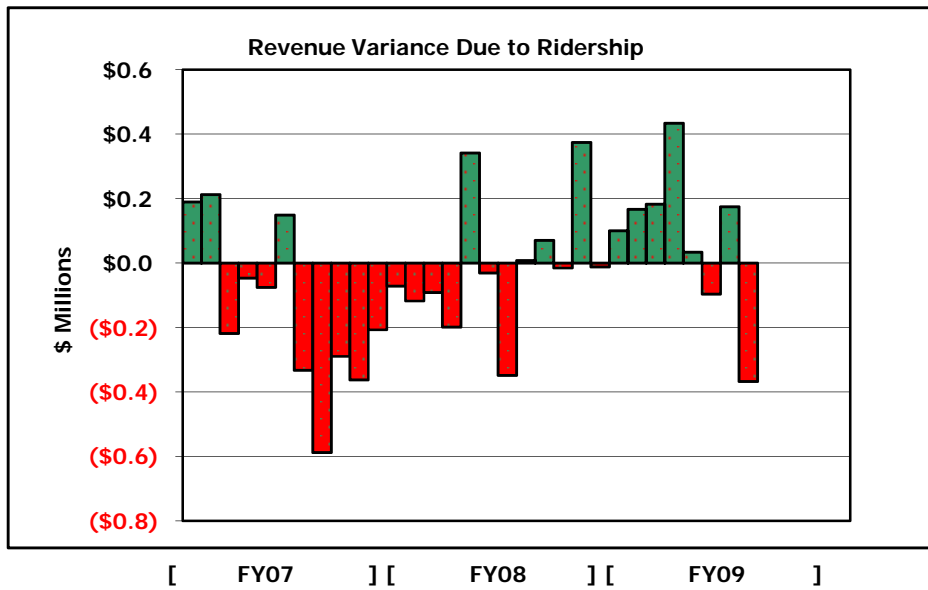
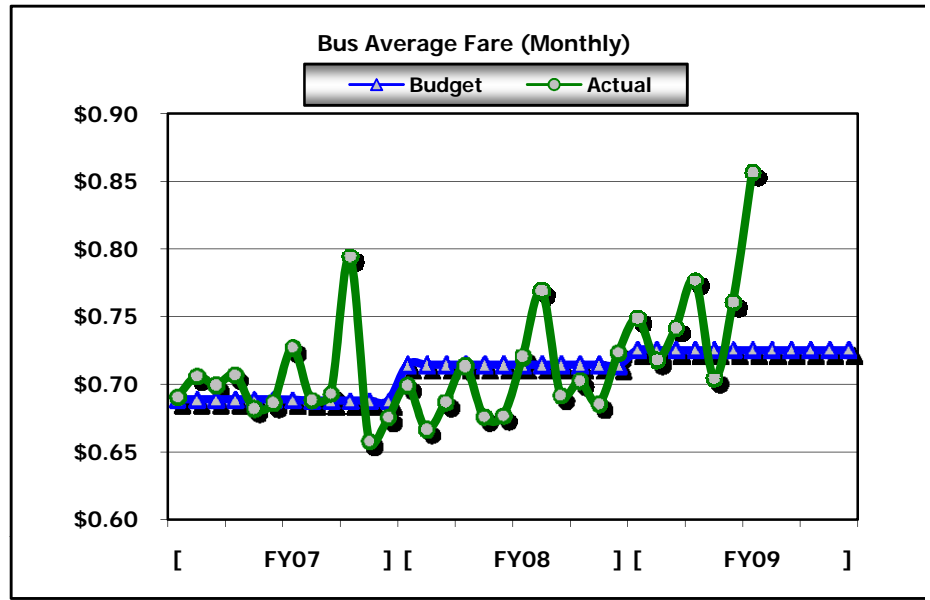
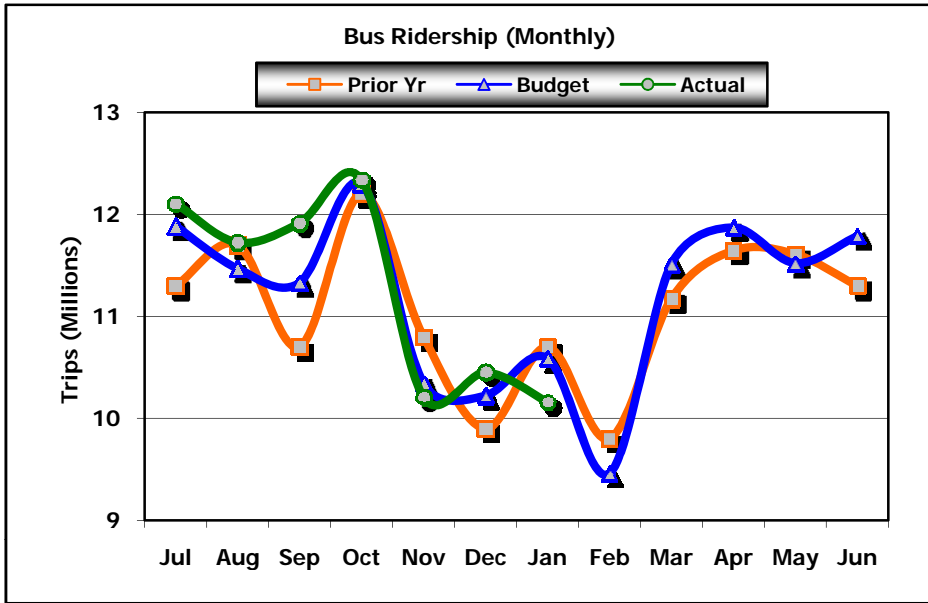
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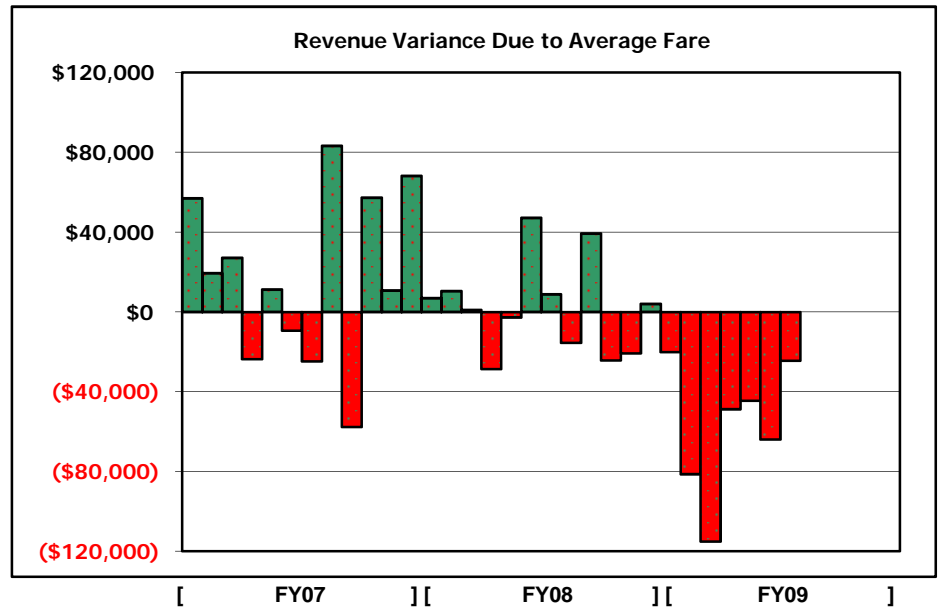
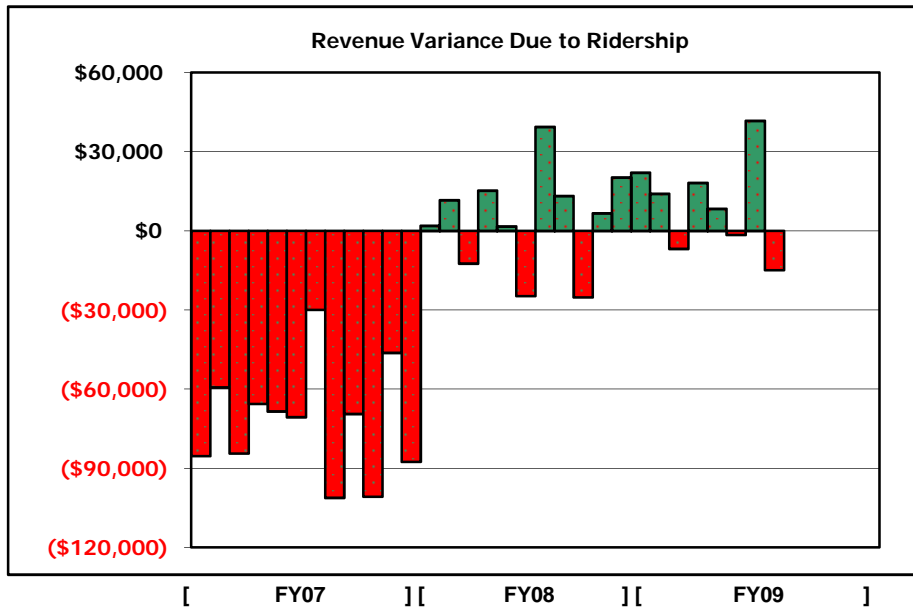
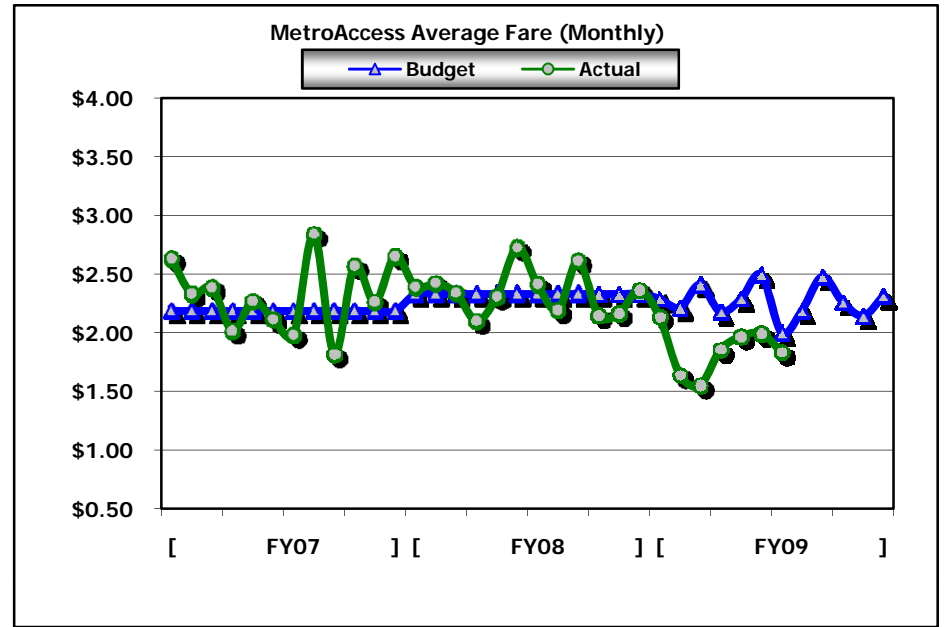
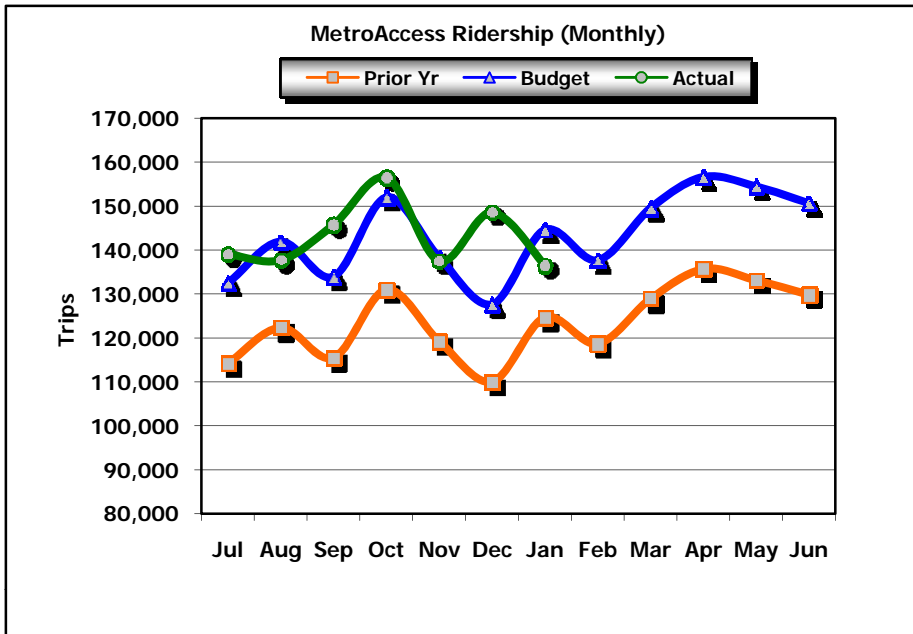
5%

6%

* The Salaries of various ADA positions are not reflected above. CFO and ACCS are working to resolve this.







Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - January 2009
Dollars in Thousands

METRO MATTERS - Fiscal Year 2009 **Budget** **Obligated** **Expended** **Un-Expended**

A. Infrastructure Renewal Program (IRP)

Rolling Stock: Bus

Diesel Bus Replacement				
Hybrid Bus Replacement	124,787.9	122,905.3	25,206.5	99,581.4
Bus Procurement	1,887.4	1,887.4	1,348.6	538.8
Subtotal	<u>\$126,675.3</u>	<u>\$124,792.7</u>	<u>\$26,555.1</u>	<u>\$100,120.2</u>

Rolling Stock: Rail

Rail Car Enhancements	\$40.7			\$40.7
2000/3000 Series Rail Cars Rehab	10,549.3	5,004.0	1,714.0	8,835.3
Subtotal	<u>\$10,590.0</u>	<u>\$5,004.0</u>	<u>\$1,714.0</u>	<u>\$8,876.0</u>

Passenger Facilities

Escalator Rehabilitation				
Elevator/Escalator Maint.	5,598.7	5,093.5	1,450.0	4,148.7
Elevator Rehabilitation	1,012.1	359.1	359.1	653.0
Station Enhancement	6,545.0	3,929.1	3,929.1	2,615.9
Parking Lot Rehabilitation	4,939.9	3,819.4	2,540.4	2,399.5
Station & Tunnel Rehab.	3,779.6	2,816.9	1,336.9	2,442.7
Fire System Rehabilitation	10,293.6	8,280.7	3,655.4	6,638.2
Station Chiller Rehabilitation	4,316.9	3,246.6	1,395.2	2,921.8
Drainage Pumping/Sewer Rehab.	1,599.4	1,069.7	822.7	776.7
Subtotal	<u>\$38,085.3</u>	<u>\$28,615.0</u>	<u>\$15,488.8</u>	<u>\$22,596.5</u>

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - January 2009
Dollars in Thousands

METRO MATTERS - Fiscal Year 2009	Budget	Obligated	Expended	Un-Expended
<i>Maintenance Facilities</i>				
Environment Assessment	\$1,030.1	\$695.2	\$108.2	\$921.8
Emergency Construction Bus	155.5	155.5	53.1	102.4
Rail/Bus Str, Offices, Yards	2,779.3	2,657.6	1,395.2	1,384.0
Repairables	8,149.0	5,394.9	3,509.4	4,639.6
Non-Revenue Vehicles	2,295.9	551.9	551.9	1,744.1
Support Equipment - MTPD	2,785.5	820.7	325.0	2,460.5
Support Equipment - IT	2,086.3	1,500.2	548.5	1,537.8
Support Equipment - Other Offices	1,778.6	1,087.3	458.7	1,320.0
Bus Support Equipment	1,318.0	556.0	284.3	1,033.7
Rail Support Equipment	4,506.7	1,386.8	783.9	3,722.9
Bus Lifts/Work Equipment	871.2	868.0	443.6	427.6
Bus Washer Rehabilitation	18.4	18.4	18.4	
Rail Car Washer Rehabilitation	1,993.0	1,564.6	1,561.9	431.1
Rail Work Equipment Rehab	238.5	126.1	126.1	112.4
Locomotives and Prime Movers	4,756.1			4,756.1
Subtotal	\$34,762.0	\$17,383.0	\$10,168.1	\$24,593.9
<i>Systems</i>				
Train Communication Upgrade	\$8,167.0	\$5,229.1	\$2,470.4	\$5,696.6
Mid-Life Rehabilitation ATC	7,061.3	6,606.7	2,497.5	4,563.8
Mid-Life Rehab AC/TPSS/TBS	2,846.8	1,826.3	816.7	2,030.1
Traction Power Switchgear	6,206.5	6,148.3	5,003.1	1,203.5
UPS System Replacement	1,468.6	680.2	77.1	1,391.4
Electrical Systems Rehab	1,337.0	859.9	195.5	1,141.5
Fare Collection Equipment	5,448.8	4,002.2	3,310.2	2,138.6
Regional Fare Integration (SmarTrip)	3,000.0	1,161.8	255.1	2,744.9

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - January 2009
Dollars in Thousands

METRO MATTERS - Fiscal Year 2009	Budget	Obligated	Expended	Un-Expended
Subtotal	\$35,536.0	\$26,514.5	\$14,625.6	\$20,910.4
<i>Track and Structure</i>				
ROW Structure Rehabilitation	\$15,580.2	\$14,300.0	\$6,969.2	\$8,611.0
ROW Floating Slabs	1,099.5	729.8	671.6	427.9
ROW Track Rehabilitation	18,358.9	13,923.3	12,025.0	6,333.9
Station Tunnel Leak Mitigation	3,031.0	1,458.5	1,446.4	1,584.6
Subtotal	\$38,069.5	\$30,411.7	\$21,112.1	\$16,957.3
<i>Information Technology</i>				
Information Technology (IT)	\$30,582.9	\$24,274.9	\$14,221.2	\$16,361.8
ROCS Upgrade Program (IRPG)	519.2	502.5		519.2
Subtotal	\$31,102.2	\$24,777.3	\$14,221.2	\$16,881.0
<i>Preventive Maintenance</i>				
Preventive Maintenance	\$20,700.0	\$12,075.0	\$12,075.0	\$8,625.0
Subtotal	\$20,700.0	\$12,075.0	\$12,075.0	\$8,625.0
<i>Urgent Capital Needs</i>				
Safety	\$500.0			\$500.0
Rail Cars	5,050.0			5,050.0
Train Power Systems	1,000.0	676.5		1,000.0
Buses	3,000.0			3,000.0
Metro Access	5,000.0	3,839.0		5,000.0

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - January 2009
Dollars in Thousands

METRO MATTERS - Fiscal Year 2009	Budget	Obligated	Expended	Un-Expended
Rail Equipment				
State of Good Repair	25,250.0	3,990.3	3,358.5	21,891.5
Train Control/Business Systems	22,000.0	8,699.2	455.0	21,545.0
Subtotal	<u>\$61,800.0</u>	<u>\$17,205.0</u>	<u>\$3,813.5</u>	<u>\$57,986.5</u>

Total: Infrastructure Renewal Program	\$397,320.2	\$286,778.3	\$119,773.5	\$277,546.8
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B. Eight-Car Train Capital Initiative

6000 Series Rail Car	\$12,039.6	\$9,867.0	\$4,226.0	\$7,813.6
Rail Yard Maintenance & Storage	14,135.7	5,227.2	5,053.3	9,082.4
Traction Power Substation Upgrade	30,000.0	27,974.4	16,937.1	13,062.9
Precision Stopping	2,535.1	1,632.8	170.7	2,364.4

Total: Eight-Car Train Capital Initiative	\$58,710.5	\$44,701.4	\$26,387.1	\$32,323.4
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C. Bus Improvement Capital Initiative

Bus Procurement	\$20.8	\$20.5	\$0.2	\$20.6
West Ox Bus Garage	5,794.5	3,775.2	3,356.5	2,438.0
Customer Facilities	6,561.9	4,218.8	1,167.8	5,394.1

Total: Bus Improvement Capital Initiative	\$12,377.2	\$8,014.5	\$4,524.5	\$7,852.7
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E. Program Management

Credit Facility	\$3,340.5	\$1,351.1	\$822.7	\$2,517.8
System Expansion Planning (Proj. Dev.)	\$109.1	\$109.0	\$70.6	\$38.5
Program Management & Support	11,419.5	7,473.4	7,465.2	3,954.3

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - January 2009
Dollars in Thousands

METRO MATTERS - Fiscal Year 2009	Budget	Obligated	Expended	Un-Expended
Finance	78.4	46.4	3.5	74.8
TIFIA - Finance	100,000.0	98,431.1	34,025.2	65,974.8
Vertical Transportation Bonds	6,000.0	6,000.0	3,500.0	2,500.0
Total: Program Management	\$120,947.5	\$113,411.0	\$45,887.2	\$75,060.3
Borrowing Expense	15,919.2	15,581.1	3,806.0	12,113.1
2009 TOTAL	\$605,274.6	\$468,486.3	\$200,378.3	\$404,896.2

Security Program

Camera System				
Comprehensive Radio System				
Operation Control Center				
Fire Chief	11,000.0			11,000.0
Total: Security Program	\$11,000.0			\$11,000.0

2009 GRAND TOTAL CAPITAL PROJECTS **\$616,274.6** **\$468,486.3** **\$200,378.3** **\$415,896.2**

<p>Definitions</p> <p>Budget: The current fiscal year's total planned cash payout.</p> <p>Obligated: The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.</p> <p>Expended: The actual cash payout that has occurred to date in the current fiscal year.</p> <p>Unexpended: The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.</p>

JURISDICTIONAL BALANCES ON ACCOUNT
as of **JANUARY 31, 2009**
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

JURISDICTION	TOTAL	NOTES ¹
DISTRICT OF COLUMBIA		
DC Dept of Transportation	(\$1.060)	
DC Dept of Transportation	(\$1.660)	D.C. School Subsidy inc. Nov/Dec 08+Jan09 est.
DC Dept of Transportation	0.879	7th Street Bridge
DC Dept of Public Works	0.182	Joint and Adjacent Escort Services
DC Dept of Public Works	0.150	Joint and Adjacent Escort Services
Credits to be Applied to 4th Quarter FY09 Billing:		
Audit Adjustment Credits for Yellow Line Extended Service	\$0.000	
Bus Operating	0.000	
Metro Matters Interest Earnings for Metro Matters Program	0.030	
DC TOTAL	<u><u>(\$1.480)</u></u>	
MARYLAND		
Montgomery County	\$3.142	Pending receipt of capital/CMAQ
Prince George's County	\$2.791	Pending receipt of capital/CMAQ
Credits to be Applied to 4th Quarter FY09 Billing:		
Audit Adjustment Credit Application	\$0.000	
MD TOTAL	<u><u>\$5.933</u></u>	
VIRGINIA		
Alexandria	(\$0.300)	
Arlington	(1.270)	
City of Fairfax	(0.031)	
Fairfax County	(2.406)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.150)	
Northern VA Transportation Comm.	(1.751)	
Credits to be Applied to 4th Quarter FY09 Billing:		
Metro Matters Interest Earnings for Metro Matters Program	0.015	
VA TOTAL	<u><u>(\$5.799)</u></u>	
GRAND TOTAL	<u><u>(\$1.346)</u></u>	

¹ 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 2009 - January 2009
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Total Received for TIIF	\$105,837.9				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$11,052.0	\$1,848.0
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	1,166.7	833.3
FY10 Operating (continues thru FY12)					
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	4,083.3	2,916.7
FY10 Safe, Clean Reliable (end)					
TSSM from Twinbrook to Shady Grove			1,000.0	500.3	499.7
Gallery Place Remediation			18.4	18.4	0.0
			48,190.1	42,075.5	6,114.5
<u>Unrestricted Funds Available for Use:</u>		<u>(\$2,352.1)</u>			
Total allocated to the Jurisdictions		\$60,000.0			
<u>District of Columbia 36%</u>		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			2,500.0	2,500.0	0.0
Anacostia Demonstration			10,000.0	6,306.3	3,693.7
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	462.5	37.5
Union Row /U Street			1,500.0	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,900.0	4,403.7	496.3
			21,050.0	15,440.1	5,609.9
Balance of DC Funds Available for Use:		\$550.0			

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal 2009 - January 2009
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
Maryland 37%		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			497.6	496.0	1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	0.0	6,744.3
			22,189.3	15,440.9	6,748.4
Balance of Maryland Funds Available for Use:		\$10.7			
Virginia 27%		\$16,200.0			
<u>Use of Funds:</u>					
Shirlington			2,500.0	1,924.7	575.4
Ballston			1,374.3	750.0	624.3
Huntington			8,082.8	8,082.8	0.0
West Falls Church			2,000.0	2,000.0	0.0
Rosslyn Station Access Improve			798.1	455.1	343.0
			14,755.2	13,212.5	1,542.7
Balance of Virginia Funds Available for Use:		\$1,444.8			
Grand Total:	\$105,837.9	\$105,837.9	\$106,184.6	\$86,169.1	\$20,015.5