



**Finance, Administration and Oversight Committee**

**Information Item IV-B**

**December 3, 2009**

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



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

**Monthly Financial Report**

**October 2009**

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

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**OPERATING BUDGET**

**Summary**

Revenue in October was \$63.6 million, \$4.8 million or 7 percent less than budget. As in previous months this fiscal year, the greatest shortfall occurred in rail passenger revenue which was \$42.4 million, \$3.4 million less than anticipated. Bus passenger revenue was \$9.3 million, \$1.1 million or 11 percent below budget. MetroAccess revenue in October was \$0.4 million, \$0.1 million or 12 percent below budget. Total expenses for October of \$112.5 million were \$3.1 million better than expected or 3 percent. Jurisdictional subsidy for October was unfavorable by \$1.7 million, and through the first four months of the fiscal year, unfavorable revenues of \$17.2 million combined with expense overruns of \$5.4 million for an unfavorable operating subsidy of \$22.6 million or 12 percent.

(\$ Millions)	Oct 2008	Oct 2009		Budget Variance	
	Actual	Actual	Budget		
	<b>October Budget Variance</b>			<b>Variance</b>	
Revenue	\$67.6	\$63.6	\$68.4	(\$4.8)	-7%
Expense	\$114.1	\$112.5	\$115.6	\$3.1	3%
Subsidy	\$46.5	\$48.9	\$47.2	(\$1.7)	-4%
Cost Recovery	59%	57%	59%		
	<b>Year to Date Budget Variance</b>			<b>Variance</b>	
Revenue	\$261.3	\$252.8	\$270.0	(\$17.2)	-6%
Expense	\$443.3	\$461.5	\$456.2	(\$5.4)	-1%
Subsidy	\$182.0	\$208.8	\$186.2	(\$22.6)	-12%
Cost Recovery	59%	55%	59%		

**Ridership**

Average weekday ridership in October on Metrorail was 748,091 trips, a decrease of 1.4 percent below the same period last year. As in all previous months this fiscal year, the greatest ridership losses occurred in the AM peak period, and for the



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month there were 8,752 less boardings or 3.4 percent than the same period last year. PM peak boardings declined 4,850 or 1.8 percent below last October.

	<b>Oct 2008 Actual</b>	<b>Oct 2009 Actual Budget</b>		<b>Above/(Below) Last Year Budget</b>	
<i>Trips</i>	<b>Average Weekday Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	<b>758,859</b>	<b>748,091</b>	<b>786,157</b>	<b>-1%</b>	<b>-5%</b>
<b>Metrobus</b>	<b>468,162</b>	<b>437,773</b>	<b>487,825</b>	<b>-6%</b>	<b>-10%</b>
<b>MetroAccess</b>	<b>6,974</b>	<b>8,180</b>	<b>8,090</b>	<b>17%</b>	<b>1%</b>
<b>System Total</b>	<b>1,233,995</b>	<b>1,194,044</b>	<b>1,282,072</b>	<b>-3%</b>	<b>-7%</b>
<i>Trips (Thousands)</i>	<b>Year to Date Ridership</b>			<b>Growth Rate</b>	
<b>Metrorail</b>	<b>77,389</b>	<b>75,258</b>	<b>79,783</b>	<b>-3%</b>	<b>-6%</b>
<b>Metrobus</b>	<b>48,082</b>	<b>45,310</b>	<b>49,791</b>	<b>-6%</b>	<b>-9%</b>
<b>MetroAccess</b>	<b>677</b>	<b>803</b>	<b>760</b>	<b>19%</b>	<b>6%</b>
<b>System Total</b>	<b>126,148</b>	<b>121,371</b>	<b>130,334</b>	<b>-4%</b>	<b>-7%</b>

**Bus ridership is estimated**

Although the drop in average weekday ridership below the last October is significant, this has been the lowest year-over-year decline in ridership so far this fiscal year. Equally significant was that ridership in the midday and evening off-peak periods in October increased when compared with the same period last year. Midday ridership increased almost 2,400 trips or 1.6 percent, while evening ridership grew 0.5 percent, the first growth in this period since March 2009, or six consecutive months. Weekend rail ridership exhibited mixed results, with year-over-year losses on Saturday of almost 6 percent, but Sunday ridership growth of almost 3 percent.

**Changes in Average Weekday and Average Weekend Rail Ridership**

<b>FY2010</b>	<b>Avg. AM Peak</b>	<b>Avg. Midday</b>	<b>Avg. PM Peak</b>	<b>Avg. Evening</b>	<b>Avg. Weekday</b>	<b>Avg. Sat.</b>	<b>Avg. Sun.</b>
<b>Growth Rate Compared to FY09</b>							
<b>July</b>	-5.14%	-1.29%	-4.03%	-4.02%	-3.82%	7.30%	4.91%
<b>August</b>	-3.73%	-0.69%	-1.95%	-3.83%	-2.49%	-6.65%	-8.56%
<b>September</b>	-4.84%	0.80%	-3.27%	-1.33%	-2.83%	13.19%	-4.89%
<b>October</b>	-3.45%	1.65%	-1.78%	0.51%	-1.42%	-5.96%	2.84%



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Through the first four months of FY2010, total rail ridership was 75.3 million trips, 2.1 million trips or 3 percent below the same period last fiscal year and 6 percent below budget.

Average Metrobus ridership for October was estimated at 437,773 trips. Estimating bus ridership for the month was necessary because of the conversion of several garages to the Nextfare5 System, an upgrade from Nextfare3. During the conversion process, some bus ridership transactions were not properly processed, or were missing or suspended, and consequently not included in the totals and averages for the month. These data issues are currently being resolved, and IT is working to reprocess the bus data for October.

### **Revenues**

Revenues in October of \$63.6 million were unfavorable to budget by \$4.8 million. As discussed previously, the majority of this variance resulted from shortfall in rail, bus and MetroAccess ridership which fell below budget by \$3.4, \$1.1 and \$0.1 million, respectively. In addition to ridership losses on the rail system, an erosion of the rail average fare, partly caused by the growing number of short trips on rail, is also contributing to declining rail revenues. The rail average fare for October 2009 was budgeted at \$2.32 when the FY2010 budget was created in the fall of 2008. The implementation of a balanced transfer was budgeted to reduce total rail revenues for the year by \$9 million, resulting in an erosion of the rail average fare by approximately \$0.04, based on annual ridership of 230.8 million trips. However, through the end of October, the actual rail average fare, including the rail balanced transfer discount has averaged \$2.24, \$0.08 less than budgeted and \$0.04 less than expected.

In contrast to rail, the bus average fare is closer to the budgeted average fare. During the first half of FY2009, before the implementation of the balanced transfer and the elimination of paper transfers, the actual bus average fare was



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approximately \$0.74. The implementation of the balanced transfer on bus was budgeted to increase bus revenues \$4.4 million or \$0.03, based on an annual ridership of 139.7 million trips in FY2010. In addition, the elimination of paper transfers was budgeted at \$10 million, or an additional \$0.071 per trip on the average fare. Although the revenue boost from the elimination of paper transfer has moderated a bit since implementation in January, 2009, this estimate was essentially verified during the second half of FY2009 and the first four months of this fiscal year when the bus average fare jumped \$0.09 from \$0.73 to \$0.82 after implementation in January 2009.

Also contributing to the shortfall in October was lower than budgeted parking revenue which totaled \$4.3 million, \$0.2 million less than the budgeted \$4.5 million for the month. The negative variance in parking revenue would have been \$0.2 million higher in October, save for a positive adjustment from the credit card demonstration parking program for the period from July through September. In contrast to passenger revenues and parking revenues, most non-passenger revenues in October met or exceeded projections, except for interest and SCR revenue. Interest revenue was almost \$32,000, over \$0.2 million less than budgeted for the month, and is running a shortfall through the end of October of \$27,600. Revenues from the enhanced advertising program were also below projections for the month by \$166,667, due to uneven receipts from the lack of guarantee payment for the enhanced advertising initiatives. However the categories of rent, fiber optics and other revenues all performed above budget in October and is experiencing better than budgeted results so far this fiscal year.

**Expenses**

Authority wide operating expenses are under budget by \$3.1M for the month of October and (\$5.4M) over budget year to date. Total personnel expenses are under budget by \$0.7 million or 1% for the month. Total labor is (\$1.5M) under budget in October. Straight time salary and wages are under budget by \$2.7 million for the



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month. This is offset by overtime which is 1.1 million over budget roughly half in rail and half in bus. Labor charges associated with the Takoma Park accident have dropped dramatically to \$0.06 million in October. The majority of the overtime is associated with coverage for vacant positions. Fringe benefits are \$0.8 million over budget for the month. This is partially due to timing issues in the health care payments and an unbudgeted bill for DC workers compensation. special assessment. Year to date fringes are \$0.9 million over budget or roughly 1%.

Non-personnel expenses are under budget by \$2.3 million for the month, primarily driven by appropriate reclassification of bus parts to capital for the month and the first quarter. Services are over budget by \$0.8 million budget for the month. This is driven primarily by a “catch up” payment of \$0.5 million for the police academy, outside maintenance of bus cameras of \$500K, and a fairly light Access variance of \$0.2 million. Underruns in the other departments reduced the overall variance somewhat. Materials and supplies are under budget by \$1.2 million for the month. A year to date credit was booked in Bus parts to re-class major subassemblies to capital accounts. This was offset somewhat by an (\$1 million) variance in rail parts. We expect a similar year to date credit to capitalize rail parts in November. Energy and utilities are under by \$2 million in September due to favorable rates/pricing of \$0.4 million in diesel and the remainder primarily due lighter usage and better electricity rates. Casualty and liability is over by (\$0.2 million) due to higher insurance premium payments. Leases and miscellaneous items are under budget by \$0.1 million for the month.





## CAPITAL FINANCES

### Revenues

Revenues received to date for the FY2010 capital budget total \$444 million. The State and Local Contributions were received, totaling \$78 million. The FY2010 debt balance is \$59 million. Note: Total revenue increased by \$61 million to include Security Grants. Federal grants are \$8 million higher and miscellaneous funds are \$7 million lower than anticipated in the FY 2010 approved budget.

### Costs

The capital budget for FY2010 is \$825 million. Capital spending through October is as follows: \$388 million has been obligated, and \$114 million has been expended. Note, the FY2010 approved budget was increased by \$94 million, \$33 million due to the annual roll-over of unexpended budget and \$61 million in the Security Program. The appendix includes budget and spending data for each capital project.

<b>Capital Revenues</b> (dollars in millions)	<b>FY2010</b>		
	<b>Budget</b>	<b>Received to Date</b>	<b>To be Received</b>
<b>Metro Matters Program</b>			
Federal Grants	\$ 282	\$ 42	\$ 240
State & Local Contributions	188	78	110
Miscellaneous	33	2	31
Debt Issuance	59	59	-
Subtotal	\$ 562	\$ 181	\$ 381
Security Grants	61	-	61
Subtotal	\$ 623	\$ 181	\$ 442
<b>ARRA Program</b>			
Federal Grants	\$ 202	\$ 200	\$ 2
Total	\$ 825	\$ 381	\$ 444



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<b>Capital Spending</b> (dollars in millions)	<b>FY2010 Year to Date</b>			
	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Unexpended</b>
<b>Metro Matters Program</b>				
Infrastructure Renewal Program	\$ 461	\$ 245	\$ 80	\$ 381
Eight-Car Train Initiative	39	25	8	31
Bus Improvement Initiative	10	3	1	9
Program Management	31	23	17	14
Borrowing Expense	21	9	-	21
Subtotal	\$ 562	\$ 305	\$ 106	\$ 456
Security Program	61	-	-	61
Sub-Total	\$ 623	\$ 305	\$ 106	\$ 517
<b>ARRA Program</b>				
Vehicles and Vehicle Parts	\$ 40	\$ 11	\$ 2	\$ 38
Maintenance Facilities	62	23	2	60
Passenger Facilities	20	17	-	20
Safety and Security	12	6	3	9
Maintenance and Repair Equipment	30	6	0	30
Operations System	26	18	-	26
Information Technology	10	2	-	10
Miscellaneous	2	-	-	2
Subtotal	\$ 202	\$ 83	\$ 8	\$ 194
Total	\$ 825	\$ 388	\$ 114	\$ 711

## 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 on July 16, 2009. First Article Inspection of the pilot vehicle was performed on October 7, 2009. Production of the remaining 79 vehicles will commence in mid-November, 2009. Delivery is anticipated to begin late-December, 2009 and continue through the end of January 2010.



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### **Bus Procurement**

Through October, Metrobus has received 163 buses in its procurement of 203 diesel-electric hybrid buses, 135 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 October, work was completed on six escalators, ongoing on seven, and began on seven as follows:

<b>Status</b>	<b>Repair Type</b>	<b>Station</b>	<b>Unit</b>
Complete	Major Repair	Gallery Place-Chinatown	3
Complete	Major Repair	Georgia Avenue-Petworth	4
Complete	Rehab/Modernization	Archives-Navy Memorial	5
Complete	Rehab/Modernization	Ballston-MU	7
Complete	Rehab/Modernization	Court House	8
Complete	Rehab/Modernization	Medical Center	5
Ongoing	Major Repair	Congress Heights	5
Ongoing	Major Repair	Huntington	3
Ongoing	Major Repair	L'Enfant Plaza	3
Ongoing	Rehab/Modernization	Clarendon	7
Ongoing	Rehab/Modernization	Friendship Heights	7
Ongoing	Rehab/Modernization	Potomac Avenue	2
New	Major Repair	Franconia-Springfield	2
New	Major Repair	King Street	1
New	Major Repair	U Street/African-American Civil War Memorial/Cardozo	1
New	Rehab/Modernization	Court House	7
New	Rehab/Modernization	Federal Triangle	6
New	Rehab/Modernization	Gallery Place-Chinatown	4
New	Rehab/Modernization	Medical Center	4

A rehabilitation and modernization of one elevator (unit 4) was started in October at the Huntington Metrorail station.

### **Track Maintenance**

On the Orange Line, cross-ties between the East Falls Church and Ballston-MU Metrorail were replaced. Also on the Orange Line, cross-ties between the Cheverly and Stadium-Armory Metrorail stations were replaced and maintenance on the aerial



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structure outside the Stadium-Armory Metrorail station was conducted. Rail fasteners between the Medical Center and Grosvenor-Strathmore Metrorail stations were replaced on the Red Line. Also on the Red Line, rail fasteners were replaced and tunnel repairs were underway between the Friendship Heights and Van Ness-UDC Metrorail stations. The entire rail interlocking (four switches) at the L'Enfant Plaza Metrorail station on the Yellow and Green Line was replaced, and bridge inspection and maintenance work on the Yellow Line bridge over the Potomac River was completed over the three-day Columbus Day weekend. Three Metrorail stations, Waterfront-SEU, Archives-Navy Mem'l-Penn Quarter, and L'Enfant Plaza, were closed or partially closed to complete the required maintenance on the Green and Yellow Lines. All three stations reopened on time.



## **OUTSTANDING DEBT**

Metro's outstanding debt as of October 31, 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 (1) pay off all of the \$314.5 million in outstanding principal and interest due for Commercial Paper, and (2) 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.



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October 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
<b>Subtotal</b>	<b>\$98.9</b>	<b>\$27.5</b>	
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
<b>Subtotal</b>	<b>\$297.7</b>	<b>\$21.2</b>	
Internal Borrowing	\$93.1	n/a	Multiple
Wachovia LOC	\$0.0	Varies	May-10
Bank of America LOC	\$0.0	Varies	Jun-10
<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 (October 2009)

# Operating Financials

October-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>										
\$44.9	\$42.4	\$45.8	(\$3.4)	-7%	Metrorail	\$175.0	\$169.0	\$181.7	(\$12.7)	-7%
10.8	9.3	10.4	(1.1)	-11%	Metrobus	40.8	37.2	41.2	(4.1)	-10%
0.3	0.4	0.4	(0.1)	-12%	MetroAccess	1.0	1.4	1.6	(0.2)	-12%
4.3	4.3	4.5	(0.2)	-5%	Parking	16.4	16.1	17.3	(1.2)	-7%
<b>\$60.3</b>	<b>\$56.3</b>	<b>\$61.1</b>	<b>(\$4.8)</b>	<b>-8%</b>	<b>subtotal</b>	<b>\$233.2</b>	<b>\$223.7</b>	<b>\$241.8</b>	<b>(\$18.1)</b>	<b>-7%</b>
<b>Non-Passenger Revenue</b>										
\$0.5	\$0.5	\$0.5	\$0.0	0%	D.C. Schools	\$1.4	\$1.2	\$1.2	(\$0.0)	0%
0.1	0.0	0.0	0.0	0%	Contract Bus	0.1	0.0	0.0	0.0	0%
3.2	3.5	3.5	0.0	0%	Advertising	13.0	13.8	14.0	(0.2)	-2%
0.5	0.6	0.5	0.1	27%	Rent	2.2	2.7	1.9	0.8	44%
1.1	1.1	1.0	0.1	12%	Fiber Optic	4.3	4.8	4.0	0.8	19%
0.7	0.5	0.3	0.1	41%	Other	1.9	2.3	1.4	0.9	70%
0.1	0.0	0.3	(0.2)	-88%	Interest	0.8	0.0	1.1	(1.0)	-97%
0.4	0.4	0.4	0.0	0%	SE Closure	1.6	1.7	1.7	0.0	0%
0.7	0.6	0.8	(0.2)	-22%	SCR Funding	2.9	2.6	3.0	(0.4)	-12%
<b>\$7.3</b>	<b>\$7.3</b>	<b>\$7.3</b>	<b>(\$0.0)</b>	<b>0%</b>	<b>subtotal</b>	<b>\$28.1</b>	<b>\$29.1</b>	<b>\$28.2</b>	<b>\$0.9</b>	<b>3%</b>
<b>\$67.6</b>	<b>\$63.6</b>	<b>\$68.4</b>	<b>(\$4.8)</b>	<b>-7%</b>	<b>TOTAL REVENUE</b>	<b>\$261.3</b>	<b>\$252.8</b>	<b>\$270.0</b>	<b>(\$17.2)</b>	<b>-6%</b>
<b>EXPENSES:</b>										
\$59.6	\$55.4	\$56.9	\$1.5	3%	Salary/Wages/OT	\$229.3	\$231.0	\$224.6	(\$6.4)	-3%
21.9	24.4	23.6	(0.8)	-3%	Fringe Benefits	79.2	93.7	92.7	(0.9)	-1%
11.4	15.1	14.2	(0.8)	-6%	Services	46.6	53.6	54.8	1.3	2%
7.6	4.5	5.7	1.2	22%	Supplies	25.7	27.3	22.5	(4.7)	-21%
7.5	7.4	9.0	1.7	19%	Power/Diesel/CNG	38.5	31.8	36.8	5.0	14%
7.8	5.8	6.1	0.3	4%	Insurance/Utilities/Other	31.0	24.3	24.7	0.4	2%
(1.7)	0.0	0.0	0.0		Reimbursements	(6.9)	0.0	0.0	0.0	
<b>\$114.1</b>	<b>\$112.5</b>	<b>\$115.6</b>	<b>\$3.1</b>	<b>3%</b>	<b>TOTAL EXPENSE</b>	<b>\$443.3</b>	<b>\$461.5</b>	<b>\$456.2</b>	<b>(\$5.4)</b>	<b>-1%</b>
<b>\$46.5</b>	<b>\$48.9</b>	<b>\$47.2</b>	<b>(\$1.7)</b>	<b>-4%</b>	<b>SUBSIDY</b>	<b>\$182.0</b>	<b>\$208.8</b>	<b>\$186.2</b>	<b>(\$22.6)</b>	<b>-12%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

59% 57% 59%

**COST RECOVERY RATIO**

59% 55% 59%



# RAIL

## Operating Financials

October-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>										
\$44.9	\$42.4	\$45.8	(\$3.4)	-7%	Passenger Fares	\$175.0	\$169.0	\$181.7	(\$12.7)	-7%
0.2	0.2	0.2	0.0	0%	D.C. Schools	0.6	0.5	0.5	0.0	0%
4.3	4.3	4.5	(0.2)	-5%	Parking	16.4	16.1	17.3	(1.2)	-7%
1.1	1.3	1.2	0.1	10%	Advertising	4.7	4.8	4.6	0.2	4%
0.5	0.6	0.5	0.1	27%	Rent	2.2	2.7	1.9	0.8	44%
1.1	1.1	1.0	0.1	12%	Fiber Optic	4.3	4.8	4.0	0.8	19%
0.4	0.3	0.2	0.1	41%	Other	1.0	1.3	0.7	0.6	77%
0.0	0.0	0.2	(0.2)	-95%	Interest	0.2	0.0	0.7	(0.7)	-98%
0.5	0.0	0.6	(0.6)	-100%	SCR Funding	2.3	0.3	2.4	(2.1)	-88%
<b>\$53.1</b>	<b>\$50.1</b>	<b>\$54.0</b>	<b>(\$3.9)</b>	<b>-7%</b>	<b>TOTAL REVENUE</b>	<b>\$206.8</b>	<b>\$199.5</b>	<b>\$213.8</b>	<b>(\$14.3)</b>	<b>-7%</b>
<b>EXPENSES:</b>										
\$33.7	\$33.4	\$33.4	\$0.0	0%	Salary/Wages/OT	\$134.0	\$138.4	\$131.8	(\$6.6)	-5%
12.8	14.0	13.6	(0.4)	-3%	Fringe Benefits	46.7	54.8	53.2	(1.6)	-3%
4.1	4.8	4.8	0.0	0%	Services	14.3	17.6	19.4	1.8	9%
4.6	4.3	3.4	(0.9)	-27%	Supplies	15.0	17.8	13.2	(4.6)	-35%
6.1	4.5	5.7	1.2	21%	Power/Diesel/CNG	23.5	20.9	23.6	2.8	12%
5.2	4.3	4.4	0.1	3%	Insurance/Utilities/Other	20.4	17.7	18.1	0.4	2%
(0.2)	0.0	0.0	0.0		Reimbursements	(0.9)	0.0	0.0	0.0	
<b>\$66.1</b>	<b>\$65.3</b>	<b>\$65.3</b>	<b>\$0.0</b>	<b>0%</b>	<b>TOTAL EXPENSE</b>	<b>\$253.1</b>	<b>\$267.1</b>	<b>\$259.3</b>	<b>(\$7.8)</b>	<b>-3%</b>
<b>\$13.0</b>	<b>\$15.2</b>	<b>\$11.3</b>	<b>(\$3.9)</b>	<b>-35%</b>	<b>SUBSIDY</b>	<b>\$46.3</b>	<b>\$67.6</b>	<b>\$45.5</b>	<b>(\$22.1)</b>	<b>-49%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

80%

77%

83%

**COST RECOVERY RATIO**

82%

75%

82%

**METROBUS**  
**Operating Financials**  
**October-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>											
\$10.8	\$9.3	\$10.4	(\$1.1)	-11%	Passenger Fares	\$40.8	\$37.2	\$41.2	(\$4.1)	-10%	
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.8	0.7	0.7	(0.0)	0%	
2.1	2.2	2.3	(0.1)	-5%	Advertising	8.3	9.0	9.4	(0.4)	-5%	
0.2	0.2	0.2	0.0	17%	Other	0.7	0.6	0.6	0.0	4%	
0.1	0.0	0.1	(0.1)	-75%	Interest	0.5	0.0	0.4	(0.4)	-96%	
0.4	0.4	0.4	0.0	0%	SE Closure	1.6	1.7	1.7	0.0	0%	
0.2	0.6	0.1	0.4	292%	SCR Funding	0.6	2.3	0.6	1.7	292%	
<b>\$14.1</b>	<b>\$13.1</b>	<b>\$13.9</b>	<b>(\$0.8)</b>	<b>-6%</b>	<b>TOTAL REVENUE</b>	<b>\$53.2</b>	<b>\$51.5</b>	<b>\$54.6</b>	<b>(\$3.1)</b>	<b>-6%</b>	
<b>EXPENSES:</b>											
\$25.9	\$21.7	\$23.2	\$1.5	6%	Salary/Wages/OT	\$95.2	\$91.5	\$91.7	\$0.1	0%	
9.1	10.3	9.9	(0.4)	-4%	Fringe Benefits	32.4	38.4	39.0	0.7	2%	
1.5	2.8	2.1	(0.6)	-30%	Services	6.4	7.3	8.5	1.3	15%	
3.0	0.2	2.3	2.1	92%	Supplies	10.7	9.4	9.3	(0.1)	-1%	
1.4	2.8	3.3	0.5	15%	Power/Diesel/CNG	14.9	10.9	13.2	2.3	17%	
2.6	1.5	1.6	0.1	7%	Insurance/Utilities/Other	10.4	6.5	6.4	(0.1)	-1%	
(1.5)	0.0	0.0	0.0		Reimbursements	(6.0)	0.0	0.0	0.0		
<b>\$42.0</b>	<b>\$39.3</b>	<b>\$42.4</b>	<b>\$3.2</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$164.0</b>	<b>\$164.0</b>	<b>\$168.1</b>	<b>\$4.1</b>	<b>2%</b>	
<b>\$27.9</b>	<b>\$26.2</b>	<b>\$28.5</b>	<b>\$2.3</b>	<b>8%</b>	<b>SUBSIDY</b>	<b>\$110.8</b>	<b>\$112.5</b>	<b>\$113.5</b>	<b>\$1.0</b>	<b>1%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

34%

33%

33%

**COST RECOVERY RATIO**

32%

31%

32%

# REGIONAL BUS

## Operating Financials

October-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>											
\$9.1	\$7.7	\$8.6	(\$0.9)	-11%	Passenger Fares	\$34.4	\$30.8	\$34.2	(\$3.4)	-10%	
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.8	0.7	0.7	(0.0)	0%	
2.1	2.2	2.3	(0.1)	-5%	Advertising	8.3	9.0	9.4	(0.4)	-5%	
0.2	0.2	0.2	0.0	17%	Other	0.7	0.6	0.6	0.0	4%	
0.1	0.0	0.1	(0.1)	-75%	Interest	0.5	0.0	0.4	(0.4)	-96%	
0.4	0.4	0.4	0.0	0%	SE Closure	1.6	1.7	1.7	0.0	0%	
0.2	0.6	0.1	0.4	292%	SCR Funding	0.6	2.3	0.6	1.7	292%	
<b>\$12.4</b>	<b>\$11.4</b>	<b>\$12.1</b>	<b>(\$0.7)</b>	<b>-5%</b>	<b>TOTAL REVENUE</b>	<b>\$46.9</b>	<b>\$45.1</b>	<b>\$47.5</b>	<b>(\$2.4)</b>	<b>-5%</b>	
<b>EXPENSES:</b>											
\$21.7	\$17.6	\$18.8	\$1.2	6%	Salary/Wages/OT	\$79.9	\$74.1	\$74.2	\$0.1	0%	
7.6	8.3	8.0	(0.3)	-4%	Fringe Benefits	27.2	31.0	31.6	0.6	2%	
1.2	2.2	1.7	(0.5)	-30%	Services	5.4	5.9	6.9	1.0	15%	
2.5	0.2	1.9	1.7	92%	Supplies	9.0	7.6	7.5	(0.1)	-1%	
1.2	2.3	2.7	0.4	15%	Power/Diesel/CNG	12.5	8.8	10.7	1.8	17%	
2.2	1.2	1.3	0.1	7%	Insurance/Utilities/Other	8.8	5.2	5.2	(0.1)	-1%	
(1.3)	0.0	0.0	0.0		Reimbursements	(5.0)	0.0	0.0	0.0		
<b>\$35.3</b>	<b>\$31.8</b>	<b>\$34.4</b>	<b>\$2.6</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$137.7</b>	<b>\$132.7</b>	<b>\$136.0</b>	<b>\$3.3</b>	<b>2%</b>	
<b>\$22.8</b>	<b>\$20.3</b>	<b>\$22.3</b>	<b>\$1.9</b>	<b>9%</b>	<b>SUBSIDY</b>	<b>\$90.8</b>	<b>\$87.7</b>	<b>\$88.6</b>	<b>\$0.9</b>	<b>1%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

35% 36% 35%

**COST RECOVERY RATIO**

34% 34% 35%

# NON-REGIONAL BUS

## Operating Financials

October-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>											
\$1.7	\$1.6	\$1.8	(\$0.2)	-11%	Passenger Fares	\$6.3	\$6.4	\$7.1	(\$0.7)	-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>\$1.7</b>	<b>\$1.6</b>	<b>\$1.8</b>	<b>(\$0.2)</b>	<b>-11%</b>	<b>TOTAL REVENUE</b>	<b>\$6.3</b>	<b>\$6.4</b>	<b>\$7.1</b>	<b>(\$0.7)</b>	<b>-10%</b>	
<b>EXPENSES:</b>											
\$4.2	\$4.1	\$4.4	\$0.3	6%	Salary/Wages/OT	\$15.3	\$17.4	\$17.5	\$0.0	0%	
1.5	2.0	1.9	(0.1)	-4%	Fringe Benefits	5.2	7.3	7.4	0.1	2%	
0.2	0.5	0.4	(0.1)	-30%	Services	1.0	1.4	1.6	0.2	15%	
0.5	0.0	0.4	0.4	92%	Supplies	1.7	1.8	1.8	(0.0)	-1%	
0.2	0.5	0.6	0.1	15%	Power/Diesel/CNG	2.4	2.1	2.5	0.4	17%	
0.4	0.3	0.3	0.0	7%	Insurance/Utilities/Other	1.7	1.2	1.2	(0.0)	-1%	
(.2)	.0	.0	.0		Reimbursements	(1.0)	.0	.0	.0		
<b>\$6.8</b>	<b>\$7.5</b>	<b>\$8.1</b>	<b>\$0.6</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$26.4</b>	<b>\$31.3</b>	<b>\$32.0</b>	<b>\$0.8</b>	<b>2%</b>	
<b>\$5.1</b>	<b>\$5.9</b>	<b>\$6.3</b>	<b>\$0.4</b>	<b>7%</b>	<b>SUBSIDY</b>	<b>\$20.0</b>	<b>\$24.9</b>	<b>\$24.9</b>	<b>\$0.1</b>	<b>0%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

25%    22%    22%

**COST RECOVERY RATIO**

24%    20%    22%

# METROACCESS

## Operating Financials

October-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>											
\$0.3	\$0.4	\$0.4	(\$0.1)	-12%	Passenger Fares	\$1.0	\$1.4	\$1.6	(\$0.2)	-12%	
.0	.0	.0	.0		Other	.3	.3	.0	.3		
<b>\$0.3</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>(\$0.0)</b>	<b>-3%</b>	<b>TOTAL REVENUE</b>	<b>\$1.3</b>	<b>\$1.8</b>	<b>\$1.6</b>	<b>\$0.2</b>	<b>9%</b>	
<b>EXPENSES:</b>											
\$0.0	\$0.2	\$0.3	\$0.0	15%	Salary/Wages/OT	\$0.1	\$1.1	\$1.1	\$0.0	4%	
0.0	0.1	0.1	(0.0)	-1%	Fringe Benefits	0.1	0.5	0.4	(0.0)	-10%	
5.8	7.5	7.3	(0.2)	-3%	Services	25.9	28.7	26.9	(1.8)	-7%	
0.0	0.0	0.0	0.0	67%	Supplies	0.0	0.1	0.1	0.0	15%	
0.0	0.0	0.1	0.0	54%	Insurance/Utilities/Other	0.1	0.1	0.2	0.1	56%	
<b>\$5.9</b>	<b>\$7.9</b>	<b>\$7.8</b>	<b>(\$0.1)</b>	<b>-2%</b>	<b>TOTAL EXPENSE</b>	<b>\$26.2</b>	<b>\$30.4</b>	<b>\$28.8</b>	<b>(\$1.6)</b>	<b>-6%</b>	
<b>\$5.6</b>	<b>\$7.5</b>	<b>\$7.4</b>	<b>(\$0.1)</b>	<b>-2%</b>	<b>SUBSIDY</b>	<b>\$24.9</b>	<b>\$28.6</b>	<b>\$27.2</b>	<b>(\$1.5)</b>	<b>-5%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

5%

5%

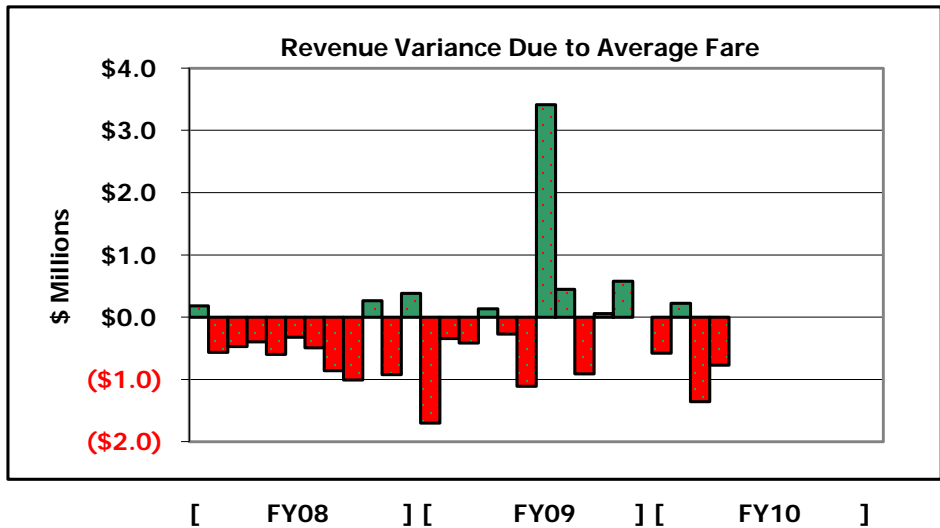
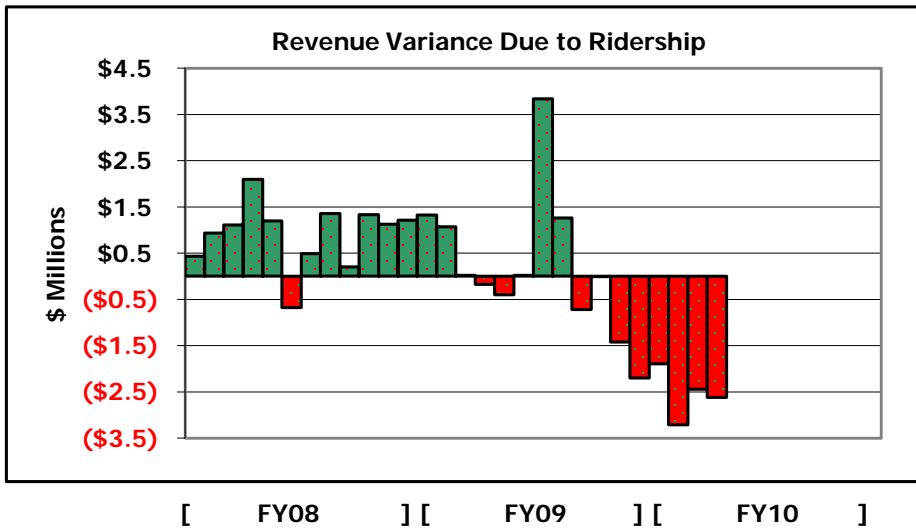
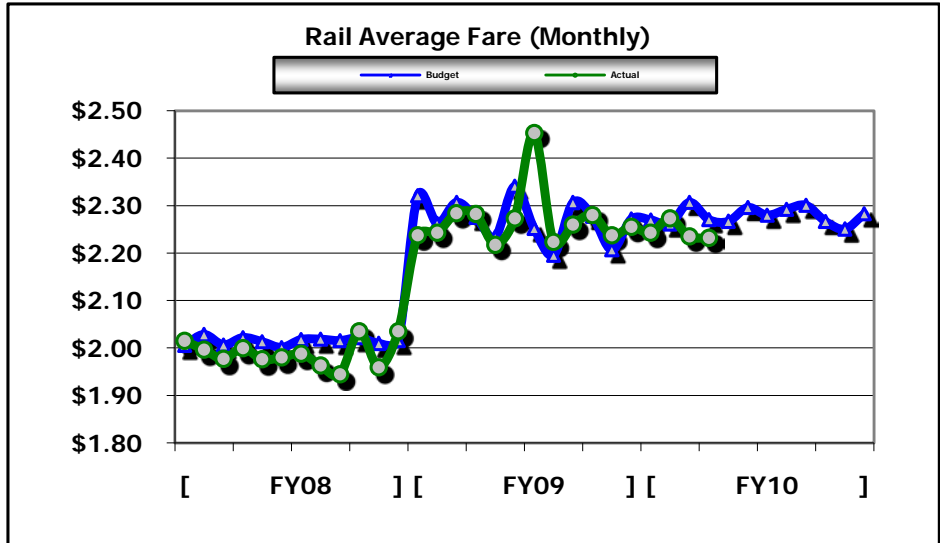
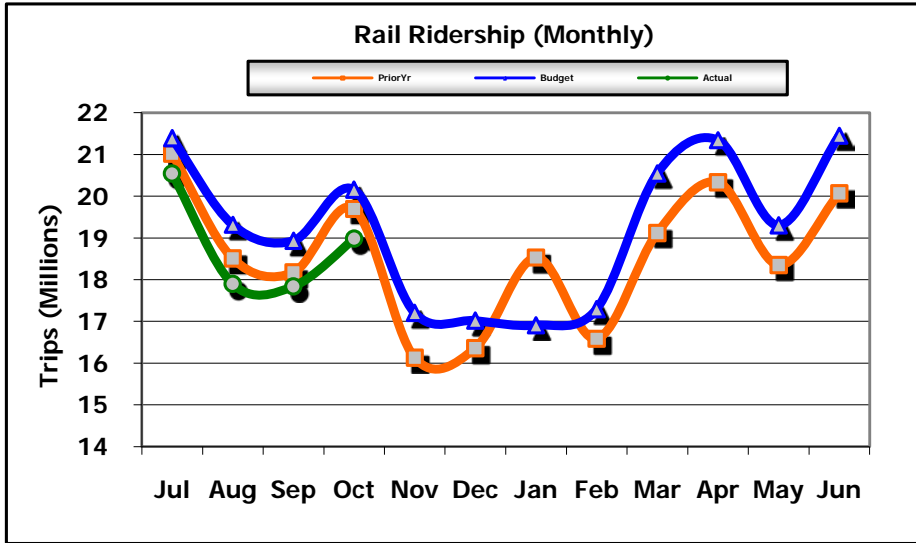
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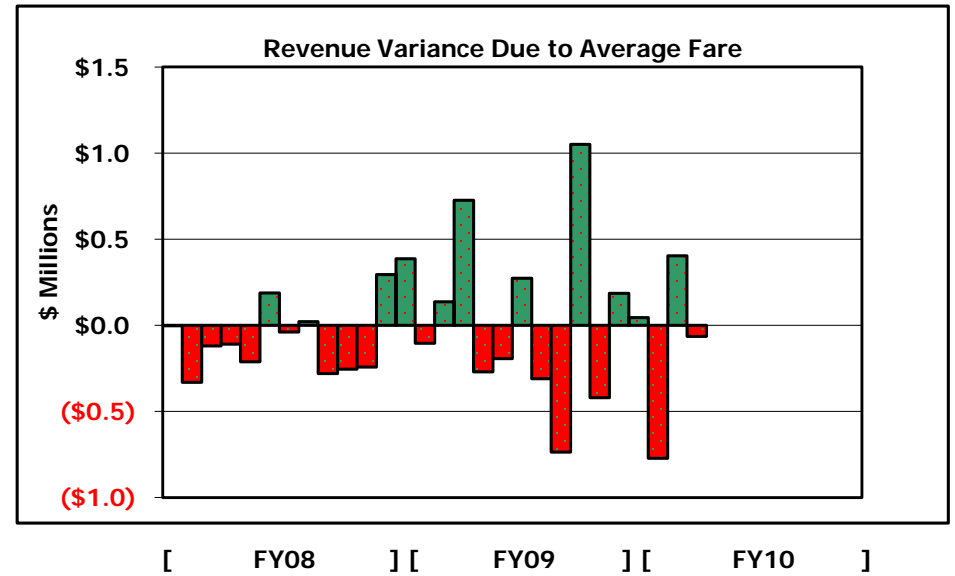
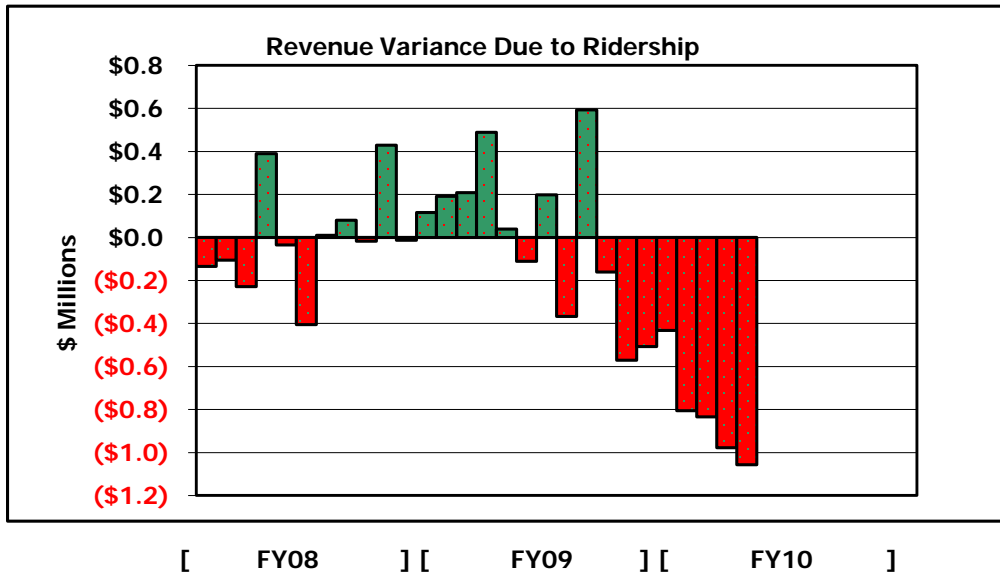
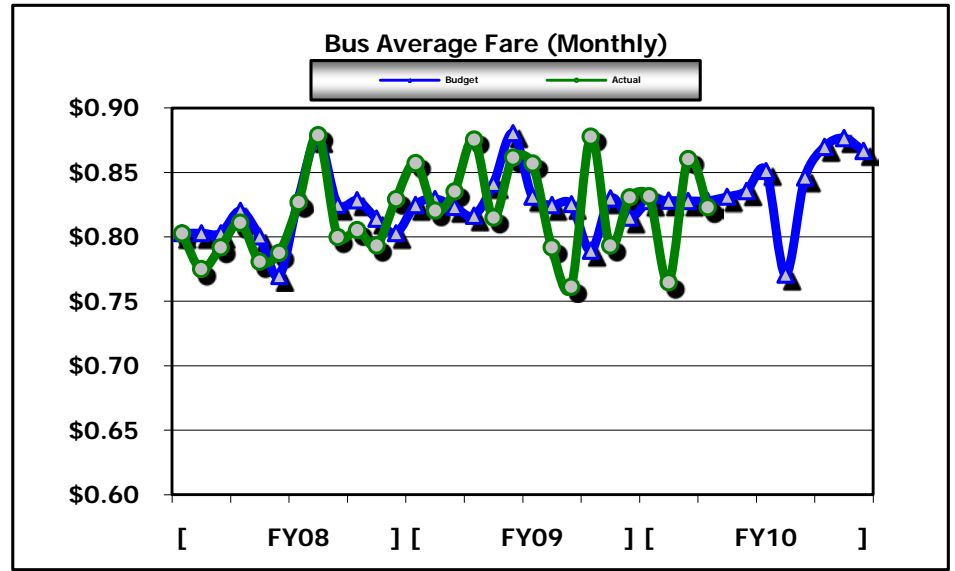
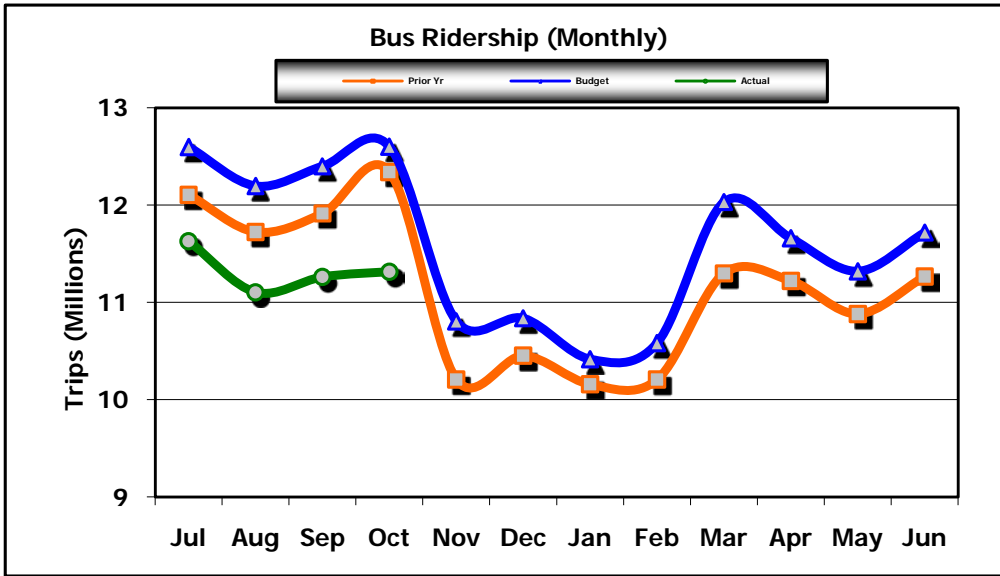
**COST RECOVERY RATIO**

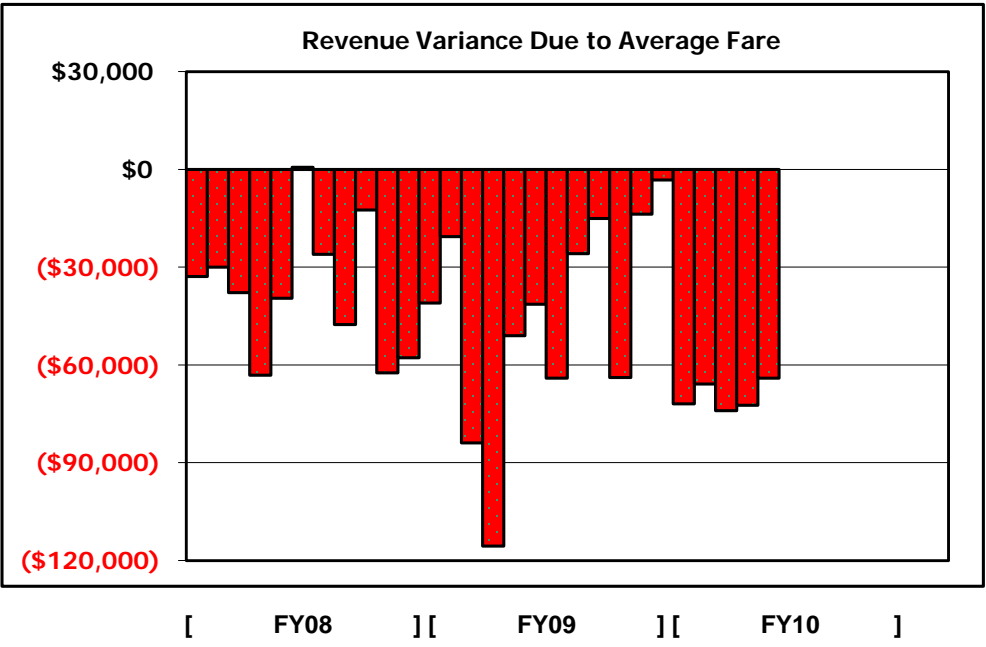
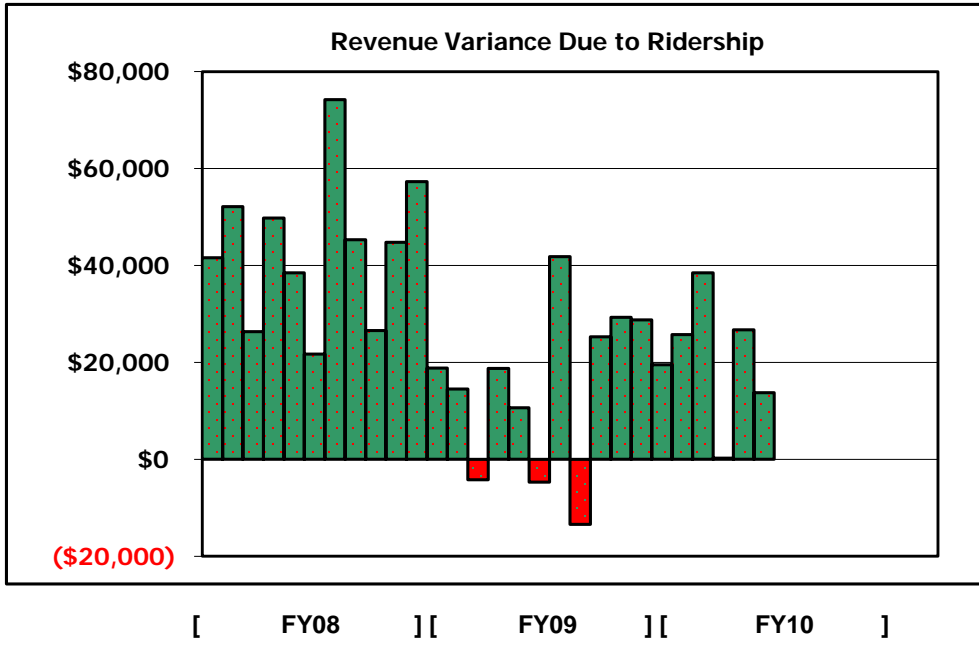
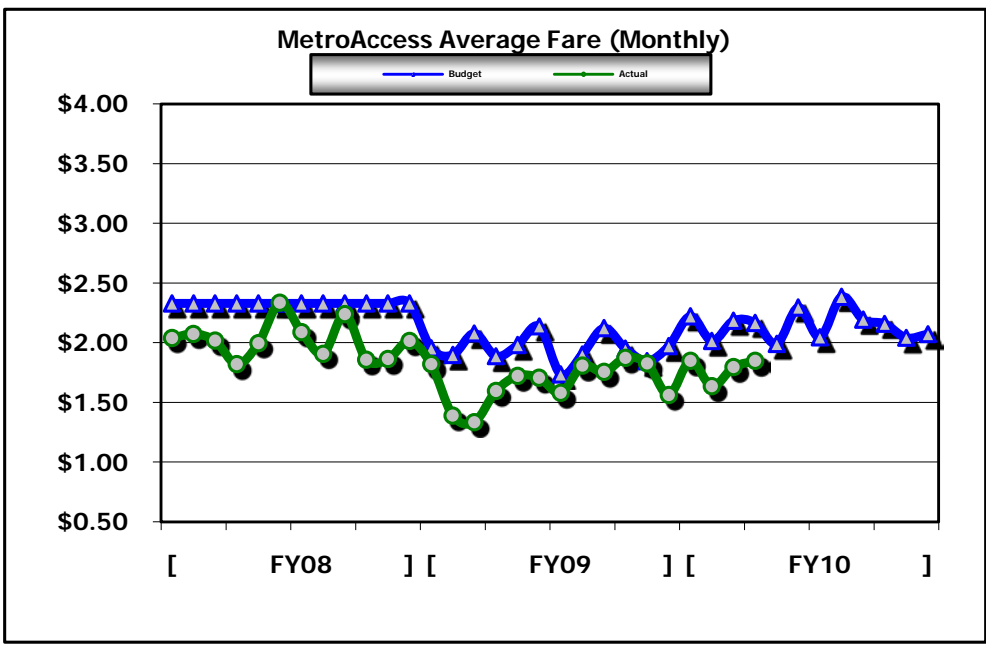
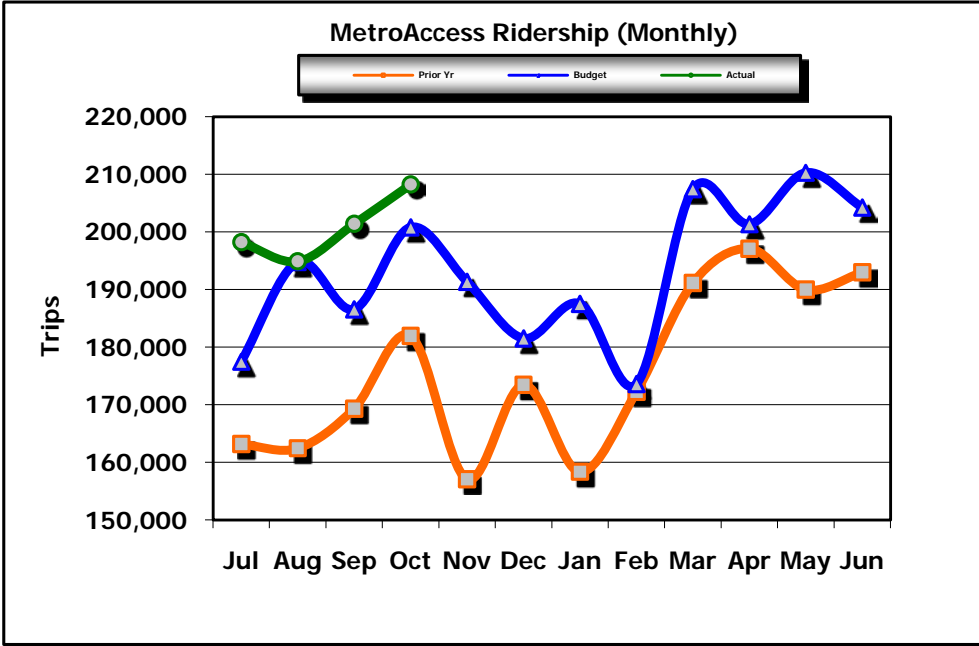
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6%

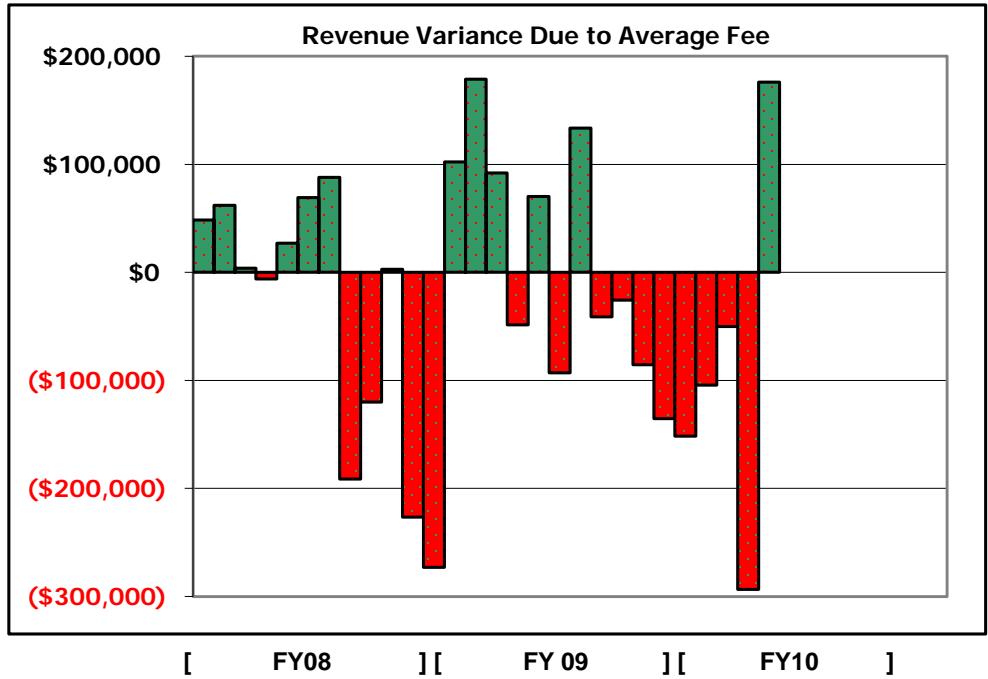
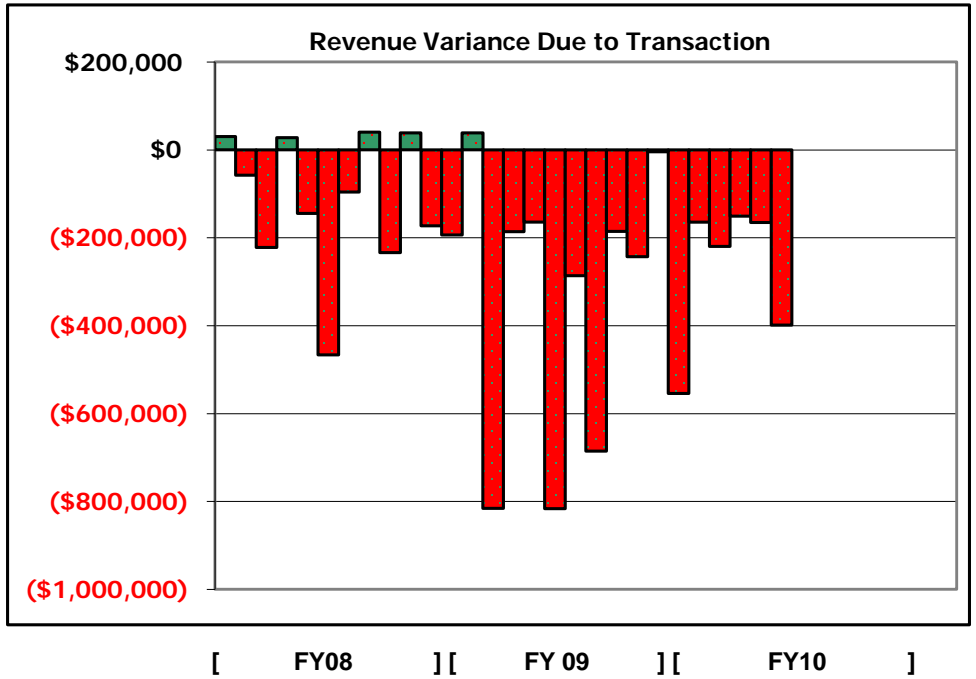
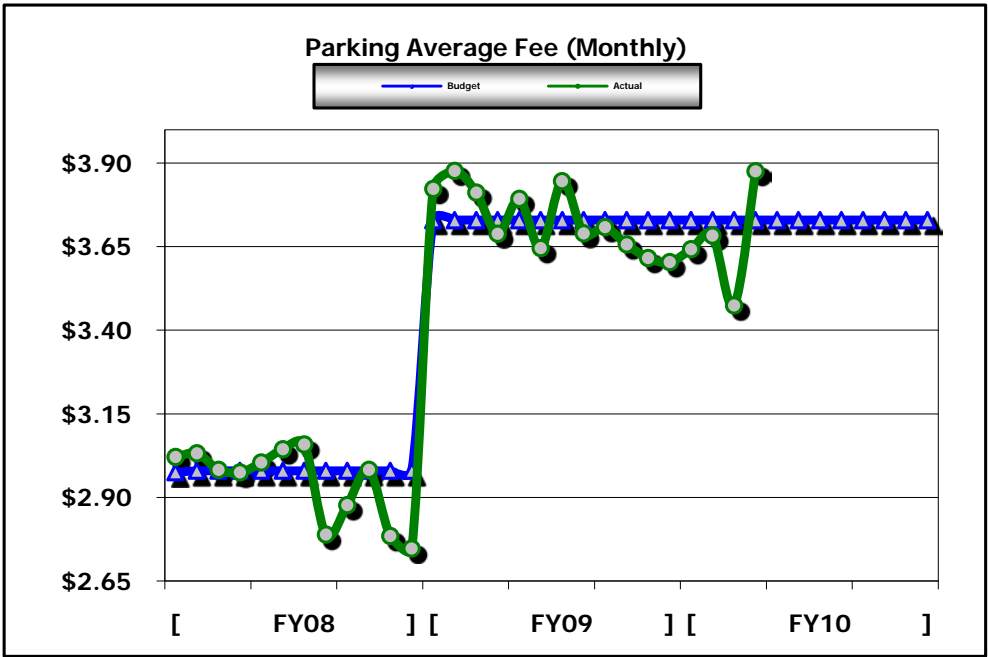
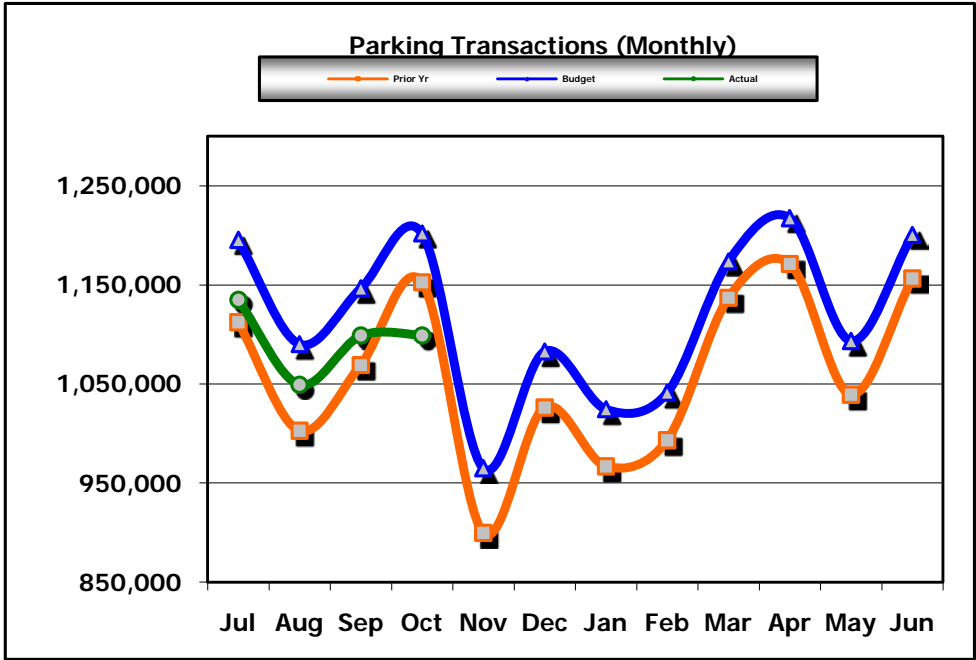
6%











# Year-to-Date-October FY 2010

Account Analysis						Modal Analysis				
		Last Year Actual	This Year Actual	Budget	Budget Variance			This Year Actual vs. Last Year Actual		
<b>a. Passenger Revenue</b>						<b>d. Metrorail</b>				
Metrorail	\$174,994	\$169,003	\$181,302	(\$12,299)	(7%)	Ridership	(\$10,281)	(6%)	(\$4,819)	(2.8%)
Metrobus	\$40,750	\$37,161	\$41,226	(\$4,065)	(10%)	Average Fare	(\$2,018)	(1%)	(\$1,172)	(1%)
MetroAccess	\$1,038	\$1,432	\$1,629	(\$197)	(12%)	Budget Variance	(\$12,299)	(7%)	(\$5,991)	(3%)
Monthly Total	\$216,783	\$207,596	\$224,157	(\$16,561)	(7%)					
<b>b. Ridership</b>						<b>e. Metrobus</b>				
Metrorail	77,390	75,259	79,783	(4,524)	(6%)	Ridership	(\$3,710)	(9%)	(\$2,349)	(6%)
Metrobus	48,082	45,310	49,791	(4,480)	(9%)	Average Fare	(\$355)	(1%)	(\$1,240)	(3%)
MetroAccess	677	803	760	44	6%	Budget Variance	(\$4,065)	(10%)	(\$3,589)	(9%)
Monthly Total	126,149	121,372	130,333	(8,961)	(7%)					
<b>c. Average Fare</b>						<b>f. MetroAccess</b>				
Metrorail	\$2.26	\$2.25	\$2.27	(\$0.03)	(1%)	Ridership	\$94	6%	\$194	19%
Metrobus	\$0.85	\$0.82	\$0.83	(\$0.01)	(1%)	Average Fare	(\$291)	(17%)	\$200	16%
MetroAccess	\$1.53	\$1.78	\$2.15	(\$0.36)	(17%)	Budget Variance	(\$197)	(12%)	\$394	38%
Monthly Total	\$1.72	\$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: October FY2010

Account Analysis						Modal Analysis					
		Last Year Actual	This Year Actual	Budget	Budget Variance		Actual vs Budget		This Year Actual vs. Last Year Actual		
<b>a. Passenger Revenue</b>											
MetroAccess		\$290	\$385	\$435	(\$50)	(12%)					
Monthly Total		\$56,036	<b>\$52,069</b>	<b>\$56,631</b>	<b>(\$4,562)</b>	<b>(8%)</b>					
<b>b. Ridership</b>											
MetroAccess		\$182	208	201	7	4%					
Monthly Total		32,214	<b>30,504</b>	<b>32,955</b>	<b>(\$2,451)</b>	<b>(7%)</b>					
<b>c. Average Fare</b>											
MetroAccess		\$1.60	\$1.85	\$2.17	(\$0.32)	(15%)					
Monthly Total		\$1.74	<b>\$1.71</b>	<b>\$1.72</b>	<b>(\$0.01)</b>	<b>(1%)</b>					
						<b>d. Metrorail</b>					
						Ridership		(\$2,665)	(6%)	(\$1,623)	(4%)
						Average Fare		(\$726)	(2%)	(\$945)	(2%)
						Budget Variance		(\$3,391)	(7%)	(\$2,567)	(6%)
						<b>e. Metrobus</b>					
						Ridership		(\$1,064)	(10%)	(\$898)	(8%)
						Average Fare		(\$58)	(1%)	(\$597)	(6%)
						Budget Variance		(\$1,121)	(11%)	(\$1,494)	(14%)
						<b>f. MetroAccess</b>					
						Ridership		\$16	4%	\$42	14%
						Average Fare		(\$66)	(15%)	\$52	16%
						Budget Variance		(\$50)	(12%)	\$94	32%

*\*Bus ridership is not final*

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - October 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	85,645.6	81,396.8	13,922.3	71,723.3
Bus Procurement	58.2	58.2		58.2
Bus Vehicle Maintenance	\$20,000.0	\$4,840.5	\$4,840.5	\$15,159.5
Subtotal	<u>\$105,703.7</u>	<u>\$86,295.5</u>	<u>\$18,762.8</u>	<u>\$86,940.9</u>
<b><i>Rolling Stock: Rail</i></b>				
Rail Car Enhancements	\$296.9	\$296.9	\$23.2	\$273.8
2000/3000 Series Rail Cars Rehab	10,617.9	4,388.1	654.0	9,964.0
7000 Series Railcar Procurement	4,000.0			4,000.0
Subtotal	<u>\$14,914.9</u>	<u>\$4,685.0</u>	<u>\$677.1</u>	<u>\$14,237.7</u>
<b><i>Passenger Facilities</i></b>				
Escalator Rehabilitation	\$4,498.1	\$4,041.8	\$133.1	\$4,365.0
Elevator/Escalator Maint.	3,989.8	2,943.0	1,056.4	2,933.3
Elevator Rehabilitation	660.2	96.7	96.7	563.6
Station Enhancement	7,744.8	2,471.4	2,471.4	5,273.4
Parking Lot Rehabilitation	3,257.3	1,993.6	1,657.7	1,599.6
Station & Tunnel Rehab.	2,944.1	2,011.1	1,330.2	1,614.0
Fire System Rehabilitation	9,204.6	7,884.0	1,617.8	7,586.8
Station Chiller Rehabilitation	3,407.1	2,830.9	968.4	2,438.8
Drainage Pumping/Sewer Rehab.	385.1	150.2	81.1	304.0
Red Line Rehab (Dupont Circle to Silver Spring)	33,056.0	29,540.6	750.0	32,306.0

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Orange/Blue Line Rehab (Reagan Airport to New Carrollton)	1,500.0	300.0		1,500.0
Rail Facilities Rehab (Brentwood, New Carrollton, Alexandria)	600.0	600.0		600.0
Bus Facility Rehabilitation	6,189.0	1,158.6	459.2	5,729.8
Subtotal	\$77,436.1	\$56,021.9	\$10,621.9	\$66,814.1

***Maintenance Facilities***

Environment Assessment	\$790.5	\$308.9		\$790.5
Emergency Construction Bus	32.3			32.3
Rail/Bus Str, Offices, Yards	368.2	337.3	10.3	358.0
Repairables	8,362.4	2,235.1	678.4	7,684.0
Non-Revenue Vehicles	1,727.2	1,557.8	1,025.0	702.2
Support Equipment - MTPD	5,990.9	1,995.5	1,315.3	4,675.6
Support Equipment - IT	3,434.7	1,581.6	1,069.9	2,364.8
Support Equipment - Other Offices	2,095.8	887.9	647.2	1,448.6
Bus Support Equipment	1,840.8	551.0	68.4	1,772.4
Rail Support Equipment	3,606.5	1,682.5	723.0	2,883.5
Bus Lifts/Work Equipment	400.0	87.8	80.5	319.5
Rail Car Washer Rehabilitation	500.0	172.4		500.0
Locomotives and Prime Movers	8,941.1	35.0	35.0	8,906.1
Subtotal	\$38,090.3	\$11,432.9	\$5,652.9	\$32,437.5

***Systems***

Train Communication Upgrade	\$8,773.6	\$8,483.5	\$649.4	\$8,124.2
Train Monitoring System	8,000.0			8,000.0
Mid-Life Rehabilitation ATC	5,838.2	5,351.1	1,882.4	3,955.8
Mid-Life Rehab AC/TPSS/TBS	411.6	359.5	250.0	161.6

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Traction Power Switchgear	7,953.8	1,292.1	350.0	7,603.8
UPS System Replacement	201.8	201.8	50.8	151.0
Electrical Systems Rehab	992.1	475.8	372.3	619.8
Power Distribution Unit (PDU) at JGB	4,000.0			4,000.0
Fare Collection Equipment	6,811.3	738.5	160.6	6,650.7
Regional Fare Integration (SmarTrip)	17,070.0	1,300.7	474.6	16,595.4
Subtotal	\$60,052.4	\$18,202.9	\$4,190.1	\$55,862.3
<i>Track and Structure</i>				
ROW Structure Rehabilitation	\$6,172.8	\$5,882.9	\$2,793.7	\$3,379.1
ROW Floating Slabs	1,314.3	480.1	386.1	928.3
ROW Track Rehabilitation	19,400.1	7,797.7	5,876.8	13,523.3
Station Tunnel Leak Mitigation	3,804.7	1,050.0	926.3	2,878.4
Subtotal	\$30,692.0	\$15,210.6	\$9,982.9	\$20,709.1
<i>Information Technology</i>				
Information Technology (IT)	\$28,601.3	\$11,909.2	\$5,316.4	\$23,284.9
NextBus Real Time Information	578.1	572.3	289.6	288.6
CRCS Cable Replacement	750.0			750.0
Return to Work	750.0	502.0	274.3	475.7
Bus Operations Control Center at CTF	2,000.0			2,000.0
ROCS Upgrade Program (IRPG)	62.6			62.6
Subtotal	\$32,742.0	\$12,983.5	\$5,880.2	\$26,861.8

*Preventive Maintenance*

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

<b>METRO MATTERS - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Preventive Maintenance	\$30,700.0	\$10,233.3	\$10,233.3	\$20,466.7
Subtotal	\$30,700.0	\$10,233.3	\$10,233.3	\$20,466.7
<i>Urgent Capital Needs</i>				
Safety	\$500.0	\$500.0		\$500.0
Rail Cars	8,971.0	839.3	167.0	8,804.0
Train Power Systems	3,055.5	1,098.6	545.6	2,509.8
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	19,999.8	9,410.5	18,371.4
Train Control/Business Systems	21,046.5	6,794.0	2,319.0	18,727.5
Subtotal	\$70,001.9	\$30,178.8	\$13,368.3	\$56,633.6
<b>Total: Infrastructure Renewal Program</b>	<b>\$460,333.3</b>	<b>\$245,244.4</b>	<b>\$79,369.6</b>	<b>\$380,963.8</b>
<b><i>B. Eight-Car Train Capital Initiative</i></b>				
6000 Series Rail Car	\$16,530.1	\$4,367.6	\$1,114.5	\$15,415.6
Rail Yard Maintenance & Storage	11,290.0	11,086.5	3,829.2	7,460.8
Traction Power Substation Upgrade	9,349.2	8,277.5	2,664.1	6,685.0
Precision Stopping	1,841.2	1,243.2	130.4	1,710.8
<b>Total: Eight-Car Train Capital Initiative</b>	<b>\$39,010.4</b>	<b>\$24,974.8</b>	<b>\$7,738.2</b>	<b>\$31,272.3</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2010 - October 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	381.0	3,394.0
Service Vehicle Replacement (ST14)	6,000.0	5,366.2	990.0	5,010.0
Bus Replacement Components (ST26)	2,803.6	1,868.8	616.0	2,187.6
Subtotal	\$39,604.7	\$10,983.3	\$1,987.0	\$37,617.7
<b><i>Maintenance Facilities</i></b>				
New Bus Body and Paint Shop (ST04)	\$23,900.0	\$18,578.8	\$524.2	\$23,375.8
Replacement of Southeastern Bus Garage (ST05)	30,000.0			30,000.0
Bus Garage Facility Repairs (ST11)	7,600.0	4,427.9	1,205.2	6,394.8
Subtotal	\$61,500.0	\$23,006.7	\$1,729.4	\$59,770.6
<b><i>Passenger Facilities</i></b>				
Replacement of Crumbling Platforms (ST08)	\$16,000.0	\$15,886.0		\$16,000.0
Update Platform Real-Time Signs (ST28)	2,500.0			2,500.0
Metro Center Sales Office Replacement (ST38)	1,200.0	1,007.3	7.5	1,192.5
Subtotal	\$19,700.0	\$16,893.3	\$7.5	\$19,692.5
<b><i>Safety &amp; Security</i></b>				
Bus Garage Security Update (ST23)	\$3,000.0	\$1,733.4	\$23.6	\$2,976.4
Communications Equipment for Operations Control Center (ST24)	3,000.0	1,253.9	1,116.6	1,883.4
Emergency Tunnel Evacuation Carts (ST30)	1,000.0			1,000.0
Underground Communications Radios (ST40)	1,000.0	868.7	868.7	131.3
Additional Station Alarm/Chemical Sensors (ST48)	4,000.0	2,501.4	1,251.6	2,748.4
Subtotal	\$12,000.0	\$6,357.4	\$3,260.4	\$8,739.6
<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	1,335.5	40.3	1,893.7
60-Ton Crane for Track Work (ST17)	4,000.0			4,000.0



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

<b>ARRA - Fiscal Year 2010</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Heavy Duty Track Equipment (ST07)	11,564.5	4,032.7		11,564.5
Track Welding Program to Repair Defects (ST18)	3,900.0	34.7	34.7	3,865.3
Track Pad/Shock Absorber Rehabilitation (ST37)	1,030.0	377.3	377.3	652.7
Subtotal	<u>\$29,928.5</u>	<u>\$5,780.2</u>	<u>\$452.4</u>	<u>\$29,476.1</u>
 <i>Operations Systems</i>				
Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$17,900.0	\$16,557.0		\$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	<u>\$26,295.0</u>	<u>\$18,532.6</u>		<u>\$26,295.0</u>
 <i>Information Technology</i>				
Sensitive Data Protection Technology (ST16)	\$4,900.0	\$886.5	\$886.5	\$4,013.5
Document Management System (ST32)	750.0	649.2		750.0
Financial System Integration (ST63)	5,000.0	256.8		5,000.0
Subtotal	<u>\$10,650.0</u>	<u>\$1,792.5</u>	<u>\$886.5</u>	<u>\$9,763.5</u>
 <b>TOTAL ARRA PROJECTS</b>	 <b><u>\$199,678.2</u></b>	 <b><u>\$83,345.9</u></b>	 <b><u>\$8,323.3</u></b>	 <b><u>\$191,355.0</u></b>
Miscellaneous Other	2,155.0			2,155.0
 <b>TOTAL ARRA PROGRAM</b>	 <b><u>\$201,833.2</u></b>	 <b><u>\$83,345.9</u></b>	 <b><u>\$8,323.3</u></b>	 <b><u>\$193,510.0</u></b>

Definitions

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

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

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

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

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

**JURISDICTION**

**OPERATING NOTES <sup>1</sup>**

**DISTRICT OF COLUMBIA**

DC Dept of Transportation	(\$0.086)	
DC Dept of Transportation	(\$0.934)	D.C. School Subsidy - Includes actuals thru May 2009; estimates for June Thru October 2009.
DC Dept of Transportation	0.000	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 3rd 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	\$0.000	
<b>DC TOTAL</b>	<u><u>(\$0.688)</u></u>	

**MARYLAND**

Montgomery County	\$0.122	Pending receipt of capital/CMAQ
Prince George's County	(0.123)	Pending receipt of capital/CMAQ
<b>Credits to be Applied to 3rd Quarter FY2010 Billing:</b>		
Audit Adjustment Credit Application	\$0.000	
<b>MD TOTAL</b>	<u><u>(\$0.001)</u></u>	

**VIRGINIA**

Alexandria	(\$0.100)	
Arlington	(\$0.658)	
City of Fairfax	(\$0.031)	
Fairfax County	(\$0.445)	
Fairfax County Dept. of Family Service	\$0.093	Access to Jobs
Falls Church	(\$0.056)	
Northern VA Transportation Comm.	(\$0.284)	
<b>Credits to be Applied to 3rd Quarter FY2010 Billing:</b>		
Metro Matters Interest Earnings for Metro Matters Program	\$0.000	
<b>VA TOTAL</b>	<u><u>(\$1.480)</u></u>	

**GRAND TOTAL**..... (\$2.170)

<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 - October 2009**

Dollars in Thousands

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$106,604.1				
<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	\$666.7	1,333.3
FY07 Safe, Clean Reliable			5,850.0	5,850.0	0.0
FY08 Safe, Clean Reliable			7,000.0	7,000.0	0.0
FY09 Safe, Clean Reliable			7,000.0	7,000.0	0.0
FY10 Safe, Clean Reliable (end)			7,000.0	2,333.3	4,666.7
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	50,601.3	6,588.8
<b><u>Unrestricted Funds Available for Use:</u></b>		<b><u>(\$10,586.0)</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	497.4	2.6
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	17,689.0	3,861.0
<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 - October 2009**

Dollars in Thousands

	<b>Funds Received</b>	<b>Jurisdictional Allocation</b>	<b>Approved Uses</b>	<b>Expenses</b>	<b>Unexpended Approved Uses</b>
<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
			<u>22,189.3</u>	<u>16,175.3</u>	<u>6,014.0</u>
<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	119.0	1,381.0
			<u>16,013.0</u>	<u>13,372.0</u>	<u>2,641.0</u>
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$187.0</b>			
<b>Grand Total:</b>	<b>\$106,604.1</b>	<b>\$106,604.1</b>	<b>\$116,942.4</b>	<b>\$97,837.5</b>	<b>\$19,104.8</b>

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

**Grant Activity for the Month ending October 31, 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 for preventive maintenance (PM). PM will be funded additionally from savings realized on approved ARRA grant projects.</p> <p>To meet heightened reporting requirements:</p> <ul style="list-style-type: none"> <li>• 1512 report of data and accomplishments through the end of September was submitted for public posting on Recovery.gov.</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>	MTPD has begun interviewing and hiring new officers to replace the 20 officers that will form four anti-terrorism teams. Funding is for three years for up to \$9.6 million.
<b>FTA</b>	<b>Annual Formula Grants for Sections 5309 and 5307</b>	FTA and Metro staff have met to review the grant drafts and supporting Transportation Improvement Plan (TIP). Finalization is expected by the end of November for awards totaling \$239.0 million.
	<b>Congestion Mitigation &amp; Air Quality (CMAQ)</b>	<ul style="list-style-type: none"> <li>• Metro has begun drawing on 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>• Engineering services have proceeded to advance planning for the Royal Street Bus Garage Relocation to Cinder Bed Road as funded by the \$0.5 million grant award.</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>	Projects to enhance security in the rail system through video technology and explosives detection canine teams are beginning as funded by \$24.3 million in grants.
	<b>District of Columbia Homeland Security &amp; Emergency Management</b>	Ten projects for \$19.4 million in capital security improvements and \$2.3 million in operational emergency preparedness projects are beginning.