



Finance, Administration and Oversight Committee

Information Item IV-C

November 6, 2008

FY09 Monthly Financial Report (August 2008)

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

| | | |
|--|-----------------|--|
| <input type="radio"/> Action <input checked="" type="radio"/> Information | MEAD Number: | Resolution: <input type="radio"/> Yes <input checked="" type="radio"/> No |
|--|-----------------|--|

TITLE:

Monthly Financial Report

PURPOSE:

Present a review of the monthly financial and ridership performance for Metrobus, Metrorail and MetroAccess, as well as the financial results for WMATA`S Capital Projects.

DESCRIPTION:

Present a review of the monthly financial and ridership performance for Metrobus, Metrorail and MetroAccess, as well as the Capital Projects financial results.

FUNDING IMPACT:

No
impact
on
funding.

RECOMMENDATION:

Provide the Committee with the Monthly Financial Report to inform about financial conditions and ridership analysis for the month, as well as the financial status and progress of capital projects.



**Washington Metropolitan Area Transit Authority
Fiscal 2009 Financials**

Monthly Financial Report

August 2008

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
FY2009
August 2008**

REPORT SECTIONS

Executive Summary

Operating Financials

Capital Finances

Capital Project Highlights

Outstanding Debt

Appendix

Operating budget variances, by mode

Ridership analysis

Capital budget expenditures, by project

Jurisdictional balances on account

Transit Infrastructure Investment Fund



EXECUTIVE SUMMARY

- **Ridership** Average weekday Metrorail ridership in August increased 4 percent or almost 31,000 trips over the same period in 2007. Ridership grew in all time periods over the averages for last year, with the largest increases in the evening and midday of 9 and 8 percent, respectively. Average weekday Metrobus ridership increased 4 percent or 18,119 trips over the same period last year. For the month, MetroAccess trips continued its long-term trend with a growth rate of around 18 percent, a rate consistent with the forecasted growth for the year.

| Average Weekday Ridership | | | |
|---------------------------|------------|----------------------------------|-----|
| | This Month | Change From This Month Last Year | |
| Metrorail | 738,282 | 30,941 | 4% |
| Metrobus | 461,646 | 18,119 | 4% |
| MetroAccess | 5,614 | 857 | 18% |
| Total | 1,205,542 | 49,917 | 4% |

- **Monthly Operating Budget** Total revenue in August was on budget while total expenses for the month was below projections by \$3 million or 3 percent, which is in keeping with the year to date trend.

| Operating Budget Variance Report | | | | | |
|----------------------------------|--------|--------|----------|----|------------------|
| Year-to-Date Results | | | | | |
| \$ Millions | | | | | |
| | Actual | Budget | Variance | | |
| Revenue | \$137 | \$137 | \$0 | 0% | <i>favorable</i> |
| Expense | \$216 | \$222 | \$5 | 2% | <i>favorable</i> |
| Subsidy | \$79 | \$85 | \$6 | 6% | <i>favorable</i> |
| Cost Recovery | 63% | 62% | | | |

- **Capital Budget** A new six-level parking garage at Huntington Metrorail station opened on August 14, after two years of construction. The new garage has 1,424 parking spaces and replaces a 924-space surface lot. This facility is part of a mixed-use development project, which includes residential units, office space and retail. The new parking garage cost \$31 million and was funded by Fairfax County.



OPERATING FINANCES

Revenues in August from passenger and non-passenger sources totaled \$65 million. For the first two months of the fiscal year, total revenue of \$137 million was almost exactly as budgeted.

Combined passenger fares and parking fee revenue for the month was \$55 million resulting in a slight positive variance this month primarily the result of higher than expected Metrorail passenger fares. Metrobus and MetroAccess passenger revenue for August was also positive, but parking revenues for the month were below budget primarily from less than anticipated parking transactions in August.

Total non-passenger revenue in August was unfavorable by 4 percent. Rent, interest and fiber optic revenue all were below projections, with the largest negative variances for both rent and interest revenue. Revenue from interest on investments was below projections because of fluctuations in the economic market, while revenues from rents were less than expected because of a reallocation of lease revenue received from the Washington Nationals from the Operating budget to the Capital budget. In August, total revenue from DC Schools was above projections by over 200 percent, primarily from increased ridership during the summer generated by the DC student employment program, as well as a correcting journal entry from July.

Expenses were \$3 million, or three percent lower than expected for the month. Total payroll costs were four percent under budget, or \$2 million, as savings from vacancies more than offset increases in overtime. In terms of breakdown, hourly and salaried payroll were each \$1 million under budget. Fringe Benefits expenses were eight percent lower than expected, or \$2 million, due to lower than expected health care claims costs. Contract services expenses were one percent over budget primarily due to a deficit in the Paratransit account, which was in-line with actual ridership. Supplies, Fuels, Utilities, Insurance and Other accounts were three percent higher than expected, or less than \$1 million, due to the delayed receipt of the IRS excise tax credit for CNG, increased brake parts caused by manual rail car operation and heavier passenger loads, and a new electricity contract which took effect in August for DC and MD. Under the terms of this new contract, actual rates were significantly higher than budgeted, and this deficit is expected to continue for the remainder of FY2009.



CAPITAL FINANCES

Revenues

Revenues received to date for the FY2009 capital budget total \$78 million. The first quarter State and Local Contributions were received, totaling \$44 million. Short-term debt of \$30 million was issued.

Costs

The current capital budget for FY2009 is \$613 million. Note, the FY2009 approved budget was increased by \$85 million due to the annual roll-over of unexpended budget. Capital spending through August is as follows: \$291 million has been obligated, and \$41 million has been expended. The appendix includes budget and spending data for each capital project.

| Capital Revenues (dollars in millions) | FY2009 | | |
|---|---------------|---------------------|-------------------|
| | Budget | Received to Date | To be Received |
| Federal Grants | \$ 251 | \$ - | \$ 251 |
| State & Local Contributions | 179 | 44 | 135 |
| Miscellaneous | 26 | 4 | 22 |
| Debt Issuance | 146 | 30 | 116 |
| Subtotal | \$ 602 | \$ 78 | \$ 524 |
| Security Grants | 11 | - | 11 |
| Total Capital Revenues | <u>\$ 613</u> | <u>\$ 78</u> | <u>\$ 535</u> |

| Capital Spending (dollars in millions) | FY2009 Year to Date | | | |
|---|---------------------|---------------|--------------|---------------|
| | Budget | Obligated | Expended | Unexpended |
| Infrastructure Renewal Program | \$ 395 | \$ 223 | \$ 20 | \$ 375 |
| Eight-Car Train Initiative | 59 | 34 | 8 | 51 |
| Bus Improvement Initiative | 12 | 7 | 1 | 11 |
| Program Management | 121 | 12 | 11 | 110 |
| Borrowing Expense | 15 | 15 | 1 | 14 |
| Subtotal | \$ 602 | \$ 291 | \$ 41 | \$ 561 |
| Security Program | 11 | - | - | 11 |
| Total | <u>\$ 613</u> | <u>\$ 291</u> | <u>\$ 41</u> | <u>\$ 572</u> |



CAPITAL PROJECT HIGHLIGHTS

Passenger Facilities

A new six-level parking garage at Huntington Metrorail station opened on August 14, after two years of construction. The new garage has 1,424 parking spaces and replaces a 924-space surface lot. This facility is part of a mixed-use development project, which includes residential units, office space and retail. The new parking garage cost \$31 million and was funded by Fairfax County.



Metrorail station enhancements were completed in August at Largo Town Center and Morgan Boulevard 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. In addition, station enhancement work continued at Huntington, King Street, and Ronald Reagan Washington National Airport stations; and began at Braddock Road station.

During August, modernization and rehabilitation of the station elevator at the Howard Road entrance of Anacostia station was completed. This work included the replacement of a majority of the mechanical parts and elevator cab equipment. In addition, elevator rehabilitation work continued at Potomac Avenue and Shaw-Howard Univ. stations.

Station escalator modernization and rehabilitation was completed at Capitol Heights (unit 4), Clarendon (unit 3), and Gallery Pl-Chinatown (units 4 and 8) stations during August. Work continued at Ballston-MU (units 5 and 11) and Court House (unit 5) stations; while work began at Capitol Heights (unit 5), Capitol South (unit 1), and Clarendon (unit 4). Major repairs were completed on one station escalator (unit 1) at Archives-Navy Mem'l- Penn Quarter station.



Track Maintenance

Track maintenance was performed throughout the Metrorail system in August at the following locations:

Blue Line:

- Between Van Dorn and Braddock Road stations

Blue/Yellow Lines:

- Between National Airport and Braddock Road stations

Green Line:

- Between Greenbelt and College Park stations

Orange Line:

- Between Minnesota Avenue and Cheverly stations

Red Line:

- Between Medical Center and Van Ness-UDC stations
- Between Shady Grove and Twinbrook stations
- Replacement of track switch at Friendship Heights station

Yellow Line:

- Between Braddock Road and Huntington stations

Bus Procurements

Metrobus is presently procuring 22 compressed natural gas (CNG), 60-foot, articulated buses to replace 22 existing diesel, articulated buses. To date 17 buses have been received from the manufacturer, North American Bus Industries, and placed into service, including 14 buses received in August.

Metrobus is also procuring 203 diesel-electric hybrid buses over two fiscal years (FY2009 and 2010) to replace existing buses. This procurement includes 20 37-foot buses, 161 42-foot buses, and 22 62-foot, articulated buses. The prototype "lead" bus (a 42-footer) was delivered in August by the manufacturer, New Flyer of America, Inc.

Rail Car Programs

In August, Metrorail accepted eight 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, 350 rehabilitated cars have been accepted and returned to revenue service.



OUTSTANDING DEBT

WMATA's outstanding debt as of August 31, 2008 is \$620 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 \$28 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 FY2005 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 existing Commercial Paper is issued as short-term borrowing to support the Metro Matters budget and is scheduled to expire at the beginning of fiscal year 2011. This program has reached its \$330 million ceiling on the amount of borrowing allowed. The Board has authorized a \$100 million line of credit (LOC) to further support Metro Matters; the debt drawn on the LOC is shown in the table. Additionally, there is internal borrowing to meet the cash flow needs of capital expenses.

| August 31, 2008 | | | |
|--|----------------------------------|--------------------------------|--------------------------|
| Debt Type (dollars in million) | Outstanding Principal | Annual Debt Service | Maturity Date |
| Bond Series 1993 | \$21 | \$12 | |
| Bond Series 2003 | 96 | 16 | |
| Subtotal | <u>\$118</u> | <u>\$28</u> | FY2015 |
| Bond Series 2003B | \$11 | \$6 | FY2011 |
| Commercial Paper | 330 | Varies | Sep-10 |
| Internal Borrowing | 101 | n/a | Multiple |
| LOC | 60 | Varies | May-09 |
| Grand Total | <u><u>\$620</u></u> | | |



**Washington Metropolitan Area Transit Authority
August 2008 Monthly Financial Report -- FY2009**

APPENDIX

- Operating budget variance report, by mode
-- revised format includes revenue from FY2009
- Ridership analysis -- monthly
- Capital budget and expenditures, by project
- Jurisdictional balances on account
- Transit Infrastructure Investment Fund (T I I F)

Operating Financials

August-08

2008-08-31

FISCAL YEAR 2009

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | | | | Prior Year Actual | Current Year | | | | |
|------------------------------|----------------|----------------|----------------------------|------------|---------------------------|-------------------------|----------------|----------------|----------------|------------|--|
| | Actual | Budget | Variance | | | | Actual | Budget | Variance | | |
| REVENUES: | | | | | | | | | | | |
| Passenger Revenue | | | | | | | | | | | |
| \$36.7 | \$41.5 | \$40.8 | \$0.7 | 2% | Metro rail | \$75.4 | \$88.5 | \$88.2 | \$0.3 | 0% | |
| 9.1 | 9.6 | 9.5 | 0.1 | 1% | Metrobus | 18.1 | 20.0 | 19.3 | 0.7 | 4% | |
| 0.3 | 0.3 | 0.3 | (0.0) | -9% | MetroAccess | 0.6 | 0.6 | 0.6 | (0.0) | -7% | |
| 3.5 | 3.9 | 4.5 | (0.7) | -15% | Parking | 6.8 | 8.1 | 8.6 | (0.5) | -6% | |
| <u>\$49.6</u> | <u>\$55.3</u> | <u>\$55.2</u> | <u>\$0.1</u> | <u>0%</u> | subtotal | <u>\$100.9</u> | <u>\$117.2</u> | <u>\$116.8</u> | <u>\$0.4</u> | <u>0%</u> | |
| Non-Passenger Revenue | | | | | | | | | | | |
| \$0.1 | \$0.2 | \$0.1 | \$0.2 | 211% | D.C. Schools | \$0.2 | \$0.3 | \$0.2 | \$0.1 | 62% | |
| 0.2 | 0.0 | 0.0 | 0.0 | | Contract Bus | 0.2 | 0.0 | 0.0 | 0.0 | | |
| 2.9 | 3.2 | 3.3 | (0.0) | 0% | Advertising | 5.8 | 6.6 | 6.5 | 0.1 | 2% | |
| 0.9 | 0.4 | 0.6 | (0.2) | -32% | Rent | 1.5 | 1.2 | 1.2 | (0.0) | -4% | |
| 0.7 | 1.1 | 1.1 | (0.1) | -5% | Fiber Optic | 1.4 | 2.2 | 2.2 | (0.1) | -3% | |
| 0.3 | 0.3 | 0.3 | (0.0) | -1% | Other | 0.7 | 0.8 | 0.7 | 0.2 | 22% | |
| 0.3 | 0.2 | 0.4 | (0.2) | -48% | Interest | 1.0 | 0.5 | 0.8 | (0.3) | -35% | |
| 0.0 | 3.0 | 3.0 | 0.0 | 0% | 08 Fare Inc. | 0.0 | 6.0 | 6.0 | (0.0) | -1% | |
| 0.0 | 0.4 | 0.4 | (0.1) | -13% | SE Closure | 0.0 | 0.7 | 0.8 | (0.1) | -13% | |
| 0.8 | 0.7 | 0.8 | (0.0) | -3% | SCR Funding | 1.6 | 1.5 | 1.5 | (0.0) | -2% | |
| <u>\$6.2</u> | <u>\$9.6</u> | <u>\$9.9</u> | <u>(\$0.4)</u> | <u>-4%</u> | subtotal | <u>\$12.4</u> | <u>\$19.7</u> | <u>\$19.9</u> | <u>(\$0.2)</u> | <u>-1%</u> | |
| \$55.9 | \$64.9 | \$65.1 | (\$0.3) | 0% | TOTAL REVENUE | \$113.3 | \$136.9 | \$136.7 | \$0.2 | 0% | |
| EXPENSES: | | | | | | | | | | | |
| \$54.6 | \$54.4 | \$56.4 | \$2.0 | 4% | Salary/Wages/OT | \$108.9 | \$113.1 | \$115.8 | \$2.7 | 2% | |
| 18.8 | 18.2 | 19.8 | 1.6 | 8% | Fringe Benefits | 38.4 | 37.5 | 39.4 | 2.0 | 5% | |
| 10.0 | 11.8 | 11.7 | (0.1) | -1% | Services | 18.6 | 22.3 | 22.8 | 0.5 | 2% | |
| 6.8 | 6.8 | 6.6 | (0.1) | -2% | Supplies | 13.0 | 13.9 | 13.1 | (0.9) | -7% | |
| 5.7 | 9.4 | 8.6 | (0.7) | -9% | Power/Diesel/CNG | 11.4 | 17.9 | 17.1 | (0.8) | -5% | |
| 1.2 | 8.1 | 8.4 | 0.3 | 4% | Insurance/Utilities/Other | 2.8 | 15.0 | 16.8 | 1.8 | 11% | |
| (1.7) | (1.7) | (1.7) | 0.0 | 0% | Reimbursements | (3.5) | (3.5) | (3.5) | 0.0 | 0% | |
| <u>\$95.4</u> | <u>\$107.0</u> | <u>\$109.9</u> | <u>\$2.9</u> | <u>3%</u> | TOTAL EXPENSE | <u>\$189.7</u> | <u>\$216.3</u> | <u>\$221.5</u> | <u>\$5.2</u> | <u>2%</u> | |
| \$39.5 | \$42.1 | \$44.8 | \$2.7 | 6% | SUBSIDY | \$76.4 | \$79.4 | \$84.9 | \$5.5 | 6% | |
| Favorable/(Unfavorable) | | | | | | Favorable/(Unfavorable) | | | | | |
| 59% | 61% | 59% | COST RECOVERY RATIO | | | 60% | 63% | 62% | | | |

RAIL
Operating Financials
August-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: | | | | | | | | | | | |
| \$36.7 | \$41.5 | \$40.8 | \$0.7 | 2% | Passenger Fares | \$75.4 | \$88.5 | \$88.2 | \$0.3 | 0% | |
| 0.0 | 0.2 | 0.0 | 0.2 | 381% | D.C. Schools | 0.1 | 0.2 | 0.1 | 0.1 | 68% | |
| 3.5 | 3.9 | 4.5 | (0.7) | -15% | Parking | 6.8 | 8.1 | 8.6 | (0.5) | -6% | |
| 0.9 | 1.2 | 1.1 | 0.1 | 9% | Advertising | 1.8 | 2.5 | 2.1 | 0.3 | 15% | |
| 0.9 | 0.4 | 0.6 | (0.2) | -32% | Rent | 1.5 | 1.2 | 1.2 | (0.0) | -4% | |
| 0.7 | 1.1 | 1.1 | (0.1) | -5% | Fiber Optic | 1.4 | 2.2 | 2.2 | (0.1) | -3% | |
| 0.1 | 0.2 | 0.2 | 0.0 | 6% | Other | 0.3 | 0.4 | 0.3 | 0.0 | 9% | |
| 0.1 | 0.1 | 0.1 | (0.1) | -58% | Interest | 0.3 | 0.2 | 0.3 | (0.1) | -43% | |
| | 3.0 | 3.0 | 0.0 | 0% | 08 Fare Inc. | | 6.0 | 6.0 | 0.0 | 0% | |
| 0.2 | 0.6 | 0.6 | 0.0 | 1% | SCR Funding | 0.8 | 1.2 | 1.2 | 0.0 | 0% | |
| \$43.3 | \$52.1 | \$52.1 | (\$0.0) | 0% | TOTAL REVENUE | \$88.4 | \$110.3 | \$110.4 | (\$0.0) | 0% | |
| EXPENSES: | | | | | | | | | | | |
| \$32.5 | \$32.5 | \$32.8 | \$0.3 | 1% | Salary/Wages/OT | \$64.5 | \$66.9 | \$67.4 | \$0.5 | 1% | |
| 10.8 | 9.0 | 11.7 | 2.7 | 23% | Fringe Benefits | 22.1 | 22.1 | 23.0 | 0.8 | 4% | |
| 2.6 | 3.9 | 4.5 | 0.5 | 12% | Services | 5.5 | 6.6 | 8.8 | 2.2 | 25% | |
| 3.5 | 3.5 | 3.5 | 0.0 | 0% | Supplies | 6.4 | 7.0 | 6.9 | (0.2) | -2% | |
| 3.5 | 5.9 | 5.3 | (0.5) | -10% | Power/Diesel/CNG | 7.1 | 10.9 | 10.5 | (0.4) | -3% | |
| 0.3 | 5.3 | 5.5 | 0.1 | 3% | Insurance/Utilities/Other | 1.0 | 9.6 | 10.8 | 1.2 | 11% | |
| (0.2) | (0.2) | (0.2) | 0.0 | 0% | Reimbursements | (0.5) | (0.5) | (0.5) | 0.0 | 0% | |
| \$53.0 | \$59.9 | \$63.0 | \$3.2 | 5% | TOTAL EXPENSE | \$106.1 | \$122.7 | \$126.9 | \$4.2 | 3% | |
| \$9.7 | \$7.8 | \$10.9 | \$3.1 | 28% | SUBSIDY | \$17.7 | \$12.4 | \$16.5 | \$4.2 | 25% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

82% 87% 83%

COST RECOVERY RATIO

83% 90% 87%

METROBUS
Operating Financials
August-08
FISCAL YEAR 2008
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

| Prior Year Actual | Current Year | | |
|----------------------|--------------|--------|----------|
| | Actual | Budget | Variance |

| Prior Year Actual | Current Year | | |
|----------------------|--------------|--------|----------|
| | Actual | Budget | Variance |

REVENUES:

| | | | | | | | | | | |
|---------------|---------------|---------------|----------------|------------|----------------------|---------------|---------------|---------------|--------------|-----------|
| \$9.1 | \$9.6 | \$9.5 | \$0.1 | 1% | Passenger Fares | \$18.1 | \$20.0 | \$19.3 | \$0.7 | 4% |
| 0.0 | 0.0 | 0.0 | (0.0) | -1% | D.C. Schools | 0.1 | 0.1 | 0.1 | 0.0 | 52% |
| 2.0 | 2.1 | 2.2 | (0.1) | -5% | Advertising | 4.1 | 4.1 | 4.4 | (0.2) | -5% |
| 0.2 | 0.1 | 0.2 | (0.0) | -23% | Other | 0.4 | 0.3 | 0.3 | 0.0 | 5% |
| 0.2 | 0.1 | 0.3 | (0.1) | -42% | Interest | 0.8 | 0.3 | 0.5 | (0.2) | -31% |
| 0.0 | 0.0 | 0.0 | 0.0 | 0% | 08 Fare Inc. | | 0.1 | 0.1 | 0.0 | 0% |
| 0.0 | 0.4 | 0.4 | (0.1) | -13% | SE Closure | | 0.7 | 0.8 | (0.1) | -13% |
| 0.6 | 0.1 | 0.1 | (0.0) | -19% | SCR Funding | 0.7 | 0.3 | 0.3 | (0.0) | -12% |
| \$12.3 | \$12.5 | \$12.7 | (\$0.2) | -2% | TOTAL REVENUE | \$24.3 | \$25.9 | \$25.7 | \$0.2 | 1% |

EXPENSES:

| | | | | | | | | | | |
|---------------|---------------|---------------|--------------|------------|---------------------------|---------------|---------------|---------------|--------------|-----------|
| \$22.1 | \$22.0 | \$23.3 | \$1.3 | 6% | Salary/Wages/OT | \$44.4 | \$46.1 | \$47.9 | \$1.8 | 4% |
| 8.0 | 5.3 | 8.1 | 2.8 | 34% | Fringe Benefits | 16.2 | 15.3 | 16.3 | 1.1 | 6% |
| 1.1 | 1.5 | 1.9 | 0.4 | 21% | Services | 2.2 | 3.0 | 3.7 | 0.8 | 20% |
| 3.3 | 3.3 | 3.1 | (0.2) | -5% | Supplies | 6.6 | 6.9 | 6.2 | (0.7) | -12% |
| 2.2 | 3.5 | 3.3 | (0.2) | -6% | Power/Diesel/CNG | 4.4 | 7.0 | 6.6 | (0.5) | -7% |
| 0.9 | 2.8 | 2.9 | 0.1 | 5% | Insurance/Utilities/Other | 1.8 | 5.3 | 5.8 | 0.5 | 9% |
| (1.5) | (1.5) | (1.5) | 0.0 | 0% | Reimbursements | (3.0) | (3.0) | (3.0) | 0.0 | 0% |
| \$36.1 | \$36.8 | \$41.1 | \$4.3 | 10% | TOTAL EXPENSE | \$72.5 | \$80.6 | \$83.5 | \$2.9 | 3% |

| | | | | | | | | | | |
|---------------|---------------|---------------|--------------|------------|----------------|---------------|---------------|---------------|--------------|-----------|
| \$23.8 | \$24.4 | \$28.4 | \$4.1 | 14% | SUBSIDY | \$48.2 | \$54.7 | \$57.8 | \$3.1 | 5% |
|---------------|---------------|---------------|--------------|------------|----------------|---------------|---------------|---------------|--------------|-----------|

Favorable/(Unfavorable)

Favorable/(Unfavorable)

34% 34% 31%

COST RECOVERY RATIO

34% 32% 31%

REGIONAL BUS
Operating Financials
August-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: | | | | | | | | | | |
| \$7.7 | \$8.2 | \$8.1 | \$0.1 | 1% | Passenger Fares | \$15.4 | \$16.9 | \$16.3 | \$0.6 | 4% |
| 0.0 | 0.0 | 0.0 | (0.0) | -1% | D.C. Schools | 0.1 | 0.1 | 0.1 | 0.0 | 52% |
| 2.0 | 2.1 | 2.2 | (0.1) | -5% | Advertising | 4.1 | 4.1 | 4.4 | (0.2) | -5% |
| 0.2 | 0.1 | 0.2 | (0.0) | -23% | Other | 0.4 | 0.3 | 0.3 | 0.0 | 5% |
| 0.2 | 0.1 | 0.3 | (0.1) | -42% | Interest | 0.8 | 0.3 | 0.5 | (0.2) | -31% |
| 0.6 | 0.1 | 0.1 | (0.0) | -19% | SCR Funding | 0.7 | 0.3 | 0.3 | (0.0) | -12% |
| \$11.0 | \$10.6 | \$10.8 | (\$0.2) | -2% | TOTAL REVENUE | \$21.6 | \$22.1 | \$21.9 | \$0.2 | 1% |
| EXPENSES: | | | | | | | | | | |
| \$18.4 | \$18.5 | \$19.6 | \$1.1 | 6% | Salary/Wages/OT | \$37.0 | \$38.7 | \$40.2 | \$1.5 | 4% |
| 6.7 | 4.5 | 6.8 | 2.3 | 34% | Fringe Benefits | 13.6 | 12.8 | 13.7 | 0.9 | 6% |
| 0.9 | 1.2 | 1.6 | 0.3 | 21% | Services | 1.9 | 2.5 | 3.1 | 0.6 | 20% |
| 2.8 | 2.8 | 2.6 | (0.1) | -5% | Supplies | 5.5 | 5.8 | 5.2 | (0.6) | -12% |
| 1.9 | 2.9 | 2.8 | (0.2) | -6% | Power/Diesel/CNG | 3.6 | 5.9 | 5.5 | (0.4) | -7% |
| 0.9 | 2.8 | 2.9 | 0.1 | 5% | Insurance/Utilities/Other | 1.8 | 5.3 | 5.8 | 0.5 | 9% |
| (1.5) | (1.5) | (1.5) | 0.0 | 0% | Reimbursements | (3.0) | (3.0) | (3.0) | 0.0 | 0% |
| \$30.1 | \$31.1 | \$34.8 | \$3.6 | 10% | TOTAL EXPENSE | \$60.3 | \$68.0 | \$70.5 | \$2.5 | 4% |
| \$19.1 | \$20.5 | \$23.9 | \$3.4 | 14% | SUBSIDY | \$38.7 | \$45.9 | \$48.7 | \$2.7 | 6% |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

36% 34% 31%

COST RECOVERY RATIO

36% 33% 31%

NON-REGIONAL BUS

Operating Financials

August-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: | | | | | | | | | | | |
| \$1.4 | \$1.5 | \$1.4 | \$0.0 | 1% | Passenger Fares | \$2.7 | \$3.0 | \$2.9 | \$0.1 | 4% | |
| \$1.4 | \$1.5 | \$1.4 | \$0.0 | 1% | TOTAL REVENUE | \$2.7 | \$3.0 | \$2.9 | \$0.1 | 4% | |
| EXPENSES: | | | | | | | | | | | |
| \$3.6 | \$3.5 | \$3.8 | \$0.2 | 6% | Salary/Wages/OT | \$7.3 | \$7.4 | \$7.7 | \$0.3 | 4% | |
| 1.3 | 0.9 | 1.3 | 0.4 | 34% | Fringe Benefits | 2.7 | 2.5 | 2.6 | 0.2 | 6% | |
| 0.2 | 0.2 | 0.3 | 0.1 | 21% | Services | 0.4 | 0.5 | 0.6 | 0.1 | 20% | |
| 0.6 | 0.5 | 0.5 | (0.0) | -5% | Supplies | 1.1 | 1.1 | 1.0 | (0.1) | -12% | |
| 0.4 | 0.6 | 0.5 | (0.0) | -6% | Power/Diesel/CNG | 0.7 | 1.1 | 1.1 | (0.1) | -7% | |
| \$6.1 | \$5.7 | \$6.4 | \$0.7 | 10% | TOTAL EXPENSE | \$12.2 | \$12.6 | \$13.0 | \$0.4 | 3% | |
| \$4.7 | \$4.3 | \$4.9 | \$0.7 | 14% | SUBSIDY | \$9.5 | \$9.5 | \$10.0 | \$0.5 | 5% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

22% 26% 23%

COST RECOVERY RATIO

22% 24% 23%

METROACCESS
Operating Financials
August-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: | | | | | | | | | | | |
| \$0.3 | \$0.3 | \$0.3 | (\$0.0) | -9% | Passenger Fares | \$0.6 | \$0.6 | \$0.6 | (\$0.0) | -7% | |
| .0 | .0 | .0 | .0 | | Other | .0 | .1 | .0 | .1 | | |
| \$0.3 | \$0.3 | \$0.3 | (\$0.0) | -1% | TOTAL REVENUE | \$0.6 | \$0.7 | \$0.6 | \$0.1 | 9% | |
| EXPENSES: | | | | | | | | | | | |
| \$0.1 | \$0.1 | \$0.2 | \$0.2 | 77% | Salary/Wages/OT | \$0.1 | \$0.1 | \$0.5 | \$0.4 | 82% | |
| 0.0 | 0.0 | 0.1 | 0.1 | 63% | Fringe Benefits | 0.0 | 0.0 | 0.2 | 0.1 | 76% | |
| 6.2 | 6.4 | 5.3 | (1.0) | -19% | Services | 10.9 | 12.8 | 10.3 | (2.5) | -24% | |
| 0.0 | 0.0 | 0.0 | 0.0 | 78% | Supplies | 0.0 | 0.0 | 0.0 | 0.0 | 69% | |
| 0.0 | 0.0 | 0.1 | 0.1 | 94% | Insurance/Utilities/Other | 0.0 | 0.0 | 0.1 | 0.1 | 76% | |
| \$6.3 | \$6.5 | \$5.7 | (\$0.7) | -12% | TOTAL EXPENSE | \$11.0 | \$13.0 | \$11.1 | (\$1.8) | -16% | |
| \$6.0 | \$6.1 | \$5.4 | (\$0.7) | -13% | SUBSIDY | \$10.5 | \$12.3 | \$10.5 | (\$1.8) | -17% | |

Favorable/(Unfavorable)

Favorable/(Unfavorable)

5%

5%

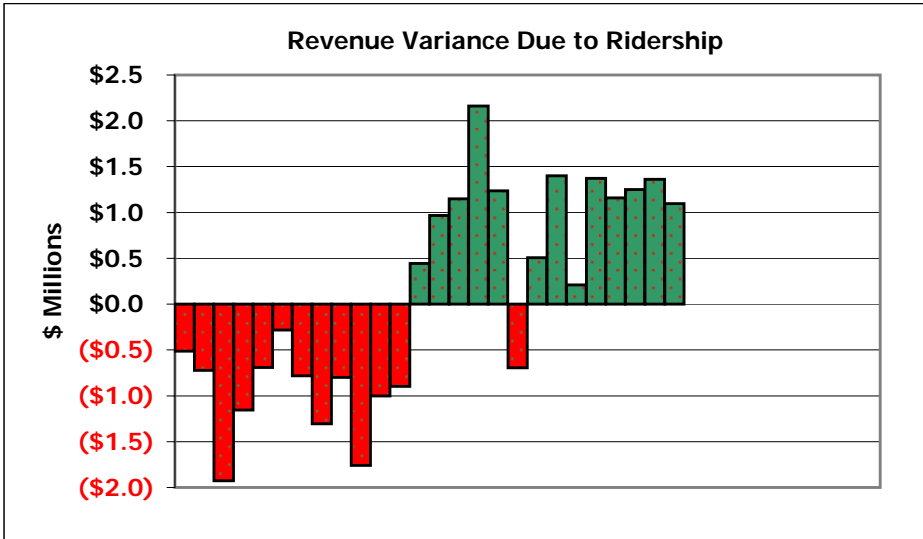
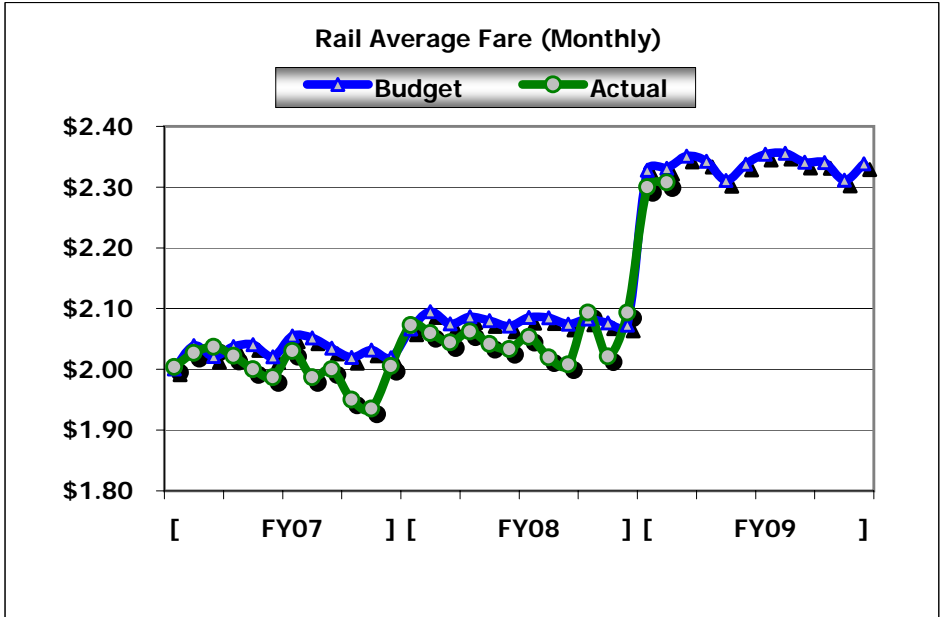
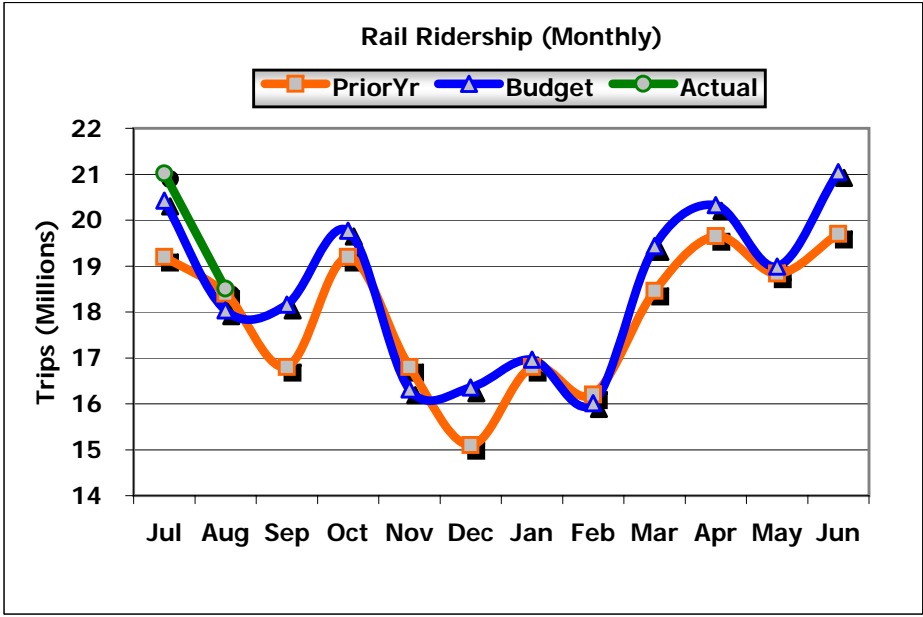
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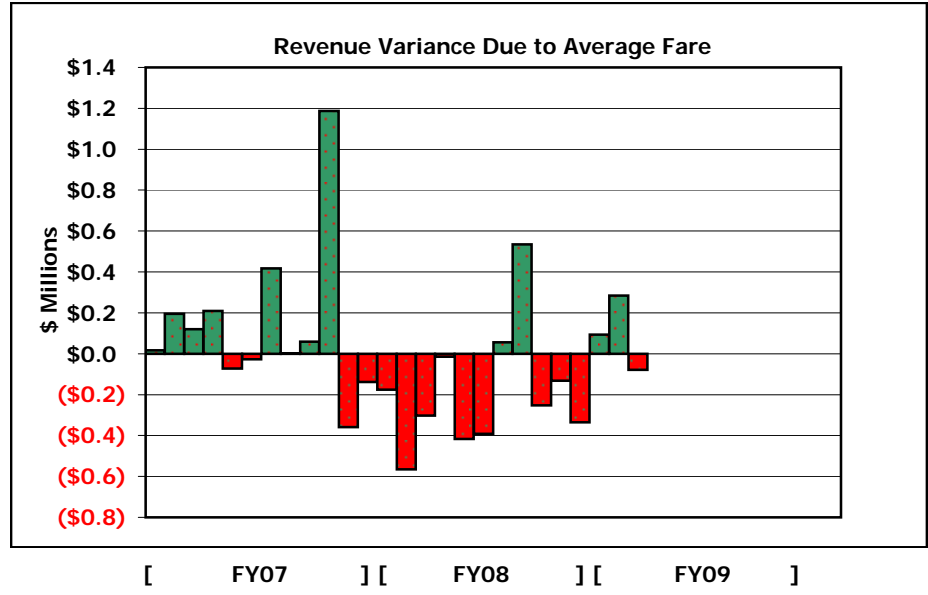
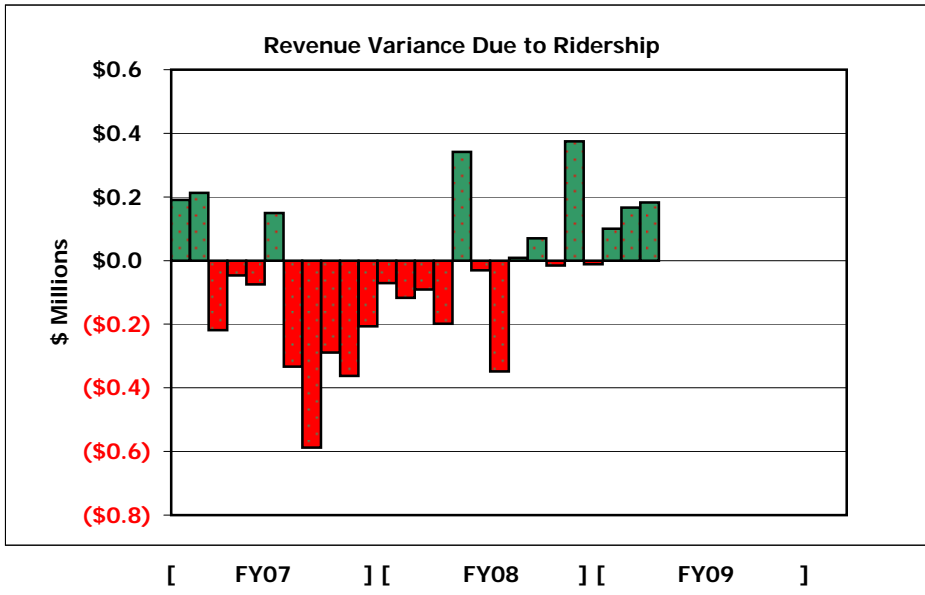
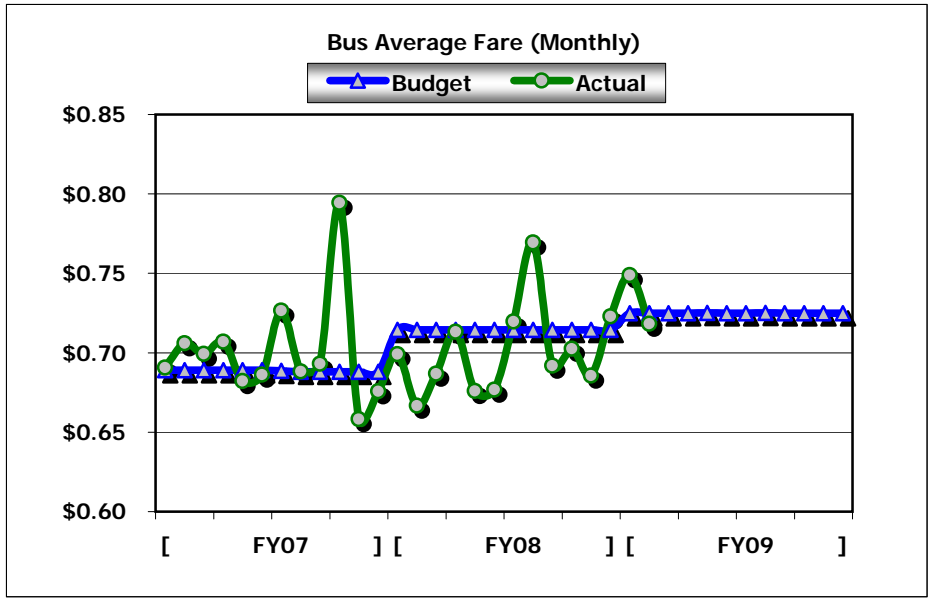
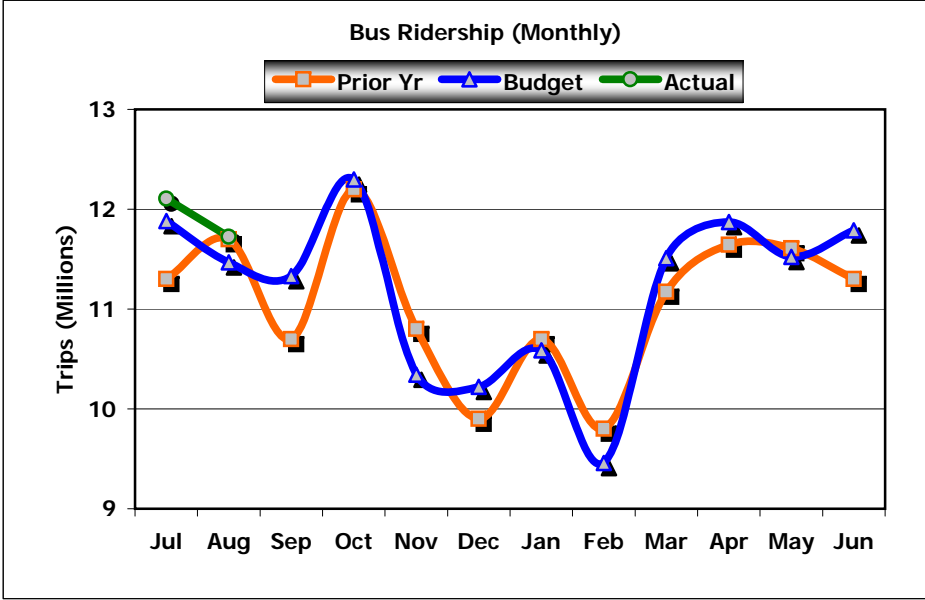
COST RECOVERY RATIO

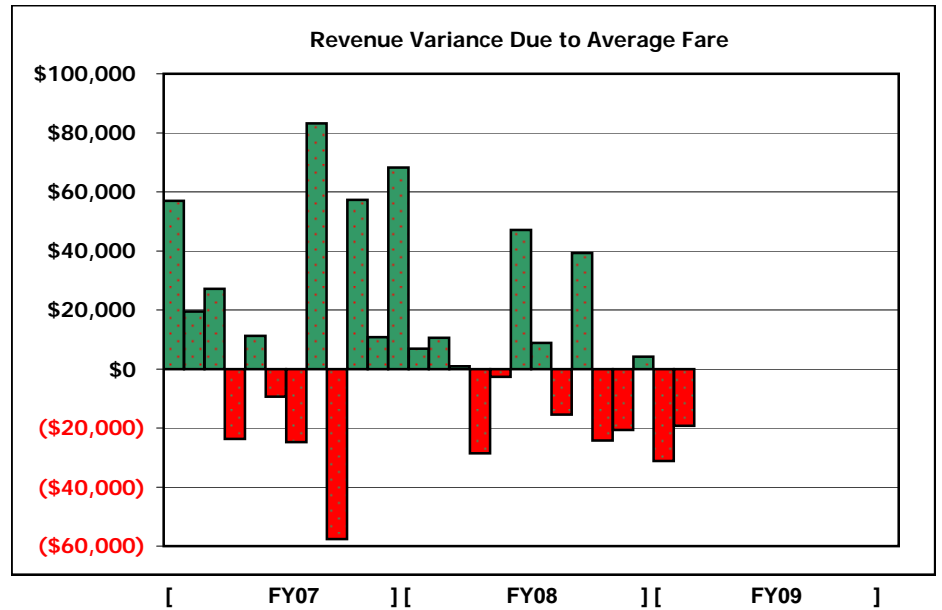
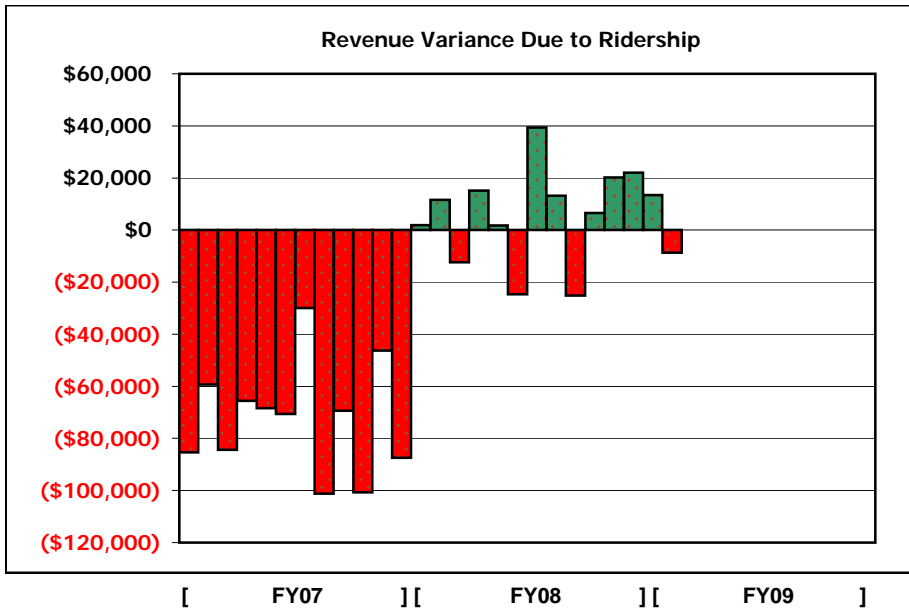
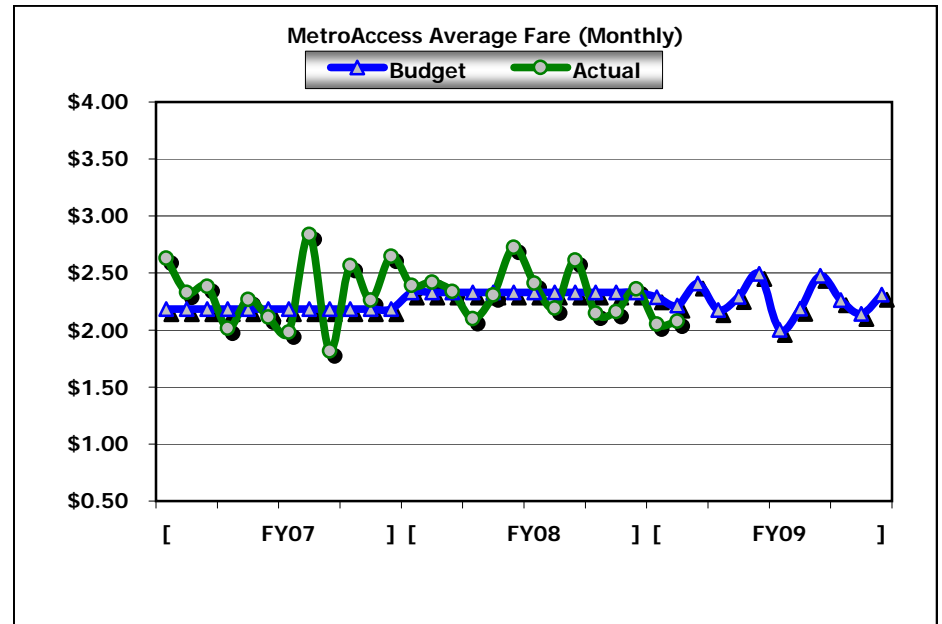
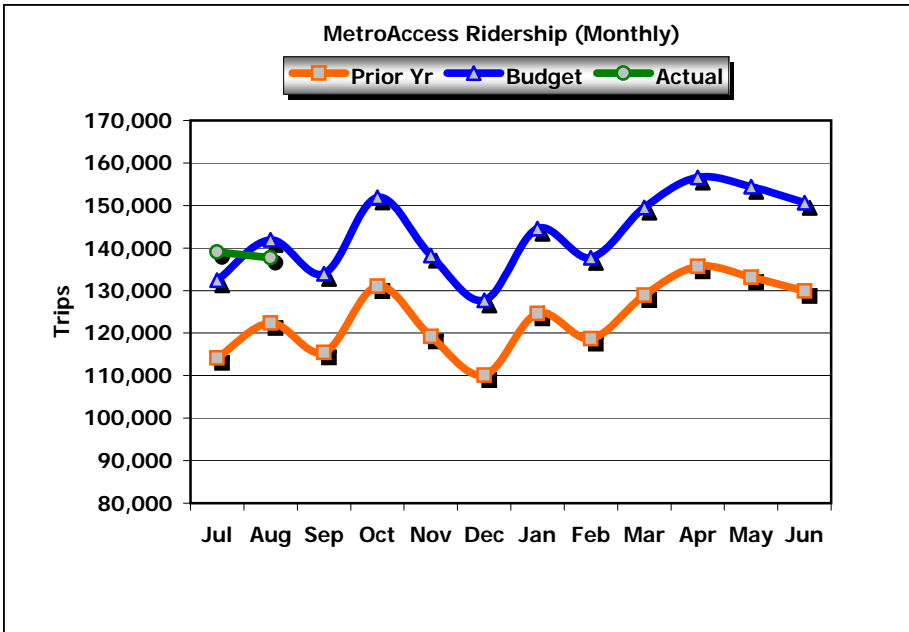
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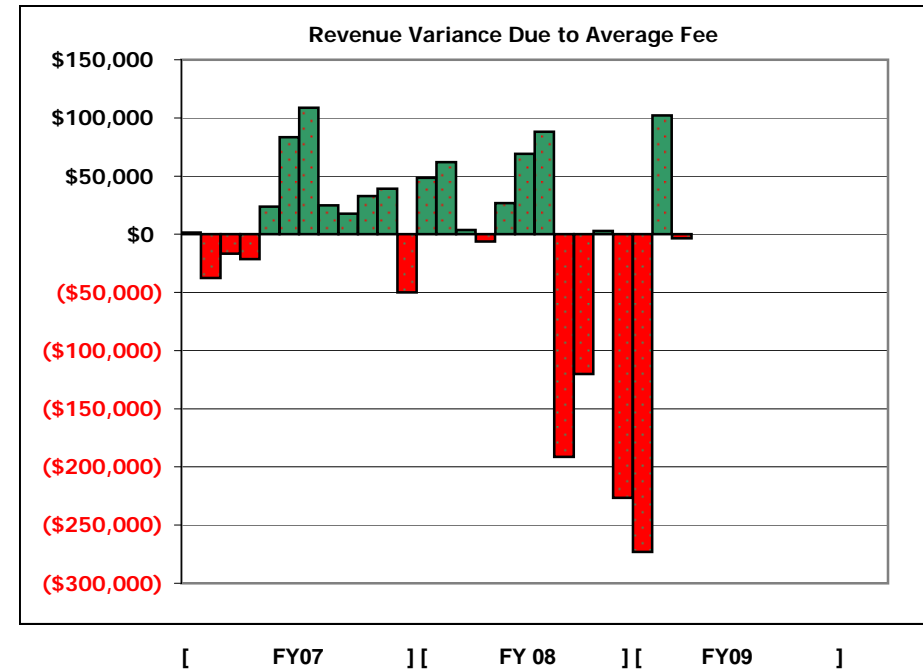
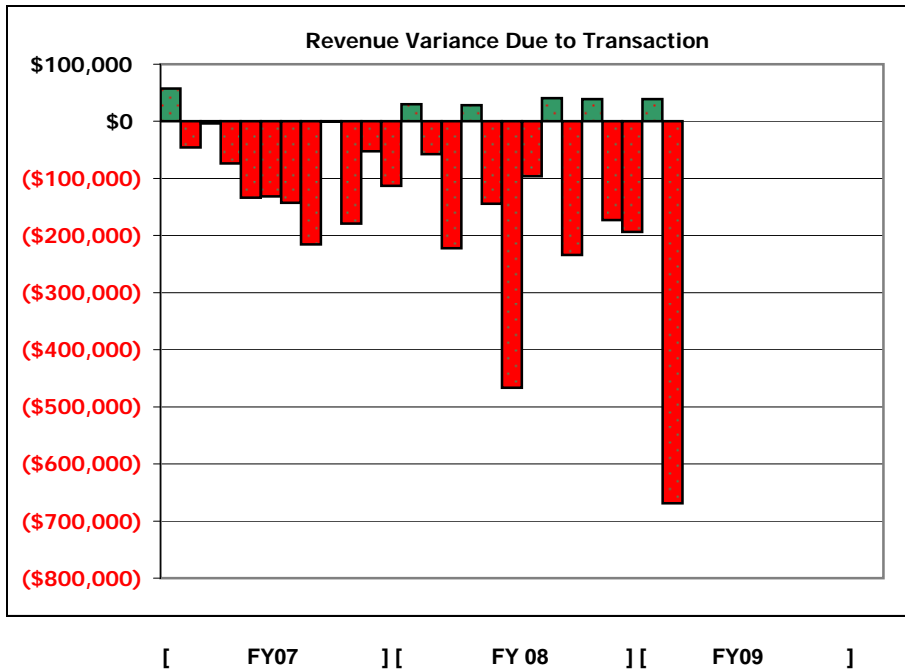
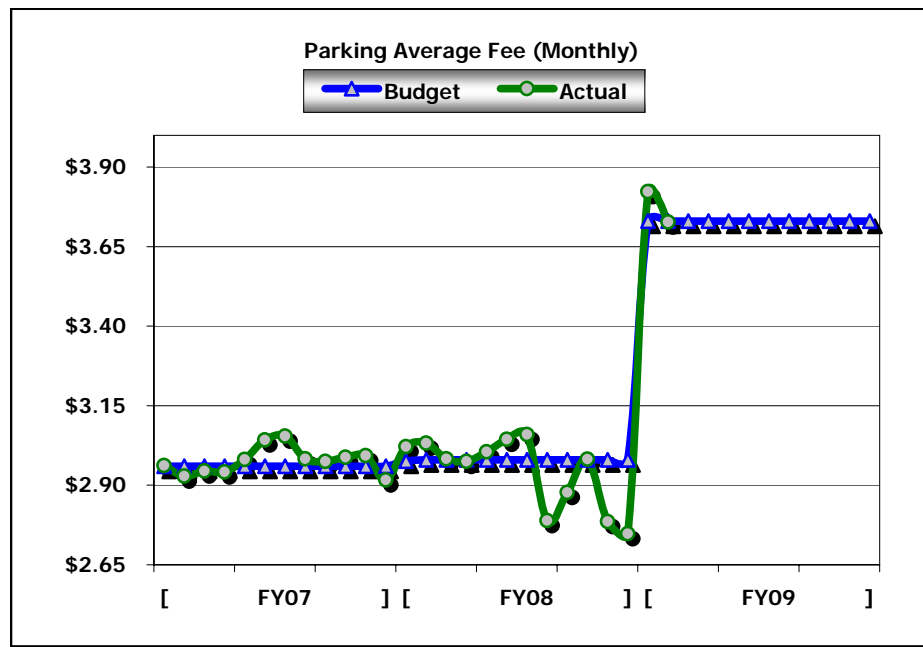
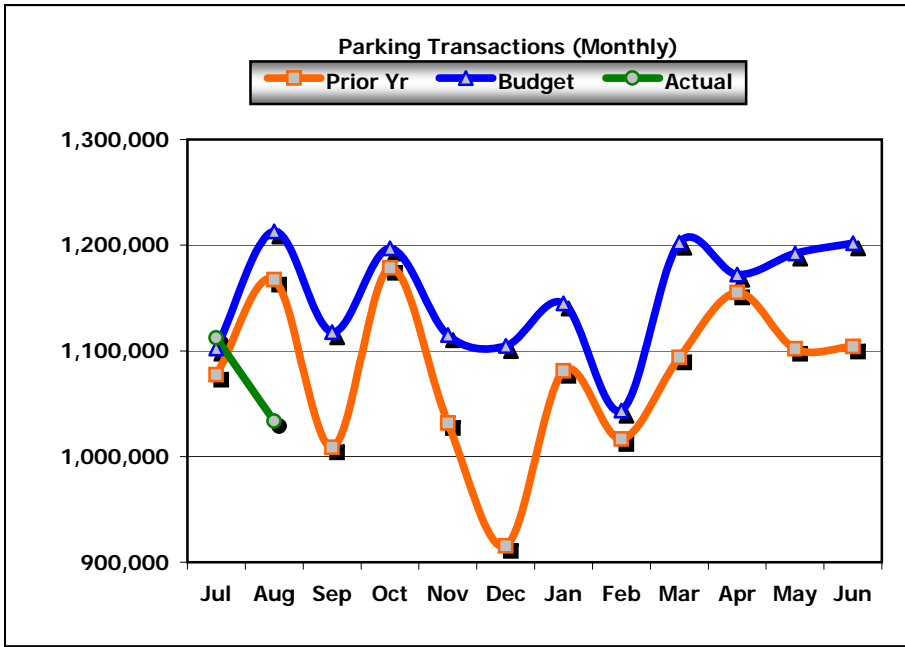
5%

6%









Ridership and Revenue Analysis: August 2009

| Account Analysis | | | | | | Modal Analysis | | | | | | |
|-----------------------------|--|---------------------|---------------------|-----------------|-----------------|-----------------------|---------|------|---------------------------------------|-------|--|--|
| | | | | | | Actual vs Budget | | | This Year Actual vs. Last Year Actual | | | |
| | | | | | | | | | | | | |
| | | Last Year Actual | This Year Actual | Budget | Budget Variance | | | | | | | |
| a. Passenger Revenue | | | | | | | | | | | | |
| Metrorail | | \$36,742 | \$41,523 | \$40,846 | \$677 | 2% | | | | | | |
| Metrobus | | \$9,067 | \$9,617 | \$9,509 | \$108 | 1% | | | | | | |
| MetroAccess | | \$296 | \$286 | \$314 | (\$28) | (9%) | | | | | | |
| Monthly Total | | \$46,105 | \$51,426 | \$50,669 | \$757 | 1% | | | | | | |
| b. Ridership | | | | | | | | | | | | |
| Metrorail | | 18,374 | 18,510 | 18,035 | 475 | 3% | | | | | | |
| Metrobus | | 11,745 | 11,723 | 11,468 | 255 | 2% | | | | | | |
| MetroAccess | | 122 | 138 | 142 | (4) | (3%) | | | | | | |
| Monthly Total | | 30,241 | 30,371 | 29,645 | \$726 | 2% | | | | | | |
| c. Average Fare | | | | | | | | | | | | |
| Metrorail | | \$2.00 | \$2.24 | \$2.26 | (\$0.02) | (1%) | | | | | | |
| Metrobus | | \$0.77 | \$0.82 | \$0.83 | (\$0.01) | (1%) | | | | | | |
| MetroAccess | | \$2.42 | \$2.08 | \$2.21 | (\$0.14) | (6%) | | | | | | |
| Monthly Total | | \$1.52 | \$1.69 | \$1.71 | (\$0.02) | (1%) | | | | | | |
| | | | | | | d. Metrorail | | | | | | |
| | | | | | | Ridership | \$1,076 | 3% | \$272 | 1% | | |
| | | | | | | Average Fare | (\$399) | (1%) | \$4,509 | 12% | | |
| | | | | | | Budget Variance | \$677 | 2% | \$4,781 | 13% | | |
| | | | | | | e. Metrobus | | | | | | |
| | | | | | | Ridership | \$211 | 2% | (\$17) | (0%) | | |
| | | | | | | Average Fare | (\$103) | (1%) | \$567 | 6% | | |
| | | | | | | Budget Variance | \$108 | 1% | \$550 | 6% | | |
| | | | | | | f. MetroAccess | | | | | | |
| | | | | | | Ridership | (\$9) | (3%) | \$37 | 13% | | |
| | | | | | | Average Fare | (\$19) | (6%) | (\$47) | (14%) | | |
| | | | | | | Budget Variance | (\$28) | (9%) | (\$10) | (3%) | | |

Year-to-Date-August FY 2009

| Account Analysis | | | | | | Modal Analysis | | | |
|-----------------------------|-----------|------------------|------------------|-----------------|-------------|------------------|--------|---------------------------------------|--------|
| | | | | | | Actual vs Budget | | This Year Actual vs. Last Year Actual | |
| | | | | | | Actual | Budget | Actual | Budget |
| | | | | | | Variance | % | Variance | % |
| a. Passenger Revenue | | | | | | | | | |
| Metrorail | \$75,429 | \$88,547 | \$88,233 | \$315 | 0% | | | | |
| Metrobus | \$18,137 | \$19,994 | \$19,277 | \$717 | 4% | | | | |
| MetroAccess | \$569 | \$583 | \$617 | (\$34) | (6%) | | | | |
| Monthly Total | \$94,135 | \$109,124 | \$108,127 | \$998 | 1% | | | | |
| b. Ridership | | | | | | | | | |
| Metrorail | 37,656 | 39,527 | 38,461 | \$1,066 | 3% | | | | |
| Metrobus | 23,092 | 23,828 | 23,350 | \$478 | 2% | | | | |
| MetroAccess | 237 | 277 | 274 | \$2 | 1% | | | | |
| Monthly Total | 60,985 | 63,632 | 62,085 | \$1,546 | 2% | | | | |
| c. Average Fare | | | | | | | | | |
| Metrorail | \$2.00 | \$2.24 | \$2.29 | (\$0.05) | (2%) | | | | |
| Metrobus | \$0.79 | \$0.84 | \$0.83 | \$0.01 | 2% | | | | |
| MetroAccess | \$2.41 | \$2.11 | \$2.25 | (\$0.14) | (6%) | | | | |
| Monthly Total | \$1.54 | \$1.71 | \$1.74 | (\$0.03) | (2%) | | | | |
| d. Metrorail | | | | | | | | | |
| Ridership | \$2,445 | 3% | \$3,748 | 5% | | | | | |
| Average Fare | (\$2,131) | (2%) | \$9,371 | 12% | | | | | |
| Budget Variance | \$315 | 0% | \$13,118 | 17% | | | | | |
| e. Metrobus | | | | | | | | | |
| Ridership | \$395 | 2% | \$578 | 3% | | | | | |
| Average Fare | \$322 | 2% | \$1,279 | 7% | | | | | |
| Budget Variance | \$717 | 4% | \$1,857 | 10% | | | | | |
| f. MetroAccess | | | | | | | | | |
| Ridership | \$5 | 1% | \$97 | 17% | | | | | |
| Average Fare | (\$39) | (6%) | (\$83) | (12%) | | | | | |
| Budget Variance | (\$34) | (6%) | \$14 | 2% | | | | | |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - August 2008
 Dollars in Thousands

| METRO MATTERS - Fiscal Year 2009 | Remaining Budget | Obligated | Expended | Un-Expended |
|---|-----------------------------|--------------------|------------------|--------------------|
| <i>A. Infrastructure Renewal Program (IRP)</i> | | | | |
| <i>Rolling Stock: Bus</i> | | | | |
| Diesel Bus Replacement | | | | |
| Hybrid Bus Replacement | 124,787.9 | 122,905.3 | 49.8 | 124,738.1 |
| Bus Procurement | 1,887.4 | 1,887.4 | | 1,887.4 |
| Subtotal | <u>\$126,675.3</u> | <u>\$124,792.7</u> | <u>\$49.8</u> | <u>\$126,625.5</u> |
| | | | | |
| <i>Rolling Stock: Rail</i> | | | | |
| Rail Car Enhancements | \$40.7 | | | \$40.7 |
| 2000/3000 Series Rail Cars Rehab | 10,549.3 | 4,334.9 | 79.1 | 10,470.1 |
| Subtotal | <u>\$10,590.0</u> | <u>\$4,334.9</u> | <u>\$79.1</u> | <u>\$10,510.9</u> |
| | | | | |
| <i>Passenger Facilities</i> | | | | |
| Escalator Rehabilitation | | | | |
| Elevator/Escalator Maint. | 5,598.7 | 4,897.8 | 413.7 | 5,185.0 |
| Elevator Rehabilitation | 1,012.1 | 91.0 | 91.0 | 921.1 |
| Station Enhancement | 6,545.0 | 861.3 | 861.3 | 5,683.7 |
| Parking Lot Rehabilitation | 4,039.9 | 2,730.5 | 719.8 | 3,320.1 |
| Station & Tunnel Rehab. | 3,779.6 | 1,813.8 | 272.6 | 3,507.0 |
| Fire System Rehabilitation | 11,193.6 | 7,140.8 | 1,128.7 | 10,064.9 |
| Station Chiller Rehabilitation | 4,316.9 | 2,724.5 | 165.5 | 4,151.4 |
| Drainage Pumping/Sewer Rehab. | 1,599.4 | 359.5 | 168.4 | 1,431.0 |
| Subtotal | <u>\$38,085.3</u> | <u>\$20,619.3</u> | <u>\$3,820.9</u> | <u>\$34,264.3</u> |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - August 2008
Dollars in Thousands

| METRO MATTERS - Fiscal Year 2009 | Remaining Budget | Obligated | Expended | Un-Expended |
|---|-----------------------------|------------------|-----------------|--------------------|
| <i>Maintenance Facilities</i> | | | | |
| Environment Assessment | \$1,030.1 | \$309.1 | \$7.9 | \$1,022.1 |
| Emergency Construction Bus | 155.5 | 155.5 | 53.1 | 102.4 |
| Rail/Bus Str, Offices, Yards | 2,779.3 | 1,620.3 | 374.7 | 2,404.6 |
| Repairables | 8,149.0 | 4,987.9 | 0.1 | 8,148.9 |
| Non-Revenue Vehicles | 2,295.9 | 551.9 | 287.6 | 2,008.3 |
| Support Equipment - MTPD | 2,162.1 | 303.0 | 86.6 | 2,075.5 |
| Support Equipment - IT | 2,086.3 | 530.4 | 104.2 | 1,982.1 |
| Support Equipment - Other Offices | 1,778.6 | 874.4 | 197.9 | 1,580.8 |
| Bus Support Equipment | 1,318.0 | 313.3 | 83.0 | 1,235.0 |
| Rail Support Equipment | 4,506.7 | 816.8 | 307.3 | 4,199.4 |
| Bus Lifts/Work Equipment | 871.2 | 803.8 | 197.4 | 673.8 |
| Bus Washer Rehabilitation | 18.4 | 18.4 | | 18.4 |
| Rail Car Washer Rehabilitation | 1,673.0 | 1,564.6 | 83.7 | 1,589.2 |
| Rail Work Equipment Rehab | 558.5 | | | 558.5 |
| Locomotives and Prime Movers | 4,756.1 | | | 4,756.1 |
| Subtotal | \$34,138.6 | \$12,849.4 | \$1,783.6 | \$32,355.0 |
| <i>Systems</i> | | | | |
| Train Communication Upgrade | \$8,167.0 | \$3,498.4 | \$897.2 | \$7,269.7 |
| Mid-Life Rehabilitation ATC | 7,061.3 | 5,019.2 | 588.4 | 6,472.9 |
| Mid-Life Rehab AC/TPSS/TBS | 2,846.8 | 791.0 | 201.5 | 2,645.3 |
| Traction Power Switchgear | 6,206.5 | 5,900.9 | 2,412.6 | 3,793.9 |
| UPS System Replacement | 1,468.6 | 675.2 | 70.9 | 1,397.6 |
| Electrical Systems Rehab | 1,337.0 | 118.3 | 39.4 | 1,297.6 |
| Fare Collection Equipment | 5,448.8 | 1,752.9 | 336.0 | 5,112.8 |
| Regional Fare Integration (SmarTrip) | 3,000.0 | | | 3,000.0 |
| Subtotal | \$35,536.0 | \$17,755.9 | \$4,546.1 | \$30,989.9 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - August 2008
Dollars in Thousands

| METRO MATTERS - Fiscal Year 2009 | Remaining Budget | Obligated | Expended | Un-Expended |
|--|-----------------------------|--------------------|-------------------|--------------------|
| <i>Track and Structure</i> | | | | |
| ROW Structure Rehabilitation | \$15,580.2 | \$11,036.4 | \$1,482.7 | \$14,097.5 |
| ROW Floating Slabs | 1,099.5 | 91.0 | 91.0 | 1,008.4 |
| ROW Track Rehabilitation | 18,358.9 | 9,489.1 | 3,054.0 | 15,304.9 |
| Station Tunnel Leak Mitigation | 3,031.0 | 558.3 | 326.3 | 2,704.6 |
| Subtotal | <u>\$38,069.5</u> | <u>\$21,174.8</u> | <u>\$4,954.0</u> | <u>\$33,115.4</u> |
| <i>Information Technology</i> | | | | |
| Information Technology (IT) | \$28,582.9 | \$21,180.4 | \$4,582.0 | \$24,000.9 |
| ROCS Upgrade Program (IRPG) | 519.2 | | | 519.2 |
| Subtotal | <u>\$29,102.2</u> | <u>\$21,180.4</u> | <u>\$4,582.0</u> | <u>\$24,520.2</u> |
| <i>Preventive Maintenance</i> | | | | |
| Preventive Maintenance | \$20,700.0 | | | \$20,700.0 |
| Subtotal | <u>\$20,700.0</u> | | | <u>\$20,700.0</u> |
| <i>Urgent Capital Needs</i> | | | | |
| Safety | \$500.0 | | | \$500.0 |
| Rail Cars | 5,050.0 | | | 5,050.0 |
| Train Power Systems | 1,000.0 | | | 1,000.0 |
| Buses | 3,000.0 | | | 3,000.0 |
| Metro Access | 5,000.0 | | | 5,000.0 |
| Rail Equipment | | | | |
| State of Good Repair | 25,250.0 | | | 25,250.0 |
| Train Control/Business Systems | 22,000.0 | | | 22,000.0 |
| Subtotal | <u>\$61,800.0</u> | | | <u>\$61,800.0</u> |
| <hr/> | | | | |
| Total: Infrastructure Renewal Program | \$394,696.8 | \$222,707.4 | \$19,815.5 | \$374,881.3 |

Washington Metropolitan Area Transit Authority
 Capital Project Financials
 Fiscal 2009 - August 2008
 Dollars in Thousands

| METRO MATTERS - Fiscal Year 2009 | Remaining Budget | Obligated | Expended | Un-Expended |
|---|-----------------------------|--------------------|-------------------|--------------------|
| <i>B. Eight-Car Train Capital Initiative</i> | | | | |
| 6000 Series Rail Car | \$12,039.6 | \$9,094.2 | \$1,909.2 | \$10,130.4 |
| Rail Yard Maintenance & Storage | 14,135.7 | 3,463.5 | 1,147.9 | 12,987.8 |
| Traction Power Substation Upgrade | 30,000.0 | 19,953.5 | 4,677.7 | 25,322.3 |
| Precision Stopping | 2,535.1 | 1,556.3 | 18.5 | 2,516.6 |
| Total: Eight-Car Train Capital Initiative | \$58,710.5 | \$34,067.5 | \$7,753.4 | \$50,957.0 |
| <i>C. Bus Improvement Capital Initiative</i> | | | | |
| Bus Procurement | \$20.3 | \$20.3 | \$0.1 | \$20.2 |
| West Ox Bus Garage | 5,794.5 | 3,574.6 | 520.7 | 5,273.8 |
| Customer Facilities | 6,561.9 | 3,073.2 | 329.3 | 6,232.5 |
| Total: Bus Improvement Capital Initiative | \$12,376.6 | \$6,668.1 | \$850.1 | \$11,526.5 |
| <i>E. Program Management</i> | | | | |
| Credit Facility | \$3,340.5 | \$993.3 | \$329.4 | \$3,011.1 |
| System Expansion Planning (Proj. Dev.) | \$106.1 | \$106.1 | \$30.5 | \$75.6 |
| Program Management & Support | 11,419.5 | 1,423.5 | 1,415.3 | 10,004.2 |
| Finance | 78.4 | 63.4 | 2.0 | 76.3 |
| TIFIA - Finance | 100,000.0 | 8,005.8 | 8,005.8 | 91,994.2 |
| Vertical Transportation Bonds | 6,000.0 | 1,000.0 | 1,000.0 | 5,000.0 |
| Total: Program Management | \$120,944.5 | \$11,592.0 | \$10,783.0 | \$110,161.5 |
| Borrowing Expense | 15,481.3 | 15,481.2 | 1,457.5 | 14,023.8 |
| 2009 TOTAL | \$602,209.6 | \$290,516.3 | \$40,659.6 | \$561,550.0 |

Washington Metropolitan Area Transit Authority
Capital Project Financials
Fiscal 2009 - August 2008
 Dollars in Thousands

| METRO MATTERS - Fiscal Year 2009 | Remaining Budget | Obligated | Expended | Un-Expended |
|--|-----------------------------|--------------------|-------------------|--------------------|
| <u>Security Program</u> | | | | |
| Camera System | | | | |
| Comprehensive Radio System | | | | |
| Operation Control Center | | | | |
| Fire Chief | 11,000.0 | | | 11,000.0 |
| Total: Security Program | \$11,000.0 | | | \$11,000.0 |
| <hr/> | | | | |
| 2009 GRAND TOTAL CAPITAL PROJECTS | \$613,209.6 | \$290,516.3 | \$40,659.6 | \$572,550.0 |

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 **AUGUST 31, 2008**
(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions
\$ in millions

| JURISDICTION | TOTAL | NOTES ¹ |
|---|-------------------------|------------------------------------|
| DISTRICT OF COLUMBIA | | |
| DC Dept of Transportation | (\$1.273) | |
| 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 |
| Credits to be Applied to 2nd Quarter FY09 Billing: | | |
| Audit Adjustment Credits for Yellow Line Extended Service | \$0.000 | |
| Bus Operating | 0.000 | |
| Metro Matters Interest Earnings for Metro Matters Program | 0.249 | |
| DC TOTAL | <u><u>\$0.721</u></u> | |
| MARYLAND | | |
| Montgomery County | \$9.061 | Pending receipt of capital/CMAQ |
| Prince George's County | \$9.719 | Pending receipt of capital/CMAQ |
| Credits to be Applied to 2nd Quarter FY09 Billing: | | |
| Audit Adjustment Credit Application | \$0.000 | |
| MD TOTAL | <u><u>\$18.780</u></u> | |
| VIRGINIA | | |
| Alexandria | (\$0.325) | |
| Arlington | (1.234) | |
| City of Fairfax | (0.032) | |
| Fairfax County | (2.475) | |
| Fairfax County Dept. of Family Service | 0.093 | Access to Jobs |
| Falls Church | (0.151) | |
| Northern VA Transportation Comm. | (1.712) | |
| Credits to be Applied to 2nd Quarter FY09 Billing: | | |
| Metro Matters Interest Earnings for Metro Matters Program | 0.126 | |
| VA TOTAL | <u><u>(\$5.710)</u></u> | |
| GRAND TOTAL | <u><u>\$13.791</u></u> | |

¹ Operating credits represent unused audit adjustment credits
Capital credits represent interest earnings on capital payments

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal 2009 - August 2008
Dollars in Thousands

| | Funds Received | Jurisdictional Allocation | Approved Uses | Expenses | Unexpended Approved Uses |
|---|-------------------|------------------------------|------------------|------------|-----------------------------|
| Total Received for TIIF | \$104,195.4 | | | | |
| <u>Restricted Funds:</u> | | | | | |
| Huntington Parking | | | \$12,900.0 | \$10,658.0 | \$2,242.0 |
| White Flint Parking | | | 4,421.7 | 4,396.9 | 24.8 |
| 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 | 333.3 | 1,666.7 |
| FY10 Operating (continues thru FY12) | | | | | |
| 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 | 1,166.7 | 5,833.3 |
| FY10 Safe, Clean Reliable (end) | | | | | |
| TSSM from Twinbrook to Shady Grove | | | 1,000.0 | 130.5 | 869.5 |
| Gallery Place Remediation | | | 18.4 | 18.4 | 0.0 |
| | | | 48,190.1 | 37,553.8 | 10,636.3 |
| <u>Unrestricted Funds Available for Use:</u> | | | | | |
| Total allocated to the Jurisdictions | | \$60,000.0 | | | |
| <u>District of Columbia 36%</u> | | \$21,600.0 | | | |
| <u>Use of Funds:</u> | | | | | |
| Tivoli | | | 2,500.0 | 2,500.0 | 0.0 |
| Anacostia Demonstration | | | 10,000.0 | 6,306.3 | 3,693.7 |
| 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 | 4,322.4 | 577.6 |
| | | | 21,050.0 | 15,273.0 | 5,777.0 |
| Balance of DC Funds Available for Use: | | \$550.0 | | | |

Washington Metropolitan Area Transit Authority
Transit Infrastructure Investment Fund (TIIF)
Fiscal 2009 - August 2008
Dollars in Thousands

| | Funds Received | Jurisdictional Allocation | Approved Uses | Expenses | Unexpended Approved Uses |
|---|--------------------|------------------------------|--------------------|-------------------|-----------------------------|
| <u>Maryland 37%</u> | | \$22,200.0 | | | |
| <u>Use of Funds:</u> | | | | | |
| New Carrollton Parking | | | 497.6 | 496.0 | 1.6 |
| College Park Parking | | | 9,514.7 | 9,512.2 | 2.5 |
| Largo Parking | | | 2,432.7 | 2,432.7 | 0.0 |
| Largo Day Care Center | | | 3,000.0 | 3,000.0 | 0.0 |
| Takoma-Langley | | | 6,744.3 | 0.0 | 6,744.3 |
| | | | 22,189.3 | 15,440.9 | 6,748.4 |
| Balance of Maryland Funds Available for Use: | | \$10.7 | | | |
| <u>Virginia 27%</u> | | \$16,200.0 | | | |
| <u>Use of Funds:</u> | | | | | |
| Shirlington | | | 2,500.0 | 1,768.0 | 732.0 |
| 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 |
| Rosslyn Station Access Improve | | | 798.1 | 455.1 | 343.0 |
| | | | 14,755.2 | 13,055.8 | 1,699.3 |
| Balance of Virginia Funds Available for Use: | | \$1,444.8 | | | |
| Grand Total: | \$104,195.4 | \$104,195.4 | \$106,184.6 | \$81,323.6 | \$24,861.0 |