



Finance, Administration and Oversight Committee

Information Item IV-D

October 8, 2009

**FY2009 Monthly Financial Report
(July 2009)**



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

Monthly Financial Report

July 2009

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
FY2010
July 2009**

REPORT SECTIONS

Operating Budget

- Ridership
- Revenue
- Expense

Capital Finances

- Revenues
- Costs
- Projects

Outstanding Debt

Appendix

Operating budget variances, by mode

Ridership analysis

Capital expenditures, by project

Jurisdictional balances on account

Transit Infrastructure Investment Fund



**Washington Metropolitan Area Transit Authority
July 2009 Monthly Financial Report -- FY2010**

Operating Budget

Ridership

| | July 2008 Actual | July 2009 Actual Budget | | Above/(Below) Last Year Budget | |
|--------------------------|----------------------------------|----------------------------|------------------|-----------------------------------|------------|
| <i>Trips</i> | Average Weekday Ridership | | | Growth Rate | |
| Metrorail | 811,559 | 780,547 | 820,595 | -4% | -5% |
| Metrobus | 470,733 | 449,755 | 490,504 | -4% | -8% |
| MetroAccess | 6,252 | 7,611 | 7,252 | 22% | 5% |
| System Total | 1,288,544 | 1,237,913 | 1,318,351 | -4% | -6% |
| <i>Trips (Thousands)</i> | Year to Date Ridership | | | Growth Rate | |
| Metrorail | 21,017 | 20,541 | 21,386 | -2% | -4% |
| Metrobus | 12,105 | 11,628 | 12,597 | -4% | -8% |
| MetroAccess | 163 | 198 | 177 | 21% | 12% |
| System Total | 33,285 | 32,368 | 34,160 | -3% | -5% |

Operating Budget

| Operating Budget Variance Report | | | | | | |
|---|------------|---------|---------|----------|------|--------------------|
| Year-to-Date Results | | | | | | |
| \$ Millions | | | | | | |
| | Prior Year | | | Variance | | |
| | Actual | Actual | Budget | | | |
| Revenue | \$69.1 | \$64.6 | \$70.2 | (\$5.6) | -8% | <i>unfavorable</i> |
| Expense | \$109.4 | \$117.9 | \$115.4 | (\$2.5) | -2% | <i>unfavorable</i> |
| Subsidy | \$40.3 | \$53.3 | \$45.2 | (\$8.1) | -18% | <i>unfavorable</i> |
| Cost Recovery | 63% | 55% | 61% | | | |



Washington Metropolitan Area Transit Authority
July 2009 Monthly Financial Report -- FY2010

CAPITAL FINANCES

Revenues

Revenues received to date for the FY2010 capital budget total \$153 million. The State and Local Contributions were received, totaling \$41 million. The FY2010 debt balance is \$59 million.

Costs

The capital budget for FY2010 is \$763 million. Capital spending through July is as follows: \$215 million has been obligated, and \$13 million has been expended. Note, the FY2010 approved budget was increased by \$32 million due to the annual roll-over of unexpended budget. The appendix includes budget and spending data for each capital project.

| Capital Revenues (dollars in millions) | FY2010 | | |
|--|---------------|-------------------------|-----------------------|
| | Budget | Received to Date | To be Received |
| Metro Matters Program | | | |
| Federal Grants | \$ 274 | \$ 34 | \$ 240 |
| State & Local Contributions | 188 | 41 | 147 |
| Miscellaneous | 40 | 1 | 39 |
| Debt Issuance | 59 | 59 | - |
| Subtotal | \$ 561 | \$ 135 | \$ 426 |
| Security Grants | - | - | - |
| Subtotal | \$ 561 | \$ 135 | \$ 426 |
| ARRA Program | | | |
| Federal Grants | \$ 202 | \$ 18 | \$ 184 |
| Total | \$ 763 | \$ 153 | \$ 610 |



Washington Metropolitan Area Transit Authority
July 2009 Monthly Financial Report -- FY2010

| Capital Spending (dollars in millions) | FY2010 Year to Date | | | |
|---|---------------------|-----------|----------|------------|
| | Budget | Obligated | Expended | Unexpended |
| Metro Matters Program | | | | |
| Infrastructure Renewal Program | \$ 461 | \$ 149 | \$ 10 | \$ 451 |
| Eight-Car Train Initiative | 39 | 23 | 0 | 39 |
| Bus Improvement Initiative | 10 | 2 | 0 | 10 |
| Program Management | 30 | 19 | 2 | 28 |
| Borrowing Expense | 21 | 9 | - | 21 |
| Subtotal | \$ 561 | \$ 201 | \$ 13 | \$ 548 |
| Security Program | - | - | - | - |
| Sub-Total | \$ 561 | \$ 201 | \$ 13 | \$ 548 |
| ARRA Program | | | | |
| Vehicles and Vehicle Parts | \$ 40 | \$ 4 | \$ 0 | \$ 40 |
| Maintenance Facilities | 59 | 3 | 0 | 59 |
| Passenger Facilities | 20 | - | - | 20 |
| Safety and Security | 12 | 3 | - | 12 |
| Maintenance and Repair Equipment | 30 | 0 | 0 | 30 |
| Operations System | 26 | 2 | - | 26 |
| Information Technology | 10 | 1 | - | 10 |
| Miscellaneous | 5 | - | - | 5 |
| Subtotal | \$ 202 | \$ 13 | \$ 0 | \$ 202 |
| Total | \$ 763 | \$ 215 | \$ 13 | \$ 750 |

- **Projects**

MetroAccess Van Procurement

All 90 vehicles of the \$5.0 million MetroAccess capital allocation were placed into revenue service by June 30, 2009

Funding for twenty (20) additional vehicles under an extension to the Virginia state contract has been drawn from the approved FY 2009 capital budget that includes provisions for replacement and expansion vehicles in accordance with the recently adopted MetroAccess Fleet Plan. Deliveries began in late July due to production delays. Fifteen vehicles have been delivered as of August 31, with the remaining five are expected by September 3, 2009.

Funding for eighty (80) vehicles has been allocated under the American Recovery and Reinvestment Act of 2009 (ARRA). Contracts were awarded July 16, 2009. Vehicle production has commenced, with deliveries anticipated to begin mid-December 2009 and continue through January 2010.



Bus Procurement

Through July, Metrobus has received 86 buses in its procurement of 203 diesel-electric hybrid buses. This \$125 million procurement with New Flyer of America, Inc. includes 161 42-foot buses, 22 62-foot articulated buses, and 20 37-foot buses. New Flyer maintains that all 203 buses will be delivered by October, 4 2009.

Passenger Facilities

In response to recommendations by the National Transportation Safety Board following the Red Line accident on June 22, a new capital project has been established to develop a train monitoring system that will continuously evaluate the validity of real-time track occupancy data and alert operations personnel when problems are detected.

During July, major repairs were completed on six station escalators in the Metrorail system: Congress Heights (unit 4), Dupont Circle (unit 4), Pentagon (unit 8), Pentagon (unit 9), Smithsonian (unit 1), and Smithsonian (unit 2). Major repairs began at Smithsonian (unit 3). Rehabilitation and modernization of three station escalators began in July at three stations: Archives-Navy Memorial (unit 5), Clarendon (unit 6), and Crystal City (unit 1); and continued on three other units: Friendship Heights (unit 8), Gallery Place-Chinatown (unit 15), and Medical Center (unit 5). Additionally, rehabilitation and modernization of four station escalators were completed at Ballston-MU (unit 8), Clarendon (unit 8), Court House (unit 4), and Crystal City (unit 3).

A major repair of an elevator (unit 1) was started in July at the Rosslyn Metrorail station.

Track Maintenance

Track fasteners were replaced and tunnel repairs were made on the Red Line between Van Ness-UDC and Dupont Circle Metrorail and Medical Center and Friendship Heights Metrorail stations. Tunnel repairs were also made on the Red Line between Silver Spring and Forest Glen Metrorail stations. Rails were replaced between the U Street/African-Amer Civil War Memorial/Cardozo and Georgia Ave-Petworth Metrorail Stations on the Green Line. Floating slabs were replaced between the Stadium Armory and Addison Road-Seat Pleasant Metrorail stations on the Blue Line. Rail tracks were tamped to ensure durability on the Blue and Yellow Lines between Braddock Road and Van Dorn Street (Blue Line) and Huntington (Yellow Line) Metrorail stations. Cross-ties were replaced on the Orange Line between the Vienna/Fairfax-GMU and West Falls Church-VT/UVA Metrorail stations.



OUTSTANDING DEBT

WMATA's outstanding debt as of July 31, 2009 is \$495.7 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.

| July 31, 2009 | | | |
|-----------------------------------|--------------------------|------------------------|------------------|
| Debt Type (dollars in million) | Outstanding Principal | Annual Debt Service | Maturity Date |
| Bond Series 1993 | \$11.4 | \$11.8 | FY2011 |
| Bond Series 2003 | \$87.5 | \$15.6 | FY2015 |
| Subtotal | \$98.9 | \$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 | \$93.4 | n/a | Multiple |
| Wachovia LOC | \$0.0 | Varies | May-10 |
| Bank of America LOC | \$0.0 | Varies | Jun-10 |
| Subtotal | \$93.4 | | |
| Grand Total | \$495.7 | | |



**Washington Metropolitan Area Transit Authority
July 2009 Monthly Financial Report -- FY2010**

Appendix

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

Operating Financials

July-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 | | | | | | | | | |
| \$47.0 | \$43.5 | \$48.5 | (\$5.0) | -10% | \$47.0 | \$43.5 | \$48.5 | (\$5.0) | -10% |
| 10.4 | 9.7 | 10.4 | (0.8) | -7% | 10.4 | 9.7 | 10.4 | (0.8) | -7% |
| 0.3 | 0.4 | 0.4 | (0.0) | -7% | 0.3 | 0.4 | 0.4 | (0.0) | -7% |
| 4.2 | 4.1 | 4.0 | 0.1 | 4% | 4.2 | 4.1 | 4.0 | 0.1 | 4% |
| \$61.9 | \$57.7 | \$63.4 | (\$5.7) | -9% | \$61.9 | \$57.7 | \$63.4 | (\$5.7) | -9% |
| subtotal | | | | | | | | | |
| Non-Passenger Revenue | | | | | | | | | |
| \$0.0 | \$0.1 | \$0.1 | (\$0.0) | 0% | \$0.0 | \$0.1 | \$0.1 | (\$0.0) | 0% |
| 0.0 | 0.0 | 0.0 | 0.0 | 0% | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| 3.4 | 3.4 | 3.5 | (0.1) | -2% | 3.4 | 3.4 | 3.5 | (0.1) | -2% |
| 0.7 | 0.6 | 0.5 | 0.2 | 33% | 0.7 | 0.6 | 0.5 | 0.2 | 33% |
| 1.1 | 1.1 | 1.0 | 0.1 | 12% | 1.1 | 1.1 | 1.0 | 0.1 | 12% |
| 0.5 | 0.5 | 0.3 | 0.1 | 44% | 0.5 | 0.5 | 0.3 | 0.1 | 44% |
| 0.3 | 0.0 | 0.3 | (0.2) | -91% | 0.3 | 0.0 | 0.3 | (0.2) | -91% |
| 0.4 | 0.4 | 0.4 | 0.0 | 0% | 0.4 | 0.4 | 0.4 | 0.0 | 0% |
| 0.7 | 0.7 | 0.8 | (0.1) | -9% | 0.7 | 0.7 | 0.8 | (0.1) | -9% |
| \$7.1 | \$6.9 | \$6.9 | \$0.1 | 1% | \$7.1 | \$6.9 | \$6.9 | \$0.1 | 1% |
| subtotal | | | | | | | | | |
| \$69.1 | \$64.6 | \$70.2 | (\$5.6) | -8% | \$69.1 | \$64.6 | \$70.2 | (\$5.6) | -8% |
| TOTAL REVENUE | | | | | | | | | |
| EXPENSES: | | | | | | | | | |
| \$58.7 | \$61.8 | \$57.7 | (\$4.1) | -7% | \$58.7 | \$61.8 | \$57.7 | (\$4.1) | -7% |
| 19.2 | 22.8 | 23.3 | 0.5 | 2% | 19.2 | 22.8 | 23.3 | 0.5 | 2% |
| 10.6 | 11.9 | 13.1 | 1.3 | 10% | 10.6 | 11.9 | 13.1 | 1.3 | 10% |
| 5.8 | 6.6 | 5.9 | (0.7) | -12% | 5.8 | 6.6 | 5.9 | (0.7) | -12% |
| 9.9 | 8.7 | 9.2 | 0.5 | 6% | 9.9 | 8.7 | 9.2 | 0.5 | 6% |
| 6.9 | 6.1 | 6.2 | 0.1 | 2% | 6.9 | 6.1 | 6.2 | 0.1 | 2% |
| (1.7) | 0.0 | 0.0 | 0.0 | | (1.7) | 0.0 | 0.0 | 0.0 | |
| \$109.4 | \$117.9 | \$115.4 | (\$2.5) | -2% | \$109.4 | \$117.9 | \$115.4 | (\$2.5) | -2% |
| TOTAL EXPENSE | | | | | | | | | |
| \$40.3 | \$53.3 | \$45.2 | (\$8.1) | -18% | \$40.3 | \$53.3 | \$45.2 | (\$8.1) | -18% |
| SUBSIDY | | | | | | | | | |
| Favorable/(Unfavorable) | | | | | Favorable/(Unfavorable) | | | | |
| 63% | 55% | 61% | COST RECOVERY RATIO | | 63% | 55% | 61% | | |

*Revenue from unused fare media for July and August was credited to August revenues.
9/30/2009

RAIL

Operating Financials

July-09
FISCAL YEAR 2009

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 | | |
| REVENUES: | | | | | | | | | | |
| \$47.0 | \$43.5 | \$48.5 | (\$5.0) | -10% | Passenger Fares | \$47.0 | \$43.5 | \$48.5 | (\$5.0) | -10% |
| (0.0) | 0.1 | 0.1 | (0.0) | 0% | D.C. Schools | (0.0) | 0.1 | 0.1 | (0.0) | 0% |
| 4.3 | 4.1 | 4.0 | 0.1 | 4% | Parking | 4.3 | 4.1 | 4.0 | 0.1 | 4% |
| 1.3 | 1.2 | 1.2 | 0.1 | 4% | Advertising | 1.3 | 1.2 | 1.2 | 0.1 | 4% |
| 0.7 | 0.6 | 0.5 | 0.2 | 33% | Rent | 0.7 | 0.6 | 0.5 | 0.2 | 33% |
| 1.1 | 1.1 | 1.0 | 0.1 | 12% | Fiber Optic | 1.1 | 1.1 | 1.0 | 0.1 | 12% |
| 0.2 | 0.1 | 0.2 | (0.1) | -51% | Other | 0.2 | 0.1 | 0.2 | (0.1) | -51% |
| 0.1 | 0.0 | 0.2 | (0.2) | -98% | Interest | 0.1 | 0.0 | 0.2 | (0.2) | -98% |
| 0.6 | 0.1 | 0.6 | (0.5) | -84% | SCR Funding | 0.6 | 0.1 | 0.6 | (0.5) | -84% |
| \$55.3 | \$50.9 | \$56.2 | (\$5.3) | -9% | TOTAL REVENUE | \$55.3 | \$50.9 | \$56.2 | (\$5.3) | -9% |
| EXPENSES: | | | | | | | | | | |
| \$34.4 | \$37.7 | \$33.9 | (\$3.9) | -11% | Salary/Wages/OT | \$34.4 | \$37.7 | \$33.9 | (\$3.9) | -11% |
| 13.2 | 13.6 | 13.2 | (0.4) | -3% | Fringe Benefits | 13.2 | 13.6 | 13.2 | (0.4) | -3% |
| 2.6 | 5.4 | 4.7 | (0.7) | -15% | Services | 2.6 | 5.4 | 4.7 | (0.7) | -15% |
| 3.3 | 3.4 | 3.4 | (0.0) | -1% | Supplies | 3.3 | 3.4 | 3.4 | (0.0) | -1% |
| 5.2 | 5.8 | 6.0 | 0.1 | 2% | Power/Diesel/CNG | 5.2 | 5.8 | 6.0 | 0.1 | 2% |
| 4.3 | 4.5 | 4.5 | 0.1 | 1% | Insurance/Utilities/Other | 4.3 | 4.5 | 4.5 | 0.1 | 1% |
| (0.2) | 0.0 | 0.0 | 0.0 | | Reimbursements | (0.2) | 0.0 | 0.0 | 0.0 | |
| \$62.8 | \$70.6 | \$65.7 | (\$4.8) | -7% | TOTAL EXPENSE | \$62.8 | \$70.6 | \$65.7 | (\$4.8) | -7% |
| \$7.5 | \$19.7 | \$9.6 | (\$10.1) | -106% | SUBSIDY | \$7.5 | \$19.7 | \$9.6 | (\$10.1) | -106% |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

88% 72% 85%

COST RECOVERY RATIO

88% 72% 85%

*Revenue from unused fare media was credited to August.

METROBUS
Operating Financials
July-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: | | | | | | | | | | | |
| \$10.4 | \$9.7 | \$10.4 | (\$0.8) | -7% | Passenger Fares | \$10.4 | \$9.7 | \$10.4 | (\$0.8) | -7% | |
| 0.1 | 0.0 | 0.0 | (0.0) | -1% | D.C. Schools | 0.1 | 0.0 | 0.0 | (0.0) | -1% | |
| 2.1 | 2.2 | 2.3 | (0.1) | -5% | Advertising | 2.1 | 2.2 | 2.3 | (0.1) | -5% | |
| 0.2 | 0.1 | 0.2 | (0.0) | -20% | Other | 0.2 | 0.1 | 0.2 | (0.0) | -20% | |
| 0.2 | 0.0 | 0.1 | (0.1) | -79% | Interest | 0.2 | 0.0 | 0.1 | (0.1) | -79% | |
| 0.4 | 0.4 | 0.4 | 0.0 | 0% | SE Closure | 0.4 | 0.4 | 0.4 | 0.0 | 0% | |
| 0.1 | 0.6 | 0.1 | 0.4 | 292% | SCR Funding | 0.1 | 0.6 | 0.1 | 0.4 | 292% | |
| \$13.4 | \$13.1 | \$13.6 | (\$0.5) | -4% | TOTAL REVENUE | \$13.4 | \$13.1 | \$13.6 | (\$0.5) | -4% | |
| EXPENSES: | | | | | | | | | | | |
| \$24.2 | \$23.7 | \$23.5 | (\$0.2) | -1% | Salary/Wages/OT | \$24.2 | \$23.7 | \$23.5 | (\$0.2) | -1% | |
| 6.1 | 9.0 | 9.9 | 0.9 | 9% | Fringe Benefits | 6.1 | 9.0 | 9.9 | 0.9 | 9% | |
| 1.5 | (0.3) | 2.0 | 2.3 | 113% | Services | 1.5 | (0.3) | 2.0 | 2.3 | 113% | |
| 2.5 | 3.2 | 2.5 | (0.7) | -28% | Supplies | 2.5 | 3.2 | 2.5 | (0.7) | -28% | |
| 4.7 | 2.9 | 3.3 | 0.4 | 12% | Power/Diesel/CNG | 4.7 | 2.9 | 3.3 | 0.4 | 12% | |
| 2.5 | 1.6 | 1.6 | 0.0 | 0% | Insurance/Utilities/Other | 2.5 | 1.6 | 1.6 | 0.0 | 0% | |
| (1.5) | 0.0 | 0.0 | 0.0 | | Reimbursements | (1.5) | 0.0 | 0.0 | 0.0 | | |
| \$40.0 | \$40.1 | \$42.8 | \$2.8 | 6% | TOTAL EXPENSE | \$40.0 | \$40.1 | \$42.8 | \$2.8 | 6% | |
| \$26.6 | \$27.0 | \$29.2 | \$2.2 | 8% | SUBSIDY | \$26.6 | \$27.0 | \$29.2 | \$2.2 | 8% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

33% 33% 32%

COST RECOVERY RATIO

33% 33% 32%

REGIONAL BUS

Operating Financials

July-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 | \$8.0 | \$8.6 | (\$0.6) | -7% | Passenger Fares | \$8.8 | \$8.0 | \$8.6 | (\$0.6) | -7% | |
| 0.1 | 0.0 | 0.0 | (0.0) | -1% | D.C. Schools | 0.1 | 0.0 | 0.0 | (0.0) | -1% | |
| 2.1 | 2.2 | 2.3 | (0.1) | -5% | Advertising | 2.1 | 2.2 | 2.3 | (0.1) | -5% | |
| 0.2 | 0.1 | 0.2 | (0.0) | -20% | Other | 0.2 | 0.1 | 0.2 | (0.0) | -20% | |
| 0.2 | 0.0 | 0.1 | (0.1) | -79% | Interest | 0.2 | 0.0 | 0.1 | (0.1) | -79% | |
| 0.4 | 0.4 | 0.4 | 0.0 | 0% | SE Closure | 0.4 | 0.4 | 0.4 | 0.0 | 0% | |
| 0.1 | 0.6 | 0.1 | 0.4 | 292% | SCR Funding | 0.1 | 0.6 | 0.1 | 0.4 | 292% | |
| \$11.8 | \$11.4 | \$11.8 | (\$0.4) | -3% | TOTAL REVENUE | \$11.8 | \$11.4 | \$11.8 | (\$0.4) | -3% | |
| EXPENSES: | | | | | | | | | | | |
| \$20.3 | \$19.2 | \$19.0 | (\$0.1) | -1% | Salary/Wages/OT | \$20.3 | \$19.2 | \$19.0 | (\$0.1) | -1% | |
| 5.1 | 7.3 | 8.0 | 0.7 | 9% | Fringe Benefits | 5.1 | 7.3 | 8.0 | 0.7 | 9% | |
| 1.2 | (0.2) | 1.7 | 1.9 | 113% | Services | 1.2 | (0.2) | 1.7 | 1.9 | 113% | |
| 2.1 | 2.6 | 2.0 | (0.6) | -28% | Supplies | 2.1 | 2.6 | 2.0 | (0.6) | -28% | |
| 3.9 | 2.3 | 2.6 | 0.3 | 12% | Power/Diesel/CNG | 3.9 | 2.3 | 2.6 | 0.3 | 12% | |
| 2.1 | 1.3 | 1.3 | 0.0 | 0% | Insurance/Utilities/Other | 2.1 | 1.3 | 1.3 | 0.0 | 0% | |
| (1.3) | 0.0 | 0.0 | 0.0 | | Reimbursements | (1.3) | 0.0 | 0.0 | 0.0 | | |
| \$33.6 | \$32.4 | \$34.7 | \$2.2 | 6% | TOTAL EXPENSE | \$33.6 | \$32.4 | \$34.7 | \$2.2 | 6% | |
| \$21.8 | \$21.0 | \$22.9 | \$1.8 | 8% | SUBSIDY | \$21.8 | \$21.1 | \$22.9 | \$1.8 | 8% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

35% 35% 34%

COST RECOVERY RATIO

35% 35% 34%

NON-REGIONAL BUS

Operating Financials

July-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: | | | | | | | | | | | |
| \$1.6 | \$1.7 | \$1.8 | (\$0.1) | -7% | Passenger Fares | \$1.6 | \$1.7 | \$1.8 | (\$0.1) | -7% | |
| .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% | |
| \$1.6 | \$1.7 | \$1.8 | (\$0.1) | -7% | TOTAL REVENUE | \$1.6 | \$1.7 | \$1.8 | (\$0.1) | -7% | |
| EXPENSES: | | | | | | | | | | | |
| \$3.9 | \$4.5 | \$4.5 | (\$0.0) | -1% | Salary/Wages/OT | \$3.9 | \$4.5 | \$4.5 | (\$0.0) | -1% | |
| 1.0 | 1.7 | 1.9 | 0.2 | 9% | Fringe Benefits | 1.0 | 1.7 | 1.9 | 0.2 | 9% | |
| 0.2 | (0.1) | 0.4 | 0.4 | 113% | Services | 0.2 | (0.1) | 0.4 | 0.4 | 113% | |
| 0.4 | 0.6 | 0.5 | (0.1) | -28% | Supplies | 0.4 | 0.6 | 0.5 | (0.1) | -28% | |
| 0.7 | 0.5 | 0.6 | 0.1 | 12% | Power/Diesel/CNG | 0.7 | 0.5 | 0.6 | 0.1 | 12% | |
| 0.4 | 0.3 | 0.3 | 0.0 | 0% | Insurance/Utilities/Other | 0.4 | 0.3 | 0.3 | 0.0 | 0% | |
| (.2) | .0 | .0 | .0 | | Reimbursements | (.2) | .0 | .0 | .0 | | |
| \$6.4 | \$7.6 | \$8.2 | \$0.5 | 6% | TOTAL EXPENSE | \$6.4 | \$7.6 | \$8.2 | \$0.5 | 6% | |
| \$4.8 | \$6.0 | \$6.4 | \$0.4 | 6% | SUBSIDY | \$4.8 | \$6.0 | \$6.3 | \$0.4 | 6% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

25% 22% 22%

COST RECOVERY RATIO

25% 22% 22%

METROACCESS

Operating Financials

July-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 | \$0.4 | \$0.4 | (\$0.0) | -7% | Passenger Fares | \$0.3 | \$0.4 | \$0.4 | (\$0.0) | -7% | |
| .1 | .3 | .0 | .3 | | Other | .1 | .3 | .0 | .3 | | |
| \$0.4 | \$0.6 | \$0.4 | \$0.2 | 62% | TOTAL REVENUE | \$0.4 | \$0.6 | \$0.4 | \$0.2 | 62% | |
| EXPENSES: | | | | | | | | | | | |
| \$0.0 | \$0.4 | \$0.3 | (\$0.1) | -28% | Salary/Wages/OT | \$0.0 | \$0.4 | \$0.3 | (\$0.1) | -28% | |
| 0.0 | 0.2 | 0.1 | (0.0) | -42% | Fringe Benefits | 0.0 | 0.2 | 0.1 | (0.0) | -42% | |
| 6.4 | 6.7 | 6.4 | (0.3) | -5% | Services | 6.4 | 6.7 | 6.4 | (0.3) | -5% | |
| 0.0 | 0.0 | 0.0 | 0.0 | 65% | Supplies | 0.0 | 0.0 | 0.0 | 0.0 | 65% | |
| 0.0 | 0.0 | 0.1 | 0.0 | 61% | Insurance/Utilities/Other | 0.0 | 0.0 | 0.1 | 0.0 | 61% | |
| \$6.5 | \$7.3 | \$6.8 | (\$0.4) | -6% | TOTAL EXPENSE | \$6.5 | \$7.3 | \$6.8 | (\$0.4) | -6% | |
| \$6.2 | \$6.6 | \$6.4 | (\$0.2) | -3% | SUBSIDY | \$6.2 | \$6.6 | \$6.4 | (\$0.2) | -3% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

6%

9%

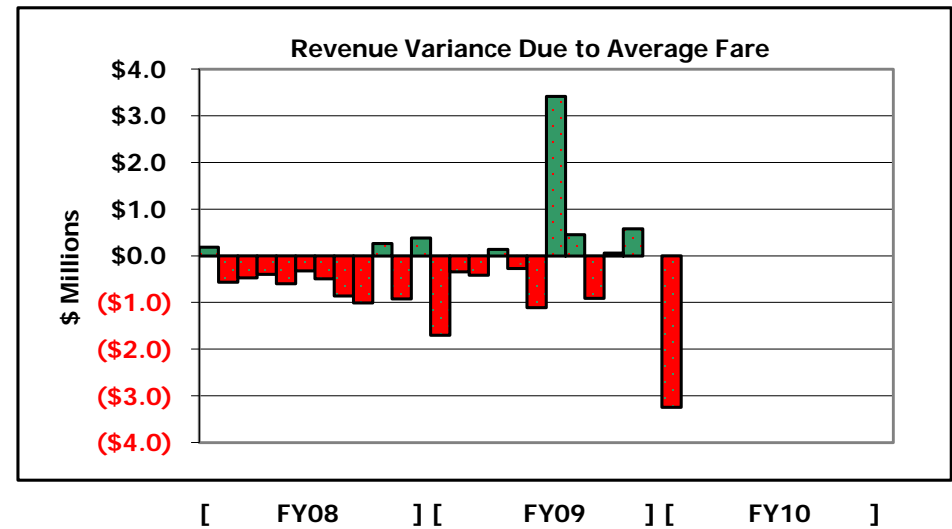
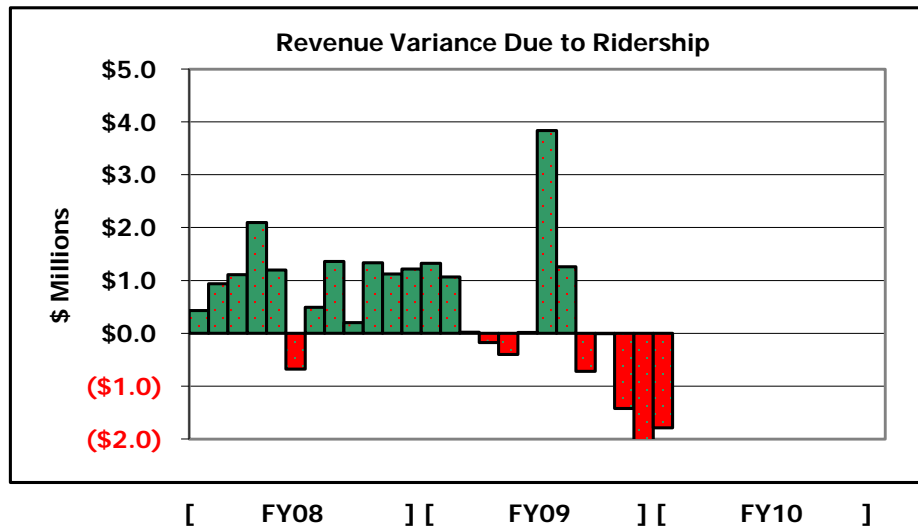
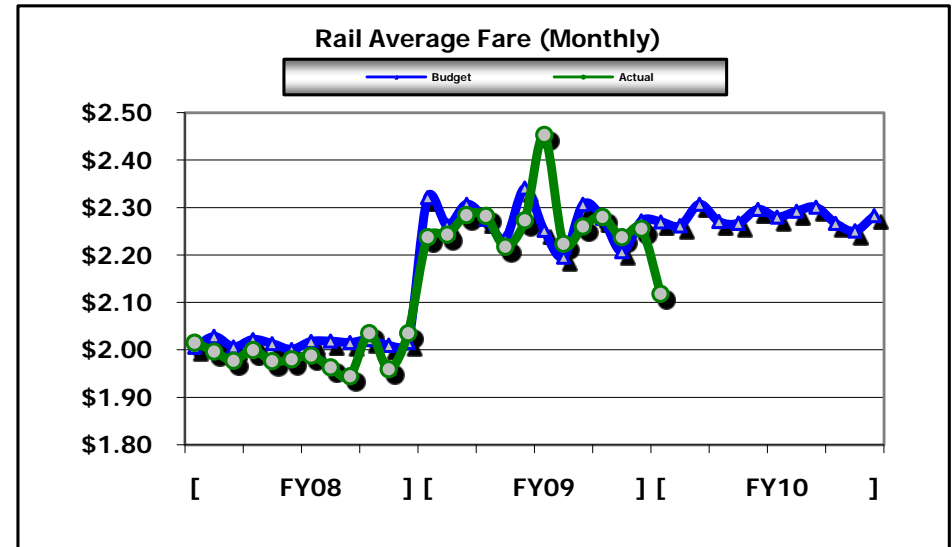
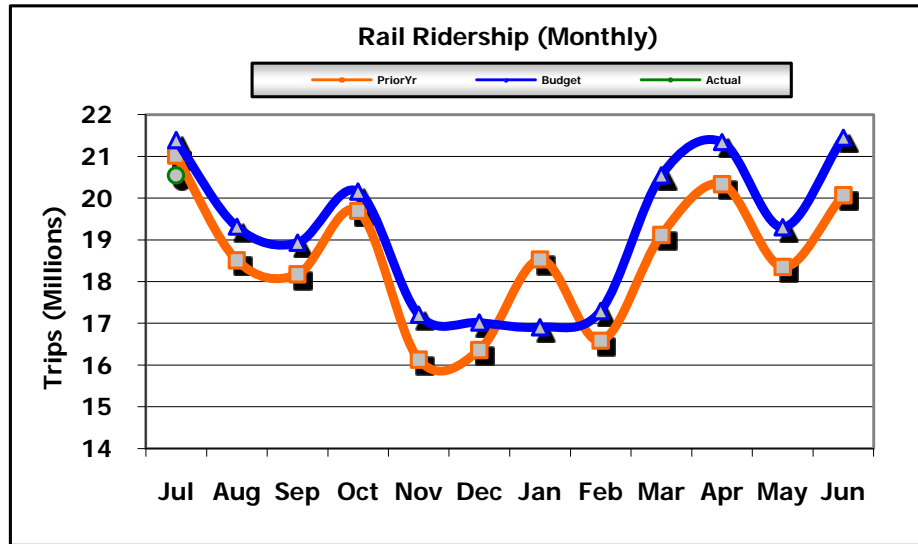
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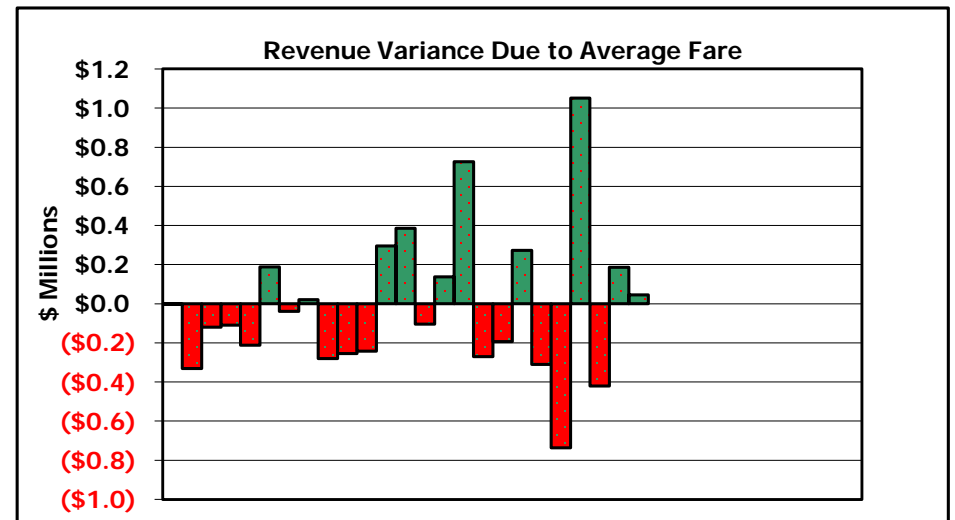
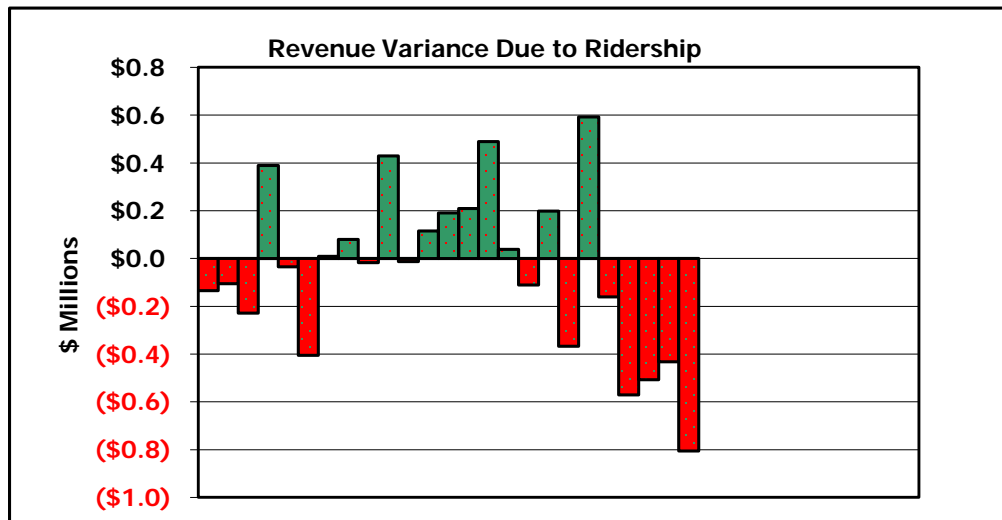
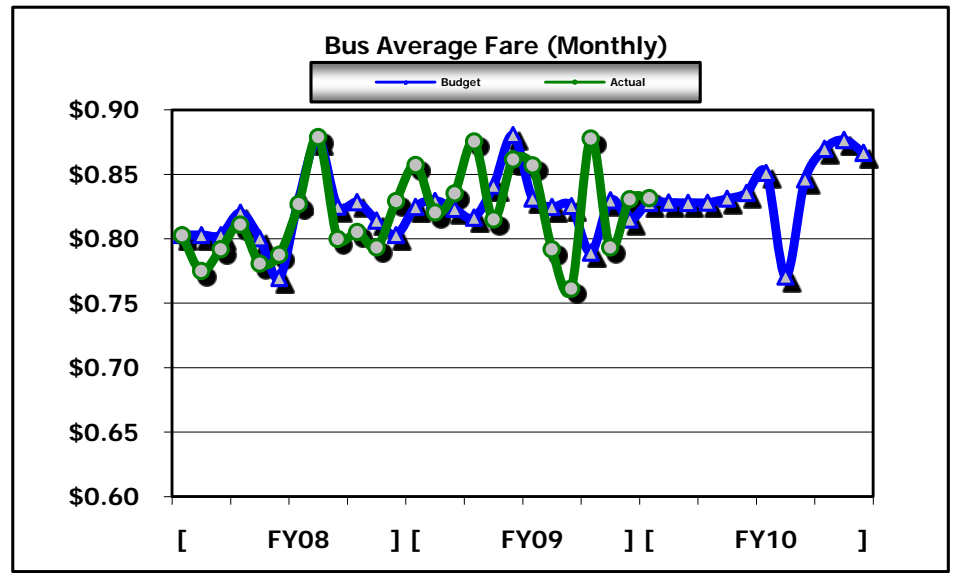
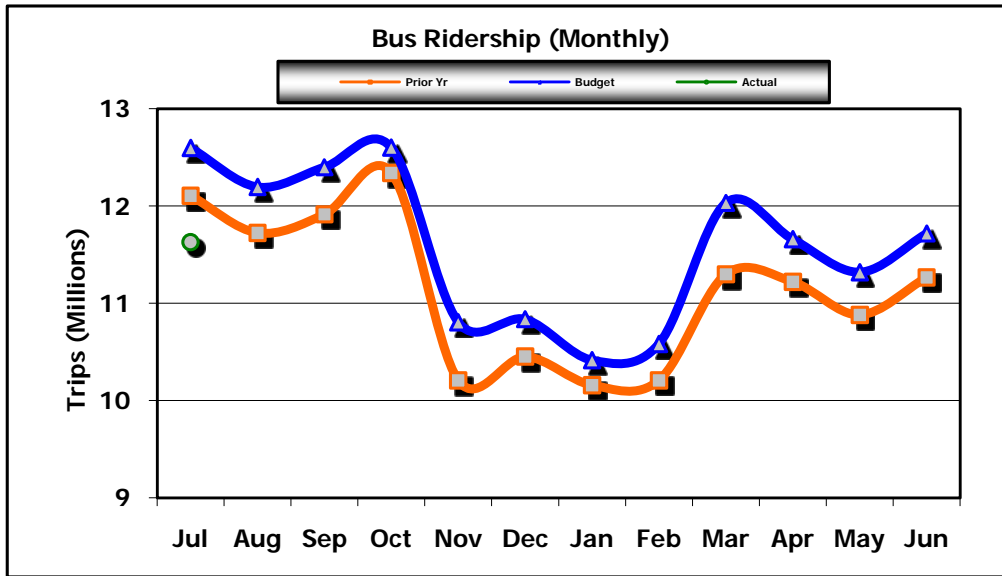
COST RECOVERY RATIO

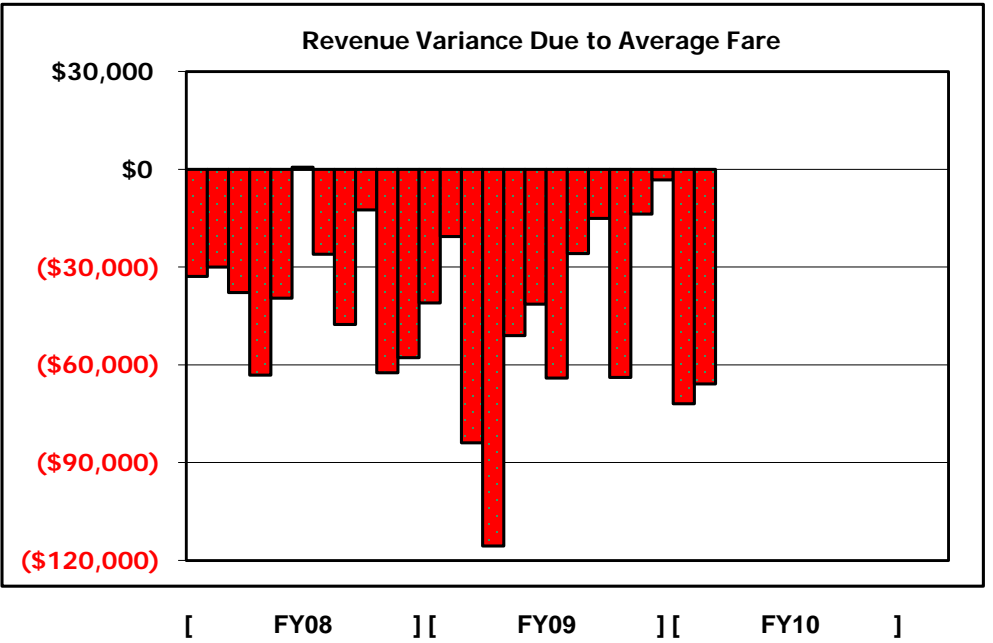
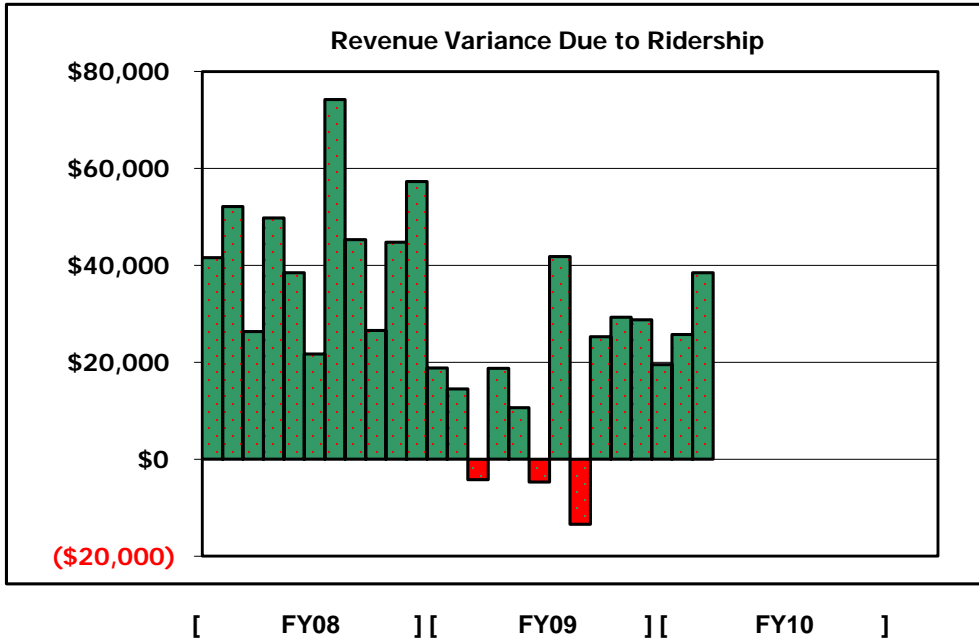
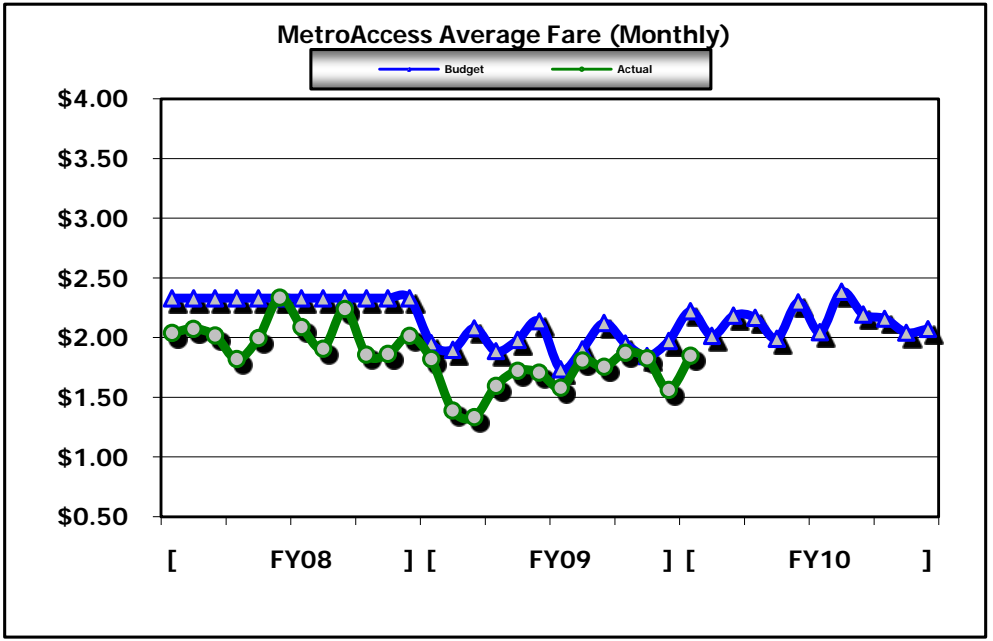
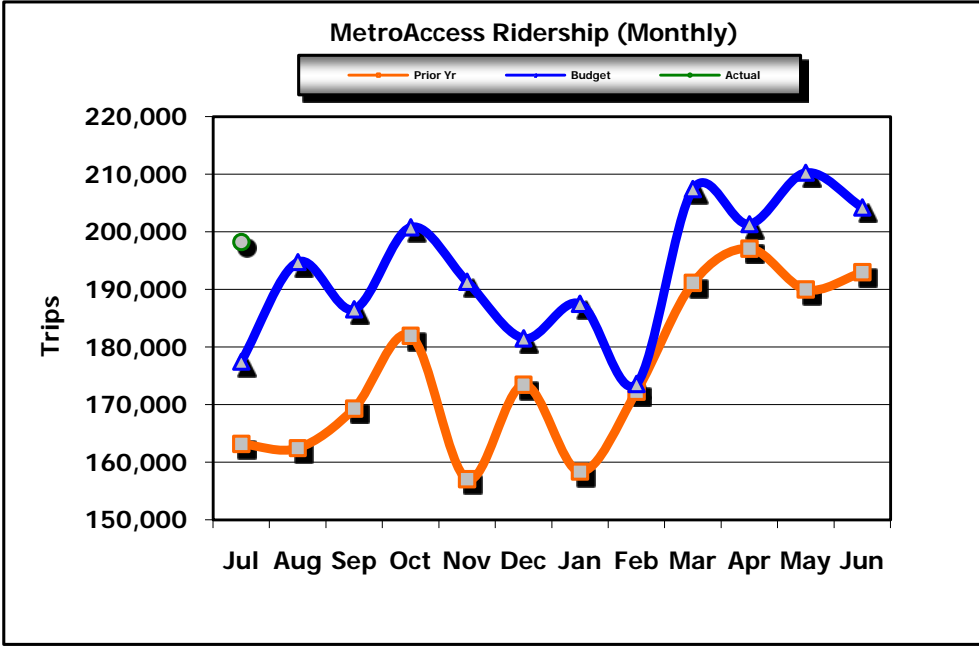
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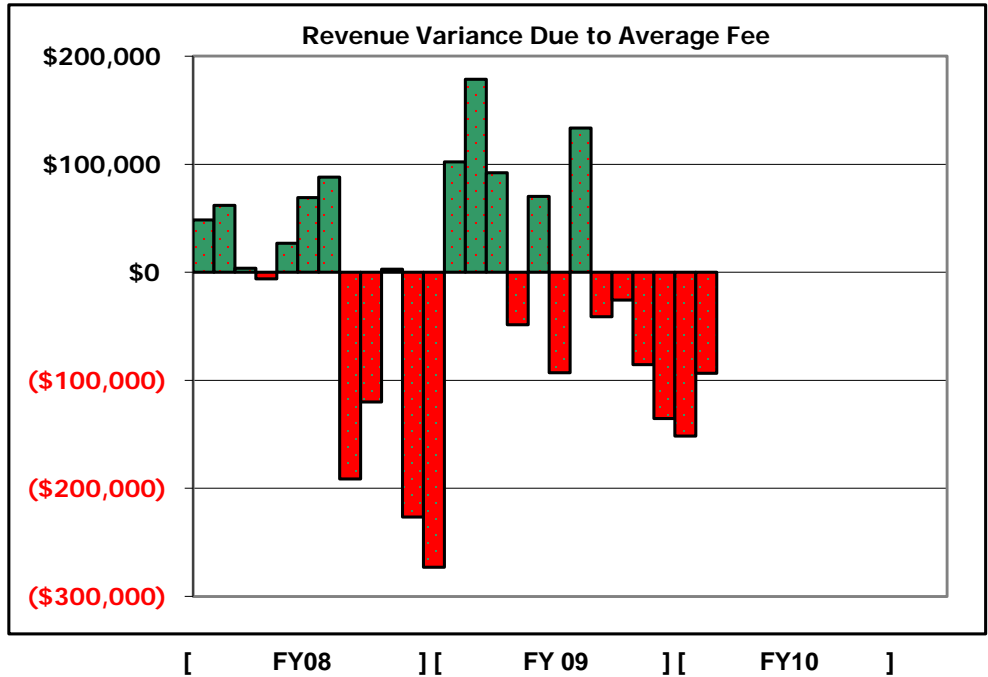
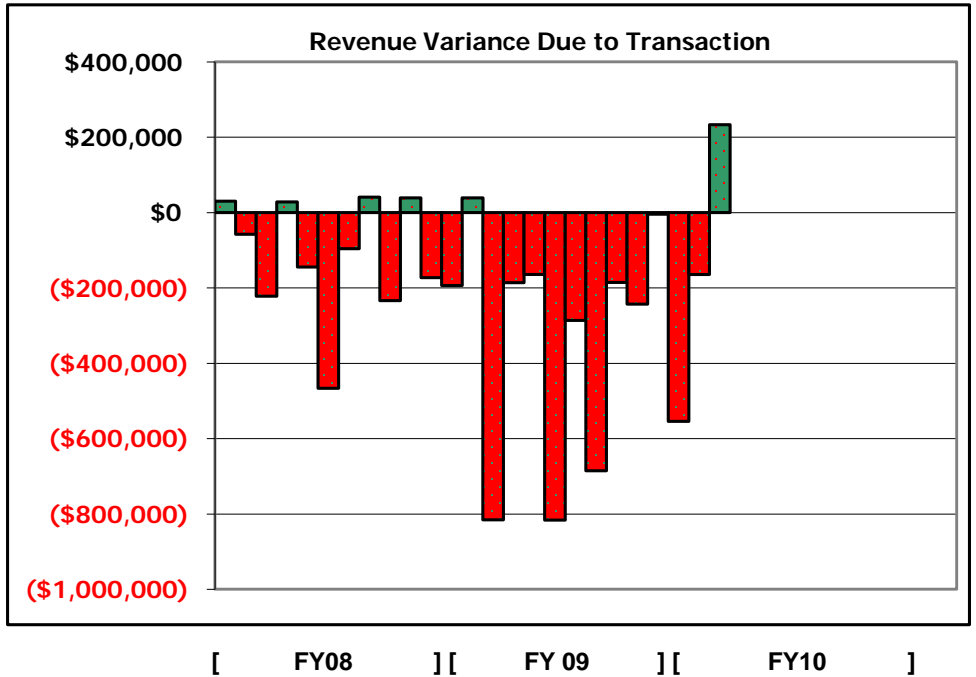
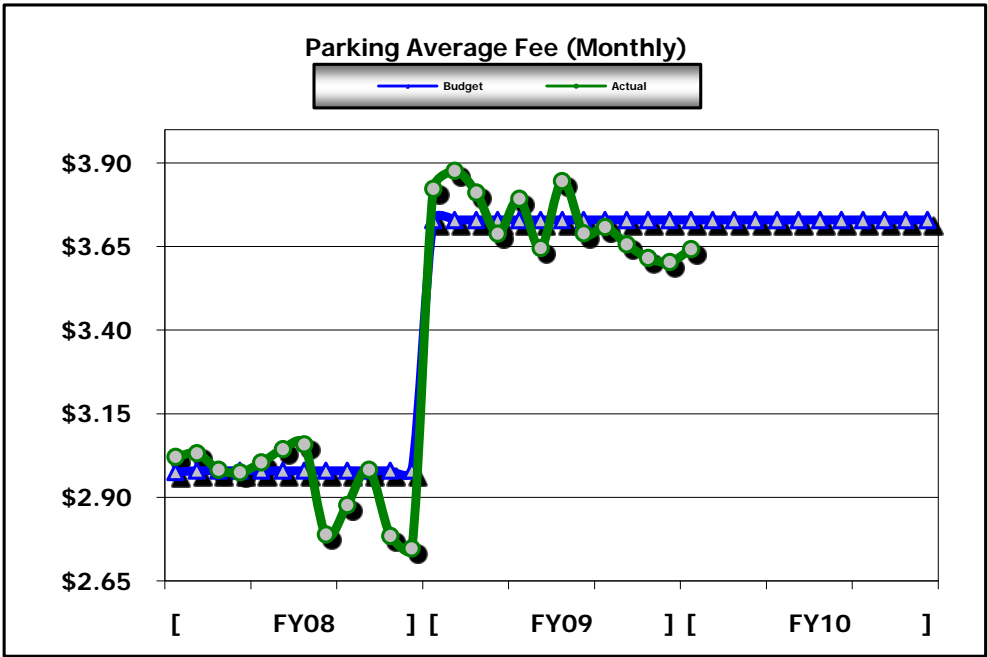
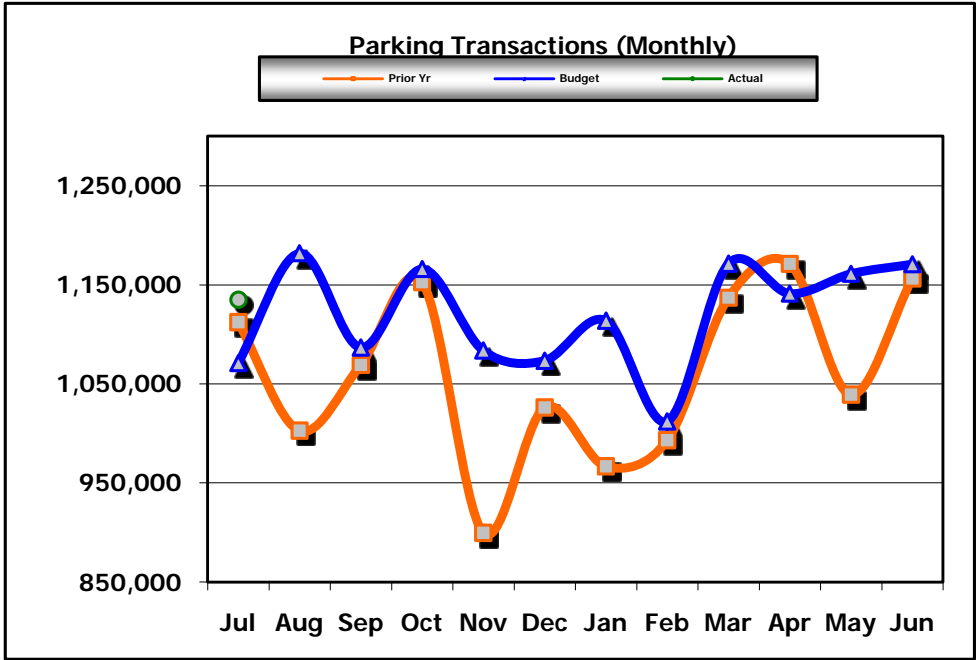
9%

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Year-to-Date-July FY 2009

| Account Analysis | | | | | | Modal Analysis | | | | | | |
|-----------------------------|--|---------------------|---------------------|----------|-----------------|-----------------------|-----------------|-----------|-------|--|--------|--|
| | | Last Year Actual | This Year Actual | Budget | Budget Variance | | | | | This Year Actual vs. Last Year Actual | | |
| a. Passenger Revenue | | | | | | d. Metrorail | | | | | | |
| Metrorail | | \$47,024 | \$43,511 | \$48,544 | (\$5,033) | (10%) | Ridership | (\$1,916) | (4%) | (\$1,064) | (2.3%) | |
| Metrobus | | \$10,377 | \$9,668 | \$10,429 | (\$762) | (7%) | Average Fare | (\$3,116) | (7%) | (\$2,448) | (5%) | |
| MetroAccess | | \$285 | \$367 | \$394 | (\$27) | (7%) | Budget Variance | (\$5,033) | (10%) | (\$3,513) | (7%) | |
| Monthly Total | | \$57,686 | \$53,546 | \$59,367 | (\$5,822) | (10%) | | | | | | |
| b. Ridership | | | | | | e. Metrobus | | | | | | |
| Metrorail | | 21,017 | 20,541 | 21,386 | (844) | (4%) | Ridership | (\$802) | (8%) | (\$409) | (4%) | |
| Metrobus | | 12,105 | 11,628 | 12,597 | (969) | (8%) | Average Fare | \$40 | 0% | (\$301) | (3%) | |
| MetroAccess | | 163 | 198 | 177 | 21 | 12% | Budget Variance | (\$762) | (7%) | (\$710) | (7%) | |
| Monthly Total | | 33,285 | 32,368 | 34,160 | (1,792) | (5%) | | | | | | |
| c. Average Fare | | | | | | f. MetroAccess | | | | | | |
| Metrorail | | \$2.24 | \$2.12 | \$2.27 | (\$0.15) | (7%) | Ridership | \$46 | 12% | \$61 | 21% | |
| Metrobus | | \$0.86 | \$0.83 | \$0.83 | \$0.00 | 0% | Average Fare | (\$74) | (17%) | \$21 | 6% | |
| MetroAccess | | \$1.75 | \$1.85 | \$2.22 | (\$0.37) | (17%) | Budget Variance | (\$27) | (7%) | \$82 | 29% | |
| Monthly Total | | \$1.73 | \$1.65 | \$1.74 | (\$0.08) | (5%) | | | | | | |

**ADA ridership numbers are passenger numbers, not completed trips
as requested by MACS
Starting from February 2009**

Ridership and Revenue Analysis: July FY2010

| Account Analysis | | | | | | Modal Analysis | | | | | | |
|-----------------------------|---------------------|---------------------|-----------------|------------------|-------------|-----------------------|-----------|-------|--|------|--|--|
| | Last Year Actual | This Year Actual | Budget | Budget Variance | | | | | This Year Actual vs. Last Year Actual | | | |
| a. Passenger Revenue | | | | | | | | | | | | |
| Metrorail | \$47,024 | \$46,071 | \$48,544 | (\$2,473) | (5%) | | | | | | | |
| Metrobus | \$10,377 | \$9,668 | \$10,429 | (\$762) | (7%) | | | | | | | |
| MetroAccess | \$285 | \$367 | \$394 | (\$27) | (7%) | | | | | | | |
| Monthly Total | \$57,686 | \$56,106 | \$59,367 | (\$3,262) | (5%) | | | | | | | |
| b. Ridership | | | | | | | | | | | | |
| Metrorail | 21,017 | 20,541 | 21,386 | (844) | (4%) | | | | | | | |
| Metrobus | 12,105 | 11,628 | 12,597 | (969) | (8%) | | | | | | | |
| MetroAccess | 163 | 198 | 177 | 21 | 12% | | | | | | | |
| Monthly Total | 33,285 | 32,368 | 34,160 | (\$1,792) | (5%) | | | | | | | |
| c. Average Fare | | | | | | | | | | | | |
| Metrorail | \$2.24 | \$2.24 | \$2.27 | (\$0.03) | (1%) | | | | | | | |
| Metrobus | \$0.86 | \$0.83 | \$0.83 | \$0.00 | 0% | | | | | | | |
| MetroAccess | \$1.75 | \$1.85 | \$2.22 | (\$0.37) | (17%) | | | | | | | |
| Monthly Total | \$1.73 | \$1.73 | \$1.74 | (\$0.00) | (0%) | | | | | | | |
| | | | | | | d. Metrorail | | | | | | |
| | | | | | | Ridership | (\$1,916) | (4%) | (\$1,064) | (2%) | | |
| | | | | | | Average Fare | (\$556) | (1%) | \$112 | 0% | | |
| | | | | | | Budget Variance | (\$2,473) | (5%) | (\$953) | (2%) | | |
| | | | | | | e. Metrobus | | | | | | |
| | | | | | | Ridership | (\$802) | (8%) | (\$409) | (4%) | | |
| | | | | | | Average Fare | \$40 | 0% | (\$301) | (3%) | | |
| | | | | | | Budget Variance | (\$762) | (7%) | (\$710) | (7%) | | |
| | | | | | | f. MetroAccess | | | | | | |
| | | | | | | Ridership | \$46 | 12% | \$61 | 21% | | |
| | | | | | | Average Fare | (\$74) | (17%) | \$21 | 6% | | |
| | | | | | | Budget Variance | (\$27) | (7%) | \$82 | 29% | | |

*July actual includes \$2.56 M unused fare media revenue

*ADA ridership numbers are passenger numbers, not completed trips as requested by MACS

Starting from February 2009

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2010 - July 2009
Dollars in Thousands

| METRO MATTERS - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|---|---------------|------------------|-----------------|--------------------|
| <i>A. Infrastructure Renewal Program (IRP)</i> | | | | |
| <i>Rolling Stock: Bus</i> | | | | |
| Diesel Bus Replacement | \$5.6 | | | \$5.6 |
| Hybrid Bus Replacement | 105,645.6 | 42,956.9 | | 105,645.6 |
| Bus Procurement | 58.2 | 58.2 | | 58.2 |
| Subtotal | \$105,709.3 | \$43,015.1 | | \$105,709.3 |
| | | | | |
| <i>Rolling Stock: Rail</i> | | | | |
| Rail Car Enhancements | \$296.9 | \$296.9 | | \$296.9 |
| 7000 Series Railcar Procurement | 4,000.0 | | | 4,000.0 |
| 2000/3000 Series Rail Cars Rehab | 10,617.9 | 3,024.2 | 12.9 | 10,605.0 |
| Subtotal | \$14,914.9 | \$3,321.1 | \$12.9 | \$14,902.0 |
| | | | | |
| <i>Passenger Facilities</i> | | | | |
| Escalator Rehabilitation | \$4,308.7 | \$41.1 | \$41.1 | \$4,267.6 |
| Elevator/Escalator Maint. | 3,862.0 | 1,341.8 | 42.8 | 3,819.1 |
| Elevator Rehabilitation | 660.2 | 31.2 | 31.2 | 629.1 |
| Station Enhancement | 7,744.8 | 711.4 | 711.4 | 7,033.3 |
| Parking Lot Rehabilitation | 3,257.3 | 283.1 | 0.1 | 3,257.2 |
| Station & Tunnel Rehab. | 2,944.1 | 1,896.4 | 55.1 | 2,889.0 |
| Fire System Rehabilitation | 9,204.6 | 7,161.6 | 132.4 | 9,072.1 |
| Station Chiller Rehabilitation | 3,407.1 | 2,798.8 | 26.0 | 3,381.1 |
| Drainage Pumping/Sewer Rehab. | 385.1 | 93.0 | | 385.1 |
| Red Line Rehab (Dupont Circle to Silver Spring) | 33,056.0 | 750.0 | | 33,056.0 |
| Orange/Blue Line Rehab (Reagan Airport to New Carrollton) | 1,500.0 | | | 1,500.0 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2010 - July 2009
Dollars in Thousands

| METRO MATTERS - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|---|---------------|------------------|-----------------|--------------------|
| Rail Facilities Rehab (Brentwood, New Carrollton, Alexandria) | 600.0 | | | 600.0 |
| Bus Facility Rehabilitation | 6,189.0 | 715.6 | | 6,189.0 |
| Subtotal | \$77,118.9 | \$15,823.9 | \$1,040.2 | \$76,078.7 |
| <i>Maintenance Facilities</i> | | | | |
| Environment Assessment | \$790.5 | \$308.9 | | \$790.5 |
| Emergency Construction Bus | 32.3 | | | 32.3 |
| Repairables | 8,362.4 | 1,826.6 | 60.7 | 8,301.7 |
| Non-Revenue Vehicles | 1,727.2 | 1,557.8 | | 1,727.2 |
| Support Equipment - MTPD | 5,990.9 | 1,100.3 | | 5,990.9 |
| Support Equipment - IT | 3,039.6 | 650.2 | 174.7 | 2,864.9 |
| Support Equipment - Other Offices | 2,095.8 | 884.7 | 595.0 | 1,500.8 |
| Bus Support Equipment | 1,840.8 | 445.4 | | 1,840.8 |
| Rail Support Equipment | 4,106.5 | 1,072.6 | 197.7 | 3,908.8 |
| Bus Lifts/Work Equipment | 400.0 | 87.8 | | 400.0 |
| Rail Car Washer Rehabilitation | 500.0 | | | 500.0 |
| Rail Work Equipment Rehab | | | | |
| Locomotives and Prime Movers | 11,428.0 | 35.0 | | 11,428.0 |
| Subtotal | \$42,682.1 | \$8,306.6 | \$1,028.1 | \$41,654.0 |
| <i>Systems</i> | | | | |
| Train Communication Upgrade | \$8,773.6 | \$1,156.7 | | \$8,773.6 |
| Train Monitoring System | 8,000.0 | | | 8,000.0 |
| Mid-Life Rehabilitation ATC | 6,317.6 | 5,270.2 | 514.2 | 5,803.4 |
| Mid-Life Rehab AC/TPSS/TBS | 411.6 | 353.6 | 84.2 | 327.4 |
| Traction Power Switchgear | 7,982.7 | 831.6 | | 7,982.7 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2010 - July 2009
Dollars in Thousands

| METRO MATTERS - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|---|-------------------|-------------------|------------------|--------------------|
| UPS System Replacement | 201.8 | 201.8 | | 201.8 |
| Electrical Systems Rehab | 992.1 | 344.4 | | 992.1 |
| Fare Collection Equipment | 6,811.3 | 694.7 | | 6,811.3 |
| Regional Fare Integration (SmarTrip) | 17,200.0 | 1,201.7 | | 17,200.0 |
| Subtotal | <u>\$56,690.7</u> | <u>\$10,054.8</u> | <u>\$598.4</u> | <u>\$56,092.3</u> |
| | | | | |
| <i>Track and Structure</i> | | | | |
| ROW Structure Rehabilitation | \$8,485.4 | \$4,934.6 | \$257.3 | \$8,228.2 |
| ROW Floating Slabs | 1,314.3 | 118.7 | 91.1 | 1,223.3 |
| ROW Track Rehabilitation | 19,400.1 | 3,571.9 | 1,433.1 | 17,967.0 |
| Station Tunnel Leak Mitigation | 3,803.5 | 408.8 | 273.7 | 3,529.8 |
| Subtotal | <u>\$33,003.4</u> | <u>\$9,034.0</u> | <u>\$2,055.2</u> | <u>\$30,948.2</u> |
| | | | | |
| <i>Information Technology</i> | | | | |
| Information Technology (IT) | \$28,178.7 | \$9,280.2 | \$920.9 | \$27,257.8 |
| NextBus Real Time Information | 572.3 | 212.0 | | 572.3 |
| CRCS Cable Replacement | 750.0 | | | 750.0 |
| Return to Work | 750.0 | | | 750.0 |
| ROCS Upgrade Program (IRPG) | 62.6 | | | 62.6 |
| Subtotal | <u>\$30,313.6</u> | <u>\$9,492.2</u> | <u>\$920.9</u> | <u>\$29,392.7</u> |
| | | | | |
| <i>Preventive Maintenance</i> | | | | |
| Preventive Maintenance | \$30,700.0 | \$30,700.0 | \$2,558.3 | \$28,141.7 |
| Subtotal | <u>\$30,700.0</u> | <u>\$30,700.0</u> | <u>\$2,558.3</u> | <u>\$28,141.7</u> |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2010 - July 2009
Dollars in Thousands

| METRO MATTERS - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|---|---------------------------|---------------------------|--------------------------|---------------------------|
| <i>Urgent Capital Needs</i> | | | | |
| Safety | \$500.0 | \$500.0 | | \$500.0 |
| Rail Cars | 10,471.0 | 245.3 | 7.0 | 10,464.0 |
| Train Power Systems | 3,055.5 | 276.5 | | 3,055.5 |
| Buses | 3,200.0 | | | 3,200.0 |
| Metro Access | 1,447.1 | 926.2 | 40.2 | 1,406.9 |
| Rail Equipment | 4,000.0 | | | 4,000.0 |
| State of Good Repair | 27,781.9 | 14,516.7 | 1,370.5 | 26,411.3 |
| Train Control/Business Systems | 19,469.0 | 3,150.5 | 656.1 | 18,812.9 |
| Subtotal | <u>\$69,924.5</u> | <u>\$19,615.2</u> | <u>\$2,073.8</u> | <u>\$67,850.6</u> |
| Total: Infrastructure Renewal Program | <u>\$461,057.4</u> | <u>\$149,362.9</u> | <u>\$10,287.8</u> | <u>\$450,769.6</u> |
| <i>B. Eight-Car Train Capital Initiative</i> | | | | |
| 6000 Series Rail Car | \$16,530.1 | \$4,190.9 | \$94.3 | \$16,435.8 |
| Rail Yard Maintenance & Storage | 11,290.0 | 10,916.1 | 55.7 | 11,234.4 |
| Traction Power Substation Upgrade | 9,349.2 | 6,442.6 | 22.7 | 9,326.4 |
| Precision Stopping | 1,841.2 | 1,046.1 | 15.8 | 1,825.3 |
| Total: Eight-Car Train Capital Initiative | <u>\$39,010.4</u> | <u>\$22,595.7</u> | <u>\$188.5</u> | <u>\$38,821.9</u> |
| <i>C. Bus Improvement Capital Initiative</i> | | | | |
| Bus Procurement | \$22.0 | \$20.3 | | \$22.0 |
| West Ox Bus Garage | 1,816.5 | 346.2 | | 1,816.5 |
| Customer Facilities | 8,555.2 | 1,970.4 | 38.4 | 8,516.8 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2010 - July 2009
 Dollars in Thousands

| METRO MATTERS - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|--|--------------------|--------------------|-------------------|--------------------|
| Total: Bus Improvement Capital Initiative | \$10,393.7 | \$2,336.9 | \$38.4 | \$10,355.3 |
| | | | | |
| <i>E. Program Management</i> | | | | |
| Credit Facility | \$1,474.0 | \$143.4 | \$48.3 | \$1,425.8 |
| System Expansion Planning (Proj. Dev.) | \$478.4 | | | \$478.4 |
| Program Management & Support | 11,082.3 | 1,322.5 | 1,314.4 | 9,767.9 |
| Finance | 192.4 | 42.9 | | 192.4 |
| PreMM - Finance | 11,000.0 | 11,000.0 | 201.6 | 10,798.4 |
| Vertical Transportation Bonds | 6,000.0 | 6,000.0 | 500.0 | 5,500.0 |
| Total: Program Management | \$30,227.1 | \$18,508.8 | \$2,064.2 | \$28,162.8 |
| | | | | |
| Borrowing Expense | 21,176.0 | 8,624.7 | | 21,176.0 |
| | | | | |
| 2010 GRAND TOTAL CAPITAL PROJECTS | \$561,864.6 | \$201,429.1 | \$12,579.0 | \$549,285.6 |

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 2009 - July 2010
Dollars in Thousands

| ARRA - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|---|---------------|------------------|-----------------|--------------------|
| <i>Vehicles & Vehicle Parts</i> | | | | |
| Replacement of Oldest Buses (ST02) | \$27,026.1 | | | \$27,026.1 |
| MetroAccess Fleet Expansion and Replacement (ST10) | 3,775.0 | 3,748.3 | | 3,775.0 |
| Service Vehicle Replacement (ST14) | 6,000.0 | | | 6,000.0 |
| Bus Replacement Components (ST26) | 2,803.6 | 317.8 | | 2,803.6 |
| Subtotal | \$39,604.7 | \$4,066.1 | | \$39,604.7 |
| <i>Maintenance Facilities</i> | | | | |
| New Bus Body and Paint Shop (ST04) | \$21,400.0 | | | \$21,400.0 |
| Replacement of Southeastern Bus Garage (ST05) | 30,000.0 | | | 30,000.0 |
| Bus Garage Facility Repairs (ST11) | 7,600.0 | 2,782.6 | | 7,600.0 |
| Subtotal | \$59,000.0 | \$2,782.6 | | \$59,000.0 |
| <i>Passenger Facilities</i> | | | | |
| Replacement of Crumbling Platforms (ST08) | \$16,000.0 | | | \$16,000.0 |
| Update Platform Real-Time Signs (ST28) | 2,500.0 | | | 2,500.0 |
| Metro Center Sales Office Replacement (ST38) | 1,200.0 | | | 1,200.0 |
| Subtotal | \$19,700.0 | | | \$19,700.0 |
| <i>Safety & Security</i> | | | | |
| Bus Garage Security Update (ST23) | \$3,000.0 | | | \$3,000.0 |
| Communications Equipment for Operations Control Center (ST24) | 3,000.0 | 70.3 | | 3,000.0 |
| Emergency Tunnar Evacuation Carts (ST30) | 1,000.0 | | | 1,000.0 |
| Underground Communications Radios (ST40) | 1,000.0 | 868.7 | | 1,000.0 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - July 2010
Dollars in Thousands

| ARRA - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|--|---------------|------------------|-----------------|--------------------|
| Additional Station Alarm/Chemical Sensors (ST48) | 4,000.0 | 2,501.4 | | 4,000.0 |
| Subtotal | \$12,000.0 | \$3,440.4 | | \$12,000.0 |
| <i>Maintenance & Repair Equipment</i> | | | | |
| Heavy Duty Locomotives for Maintenance (ST12) | \$7,500.0 | | | \$7,500.0 |
| Power Tool Equipment Replacement (ST31) | 1,934.0 | | | 1,934.0 |
| 60-Ton Crane for Track Work (ST17) | 4,000.0 | | | 4,000.0 |
| Heavy Duty Track Equipment (ST07) | 11,564.5 | | | 11,564.5 |
| Track Welding Program to Repair Defects (ST18) | 3,900.0 | | | 3,900.0 |
| Track Pad/Shock Absorber Rehabilitation (ST37) | 1,030.0 | | | 1,030.0 |
| Subtotal | \$29,928.5 | | | \$29,928.5 |
| <i>Operations Systems</i> | | | | |
| Upgrade 3 (Three) Oldest Stations and Systems (ST09) | \$17,900.0 | | | \$17,900.0 |
| Additional SmarTrip Fare Machines (ST19) | 3,500.0 | 1,875.8 | | 3,500.0 |
| Bus Real-Time, Route, and Scheduling Systems (ST21) | 3,000.0 | | | 3,000.0 |
| Bus Engine Fluid Alert System (ST34) | 1,500.0 | | | 1,500.0 |
| Kiosk and Train Control Computers (ST41) | 395.0 | | | 395.0 |
| Subtotal | \$26,295.0 | \$1,875.8 | | \$26,295.0 |
| <i>Information Technology</i> | | | | |
| Sensitive Data Protection Technology (ST16) | \$4,900.0 | \$858.1 | | \$4,900.0 |
| Document Management System (ST32) | 750.0 | | | 750.0 |
| Financial System Integration (ST63) | 5,000.0 | | | 5,000.0 |
| Subtotal | \$10,650.0 | \$858.1 | | \$10,650.0 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - July 2010
 Dollars in Thousands

| ARRA - Fiscal Year 2010 | Budget | Obligated | Expended | Un-Expended |
|--------------------------------|--------------------|-------------------|-----------------|--------------------|
| <i>Miscellaneous/Other</i> | \$4,655.0 | | | \$4,655.0 |
| TOTAL ARRA PROJECTS | \$201,833.2 | \$13,023.1 | | \$201,833.2 |

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 July 31, 2009
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

| JURISDICTION | TOTAL NOTES ¹ |
|---|---|
| DISTRICT OF COLUMBIA | |
| DC Dept of Transportation | (\$1.061) |
| DC Dept of Transportation | (\$0.603) D.C. School Subsidy - Includes actuals thru May 2009; estimates for June & July 2009. |
| 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 1st Quarter FY2010 Billing: | |
| Audit Adjustment Credits for Yellow Line Extended Service | \$0.000 |
| Bus Operating | 0.000 |
| Metro Matters Interest Earnings for Metro Matters Program | 0.028 |
| DC TOTAL | <u><u>(\$0.425)</u></u> |
| MARYLAND | |
| Montgomery County | \$8.798 Pending receipt of capital/CMAQ |
| Prince George's County | \$11.208 Pending receipt of capital/CMAQ |
| Credits to be Applied to 1st Quarter FY2010 Billing: | |
| Audit Adjustment Credit Application | <u>\$0.000</u> |
| MD TOTAL | <u><u>\$20.006</u></u> |
| VIRGINIA | |
| Alexandria | (\$0.300) |
| Arlington | (1.296) |
| City of Fairfax | (0.031) |
| Fairfax County | (2.412) |
| Fairfax County Dept. of Family Service | 0.093 Access to Jobs |
| Falls Church | (0.151) |
| Northern VA Transportation Comm. | (1.756) |
| Credits to be Applied to 1st Quarter FY2010 Billing: | |
| Metro Matters Interest Earnings for Metro Matters Program | 0.014 |
| VA TOTAL | <u><u>(\$5.639)</u></u> |
| GRAND TOTAL | <u><u>\$13.741</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 - July 2009

Dollars in Thousands

| | Funds Received | Jurisdictional Allocation | Approved Uses | Expenses | Unexpended Approved Uses |
|---|-------------------|------------------------------|------------------|------------|-----------------------------|
| Total Received for TIIF | \$106,494.8 | | | | |
| <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 | \$166.7 | 1,833.3 |
| 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 | 583.3 | 6,416.7 |
| 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 | 48,351.3 | 8,838.8 |
| <u>Unrestricted Funds Available for Use:</u> | | <u>(\$10,695.2)</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 | 7,222.8 | 2,777.2 |
| U Street/Adams Morgan Link | | | 150.0 | 150.0 | 0.0 |
| Navy Yard Design | | | 500.0 | 496.0 | 4.0 |
| 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 | 4,412.2 | 487.8 |
| View 14 /U Street & 14Th | | | 500.0 | 0.0 | 500.0 |
| | | | 21,550.0 | 16,398.6 | 5,151.4 |
| Balance of DC Funds Available for Use: | | \$50.0 | | | |

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal 2009 - July 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> | | | | | |
| 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 | 0.0 | 100.0 |
| Ballston | | | 1,032.2 | 750.0 | 282.1 |
| Rosslyn Station Access Improve | | | 798.1 | 455.3 | 342.9 |
| Shirlington | | | 2,500.0 | 1,961.4 | 538.6 |
| Potomac Yard Station | | | 1,500.0 | 66.9 | 1,433.1 |
| | | | 16,013.0 | 13,316.4 | 2,696.6 |
| Balance of Virginia Funds Available for Use: | | \$187.0 | | | |
| Grand Total: | \$106,494.8 | \$106,494.8 | \$116,942.4 | \$93,507.2 | \$23,435.2 |