



**Finance, Administration and Oversight Committee**

**Information Item IV-A**

**June 12, 2008**

**FY08 Monthly Financial Report (April 2008)**



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

**Monthly Financial Report**

**April 2008**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
MONTHLY FINANCIAL REPORT  
FY2008  
April 2008**

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## Washington Metropolitan Area Transit Authority April 2008 Monthly Financial Report

### **EXECUTIVE SUMMARY**

#### **Operating Highlights**

In April, rail, bus and MetroAccess ridership and revenue exceeded projections and resulted in one of the most positive months so far this fiscal year. Contributing to the positive results for the month was the papal visit and mass by Pope Benedict XVI at the new baseball stadium at the Navy Yard station. Ridership for the papal mass contributed over 64,200 additional weekday trips, for a total rail system ridership of 828,400 on April 17, 2008, the fourth highest ridership day ever on the Metrorail system. Positive ridership results were also reported on April 24, 2008, when a combination of baseball, basketball, and good weather generated midday and evening trips. These trips contributed to the third-highest ridership day on the rail system with 829,000 trips. Eight of the twenty-five highest ridership days in the history of the rail system occurred in April 2008.

Total Metrobus ridership through the end of April was 110 million trips, 1 percent above the total through the same period last fiscal year, and exactly as budgeted.

On MetroAccess, total monthly ridership through the end of April was 1.2 million trips, 17 percent or 177,000 trips over the same period in FY2007. Although average weekday trips increased almost 19 percent over last year, the highest increase in MetroAccess trips continue to occur on weekends, with a year-over-year increase on weekends in April of over 24 percent.

#### **Capital Highlights**

Major weekend track work resumed in mid-April after having been suspended for four consecutive weekends. The suspension was initiated to give Metro riders a reprieve from three consecutive months of work, which can typically result in 30-minute delays, and to not disrupt service during the busy spring tourism and event season.

Infrastructure renewal efforts in April included: the completion of escalator repairs at five Metrorail stations, the completion of the elevator modernization at White Flint station, and completion of station enhancements at Gallery Place-Chinatown station.



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### **OPERATING FINANCES**

#### **Revenue**

Total revenue in April was \$61.6 million, \$3.8 million or 7 percent above budget. Through April, total revenues were \$541 million, \$1.7 million higher than expected. In addition through the end of April, a total of \$23.8 million in rail, bus and parking revenue has been reserved for use in FY09 from the recent fare increase, and this amount is expected to meet the projected total of \$36.2 million by the end of FY08.

**Metrorail** revenue in April was favorable at 4 percent. For the month, total rail ridership grew at rates far better than budget, resulting in total passenger revenues of \$40.0 million, \$1.6 million more than the budgeted \$38.4 million. Other positive results for the month included fiber optic revenues from a new fiber optic contract as well as rent revenues from percentage rent receipts of \$1.1 million from the hotel located at the Bethesda rail station. On a year-to-date basis, positive rail passenger revenue of \$4 million was off-set by less than anticipated Advertising and SCR Funding, resulting in a positive variance in rail revenues of \$0.7 million through the end of April. Through the end of April, total rail revenue was \$351.2 million, \$4 million or 1 percent better than projections.

**Metrobus** passenger revenue of \$9.3 million exceeded budget by \$0.2 million or 2 percent. However, on a year-to-date basis, bus revenue of \$88.1 million was almost \$2 million or 2 percent lower than expected.

**Parking** revenue was favorable in April at 1 percent or \$0.04 million. In total, through the end of April, parking revenue was unfavorable at 1 percent, or \$0.4 million.

**Expenses** were 1 percent under budget, or \$10.1 million, on a year-to-date basis. During April, total expenses were 1 percent under budget, or \$0.8 million. Salary/Wage accounts were 3 percent under budget, \$1.3 million, due to a reclassification of labor costs to capital and reimbursable modes. Fringe Benefits accounts continued to be under budget by \$0.8 million due to lower than projected annual increases to the Local 689 health care plans. Services accounts were 11 percent over budget, or \$1.1 million, primarily due to an over accrual in the Paratransit account. Supplies, Fuels, Utilities, and Insurance accounts were 1 percent over budget, or \$0.2 million, due to increased electricity rates and promotional advertising expenses.



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**Subsidy** is favorable year to date at 3 percent, or \$11.8 million, as well as monthly at nearly 12 percent, or \$4.6 million, under budget.

<b>Operating Financials</b>								
(dollars in millions)								
	<b>April 2008</b>				<b>FY2008 Year-to-Date</b>			
	Actual	Budget	Variance		Actual	Budget	Variance	
<b>Gross Revenues</b>	\$67.8				\$564.8			
<b>Less: Fare Increase</b>	<u>\$6.2</u>				<u>\$23.8</u>			
<b>Net Revenues</b>	\$61.6	\$57.8	\$3.8	6.5%	\$541.0	\$539.3	\$1.7	0.3%
<b>Expenses</b>	\$95.8	\$96.6	\$0.8	0.9%	\$951.3	\$961.3	\$10.1	1.1%
<b>Subsidy</b>	<u>\$34.2</u>	<u>\$38.8</u>	<u>\$4.6</u>	<u>11.8%</u>	<u>\$410.3</u>	<u>\$422.0</u>	<u>\$11.8</u>	<u>2.9%</u>
			Favorable/ (Unfavorable)				Favorable/ (Unfavorable)	



## Washington Metropolitan Area Transit Authority April 2008 Monthly Financial Report

### RIDERSHIP TRENDS

**Metrorail** April is traditionally the time of the year in Washington of strong rail ridership growth generated by the Easter holidays, cherry blossom season, tourist travel and other events on the National Mall. This April, Easter occurred at the end of March, coming two weeks earlier than last year. However, excellent weather, combined with college spring breaks, school vacations, play-off games at the Verizon Center, a robust cherry blossom season, and the papal visit and Mass by Pope Benedict XVI at the new National's Baseball Stadium presented a perfect set-up for high rail ridership growth.

Average weekday ridership for the month was 772,000 trips. This was a growth rate of 4 percent over last year, and 2 percent above budget. Although this was a healthy rate of growth, it should be noted that ridership for April 2007 was significantly below projections, with less than spectacular rail ridership growth. Last year, the early start of the Cherry Blossom Festival did not have the traditional effect of boosting rail ridership because the blossoms were almost all gone by the end of the first week of the month. In addition, last April had colder-than-average weather, and the region even had snow just before the traditional Easter holiday, which worked to further restrict outdoor activities and depress rail ridership. The result last year was only 2 high ridership days last April, compared with an average of 6-8 high ridership days in a typical April.

	April 2007 <i>Actual</i>	April 2008 <i>Actual      Budget</i>		<i>Above/(Below)</i> <i>Last Year      Budget</i>	
<i>Trips</i>	<b>Average Weekday Ridership</b>			<b>Growth Rate</b>	
Metrorail	739,830	771,811	754,927	4%	2%
Metrobus	434,413	461,944	438,757	6%	5%
MetroAccess	4,612	5,473	4,862	19%	13%
System Total	1,178,855	1,239,228	1,198,546	5%	3%
<i>Trips (Thousands)</i>	<b>Year to Date Ridership</b>			<b>Growth Rate</b>	
Metrorail	170,349	176,749	172,357	4%	3%
Metrobus	108,620	109,980	109,976	1%	0%
MetroAccess	1,043	1,220	1,205	17%	1%
System Total	280,012	287,949	283,538	3%	2%

For April 2008, Metrorail recorded eight high ridership days, including three days in the top five highest ridership days for the rail system. Ridership increases on two of these days were generated not only by increases in commuter activities, but also by sporting attractions, including baseball and basketball games as well as cherry blossom activities. The fourth highest ridership day on the rail system, April 17<sup>th</sup>,



## Washington Metropolitan Area Transit Authority April 2008 Monthly Financial Report

2008, was generated by the early Mass by Pope Benedict XVI at the new Nationals Stadium at the Navy Yard station. Almost 65,000 additional trips were generated by the Papal Mass, and total ridership for this day would have been significantly higher, but April 17<sup>th</sup> was Emancipation Day, a holiday for District of Columbia schools and employees, and federal workers were granted liberal leave.

Total monthly rail ridership through the end of April was 176.7 million trips. This was an increase over the same time last year of 4 percent and a budget variance of 3 percent over the budgeted 1 percent growth for FY09. Rail average weekday ridership for the same period averaged 719,000 trips, 4 percent higher than the same time last year.

Average Saturday year-to-date rail ridership through the end of April was 341,000 trips, 5 percent higher than the same period in FY07 of 324,000 trips and 4 percent higher than the budgeted 328,000. Sunday rail ridership had the greatest percentage growth so far this fiscal year, with 6 percent growth over the same period last year. Through the end of April, average Sunday rail ridership increased over 12,300 trips over the same period last year, from an average of 200,300 in FY07 to 212,600 trips so far in FY08.

Through the end of April, with 13 games completed at the new Nationals Park, Metro was carrying 55 percent of the crowds to and from the stadium. At the same time last year, 39 percent of the fans arrived at RFK via Metrorail.

**Metrobus** Total Metrobus ridership for the month was 11.6 million trips, an increase of 9 percent over the total for last April. Average weekday ridership of 462,000 increased 6 percent over last year, and 5 percent above budget.

It is normal to try to attribute some of these increases in bus and rail ridership over last year to soaring gas prices and the highly publicized ridership surges in public transit. However, this was not the case for Metrobus in April because ridership for last April was so far below expectations. In April 2007, bus ridership suffered from the colder-than-average weather and snow, and average weekday ridership decreased below the average for April 2006 and was 4 percent below budget. Through the end of April 2008, total monthly bus ridership was 110, million trips and increase of only 1 percent above the same period in FY07, and exactly as budgeted. Average weekday bus ridership for the same period showed no growth when compared with the previous year, and was 1 percent below budget, clear indication that high gasoline prices are not yet motivating Washington area commuters to use Metrobus to access the rail system.

**MetroAccess** Total MetroAccess ridership through the end of April was 1.2 million trips, an increase of 17 percent over the same period last year. Average weekday ridership for the month increased 19 percent to 5,500 trips, an increase of almost 1,000 trips over the average for FY07.





**Washington Metropolitan Area Transit Authority**  
**April 2008 Monthly Financial Report**

**CAPITAL FINANCES**

**Revenues**

Revenues received to date for the FY 2008 capital budget total \$505 million. All federal grants for FY 2008 have been approved and are available for draw-down. State and Local contributions, received quarterly, include the four quarters of FY 2008.

**Costs**

The current capital budget for FY 2008 is \$687 million. Capital spending through April is as follows: \$506 million has been obligated, and \$401 million has been expended. The appendix includes budget and spending data for each capital project.

<b>Capital Revenues</b> (dollars in millions)	<b>FY2008</b>		
	<b>Budget</b>	<b>Received to Date</b>	<b>To be Received</b>
Federal Grants	\$ 237	\$ 237	\$ -
State & Local Contributions	166	166	-
Miscellaneous	6	6	-
Debt Issuance	267	85	182
Subtotal	\$ 676	\$ 494	\$ 182
Security Grants	11	11	
Total Capital Revenues	<u>\$ 687</u>	<u>\$ 505</u>	<u>\$ 182</u>

<b>Capital Spending</b> (dollars in millions)	<b>FY 2008 Year to Date</b>			
	<b>Budget</b>	<b>Expended</b>	<b>Obligated</b>	<b>Unexpended</b>
Infrastructure Renewal Program	\$ 257	\$ 135	\$ 204	\$ 122
Eight-Car Train Initiative	196	158	182	38
Bus Improvement Initiative	31	10	13	21
Program Management	191	93	97	98
Project Development	1			1
Subtotal	\$ 676	\$ 396	\$ 496	\$ 280
Security Program	11	5	10	6
Total	<u>\$ 687</u>	<u>\$ 401</u>	<u>\$ 506</u>	<u>\$ 286</u>



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### **CAPITAL PROJECT HIGHLIGHTS**

#### **Passenger Facilities**

Major repairs of station escalators were completed during April at five Metrorail stations: Court House, Federal Center SW, Fort Totten, Huntington, and Ronald Reagan Washington National Airport. The modernization of the station elevator at White Flint Metrorail station was completed in mid-April. Elevator modernization includes the replacement of a majority of the mechanical parts and elevator cab equipment.

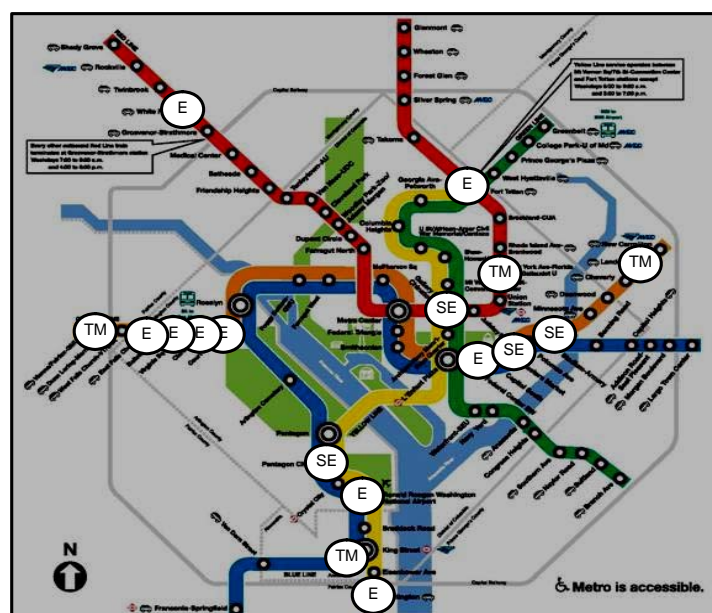
Modernization of the station elevator at the Virginia Square-GMU Metrorail station was initiated. In addition, modernization and rehabilitation of station escalators was initiated at two Metrorail stations: Clarendon and Ballston-MU. Modernization and rehabilitation of elevators and escalators are typically scheduled to take three months.

Station Enhancements were completed in April on both the upper and lower levels of the Gallery Place-Chinatown Metrorail station; and were nearing completion at Eastern Market. Also in April, significant progress was made at Stadium-Armory and Pentagon City stations. Station enhancements include pressure washing all masonry surfaces, resurfacing bus shelter benches, re-bronzing escalators and railings, and painting and repairing coffer panels, metal ceilings, kiosks, iron railings, bathrooms, and floor tiles.

#### **Track Maintenance**

In mid-April major weekend track work was resumed, after having been suspended for four consecutive weekends. The suspension was initiated to give Metro riders a reprieve from three consecutive months of work, and to not disrupt service during the busy spring tourism and event season.

Highlighted Capital Projects April 2008



- (E) Elevator / Escalator Work
- (TM) Track Maintenance
- (SE) Station Enhancement



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During April, routine track maintenance was performed in the following locations: Blue and Yellow Lines: between Franconia-Springfield and Braddock Road; Orange Line: between New Carrollton and Cheverly, and Red Line between Judiciary Square and Rhode Island Avenue-Brentwood. In addition, communication cables, necessary for train operations, were replaced along the Orange Line from Vienna to West Falls Church.

Finally, ultrasonic testing of running rails was conducted on all five lines of the Metrorail system during April. Ultrasonic testing detects internal defects in rails, and allows maintenance crews to take corrective action before a possible disruption in service can occur.

### **Rail Car Programs**

The procurement of 184 new 6000-series rail cars continued in April with the acceptance of eight additional cars. This brings to 170 the number of 6000-series rail cars accepted and placed into revenue service. An additional twelve cars, received from the manufacturer ALSTOM, are undergoing testing at the Greenbelt rail yard before being accepted into revenue service.

In April, Metrorail accepted six rehabilitated 2000/3000-series Breda rail cars. These cars are part of the 364-car 2000/3000-series fleet that are undergoing a complete rehabilitation. To date, 320 cars have been accepted and returned to revenue service.



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**OUTSTANDING DEBT**

WMATA's outstanding debt as of April 30, 2008 is \$532.5 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; however, a process is underway to increase the ceiling to \$600 million as approved by the Board in February 2008. Additionally, there is internal borrowing to meet the cash flow needs of capital expenses.

April 30, 2008			
Debt Type (dollars in million)	Outstanding Principal	Annual Debt Service	Maturity Date
Bond Series 1993	\$32.5	\$11.9	
Bond Series 2003	<u>\$98.7</u>	<u>\$15.6</u>	
	\$131.1	\$27.6	FY2015
Bond Series 2003B	\$16.3	\$5.9	FY2011
Commercial Paper	\$300.0	\$0.0	Multiple
Internal Borrowing	\$85.0	n/a	Multiple
Metro Matters Debt	\$0.0	\$0.0	
Total	<u><u>\$532.5</u></u>		



**Washington Metropolitan Area Transit Authority  
April 2008 Monthly Financial Report**

**APPENDIX**

- Operating budget variance report, by mode  
-- revised format excludes revenue earmarked for FY09
- Ridership analysis
- Capital budget and expenditures, by project
- Jurisdictional balances on account
- Transit Infrastructure Investment Fund (T I I F)

# Operating Financials

April-08

FISCAL YEAR 2008

Dollars in Millions

## MONTHLY RESULTS:

Prior Year Actual	Current Year			
	Actual	Budget	Variance	

\$35.3	\$40.0	\$38.4	\$1.6	4%
8.5	9.3	9.1	0.2	2%
0.3	0.8	0.3	0.5	169%
3.4	3.4	3.4	0.0	1%
\$47.5	\$53.6	\$51.2	\$2.4	5%

\$0.4	\$0.4	\$0.4	(\$0.0)	0%
0.0	0.1	0.1	(0.0)	-22%
2.8	3.1	3.2	(0.1)	-2%
3.1	1.7	0.6	1.1	179%
0.8	1.0	0.8	0.2	27%
0.5	0.5	0.3	0.1	35%
0.6	0.3	0.4	(0.0)	-12%
0.7	0.8	0.8	0.1	12%
\$8.9	\$8.0	\$6.6	\$1.4	21%

<b>\$56.3</b>	<b>\$61.6</b>	<b>\$57.8</b>	<b>\$3.8</b>	<b>7%</b>
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\$48.1	\$51.6	\$53.0	\$1.3	3%
20.4	20.5	21.3	0.8	4%
8.6	11.6	10.4	(1.1)	-11%
6.5	6.0	6.5	0.4	7%
5.2	6.2	5.9	(0.2)	-4%
4.3	1.6	1.2	(0.4)	-33%
(1.7)	(1.7)	(1.7)	0.0	0%
<b>\$91.4</b>	<b>\$95.8</b>	<b>\$96.6</b>	<b>\$0.8</b>	<b>1%</b>

<b>\$35.1</b>	<b>\$34.2</b>	<b>\$38.8</b>	<b>\$4.6</b>	<b>12%</b>
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Favorable/(Unfavorable)

<b>62%</b>	<b>64%</b>	<b>60%</b>
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## YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year			
	Actual	Budget	Variance	

### REVENUES:

#### Passenger Revenue

\$331.8	\$351.2	\$347.3	\$4.0	1%
86.8	88.1	89.8	(1.8)	-2%
2.4	3.4	2.8	0.6	21%
32.4	32.6	33.0	(0.4)	-1%
\$453.3	\$475.3	\$473.0	\$2.3	0%

#### Non-Passenger Revenue

\$3.9	\$4.0	\$4.1	(\$0.1)	-1%
1.0	1.0	1.7	(0.7)	-41%
27.5	29.4	31.7	(2.3)	-7%
9.2	7.5	6.0	1.5	25%
8.1	8.8	8.2	0.6	7%
3.4	4.1	3.3	0.8	23%
3.9	3.5	3.8	(0.3)	-8%
7.2	7.3	7.5	(0.2)	-2%
\$64.4	\$65.7	\$66.3	(\$0.6)	-1%

<b>\$517.7</b>	<b>\$541.0</b>	<b>\$539.3</b>	<b>\$1.7</b>	<b>0%</b>
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### EXPENSES:

\$508.6	\$529.8	\$532.8	\$3.0	1%
179.3	200.0	202.9	3.0	1%
86.9	98.1	103.7	5.6	5%
63.2	66.7	65.6	(1.1)	-2%
54.8	58.2	59.7	1.4	2%
42.8	15.6	13.8	(1.8)	-13%
(17.3)	(17.3)	(17.3)	0.0	0%
<b>\$918.3</b>	<b>\$951.3</b>	<b>\$961.3</b>	<b>\$10.1</b>	<b>1%</b>

<b>\$400.6</b>	<b>\$410.3</b>	<b>\$422.0</b>	<b>\$11.8</b>	<b>3%</b>
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Favorable/(Unfavorable)

<b>56%</b>	<b>57%</b>	<b>56%</b>
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### COST RECOVERY RATIO

# RAIL

## Operating Financials

April-08  
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:											
\$35.3	\$40.0	\$38.4	\$1.6	4%	Passenger Fares	\$331.8	\$351.2	\$347.3	\$4.0	1%	
0.2	0.2	0.2	(0.0)	0%	D.C. Schools	1.6	1.7	1.7	(0.0)	-1%	
3.4	3.4	3.4	0.0	1%	Parking	32.4	32.6	33.0	(0.4)	-1%	
0.8	1.1	1.0	0.0	2%	Advertising	8.3	8.9	10.5	(1.5)	-14%	
3.1	1.7	0.6	1.1	179%	Rent	9.2	7.5	6.0	1.5	25%	
0.8	1.0	0.8	0.2	27%	Fiber Optic	8.1	8.8	8.2	0.6	7%	
0.3	0.4	0.2	0.2	101%	Other	1.8	2.5	1.7	0.7	42%	
0.2	0.1	0.1	(0.0)	-11%	Interest	0.7	0.9	1.4	(0.5)	-37%	
0.6	0.2	0.6	(0.4)	-64%	SCR Funding	6.0	2.3	6.0	(3.7)	-61%	
\$44.7	\$48.1	\$45.4	\$2.7	6%	TOTAL REVENUE	\$399.9	\$416.5	\$415.8	\$0.7	0%	
EXPENSES:											
\$27.8	\$30.4	\$30.0	(\$0.4)	-1%	Salary/Wages/OT	\$298.4	\$310.7	\$301.8	(\$8.9)	-3%	
11.6	12.0	12.1	0.1	1%	Fringe Benefits	104.1	115.9	114.6	(1.2)	-1%	
3.3	3.7	3.9	0.2	5%	Services	27.1	30.9	38.8	7.9	20%	
3.1	3.4	3.3	(0.1)	-2%	Supplies	32.2	33.5	33.9	0.4	1%	
3.2	4.3	3.7	(0.5)	-14%	Power/Diesel/CNG	32.3	38.2	37.8	(0.4)	-1%	
3.0	0.8	0.5	(0.3)	-56%	Insurance/Utilities/Other	31.5	7.9	6.3	(1.6)	-25%	
(0.2)	(0.2)	(0.2)	0.0	0%	Reimbursements	(2.3)	(2.3)	(2.3)	0.0	0%	
\$51.9	\$54.3	\$53.3	(\$1.0)	-2%	TOTAL EXPENSE	\$523.5	\$534.8	\$530.9	(\$3.9)	-1%	
\$7.2	\$6.2	\$7.9	\$1.8	22%	SUBSIDY	\$123.6	\$118.3	\$115.1	(\$3.1)	-3%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

86%

89%

85%

COST RECOVERY RATIO

76%

78%

78%

# METROBUS

## Operating Financials

April-08  
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:											
\$8.5	\$9.3	\$9.1	\$0.2	2%	Passenger Fares	\$86.8	\$88.1	\$89.8	(\$1.8)	-2%	
0.2	0.2	0.2	0.0	0%	D.C. Schools	2.3	2.3	2.3	(0.0)	-1%	
0.0	0.1	0.1	(0.0)	-22%	Contract Bus	1.0	1.0	1.7	(0.7)	-41%	
1.9	2.0	2.1	(0.1)	-4%	Advertising	19.2	20.4	21.2	(0.8)	-4%	
0.1	0.1	0.2	(0.1)	-36%	Other	1.7	1.6	1.6	0.0	2%	
0.4	0.2	0.2	(0.0)	-13%	Interest	3.2	2.7	2.4	0.2	9%	
0.1	0.6	0.1	0.5	321%	SCR Funding	1.2	5.0	1.5	3.5	235%	
\$11.4	\$12.6	\$12.1	\$0.5	4%	TOTAL REVENUE	\$115.4	\$121.1	\$120.7	\$0.4	0%	
EXPENSES:											
\$20.2	\$21.3	\$22.9	\$1.6	7%	Salary/Wages/OT	\$209.9	\$218.8	\$229.4	\$10.6	5%	
8.8	8.5	9.1	0.6	7%	Fringe Benefits	75.0	83.9	87.7	3.7	4%	
1.0	1.4	1.5	0.1	6%	Services	12.2	14.2	15.1	0.9	6%	
3.3	2.7	3.2	0.5	15%	Supplies	30.9	33.2	31.6	(1.6)	-5%	
2.0	1.9	2.2	0.3	14%	Power/Diesel/CNG	22.5	20.1	21.9	1.8	8%	
1.2	0.8	0.7	(0.1)	-20%	Insurance/Utilities/Other	10.8	7.8	7.4	(0.4)	-5%	
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(15.0)	(15.0)	(15.0)	0.0	0%	
\$35.0	\$35.1	\$38.1	\$3.0	8%	TOTAL EXPENSE	\$346.3	\$363.0	\$378.0	\$15.1	4%	
\$23.7	\$22.4	\$26.0	\$3.5	14%	SUBSIDY	\$231.0	\$241.9	\$257.4	\$15.5	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

32%

36%

32%

**COST RECOVERY RATIO**

33%

33%

32%



# REGIONAL BUS

## Operating Financials

April-08

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:											
\$7.2	\$7.9	\$7.7	\$0.2	2%	Passenger Fares	\$73.7	\$74.7	\$76.2	(\$1.6)	-2%	
0.2	0.2	0.2	0.0	0%	D.C. Schools	2.3	2.3	2.3	(0.0)	-1%	
0.0	0.1	0.1	(0.0)	-22%	Contract Bus	1.0	1.0	1.7	(0.7)	-41%	
1.9	2.0	2.1	(0.1)	-4%	Advertising	19.2	20.4	21.2	(0.8)	-4%	
0.1	0.1	0.2	(0.1)	-36%	Other	1.7	1.6	1.6	0.0	2%	
0.4	0.2	0.2	(0.0)	-13%	Interest	3.2	2.7	2.4	0.2	9%	
0.1	0.6	0.1	0.5	321%	SCR Funding	1.2	5.0	1.5	3.5	235%	
\$10.1	\$11.2	\$10.7	\$0.5	4%	TOTAL REVENUE	\$102.3	\$107.7	\$107.0	\$0.7	1%	
EXPENSES:											
\$16.9	\$17.8	\$19.2	\$1.4	7%	Salary/Wages/OT	\$175.2	\$183.7	\$192.5	\$8.9	5%	
7.3	7.1	7.7	0.5	7%	Fringe Benefits	62.6	70.4	73.6	3.1	4%	
0.9	1.2	1.3	0.1	6%	Services	10.2	11.9	12.7	0.7	6%	
2.8	2.2	2.7	0.4	15%	Supplies	25.8	27.8	26.5	(1.3)	-5%	
1.7	1.6	1.8	0.2	14%	Power/Diesel/CNG	18.8	16.9	18.4	1.5	8%	
1.2	0.8	0.7	(0.1)	-20%	Insurance/Utilities/Other	10.8	7.8	7.4	(0.4)	-5%	
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(15.0)	(15.0)	(15.0)	0.0	0%	
\$29.2	\$29.3	\$31.8	\$2.5	8%	TOTAL EXPENSE	\$288.4	\$303.5	\$316.1	\$12.6	4%	
\$19.1	\$18.1	\$21.1	\$3.0	14%	SUBSIDY	\$186.1	\$195.8	\$209.1	\$13.2	6%	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

35%

38%

34%

**COST RECOVERY RATIO**

35%

35%

34%

# NON-REGIONAL BUS

## Operating Financials

April-08

FISCAL YEAR 2008

Dollars in Millions

### MONTHLY RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

### REVENUES:

\$1.3	\$1.4	\$1.4	\$0.0	3%	Passenger Fares	\$13.1	\$13.4	\$13.6	(\$0.2)	-2%
<b>\$1.3</b>	<b>\$1.4</b>	<b>\$1.4</b>	<b>\$0.0</b>	<b>3%</b>	<b>TOTAL REVENUE</b>	<b>\$13.1</b>	<b>\$13.4</b>	<b>\$13.6</b>	<b>(\$0.2)</b>	<b>-2%</b>

### EXPENSES:

\$3.3	\$3.4	\$3.7	\$0.3	7%	Salary/Wages/OT	\$34.7	\$35.2	\$36.9	\$1.7	5%
1.5	1.4	1.5	0.1	7%	Fringe Benefits	12.4	13.5	14.1	0.6	4%
0.2	0.2	0.2	0.0	6%	Services	2.0	2.3	2.4	0.1	6%
0.5	0.4	0.5	0.1	15%	Supplies	5.1	5.3	5.1	(0.3)	-5%
0.3	0.3	0.4	0.0	14%	Power/Diesel/CNG	3.7	3.2	3.5	0.3	8%
0.0	0.0	0.0	0.0		Insurance/Utilities/Other	0.0	0.0	0.0	0.0	
<b>\$5.8</b>	<b>\$5.7</b>	<b>\$6.2</b>	<b>\$0.5</b>	<b>8%</b>	<b>TOTAL EXPENSE</b>	<b>\$58.0</b>	<b>\$59.5</b>	<b>\$62.0</b>	<b>\$2.5</b>	<b>4%</b>

<b>\$4.6</b>	<b>\$4.3</b>	<b>\$4.9</b>	<b>\$0.5</b>	<b>11%</b>	<b>SUBSIDY</b>	<b>\$44.9</b>	<b>\$46.1</b>	<b>\$48.3</b>	<b>\$2.3</b>	<b>5%</b>
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

22%

25%

22%

**COST RECOVERY RATIO**

23%

23%

22%

# METROACCESS

## Operating Financials

April-08

FISCAL YEAR 2008

Dollars in Millions

### MONTHLY RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		
	Actual	Budget	Variance

### REVENUES:

\$0.3	\$0.8	\$0.3	\$0.5	169%	Passenger Fares	\$2.4	\$3.4	\$2.8	\$0.6	21%
<b>\$0.3</b>	<b>\$0.8</b>	<b>\$0.3</b>	<b>\$0.5</b>	<b>169%</b>	<b>TOTAL REVENUE</b>	<b>\$2.4</b>	<b>\$3.4</b>	<b>\$2.8</b>	<b>\$0.6</b>	<b>21%</b>

### EXPENSES:

\$0.0	\$0.0	\$0.2	\$0.1	82%	Salary/Wages/OT	\$0.3	\$0.4	\$1.7	\$1.3	77%
0.0	0.0	0.1	0.1	82%	Fringe Benefits	0.1	0.1	0.6	0.5	77%
4.3	6.4	5.0	(1.4)	-29%	Services	47.5	53.0	49.9	(3.1)	-6%
0.0	0.0	0.0	0.0	84%	Supplies	0.0	0.0	0.1	0.1	58%
0.1	(0.0)	0.0	0.0	400%	Insurance/Utilities/Other	0.5	(0.1)	0.0	0.1	300%
<b>\$4.4</b>	<b>\$6.4</b>	<b>\$5.2</b>	<b>(\$1.2)</b>	<b>-23%</b>	<b>TOTAL EXPENSE</b>	<b>\$48.4</b>	<b>\$53.5</b>	<b>\$52.4</b>	<b>(\$1.1)</b>	<b>-2%</b>

<b>\$4.1</b>	<b>\$5.6</b>	<b>\$4.9</b>	<b>(\$0.7)</b>	<b>-14%</b>	<b>SUBSIDY</b>	<b>\$46.1</b>	<b>\$50.1</b>	<b>\$49.5</b>	<b>(\$0.6)</b>	<b>-1%</b>
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

6%

13%

6%

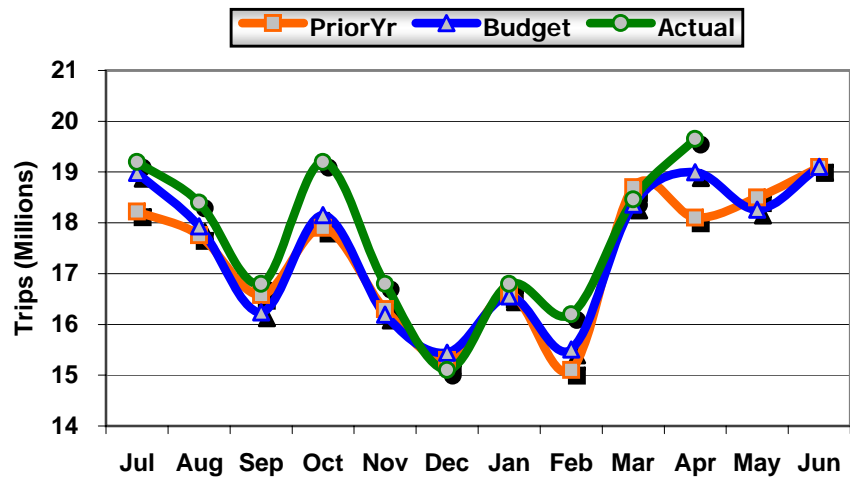
COST RECOVERY RATIO

5%

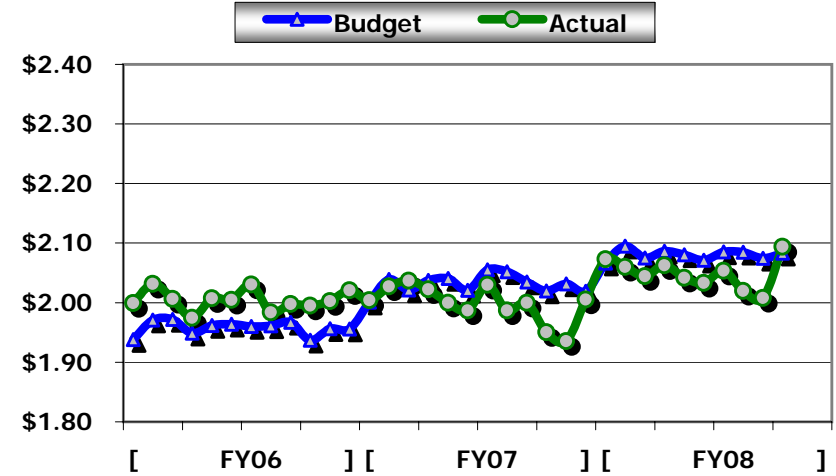
6%

5%

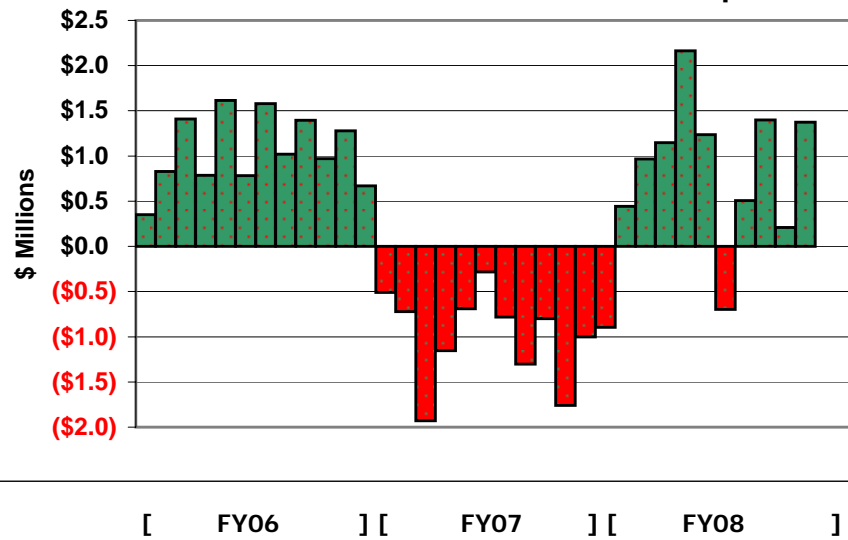
### Rail Ridership (Monthly)



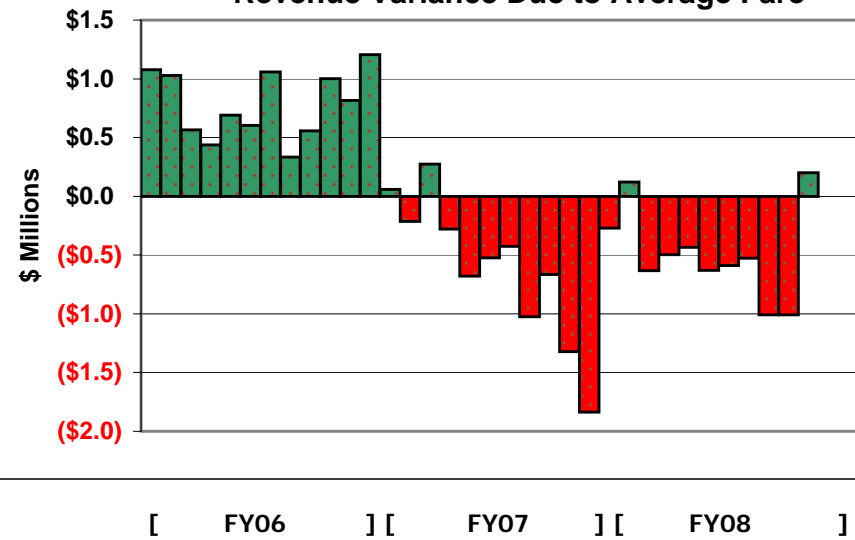
### Rail Average Fare (Monthly)

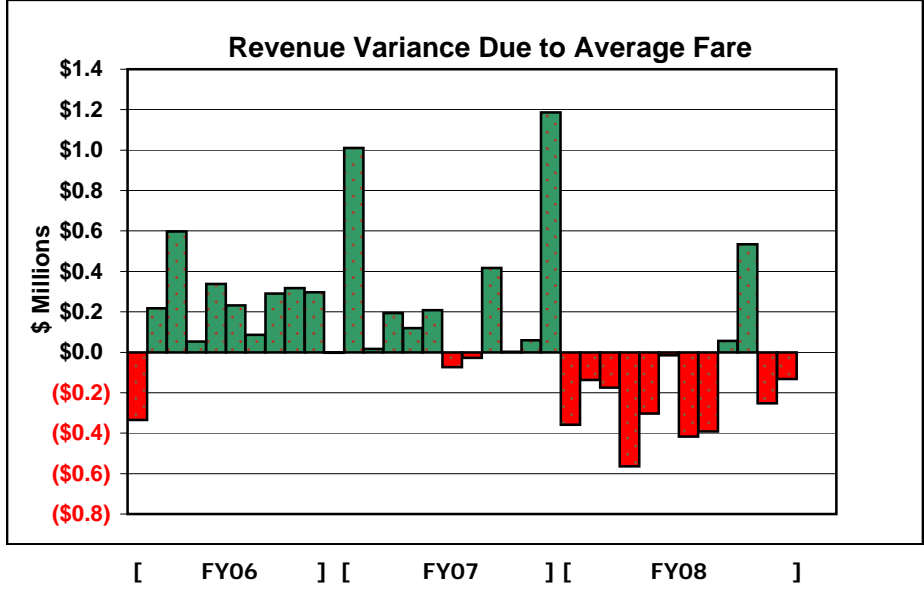
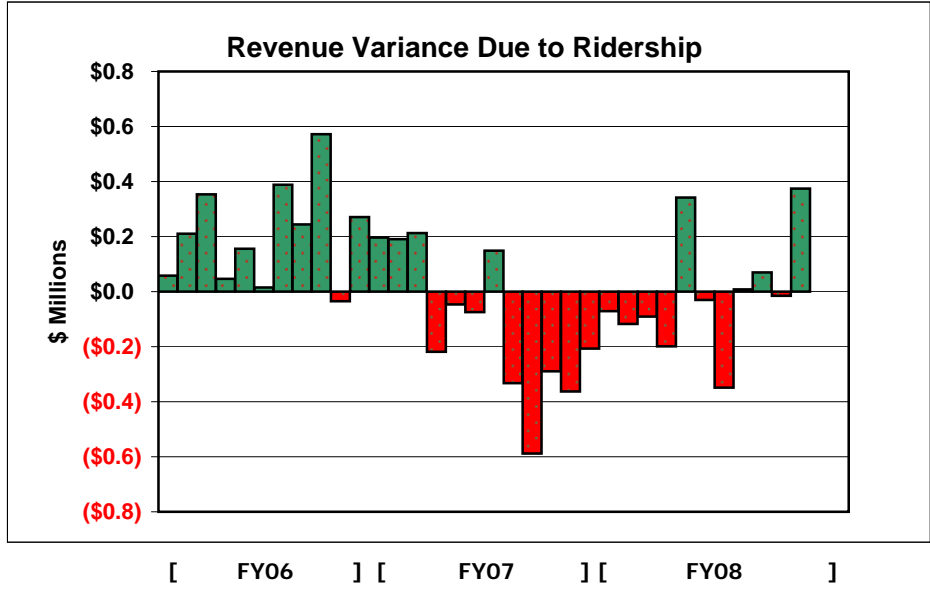
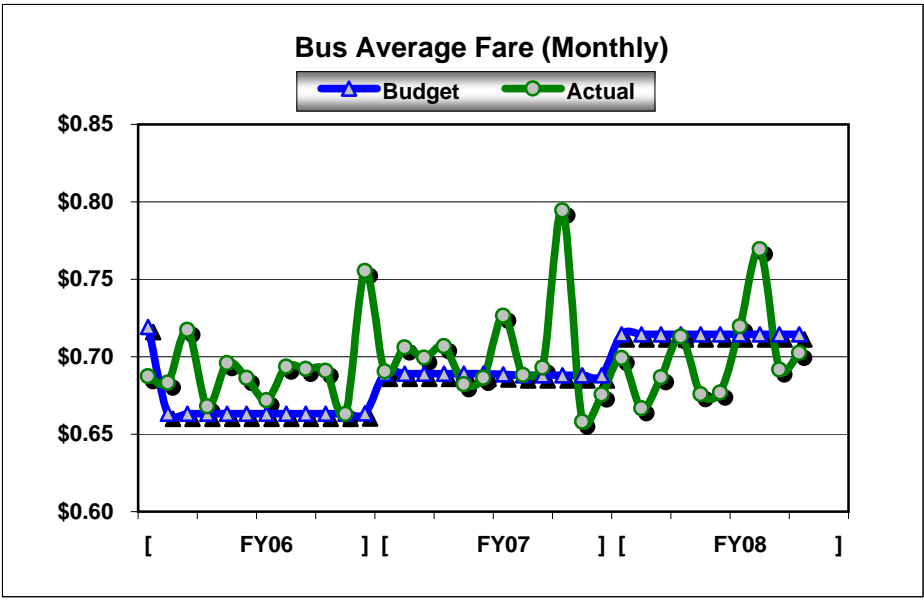
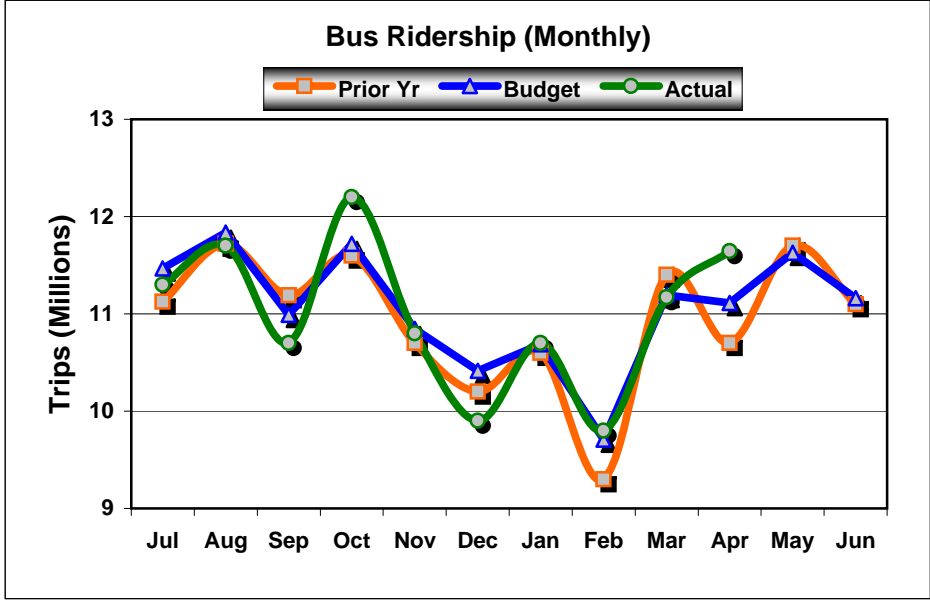


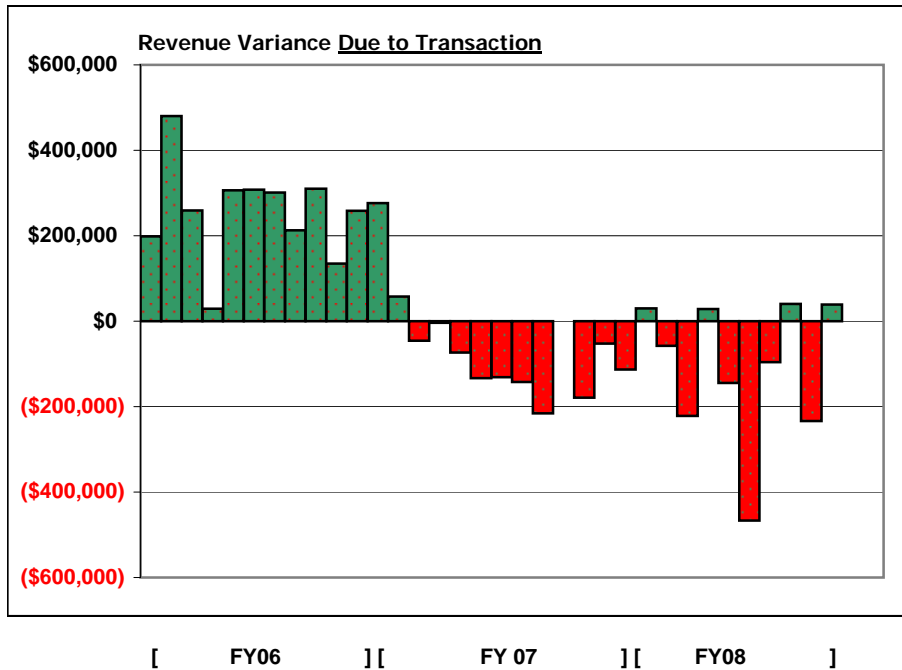
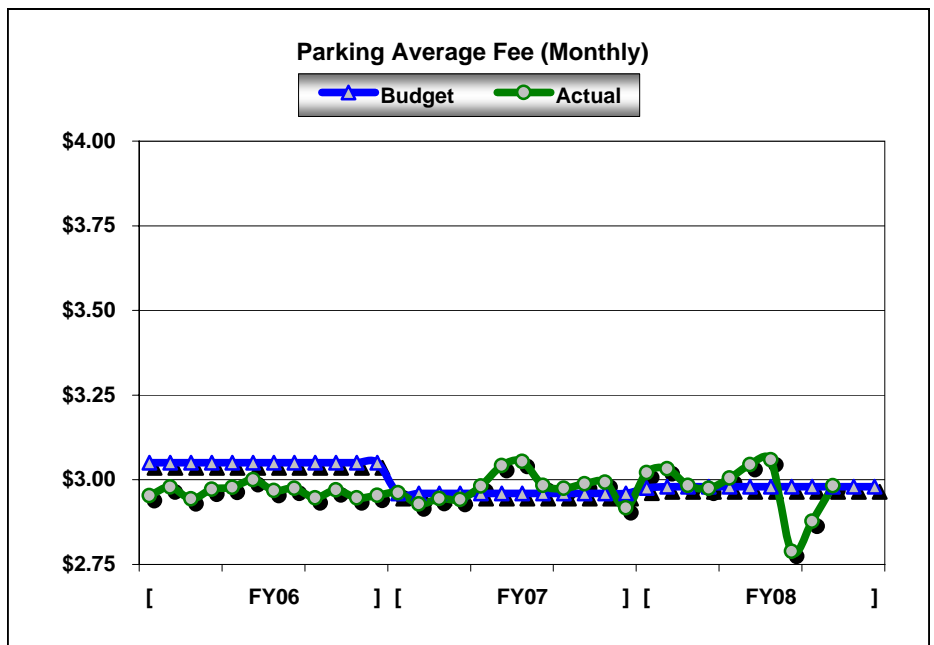
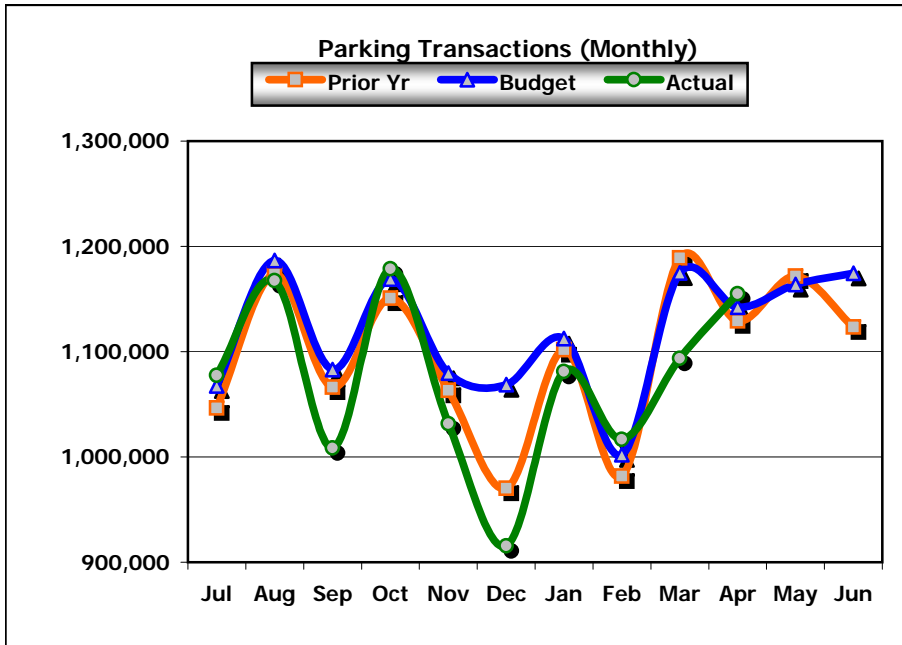
### Revenue Variance Due to Ridership



### Revenue Variance Due to Average Fare







## Year-to-Date - March FY 2008

### Monthly Report

REVENUE	PY	BUD	ACT	Var	
RAIL	\$343,118	\$358,544	\$362,383	\$3,838	1%
BUS	\$75,430	\$78,564	\$76,975	(\$1,589)	(2%)
ADA	\$2,401	\$2,914	\$3,049	\$135	5%
Total	\$420,949	\$440,022	\$442,407	\$2,384	1%

[Dollars in Thousands]

RIDERSHIP	PY	BUD	ACT	Var	
RAIL	\$171,407	\$172,356	\$178,437	6,082	4%
BUS	\$108,842	\$109,976	\$110,837	860	1%
ADA	\$1,109	\$1,205	\$1,222	17	1%
Total	281,359	283,537	290,496	6,959	2%

[Trips in Thousands]

AVG FARE	PY	BUD	ACT	Var	
RAIL	\$2.00	\$2.08	\$2.03	(\$0.05)	(2%)
BUS	\$0.69	\$0.71	\$0.69	(\$0.02)	(3%)
ADA	\$2.17	\$2.42	\$2.50	\$0.08	3%
Total	\$1.50	\$1.55	\$1.52	(\$0.03)	(2%)

### Revenue Analysis

RAIL								
Actual vs Budget			Actual vs PY			Budget vs PY		
Ridership	\$12,651	4%	Ridership	\$14,072	4%	Ridership	\$1,898	1%
Avg Fare	(\$8,813)	(2%)	Avg Fare	\$5,193	1%	Avg fare	\$13,529	4%
	\$3,838	1%		\$19,265	6%		\$15,427	4%

[Dollars in Thousands]

BUS								
Actual vs Budget			Actual vs PY			Budget vs PY		
Ridership	\$615	1%	Ridership	\$1,382	2%	Ridership	\$786	1%
Avg Fare	<u>(\$2,203)</u>	<u>(3%)</u>	Avg Fare	<u>\$163</u>	<u>0%</u>	Avg fare	<u>\$2,348</u>	<u>3%</u>
	(\$1,589)	(2%)		\$1,545	2%		\$3,134	4%

[Dollars in Thousands]

PARATRANSIT								
Actual vs Budget			Actual vs PY			Budget vs PY		
Ridership	\$40	1%	Ridership	\$244	10%	Ridership	\$208	9%
Avg Fare	\$95	3%	Avg Fare	\$404	15%	Avg fare	\$305	12%
	\$135	5%		\$648	27%		\$513	21%

[Dollars in Thousands]

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2008 - April 2008**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2008</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><u>A. Infrastructure Renewal Program (IRP)</u></b>				
<b><i>Rolling Stock: Bus</i></b>				
Diesel Bus Replacement	\$72.5	\$66.9	\$34.4	\$38.1
Hybrid Bus Replacement	712.1	618.0		712.1
Bus Procurement	17,600.0	17,600.0	8,726.1	8,873.9
Subtotal	\$18,384.6	\$18,284.9	\$8,760.5	\$9,624.0
 <b><i>Rolling Stock: Rail</i></b>				
Rail Car Enhancements	\$339.0			\$339.0
2000/3000 Series Rail Cars Rehab	2,221.4	1,639.7	862.4	1,359.0
Subtotal	\$2,560.4	\$1,639.7	\$862.4	\$1,698.0
 <b><i>Passenger Facilities</i></b>				
Escalator Rehabilitation	\$2,050.0	\$731.5	\$477.7	\$1,572.3
Elevator/Escalator Maint.	10,989.4	10,497.8	5,883.6	5,105.9
Elevator Rehabilitation	3,047.5	1,682.2	1,491.3	1,556.2
Station Enhancement	6,764.2	5,627.7	5,627.7	1,136.5
Parking Lot Rehabilitation	12,607.0	11,875.7	7,666.7	4,940.3
Station & Tunnel Rehab.	6,955.0	5,527.0	3,237.7	3,717.3
Fire System Rehabilitation	5,262.2	4,804.8	4,285.5	976.7
Station Chiller Rehabilitation	3,138.0	2,794.3	1,871.8	1,266.2
Drainage Pumping/Sewer Rehab.	2,142.5	1,252.8	1,128.7	1,013.8
Subtotal	\$52,955.7	\$44,793.9	\$31,670.7	\$21,285.0
 <b><i>Maintenance Facilities</i></b>				
Environment Assessment	\$349.0	\$344.8	\$163.0	\$186.0
Emergency Construction Bus	2,100.0	1,893.6	1,304.5	795.5
Rail/Bus Str, Offices, Yards	3,756.1	3,737.5	3,065.0	691.1
Repairables	8,520.0	7,785.3	2,755.5	5,764.5
Non-Revenue Vehicles	1,634.0	1,610.8	1,098.5	535.5
Support Equipment - MTPD	2,363.0	1,553.7	1,154.5	1,208.5
Support Equipment - IT	2,224.7	1,283.1	204.3	2,020.4



**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2008 - April 2008**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2008</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
Support Equipment - Other Offices	1,340.0	911.1	131.9	1,208.1
Bus Support Equipment	1,072.0	911.7	567.4	504.6
Rail Support Equipment	3,897.4	3,091.0	2,157.0	1,740.4
Bus Lifts/Work Equipment	1,611.9	1,559.5	501.0	1,111.0
Bus Washer Rehabilitation	354.1	327.5	327.5	26.5
Rail Car Washer Rehabilitation	1,832.4	1,758.8	1,171.9	660.5
Rail Work Equipment Rehab	988.5	430.0	429.0	559.5
Locomotives and Prime Movers	4,066.4	134.4	134.4	3,932.0
Subtotal	\$36,109.5	\$27,332.9	\$15,165.4	\$20,944.0
<b>Systems</b>				
Train Communication Upgrade	\$16,626.1	\$13,218.6	\$9,467.6	\$7,158.5
Mid-Life Rehabilitation ATC	7,211.0	5,838.4	4,702.7	2,508.3
Mid-Life Rehab AC/TPSS/TBS	3,149.0	2,795.6	1,927.7	1,221.3
Traction Power Switchgear	6,600.0	6,225.9	6,093.1	506.9
UPS System Replacement	1,594.0	1,583.4	844.4	749.6
Electrical Systems Rehab	2,621.0	2,046.6	720.5	1,900.5
Fare Collection Equipment	6,409.0	6,052.7	2,939.8	3,469.2
Regional Fare Integration (SmarTrip)	2,000.0			2,000.0
Subtotal	\$46,210.1	\$37,761.2	\$26,695.8	\$19,514.3
<b>Track and Structure</b>				
ROW Structure Rehabilitation	\$13,107.0	\$11,499.6	\$8,519.1	\$4,587.9
ROW Floating Slabs	1,050.0	718.1	718.1	331.8
ROW Track Rehabilitation	18,844.4	14,548.9	11,374.4	7,470.0
Station Tunnel Leak Mitigation	3,505.1	1,794.7	1,739.8	1,765.3
Subtotal	\$36,506.4	\$28,561.4	\$22,351.4	\$14,155.0
<b>Information Technology</b>				
Information Technology (IT)	\$42,610.0	\$27,832.1	\$11,420.7	\$31,189.3
ROCS Upgrade Program (IRPG)	1,160.0	561.5	561.5	598.5
Subtotal	\$43,770.0	\$28,393.6	\$11,982.2	\$31,787.8

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2008 - April 2008**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2008</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Preventive Maintenance</i></b>				
Preventive Maintenance	\$20,700.0	\$17,250.0	\$17,250.0	\$3,450.0
Subtotal	\$20,700.0	\$17,250.0	\$17,250.0	\$3,450.0
<hr/>				
<b>Total: Infrastructure Renewal Program</b>	<b>\$257,196.6</b>	<b>\$204,017.6</b>	<b>\$134,738.4</b>	<b>\$122,458.2</b>
<hr/>				
<b><i>B. Eight-Car Train Capital Initiative</i></b>				
6000 Series Rail Car	\$95,771.6	\$94,227.1	\$86,576.1	\$9,195.5
Rail Yard Maintenance & Storge	47,993.0	39,840.6	36,534.4	11,458.6
Traction Power Substation Upgrade	50,000.0	46,303.8	34,034.1	15,965.9
Precision Stopping	2,380.3	2,158.7	800.9	1,579.5
<b>Total: Eight-Car Train Capital Initiative</b>	<b>\$196,144.9</b>	<b>\$182,530.2</b>	<b>\$157,945.4</b>	<b>\$38,199.5</b>
<hr/>				
<b><i>C. Bus Improvement Capital Initiative</i></b>				
Bus Procurement	\$1,455.4	\$1,224.6	\$1,204.3	\$251.1
West Ox Bus Garage	21,500.0	5,807.8	4,439.8	17,060.2
Customer Facilities	7,799.0	5,684.1	4,026.2	3,772.8
<b>Total: Bus Improvement Capital Initiative</b>	<b>\$30,754.4</b>	<b>\$12,716.4</b>	<b>\$9,670.3</b>	<b>\$21,084.1</b>
<hr/>				
<b><i>E. Program Management</i></b>				
Credit Facility	\$3,000.0	\$1,241.5	\$1,054.1	\$1,945.9
Program Management & Support	10,592.1	6,753.3	6,722.7	3,869.4
Finance	95.4	23.4		95.4
TIFIA - Finance	158,542.0	73,596.8	73,596.8	84,945.2
Vertical Transportation Bonds	6,000.0	5,000.0	5,000.0	1,000.0
Borrowing Expense	13,000.0	10,286.8	6,953.7	6,046.3
<b>Total: Program Management</b>	<b>\$191,229.4</b>	<b>\$96,901.7</b>	<b>\$93,327.2</b>	<b>\$97,902.2</b>

**Washington Metropolitan Area Transit Authority**  
**Capital Project Financials**  
**Fiscal 2008 - April 2008**  
Dollars in Thousands

<b>METRO MATTERS - Fiscal Year 2008</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b>2008 TOTAL</b>	<b>\$675,325.3</b>	<b>\$496,165.9</b>	<b>\$395,681.4</b>	<b>\$279,643.9</b>
<b><u>Security Program</u></b>				
Camera System	\$484.0	\$994.0	\$715.1	(\$231.1)
Comprehensive Radio System	6,000.0			6,000.0
Operation Control Center	1,760.0	6,739.6	4,294.9	(2,534.9)
Fire Chief	2,756.0	1,715.9	172.3	2,583.7
<b>Total: Security Program</b>	<b>\$11,000.0</b>	<b>\$9,449.6</b>	<b>\$5,182.4</b>	<b>\$5,817.6</b>
<b><u>Reimbursable Projects</u></b>				
Project Development	\$1,014.4	\$272.3	\$135.8	\$878.6
<b>Total: Reimbursable Projects</b>	<b>\$1,014.4</b>	<b>\$272.3</b>	<b>\$135.8</b>	<b>\$878.6</b>
<b>2008 GRAND TOTAL CAPITAL PROJECTS</b>	<b>\$687,339.8</b>	<b>\$505,887.8</b>	<b>\$400,999.6</b>	<b>\$286,340.1</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 April 30, 2008**  
**(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions**  
**\$ in millions**

<b>JURISDICTION</b>	<b>TOTAL</b>	<b>NOTES <sup>1</sup></b>
<b>DISTRICT OF COLUMBIA</b>		
DC Dept of Transportation	(\$1.082)	
DC Dept of Transportation	1.414	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 1st Quarter FY09 Billing:</b>		
Audit Adjustment Credits for Yellow Line Extended Service	\$0.000	
Metro Matters Interest Earnings for Metro Matters Program	0.070	
<b>DC TOTAL</b>	<u><u>\$0.733</u></u>	
<b>MARYLAND</b>		
Montgomery County	\$19.277	Pending receipt of capital/CMAQ
Prince George's County	\$21.072	Pending receipt of capital/CMAQ
<b>Credits to be Applied to 1st Quarter FY09 Billing:</b>		
Audit Adjustment Credit Application	\$0.000	
<b>MD TOTAL</b>	<u><u>\$40.349</u></u>	
<b>VIRGINIA</b>		
Alexandria	(\$0.301)	
Arlington	(2.084)	
City of Fairfax	(0.031)	
Fairfax County	(2.384)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.149)	
Northern VA Transportation Comm.	(1.724)	
<b>Credits to be Applied to 1st Quarter FY09 Billing:</b>		
Metro Matters Interest Earnings for Metro Matters Program	0.034	
<b>VA TOTAL</b>	<u><u>(\$6.545)</u></u>	
<b>GRAND TOTAL.....</b>	<u><u>\$34.537</u></u>	

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

Transit Infrastructure Investment Fund (TIIF)	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$103,108.9				
<u>Restricted Funds:</u>					
Huntington Parking			\$12,900.0	\$4,245.9	\$8,654.1
White Flint Parking			8,000.0	4,396.9	3,603.1
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	1,833.3	166.7
FY09 Operating					
FY10 Operating (continues thru FY12)					
FY07 Safe, Clean Reliable			4,700.0	4,700.0	0.0
FY08 Safe, Clean Reliable			7,000.0	5,833.3	1,166.7
FY09 Safe, Clean Reliable					
FY10 Safe, Clean Reliable (end)					
Gallery Place Remediation			18.4	18.4	0.0
			40,618.4	27,027.9	13,590.5
<b>Unrestricted Funds Available for Use:</b>		<b>\$2,490.5</b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b>District of 36%</b>		\$21,600.0			
<u>Use of Funds:</u>					
Tivoli			2,500.0	2,500.0	0.0
Anacostia Demonstration			10,000.0	5,837.1	4,162.9
U Street/Adams Morgan Link			150.0	150.0	0.0
Navy Yard Design			500.0	386.9	113.1
Union Row /U Street			1,500.0	998.4	501.6
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,900.0	4,273.5	626.5
			21,050.0	14,755.0	6,295.0
<b>Balance of DC Funds Available for Use:</b>		<b>\$550.0</b>			
<b>Maryland 37%</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	0.0	6,744.3
			22,189.3	15,440.9	6,748.4
<b>Balance of Maryland Funds Available for Use:</b>		<b>\$10.7</b>			
<b>Virginia 27%</b>		\$16,200.0			
<u>Use of Funds:</u>					
Shirlington			2,500.0	1,460.0	1,040.0
Ballston			1,374.3	750.0	624.3
Huntington			8,082.8	8,082.8	0.0
West Falls Church			2,000.0	2,000.0	0.0
			13,957.1	12,292.7	1,664.3
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$2,242.9</b>			
<b>Grand Total:</b>	<b>\$103,108.9</b>	<b>\$103,108.9</b>	<b>\$97,814.8</b>	<b>\$69,516.5</b>	<b>\$28,298.3</b>