



**Finance, Administration and Oversight Committee**

**Information Item VII-C**

**November 5, 2009**

**FY2010 Monthly Financial Report  
(September 2009)**



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

**Monthly Financial Report**

**September 2009**

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

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## OPERATING BUDGET

### Summary

Revenue for September of \$60.8 million was \$5.0 million lower than projected. Total rail and bus revenues were lower than projected by \$4.6 million and \$0.4 million, respectively. On a year-to-date basis, total revenue is \$189.2 million, \$12.43 million or 6 percent less than budget. Total expenses for September exceeded budget by \$5.3 million or 5 percent, mainly due to higher than expected supply, labor and fringe expenses, many associated with the Red Line accident of June 22, 2009. On a year-to-date basis, total expenses exceeded budget by \$8.4 million, or 2 percent.

<b>Operating Budget Variance Report</b>						
Year-to-Date Results						
\$ Millions						
	Prior Year			Variance		
	Actual	Actual	Budget			
Revenue	\$193.8	\$189.2	\$201.6	(\$12.4)	-6%	<i>unfavorable</i>
Expense	\$329.2	\$349.1	\$340.6	(\$8.4)	-2%	<i>unfavorable</i>
Subsidy	<u>\$135.5</u>	<u>\$159.9</u>	<u>\$139.0</u>	<u>(\$20.9)</u>	<u>-15%</u>	<u><i>unfavorable</i></u>
Cost Recovery	59%	54%	59%			

### Ridership

Average weekday ridership in September on Metrorail was 729,551 trips, a decrease of 3 percent below last September and 6 percent below budget. Continuing the trend which began during the last quarter of FY2009, the greatest ridership losses occurred in the AM peak where ridership fell below the same period last year by almost 5 percent, or almost 12,400 trips. Assuming the majority of these trips were work-related trips, the decrease in AM peak period ridership logically transfers to declines in PM peak period ridership, which fell 3 percent below the same period last year. The drop in PM peak ridership would have been more severe, or roughly equivalent to the drop in AM peak period trips, except for the moderating influences



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of 15 afternoon and evening baseball games at National's Park, three more than last September, which served to moderate the losses in work-related trips during the PM peak period.

	Sep 2008 <i>Actual</i>	Sep 2009 <i>Actual Budget</i>		<i>Above/(Below) Last Year Budget</i>	
<i>Trips</i>	<b>Average Weekday Ridership</b>			<b>Growth Rate</b>	
Metrorail	750,763	729,551	777,726	-3%	-6%
Metrobus	486,140	457,868	506,558	-6%	-10%
MetroAccess	6,754	8,003	7,835	18%	2%
<b>System Total</b>	<b>1,243,657</b>	<b>1,195,422</b>	<b>1,292,119</b>	<b>-4%</b>	<b>-7%</b>
<i>Trips (Thousands)</i>	<b>Year to Date Ridership</b>			<b>Growth Rate</b>	
Metrorail	57,698	56,277	59,628	-2%	-6%
Metrobus	35,742	33,995	37,192	-5%	-9%
MetroAccess	495	595	559	20%	6%
<b>System Total</b>	<b>93,935</b>	<b>90,867</b>	<b>97,379</b>	<b>-3%</b>	<b>-7%</b>

The loss in average weekday rail ridership in September totaled almost 3 percent or over 21,200 trips. In contrast to the average weekday ridership of last September which grew 3 percent over FY2008, ridership decreased in all timeperiods, except the midday period. For the month, average weekday ridership during the midday increased almost 1 percent over last September after recording declines in July and August. However, several reasons help to explain the loss in year-over-year ridership between September 2008 and this year, including growing District of Columbia unemployment which is highly correlated with Metrorail ridership, the continuing effects of the Red Line accident of June 22, 2009, decreasing gas prices, decreased capacity on the Red Line, and declining service levels due to scheduled closings for maintenance and track repairs.

The growth in District of Columbia unemployment has had a severe impact on Metrorail ridership. Since Metrorail ridership is directly correlated to DC employment, as the unemployment rate has risen Metrorail ridership and revenues have declined. In September, the unemployment rate in DC was 11.4 percent, 1.6



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percentage points greater than the national average and 4.2 and 4.7 percentage points above the rates for Maryland and Virginia of 7.2 and 6.7, percent, respectively. This was the third consecutive month in FY2010 that DC experienced statistically significant increases in unemployment, increasing from 10.6 and 11.1 percent in July and August, respectively. Furthermore, along with unemployment, the Red Line accident also affected rail ridership by not only reducing the system's transportation capacity on a portion of the Red Line, but also with service interruptions and delays. As a result of this event, Red Line ridership was below the same period in September 2008 by almost 5 percent, an improvement over the first two months in the quarter when Red Line ridership in July and August fell below FY2009 by 10 and 8 percent, respectively. In addition to service disruptions on the Red Line, extensive track work during the Labor Day weekend between Pentagon City and Braddock Road resulted in the closure of the Pentagon City, Crystal City, and Ronald Reagan Washington National Airport stations during the three day weekend which included replacing rail track and ties, repairing concrete and deck joints on aerial structures and conducting fire and line maintenance.

Average weekday bus ridership in September was 458,000 trips, 6 percent below the average for last September of 486,000 trips and 10 percent below budget. Although dramatic, these bus ridership changes must be considered within the context of the changes to the Metrobus fare and transfer policies which were implemented on January 4, 2009. These changes included the move by Metro and most other systems in the region to a paperless system to transfer to and from the rail system and between buses, the elimination of free bus-to-bus transfers for cash paying customers, an increase in the bus-to-bus transfer time from two to three hours, implementation of the balanced bus-to-rail transfer, and an increase in the transfer value from \$0.90 to \$1.00. In addition, at the end of FY2009, several routes were transferred from Metrobus to other regional bus systems, including routes 98 and N22 to the DC Circulator and additional routes to the Fairfax Connector, ART and George buses in Virginia. The cumulative effect of these



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changes must be considered when making in-depth year-over-year bus ridership comparisons.

Metrobus Year-Over-Year Ridership by Fare Type First Quarter 2009-2010			
	July	August	September
Total	-3.94%	-5.27%	-5.48%
Cash & Smartrip	5.19%	3.16%	3.63%
Bus Transfers	-37.53%	-38.12%	-37.82%
Flash Passes	21.88%	15.53%	12.72%
Rail Transfers	1.52%	1.51%	0.35%
Elderly/Disabled	77.74%	68.80%	67.57%
Other*	-35.28%	74.47%	-16.47%

\*Includes students, employees, ADA and Reuse of One Day Pass  
Other July and August changes includes ridership for Red Line Shuttles

As shown above, more patrons are paying the fare with cash (Smartrip) than before, and the number of trips paid for with passes is also increasing. From September 2008 to September 2009, the number of bus transfers dropped 38 percent, representing the elimination of free transfers for non-Smartrip fares. The number of trips transferring to rail was fairly stable in July and August, but fell over 1 percent in September, reflecting the decrease in work-related trips on the rail system. The number of patrons paying the elderly/disabled fare increased significantly when compared with the previous year, up 75, 69 and 68 percent in July, August and September, respectively.

Weekend bus ridership experienced mixed results, with 1 percent growth on Saturday but Sunday ridership losses of 8 percent compared to last year. Average weekday MetroAccess trips for the month grew 18 percent to slightly over 8,000 trips, with year-to-date trips over 20 percent above the same period last year.



### Revenues

Rail passenger revenue in September were \$39.9 million, \$3.8 million lower than budget or 9 percent, primarily due from declining rail ridership. Parking revenues for the month was also below budget, down \$0.5 million or 11 percent. Through the end of the first quarter, total rail passenger revenues were below budget by \$9.3 million, with total rail revenues \$10.3 million below projections due to additional lower than expected rail revenue and less than budgeted revenue from the advertising component of Safe Clean Reliable (SCR) revenue. Bus passenger revenue was \$9.7 million, \$0.6 million below budget and through the end of the first quarter was below budget by \$2.9 million.

### Expenses

Authority wide operating expenses are over budget by (\$5.3M) for the month of September and (\$8.4M) year to date. Total personnel expense is over budget by (\$4M) or 5% for the month. Total labor is (\$2.4M) over budget for the month of which \$2.2M is overtime. The majority of the expense overruns in Bus and Rail. Bus is over by (\$726K), which is offset by an under-run in wages. Rail is over in Overtime by (\$1.2M). Only a portion of this is offset by under runs in wages, however, they incurred an additional 400K in overtime for the red line accident. Fringe benefits are \$1.5M or 6% over budget for the month. This is partially due to charges which did not take effect last month such as the CIGNA bill and other timing issues. YTD fringes are on budget.

Non-personnel expenses are over budget by \$1.4M for the month. Services are under budget by \$818K. ADA overran the month by 1.1M due to trip volume. CFO is over by 408K due to credit card fees as a result of credit card usage, and claims adjusted expenses. Under runs in the other departments generate the overall positive variance in Services. Materials and supplies are over budget by (\$3M) for the month. Bus and Rail parts account for the entire variance at (\$1.2M) and (\$1.8M) respectively. Energy and utilities are under by 1M in September due to





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favorable rates and pricing. Casualty and liability is over budget by (\$374K) due primarily to higher insurance premium payments and a small settlement with Verizon.



## CAPITAL FINANCES

### Revenues

Revenues received to date for the FY2010 capital budget total \$344 million. The full amount of budgeted State and Local Contributions were received, totaling \$41 million. The FY2010 debt balance is \$59 million. Note: Federal grants are \$8 million higher and miscellaneous funds are \$7 million lower than anticipated in the FY 2010 approved budget.

### Costs

The capital budget for FY2010 is \$764 million. Capital spending through September is as follows: \$266 million has been obligated, and \$78 million has been expended. Note that the FY2010 approved budget was increased by \$33 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
<b>Metro Matters Program</b>			
Federal Grants	\$ 282	\$ 42	\$ 240
State & Local Contributions	188	41	147
Miscellaneous	33	2	31
Debt Issuance	59	59	-
Subtotal	\$ 562	\$ 144	\$ 418
Security Grants	-	-	-
Subtotal	\$ 562	\$ 144	\$ 418
<b>ARRA Program</b>			
Federal Grants	\$ 202	\$ 200	\$ 2
Total	\$ 764	\$ 344	\$ 420



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Capital Spending (dollars in millions)	FY2010 Year to Date			
	Budget	Obligated	Expended	Unexpended
<b>Metro Matters Program</b>				
Infrastructure Renewal Program	\$ 461	\$ 183	\$ 58	\$ 403
Eight-Car Train Initiative	39	24	5	34
Bus Improvement Initiative	10	3	1	9
Program Management	31	22	10	21
Borrowing Expense	21	9	-	21
Subtotal	\$ 562	\$ 240	\$ 74	\$ 488
Security Program	-	-	-	-
Sub-Total	\$ 562	\$ 240	\$ 74	\$ 488
<b>ARRA Program</b>				
Vehicles and Vehicle Parts	\$ 40	\$ 6	\$ 0	\$ 40
Maintenance Facilities	62	5	0	62
Passenger Facilities	20	1	-	20
Safety and Security	12	6	3	9
Maintenance and Repair Equipment	30	5	0	30
Operations System	26	2	-	26
Information Technology	10	1	-	10
Miscellaneous	2	-	-	2
Subtotal	\$ 202	\$ 26	\$ 4	\$ 198
Total	\$ 764	\$ 266	\$ 78	\$ 686

## Projects

### MetroAccess Van Procurement

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

### Bus Procurement

Through September, Metrobus has received 131 buses in its procurement of 203 diesel-electric hybrid buses, 105 of which are in revenue service. 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.

### **Passenger Facilities**

During September, major repairs were completed on one station escalator in the Metrorail system, at Brookland-CUA (unit 1), and began at three stations, Gallery Place-Chinatown (unit 3), Georgia Avenue-Petworth (unit 4), and Huntington (unit 3).

Rehabilitation and modernization of four station escalators was completed in September at Clarendon (unit 6), Crystal City (unit 1), Friendship Heights (unit 8), and Gallery Place-Chinatown (unit 15) and continued on four other units: Archives-Navy Memorial (unit 5), Ballston-MU (unit 7), Courthouse (unit 8), and Medical Center (unit 5). Rehab and modernizations began on three escalators at Friendship Heights (unit 7), Gallery Place-Chinatown (unit 14), and Georgia Avenue-Petworth Metrorail stations.

A rehabilitation and modernization of one elevator (unit 3) was both started and completed in September at the White Flint Metrorail station.

### **Track Maintenance**

Drainage pump cable between the Medical Center and Grosvenor-Strathmore Metrorail stations was replaced on the Red Line. On the Orange Line, crossties between the East Falls Church and Ballston-MU Metrorail were replaced. Also on the Orange Line, crossties between the Cheverly and Stadium-Armory Metrorail stations were replaced and maintenance on the aerial structure outside the Stadium-Armory Metrorail station was conducted. To ensure durability, rail tracks were tamped between the Greenbelt and College Park-U of MD Metrorail stations on the Green Line. On the Yellow and Blue Lines, the entire rail interlocking (four switches) at the



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Pentagon City Metrorail station were replaced. Additionally 2,000 feet of rail and 735 ties were replaced, cable to upgrade cell phone service was installed, fire line maintenance was conducted, and concrete and deck joint repairs were made along the Ronald Reagan Washington National Airport Metrorail station aerial structure.



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**OUTSTANDING DEBT**

WMATA's outstanding debt as of September 30, 2009 is \$495.4 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.

<b>September 30, 2009</b>			
<b>Debt Type</b> (dollars in million)	<b>Outstanding Principal</b>	<b>Annual Debt Service</b>	<b>Maturity Date</b>
<b>Bond Series 1993</b>	<b>\$11.4</b>	<b>\$11.8</b>	<b>FY2011</b>
<b>Bond Series 2003</b>	<b>\$87.5</b>	<b>\$15.6</b>	<b>FY2015</b>
<b>Subtotal</b>	<b>\$98.9</b>	<b>\$27.5</b>	
<b>Bond Series 2003B</b>	<b>\$5.7</b>	<b>\$5.9</b>	<b>FY 2011</b>
<b>Bond Series 2009A</b>	<b>\$242.7</b>	<b>\$18.7</b>	<b>FY2033</b>
<b>Bond Series 2009B</b>	<b>\$55.0</b>	<b>\$2.5</b>	<b>FY2035</b>
<b>Subtotal</b>	<b>\$297.7</b>	<b>\$21.2</b>	
<b>Internal Borrowing</b>	<b>\$93.1</b>	<b>n/a</b>	<b>Multiple</b>
<b>Wachovia LOC</b>	<b>\$0.0</b>	<b>Varies</b>	<b>May-10</b>
<b>Bank of America LOC</b>	<b>\$0.0</b>	<b>Varies</b>	<b>Jun-10</b>
<b>Subtotal</b>	<b>\$93.1</b>		
<b>Grand Total</b>	<b>\$495.4</b>		



## **APPENDIX**

- Operating Financials (budget variance report, by mode)
- Ridership analysis -- monthly
- Capital Project Financials, Metro Matters by project
- Capital budget and expenditures, Metro Matters by ARRA
- Jurisdictional balances on account
- Transit Infrastructure Investment Fund (TIIF)
- Grant Activity (September 2009)
- Metro Sole Source Report

# Operating Financials

September-09  
FISCAL YEAR 2009  
Dollars in Millions

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:					
Prior Year Actual	Current Year			Variance		Prior Year Actual	Current Year			Variance
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
<b>Passenger Revenue</b>										
\$41.5	\$39.9	\$43.7	(\$3.8)	-9%	Metrorail	\$130.1	\$126.6	\$135.9	(\$9.3)	-7%
10.0	9.7	10.3	(0.6)	-6%	Metrobus	29.9	27.9	30.8	(2.9)	-10%
0.2	0.4	0.4	(0.0)	-11%	MetroAccess	0.7	1.0	1.2	(0.1)	-12%
4.1	3.8	4.3	(0.5)	-11%	Parking	12.2	11.8	12.8	(1.0)	-8%
<b>\$55.7</b>	<b>\$53.7</b>	<b>\$58.6</b>	<b>(\$4.9)</b>	<b>-8%</b>	<b>subtotal</b>	<b>\$172.9</b>	<b>\$167.3</b>	<b>\$180.7</b>	<b>(\$13.3)</b>	<b>-7%</b>
<b>Non-Passenger Revenue</b>										
\$0.6	\$0.5	\$0.5	\$0.0	0%	D.C. Schools	\$0.8	\$0.6	\$0.6	(\$0.0)	0%
0.0	0.0	0.0	0.0	0%	Contract Bus	0.0	0.0	0.0	0.0	0%
3.2	3.4	3.5	(0.1)	-3%	Advertising	9.8	10.3	10.5	(0.2)	-2%
0.6	0.5	0.5	0.0	10%	Rent	1.7	2.1	1.4	0.7	50%
1.0	1.1	1.0	0.1	12%	Fiber Optic	3.2	3.7	3.0	0.6	21%
0.4	0.6	0.3	0.2	71%	Other	1.3	1.8	1.0	0.8	79%
0.2	(0.0)	0.3	(0.3)	-106%	Interest	0.7	(0.0)	0.8	(0.8)	-101%
0.5	0.4	0.4	0.0	0%	SE Closure	1.2	1.3	1.3	0.0	0%
0.7	0.6	0.8	(0.1)	-19%	SCR Funding	2.2	2.0	2.3	(0.2)	-9%
<b>\$7.2</b>	<b>\$7.1</b>	<b>\$7.2</b>	<b>(\$0.1)</b>	<b>-2%</b>	<b>subtotal</b>	<b>\$20.9</b>	<b>\$21.8</b>	<b>\$20.9</b>	<b>\$0.9</b>	<b>4%</b>
<b>\$62.9</b>	<b>\$60.8</b>	<b>\$65.8</b>	<b>(\$5.0)</b>	<b>-8%</b>	<b>TOTAL REVENUE</b>	<b>\$193.8</b>	<b>\$189.2</b>	<b>\$201.6</b>	<b>(\$12.4)</b>	<b>-6%</b>
<b>EXPENSES:</b>										
\$56.6	\$57.9	\$55.4	(\$2.4)	-4%	Salary/Wages/OT	\$169.7	\$175.6	\$167.7	(\$8.0)	-5%
19.9	25.0	23.4	(1.5)	-7%	Fringe Benefits	57.3	69.3	69.2	(0.1)	0%
12.8	13.0	13.8	0.8	6%	Services	35.2	38.5	40.6	2.1	5%
6.6	8.6	5.7	(3.0)	-52%	Supplies	18.1	22.8	16.8	(6.0)	-35%
10.6	8.2	9.2	1.0	11%	Power/Diesel/CNG	31.0	24.4	27.8	3.3	12%
8.1	6.3	6.1	(0.2)	-3%	Insurance/Utilities/Other	23.1	18.4	18.6	0.2	1%
(1.7)	0.0	0.0	0.0		Reimbursements	(5.2)	0.0	0.0	0.0	
<b>\$112.9</b>	<b>\$119.1</b>	<b>\$113.8</b>	<b>(\$5.3)</b>	<b>-5%</b>	<b>TOTAL EXPENSE</b>	<b>\$329.2</b>	<b>\$349.1</b>	<b>\$340.6</b>	<b>(\$8.4)</b>	<b>-2%</b>
<b>\$50.0</b>	<b>\$58.3</b>	<b>\$47.9</b>	<b>(\$10.3)</b>	<b>-22%</b>	<b>SUBSIDY</b>	<b>\$135.5</b>	<b>\$159.9</b>	<b>\$139.0</b>	<b>(\$20.9)</b>	<b>-15%</b>
Favorable/(Unfavorable)					Favorable/(Unfavorable)					
<b>56%</b>	<b>51%</b>	<b>58%</b>			<b>COST RECOVERY RATIO</b>	<b>59%</b>	<b>54%</b>	<b>59%</b>		



# RAIL

## Operating Financials

September-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		
<b>REVENUES:</b>										
\$41.5	\$39.9	\$43.7	(\$3.8)	-9%	Passenger Fares	\$130.1	\$126.6	\$135.9	(\$9.3)	-7%
0.2	0.2	0.2	0.0	0%	D.C. Schools	0.4	0.3	0.3	(0.0)	0%
4.1	3.8	4.3	(0.5)	-11%	Parking	12.2	11.8	12.8	(1.0)	-8%
1.1	1.1	1.2	(0.0)	0%	Advertising	3.6	3.5	3.5	0.1	2%
0.6	0.5	0.5	0.0	10%	Rent	1.7	2.1	1.4	0.7	50%
1.0	1.1	1.0	0.1	12%	Fiber Optic	3.2	3.7	3.0	0.6	21%
0.2	0.4	0.2	0.3	140%	Other	0.5	1.0	0.6	0.5	89%
0.0	0.0	0.2	(0.2)	-99%	Interest	0.2	0.0	0.5	(0.5)	-99%
0.6	0.0	0.6	(0.6)	-96%	SCR Funding	1.8	0.3	1.8	(1.5)	-83%
<b>\$49.3</b>	<b>\$47.1</b>	<b>\$51.7</b>	<b>(\$4.6)</b>	<b>-9%</b>	<b>TOTAL REVENUE</b>	<b>\$153.7</b>	<b>\$149.4</b>	<b>\$159.7</b>	<b>(\$10.3)</b>	<b>-6%</b>
<b>EXPENSES:</b>										
\$33.4	\$34.4	\$32.5	(\$1.8)	-6%	Salary/Wages/OT	\$100.3	\$105.0	\$98.4	(\$6.6)	-7%
11.8	14.7	13.5	(1.2)	-9%	Fringe Benefits	34.0	40.8	39.7	(1.2)	-3%
3.6	3.3	5.2	1.9	37%	Services	10.2	12.8	14.6	1.8	12%
3.8	5.4	3.3	(2.1)	-62%	Supplies	10.5	13.5	9.8	(3.7)	-37%
6.2	5.5	5.9	0.4	7%	Power/Diesel/CNG	17.5	16.3	17.9	1.6	9%
5.6	4.6	4.5	(0.1)	-2%	Insurance/Utilities/Other	15.2	13.3	13.6	0.3	2%
(0.2)	0.0	0.0	0.0		Reimbursements	(0.7)	0.0	0.0	0.0	
<b>\$64.2</b>	<b>\$67.8</b>	<b>\$65.0</b>	<b>(\$2.8)</b>	<b>-4%</b>	<b>TOTAL EXPENSE</b>	<b>\$186.9</b>	<b>\$201.8</b>	<b>\$194.0</b>	<b>(\$7.9)</b>	<b>-4%</b>
<b>\$14.9</b>	<b>\$20.7</b>	<b>\$13.3</b>	<b>(\$7.4)</b>	<b>-56%</b>	<b>SUBSIDY</b>	<b>\$33.2</b>	<b>\$52.4</b>	<b>\$34.2</b>	<b>(\$18.2)</b>	<b>-53%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

77%      70%      80%

**COST RECOVERY RATIO**

82%      74%      82%

**METROBUS**  
**Operating Financials**  
**September-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	
<b>REVENUES:</b>										
\$10.0	\$9.7	\$10.3	(\$0.6)	-6%	Passenger Fares	\$29.9	\$27.9	\$30.8	(\$2.9)	-10%
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.4	0.4	0.4	(0.0)	0%
2.1	2.2	2.3	(0.1)	-4%	Advertising	6.2	6.7	7.0	(0.3)	-5%
0.2	0.1	0.2	(0.1)	-36%	Other	0.5	0.5	0.5	0.0	0%
0.1	(0.0)	0.1	(0.1)	-117%	Interest	0.4	(0.0)	0.3	(0.3)	-103%
0.5	0.4	0.4	0.0	0%	SE Closure	1.2	1.3	1.3	0.0	0%
0.1	0.6	0.1	0.4	292%	SCR Funding	0.4	1.7	0.4	1.3	292%
<b>\$13.3</b>	<b>\$13.3</b>	<b>\$13.7</b>	<b>(\$0.4)</b>	<b>-3%</b>	<b>TOTAL REVENUE</b>	<b>\$39.1</b>	<b>\$38.4</b>	<b>\$40.7</b>	<b>(\$2.3)</b>	<b>-6%</b>
<b>EXPENSES:</b>										
\$23.2	\$23.3	\$22.6	(\$0.7)	-3%	Salary/Wages/OT	\$69.3	\$69.8	\$68.4	(\$1.3)	-2%
8.0	10.2	9.8	(0.4)	-4%	Fringe Benefits	23.3	28.1	29.2	1.1	4%
2.0	2.3	2.2	(0.1)	-2%	Services	5.0	4.5	6.4	1.9	30%
2.8	3.2	2.3	(0.9)	-39%	Supplies	7.7	9.2	6.9	(2.3)	-33%
4.4	2.7	3.3	0.6	17%	Power/Diesel/CNG	13.5	8.1	9.9	1.8	18%
2.5	1.7	1.6	(0.1)	-9%	Insurance/Utilities/Other	7.8	5.0	4.8	(0.2)	-4%
(1.5)	0.0	0.0	0.0		Reimbursements	(4.5)	0.0	0.0	0.0	
<b>\$41.4</b>	<b>\$43.5</b>	<b>\$41.9</b>	<b>(\$1.6)</b>	<b>-4%</b>	<b>TOTAL EXPENSE</b>	<b>\$122.0</b>	<b>\$124.7</b>	<b>\$125.6</b>	<b>\$0.9</b>	<b>1%</b>
<b>\$28.1</b>	<b>\$30.1</b>	<b>\$28.1</b>	<b>(\$2.0)</b>	<b>-7%</b>	<b>SUBSIDY</b>	<b>\$82.9</b>	<b>\$86.3</b>	<b>\$85.0</b>	<b>(\$1.3)</b>	<b>-2%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

32% 31% 33%

**COST RECOVERY RATIO**

32% 31% 32%

# REGIONAL BUS

## Operating Financials

September-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		
<b>REVENUES:</b>											
\$8.4	\$8.0	\$8.5	(\$0.5)	-6%	Passenger Fares	\$25.3	\$23.1	\$25.5	(\$2.4)	-10%	
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.4	0.4	0.4	(0.0)	0%	
2.1	2.2	2.3	(0.1)	-4%	Advertising	6.2	6.7	7.0	(0.3)	-5%	
0.2	0.1	0.2	(0.1)	-36%	Other	0.5	0.5	0.5	0.0	0%	
0.1	(0.0)	0.1	(0.1)	-117%	Interest	0.4	(0.0)	0.3	(0.3)	-103%	
0.5	0.4	0.4	0.0	0%	SE Closure	1.2	1.2	1.2	0.0	0%	
0.1	0.6	0.1	0.4	292%	SCR Funding	0.4	1.7	0.4	1.3	292%	
<b>\$11.7</b>	<b>\$11.6</b>	<b>\$11.9</b>	<b>(\$0.3)</b>	<b>-3%</b>	<b>TOTAL REVENUE</b>	<b>\$34.5</b>	<b>\$33.6</b>	<b>\$35.3</b>	<b>(\$1.7)</b>	<b>-5%</b>	
<b>EXPENSES:</b>											
\$19.4	\$18.8	\$18.3	(\$0.5)	-3%	Salary/Wages/OT	\$58.1	\$56.5	\$55.4	(\$1.1)	-2%	
6.7	8.3	8.0	(0.3)	-4%	Fringe Benefits	19.5	22.7	23.6	0.9	4%	
1.7	1.9	1.8	(0.0)	-2%	Services	4.2	3.6	5.2	1.5	30%	
2.4	2.6	1.9	(0.7)	-39%	Supplies	6.4	7.5	5.6	(1.8)	-33%	
3.7	2.2	2.7	0.5	17%	Power/Diesel/CNG	11.3	6.6	8.0	1.4	18%	
2.1	1.4	1.3	(0.1)	-9%	Insurance/Utilities/Other	6.6	4.1	3.9	(0.2)	-4%	
(1.3)	0.0	0.0	0.0		Reimbursements	(3.8)	0.0	0.0	0.0		
<b>\$34.7</b>	<b>\$35.2</b>	<b>\$33.9</b>	<b>(\$1.3)</b>	<b>-4%</b>	<b>TOTAL EXPENSE</b>	<b>\$102.4</b>	<b>\$101.0</b>	<b>\$101.7</b>	<b>\$0.7</b>	<b>1%</b>	
<b>\$23.0</b>	<b>\$23.5</b>	<b>\$21.9</b>	<b>(\$1.6)</b>	<b>-7%</b>	<b>SUBSIDY</b>	<b>\$67.9</b>	<b>\$67.4</b>	<b>\$66.3</b>	<b>(\$1.0)</b>	<b>-2%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

34% 33% 35%

**COST RECOVERY RATIO**

34% 33% 35%

# NON-REGIONAL BUS

## Operating Financials

September-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	
<b>REVENUES:</b>										
\$1.5	\$1.7	\$1.8	(\$0.1)	-6%	Passenger Fares	\$4.7	\$4.8	\$5.3	(\$0.5)	-10%
.0	.0	.0	.0	0%	08 Fare Inc.	.0	.0	.0	.0	0%
.0	.0	.0	.0	0%	SE Closure	.0	.0	.0	.0	0%
<b>\$1.5</b>	<b>\$1.7</b>	<b>\$1.8</b>	<b>(\$0.1)</b>	<b>-6%</b>	<b>TOTAL REVENUE</b>	<b>\$4.7</b>	<b>\$4.8</b>	<b>\$5.3</b>	<b>(\$0.5)</b>	<b>-10%</b>
<b>EXPENSES:</b>										
\$3.7	\$4.4	\$4.3	(\$0.1)	-3%	Salary/Wages/OT	\$11.1	\$13.3	\$13.0	(\$0.3)	-2%
1.3	1.9	1.9	(0.1)	-4%	Fringe Benefits	3.7	5.4	5.6	0.2	4%
0.3	0.4	0.4	(0.0)	-2%	Services	0.8	0.9	1.2	0.4	30%
0.5	0.6	0.4	(0.2)	-39%	Supplies	1.2	1.8	1.3	(0.4)	-33%
0.7	0.5	0.6	0.1	17%	Power/Diesel/CNG	2.2	1.5	1.9	0.3	18%
0.4	0.3	0.3	(0.0)	-9%	Insurance/Utilities/Other	1.3	1.0	0.9	(0.0)	-4%
(.2)	.0	.0	.0		Reimbursements	(.7)	.0	.0	.0	
<b>\$6.6</b>	<b>\$8.3</b>	<b>\$8.0</b>	<b>(\$0.3)</b>	<b>-4%</b>	<b>TOTAL EXPENSE</b>	<b>\$19.6</b>	<b>\$23.8</b>	<b>\$24.0</b>	<b>\$0.2</b>	<b>1%</b>
<b>\$5.1</b>	<b>\$6.6</b>	<b>\$6.2</b>	<b>(\$0.4)</b>	<b>-7%</b>	<b>SUBSIDY</b>	<b>\$15.0</b>	<b>\$19.0</b>	<b>\$18.6</b>	<b>(\$0.3)</b>	<b>-2%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

23% 20% 22%

**COST RECOVERY RATIO**

24% 20% 22%

# METROACCESS

## Operating Financials

September-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		
<b>REVENUES:</b>											
\$0.2	\$0.4	\$0.4	(\$0.0)	-11%	Passenger Fares	\$0.7	\$1.0	\$1.2	(\$0.1)	-12%	
.1	.0	.0	.0		Other	.2	.3	.0	.3		
<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>(\$0.0)</b>	<b>-2%</b>	<b>TOTAL REVENUE</b>	<b>\$1.0</b>	<b>\$1.4</b>	<b>\$1.2</b>	<b>\$0.2</b>	<b>14%</b>	
<b>EXPENSES:</b>											
\$0.0	\$0.2	\$0.3	\$0.0	16%	Salary/Wages/OT	\$0.1	\$0.9	\$0.9	(\$0.0)	0%	
0.0	0.1	0.1	(0.0)	-2%	Fringe Benefits	0.1	0.4	0.3	(0.0)	-13%	
7.2	7.5	6.4	(1.0)	-16%	Services	20.0	21.1	19.6	(1.6)	-8%	
0.0	0.0	0.0	0.0	82%	Supplies	0.0	0.0	0.0	(0.0)	-2%	
0.1	0.0	0.1	0.0	55%	Insurance/Utilities/Other	0.1	0.1	0.2	0.1	56%	
<b>\$7.3</b>	<b>\$7.8</b>	<b>\$6.9</b>	<b>(\$0.9)</b>	<b>-14%</b>	<b>TOTAL EXPENSE</b>	<b>\$20.3</b>	<b>\$22.5</b>	<b>\$21.0</b>	<b>(\$1.5)</b>	<b>-7%</b>	
<b>\$7.0</b>	<b>\$7.4</b>	<b>\$6.5</b>	<b>(\$0.9)</b>	<b>-15%</b>	<b>SUBSIDY</b>	<b>\$19.3</b>	<b>\$21.1</b>	<b>\$19.8</b>	<b>(\$1.3)</b>	<b>-7%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

4%

5%

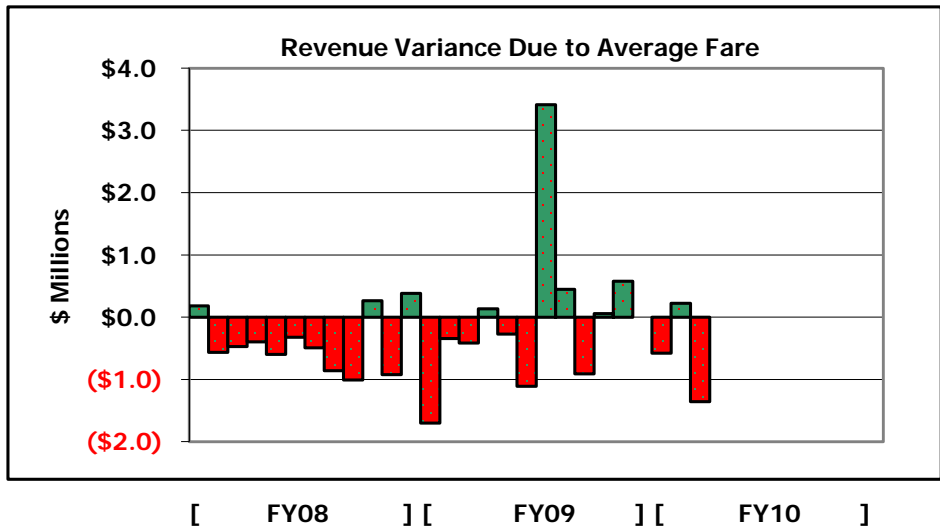
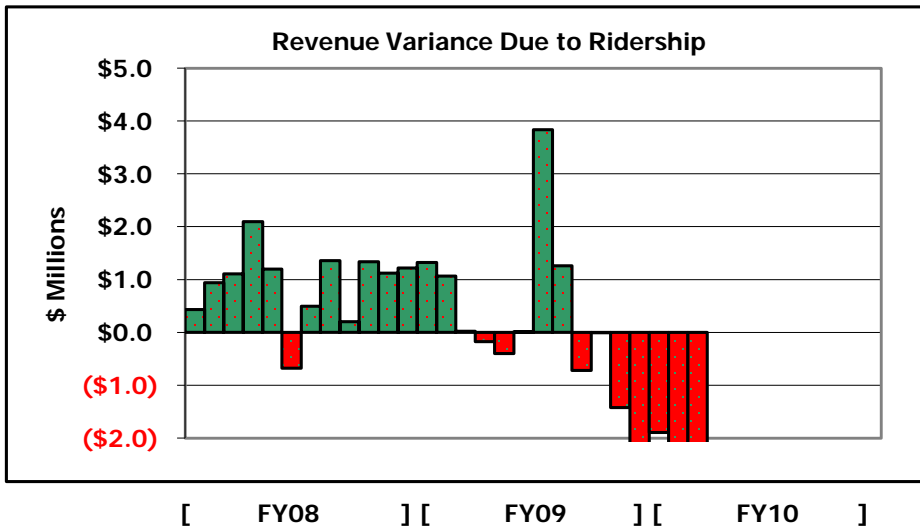
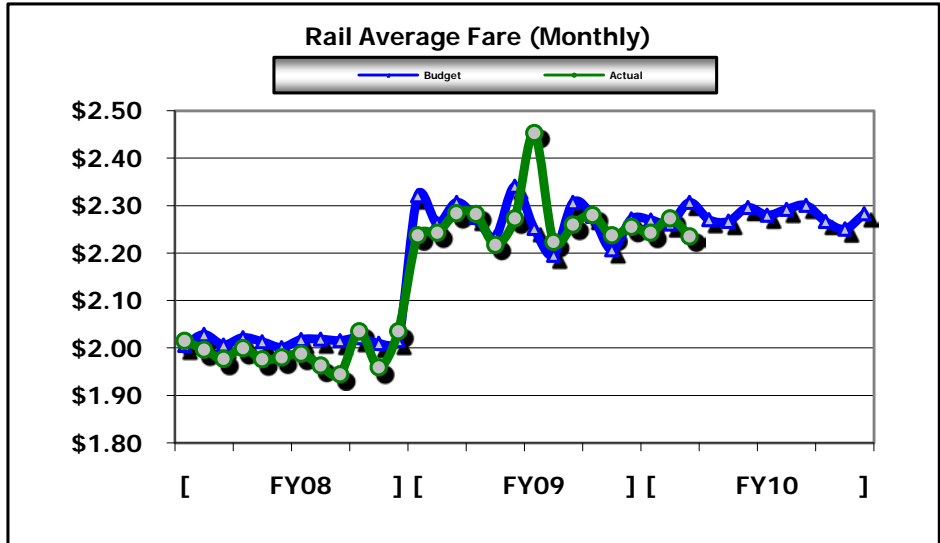
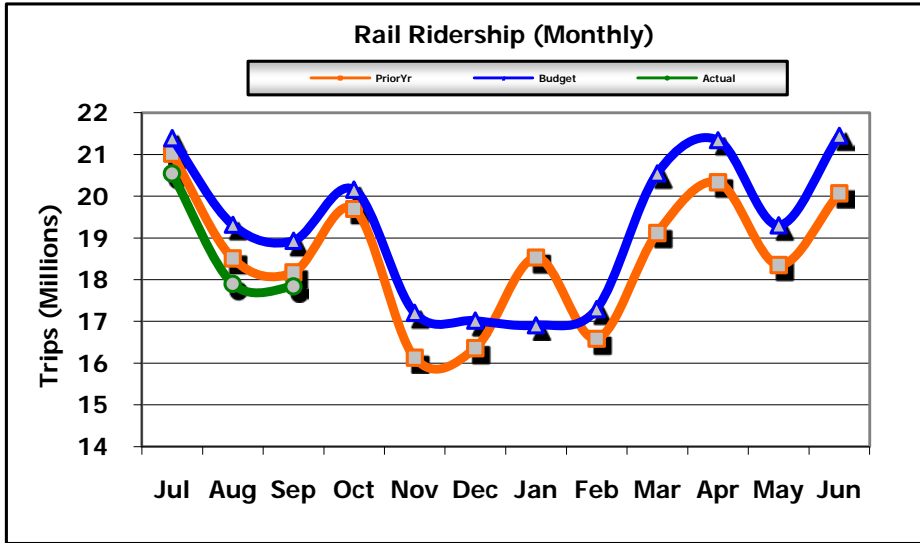
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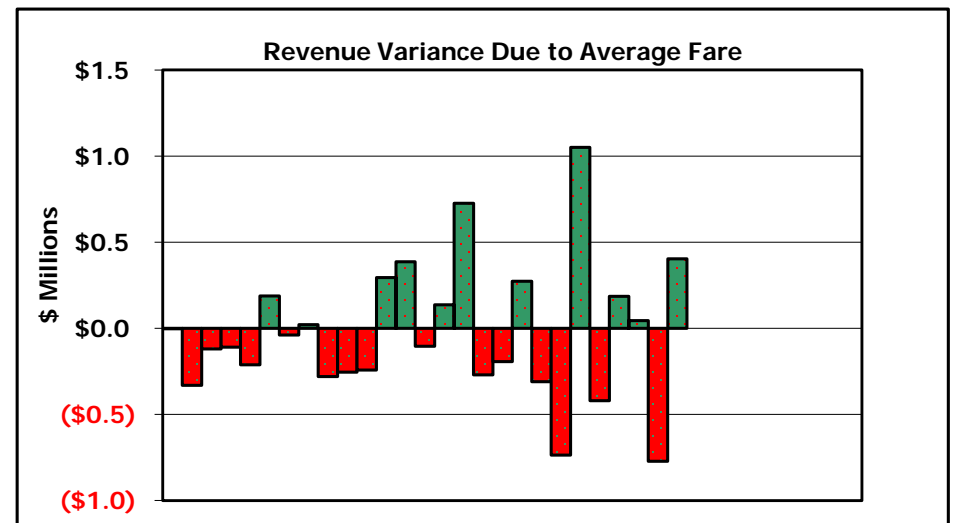
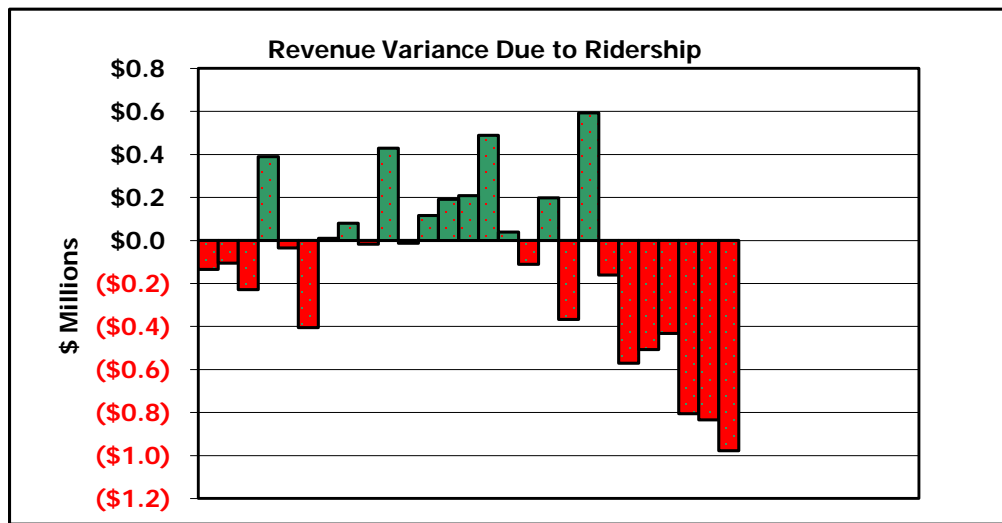
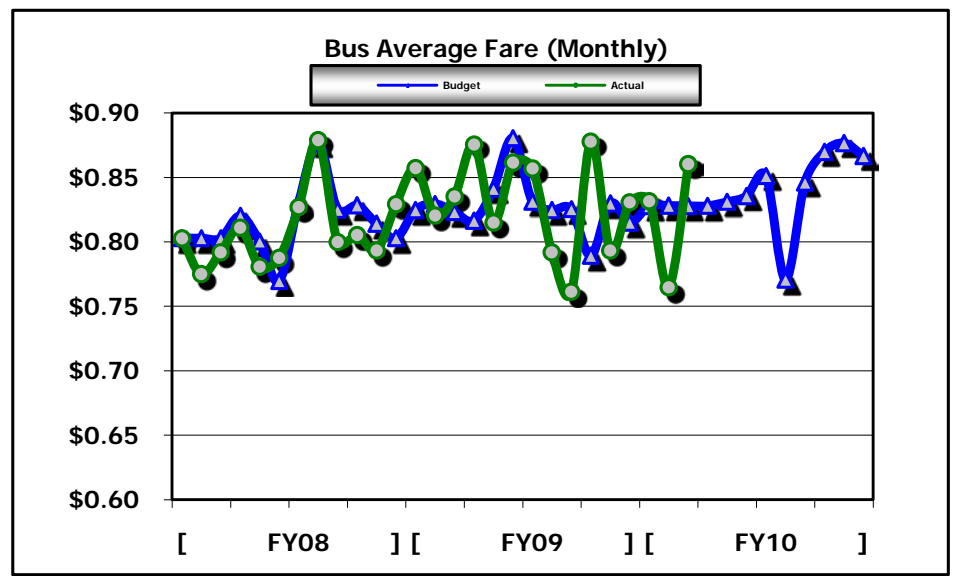
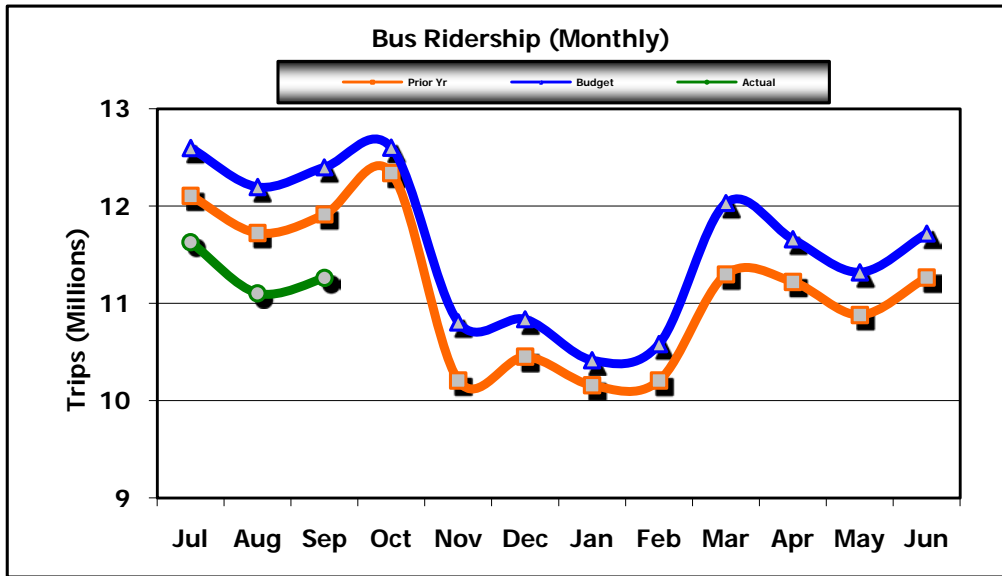
**COST RECOVERY RATIO**

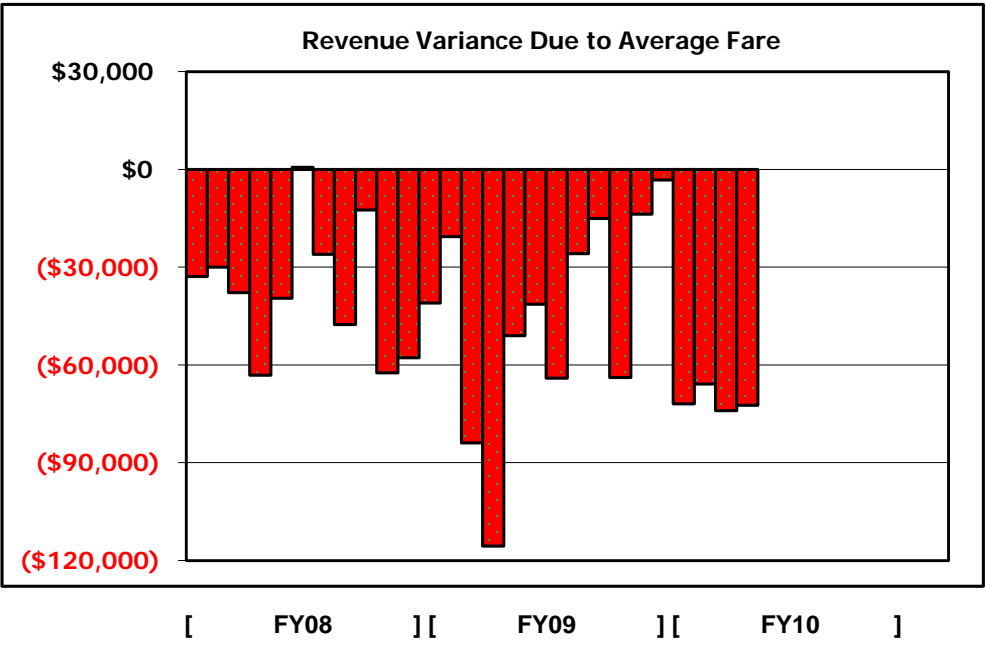
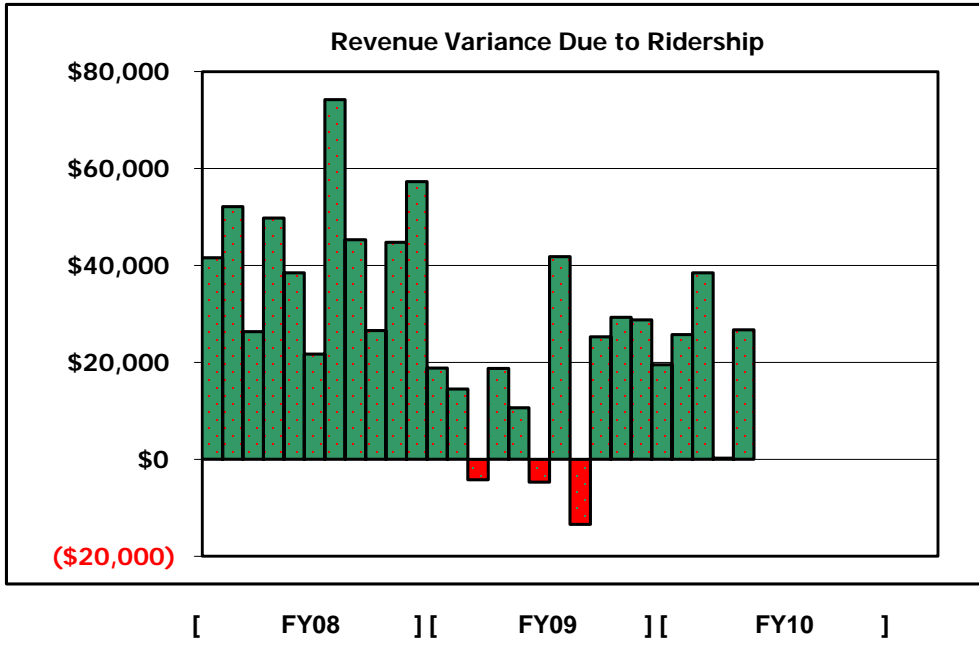
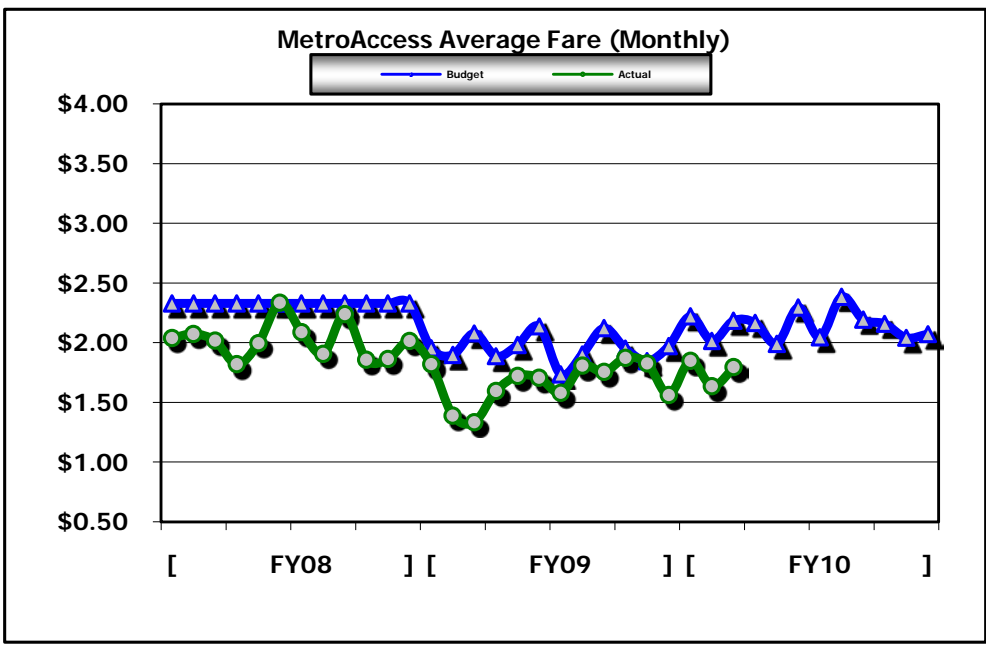
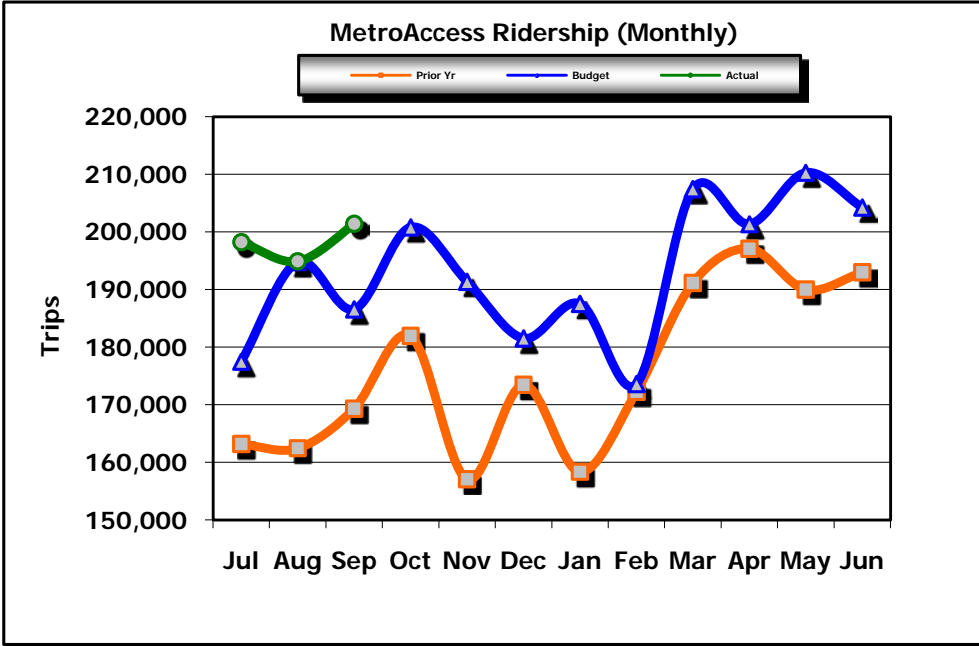
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6%

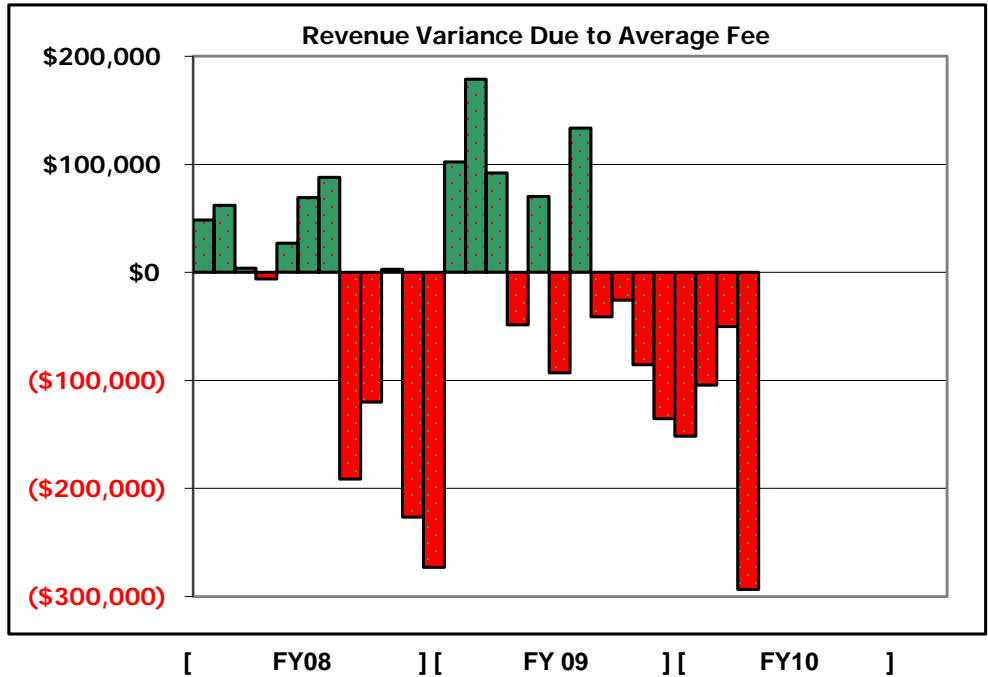
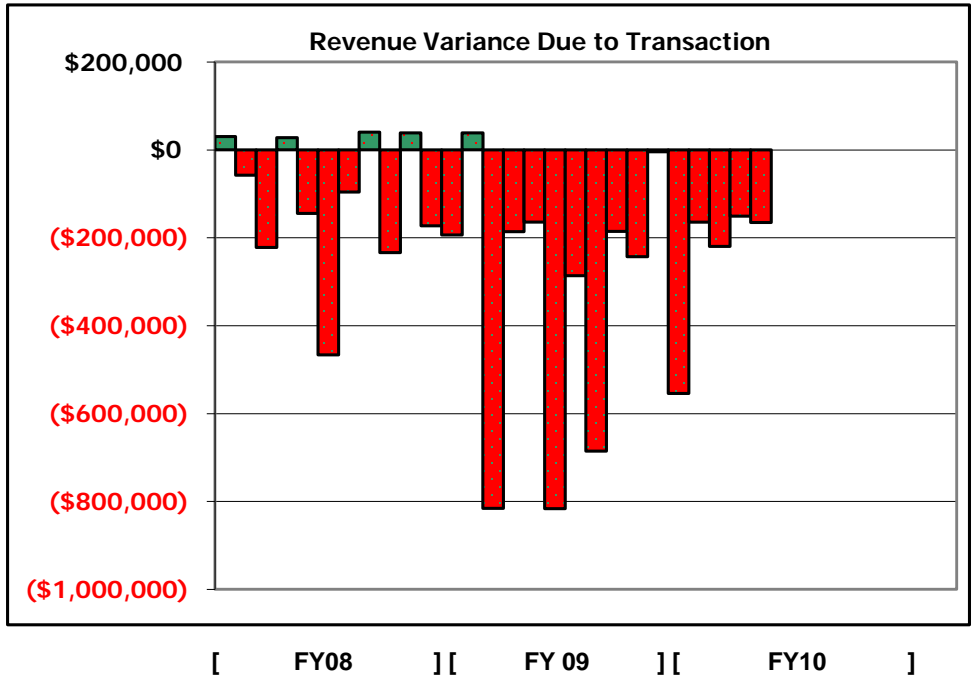
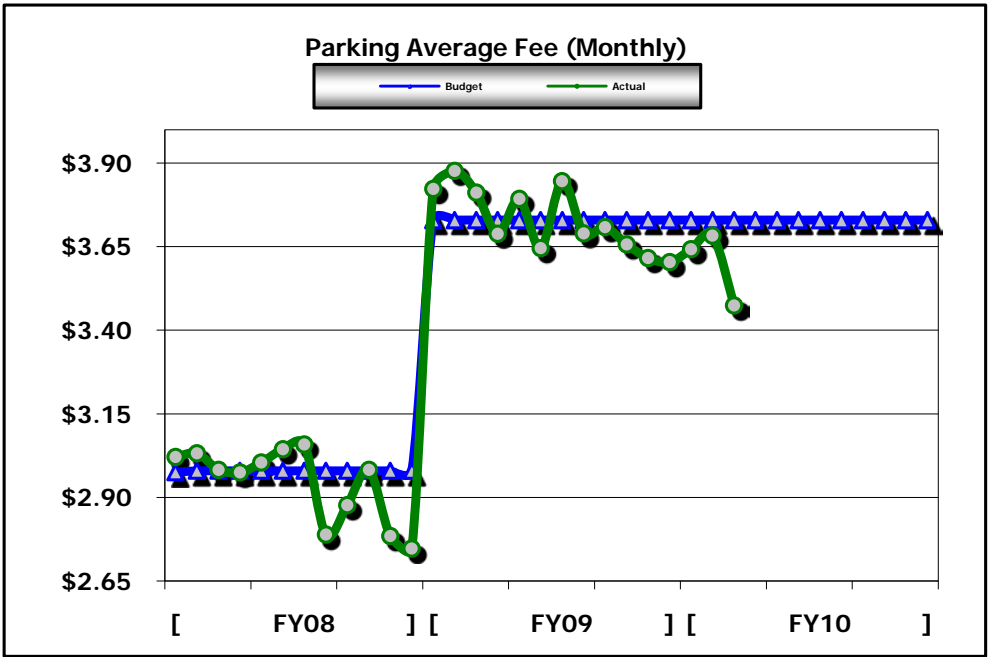
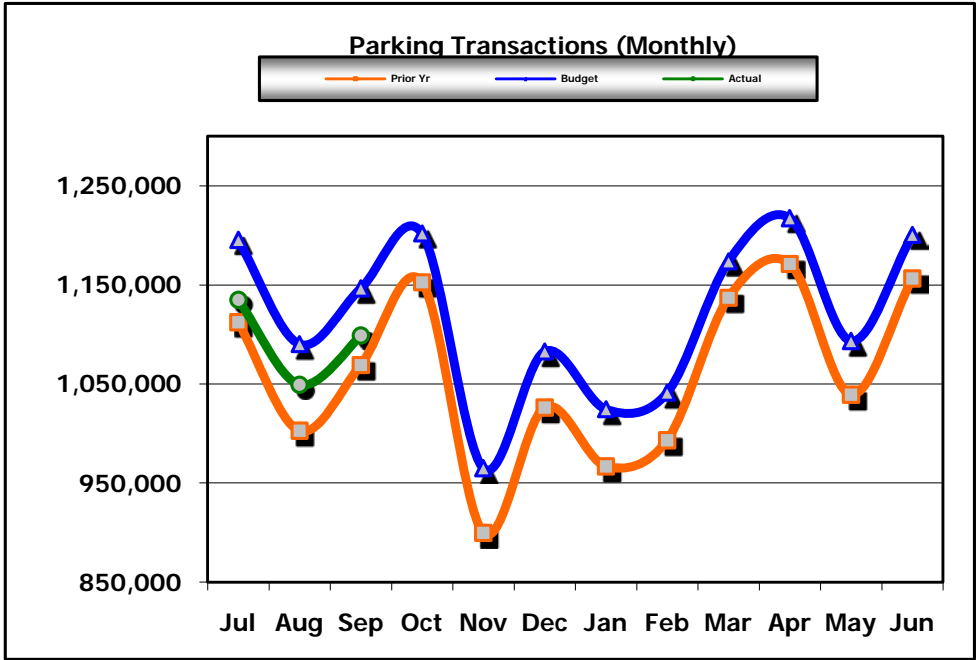
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## Year-to-Date-August FY 2010

Account Analysis						Modal Analysis			
						Actual vs Budget		This Year Actual vs. Last Year Actual	
	Last Year Actual	This Year Actual	Budget	Budget Variance					
<b>a. Passenger Revenue</b>						<b>d. Metrorail</b>			
Metrorail	\$130,053	\$126,629	\$135,537	(\$8,908) (7%)	Ridership	(\$7,616) (6%)		(\$3,201) (2.5%)	
Metrobus	\$29,946	\$27,850	\$30,794	(\$2,943) (10%)	Average Fare	(\$1,292) (1%)		(\$223) (0%)	
MetroAccess	\$748	\$1,048	\$1,194	(\$147) (12%)	Budget Variance	(\$8,908) (7%)		(\$3,424) (3%)	
Monthly Total	\$160,747	\$155,527	\$167,525	(\$11,998) (7%)					
<b>b. Ridership</b>						<b>e. Metrobus</b>			
Metrorail	57,698	56,278	59,628	(3,351) (6%)	Ridership	(\$2,646) (9%)		(\$1,463) (5%)	
Metrobus	35,742	33,995	37,191	(3,196) (9%)	Average Fare	(\$297) (1%)		(\$632) (2%)	
MetroAccess	495	595	559	36 7%	Budget Variance	(\$2,943) (10%)		(\$2,095) (7%)	
Monthly Total	93,935	90,868	97,378	(6,510) (7%)					
<b>c. Average Fare</b>						<b>f. MetroAccess</b>			
Metrorail	\$2.25	\$2.25	\$2.27	(\$0.02) (1%)	Ridership	\$78 7%		\$152 20%	
Metrobus	\$0.84	\$0.82	\$0.83	(\$0.01) (1%)	Average Fare	(\$225) (18%)		\$148 16%	
MetroAccess	\$1.51	\$1.76	\$2.14	(\$0.38) (18%)	Budget Variance	(\$147) (12%)		\$300 40%	
Monthly Total	\$1.71	\$1.71	\$1.72	(\$0.01) (1%)					

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

# Ridership and Revenue Analysis: September FY2010

Account Analysis						Modal Analysis					
						Actual vs Budget		This Year Actual vs. Last Year Actual			
						Actual	Budget	Variance	%		
<b>a. Passenger Revenue</b>											
Metrorail	\$41,506	\$39,870	\$43,670	(\$3,800)	(9%)	(\$2,521)	(6%)	(\$763)	(2%)		
Metrobus	\$9,952	\$9,690	\$10,265	(\$575)	(6%)	(\$1,278)	(3%)	(\$872)	(2%)		
MetroAccess	\$177	\$362	\$408	(\$46)	(11%)	(\$3,800)	(9%)	(\$1,635)	(4%)		
Monthly Total	\$51,634	\$49,922	\$54,342	(\$4,420)	(8%)						
<b>b. Ridership</b>											
Metrorail	18,171	17,837	18,930	(1,093)	(6%)	(\$941)	(9%)	(\$545)	(5%)		
Metrobus	11,914	11,262	12,398	(1,136)	(9%)	\$365	4%	\$283	3%		
MetroAccess	169	201	187	15	8%	(\$575)	(6%)	(\$262)	(3%)		
Monthly Total	30,254	29,300	31,515	(\$2,214)	(7%)						
<b>c. Average Fare</b>											
Metrorail	\$2.28	\$2.24	\$2.31	(\$0.07)	(3%)	\$32	8%	\$34	19%		
Metrobus	\$0.84	\$0.86	\$0.83	\$0.03	4%	(\$78)	(18%)	\$151	72%		
MetroAccess	\$1.05	\$1.80	\$2.18	(\$0.39)	(18%)	(\$46)	(11%)	\$185	104%		
Monthly Total	\$1.71	\$1.70	\$1.72	(\$0.02)	(1%)						
<b>d. Metrorail</b>											
<b>e. Metrobus</b>											
<b>f. MetroAccess</b>											

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

<b><u>METRO MATTERS - Fiscal Year 2010</u></b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>A. Infrastructure Renewal Program (IRP)</i></b>				
<b><i>Rolling Stock: Bus</i></b>				
Diesel Bus Replacement				
Hybrid Bus Replacement	105,645.6	42,959.0	12,753.8	92,891.8
Bus Procurement	58.2	58.2		58.2
Subtotal	<u>\$105,703.7</u>	<u>\$43,017.1</u>	<u>\$12,753.8</u>	<u>\$92,949.9</u>
<b><i>Rolling Stock: Rail</i></b>				
Rail Car Enhancements	\$296.9	\$296.9	\$23.2	\$273.8
7000 Series Railcar Procurement	4,000.0			4,000.0
2000/3000 Series Rail Cars Rehab	10,617.9	4,377.9	388.0	10,229.9
Subtotal	<u>\$14,914.9</u>	<u>\$4,674.8</u>	<u>\$411.2</u>	<u>\$14,503.7</u>
<b><i>Passenger Facilities</i></b>				
Escalator Rehabilitation	\$4,346.2	\$4,017.6	\$108.9	\$4,237.3
Elevator/Escalator Maint.	3,989.8	2,612.3	511.3	3,478.5
Elevator Rehabilitation	812.1	79.0	79.0	733.1
Station Enhancement	7,744.8	1,882.3	1,882.3	5,862.5
Parking Lot Rehabilitation	3,257.3	1,993.6	661.3	2,596.0
Station & Tunnel Rehab.	2,944.1	2,003.4	860.3	2,083.9
Fire System Rehabilitation	9,204.6	7,718.7	1,023.6	8,180.9
Station Chiller Rehabilitation	3,407.1	2,824.5	591.3	2,815.8
Drainage Pumping/Sewer Rehab.	385.1	93.0	3.2	381.9
Red Line Rehab (Dupont Circle to Silver Spring)	33,056.0	1,274.0	750.0	32,306.0
Orange/Blue Line Rehab (Reagan Airport to N	1,500.0	300.0		1,500.0

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Rail Facilities Rehab (Brentwood, New Carrollt	600.0	600.0		600.0
Bus Facility Rehabilitation	6,189.0	1,158.6	241.5	5,947.5
Subtotal	\$77,436.1	\$26,557.0	\$6,712.8	\$70,723.3
<b><i>Maintenance Facilities</i></b>				
Environment Assessment	\$790.5	\$308.9		\$790.5
Emergency Construction Bus	32.3			32.3
Rail/Bus Str, Offices, Yards	2,368.2	337.3	7.8	2,360.4
Repairables	8,362.4	1,901.4	384.3	7,978.1
Non-Revenue Vehicles	1,727.2	1,557.8	867.5	859.7
Support Equipment - MTPD	5,990.9	1,500.2	1,096.3	4,894.5
Support Equipment - IT	3,434.7	1,418.6	1,069.9	2,364.8
Support Equipment - Other Offices	2,095.8	884.7	647.2	1,448.6
Bus Support Equipment	1,840.8	446.9	68.4	1,772.4
Rail Support Equipment	3,606.5	1,510.2	663.3	2,943.1
Bus Lifts/Work Equipment	400.0	87.8	80.5	319.5
Rail Car Washer Rehabilitation	500.0			500.0
Locomotives and Prime Movers	11,441.1	35.0	35.0	11,406.1
Subtotal	\$42,590.3	\$9,988.9	\$4,920.3	\$37,670.0
<b><i>Systems</i></b>				
Train Communication Upgrade	\$8,773.6	\$8,483.3	\$649.3	\$8,124.3
Train Monitoring System	8,000.0			8,000.0
Mid-Life Rehabilitation ATC	5,838.2	5,351.1	1,729.1	4,109.1
Mid-Life Rehab AC/TPSS/TBS	411.6	356.2	209.3	202.3
Traction Power Switchgear	7,953.8	831.6	150.0	7,803.8

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
UPS System Replacement	201.8	201.8	0.8	201.0
Electrical Systems Rehab	992.1	428.6	178.3	813.8
Fare Collection Equipment	6,811.3	706.6	128.7	6,682.6
Regional Fare Integration (SmarTrip)	17,070.0	1,300.7	474.6	16,595.4
Subtotal	<u>\$56,052.4</u>	<u>\$17,659.9</u>	<u>\$3,520.1</u>	<u>\$52,532.3</u>
 <i>Track and Structure</i>				
ROW Structure Rehabilitation	\$6,172.8	\$5,439.5	\$1,675.6	\$4,497.2
ROW Floating Slabs	1,314.3	317.5	317.5	996.9
ROW Track Rehabilitation	19,400.1	6,447.9	4,316.8	15,083.4
Station Tunnel Leak Mitigation	3,804.7	899.0	760.4	3,044.3
Subtotal	<u>\$30,692.0</u>	<u>\$13,104.0</u>	<u>\$7,070.2</u>	<u>\$23,621.7</u>
 <i>Information Technology</i>				
Information Technology (IT)	\$28,601.3	\$10,985.5	\$4,534.5	\$24,066.8
NextBus Real Time Information	578.1	572.3	262.2	315.9
CRCS Cable Replacement	750.0			750.0
Return to Work	750.0	502.0	225.1	524.9
ROCS Upgrade Program (IRPG)	62.6			62.6
Subtotal	<u>\$30,742.0</u>	<u>\$12,059.8</u>	<u>\$5,021.8</u>	<u>\$25,720.3</u>
 <i>Preventive Maintenance</i>				
Preventive Maintenance	<u>\$30,700.0</u>	<u>\$30,700.0</u>	<u>\$7,675.0</u>	<u>\$23,025.0</u>
Subtotal	<u>\$30,700.0</u>	<u>\$30,700.0</u>	<u>\$7,675.0</u>	<u>\$23,025.0</u>

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<i><b>Urgent Capital Needs</b></i>				
Safety	\$500.0	\$500.0		\$500.0
Rail Cars	10,471.0	733.6	104.3	10,366.7
Train Power Systems	3,055.5	992.5	439.5	2,615.9
Buses	3,200.0	21.0		3,200.0
Metro Access	1,447.1	926.2	926.2	520.9
Rail Equipment	4,000.0			4,000.0
State of Good Repair	27,781.9	17,787.3	6,912.1	20,869.8
Train Control/Business Systems	21,046.5	4,140.3	1,725.2	19,321.3
Subtotal	<u>\$71,501.9</u>	<u>\$25,100.8</u>	<u>\$10,107.3</u>	<u>\$61,394.6</u>
<b>Total: Infrastructure Renewal Program</b>	<b><u>\$460,333.3</u></b>	<b><u>\$182,862.3</u></b>	<b><u>\$58,192.5</u></b>	<b><u>\$402,140.8</u></b>
<i><b>B. Eight-Car Train Capital Initiative</b></i>				
6000 Series Rail Car	\$16,530.1	\$4,307.0	\$834.6	\$15,695.5
Rail Yard Maintenance & Storage	11,290.0	11,027.5	2,366.5	8,923.6
Traction Power Substation Upgrade	9,349.2	7,517.7	1,650.0	7,699.2
Precision Stopping	1,841.2	1,058.7	100.0	1,741.2
<b>Total: Eight-Car Train Capital Initiative</b>	<b><u>\$39,010.4</u></b>	<b><u>\$23,910.9</u></b>	<b><u>\$4,951.0</u></b>	<b><u>\$34,059.4</u></b>
<i><b>C. Bus Improvement Capital Initiative</b></i>				
Bus Procurement	\$20.3	\$20.3		\$20.3
West Ox Bus Garage	1,816.5	346.2	2.0	1,814.5
Customer Facilities	8,555.2	2,585.9	943.7	7,611.6

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b>Total: Bus Improvement Capital Initiative</b>	<b>\$10,392.0</b>	<b>\$2,952.4</b>	<b>\$945.6</b>	<b>\$9,446.3</b>
<b><i>E. Program Management</i></b>				
Credit Facility	\$1,474.0	\$281.6	\$186.4	\$1,287.6
System Expansion Planning (Proj. Dev.)	478.4			\$478.4
Program Management & Support	11,082.3	3,521.0	3,512.9	7,569.4
Finance	192.4	48.5	5.6	186.8
PreMM - Finance	12,237.8	12,237.8	4,714.1	7,523.7
Vertical Transportation Bonds	6,000.0	6,000.0	1,500.0	4,500.0
<b>Total: Program Management</b>	<b>\$31,464.8</b>	<b>\$22,088.9</b>	<b>\$9,918.9</b>	<b>\$21,545.9</b>
<b>Borrowing Expense</b>	<b>21,176.0</b>	<b>8,624.7</b>		<b>21,176.0</b>
<b>2010 GRAND TOTAL CAPITAL PROJECTS</b>	<b>\$562,376.6</b>	<b>\$240,439.2</b>	<b>\$74,008.1</b>	<b>\$488,368.5</b>

Definitions

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

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



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

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Vehicles &amp; Vehicle Parts</i></b>				
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	703.1	47.0	5,953.0
Bus Replacement Components (ST26)	2,803.6	1,757.8	273.3	2,530.4
Subtotal	\$39,604.7	\$6,209.2	\$320.3	\$39,284.4
<b><i>Maintenance Facilities</i></b>				
New Bus Body and Paint Shop (ST04)	\$23,900.0	\$1,678.8		\$23,900.0
Replacement of Southeastern Bus Garage (ST05)	30,000.0			30,000.0
Bus Garage Facility Repairs (ST11)	7,600.0	2,903.7	649.7	6,950.3
Subtotal	\$61,500.0	\$4,582.5	\$649.7	\$60,850.3
<b><i>Passenger Facilities</i></b>				
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	999.7		1,200.0
Subtotal	\$19,700.0	\$999.7		\$19,700.0
<b><i>Safety &amp; Security</i></b>				
Bus Garage Security Update (ST23)	\$3,000.0	\$1,727.6	\$2.8	\$2,997.2
Communications Equipment for Operations Control Center (ST24)	3,000.0	1,253.9	495.3	2,504.7
Emergency Tunnel Evacuation Carts (ST30)	1,000.0			1,000.0
Underground Communications Radios (ST40)	1,000.0	868.7	868.7	131.3

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

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Additional Station Alarm/Chemical Sensors (ST48)	4,000.0	2,501.4	1,251.6	2,748.4
Subtotal	\$12,000.0	\$6,351.6	\$2,618.3	\$9,381.7
 <b><i>Maintenance &amp; Repair Equipment</i></b>				
Heavy Duty Locomotives for Maintenance (ST12)	\$7,500.0			\$7,500.0
Power Tool Equipment Replacement (ST31)	1,934.0	438.4	27.9	1,906.1
60-Ton Crane for Track Work (ST17)	4,000.0			4,000.0
Heavy Duty Track Equipment (ST07)	11,564.5	4,032.7		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	248.1	248.1	781.9
Subtotal	\$29,928.5	\$4,719.2	\$276.0	\$29,652.5
 <b><i>Operations Systems</i></b>				
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	99.8		395.0
Subtotal	\$26,295.0	\$1,975.6		\$26,295.0
 <b><i>Information Technology</i></b>				
Sensitive Data Protection Technology (ST16)	\$4,900.0	\$886.5		\$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	\$886.5		\$10,650.0

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

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b>TOTAL ARRA PROJECTS</b>	<b>\$199,678.2</b>	<b>\$25,724.4</b>	<b>\$3,864.3</b>	<b>\$195,813.9</b>
Miscellaneous Other	2,155.0			2,155.0
<b>TOTAL ARRA PROGRAM</b>	<b>\$201,833.2</b>	<b>\$25,724.4</b>	<b>\$3,864.3</b>	<b>\$197,968.9</b>

Definitions

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**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 September 30, 2009**  
**(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions**  
**\$ in millions**

JURISDICTION	TOTAL	NOTES <sup>1</sup>
<b>DISTRICT OF COLUMBIA</b>		
DC Dept of Transportation	(\$1.062)	
DC Dept of Transportation	(\$0.056)	D.C. School Subsidy - Includes actuals thru May 2009; estimates for June Thru September 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
<b>Credits to be Applied to 2nd Quarter FY2010 Billing:</b>		
Audit Adjustment Credits for Yellow Line Extended Service	\$0.000	
Bus Operating	0.000	
Metro Matters Interest Earnings for Metro Matters Program	0.028	
<b>DC TOTAL</b>	<b><u>\$0.121</u></b>	
<b>MARYLAND</b>		
Montgomery County	\$8.769	Pending receipt of capital/CMAQ
Prince George's County	\$11.209	Pending receipt of capital/CMAQ
<b>Credits to be Applied to 2nd Quarter FY2010 Billing:</b>		
Audit Adjustment Credit Application	\$0.000	
<b>MD TOTAL</b>	<b><u>\$19.979</u></b>	
<b>VIRGINIA</b>		
Alexandria	(\$0.301)	
Arlington	(1.296)	
City of Fairfax	(0.031)	
Fairfax County	(2.414)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.151)	
Northern VA Transportation Comm.	(1.758)	
<b>Credits to be Applied to 2nd Quarter FY2010 Billing:</b>		
Metro Matters Interest Earnings for Metro Matters Program	0.014	
<b>VA TOTAL</b>	<b><u>(\$5.843)</u></b>	
<b>GRAND TOTAL</b> .....	<b><u>\$14.256</u></b>	

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

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal 2010 - September 2009**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$106,572.5				
<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	\$500.0	1,500.0
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	1,750.0	5,250.0
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	49,851.3	7,338.8
<b><u>Unrestricted Funds Available for Use:</u></b>		<b><u>(\$10,617.5)</u></b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b><u>District of Columbia 36%</u></b>		<b>\$21,600.0</b>			
<u>Use of Funds:</u>					
Tivoli			2,500.0	2,500.0	0.0
Anacostia Demonstration			10,000.0	8,511.7	1,488.3
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	17,687.6	3,862.4
<b>Balance of DC Funds Available for Use:</b>		<b>\$50.0</b>			

**Washington Metropolitan Area Transit Authority**  
**Transit Infrastructure Investment Fund (TIIF)**  
**Fiscal 2010 - September 2009**  
Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b><u>Maryland 37%</u></b>		\$22,200.0			
<u>Use of Funds:</u>					
New Carrollton Parking			497.6	496.0	1.6
College Park Parking			9,514.7	9,512.2	2.5
Largo Parking			2,432.7	2,432.7	0.0
Largo Day Care Center			3,000.0	3,000.0	0.0
Takoma-Langley			6,744.3	734.4	6,009.9
			22,189.3	16,175.3	6,014.0
<b>Balance of Maryland Funds Available for Use:</b>		<b>\$10.7</b>			
<b><u>Virginia 27%</u></b>		\$16,200.0			
<u>Use of Funds:</u>					
Huntington			8,082.8	8,082.8	0.0
West Falls Church			2,000.0	2,000.0	0.0
Royal Street Bus Garage			100.0	3.5	96.5
Ballston			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	13,319.9	2,693.1
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$187.0</b>			
<b>Grand Total:</b>	<b>\$106,572.5</b>	<b>\$106,572.5</b>	<b>\$116,942.4</b>	<b>\$97,034.0</b>	<b>\$19,908.4</b>

**Washington Metropolitan Area Transit Authority (Metro)**  
**CFO - TRES - Grants Management**

**Grant Activity for the Month ending September 30, 2009**

	<u>Grant Program</u>	<u>Activity</u>
<b>ARRA</b>	<b>FTA Formula Grants for Capital Transit Assistance and Fixed Guideway Infrastructure Improvement</b>	<p>\$200.2 million awarded. \$1.6 million to be requested for award.</p> <p>To meet heightened reporting requirements:</p> <ul style="list-style-type: none"> <li>• 1201(c) report was submitted to FTA in September.</li> <li>• 1512 report of data and accomplishments through the end of September will be posted publicly on Recovery.gov by October 30, 2009.</li> <li>• Monthly reporting to the House Committee on Transportation and Infrastructure has been completed according to the requests of Chairman Oberstar.</li> </ul>
	<b>Department of Homeland Security Transit Security Grant</b>	Board approved budget and award executed to provide funding for 20 officers and equipment for three years to form four anti-terrorism teams for up to \$9.6 million.
<b>FTA</b>	<b>Annual Formula Grants for Sections 5309 and 5307</b>	Grant applications are being aligned with regional Transportation Improvement Plan (TIP) in consultation with FTA. Finalization is expected in November to result in awards totaling \$239.0 million.
	<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>	<ul style="list-style-type: none"> <li>• Virginia 2009 CMAQ Grant award to fund 12 62-foot buses for \$10.1 million.</li> <li>• Maryland 2009 CMAQ funds are being flexed from Federal Highway Administration to FTA. Upon receipt, the grant application will be drafted for \$16.4 million.</li> </ul>
	<b>Federal Earmarks</b>	<ul style="list-style-type: none"> <li>• \$0.5 million has been awarded to fund engineering services to advance planning for the Royal Street Bus Garage Relocation to Cinder Bed Road.</li> <li>• Representative Moran has requested to the House Subcommittee on Transportation to allow use of the prior years earmarked grant awards to be used for \$1.8 million of current bus facility needs.</li> </ul>
<b>Safety &amp; Security</b>	<b>Department of Homeland Security Transit Security Grant</b>	Board approved budgets and award executed for \$24.3 million to fund enhanced security in the rail system through video technology and explosives detection canine teams.
	<b>District of Columbia Homeland Security &amp; Emergency Management</b>	Board approved budgets and ten awards executed for \$19.4 million capital security improvements and \$2.3 million operational emergency preparedness projects.
	<b>Department of Justice, Bureau of Justice Programs</b>	\$3.4 million awarded for reimbursement of security costs for events surrounding the presidential inauguration and arrival of the president-elect.

# Metro Sole Source Report

## Quarter 1, 2009

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On June 25, 2009, the Board adopted resolution 2009-48 that made changes to Metro's procurement policies and procedures. As part of the Board Requirements in that resolution, staff are required to provide a quarterly report of the contracts which have been awarded on a non-competitive or sole source basis. This is that report.

**During the first quarter of FY2010, there were no non-competitive or sole source awards.**