



Finance, Administration and Oversight Committee

Information Item IV-B

January 10, 2008

**FY08 Monthly Financial Report
(October 2007)**



**Washington Metropolitan Area Transit Authority
Fiscal 2008 Financials**

Monthly Financial Report

October 2007

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
FY2008
October 2007**

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Washington Metropolitan Area Transit Authority Monthly Financial Report

EXECUTIVE SUMMARY

Operating Highlights

Ridership growth seems to be picking back up after nearly a year long plateau. Both rail and bus ridership grew at rates better than budget resulting in passenger revenues exceeding budget by 4%, or \$2 million for the month. This situation will be very closely analyzed in the coming month to determine how much new revenue is resulting from the fare increase versus background growth.

At the end of October, total revenue (passenger plus non-passenger) is 1 percent better than budget, and expenses are also slightly better than budget with a favorable variance of 1 percent. The net bottom line result shows that subsidy is 2 percent, almost \$4 million, better than budget. While this is good news, this result is a very thin margin which reinforces the theme that FY08 is a very fragile budget.

Capital Highlights

The Metro Matters eight-car train project is on track to allow Metrorail, by Spring of 2009, to run peak period service with every other train being eight-cars long. Along with the procurement of 122 new rail cars, two systems projects are critical for the success of this initiative. These projects are the upgrading of traction power substations and automatic train control (ATC) precision stopping. The added benefit of these electrical upgrades will be more reliable service. This work is on schedule to be completed by December 2008.

Short term debt levels held constant in October. A scheduled inflow of federal grant funds allowed for the quantity of commercial paper that has been issued to remain constant. Long term debt is being scheduled and will be coming to the Board for action early in calendar 2008.

Performance Measures

A duplication of effort has been eliminated because performance measures were being prepared for both the operations and finance committees of the Board. The Operations committee has been picked as the most appropriate venue for presentation of this material.



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OPERATING FINANCES

Revenues had mixed results in October 2007. Passenger revenue came in \$2 million, or 4 percent better than budget. But non-passenger revenue had multiple accounts under run the budget.

- Rail passenger revenue in October was 5 percent better than budget, or \$1.7 million. Through the end of October, total Rail passenger revenue was \$147.0 million, \$3.4 million favorable. This is a complete reversal from last year’s unfavorable trends in passenger revenue.
- In October, bus passenger revenue was also better than budget by 3 percent, or \$0.3 million. This is the first favorable month for bus this fiscal year. Through the end of October, bus passenger revenue was -\$1.1 million or 3 percent below budget.
- The combined non-passenger revenue accounts were 1 percent below budget for the month, or \$0.1 million. Higher than expected interest revenue of \$0.3 million was nullified by unfavorable advertising revenue of the same amount. The unfavorable year-to-date variance in non-passenger revenue through October is \$1.1 million, or 3 percent below budget. The shortfall is primarily attributable to the less than projected revenue from enhanced advertising initiatives and locations.

Expenses are 1.0 percent under budget, \$2.5 million, for FY2008 year-to-date.

During the month of October, high absenteeism and vacancies resulted in greater than projected overtime costs. In addition, higher than anticipated health care and workers’ compensation claims resulted in total personnel costs that were \$4.4 million over budget. In other areas, a delay in reporting costs for the new bus tire contract, increased parts costs for bus maintenance, and inventory adjustments largely contributed to the supplies account exceeding budget by \$1.8 million. These overages were partially offset by services and power savings of approximately \$0.9 million.

| | October 2007 | | | | FY2007 Year-to-Date | | | |
|----------|--------------|----------|-----------------------------|-----|---------------------|-----------|-----------------------------|----|
| | Actual | Budget | Variance | | Actual | Budget | Variance | |
| Revenues | \$58,828 | \$56,918 | \$1,910 | 3% | \$223,217 | \$221,996 | \$1,221 | 1% |
| Expenses | \$102,442 | \$97,089 | (\$5,353) | -6% | \$381,650 | \$384,178 | \$2,528 | 1% |
| Subsidy | \$43,614 | \$40,171 | (\$3,443) | -9% | \$158,433 | \$162,182 | \$3,748 | 2% |
| | | | Favorable/ (Unfavorable) | | | | Favorable/ (Unfavorable) | |

Dollars in Thousands



**Washington Metropolitan Area Transit Authority
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RIDERSHIP TRENDS

Metrorail ridership for the month continued the trend this fiscal year of exceeding projections. In October, rail ridership increased 6 percent to 19.2 million trips, 1 million trips above the budgeted 18.2 million trips. This is the largest ridership increase so far this fiscal year, far above increases for the previous two months of August and September, which increased 4 percent and 1 percent, respectively. Average weekday rail ridership was 739,000, 6 percent above last October and 5 percent above budget. Weekend increases averaged 12 and 11 percent over last year on Saturday and Sunday, respectively.

Metrobus ridership for the month was almost 4 percent above budget. Total bus ridership was 12.2 million trips, almost 0.5 million over budget. This is only the second month this year with positive bus ridership. Average weekday bus ridership was 462,000, 2 percent above budget. Weekend ridership increased 5 percent on Saturday, while Sunday ridership was almost exactly as budgeted.

MetroAccess average weekday ridership was 5,100 trips, 4 percent above the average for last October, but 1 percent below the budgeted average of 5,200 trips. Through the end of October, total MetroAccess trips totaled almost 484,000, 3 percent above last year, and 2 percent below budget.

| | Oct 2006 <i>Actual</i> | Oct 2007 <i>Actual Budget</i> | | <i>Above/(Below) Last Year Budget</i> | |
|--------------------------|----------------------------------|---------------------------------------|------------------|--|-----------|
| <i>Trips</i> | Average Weekday Ridership | | | Growth Rate | |
| Metrorail | 697,362 | 738,984 | 704,335 | 6% | 5% |
| Metrobus | 451,822 | 462,119 | 456,340 | 2% | 1% |
| MetroAccess | 4,895 | 5,105 | 5,161 | 4% | -1% |
| System Total | 1,154,079 | 1,206,208 | 1,165,836 | 5% | 3% |
| <i>Trips (Thousands)</i> | Year to Date Ridership | | | Growth Rate | |
| Metrorail | 70,432 | 73,668 | 71,307 | 5% | 3% |
| Metrobus | 45,630 | 45,977 | 46,014 | 1% | 0% |
| MetroAccess | 471 | 484 | 496 | 3% | -2% |
| System Total | 116,533 | 120,129 | 117,817 | 3% | 2% |



**Washington Metropolitan Area Transit Authority
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CAPITAL FINANCES

Revenues

Revenues received to date for the FY 2008 capital budget total \$427 million. Three of the four federal grants for FY 2008 have been approved and are available for drawn-down. State and Local contributions, received quarterly, include the first two quarters of FY 2008. Debt will be issued in the coming months to support the capital improvement program.

Costs

The current approved capital budget for FY 2008 is \$947 million. This includes the adopted budget of \$731 million, plus \$216 million carried-over from the approved FY 2007 budget. Capital expenditures through October total \$164 million. Additionally, \$334 million has been obligated, but not yet expended. The appendix includes cost data for every capital project.

| Capital Revenues Dollars in Millions | FY2008 | | |
|---|----------------------|----------------------|----------------------|
| | Annual Budget | Received to Date | To be Received |
| Federal Grants | \$ 238 | \$ 117 | \$ 121 |
| State & Local Grants | 165 | 83 | 83 |
| Miscellaneous | 6 | 2 | 4 |
| Prior year Carry over | 206 | 206 | - |
| Debt Issuance | 312 | - | 312 |
| subtotal | <u>\$ 927</u> | <u>\$ 408</u> | <u>\$ 520</u> |
| Security Grants | <u>20</u> | <u>19</u> | <u>1</u> |
| Total Capital Revenues | <u>\$ 947</u> | <u>\$ 427</u> | <u>\$ 521</u> |

| Capital Costs Dollars in Millions | FY2008 | | | |
|--------------------------------------|----------------------|----------------------|----------------------|----------------------|
| | Annual Budget | Obligated to Date | Expended to Date | Un-Expended |
| Infrastrucutre Renewal | \$ 336 | \$ 100 | \$ 42 | \$ 294 |
| Eight-Car Trains | 285 | 174 | 79 | 206 |
| Bus Expansion | 65 | 11 | 3 | 62 |
| Program Management | 240 | 41 | 39 | 201 |
| subtotal | <u>\$ 927</u> | <u>\$ 327</u> | <u>\$ 162</u> | <u>\$ 764</u> |
| Security Grants | <u>20</u> | <u>7</u> | <u>2</u> | <u>18</u> |
| Total Capital Revenues | <u>\$ 947</u> | <u>\$ 334</u> | <u>\$ 164</u> | <u>\$ 782</u> |



CAPITAL PROJECT HIGHLIGHTS

Traction Power Project

Even though Metrorail is in the business of moving people it must operate and maintain an electric power grid very similar to the one which brings electricity to your home. Metro owns 186 electric substations that convert energy from the utility companies into 750 volt direct current to move the trains. These facilities are often referred to as traction power substations.

As new rail cars are delivered trains get longer. As trains get longer the stress and strain on the power grid increases. Eight-car trains draw 33 to 50 percent more power than six-car or four-car trains.

To meet the goal of half of all peak period trains to run with eight-cars, 67 traction power substations are being upgraded. To date over half of these substations have been upgraded and the remaining ones are on-schedule and on-budget to be completed by December 2008. The total budget for this project is \$180 million and \$93 million has been expended to date.

Precision Stopping Project

The current automatic-train-control (ATC) system is programmed with a train stopping tolerance of plus/minus six feet. This is not a problem with six-car trains because there is lots of space at the ends of the station platforms.

But because the length of an eight-car train is nearly equal to the length of the station platforms, the stopping tolerance must be reduced to 3.5 feet, so that all passenger doors on an eight-car train will open safely onto the station platform.

The project to accomplish this includes the reprogramming of ATC stopping software on the Metrorail fleet (except that the 4000-series cars cannot be modified) and providing each car with a virtual station map showing the location of the marker signal coils at each station in the Metrorail system. Phase 1 of this project has been completed and phase 2 is proceeding well. All work is expected to be completed by December 2008. The total budget for this project is \$6.6 million and \$2.9 million has been expended to date.



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OUTSTANDING DEBT

WMATA's outstanding debt as of October 31, 2007 is \$544.7 million, as shown in the table below.

The Series 1993 and 2003 bonds were issued to fund the rail construction program. These bonds are being repaid by semi-annual debt service payments from the jurisdictions. This \$27.5 million annual debt service expense is reported as part of the operating budget and is always included on subsidy allocation tables.

The Series 2003B bonds were issued to increase funding for capital rehabilitation and maintenance of elevators and escalators. The debt service expense is being paid from passenger fare revenue. The FY05 fare increase set aside \$6 million per year in revenue to fund the debt service expense. These amounts are reported as part of the capital budget.

Commercial Paper is issued as short-term borrowing to support the Metro Matters budget and is scheduled to expire at the end of calendar year 2010. This program has a \$330 million ceiling on the amount of borrowing allowed. Additionally, there is internal borrowing to meet the cash flow needs of capital expenses.

| October 31, 2007 Debt Type | Outstanding Principal | Annual Debt Service | Maturity Date |
|---------------------------------------|----------------------------------|--------------------------------|--------------------------|
| Bond Series 1993 | \$32,465.0 | \$11,923.5 | |
| Bond Series 2003 | <u>\$108,865.0</u> | <u>\$15,560.7</u> | |
| | \$141,330.0 | \$27,484.2 | FY2015 |
| Bond Series 2003B | \$16,330.0 | \$5,874.9 | FY2011 |
| Commercial Paper | \$265,000.0 | \$0.0 | Multiple |
| Internal Borrowing | \$122,000.0 | n/a | Multiple |
| Metro Matters Debt | \$0.0 | \$0.0 | |
| Total | <u><u>\$544,660.0</u></u> | | |

Dollars in Thousands



Washington Metropolitan Area Transit Authority Monthly Financial Report

APPENDIX

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

Operating Financials

October 2007

Fiscal Year 2008

Dollars in Millions

| MONTHLY RESULTS: | | | | | YEAR-TO-DATE RESULTS: | | | | |
|-------------------------|----------------|---------------|----------------------------|------------|------------------------------|----------------|----------------|----------------|--------------------|
| Prior Year | Current Year | | | | Prior Year | Current Year | | | |
| Actual | Actual | Budget | Variance | | Actual | Actual | Budget | Variance | |
| REVENUES: | | | | | | | | | |
| | | | | | Passenger Revenue | | | | |
| \$35.0 | \$38.4 | \$36.7 | \$1.7 | 5% | Metrorail Fares | \$137.8 | \$147.0 | \$143.7 | \$3.4 2% |
| 9.4 | 9.9 | 9.6 | 0.3 | 3% | Metrobus Fares | 36.6 | 36.5 | 37.6 | (1.1) -3% |
| 0.2 | 0.3 | 0.3 | (0.0) | -5% | MetroAccess Fares | 1.0 | 1.1 | 1.1 | 0.0 1% |
| \$44.6 | \$48.5 | \$46.5 | \$2.0 | 4% | subtotal | \$175.4 | \$184.6 | \$182.3 | \$2.3 1% |
| | | | | | Non-Passenger Revenue | | | | |
| \$0.5 | \$0.5 | \$0.5 | \$0.0 | 0% | D.C. Schools | \$1.1 | \$1.2 | \$1.2 | (\$0.0) 0% |
| 0.2 | 0.2 | 0.3 | (0.1) | -39% | Contract Bus | 0.5 | 0.5 | 0.9 | (0.3) -38% |
| 3.4 | 3.5 | 3.5 | 0.0 | 1% | Parking | 13.1 | 13.3 | 13.4 | (0.1) -1% |
| 2.8 | 2.9 | 3.2 | (0.3) | -8% | Advertising | 11.0 | 11.7 | 12.7 | (1.0) -8% |
| 0.7 | 0.6 | 0.6 | (0.0) | -8% | Rent | 2.5 | 2.6 | 2.4 | 0.2 8% |
| 0.7 | 0.8 | 0.8 | (0.0) | -4% | Fiber Optic | 3.4 | 2.9 | 3.3 | (0.3) -10% |
| 0.4 | 0.4 | 0.3 | 0.1 | 29% | Other | 1.2 | 1.7 | 1.3 | 0.4 26% |
| 0.7 | 0.6 | 0.4 | 0.3 | 69% | Interest | 2.0 | 1.7 | 1.5 | 0.2 12% |
| 0.7 | 0.7 | 0.8 | (0.0) | -5% | SCR Funding | 2.9 | 2.9 | 3.0 | (0.1) -2% |
| \$10.0 | \$10.3 | \$10.4 | (\$0.1) | -1% | subtotal | \$37.6 | \$38.6 | \$39.7 | (\$1.1) -3% |
| \$54.6 | \$58.8 | \$56.9 | \$1.9 | 3% | TOTAL REVENUE | \$213.0 | \$223.2 | \$222.0 | \$1.2 1% |
| EXPENSES: | | | | | | | | | |
| \$51.9 | \$55.8 | \$54.9 | (\$1.0) | -2% | Salary/Wages/OT | \$206.7 | \$214.0 | \$215.1 | \$1.1 1% |
| 16.4 | 23.3 | 19.9 | (3.4) | -17% | Fringe Benefits | 67.0 | 80.5 | 79.3 | (1.2) -2% |
| 10.4 | 10.2 | 10.5 | 0.3 | 3% | Services | 35.4 | 37.5 | 41.6 | 4.1 10% |
| 6.2 | 8.5 | 6.7 | (1.8) | -27% | Supplies | 24.7 | 28.2 | 26.6 | (1.6) -6% |
| 5.0 | 5.3 | 5.9 | 0.6 | 10% | Power/Diesel/CNG | 22.6 | 23.0 | 23.8 | 0.8 3% |
| 4.8 | 1.0 | 1.0 | (0.0) | -2% | Insurance/Utilities/Other | 16.7 | 5.4 | 4.7 | (0.7) -14% |
| (1.7) | (1.7) | (1.7) | 0.0 | 0% | Reimbursements | (6.9) | (6.9) | (6.9) | 0.0 0% |
| \$92.9 | \$102.4 | \$97.1 | (\$5.4) | -6% | TOTAL EXPENSE | \$366.2 | \$381.7 | \$384.2 | \$2.5 1% |
| \$38.3 | \$43.6 | \$40.2 | (\$3.4) | -9% | SUBSIDY | \$153.2 | \$158.4 | \$162.2 | \$3.7 2% |
| Favorable/(Unfavorable) | | | | | Favorable/(Unfavorable) | | | | |
| 59% | 57% | 59% | COST RECOVERY RATIO | | 58% | 58% | 58% | | |

RAIL
October 2007
Fiscal Year 2008
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | | | | Prior Year Actual | Current Year | | | | |
|----------------------|---------------|---------------|----------------|-------------|---------------------------|----------------------|----------------|----------------|----------------|------------|--|
| | Actual | Budget | Variance | | | | Actual | Budget | Variance | | |
| REVENUES: | | | | | | | | | | | |
| \$35.0 | \$38.4 | \$36.7 | \$1.7 | 5% | Passenger Fares | \$137.8 | \$147.0 | \$143.7 | \$3.4 | 2% | |
| 0.2 | 0.2 | 0.2 | 0.0 | 0% | D.C. Schools | 0.4 | 0.5 | 0.5 | 0.0 | 0% | |
| 3.4 | 3.5 | 3.5 | 0.0 | 1% | Parking | 13.1 | 13.3 | 13.4 | (0.1) | -1% | |
| 0.8 | 0.9 | 1.0 | (0.2) | -16% | Advertising | 3.3 | 3.5 | 4.2 | (0.7) | -16% | |
| 0.7 | 0.6 | 0.6 | (0.0) | -8% | Rent | 2.5 | 2.6 | 2.4 | 0.2 | 8% | |
| 0.7 | 0.8 | 0.8 | (0.0) | -4% | Fiber Optic | 3.4 | 2.9 | 3.3 | (0.3) | -10% | |
| 0.2 | 0.2 | 0.2 | 0.0 | 27% | Other | 0.6 | 1.0 | 0.7 | 0.3 | 46% | |
| (0.3) | (0.0) | 0.1 | (0.2) | -128% | Interest | (0.1) | 0.3 | 0.6 | (0.3) | -48% | |
| 0.6 | 0.1 | 0.6 | (0.5) | -80% | SCR Funding | 2.4 | 1.0 | 2.4 | (1.4) | -56% | |
| \$41.2 | \$44.6 | \$43.7 | \$0.9 | 2% | TOTAL REVENUE | \$163.4 | \$172.2 | \$171.1 | \$1.1 | 1% | |
| EXPENSES: | | | | | | | | | | | |
| \$29.5 | \$32.3 | \$31.1 | (\$1.2) | -4% | Salary/Wages/OT | \$122.5 | \$125.6 | \$121.0 | (\$4.6) | -4% | |
| 9.4 | 13.2 | 11.2 | (2.0) | -17% | Fringe Benefits | 39.8 | 46.3 | 44.7 | (1.6) | -4% | |
| 2.6 | 2.8 | 4.0 | 1.1 | 28% | Services | 10.0 | 11.1 | 15.7 | 4.6 | 29% | |
| 2.9 | 3.8 | 3.5 | (0.2) | -6% | Supplies | 12.4 | 13.8 | 13.9 | 0.2 | 1% | |
| 2.0 | 3.6 | 3.7 | 0.1 | 2% | Power/Diesel/CNG | 12.2 | 14.5 | 15.0 | 0.5 | 3% | |
| 3.5 | 0.5 | 0.4 | (0.1) | -18% | Insurance/Utilities/Other | 12.8 | 2.6 | 2.3 | (0.2) | -11% | |
| (0.2) | (0.2) | (0.2) | 0.0 | 0% | Reimbursements | (0.9) | (0.9) | (0.9) | 0.0 | 0% | |
| \$49.6 | \$56.0 | \$53.7 | (\$2.3) | -4% | TOTAL EXPENSE | \$208.8 | \$213.0 | \$211.8 | (\$1.2) | -1% | |
| \$8.4 | \$11.3 | \$10.0 | (\$1.4) | -14% | SUBSIDY | \$45.4 | \$40.7 | \$40.7 | (\$0.0) | 0% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

83%

80%

81%

COST RECOVERY RATIO

78%

81%

81%

BUS
October 2007
Fiscal Year 2008
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | | | | Prior Year Actual | Current Year | | | | |
|-------------------------|---------------|---------------|----------------------------|------------|---------------------------|-------------------------|----------------|----------------|--------------|-----------|--|
| | Actual | Budget | Variance | | | | Actual | Budget | Variance | | |
| REVENUES: | | | | | | | | | | | |
| \$9.4 | \$9.9 | \$9.6 | \$0.3 | 3% | Passenger Fares | \$36.6 | \$36.5 | \$37.6 | (\$1.1) | -3% | |
| 0.3 | 0.3 | 0.3 | 0.0 | 0% | D.C. Schools | 0.6 | 0.7 | 0.7 | (0.0) | 0% | |
| 0.2 | 0.2 | 0.3 | (0.1) | -39% | Contract Bus | 0.5 | 0.5 | 0.9 | (0.3) | -38% | |
| 1.9 | 2.0 | 2.1 | (0.1) | -4% | Advertising | 7.7 | 8.2 | 8.5 | (0.3) | -4% | |
| 0.2 | 0.2 | 0.2 | 0.1 | 32% | Other | 0.6 | 0.7 | 0.6 | 0.0 | 5% | |
| 1.1 | 0.7 | 0.2 | 0.4 | 180% | Interest | 2.1 | 1.4 | 1.0 | 0.5 | 47% | |
| 0.1 | 0.6 | 0.1 | 0.4 | 300% | SCR Funding | 0.5 | 1.9 | 0.6 | 1.3 | 219% | |
| \$13.2 | \$13.9 | \$12.9 | \$1.0 | 8% | TOTAL REVENUE | \$48.6 | \$49.9 | \$49.8 | \$0.1 | 0% | |
| EXPENSES: | | | | | | | | | | | |
| \$22.4 | \$23.5 | \$23.6 | \$0.1 | 0% | Salary/Wages/OT | \$84.1 | \$88.2 | \$93.4 | \$5.2 | 6% | |
| 7.0 | 10.1 | 8.6 | (1.5) | -18% | Fringe Benefits | 27.2 | 34.1 | 34.4 | 0.2 | 1% | |
| 0.9 | 1.5 | 1.6 | 0.0 | 2% | Services | 4.7 | 5.0 | 6.0 | 1.0 | 16% | |
| 3.3 | 4.7 | 3.1 | (1.6) | -50% | Supplies | 12.3 | 14.4 | 12.6 | (1.8) | -14% | |
| 3.0 | 1.7 | 2.2 | 0.5 | 22% | Power/Diesel/CNG | 10.4 | 8.5 | 8.8 | 0.3 | 4% | |
| 1.2 | 0.5 | 0.6 | 0.1 | 8% | Insurance/Utilities/Other | 3.7 | 2.8 | 2.4 | (0.4) | -19% | |
| (1.5) | (1.5) | (1.5) | 0.0 | 0% | Reimbursements | (6.0) | (6.0) | (6.0) | 0.0 | 0% | |
| \$36.3 | \$40.6 | \$38.2 | (\$2.4) | -6% | TOTAL EXPENSE | \$136.4 | \$147.0 | \$151.5 | \$4.4 | 3% | |
| \$23.1 | \$26.7 | \$25.3 | (\$1.4) | -6% | SUBSIDY | \$87.8 | \$97.2 | \$101.7 | \$4.5 | 4% | |
| Favorable/(Unfavorable) | | | | | | Favorable/(Unfavorable) | | | | | |
| 36% | 34% | 34% | COST RECOVERY RATIO | | | 36% | 34% | 33% | | | |

REGIONAL BUS

October 2007

Fiscal Year 2008

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | | | | Prior Year Actual | Current Year | | | |
|-------------------------|---------------|---------------|----------------------------|------------|---------------------------|----------------------|----------------|----------------|--------------|-----------|
| | Actual | Budget | Variance | | | | Actual | Budget | Variance | |
| REVENUES: | | | | | | | | | | |
| \$7.9 | \$8.4 | \$8.1 | \$0.3 | 3% | Passenger Fares | \$31.1 | \$30.9 | \$31.8 | (\$0.9) | -3% |
| 0.3 | 0.3 | 0.3 | 0.0 | 0% | D.C. Schools | 0.6 | 0.7 | 0.7 | (0.0) | 0% |
| 0.2 | 0.2 | 0.3 | (0.1) | -39% | Contract Bus | 0.5 | 0.5 | 0.9 | (0.3) | -38% |
| 1.9 | 2.0 | 2.1 | (0.1) | -4% | Advertising | 7.7 | 8.2 | 8.5 | (0.3) | -4% |
| 0.2 | 0.2 | 0.2 | 0.1 | 32% | Other | 0.6 | 0.7 | 0.6 | 0.0 | 5% |
| 1.1 | 0.7 | 0.2 | 0.4 | 180% | Interest | 2.1 | 1.4 | 1.0 | 0.5 | 47% |
| 0.1 | 0.6 | 0.1 | 0.4 | 300% | SCR Funding | 0.5 | 1.9 | 0.6 | 1.3 | 219% |
| \$11.8 | \$12.4 | \$11.4 | \$1.0 | 9% | TOTAL REVENUE | \$43.1 | \$44.3 | \$44.1 | \$0.2 | 1% |
| EXPENSES: | | | | | | | | | | |
| \$18.7 | \$19.7 | \$19.8 | \$0.1 | 0% | Salary/Wages/OT | \$70.2 | \$74.1 | \$78.4 | \$4.3 | 6% |
| 5.8 | 8.5 | 7.2 | (1.3) | -18% | Fringe Benefits | 22.7 | 28.7 | 28.8 | 0.2 | 1% |
| 0.7 | 1.3 | 1.3 | 0.0 | 2% | Services | 3.9 | 4.2 | 5.0 | 0.8 | 16% |
| 2.8 | 4.0 | 2.6 | (1.3) | -50% | Supplies | 10.3 | 12.1 | 10.6 | (1.5) | -14% |
| 2.5 | 1.4 | 1.8 | 0.4 | 22% | Power/Diesel/CNG | 8.7 | 7.1 | 7.4 | 0.3 | 4% |
| 1.2 | 0.5 | 0.6 | 0.1 | 8% | Insurance/Utilities/Other | 3.7 | 2.8 | 2.4 | (0.4) | -19% |
| (1.5) | (1.5) | (1.5) | 0.0 | 0% | Reimbursements | (6.0) | (6.0) | (6.0) | 0.0 | 0% |
| \$30.2 | \$33.9 | \$31.9 | (\$2.0) | -6% | TOTAL EXPENSE | \$113.5 | \$122.9 | \$126.5 | \$3.6 | 3% |
| \$18.5 | \$21.5 | \$20.4 | (\$1.0) | -5% | SUBSIDY | \$70.3 | \$78.6 | \$82.5 | \$3.9 | 5% |
| Favorable/(Unfavorable) | | | | | Favorable/(Unfavorable) | | | | | |
| 39% | 37% | 36% | COST RECOVERY RATIO | | | 38% | 36% | 35% | | |

NON-REGIONAL BUS

October 2007

Fiscal Year 2008

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 | | |
| REVENUES: | | | | | | | | | | | |
| \$1.4 | \$1.5 | \$1.5 | \$0.0 | 3% | Passenger Fares | \$5.5 | \$5.6 | \$5.7 | (\$0.2) | -3% | |
| \$1.4 | \$1.5 | \$1.5 | \$0.0 | 3% | TOTAL REVENUE | \$5.5 | \$5.6 | \$5.7 | (\$0.2) | -3% | |
| EXPENSES: | | | | | | | | | | | |
| \$3.7 | \$3.8 | \$3.8 | \$0.0 | 0% | Salary/Wages/OT | \$13.9 | \$14.2 | \$15.0 | \$0.8 | 6% | |
| 1.2 | 1.6 | 1.4 | (0.2) | -18% | Fringe Benefits | 4.5 | 5.5 | 5.5 | 0.0 | 1% | |
| 0.1 | 0.2 | 0.3 | 0.0 | 2% | Services | 0.8 | 0.8 | 1.0 | 0.2 | 16% | |
| 0.5 | 0.8 | 0.5 | (0.3) | -50% | Supplies | 2.0 | 2.3 | 2.0 | (0.3) | -14% | |
| 0.5 | 0.3 | 0.4 | 0.1 | 22% | Power/Diesel/CNG | 1.7 | 1.4 | 1.4 | 0.0 | 4% | |
| \$6.0 | \$6.7 | \$6.3 | (\$0.4) | -6% | TOTAL EXPENSE | \$22.9 | \$24.1 | \$24.9 | \$0.8 | 3% | |
| \$4.6 | \$5.2 | \$4.8 | (\$0.4) | -7% | SUBSIDY | \$17.4 | \$18.6 | \$19.2 | \$0.6 | 3% | |
| Favorable/(Unfavorable) | | | | | | Favorable/(Unfavorable) | | | | | |
| 23% | 23% | 23% | COST RECOVERY RATIO | | | 24% | 23% | 23% | | | |

PARATRANSIT

October 2007

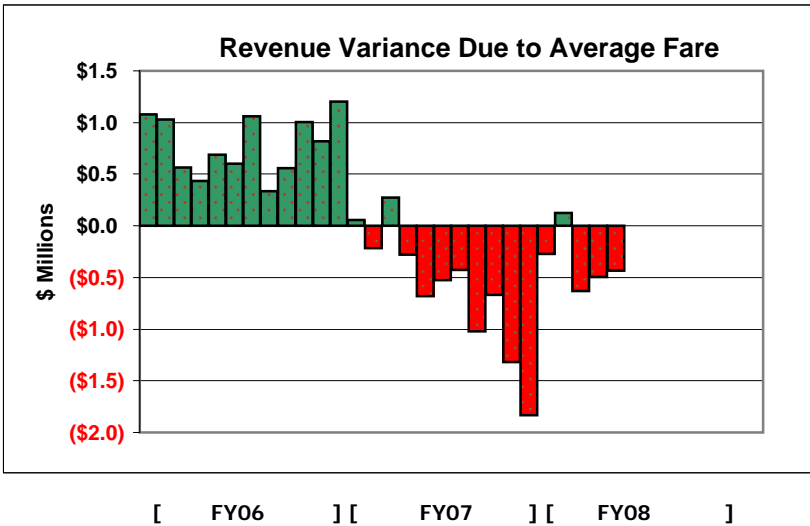
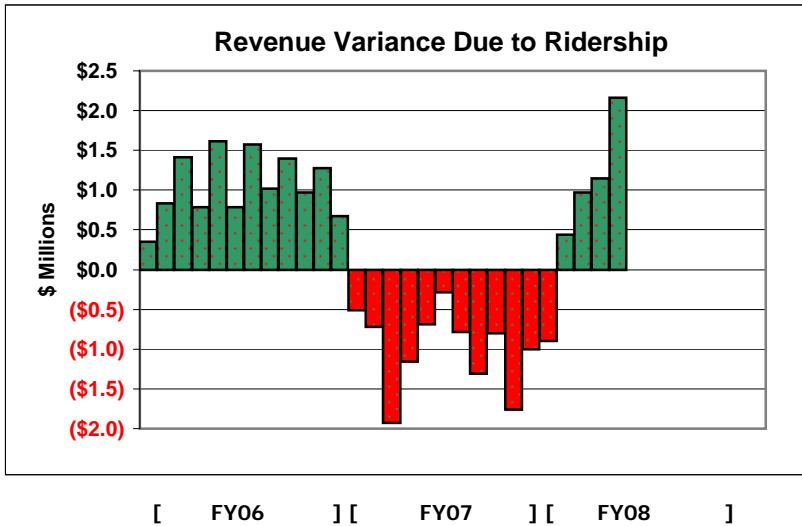
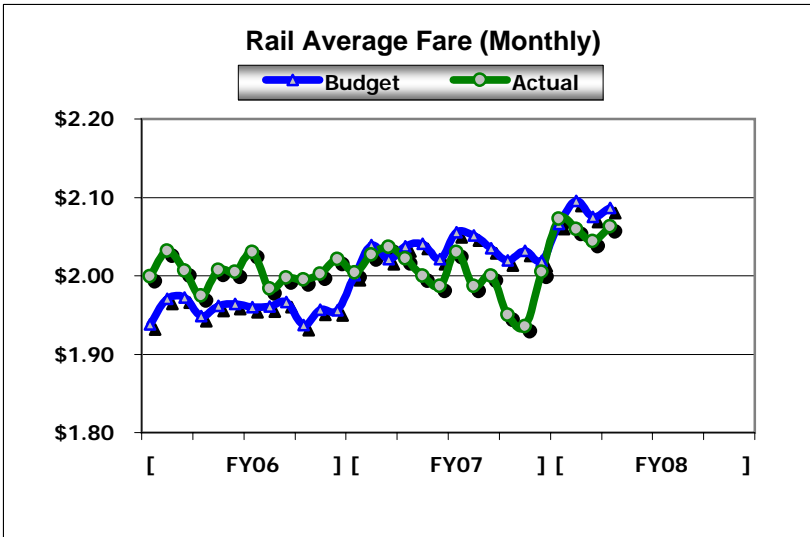
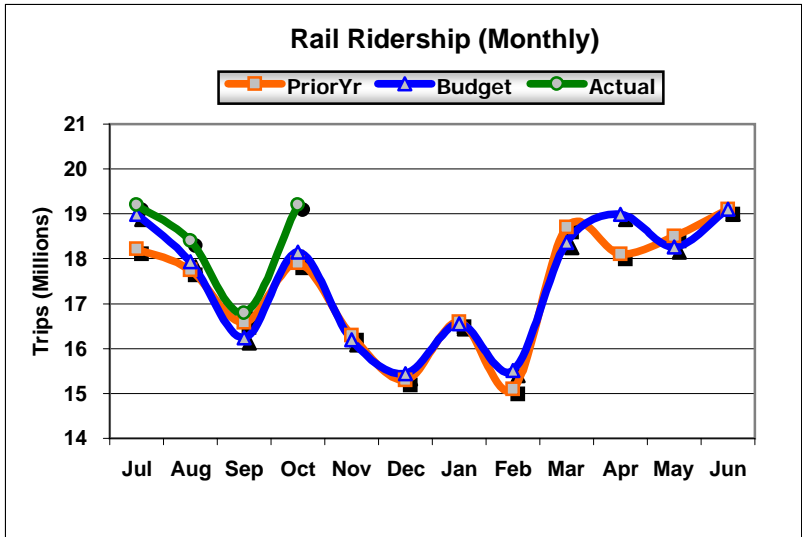
Fiscal Year 2008

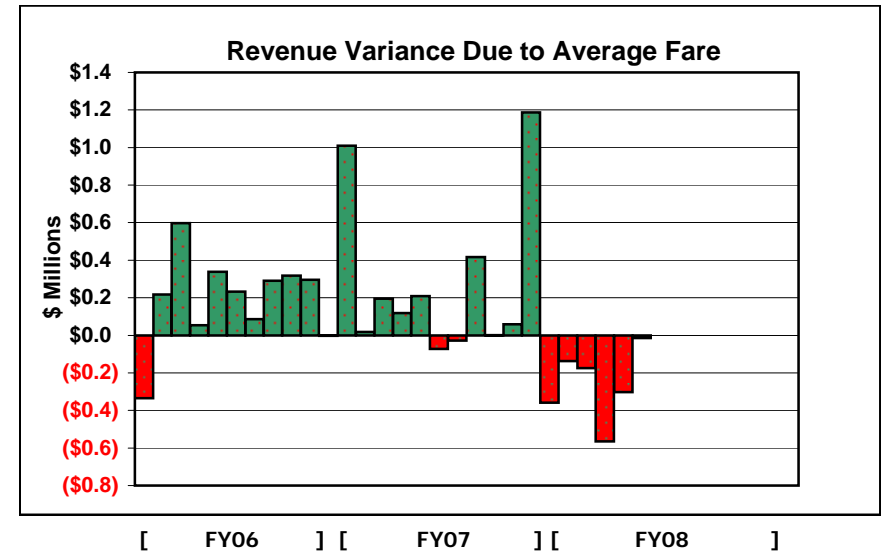
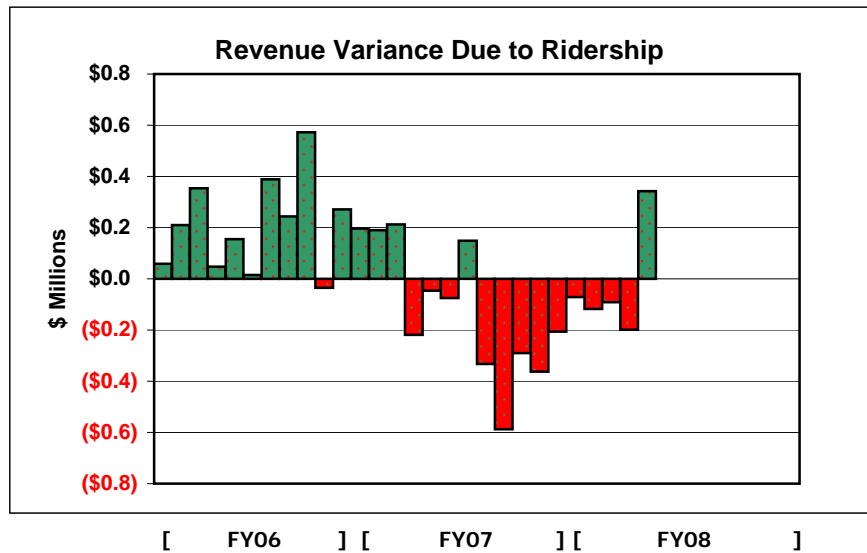
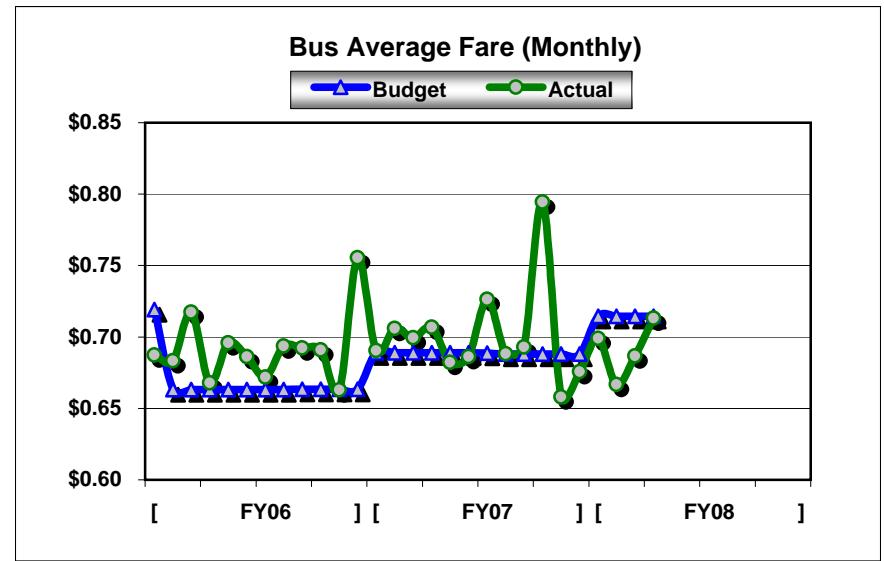
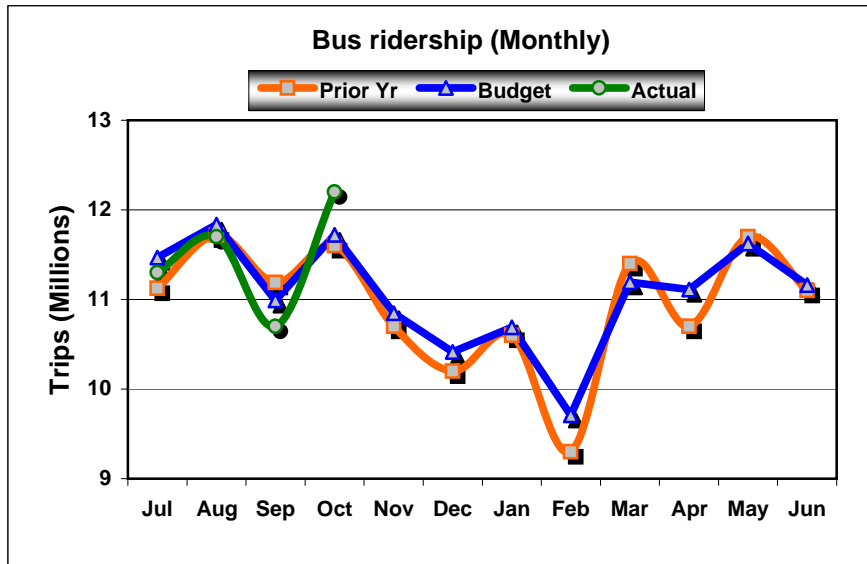
Dollars in Millions

MONTHLY RESULTS:

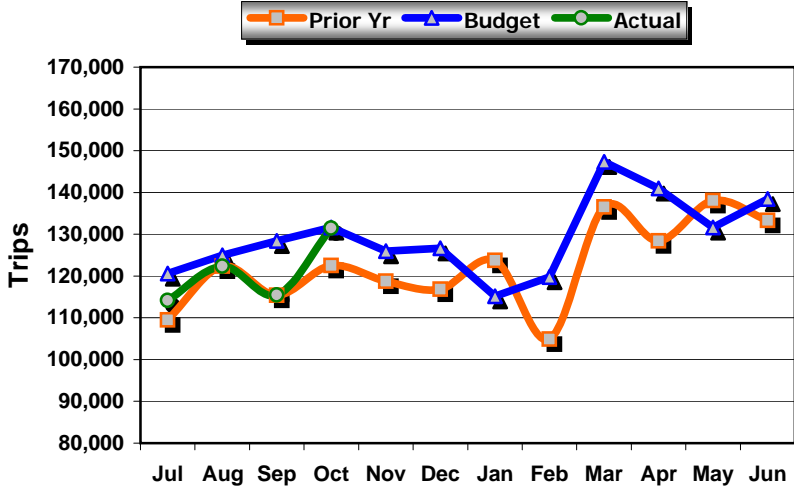
YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | | Variance | | Prior Year Actual | Current Year | | | Variance | |
|-------------------------|--------------|--------------|----------------------------|-------------|---------------------------|-------------------------|---------------|---------------|----------------|------------|--|
| | Actual | Budget | Variance | | | | Actual | Budget | Variance | | |
| REVENUES: | | | | | | | | | | | |
| \$0.2 | \$0.3 | \$0.3 | (\$0.0) | -5% | Passenger Fares | \$1.0 | \$1.1 | \$1.1 | \$0.0 | 1% | |
| \$0.2 | \$0.3 | \$0.3 | (\$0.0) | -5% | TOTAL REVENUE | \$1.0 | \$1.1 | \$1.1 | \$0.0 | 1% | |
| EXPENSES: | | | | | | | | | | | |
| \$0.0 | \$0.0 | \$0.2 | \$0.1 | 80% | Salary/Wages/OT | \$0.1 | \$0.2 | \$0.7 | \$0.5 | 75% | |
| 0.0 | 0.0 | 0.1 | 0.0 | 72% | Fringe Benefits | 0.0 | 0.1 | 0.2 | 0.2 | 75% | |
| 7.0 | 5.8 | 5.0 | (0.8) | -17% | Services | 20.7 | 21.4 | 20.0 | (1.5) | -7% | |
| 0.0 | 0.0 | 0.0 | 0.0 | 94% | Supplies | 0.0 | 0.0 | 0.0 | 0.0 | 52% | |
| 0.1 | 0.0 | 0.0 | 0.0 | 65% | Insurance/Utilities/Other | 0.2 | 0.0 | 0.0 | 0.0 | 56% | |
| \$7.0 | \$5.9 | \$5.2 | (\$0.6) | -12% | TOTAL EXPENSE | \$21.0 | \$21.7 | \$20.9 | (\$0.7) | -4% | |
| \$6.8 | \$5.6 | \$5.0 | (\$0.7) | -13% | SUBSIDY | \$20.0 | \$20.6 | \$19.8 | (\$0.7) | -4% | |
| Favorable/(Unfavorable) | | | | | | Favorable/(Unfavorable) | | | | | |
| 3% | 5% | 5% | COST RECOVERY RATIO | | | 5% | 5% | 5% | | | |

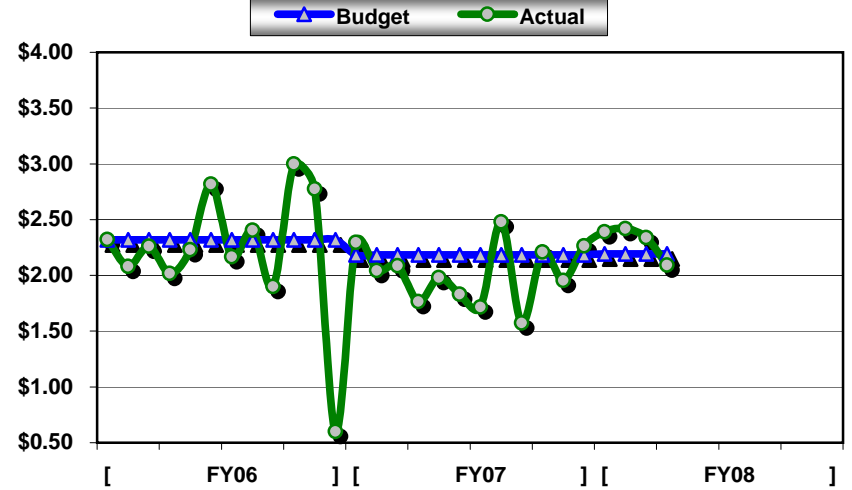




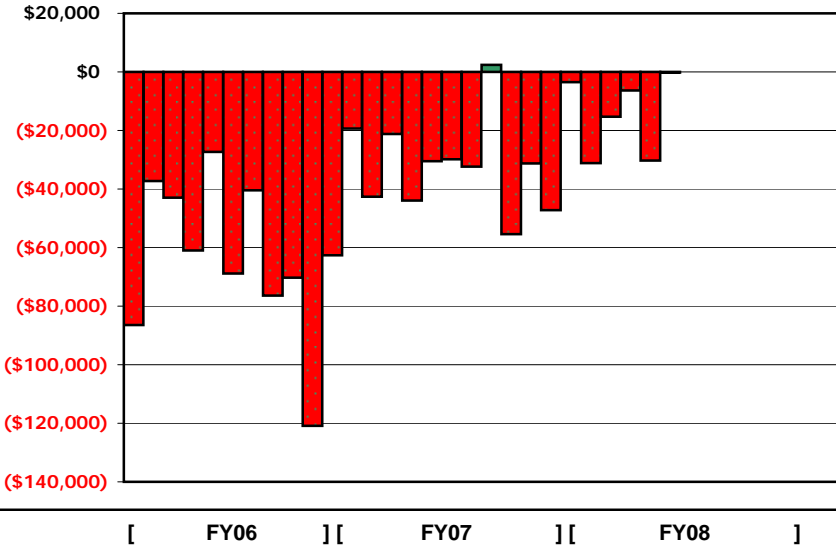
MetroAccess Ridership (Monthly)



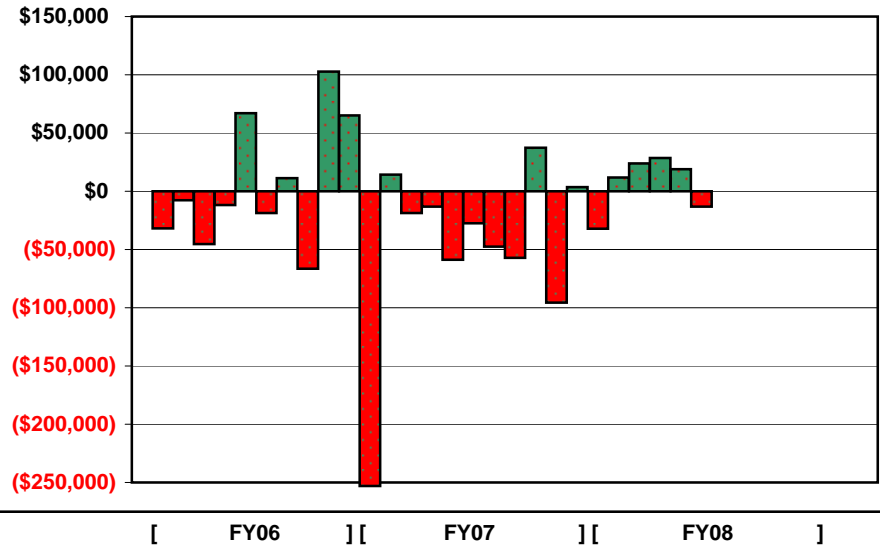
MetroAccess Average Fare (Monthly)

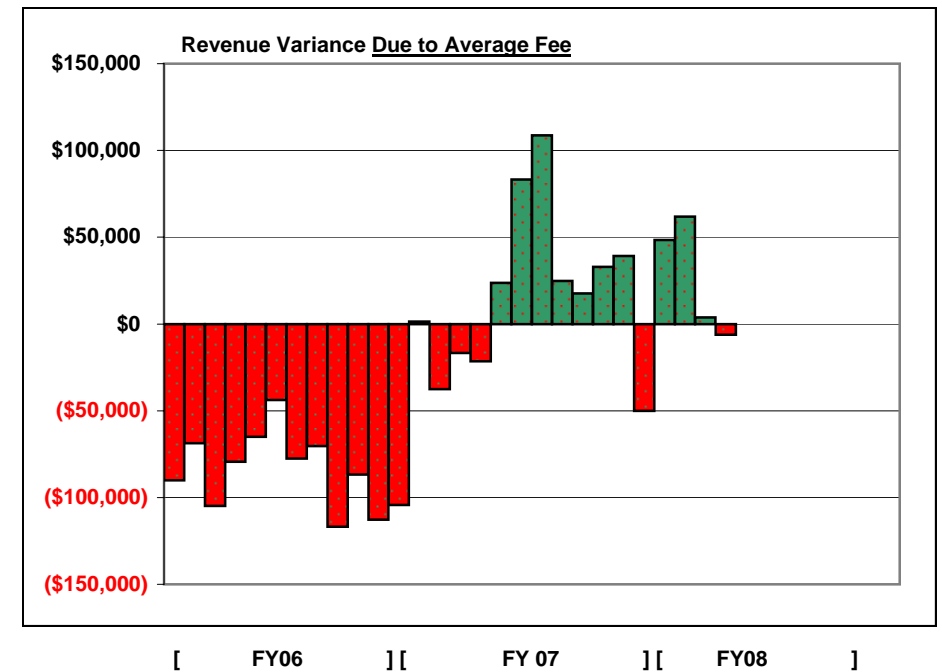
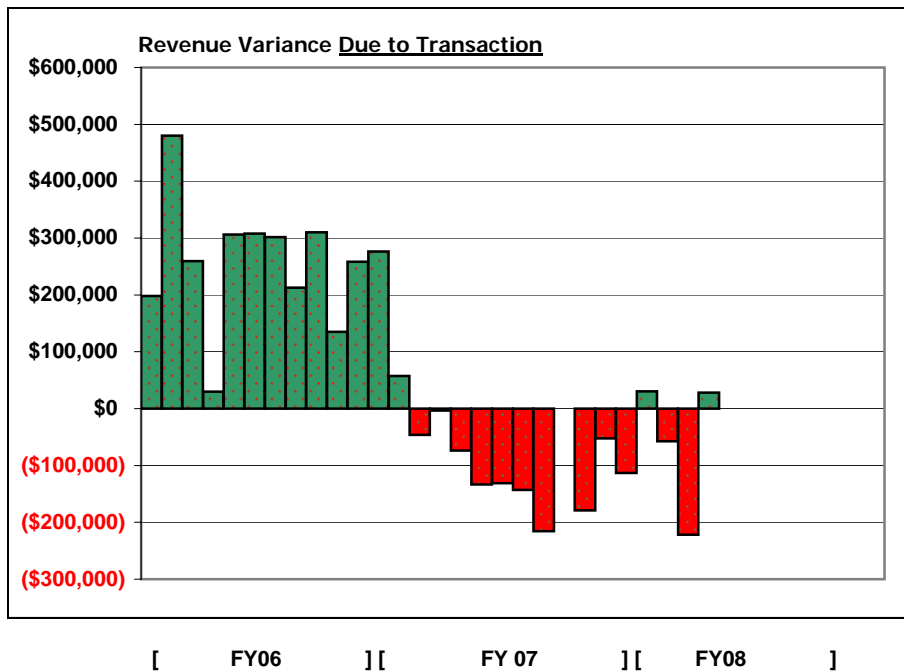
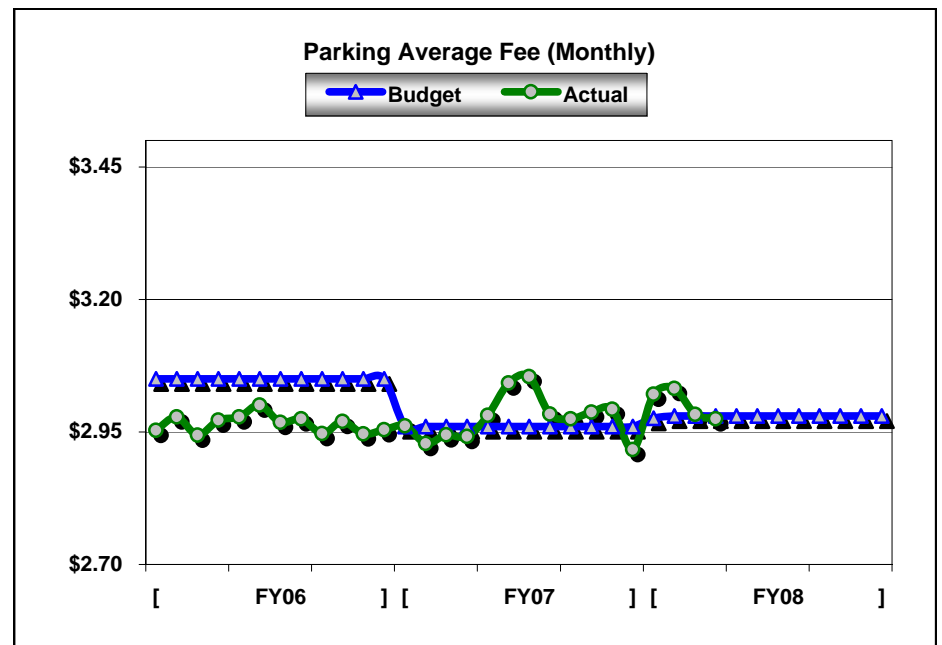
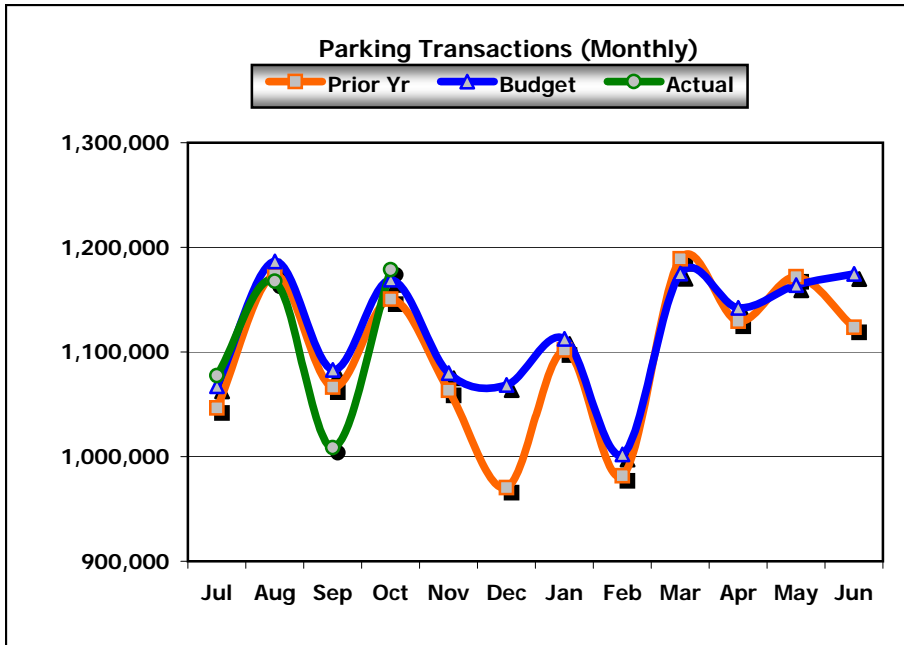


Revenue Variance Due to Ridership



Revenue Variance Due to Average Fare





Year-to-Date - October FY 2008

Monthly Report

Revenue Analysis

| REVENUE | Prior Year | Current Year | | | |
|---------|------------|------------------|------------------|----------------|-----------|
| | Actual | Actual | Budget | Variance | |
| RAIL | \$137,829 | \$151,727 | \$148,364 | \$3,363 | 2% |
| BUS | \$36,572 | \$31,805 | \$32,871 | (\$1,066) | (3%) |
| ADA | \$958 | \$1,114 | \$1,107 | \$7 | 1% |
| Total | \$175,359 | \$184,646 | \$182,343 | \$2,303 | 1% |

[Dollars in Thousands]

| RIDERSHIP | Prior Year | Current Year | | | |
|-----------|------------|----------------|----------------|--------------|-----------|
| | Actual | Actual | Budget | Variance | |
| RAIL | 70,432 | 73,668 | 71,307 | 2,362 | 3% |
| BUS | 45,630 | 45,977 | 46,013 | (37) | (0%) |
| ADA | 471 | 484 | 503 | (19) | (4%) |
| Total | 116,533 | 120,129 | 117,823 | 2,306 | 2% |

[Trips in Thousands]

| AVG FARE | Prior Year | Current Year | | | |
|----------|------------|---------------|---------------|-----------------|-------------|
| | Actual | Actual | Budget | Variance | |
| RAIL | \$1.96 | \$2.06 | \$2.08 | (\$0.02) | (1%) |
| BUS | \$0.80 | \$0.69 | \$0.71 | (\$0.02) | (3%) |
| ADA | \$2.03 | \$2.30 | \$2.20 | \$0.10 | 5% |
| Total | \$1.50 | \$1.54 | \$1.55 | (\$0.01) | (1%) |

| RAIL | | | | | |
|-----------------------|-----------------------|------------------|-------------------|----------------------|-------------------|
| Current Year Variance | | Actual to Actual | | Budget to Prior Year | |
| Ridership | \$4,914 3% | Ridership | \$6,665 5% | Ridership | \$1,820 1% |
| Avg Fare | <u>(\$1,551)</u> (1%) | Avg Fare | <u>\$7,233</u> 5% | Avg fare | <u>\$8,716</u> 6% |
| | \$3,363 2% | | \$13,898 10% | | \$10,535 8% |

[Dollars in Thousands]

| BUS | | | | | |
|-----------------------|-----------------------|------------------|------------------------|----------------------|------------------------|
| Current Year Variance | | Actual to Actual | | Budget to Prior Year | |
| Ridership | (\$26) (0%) | Ridership | \$240 1% | Ridership | \$274 1% |
| Avg Fare | <u>(\$1,040)</u> (3%) | Avg Fare | <u>(\$5,007)</u> (14%) | Avg fare | <u>(\$3,975)</u> (11%) |
| | (\$1,066) (3%) | | (\$4,767) (13%) | | (\$3,701) (10%) |

[Dollars in Thousands]

| ADA | | | | | |
|-----------------------|----------------|------------------|------------------|----------------------|----------------|
| Current Year Variance | | Actual to Actual | | Budget to Prior Year | |
| Ridership | (\$42) (4%) | Ridership | \$28 3% | Ridership | \$69 7% |
| Avg Fare | <u>\$49</u> 5% | Avg Fare | <u>\$128</u> 13% | Avg fare | <u>\$80</u> 8% |
| | \$7 1% | | \$156 16% | | \$149 16% |

[Dollars in Thousands]

Capital Project Financials

As of October 31, 2007

\$ Thousands

| METRO MATTERS - Fiscal Year 2008 | Approved Budget | Obligations | Expended | Un-Expended |
|---|----------------------------|--------------------|-----------------|--------------------|
| <i>A. Infrastructure Renewal Program (IRP)</i> | | | | |
| <i>Rolling Stock: Bus</i> | | | | |
| Diesel Bus Replacement | \$ 167 | \$ - | \$ - | \$ 167 |
| Hybrid Bus Replacement | 49,626 | - | - | 49,626 |
| Subtotal | <u>\$ 49,793</u> | <u>\$ -</u> | <u>\$ -</u> | <u>\$ 49,793</u> |
| | | | | |
| <i>Rolling Stock: Rail</i> | | | | |
| Rail Car Enhancements | \$ 339 | \$ - | \$ - | \$ 339 |
| 2000/3000 Series Rail Cars Rehab | 68 | 68 | - | 68 |
| Subtotal | <u>\$ 407</u> | <u>\$ 68</u> | <u>\$ -</u> | <u>\$ 407</u> |
| | | | | |
| <i>Passenger Facilities</i> | | | | |
| Escalator Rehabilitation | \$ 12,268 | \$ 400 | \$ 185 | \$ 12,083 |
| Elevator/Escalator Maint. | 14,425 | 10,838 | 1,304 | 13,121 |
| Elevator Rehabilitation | 5,733 | 1,096 | 332 | 5,401 |
| Station Enhancement | 6,764 | 2,377 | 2,377 | 4,387 |
| Parking Lot Rehabilitation | 10,617 | 4,228 | 1,451 | 9,166 |
| Station & Tunnel Rehab. | 7,005 | 2,889 | 980 | 6,025 |
| Fire System Rehabilitation | 8,172 | 1,727 | 719 | 7,453 |
| Station Chiller Rehabilitation | 2,981 | 1,490 | 608 | 2,373 |
| Drainage Pumping/Sewer Rehab. | 1,472 | 495 | 347 | 1,125 |
| Subtotal | <u>\$ 69,437</u> | <u>\$ 25,540</u> | <u>\$ 8,303</u> | <u>\$ 61,134</u> |
| | | | | |
| <i>Maintenance Facilities</i> | | | | |
| Environment Assessment | \$ 349 | \$ 301 | \$ - | \$ 349 |
| Emergency Construction Bus | 2,100 | 1,337 | 627 | 1,473 |
| Rail/Bus Str, Offices, Yards | 8,216 | 3,741 | 1,094 | 7,122 |
| Repairables | 12,055 | 3,218 | 670 | 11,385 |

Capital Project Financials

As of October 31, 2007

\$ Thousands

| METRO MATTERS - Fiscal Year 2008 | Approved Budget | Obligations | Expended | Un-Expended |
|---|----------------------------|--------------------|-----------------|--------------------|
| Non-Revenue Vehicles | 3,634 | 1,099 | 656 | 2,978 |
| Support Equipment - MTPD | 2,363 | 1,043 | 223 | 2,140 |
| Support Equipment - IT | 2,225 | 683 | 89 | 2,136 |
| Support Equipment Other Offices | 1,300 | 17 | 17 | 1,283 |
| Bus Support Equipment | 2,172 | 279 | 20 | 2,152 |
| Rail Support Equipment | 3,897 | 851 | 416 | 3,481 |
| Bus Lifts/Work Equipment | 1,963 | 1,484 | 160 | 1,803 |
| Bus Washer Rehabilitation | 1,142 | 231 | 212 | 930 |
| Rail Car Washer Rehabilitation | 3,832 | - | - | 3,832 |
| Rail Work Equipment Rehab | 1,201 | 429 | 254 | 947 |
| Locomotives and Prime Movers | 5,255 | - | - | 5,255 |
| Subtotal | <u>\$ 51,704</u> | <u>\$ 14,713</u> | <u>\$ 4,438</u> | <u>\$ 47,266</u> |
| Systems | | | | |
| Train Communication Upgrade | \$ 14,126 | \$ 10,123 | \$ 2,092 | \$ 12,034 |
| Mid-Life Rehabilitation ATC | 15,341 | 5,459 | 984 | 14,357 |
| Mid-Life Rehab AC/TPSS/TBS | 3,149 | 2,491 | 687 | 2,462 |
| Traction Power Switchgear | 6,600 | 5,274 | 4,751 | 1,849 |
| UPS System Replacement | 4,794 | 1,486 | 110 | 4,684 |
| Electrical Systems Rehab | 1,421 | 131 | 80 | 1,341 |
| Fare Collection Equipment | 6,409 | 1,015 | 380 | 6,029 |
| Subtotal | <u>\$ 51,840</u> | <u>\$ 25,979</u> | <u>\$ 9,084</u> | <u>\$ 42,756</u> |
| Track and Structure | | | | |
| ROW Structure Rehabilitation | \$ 19,167 | \$ 7,511 | \$ 2,392 | \$ 16,775 |
| ROW Floating Slabs | 1,050 | 293 | 284 | 766 |
| ROW Track Rehabilitation | 22,344 | 7,386 | 5,823 | 16,521 |
| Station Tunnel Leak Mitigation | 3,505 | 603 | 599 | 2,906 |
| Subtotal | <u>\$ 46,066</u> | <u>\$ 15,793</u> | <u>\$ 9,098</u> | <u>\$ 36,968</u> |

Capital Project Financials

As of October 31, 2007

\$ Thousands

| METRO MATTERS - Fiscal Year 2008 | Approved Budget | Obligations | Expended | Un-Expended |
|---|----------------------------|--------------------|------------------|--------------------|
| <i>Information Technology</i> | | | | |
| Information Technology (IT) | \$ 45,327 | \$ 12,423 | \$ 5,493 | \$ 39,834 |
| ROCS Upgrade Program (IRPG) | 1,160 | 536 | - | 1,160 |
| Subtotal | \$ 46,487 | \$ 12,959 | \$ 5,493 | \$ 40,994 |
| <i>Preventive Maintenance</i> | | | | |
| Preventive Maintenance | \$ 20,700 | \$ 5,175 | \$ 5,175 | \$ 15,525 |
| Subtotal | \$ 20,700 | \$ 5,175 | \$ 5,175 | \$ 15,525 |
| Total: Infrastructure Renewal Program | \$ 336,434 | \$ 100,227 | \$ 41,591 | \$ 294,843 |
| <i>B. Eight-Car Train Capital Initiative</i> | | | | |
| 6000 Series Rail Car | \$ 120,915 | \$ 98,280 | \$ 51,552 | \$ 69,363 |
| Rail Yard Maintenance & Storge | 62,827 | 34,541 | 16,793 | 46,034 |
| Traction Power Substation Upgrade | 97,600 | 39,578 | 10,083 | 87,517 |
| Precision Stopping | 4,020 | 1,742 | 328 | 3,692 |
| Total: Eight-Car Train Capital Initiative | \$ 285,362 | \$ 174,141 | \$ 78,756 | \$ 206,606 |
| <i>C. Bus Improvement Capital Initiative</i> | | | | |
| Bus Procurement | \$ 29,614 | \$ 1,533 | \$ 1,412 | \$ 28,202 |
| West Ox Bus Garage | 23,050 | 4,413 | 213 | 22,837 |
| Customer Facilities | 12,032 | 5,309 | 1,698 | 10,334 |
| Total: Bus Improvement Capital Initiative | \$ 64,696 | \$ 11,255 | \$ 3,323 | \$ 61,373 |
| <i>E. Program Management</i> | | | | |
| Credit Facility | \$ 4,869 | \$ 452 | \$ 322 | \$ 4,547 |
| Project Development | 1,014 | 108 | 47 | 967 |

Capital Project Financials

As of October 31, 2007

\$ Thousands

| METRO MATTERS - Fiscal Year 2008 | Approved Budget | Obligations | Expended | Un-Expended |
|--|----------------------------|--------------------------|--------------------------|--------------------------|
| Program Management & Support | 13,185 | 2,349 | 2,349 | 10,836 |
| Finance | 95 | 23 | - | 95 |
| TIFIA - Finance | 200,000 | 31,112 | 31,112 | 168,888 |
| Vertical Transportation Bonds | 6,000 | 2,000 | 2,000 | 4,000 |
| Debt Service | 15,000 | 5,339 | 2,959 | 12,041 |
| Total: Program Management | \$ 240,163 | \$ 41,383 | \$ 38,789 | \$ 201,374 |
| 2008 TOTAL | <u>\$ 926,655</u> | <u>\$ 327,006</u> | <u>\$ 162,459</u> | <u>\$ 764,196</u> |
| <u>Security Program</u> | | | | |
| Camera System | \$ 1,041 | \$ 377 | \$ - | \$ 1,041 |
| Operation Control Center | 7,953 | 5,816 | 1,621 | 6,332 |
| Fire Chief | 11,000 | 455 | - | 11,000 |
| Total: Security Program | \$ 19,994 | \$ 6,648 | \$ 1,621 | \$ 18,373 |
| 2008 GRAND TOTAL CAPITAL PROJECTS | <u>\$ 946,649</u> | <u>\$ 333,654</u> | <u>\$ 164,080</u> | <u>\$ 782,569</u> |

JURISDICTIONAL BALANCES ON ACCOUNT

(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions

As of October 31, 2007

| JURISDICTION | TOTAL | NOTES |
|---|-----------------------------|---|
| DISTRICT OF COLUMBIA | | |
| DC Dept of Transportation | (\$2,830,951) | Credits are unused operating refunds or interest on capital payments. |
| DC Dept of Transportation | \$1,413,774 | 7th Street Bridge |
| DC Dept of Public Works | \$181,773 | Joint and Adjacent Escort Services |
| DC Dept of Public Works | \$150,000 | Joint and Adjacent Escort Services |
| DC Office of Property Management | (\$4,485) | Per agreement, interest earnings are to be used for the SE Bus Shuttle Project and Garage Relocation Costs. |
| Available Credits, 10/31/07 | <u>(\$1,089,888)</u> | |
| To be Applied to 3rd Quarter FY08 Billing | <u>\$1,017,542</u> | |
| DC BALANCE | <u>(\$72,346)</u> | |
| MARYLAND | | |
| Montgomery County | \$11,439,469 | Pending receipt of capital/CMAQ funds. |
| Prince George's County | \$12,219,465 | Pending receipt of capital/CMAQ funds. |
| Available Credits, 10/31/07 | <u>\$23,658,933</u> | |
| To be Applied to 3rd Quarter FY08 Billing | <u>\$0</u> | |
| MD BALANCE | <u>\$23,658,933</u> | |
| VIRGINIA | | |
| Alexandria | (\$1,473,982) | Credits are unused operating refunds or interest on capital payments. |
| Arlington | (\$2,001,604) | Credits are unused operating refunds or interest on capital payments. |
| City of Fairfax | (\$31,521) | Credits are unused operating refunds or interest on capital payments. |
| Fairfax County | (\$2,397,623) | Credits are unused operating refunds or interest on capital payments. |
| Fairfax County Dept. of Family Service | \$93,248 | Access to Jobs |
| Falls Church | (\$147,228) | Credits are unused operating refunds or interest on capital payments. |
| Northern VA Transportation Comm. | <u>(\$1,368,380)</u> | Credits are unused operating refunds or interest on capital payments. |
| Available Credits, 10/31/07 | <u>(\$7,327,090)</u> | |
| To be Applied to 3rd Quarter FY08 Billing | <u>\$113,390</u> | |
| VA balance | <u>(\$7,213,700)</u> | |

Transit Investment Infrastructure Fund (T I I F)

Accounting of Revenue and Expenditures

Through: October 31, 2007

| | Funds Received | Jurisdictional Allocation | Approved Uses | Expenses | Unexpended |
|--|-----------------------|------------------------------|----------------------|----------------------|----------------------|
| Total Received for TIIF | \$ 101,046,276 | \$ 101,046,276 | \$ 94,236,447 | \$ 53,888,669 | \$ 40,347,778 |
| Allocated to the Jurisdictions: | \$ 60,000,000 | | | | |
| DISTRICT OF COLUMBIA 36% | | \$ 21,600,000 | | | |
| Use of Funds: | | | | | |
| Tivoli | | | \$ 2,500,000 | \$ 2,500,000 | \$ - |
| Anacostia Demonstration | | | 10,000,000 | 4,143,234 | 5,856,766 |
| U Street/Adams Morgan Link | | | 150,000 | 150,000 | - |
| Navy Yard Design | | | 500,000 | 386,928 | 113,072 |
| Union Row /U Street | | | 1,500,000 | - | 1,500,000 |
| Yellow Line Extension | | | 1,500,000 | 609,572 | 890,428 |
| Navy Yard Improvements | | | 4,900,000 | - | 4,900,000 |
| | | \$ 550,000 | \$ 21,050,000 | \$ 7,789,733 | \$ 13,260,267 |
| MARYLAND 37% | | \$ 22,200,000 | | | |
| Use of Funds: | | | | | |
| New Carrollton Parking | | | \$ 497,555 | \$ 495,973 | \$ 1,582 |
| College Park Parking | | | 9,514,698 | 9,512,205 | 2,493 |
| Largo Parking | | | 2,432,747 | 2,432,747 | 0 |
| Largo Day Care Center | | | 3,000,000 | 3,000,000 | - |
| Takoma-Langley | | | 6,744,320 | - | 6,744,320 |
| | | \$ 10,680 | \$ 22,189,320 | \$ 15,440,924 | \$ 6,748,396 |
| VIRGINIA 27% | | \$ 16,200,000 | | | |
| Use of Funds: | | | | | |
| Shirlington | | | \$ 2,500,000 | \$ 115,111 | \$ 2,384,889 |
| Ballston | | | 1,374,320 | 750,026 | 624,294 |
| Huntington | | | 8,082,750 | 8,082,750 | - |
| West Falls Church | | | 2,000,000 | 2,000,000 | - |
| | | \$ 2,242,930 | \$ 13,957,070 | \$ 10,947,887 | \$ 3,009,183 |
| WMATA | \$ 41,046,276 | | | | |
| Huntington Parking | | | \$ 12,900,000 | \$ 3,678,184 | \$ 9,221,816 |
| White Flint Parking | | | 4,421,661 | 4,396,878 | 24,783 |
| FY05/06 Operating | | | 4,000,000 | 4,000,000 | - |
| FY07 Operating | | | 2,000,000 | 2,000,000 | - |
| FY08 Operating | | | 2,000,000 | 333,333 | 1,666,667 |
| FY07 Safe, Clean Reliable | | | 4,700,000 | 4,700,000 | - |
| FY08 Safe, Clean Reliable | | | 7,000,000 | 583,333 | 6,416,667 |
| Gallery Place Remediation | | | 18,396 | 18,396 | - |
| | | \$ 4,006,219 | \$ 37,040,057 | \$ 19,710,125 | \$ 17,329,932 |