



**Finance, Administration and Oversight Committee**

**Information Item IV-B**

**December 4, 2008**

**FY 2009 Monthly Financial Reports (September  
and October 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
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**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**

**September 2008**

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

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**REPORT SECTIONS**

**Executive Summary**

**Operating Financials**

**Capital Project Financials**

**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 ridership on rail for September was 750,800 trips an increase of 3 percent over the same period last year and 1 percent above budget. In contrast to normal ridership trends, bus ridership grew at a larger rate than rail, increasing 8 percent over last September, and 7 percent above budget. This is the third consecutive month this fiscal year of higher than expected bus ridership growth, and the first time that bus ridership growth increased above the averages for rail. MetroAccess trips continued the double-digit growth that is common for that service and grew 20 percent in September.

Average Weekday Ridership			
	This Month	Change From This Month Last Year	
Metrorail	750,763	24,934	3%
Metrobus	486,140	34,776	8%
MetroAccess	5,880	974	20%
Total	1,242,783	60,684	5%

- Operating Budget** Total passenger revenue in September was exactly as budgeted. On a year-to-date basis, rail passenger revenue is exactly on budget, but total bus revenue of \$29.9 million is above projections by \$1.3 million or 5 percent. This increase in bus passenger is tracking favorably with the bus ridership increases experienced so far this fiscal year. On a year-to-date basis, expenses were favorable to budget by \$2.2 million or 1 percent, resulting in a favorable subsidy variance of 2 percent or \$2.2 million.

Operating Budget Variance Report					
Year-to-Date Results					
\$ Millions					
	Actual	Budget	Variance		
Revenue	\$202.8	\$202.7	\$0.0	0%	<i>favorable</i>
Expense	\$329.2	\$331.4	\$2.2	1%	<i>favorable</i>
Subsidy	\$126.5	\$128.7	\$2.2	2%	<i>favorable</i>
Cost Recovery	62%	61%			



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

- **Capital Budget** Metrobus is presently procuring compressed natural gas (CNG) and diesel-electric hybrid buses to replace existing buses. Through the 21<sup>st</sup> of September, 22 CNG buses have been received from North American Bus Industries and a lead bus was delivered by New Flyer of America as part of a 203 diesel-electric hybrid bus procurement. Also, Metrorail accepted two rehabilitated 2000/3000-series Breda rail cars as part of a 364-car fleet that is undergoing a complete rehabilitation. Also, in September, station enhancement work was conducted at Huntington, King Street, Ronald Reagan Washington National Airport, and Braddock Road stations; and work began at the Rosslyn and Cheverly Stations; while track maintenance was performed throughout the Metrorail system along the Blue/Orange, Green/Yellow and Red lines.



## **OPERATING FINANCES**

**Revenues** in September were almost exactly as budgeted. Total revenues were \$65.9 million, \$0.2 million less than the budgeted \$66.1 million. Total passenger revenues were \$55.7 million, with negative variances in rail, parking and MetroAccess revenues of 1, 2 and 45 percent, respectively. Metrobus passenger revenue in September exceeded budget by \$0.6 million, compensating for the less than anticipated revenues in other passenger categories. Through the end of September, total passenger revenue was positive by \$0.4 million. Higher than expected bus passenger revenue of \$1.3 million compensated for below budget performance of rail, parking and MetroAccess revenues.

**Expenses** are favorable by \$2 million year-to-date. As of September, salaries and wages were favorable by \$6 million, but that figure was partially offset by a deficit in overtime of \$3 million, leaving a favorable variance of \$3 million for overall labor costs. Energy/utility costs are over budget by \$3 million due to higher utility rates and higher diesel prices. For the remainder of the year, we expect some relief in the diesel area, but propulsion and utility expenses should continue to exceed budget through the end of the year. Fringe benefits expenses are over budget by less than \$1 million for the month, but are currently \$1 million under budget for the year. The unfavorable monthly variance in fringes is due to higher than projected contributions to the Local 689 Pension Plan which were partially offset by lower than expected health care costs under the Cigna health care plan.

For the remainder of the year, larger than anticipated contributions to the Local 689 Pension Plan are expected to contribute to an overall deficit in the Fringe Benefits area of approximately \$6 million. The Services area is \$1 million over budget for the month, but less than \$1 million year-to-date. The ADA contract, which represents half of the total services budget, is exceeding budget by roughly \$2 million per month of which 40% could be offset by earned, but yet unrecognized, fuel credits. We expect this trend to continue, but to be offset by under spending in other service areas. Materials and supplies is over budget by \$2 million do to heavy use of both bus and rail parts. Some of this volume can be characterized as "one time"; however, we expect to be slightly over budget by year end.



## CAPITAL FINANCES

### Revenues

Revenues received to date for the FY 2009 capital budget total \$355 million. The first quarter State and Local contributions were received, totaling \$44 million. Short-term debt for \$50 million was issued. The Federal grants are \$5 million higher than anticipated. To balance the budget Debt Issuance was reduced by \$5 million.

### Costs

The current capital budget for FY 2009 is \$613 million. Note, the FY 2009 approved budget was increased by \$85 million due to the annual roll-over of unexpended budget. Capital spending through September is as follows: \$315 million has been obligated, and \$71 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	\$ 256	\$ 254	\$ 2
State & Local Contributions	179	44	135
Miscellaneous	26	7	19
Debt Issuance	141	50	91
Subtotal	\$ 602	\$ 355	\$ 247
Security Grants	11	-	11
Total Capital Revenues	\$ 613	\$ 355	\$ 258

Capital Spending (dollars in millions)	FY 2009 Year to Date			
	Budget	Obligated	Expended	Unexpended
Infrastructure Renewal Program	\$ 395	\$ 235	\$ 36	\$ 359
Eight-Car Train Initiative	59	35	10	49
Bus Improvement Initiative	12	7	1	11
Program Management	121	23	22	99
Borrowing Expense	15	15	2	13
Subtotal	\$ 602	\$ 315	\$ 71	\$ 531
Security Program	11	-	-	11
Total	\$ 613	\$ 315	\$ 71	\$ 542





## **CAPITAL PROJECT HIGHLIGHTS**

### **Bus Procurements**

Metrobus is presently procuring 22 compressed natural gas (CNG), 60-foot, articulated buses to replace 22 existing diesel, articulated buses. To date, 21 buses have been received from the manufacturer, North American Bus Industries, and placed into service.



Metrobus is also procuring 203 diesel-electric hybrid buses over two fiscal years (FY 2009 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 September, Metrorail accepted two 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, 352 rehabilitated cars have been accepted and returned to revenue service.

### **Passenger Facilities**

Station enhancement work continued at Huntington, King Street, and Ronald Reagan Washington National Airport, and Braddock Road stations; and began at the Rosslyn and Cheverly 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.



During September, modernization and rehabilitation of the station elevator continued at the Anacostia, Potomac Avenue, and Shaw-Howard University stations. This work includes the replacement of a majority of the mechanical parts and elevator cab equipment.

Station escalator modernization and rehabilitation continued at Ballston-MU (units 5 and 11), Capitol Heights (unit 5), Capitol South (unit 1) Clarendon (unit 4), Court House (unit 5), and Gallery Place-Chinatown (unit 9). Also at Gallery Place-Chinatown modernization and rehabilitation work began on unit 5.

### **Track Maintenance**

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

#### Blue and Orange Line:

- Between the Eastern Market and Stadium-Armory Metrorail stations

#### Green/Yellow Lines:

- Between the Fort Totten and Prince George's Plaza Metrorail stations

#### Orange Line:

- Between Vienna/Fairfax-GMU and West Falls Church-VT/UVA Metrorail stations

#### Red Line:

- At Fort Totten, Takoma, and Silver Spring Metrorail stations and between the Friendship Heights and Medical Center Metrorail stations



## OUTSTANDING DEBT

WMATA's outstanding debt as of September 30, 2008 is \$610 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 FY05 fare increase set aside \$6 million per year in revenue to fund the debt service expense. These amounts are reported as part of the capital budget.

The 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.

<b>September 30, 2008</b>			
<b>Debt Type</b> (dollars in million)	<b>Outstanding Principal</b>	<b>Annual Debt Service</b>	<b>Maturity Date</b>
<b>Bond Series 1993</b>	<b>\$21</b>	<b>\$12</b>	
<b>Bond Series 2003</b>	<b>96</b>	<b>\$16</b>	
<b>Subtotal</b>	<b>\$118</b>	<b>\$28</b>	<b>FY2015</b>
<b>Bond Series 2003B</b>	<b>11</b>	<b>\$6</b>	<b>FY2011</b>
<b>Commercial Paper</b>	<b>330</b>	<b>Varies</b>	<b>Sep-10</b>
<b>Internal Borrowing</b>	<b>101</b>	<b>n/a</b>	<b>Multiple</b>
<b>LOC</b>	<b>50</b>	<b>Varies</b>	<b>May-09</b>
<b>Grand Total</b>	<b>\$610</b>		



## **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

September-08

2008-09-30

FISCAL YEAR 2009

Dollars in Millions

MONTHLY RESULTS:					YEAR-TO-DATE RESULTS:				
Prior Year Actual	Current Year				Prior Year Actual	Current Year			
	Actual	Budget	Variance		Actual	Budget	Variance		
<b>REVENUES:</b>									
<b>Passenger Revenue</b>									
\$33.2	\$41.5	\$41.9	(\$0.4)	-1%	Metro rail	\$108.7	\$130.1	\$130.1	(\$0.1) 0%
8.5	10.0	9.3	0.6	7%	Metrobus	26.6	29.9	28.6	1.3 5%
0.3	0.2	0.3	(0.1)	-45%	MetroAccess	0.8	0.7	0.9	(0.2) -20%
3.0	4.1	4.2	(0.1)	-2%	Parking	9.8	12.2	12.8	(0.6) -5%
\$45.0	\$55.7	\$55.7	(\$0.0)	0%	<b>subtotal</b>	\$145.9	\$172.9	\$172.5	\$0.4 0%
<b>Non-Passenger Revenue</b>									
\$0.5	\$0.6	\$0.5	\$0.1	20%	D.C. Schools	\$0.6	\$0.8	\$0.6	\$0.2 32%
0.1	0.0	0.0	0.0		Contract Bus	0.4	0.0	0.0	0.0
2.9	3.2	3.3	(0.1)	-3%	Advertising	8.7	9.8	9.8	0.0 0%
0.6	0.6	0.6	(0.0)	-3%	Rent	2.0	1.7	1.8	(0.1) -4%
0.7	1.0	1.1	(0.1)	-6%	Fiber Optic	2.2	3.2	3.4	(0.1) -4%
0.6	0.4	0.3	0.1	28%	Other	1.3	1.3	1.0	0.2 24%
0.1	0.2	0.4	(0.2)	-61%	Interest	1.1	0.7	1.2	(0.5) -44%
0.0	3.0	3.0	0.0	0%	08 Fare Inc.	0.0	9.0	9.1	(0.1) -1%
0.0	0.5	0.4	0.1	25%	SE Closure	0.0	1.2	1.2	0.0 0%
0.7	0.7	0.8	(0.0)	-4%	SCR Funding	2.2	2.2	2.3	(0.1) -3%
\$6.1	\$10.2	\$10.3	(\$0.2)	-2%	<b>subtotal</b>	\$18.5	\$29.8	\$30.2	(\$0.4) -1%
<b>\$51.1</b>	<b>\$65.9</b>	<b>\$66.1</b>	<b>(\$0.2)</b>	<b>0%</b>	<b>TOTAL REVENUE</b>	<b>\$164.4</b>	<b>\$202.8</b>	<b>\$202.7</b>	<b>\$0.0 0%</b>
<b>EXPENSES:</b>									
\$49.2	\$56.6	\$57.1	\$0.5	1%	Salary/Wages/OT	\$158.1	\$169.7	\$172.8	\$3.1 2%
18.9	19.9	19.2	(0.6)	-3%	Fringe Benefits	57.2	57.3	58.7	1.3 2%
8.7	12.8	11.8	(1.0)	-9%	Services	27.3	35.2	34.6	(0.6) -2%
6.7	8.2	6.7	(1.5)	-22%	Supplies	19.7	22.1	19.8	(2.4) -12%
6.2	9.0	8.5	(0.5)	-6%	Power/Diesel/CNG	17.6	27.0	25.6	(1.4) -5%
1.6	8.1	8.3	0.2	2%	Insurance/Utilities/Other	4.4	23.1	25.1	2.0 8%
(1.7)	(1.7)	(1.7)	0.0	0%	Reimbursements	(5.2)	(5.2)	(5.2)	0.0 0%
<b>\$89.5</b>	<b>\$112.9</b>	<b>\$109.9</b>	<b>(\$3.0)</b>	<b>-3%</b>	<b>TOTAL EXPENSE</b>	<b>\$279.2</b>	<b>\$329.2</b>	<b>\$331.4</b>	<b>\$2.2 1%</b>
<b>\$38.4</b>	<b>\$47.0</b>	<b>\$43.8</b>	<b>(\$3.2)</b>	<b>-7%</b>	<b>SUBSIDY</b>	<b>\$114.8</b>	<b>\$126.5</b>	<b>\$128.7</b>	<b>\$2.2 2%</b>
Favorable/(Unfavorable)					Favorable/(Unfavorable)				
57%	58%	60%	<b>COST RECOVERY RATIO</b>		59%	62%	61%		

**RAIL**  
**Operating Financials**  
**September-08**  
**FISCAL YEAR 2009**

Dollars in Millions

**MONTHLY RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$33.2	\$41.5	\$41.9	(\$0.4)	-1%	Passenger Fares	\$108.7	\$130.1	\$130.1	(\$0.1)	0%
0.2	0.2	0.2	0.0	25%	D.C. Schools	0.3	0.4	0.3	0.1	42%
3.0	4.1	4.2	(0.1)	-2%	Parking	9.8	12.2	12.8	(0.6)	-5%
0.9	1.1	1.1	0.0	2%	Advertising	2.6	3.6	3.2	0.3	11%
0.6	0.6	0.6	(0.0)	-3%	Rent	2.0	1.7	1.8	(0.1)	-4%
0.7	1.0	1.1	(0.1)	-6%	Fiber Optic	2.2	3.2	3.4	(0.1)	-4%
0.5	0.2	0.2	(0.0)	-8%	Other	0.8	0.5	0.5	0.0	3%
0.1	0.0	0.1	(0.1)	-65%	Interest	0.3	0.2	0.4	(0.2)	-50%
	3.0	3.0	0.0	0%	08 Fare Inc.		9.0	9.0	0.0	0%
0.1	0.6	0.6	(0.0)	-4%	SCR Funding	0.9	1.8	1.8	(0.0)	-1%
<b>\$39.2</b>	<b>\$52.3</b>	<b>\$52.9</b>	<b>(\$0.6)</b>	<b>-1%</b>	<b>TOTAL REVENUE</b>	<b>\$127.6</b>	<b>\$162.6</b>	<b>\$163.3</b>	<b>(\$0.7)</b>	<b>0%</b>
<b>EXPENSES:</b>										
\$28.8	\$33.4	\$33.2	(\$0.2)	-1%	Salary/Wages/OT	\$93.3	\$100.3	\$100.6	\$0.3	0%
11.0	11.8	11.2	(0.6)	-5%	Fringe Benefits	33.1	34.0	34.2	0.2	1%
2.8	3.6	4.8	1.2	25%	Services	8.3	10.2	13.6	3.4	25%
3.6	4.0	3.5	(0.5)	-14%	Supplies	10.0	11.1	10.4	(0.7)	-6%
3.8	6.0	5.2	(0.7)	-14%	Power/Diesel/CNG	10.9	16.9	15.8	(1.1)	-7%
1.1	5.6	5.3	(0.3)	-5%	Insurance/Utilities/Other	2.1	15.2	16.2	0.9	6%
(0.2)	(0.2)	(0.2)	0.0	0%	Reimbursements	(0.7)	(0.7)	(0.7)	0.0	0%
<b>\$50.9</b>	<b>\$64.2</b>	<b>\$63.1</b>	<b>(\$1.2)</b>	<b>-2%</b>	<b>TOTAL EXPENSE</b>	<b>\$157.0</b>	<b>\$186.9</b>	<b>\$190.0</b>	<b>\$3.0</b>	<b>2%</b>
<b>\$11.6</b>	<b>\$11.9</b>	<b>\$10.1</b>	<b>(\$1.8)</b>	<b>-18%</b>	<b>SUBSIDY</b>	<b>\$29.4</b>	<b>\$24.3</b>	<b>\$26.7</b>	<b>\$2.4</b>	<b>9%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

77%

81%

84%

**COST RECOVERY RATIO**

81%

87%

86%

**METROBUS**  
**Operating Financials**  
**September-08**  
**FISCAL YEAR 2009**  
Dollars in Millions

**MONTHLY RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$8.5	\$10.0	\$9.3	\$0.6	7%	Passenger Fares	\$26.6	\$29.9	\$28.6	\$1.3	5%	
0.3	0.3	0.3	0.1	17%	D.C. Schools	0.4	0.4	0.4	0.1	24%	
2.0	2.1	2.2	(0.1)	-5%	Advertising	6.1	6.2	6.5	(0.3)	-5%	
0.1	0.2	0.2	(0.0)	-7%	Other	0.5	0.5	0.5	0.0	1%	
(0.0)	0.1	0.3	(0.1)	-59%	Interest	0.7	0.4	0.8	(0.3)	-41%	
0.0	0.0	0.0	0.0	0%	08 Fare Inc.		0.1	0.1	0.0	0%	
0.0	0.5	0.4	0.1	25%	SE Closure		1.2	1.2	0.0	0%	
0.6	0.1	0.1	(0.0)	-4%	SCR Funding	1.3	0.4	0.4	(0.0)	-10%	
<b>\$11.6</b>	<b>\$13.3</b>	<b>\$12.8</b>	<b>\$0.5</b>	<b>4%</b>	<b>TOTAL REVENUE</b>	<b>\$36.0</b>	<b>\$39.2</b>	<b>\$38.5</b>	<b>\$0.7</b>	<b>2%</b>	
<b>EXPENSES:</b>											
\$20.4	\$23.2	\$23.7	\$0.5	2%	Salary/Wages/OT	\$64.7	\$69.3	\$71.6	\$2.3	3%	
7.8	8.0	7.9	(0.1)	-1%	Fringe Benefits	24.1	23.3	24.2	1.0	4%	
1.2	2.0	2.0	(0.0)	-2%	Services	3.5	5.0	5.7	0.7	13%	
3.1	4.1	3.2	(1.0)	-31%	Supplies	9.6	11.1	9.3	(1.7)	-18%	
2.4	3.1	3.3	0.2	6%	Power/Diesel/CNG	6.8	10.1	9.8	(0.2)	-3%	
0.5	2.5	2.9	0.4	14%	Insurance/Utilities/Other	2.3	7.8	8.7	0.9	10%	
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(4.5)	(4.5)	(4.5)	0.0	0%	
<b>\$33.9</b>	<b>\$41.4</b>	<b>\$41.3</b>	<b>(\$0.0)</b>	<b>0%</b>	<b>TOTAL EXPENSE</b>	<b>\$106.4</b>	<b>\$122.0</b>	<b>\$124.9</b>	<b>\$2.9</b>	<b>2%</b>	
<b>\$22.3</b>	<b>\$28.1</b>	<b>\$28.5</b>	<b>\$0.5</b>	<b>2%</b>	<b>SUBSIDY</b>	<b>\$70.5</b>	<b>\$82.8</b>	<b>\$86.4</b>	<b>\$3.6</b>	<b>4%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

34% 32% 31%

**COST RECOVERY RATIO**

34% 32% 31%

**REGIONAL BUS**  
**Operating Financials**  
**September-08**  
**FISCAL YEAR 2009**  
Dollars in Millions

**MONTHLY RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
\$7.2	\$8.4	\$7.9	\$0.5	7%	Passenger Fares	\$22.6	\$25.4	\$24.3	\$1.1	5%
0.3	0.3	0.3	0.1	17%	D.C. Schools	0.4	0.4	0.4	0.1	24%
2.0	2.1	2.2	(0.1)	-5%	Advertising	6.1	6.2	6.5	(0.3)	-5%
0.1	0.2	0.2	(0.0)	-7%	Other	0.5	0.5	0.5	0.0	1%
(0.0)	0.1	0.3	(0.1)	-59%	Interest	0.7	0.4	0.8	(0.3)	-41%
0.6	0.1	0.1	(0.0)	-4%	SCR Funding	1.3	0.4	0.4	(0.0)	-10%
<b>\$10.3</b>	<b>\$11.2</b>	<b>\$10.9</b>	<b>\$0.3</b>	<b>3%</b>	<b>TOTAL REVENUE</b>	<b>\$32.0</b>	<b>\$33.4</b>	<b>\$32.8</b>	<b>\$0.5</b>	<b>2%</b>
<b>EXPENSES:</b>										
\$17.0	\$19.4	\$19.9	\$0.4	2%	Salary/Wages/OT	\$54.0	\$58.2	\$60.1	\$1.9	3%
6.5	6.7	6.6	(0.1)	-1%	Fringe Benefits	20.1	19.5	20.3	0.8	4%
1.0	1.7	1.7	(0.0)	-2%	Services	2.9	4.2	4.8	0.6	13%
2.6	3.5	2.6	(0.8)	-31%	Supplies	8.0	9.3	7.8	(1.4)	-18%
2.0	2.6	2.7	0.2	6%	Power/Diesel/CNG	5.6	8.5	8.3	(0.2)	-3%
0.5	2.5	2.9	0.4	14%	Insurance/Utilities/Other	2.3	7.8	8.7	0.9	10%
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(4.5)	(4.5)	(4.5)	0.0	0%
<b>\$28.1</b>	<b>\$34.9</b>	<b>\$34.9</b>	<b>\$0.1</b>	<b>0%</b>	<b>TOTAL EXPENSE</b>	<b>\$88.5</b>	<b>\$102.9</b>	<b>\$105.5</b>	<b>\$2.6</b>	<b>2%</b>
<b>\$17.8</b>	<b>\$23.6</b>	<b>\$24.0</b>	<b>\$0.4</b>	<b>1%</b>	<b>SUBSIDY</b>	<b>\$56.5</b>	<b>\$69.6</b>	<b>\$72.6</b>	<b>\$3.1</b>	<b>4%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

**37%**    **32%**    **31%**

**COST RECOVERY RATIO**

**36%**    **32%**    **31%**



# NON-REGIONAL BUS

## Operating Financials

September-08

FISCAL YEAR 2009

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:

\$1.3	\$1.5	\$1.4	\$0.1	7%	Passenger Fares	\$4.0	\$4.6	\$4.4	\$0.2	5%
<b>\$1.3</b>	<b>\$1.5</b>	<b>\$1.4</b>	<b>\$0.1</b>	<b>7%</b>	<b>TOTAL REVENUE</b>	<b>\$4.0</b>	<b>\$4.6</b>	<b>\$4.4</b>	<b>\$0.2</b>	<b>5%</b>

#### EXPENSES:

\$3.4	\$3.7	\$3.8	\$0.1	2%	Salary/Wages/OT	\$10.7	\$11.1	\$11.5	\$0.4	3%
1.3	1.3	1.3	(0.0)	-1%	Fringe Benefits	4.0	3.7	3.9	0.2	4%
0.2	0.3	0.3	(0.0)	-2%	Services	0.6	0.8	0.9	0.1	13%
0.5	0.7	0.5	(0.2)	-31%	Supplies	1.6	1.8	1.5	(0.3)	-18%
0.4	0.5	0.5	0.0	6%	Power/Diesel/CNG	1.1	1.6	1.6	(0.0)	-3%
<b>\$5.8</b>	<b>\$6.5</b>	<b>\$6.4</b>	<b>(\$0.1)</b>	<b>-1%</b>	<b>TOTAL EXPENSE</b>	<b>\$18.0</b>	<b>\$19.1</b>	<b>\$19.4</b>	<b>\$0.3</b>	<b>2%</b>

<b>\$4.5</b>	<b>\$5.0</b>	<b>\$5.0</b>	<b>\$0.0</b>	<b>1%</b>	<b>SUBSIDY</b>	<b>\$14.0</b>	<b>\$14.5</b>	<b>\$15.0</b>	<b>\$0.5</b>	<b>3%</b>
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Favorable/(Unfavorable)

Favorable/(Unfavorable)

22% 23% 22%

**COST RECOVERY RATIO**

22% 24% 22%

# METROACCESS

## Operating Financials

September-08

FISCAL YEAR 2009

Dollars in Millions

### MONTHLY RESULTS:

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year				
	Actual	Budget	Variance				Actual	Budget	Variance		
<b>REVENUES:</b>											
\$0.3	\$0.2	\$0.3	(\$0.1)	-45%	Passenger Fares	\$0.8	\$0.7	\$0.9	(\$0.2)	-20%	
.0	.1	.0	.1		Other	.0	.2	.0	.2		
<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>(\$0.0)</b>	<b>-8%</b>	<b>TOTAL REVENUE</b>	<b>\$0.8</b>	<b>\$1.0</b>	<b>\$0.9</b>	<b>\$0.0</b>	<b>3%</b>	
<b>EXPENSES:</b>											
\$0.1	\$0.0	\$0.2	\$0.2	84%	Salary/Wages/OT	\$0.1	\$0.1	\$0.7	\$0.6	83%	
0.0	0.0	0.1	0.1	70%	Fringe Benefits	0.0	0.1	0.2	0.2	74%	
4.7	7.2	5.0	(2.2)	-43%	Services	15.6	20.0	15.3	(4.7)	-30%	
0.0	0.0	0.0	0.0	72%	Supplies	0.0	0.0	0.1	0.0	70%	
0.0	0.1	0.1	0.0	25%	Insurance/Utilities/Other	0.0	0.1	0.2	0.1	59%	
<b>\$4.7</b>	<b>\$7.3</b>	<b>\$5.4</b>	<b>(\$1.9)</b>	<b>-35%</b>	<b>TOTAL EXPENSE</b>	<b>\$15.8</b>	<b>\$20.3</b>	<b>\$16.6</b>	<b>(\$3.7)</b>	<b>-22%</b>	
<b>\$4.5</b>	<b>\$7.0</b>	<b>\$5.1</b>	<b>(\$1.9)</b>	<b>-37%</b>	<b>SUBSIDY</b>	<b>\$14.9</b>	<b>\$19.3</b>	<b>\$15.6</b>	<b>(\$3.7)</b>	<b>-24%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

6%

4%

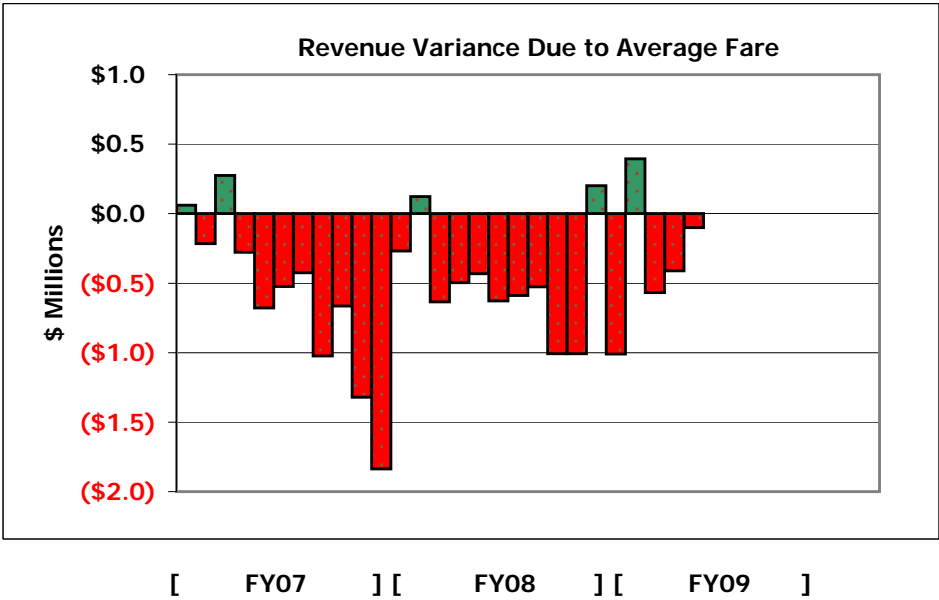
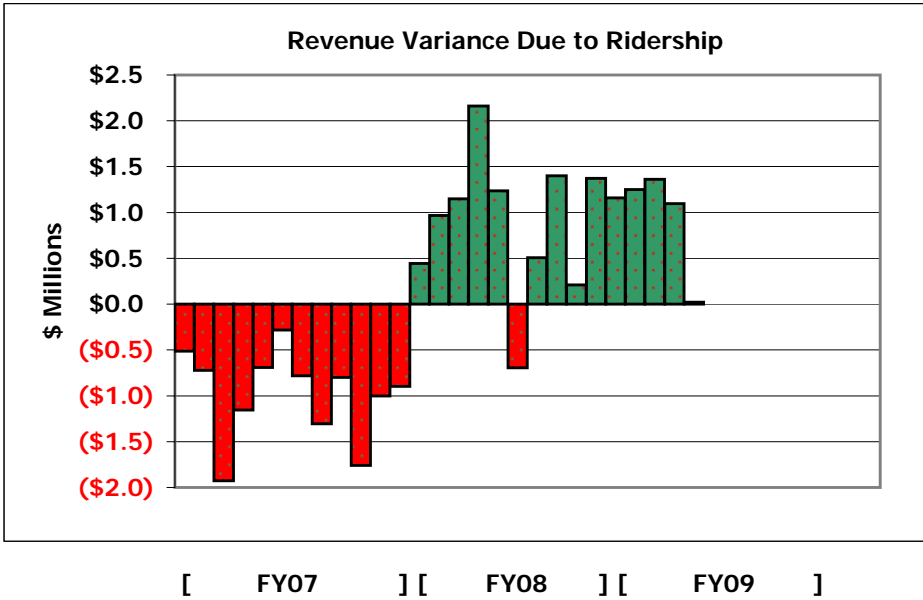
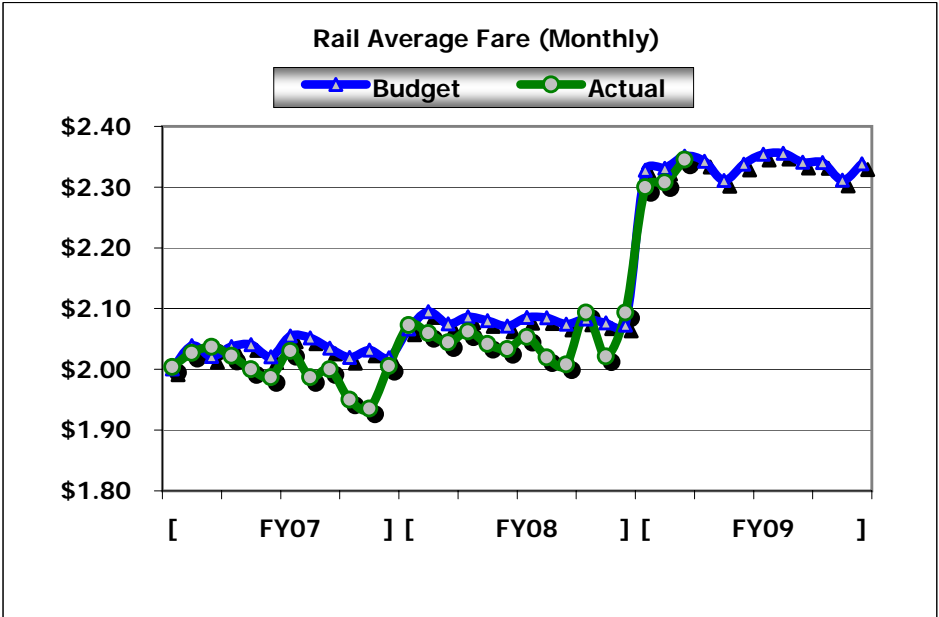
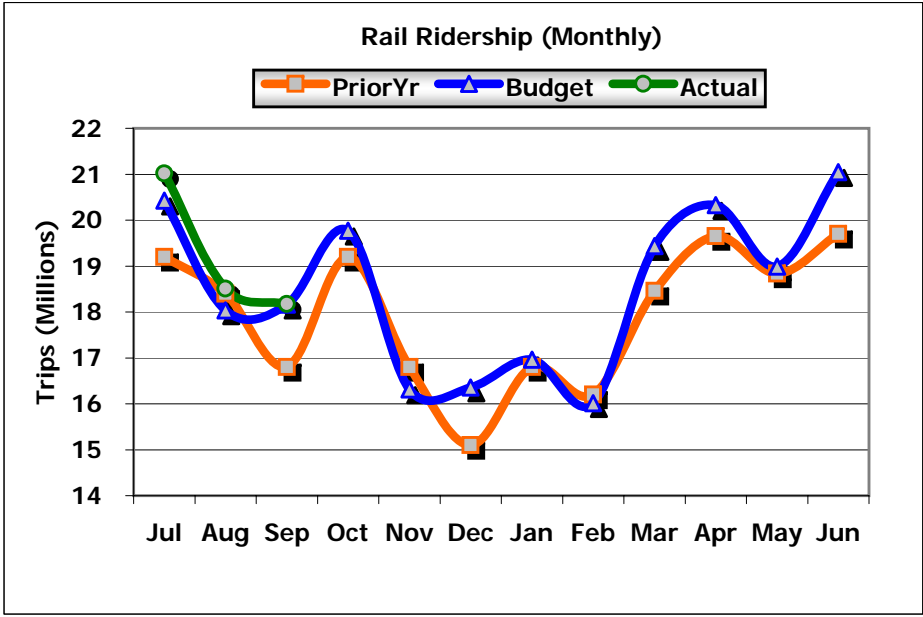
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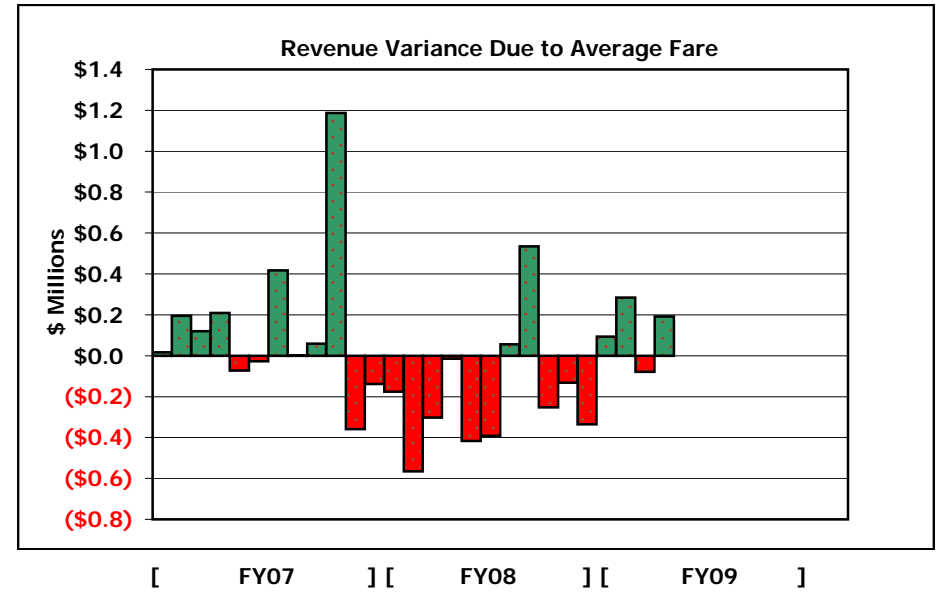
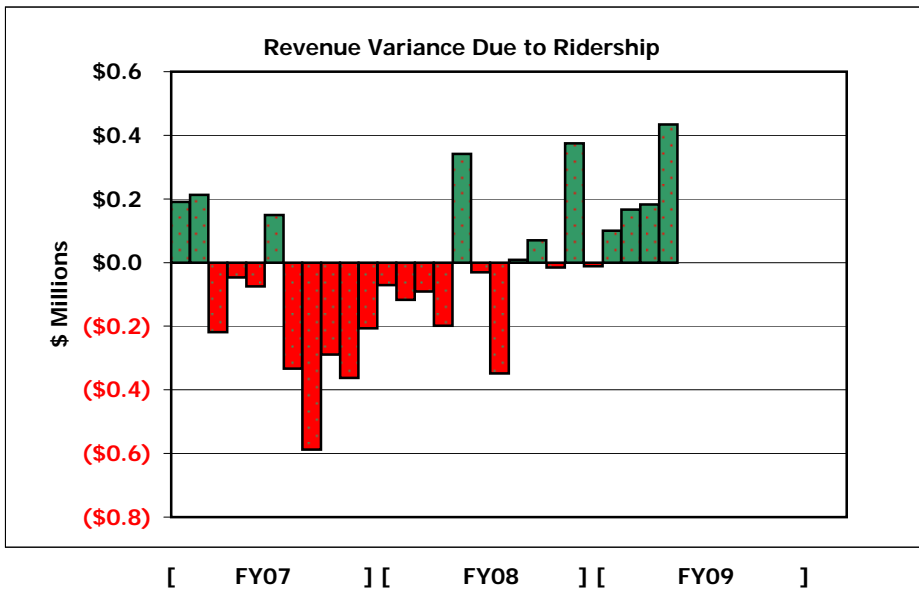
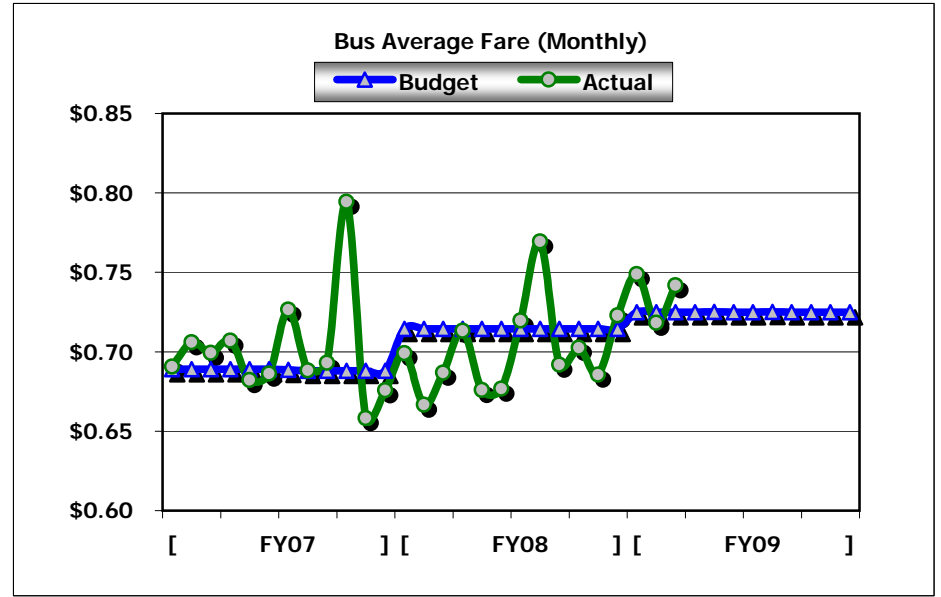
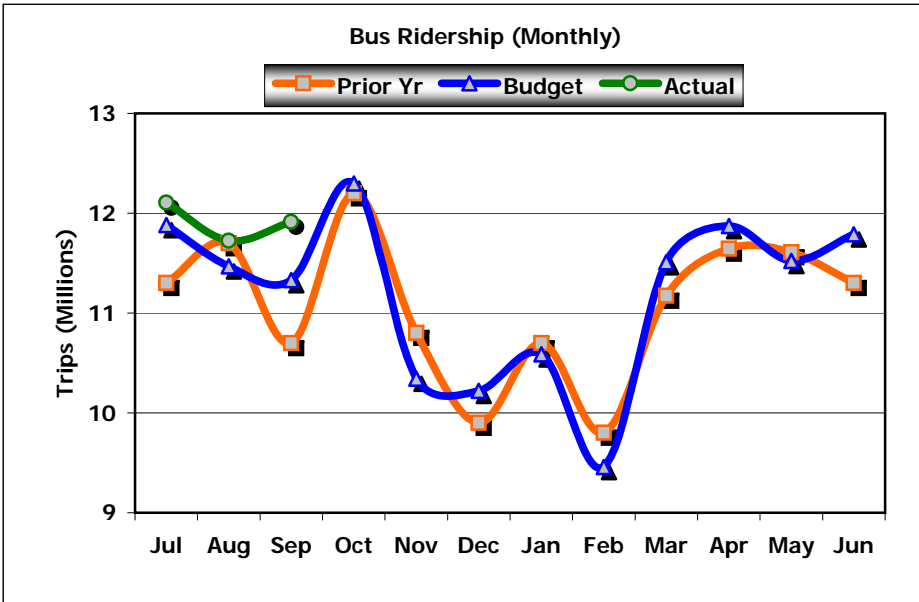
**COST RECOVERY RATIO**

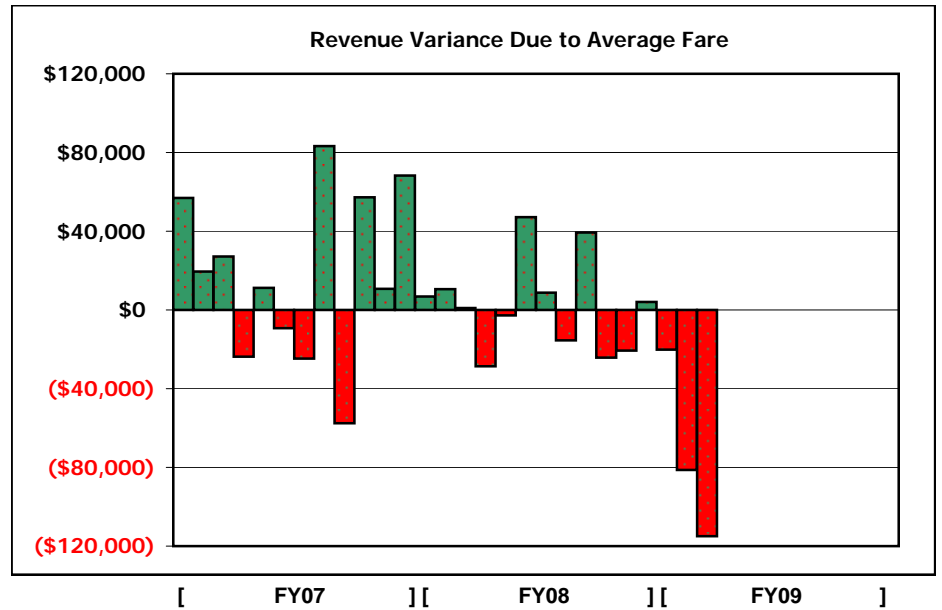
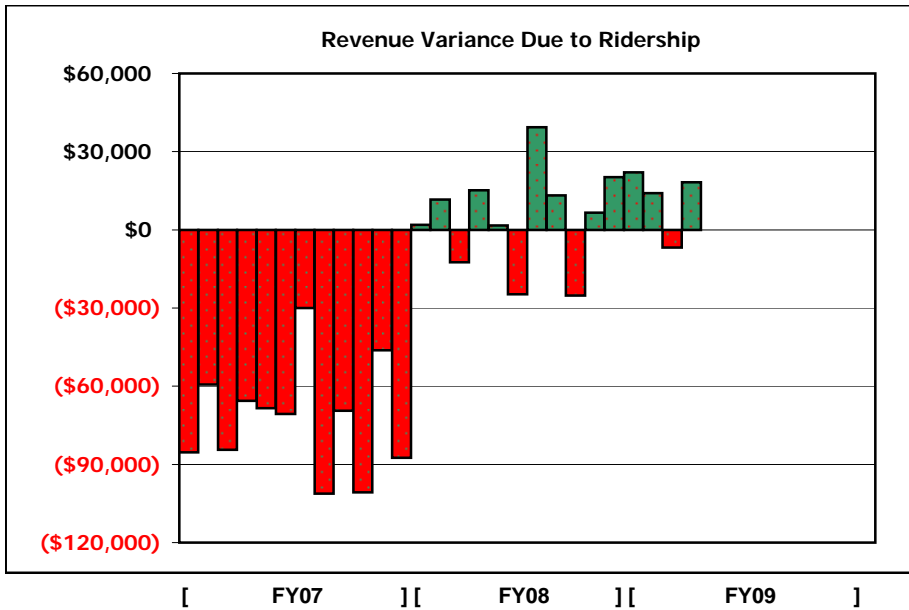
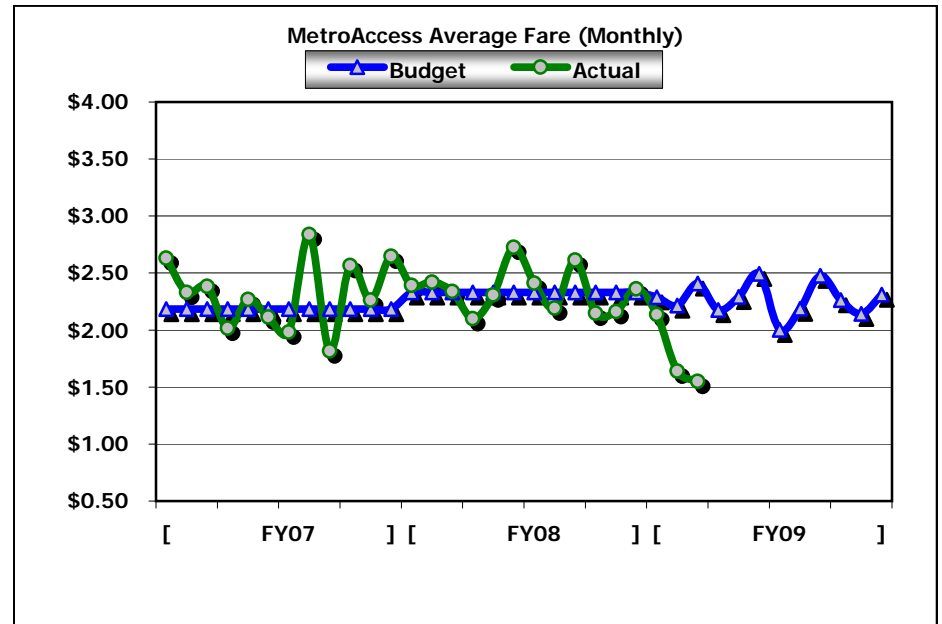
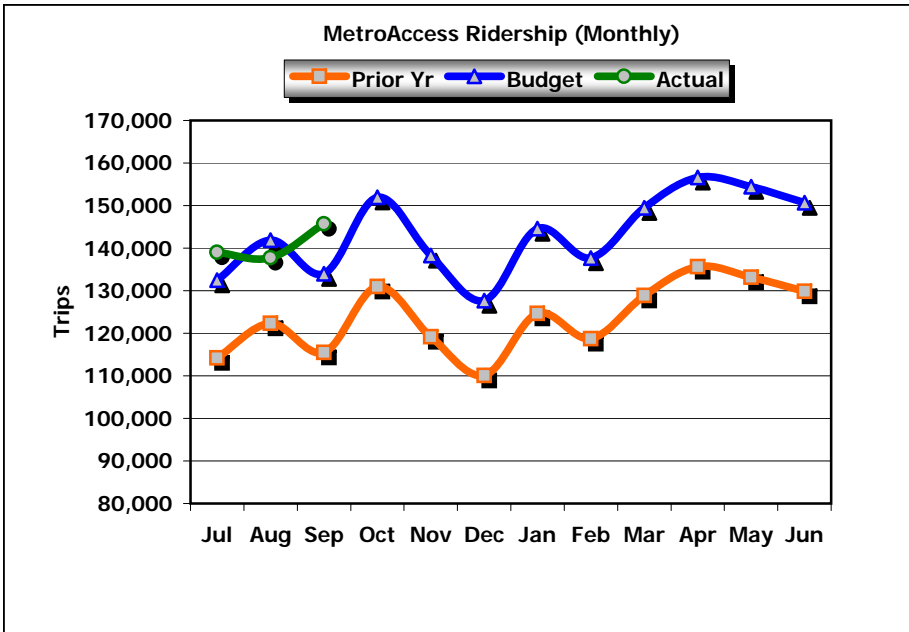
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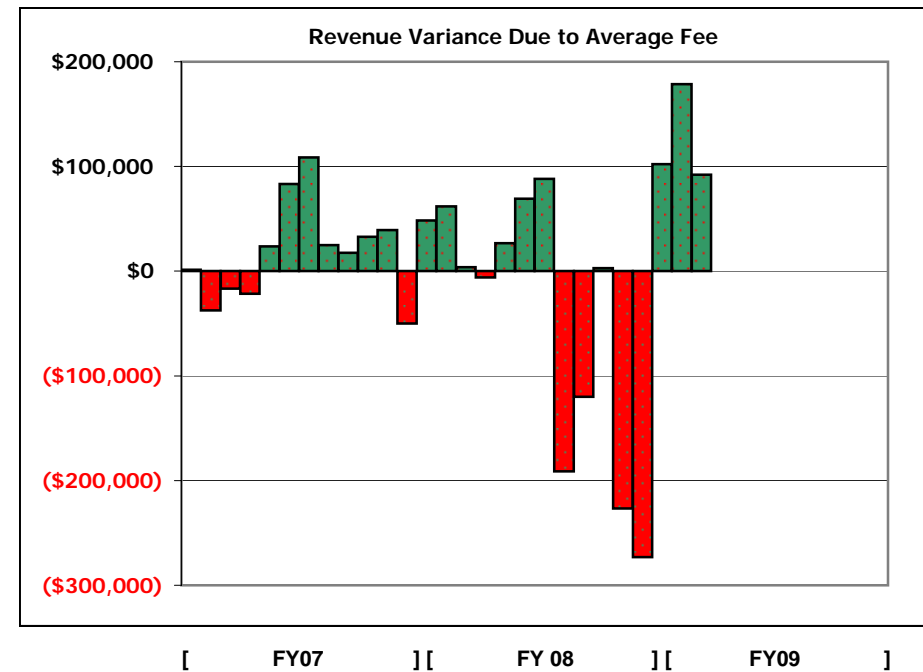
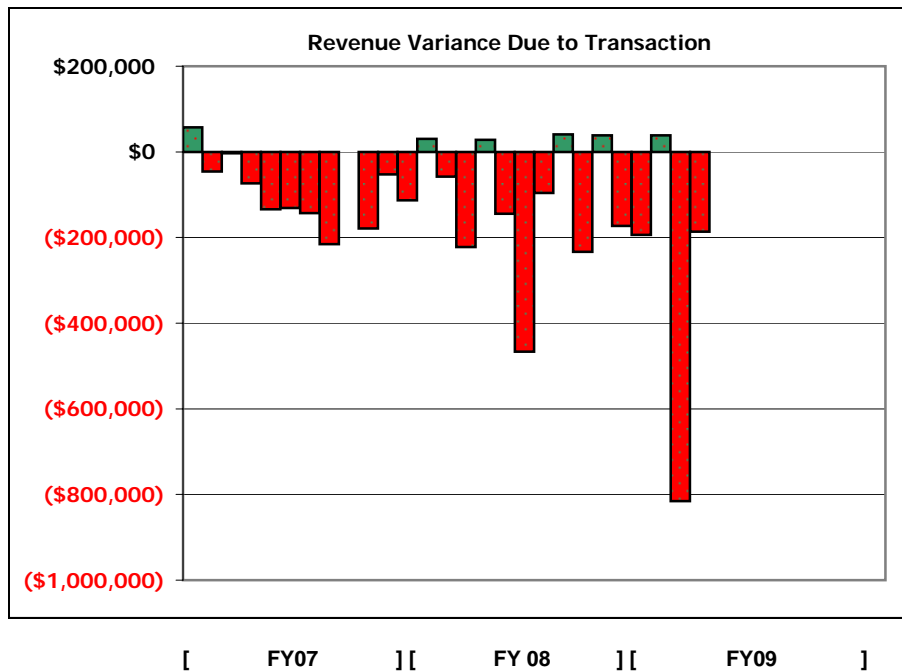
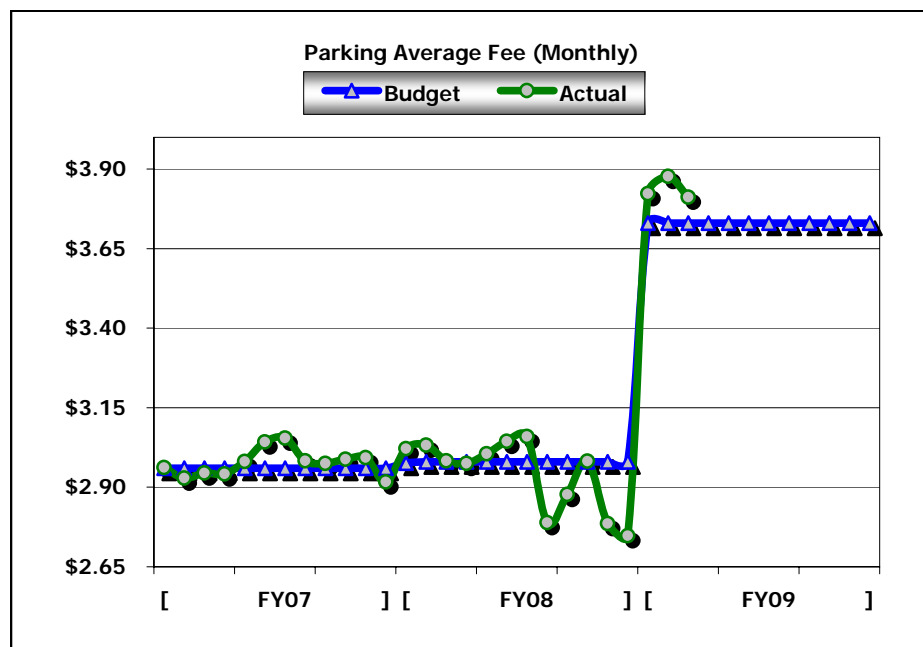
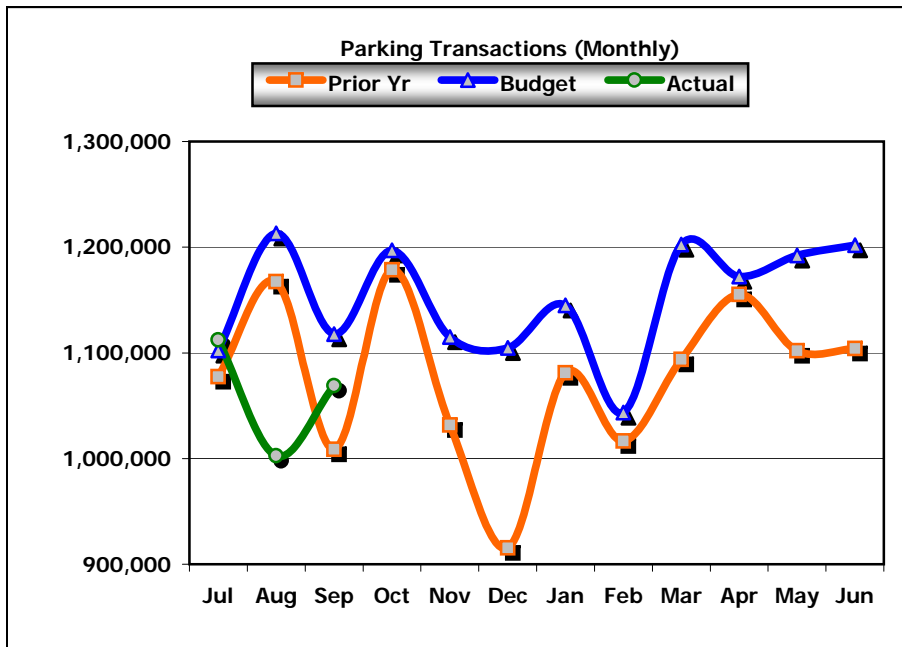
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## Year-to-Date-September FY 2009

Account Analysis						Modal Analysis			
						Actual vs Budget		This Year Actual vs. Last Year Actual	
						Actual	Budget	Variance	%
<b>a. Passenger Revenue</b>									
Metrorail	\$108,647	\$130,053	\$130,127	(\$74)	(0%)				
Metrobus	\$26,611	\$29,946	\$28,617	\$1,329	5%				
MetroAccess	\$839	\$809	\$940	(\$131)	(14%)				
Monthly Total	<u>\$136,097</u>	<u>\$160,808</u>	<u>\$159,683</u>	<u>\$1,125</u>	<u>1%</u>				
<b>b. Ridership</b>									
Metrorail	54,466	57,698	56,623	\$1,075	2%				
Metrobus	33,802	35,742	34,679	\$1,063	3%				
MetroAccess	353	422	408	\$14	3%				
Monthly Total	<u>88,621</u>	<u>93,862</u>	<u>91,710</u>	<u>\$2,152</u>	<u>2%</u>				
<b>c. Average Fare</b>									
Metrorail	\$1.99	\$2.25	\$2.30	(\$0.04)	(2%)				
Metrobus	\$0.79	\$0.84	\$0.83	\$0.01	2%				
MetroAccess	\$2.38	\$1.91	\$2.30	(\$0.39)	(17%)				
Monthly Total	<u>\$1.54</u>	<u>\$1.71</u>	<u>\$1.74</u>	<u>(\$0.03)</u>	<u>(2%)</u>				
<b>d. Metrorail</b>									
Ridership	\$2,470	2%	\$6,447	6%					
Average Fare	(\$2,544)	(2%)	\$14,959	13%					
Budget Variance	(\$74)	(0%)	\$21,406	20%					
<b>e. Metrobus</b>									
Ridership	\$877	3%	\$1,527	6%					
Average Fare	\$452	2%	\$1,808	6%					
Budget Variance	\$1,329	5%	\$3,335	13%					
<b>f. MetroAccess</b>									
Ridership	\$33	3%	\$166	20%					
Average Fare	(\$163)	(17%)	(\$196)	(20%)					
Budget Variance	(\$131)	(14%)	(\$30)	(4%)					

# Ridership and Revenue Analysis: September 2009

Account Analysis						Modal Analysis			
						Actual vs Budget		This Year Actual vs. Last Year Actual	
						Actual	Budget	Variance	%
<b>a. Passenger Revenue</b>									
Metrorail	\$33,218	\$41,506	\$41,894	(\$388)	(1%)				
Metrobus	\$8,474	\$9,952	\$9,339	\$612	7%				
MetroAccess	\$270	\$226	\$323	(\$97)	(30%)				
Monthly Total	<u>\$41,962</u>	<u>\$51,683</u>	<u>\$51,556</u>	<u>\$127</u>	<u>0%</u>				
<b>b. Ridership</b>									
Metrorail	16,810	18,171	18,162	9	0%				
Metrobus	10,710	11,914	11,329	585	5%				
MetroAccess	116	146	134	12	9%				
Monthly Total	<u>27,636</u>	<u>30,231</u>	<u>29,625</u>	<u>\$606</u>	<u>2%</u>				
<b>c. Average Fare</b>									
Metrorail	\$1.98	\$2.28	\$2.31	(\$0.02)	(1%)				
Metrobus	\$0.79	\$0.84	\$0.82	\$0.01	1%				
MetroAccess	\$2.33	\$1.55	\$2.41	(\$0.86)	(36%)				
Monthly Total	<u>\$1.52</u>	<u>\$1.71</u>	<u>\$1.74</u>	<u>(\$0.03)</u>	<u>(2%)</u>				
<b>d. Metrorail</b>									
Ridership	\$21	0%	\$2,689	8%					
Average Fare	(\$409)	(1%)	\$5,599	16%					
Budget Variance	(\$388)	(1%)	\$8,288	25%					
<b>e. Metrobus</b>									
Ridership	\$482	5%	\$952	11%					
Average Fare	\$130	1%	\$525	6%					
Budget Variance	\$612	7%	\$1,478	17%					
<b>f. MetroAccess</b>									
Ridership	\$28	9%	\$69	26%					
Average Fare	(\$125)	(36%)	(\$113)	(33%)					
Budget Variance	(\$97)	(30%)	(\$44)	(16%)					



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

<b>METRO MATTERS - Fiscal Year 2009</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				
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>
 <b><i>Rolling Stock: Rail</i></b>				
Rail Car Enhancements	\$40.7			\$40.7
2000/3000 Series Rail Cars Rehab	10,549.3	4,395.8	138.1	10,411.2
Subtotal	<u>\$10,590.0</u>	<u>\$4,395.8</u>	<u>\$138.1</u>	<u>\$10,451.9</u>
 <b><i>Passenger Facilities</i></b>				
Escalator Rehabilitation				
Elevator/Escalator Maint.	5,598.7	4,930.4	815.8	4,782.9
Elevator Rehabilitation	1,012.1	138.6	138.6	873.5
Station Enhancement	6,545.0	1,378.8	1,378.8	5,166.2
Parking Lot Rehabilitation	4,039.9	2,973.7	1,136.7	2,903.2
Station & Tunnel Rehab.	3,779.6	1,889.6	535.8	3,243.8
Fire System Rehabilitation	11,193.6	7,354.6	1,517.6	9,676.0
Station Chiller Rehabilitation	4,316.9	2,759.2	200.1	4,116.8
Drainage Pumping/Sewer Rehab.	1,599.4	395.2	204.0	1,395.4
Subtotal	<u>\$38,085.3</u>	<u>\$21,819.9</u>	<u>\$5,927.5</u>	<u>\$32,157.8</u>

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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Maintenance Facilities</i></b>				
Environment Assessment	\$1,030.1	\$309.1	\$40.5	\$989.6
Emergency Construction Bus	155.5	155.5	53.1	102.4
Rail/Bus Str, Offices, Yards	2,779.3	1,711.5	476.4	2,302.9
Repairables	8,149.0	5,136.6	1,598.3	6,550.7
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	175.5	1,910.8
Support Equipment - Other Offices	1,778.6	996.9	240.8	1,537.8
Bus Support Equipment	1,318.0	374.6	83.0	1,235.0
Rail Support Equipment	4,506.7	823.9	420.3	4,086.4
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	\$13,280.2	\$3,743.2	\$30,395.4
<b><i>Systems</i></b>				
Train Communication Upgrade	\$8,167.0	\$3,690.1	\$1,139.8	\$7,027.2
Mid-Life Rehabilitation ATC	7,061.3	5,138.9	899.8	6,161.5
Mid-Life Rehab AC/TPSS/TBS	2,846.8	857.4	268.5	2,578.3
Traction Power Switchgear	6,206.5	6,030.1	3,074.4	3,132.1
UPS System Replacement	1,468.6	676.9	72.6	1,396.0
Electrical Systems Rehab	1,337.0	251.4	46.6	1,290.4
Fare Collection Equipment	5,448.8	1,794.3	743.0	4,705.8
Regional Fare Integration (SmarTrip)	3,000.0			3,000.0
Subtotal	\$35,536.0	\$18,439.1	\$6,244.6	\$29,291.4

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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Track and Structure</i></b>				
ROW Structure Rehabilitation	\$15,580.2	\$11,321.9	\$1,897.5	\$13,682.6
ROW Floating Slabs	1,099.5	161.1	161.1	938.4
ROW Track Rehabilitation	18,358.9	9,933.9	4,549.8	13,809.1
Station Tunnel Leak Mitigation	3,031.0	673.5	441.5	2,589.5
Subtotal	\$38,069.5	\$22,090.4	\$7,049.8	\$31,019.7
<b><i>Information Technology</i></b>				
Information Technology (IT)	\$28,582.9	\$21,379.0	\$8,001.7	\$20,581.2
ROCS Upgrade Program (IRPG)	519.2			519.2
Subtotal	\$29,102.2	\$21,379.0	\$8,001.7	\$21,100.5
<b><i>Preventive Maintenance</i></b>				
Preventive Maintenance	\$20,700.0	\$5,175.0	\$5,175.0	\$15,525.0
Subtotal	\$20,700.0	\$5,175.0	\$5,175.0	\$15,525.0
<b><i>Urgent Capital Needs</i></b>				
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	3,794.0		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	\$61,800.0	\$3,794.0		\$61,800.0
<hr/>				
<b>Total: Infrastructure Renewal Program</b>	<b>\$394,696.8</b>	<b>\$235,166.1</b>	<b>\$36,329.6</b>	<b>\$358,367.1</b>

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

<b><u>METRO MATTERS - Fiscal Year 2009</u></b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i><u>B. Eight-Car Train Capital Initiative</u></i></b>				
6000 Series Rail Car	\$12,039.6	\$9,208.9	\$1,891.8	\$10,147.8
Rail Yard Maintenance & Storge	14,135.7	3,576.0	1,963.1	12,172.6
Traction Power Substation Upgrade	30,000.0	20,690.6	6,521.6	23,478.4
Precision Stopping	2,535.1	1,572.5	34.7	2,500.4
<b>Total: Eight-Car Train Capital Initiative</b>	<b>\$58,710.5</b>	<b>\$35,048.0</b>	<b>\$10,411.3</b>	<b>\$48,299.2</b>
<b><i><u>C. Bus Improvement Capital Initiative</u></i></b>				
Bus Procurement	\$20.3	\$20.3	\$0.1	\$20.2
West Ox Bus Garage	5,794.5	3,602.5	548.7	5,245.8
Customer Facilities	6,561.9	3,081.1	337.2	6,224.7
<b>Total: Bus Improvement Capital Initiative</b>	<b>\$12,376.6</b>	<b>\$6,704.0</b>	<b>\$885.9</b>	<b>\$11,490.7</b>
<b><i><u>E. Program Management</u></i></b>				
Credit Facility	\$3,340.5	\$1,001.5	\$396.2	\$2,944.3
System Expansion Planning (Proj. Dev.)	\$106.1	\$106.1	\$30.5	\$75.6
Program Management & Support	11,419.5	2,366.3	2,358.1	9,061.4
Finance	78.4	63.4	2.0	76.3
TIFIA - Finance	100,000.0	17,743.9	17,743.9	82,256.1
Vertical Transportation Bonds	6,000.0	1,500.0	1,500.0	4,500.0
<b>Total: Program Management</b>	<b>\$120,944.5</b>	<b>\$22,781.2</b>	<b>\$22,030.7</b>	<b>\$98,913.7</b>
<b>Borrowing Expense</b>	<b>15,481.3</b>	<b>15,481.2</b>	<b>1,700.5</b>	<b>13,780.8</b>
<b>2009 TOTAL</b>	<b>\$602,209.6</b>	<b>\$315,180.4</b>	<b>\$71,358.1</b>	<b>\$530,851.5</b>

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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><u>Security Program</u></b>				
Camera System				
Comprehensive Radio System				
Operation Control Center				
Fire Chief	11,000.0			11,000.0
<b>Total: Security Program</b>	<b>\$11,000.0</b>			<b>\$11,000.0</b>
<hr/>				
<b>2009 GRAND TOTAL CAPITAL PROJECTS</b>	<b>\$613,209.6</b>	<b>\$315,180.4</b>	<b>\$71,358.1</b>	<b>\$541,851.5</b>

<p><u>Definitions</u></p> <p><b>Budget:</b> The current fiscal year's total planned cash payout.</p> <p><b>Obligated:</b> The portion of the current fiscal year's budget for payment against awarded contracts, plus the respective labor cost.</p> <p><b>Expended:</b> The actual cash payout that has occurred to date in the current fiscal year.</p> <p><b>Unexpended:</b> The difference between the planned cash payout and the actual cash payout that has occurred to date in the current fiscal year.</p>
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**JURISDICTIONAL BALANCES ON ACCOUNT**  
**as of SEPTEMBER 30, 2008**  
**(\$ Refund to Jurisdictions) / \$ Due from Jurisdictions**  
**\$ in millions**

JURISDICTION	TOTAL	NOTES <sup>1</sup>
<b>DISTRICT OF COLUMBIA</b>		
DC Dept of Transportation	(\$1.275)	
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 2nd Quarter FY09 Billing:</b>		
Audit Adjustment Credits for Yellow Line Extended Service	\$0.000	
Bus Operating	0.000	
Metro Matters Interest Earnings for Metro Matters Program	0.249	
<b>DC TOTAL</b>	<u><u>\$0.719</u></u>	
<b>MARYLAND</b>		
Montgomery County	\$1.272	Pending receipt of capital/CMAQ
Prince George's County	\$1.212	Pending receipt of capital/CMAQ
<b>Credits to be Applied to 2nd Quarter FY09 Billing:</b>		
Audit Adjustment Credit Application	\$0.000	
<b>MD TOTAL</b>	<u><u>\$2.484</u></u>	
<b>VIRGINIA</b>		
Alexandria	(\$0.325)	
Arlington	(1.235)	
City of Fairfax	(0.032)	
Fairfax County	(2.479)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.152)	
Northern VA Transportation Comm.	(1.745)	
<b>Credits to be Applied to 2nd Quarter FY09 Billing:</b>		
Metro Matters Interest Earnings for Metro Matters Program	0.126	
<b>VA TOTAL</b>	<u><u>(\$5.749)</u></u>	
<b>GRAND TOTAL.....</b>	<u><u>(\$2.546)</u></u>	

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

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

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$104,285.1				
<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	500.0	1,500.0
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	1,750.0	5,250.0
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	38,303.8	9,886.3
<b>Unrestricted Funds Available for Use:</b>		<b>(\$3,905.0)</b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b>District of Columbia 36%</b>		\$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	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,900.0	4,351.8	548.2
			21,050.0	15,312.7	5,737.3
<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	1,777.6	722.4
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	13,065.5	1,689.7
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$1,444.8</b>			
<b>Grand Total:</b>	<b>\$104,285.1</b>	<b>\$104,285.1</b>	<b>\$106,184.6</b>	<b>\$82,122.9</b>	<b>\$24,061.7</b>



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

**Monthly Financial Report**

**October 2008**



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

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**REPORT SECTIONS**

**Executive Summary**

**Operating Financials**

**Capital Project Financials**

**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 October increased 3 percent or almost 20,000 trips over the same period in 2007. Ridership increased in all timeperiods, with the largest percentage increases in the off-peak periods. Midday rail ridership increased 4 percent and evening ridership increased slightly over 6 percent. Average weekday bus ridership was 468,000 trips, an increase of 1 percent over last year, and exactly as budgeted. When compared with the first three months of this fiscal year, this is the smallest growth in average weekday bus ridership so far this fiscal year, and the first time since August where bus ridership did not grow at a faster rate than average weekday rail ridership. MetroAccess weekday trips for the month averaged 6,176, increasing 21 percent over last October.

Average Weekday Ridership			
	This Month	Change From This Month Last Year	
Metrorail	758,859	19,875	3%
Metrobus	468,162	6,043	1%
MetroAccess	<u>6,176</u>	<u>1,092</u>	21%
Total	1,233,197	27,010	2%

**Monthly Operating Budget** Total revenue in October was over budget by 1 percent, with the strongest performance from Metrobus which exceeded budget by \$0.8 million or 8 percent. Expenses of \$114.1 million were above projections by \$1 million. Total subsidy for the month of \$43.5 million was above projections by \$0.7 million or 2 percent.

Operating Budget Variance Report					
Year-to-Date Results					
\$ Millions					
	Actual	Budget	Variance		
Revenue	\$273	\$273	\$0	0%	<i>favorable</i>
Expense	\$443	\$444	\$1	0%	<i>favorable</i>
Subsidy	<u>\$170</u>	<u>\$172</u>	<u>\$2</u>	1%	<i>favorable</i>
Cost Recovery	62%	61%			



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

- **Capital Budget** Infrastructure renewal efforts during October included track maintenance on the Blue, Green, Orange, and Red lines; station enhancements at six Metrorail stations; and elevator and escalator rehabilitation at nine Metrorail stations. Repaving the bus loop at Glenmont Metrorail station began in October and is expected to take three weeks to complete. Finally, two additional rehabilitated 2000/3000-series rail cars were accepted in October. This brings the total number of rehabilitated cars to 354; leaving only ten to go.



## **OPERATING FINANCES**

**Revenues** Total revenue in October was favorable to budget by \$0.4 million or 1 percent. For the first four months of the fiscal year, total revenues of \$273 million were slightly above the budgeted amount of \$273 million.

Total passenger revenue in October was favorable by \$0.5 million. Rail, MetroAccess and parking revenues were on or slightly below budget, but above average bus passenger revenue of \$0.8 million contributed to a positive passenger revenue variance of \$0.5 million.

Total non-passenger revenue was \$70.6 million, 1 percent above budget. The largest negative variance occurred in interest revenue; the receipt of interest revenue usually occurs in the first month each quarter and then is expended throughout the remainder of the quarter, so lower than expected interest payments in October will affect the entire second quarter of fiscal 2009.

**Expenses** In total, WMATA was (\$1M) unfavorable for October. Salaries and wages are slightly over budget due to OT variance of (\$490K), however, the trend in OT is moving in the right direction. Energy/utility costs are over budget by (\$994M) due to higher utility/propulsion rates. These higher rates are, however, offset by a favorable variance in diesel of \$630K. Fringe benefits expenses are over budget by (\$2M) for the month due primarily to a pension variance of (\$854K), a healthcare variance of (\$723K), and workmen's comp variance of (\$635K). The healthcare variance is due to timing and the batch processing of claims. Workers' comp reflects a quarterly payment relative to a monthly budget. The pension variance is higher than expected due to the required Local 689 Pension Trust contribution, which we expect to continue leading to a year end fringe deficit of approximately \$6M. Services are favorable by \$762K for the month. This is due to a large credit of \$1.5M for fuel used by our ADA vendor. This credit covers the last 7 months. ADA is still over budget and we expect this to continue for the remainder of the year. Materials and supplies are roughly on budget for the month.



## CAPITAL FINANCES

### Revenues

Revenues received to date for the FY 2009 capital budget total \$383 million. The second quarter State and Local contributions were received, totaling \$89 million. Short-term debt balance is \$30 million (\$50 million was issued and \$20 million has been paid toward the balance). Note, the Federal grants are \$7 million higher than anticipated in the FY 2009 approved budget. Thus, to balance the budget, Debt Issuance was reduced by \$7 million.

### Costs

The current capital budget for FY 2009 is \$613 million. Note, the FY 2009 approved budget was increased by \$85 million due to the annual roll-over of unexpended budget. Capital spending through October is as follows: \$344 million has been obligated, and \$97 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	\$ 258	\$ 257	\$ 1
State & Local Contributions	179	89	90
Miscellaneous	26	7	19
Debt Issuance	139	30	109
Subtotal	\$ 602	\$ 383	\$ 219
Security Grants	11	-	11
Total Capital Revenues	<u>\$ 613</u>	<u>\$ 383</u>	<u>\$ 230</u>

Capital Spending (dollars in millions)	FY 2009 Year to Date			
	Budget	Obligated	Expended	Unexpended
Infrastructure Renewal Program	\$ 395	\$ 251	\$ 51	\$ 344
Eight-Car Train Initiative	59	40	13	46
Bus Improvement Initiative	12	7	1	11
Program Management	121	31	30	91
Borrowing Expense	15	15	2	13
Subtotal	\$ 602	\$ 344	\$ 97	\$ 505
Security Program	11	-	-	11
Total	<u>\$ 613</u>	<u>\$ 344</u>	<u>\$ 97</u>	<u>\$ 516</u>



## **CAPITAL PROJECT HIGHLIGHTS**

### **Passenger Facilities**

Modernization and rehabilitation of the station elevator at the 7<sup>th</sup> and S St. entrance of Shaw-Howard U Metrorail station was completed in October. This work included the replacement of a majority of the mechanical parts and elevator cab equipment. Modernization and rehabilitation of station elevators at Anacostia (Kiss & Ride entrance) and Potomac Ave (unit 2) Metrorail stations continued during October, also.

Major repairs to station escalators were completed at Columbia Heights (unit 4), Rhode Island Ave-Brentwood (unit 2), and Smithsonian (unit 3-Mall entrance) Metrorail stations. Major repairs continued at Crystal City (unit 6) and Foggy Bottom-GWU (unit 2) Metrorail stations, and were begun at Waterfront-SEU (unit 3) Metrorail station.

Modernization and rehabilitation of station escalators were completed in October at Ballston-MU (units 5 and 11) and Gallery Pl-Chinatown (unit 9) Metrorail stations; continued at Capitol Heights (unit 5), Clarendon (unit 4), Court House (unit 5), and Gallery Place-Chinatown (unit 5) Metrorail stations; and were begun at Ballston-MU (units 6 and 9) and Capitol South (unit 2) Metrorail stations.

During October, station enhancement work was nearing completion at King Street and Braddock Road Metrorail stations, continued at Rosslyn and Cheverly Metrorail stations, and were begun at Georgia Ave-Petworth and Dupont Circle Metrorail 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.

Repaving the bus loop at the Glenmont Metrorail station was begun on October 18, and is anticipated to take three weeks to complete.



## Track Maintenance

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

### Blue Line:

- Replacement of floating slabs between Stadium-Armory and Addison Road-Seat Pleasant Metrorail stations. Floating slabs are large sections of concrete which rest on doughnut-shaped, rubber pads. Floating slabs support the tracks over which the trains run and absorb vibration and noise from the trains.

### Blue and Orange Lines:

- Repairs to bridge adjacent to Stadium-Armory Metrorail station.

### Green Line:

- Replacement of track switch at Greenbelt Metrorail station.

### Orange Line:

- Replacement of track rails between Ballston-MU and East Falls Church Metrorail stations.
- Track maintenance between Vienna/Fairfax-GMU Metrorail stations.

### Red Line:

- Replacement of track fasteners, which stabilize tracks, between Friendship Heights and Medical Center Metrorail stations.
- Track maintenance between Takoma and Silver Spring Metrorail stations.
- Ultrasonic rail testing along the entire Red Line.

## Bus Procurements

Metrobus is presently procuring 22 compressed natural gas (CNG), 60-foot, articulated buses to replace 22 existing diesel, articulated buses. To date, 21 buses have been received from the manufacturer, North American Bus Industries, and placed into service. The remaining bus had to be returned to the manufacturer for repair of accidental damage sustained during delivery.

## Rail Car Programs

In October, Metrorail accepted two additional 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, 354 rehabilitated cars have been accepted and returned to revenue service. Eight additional cars are at Metrorail's Alexandria rail yard under-going acceptance testing; and the remaining two cars are under-going final assembly at the manufacturer's plant in Hormel, NY.



## OUTSTANDING DEBT

WMATA's outstanding debt as of October 31, 2008 is \$554 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 FY05 fare increase set aside \$6 million per year in revenue to fund the debt service expense. These amounts are reported as part of the capital budget.

The 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.

<b>October 31, 2008</b>			
<b>Debt Type</b> (dollars in million)	<b>Outstanding Principal</b>	<b>Annual Debt Service</b>	<b>Maturity Date</b>
<b>Bond Series 1993</b>	<b>\$21</b>	<b>\$12</b>	
<b>Bond Series 2003</b>	<b>\$96</b>	<b>\$16</b>	
<b>Subtotal</b>	<b>\$118</b>	<b>\$28</b>	<b>FY2015</b>
<b>Bond Series 2003B</b>	<b>\$11</b>	<b>\$6</b>	<b>FY2011</b>
<b>Commercial Paper</b>	<b>\$330</b>	<b>Varies</b>	<b>Sep-10</b>
<b>Internal Borrowing</b>	<b>\$95</b>	<b>n/a</b>	<b>Multiple</b>
<b>LOC</b>	<b>\$0</b>	<b>Varies</b>	<b>May-09</b>
<b>Grand Total</b>	<b>\$554</b>		





**Washington Metropolitan Area Transit Authority  
October 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

October-08

2008-10-31

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		
<b>REVENUES:</b>									
<b>Passenger Revenue</b>									
\$38.4	\$44.9	\$45.0	(\$0.0)	0%	\$147.0	\$175.0	\$175.1	(\$0.1)	0%
9.9	10.8	10.0	0.8	8%	36.5	40.8	38.7	2.1	5%
0.3	0.3	0.3	(0.0)	-12%	1.1	1.0	1.3	(0.2)	-18%
3.5	4.3	4.5	(0.2)	-5%	13.3	16.4	17.3	(0.8)	-5%
<b>\$52.1</b>	<b>\$60.3</b>	<b>\$59.8</b>	<b>\$0.5</b>	<b>1%</b>	<b>\$198.0</b>	<b>\$233.2</b>	<b>\$232.3</b>	<b>\$0.9</b>	<b>0%</b>
<b>Non-Passenger Revenue</b>									
\$0.5	\$0.5	\$0.5	\$0.0	0%	\$1.2	\$1.4	\$1.2	\$0.2	17%
0.2	0.1	0.0	0.1		0.6	0.1	0.0	0.1	
2.9	3.2	3.3	(0.0)	-1%	11.7	13.0	13.0	(0.0)	0%
0.6	0.5	0.6	(0.1)	-15%	2.6	2.2	2.4	(0.2)	-7%
0.8	1.1	1.1	(0.0)	-3%	2.9	4.3	4.5	(0.2)	-4%
0.4	0.7	0.3	0.3	98%	1.7	1.9	1.3	0.6	43%
0.6	0.1	0.4	(0.3)	-66%	1.7	0.8	1.6	(0.8)	-49%
0.0	3.0	3.0	0.0	0%	0.0	12.0	12.1	(0.1)	-1%
0.0	0.4	0.4	0.0	0%	0.0	1.6	1.6	0.0	0%
0.7	0.7	0.8	(0.1)	-8%	2.9	2.9	3.0	(0.1)	-4%
<b>\$6.8</b>	<b>\$10.3</b>	<b>\$10.4</b>	<b>(\$0.1)</b>	<b>-1%</b>	<b>\$25.3</b>	<b>\$40.1</b>	<b>\$40.6</b>	<b>(\$0.5)</b>	<b>-1%</b>
<b>\$58.8</b>	<b>\$70.6</b>	<b>\$70.2</b>	<b>\$0.4</b>	<b>1%</b>	<b>\$223.3</b>	<b>\$273.3</b>	<b>\$272.9</b>	<b>\$0.4</b>	<b>0%</b>
<b>TOTAL REVENUE</b>									
<b>EXPENSES:</b>									
\$55.8	\$59.6	\$59.4	(\$0.2)	0%	\$214.0	\$229.3	\$232.2	\$3.0	1%
23.3	21.9	19.9	(2.0)	-10%	80.5	79.2	78.6	(0.6)	-1%
10.2	11.4	12.2	0.8	6%	37.5	46.6	46.8	0.2	0%
8.5	6.6	6.7	0.1	2%	28.2	28.7	26.5	(2.2)	-8%
5.3	8.5	8.3	(0.2)	-2%	23.0	35.5	33.9	(1.5)	-5%
1.0	7.8	8.2	0.4	5%	5.4	31.0	33.3	2.4	7%
(1.7)	(1.7)	(1.7)	0.0	0%	(6.9)	(6.9)	(6.9)	0.0	0%
<b>\$102.4</b>	<b>\$114.1</b>	<b>\$113.1</b>	<b>(\$1.0)</b>	<b>-1%</b>	<b>\$381.6</b>	<b>\$443.3</b>	<b>\$444.5</b>	<b>\$1.1</b>	<b>0%</b>
<b>\$43.6</b>	<b>\$43.5</b>	<b>\$42.9</b>	<b>(\$0.7)</b>	<b>-2%</b>	<b>\$158.4</b>	<b>\$170.0</b>	<b>\$171.5</b>	<b>\$1.5</b>	<b>1%</b>
<b>SUBSIDY</b>									
Favorable/(Unfavorable)					Favorable/(Unfavorable)				
<b>57%</b>	<b>62%</b>	<b>62%</b>	<b>COST RECOVERY RATIO</b>		<b>58%</b>	<b>62%</b>	<b>61%</b>		

**RAIL**  
**Operating Financials**  
**October-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	
<b>REVENUES:</b>										
\$38.4	\$44.9	\$45.0	(\$0.0)	0%	Passenger Fares	\$147.0	\$175.0	\$175.1	(\$0.1)	0%
0.2	0.2	0.2	0.0	0%	D.C. Schools	0.5	0.6	0.5	0.1	24%
3.5	4.3	4.5	(0.2)	-5%	Parking	13.3	16.4	17.3	(0.8)	-5%
0.9	1.1	1.1	0.1	6%	Advertising	3.5	4.7	4.3	0.4	10%
0.6	0.5	0.6	(0.1)	-15%	Rent	2.6	2.2	2.4	(0.2)	-7%
0.8	1.1	1.1	(0.0)	-3%	Fiber Optic	2.9	4.3	4.5	(0.2)	-4%
0.2	0.4	0.2	0.2	140%	Other	1.0	1.0	0.7	0.3	38%
(0.0)	0.0	0.1	(0.1)	-75%	Interest	0.3	0.2	0.6	(0.3)	-56%
	3.0	3.0	0.0	0%	08 Fare Inc.		11.9	11.9	0.0	0%
0.1	0.5	0.6	(0.1)	-14%	SCR Funding	1.0	2.3	2.4	(0.1)	-4%
<b>\$44.6</b>	<b>\$56.1</b>	<b>\$56.4</b>	<b>(\$0.3)</b>	<b>0%</b>	<b>TOTAL REVENUE</b>	<b>\$172.2</b>	<b>\$218.7</b>	<b>\$219.6</b>	<b>(\$0.9)</b>	<b>0%</b>
<b>EXPENSES:</b>										
\$32.3	\$33.7	\$34.5	\$0.8	2%	Salary/Wages/OT	\$125.6	\$134.0	\$135.1	\$1.1	1%
13.2	12.8	11.7	(1.1)	-9%	Fringe Benefits	46.3	46.7	45.9	(0.9)	-2%
2.8	4.1	4.5	0.4	8%	Services	11.1	14.3	18.1	3.8	21%
3.8	4.7	3.6	(1.2)	-33%	Supplies	13.8	15.8	14.0	(1.9)	-13%
3.6	5.9	5.0	(0.8)	-16%	Power/Diesel/CNG	14.5	22.7	20.8	(1.9)	-9%
0.5	5.2	5.3	0.1	1%	Insurance/Utilities/Other	2.6	20.4	21.4	1.0	5%
(0.2)	(0.2)	(0.2)	0.0	0%	Reimbursements	(0.9)	(0.9)	(0.9)	0.0	0%
<b>\$56.0</b>	<b>\$66.1</b>	<b>\$64.3</b>	<b>(\$1.8)</b>	<b>-3%</b>	<b>TOTAL EXPENSE</b>	<b>\$213.0</b>	<b>\$253.1</b>	<b>\$254.3</b>	<b>\$1.2</b>	<b>0%</b>
<b>\$11.3</b>	<b>\$10.1</b>	<b>\$8.0</b>	<b>(\$2.1)</b>	<b>-26%</b>	<b>SUBSIDY</b>	<b>\$40.7</b>	<b>\$34.3</b>	<b>\$34.7</b>	<b>\$0.3</b>	<b>1%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

80%

85%

88%

**COST RECOVERY RATIO**

81%

86%

86%

**METROBUS**  
**Operating Financials**  
**October-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		
<b>REVENUES:</b>											
\$9.9	\$10.8	\$10.0	\$0.8	8%	Passenger Fares	\$36.5	\$40.8	\$38.7	\$2.1	5%	
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.7	0.8	0.7	0.1	13%	
2.0	2.1	2.2	(0.1)	-5%	Advertising	8.2	8.3	8.7	(0.4)	-5%	
0.2	0.2	0.2	0.0	31%	Other	0.7	0.7	0.6	0.1	8%	
0.7	0.1	0.3	(0.2)	-61%	Interest	1.4	0.5	1.0	(0.5)	-46%	
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	0.0	0%	SE Closure		1.6	1.6	0.0	0%	
0.6	0.2	0.1	0.0	14%	SCR Funding	1.9	0.6	0.6	(0.0)	-4%	
<b>\$13.9</b>	<b>\$14.2</b>	<b>\$13.5</b>	<b>\$0.6</b>	<b>5%</b>	<b>TOTAL REVENUE</b>	<b>\$49.9</b>	<b>\$53.4</b>	<b>\$52.0</b>	<b>\$1.4</b>	<b>3%</b>	
<b>EXPENSES:</b>											
\$23.5	\$25.9	\$24.6	(\$1.3)	-5%	Salary/Wages/OT	\$88.2	\$95.2	\$96.2	\$1.0	1%	
10.1	9.1	8.2	(1.0)	-12%	Fringe Benefits	34.1	32.4	32.4	(0.0)	0%	
1.5	1.5	2.0	0.5	26%	Services	5.0	6.4	7.6	1.2	16%	
4.7	1.8	3.1	1.3	42%	Supplies	14.4	12.9	12.5	(0.4)	-3%	
1.7	2.7	3.3	0.6	19%	Power/Diesel/CNG	8.5	12.8	13.1	0.4	3%	
0.5	2.6	2.9	0.3	10%	Insurance/Utilities/Other	2.8	10.4	11.6	1.2	10%	
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(6.0)	(6.0)	(6.0)	0.0	0%	
<b>\$40.6</b>	<b>\$42.1</b>	<b>\$42.6</b>	<b>\$0.5</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$147.0</b>	<b>\$164.0</b>	<b>\$167.4</b>	<b>\$3.4</b>	<b>2%</b>	
<b>\$26.7</b>	<b>\$27.9</b>	<b>\$29.1</b>	<b>\$1.1</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$97.1</b>	<b>\$110.7</b>	<b>\$115.4</b>	<b>\$4.7</b>	<b>4%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

34% 34% 32%

**COST RECOVERY RATIO**

34% 33% 31%

# REGIONAL BUS

## Operating Financials

October-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	
<b>REVENUES:</b>										
\$8.4	\$9.2	\$8.5	\$0.6	8%	Passenger Fares	\$31.0	\$34.5	\$32.8	\$1.8	5%
0.3	0.3	0.3	0.0	0%	D.C. Schools	0.7	0.8	0.7	0.1	13%
2.0	2.1	2.2	(0.1)	-5%	Advertising	8.2	8.3	8.7	(0.4)	-5%
0.2	0.2	0.2	0.0	31%	Other	0.7	0.7	0.6	0.1	8%
0.7	0.1	0.3	(0.2)	-61%	Interest	1.4	0.5	1.0	(0.5)	-46%
0.6	0.2	0.1	0.0	14%	SCR Funding	1.9	0.6	0.6	(0.0)	-4%
<b>\$12.4</b>	<b>\$12.1</b>	<b>\$11.6</b>	<b>\$0.5</b>	<b>4%</b>	<b>TOTAL REVENUE</b>	<b>\$44.4</b>	<b>\$45.4</b>	<b>\$44.4</b>	<b>\$1.0</b>	<b>2%</b>
<b>EXPENSES:</b>										
\$19.6	\$21.7	\$20.7	(\$1.0)	-5%	Salary/Wages/OT	\$73.6	\$79.9	\$80.7	\$0.9	1%
8.4	7.7	6.9	(0.8)	-12%	Fringe Benefits	28.5	27.2	27.2	(0.0)	0%
1.3	1.2	1.6	0.4	26%	Services	4.2	5.4	6.4	1.0	16%
3.9	1.5	2.6	1.1	42%	Supplies	12.0	10.8	10.5	(0.3)	-3%
1.4	2.2	2.8	0.5	19%	Power/Diesel/CNG	7.1	10.7	11.0	0.3	3%
0.5	2.6	2.9	0.3	10%	Insurance/Utilities/Other	2.8	10.4	11.6	1.2	10%
(1.5)	(1.5)	(1.5)	0.0	0%	Reimbursements	(6.0)	(6.0)	(6.0)	0.0	0%
<b>\$33.7</b>	<b>\$35.5</b>	<b>\$36.0</b>	<b>\$0.5</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$122.2</b>	<b>\$138.4</b>	<b>\$141.4</b>	<b>\$3.0</b>	<b>2%</b>
<b>\$21.3</b>	<b>\$23.4</b>	<b>\$24.4</b>	<b>\$1.0</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$77.8</b>	<b>\$93.0</b>	<b>\$97.0</b>	<b>\$4.1</b>	<b>4%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

37% 34% 32%

**COST RECOVERY RATIO**

36% 33% 31%

# NON-REGIONAL BUS

## Operating Financials

October-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		
<b>REVENUES:</b>										
\$1.5	\$1.6	\$1.5	\$0.1	8%	Passenger Fares	\$5.5	\$6.2	\$5.9	\$0.3	5%
<b>\$1.5</b>	<b>\$1.6</b>	<b>\$1.5</b>	<b>\$0.1</b>	<b>8%</b>	<b>TOTAL REVENUE</b>	<b>\$5.5</b>	<b>\$6.2</b>	<b>\$5.9</b>	<b>\$0.3</b>	<b>5%</b>
<b>EXPENSES:</b>										
\$3.9	\$4.2	\$4.0	(\$0.2)	-5%	Salary/Wages/OT	\$14.6	\$15.3	\$15.5	\$0.2	1%
1.7	1.5	1.3	(0.2)	-12%	Fringe Benefits	5.6	5.2	5.2	(0.0)	0%
0.3	0.2	0.3	0.1	26%	Services	0.8	1.0	1.2	0.2	16%
0.8	0.3	0.5	0.2	42%	Supplies	2.4	2.1	2.0	(0.1)	-3%
0.3	0.4	0.5	0.1	19%	Power/Diesel/CNG	1.4	2.0	2.1	0.1	3%
<b>\$6.9</b>	<b>\$6.6</b>	<b>\$6.6</b>	<b>\$0.0</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$24.8</b>	<b>\$25.6</b>	<b>\$26.0</b>	<b>\$0.4</b>	<b>1%</b>
<b>\$5.4</b>	<b>\$4.9</b>	<b>\$5.1</b>	<b>\$0.2</b>	<b>3%</b>	<b>SUBSIDY</b>	<b>\$19.3</b>	<b>\$19.4</b>	<b>\$20.1</b>	<b>\$0.7</b>	<b>3%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

22% 25% 23%

**COST RECOVERY RATIO**

22% 24% 23%

# METROACCESS

## Operating Financials

October-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		
<b>REVENUES:</b>											
\$0.3	\$0.3	\$0.3	(\$0.0)	-12%	Passenger Fares	\$1.1	\$1.0	\$1.3	(\$0.2)	-18%	
.0	.0	.0	.0		Other	.0	.3	.0	.3		
<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>(\$0.0)</b>	<b>-2%</b>	<b>TOTAL REVENUE</b>	<b>\$1.1</b>	<b>\$1.3</b>	<b>\$1.3</b>	<b>\$0.0</b>	<b>2%</b>	
<b>EXPENSES:</b>											
\$0.0	\$0.0	\$0.2	\$0.2	91%	Salary/Wages/OT	\$0.2	\$0.1	\$1.0	\$0.8	85%	
0.0	0.0	0.1	0.1	77%	Fringe Benefits	0.1	0.1	0.3	0.2	74%	
5.8	5.8	5.7	(0.1)	-2%	Services	21.4	25.9	21.1	(4.8)	-23%	
0.0	0.0	0.0	0.0	13%	Supplies	0.0	0.0	0.1	0.0	56%	
0.0	0.0	0.1	0.1	76%	Insurance/Utilities/Other	0.0	0.1	0.3	0.2	63%	
<b>\$5.9</b>	<b>\$5.9</b>	<b>\$6.2</b>	<b>\$0.2</b>	<b>4%</b>	<b>TOTAL EXPENSE</b>	<b>\$21.7</b>	<b>\$26.2</b>	<b>\$22.7</b>	<b>(\$3.5)</b>	<b>-15%</b>	
<b>\$5.6</b>	<b>\$5.6</b>	<b>\$5.8</b>	<b>\$0.2</b>	<b>4%</b>	<b>SUBSIDY</b>	<b>\$20.6</b>	<b>\$24.9</b>	<b>\$21.5</b>	<b>(\$3.5)</b>	<b>-16%</b>	

Favorable/(Unfavorable)

Favorable/(Unfavorable)

5%

5%

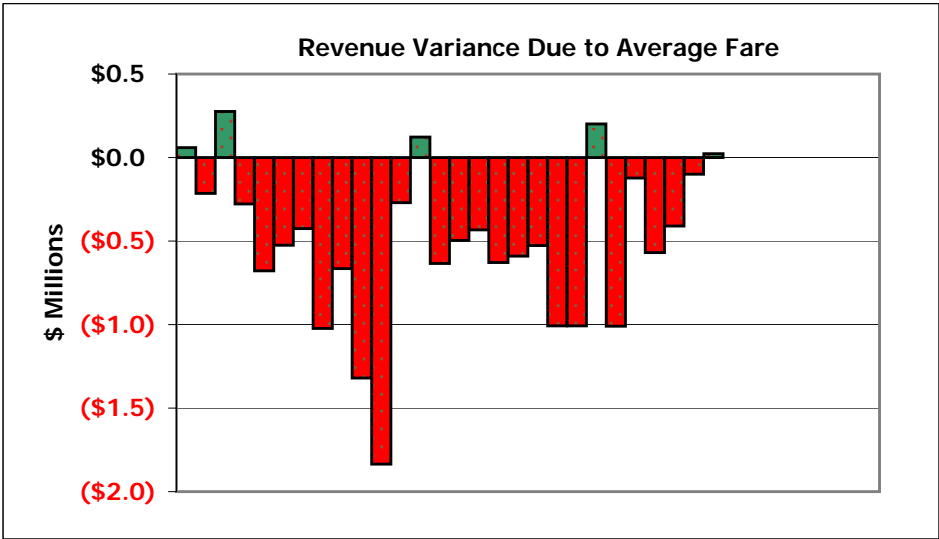
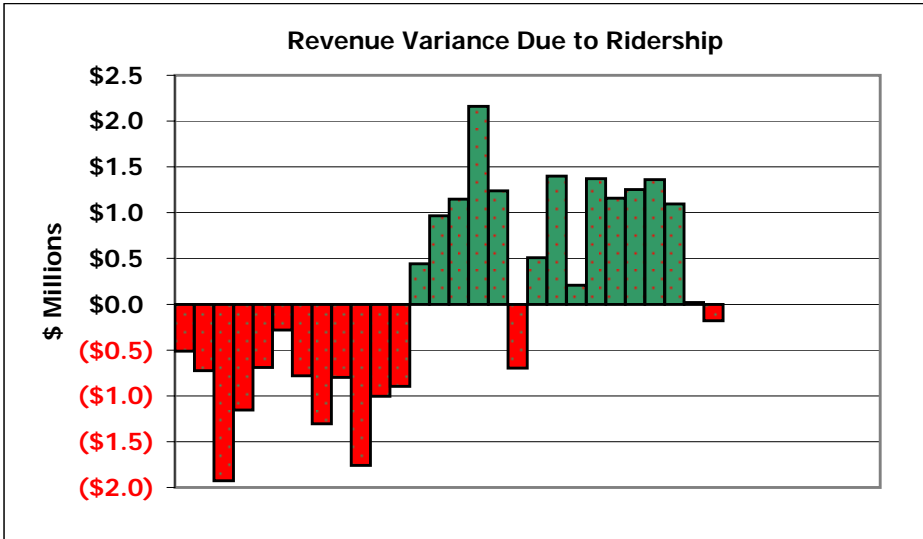
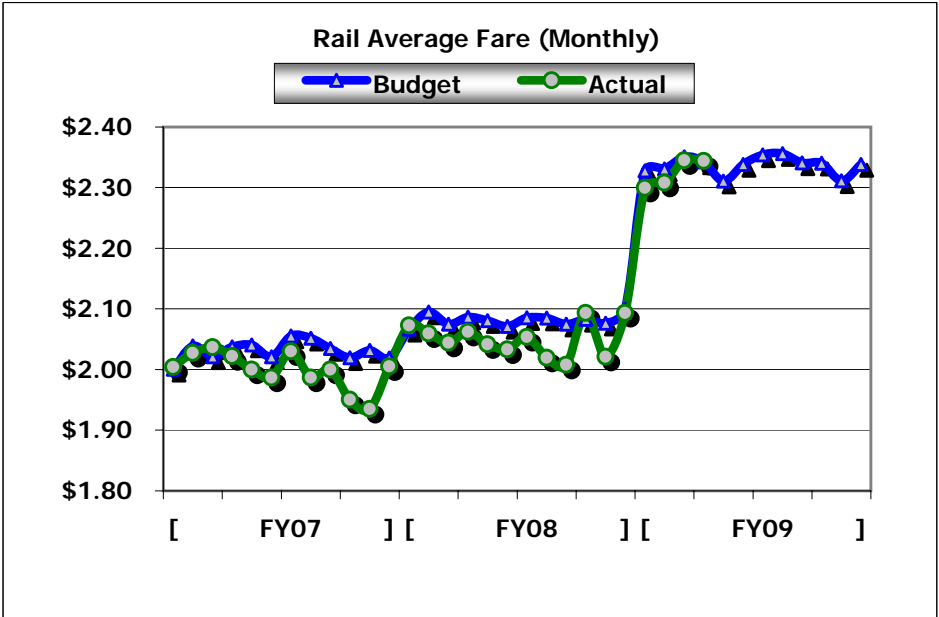
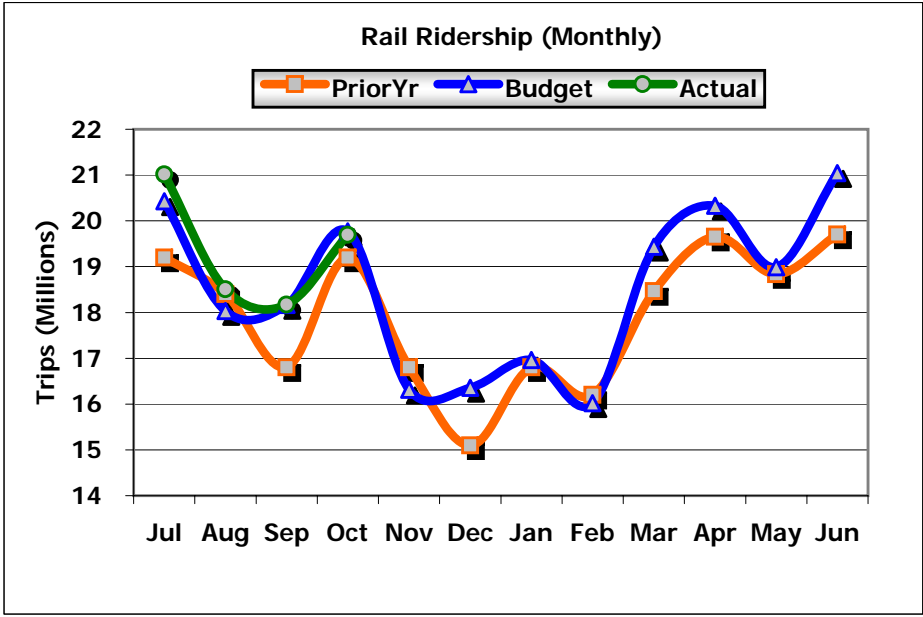
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**COST RECOVERY RATIO**

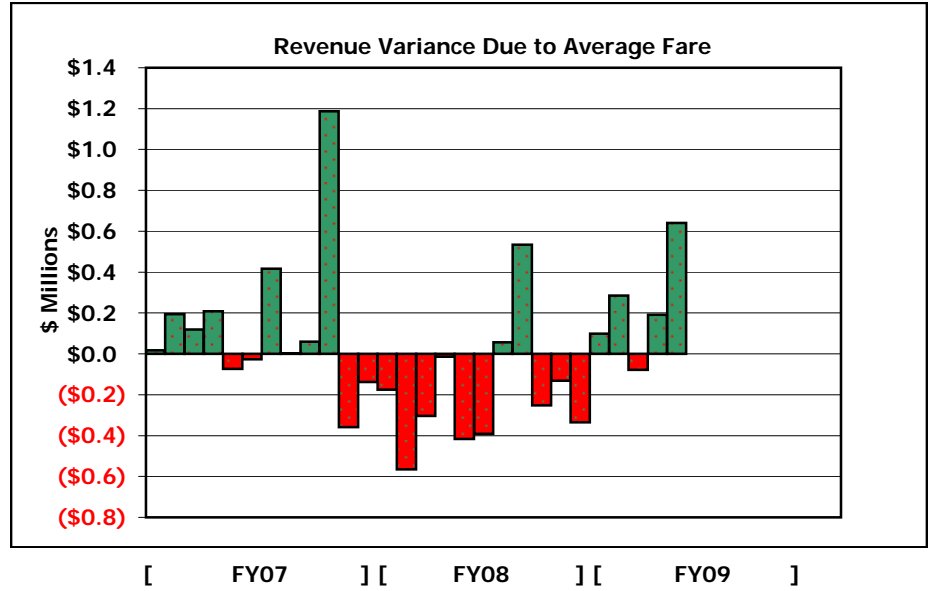
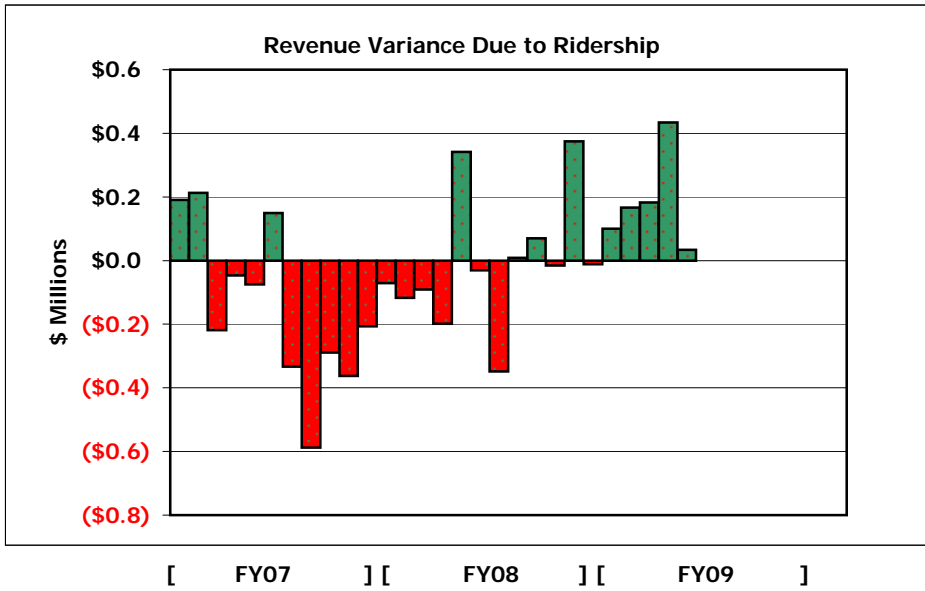
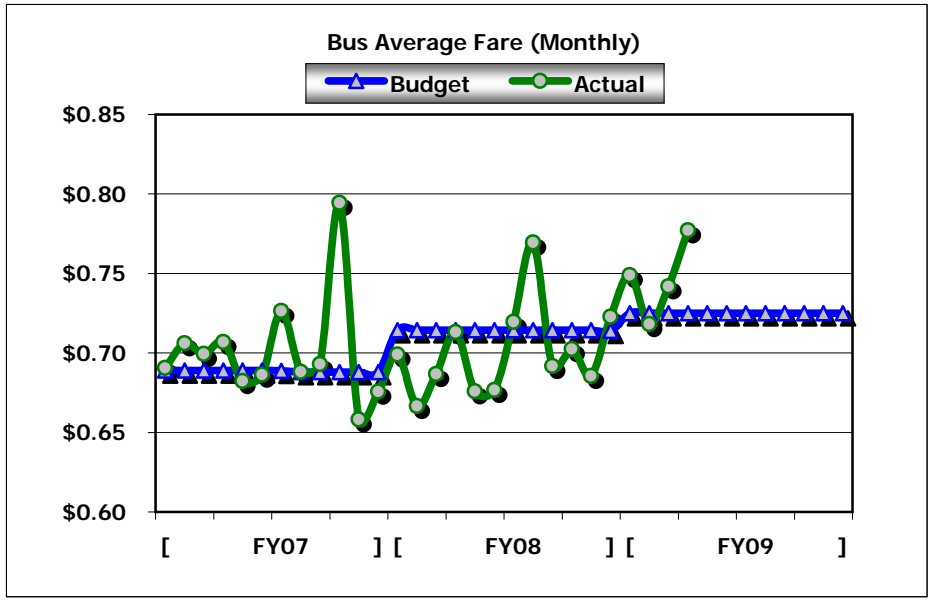
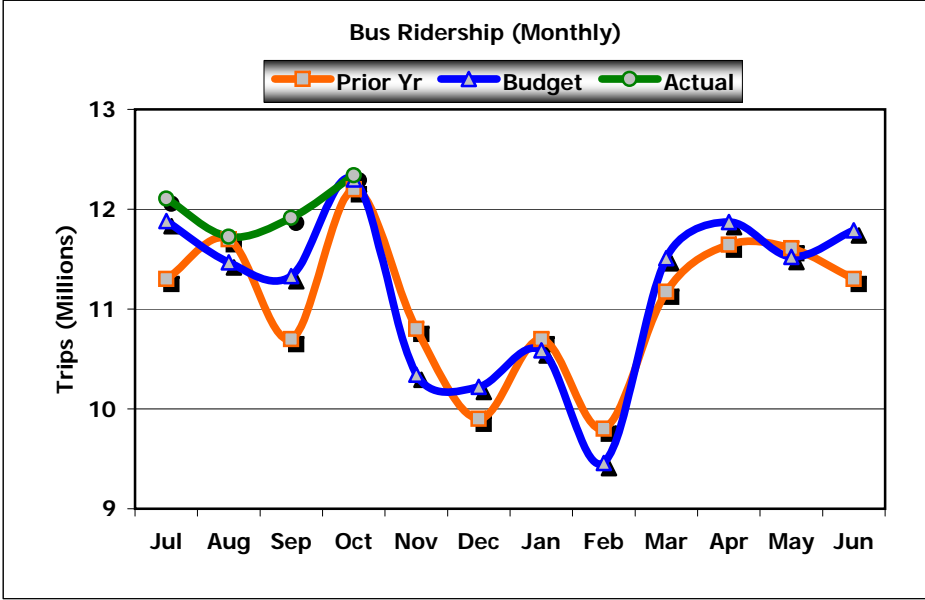
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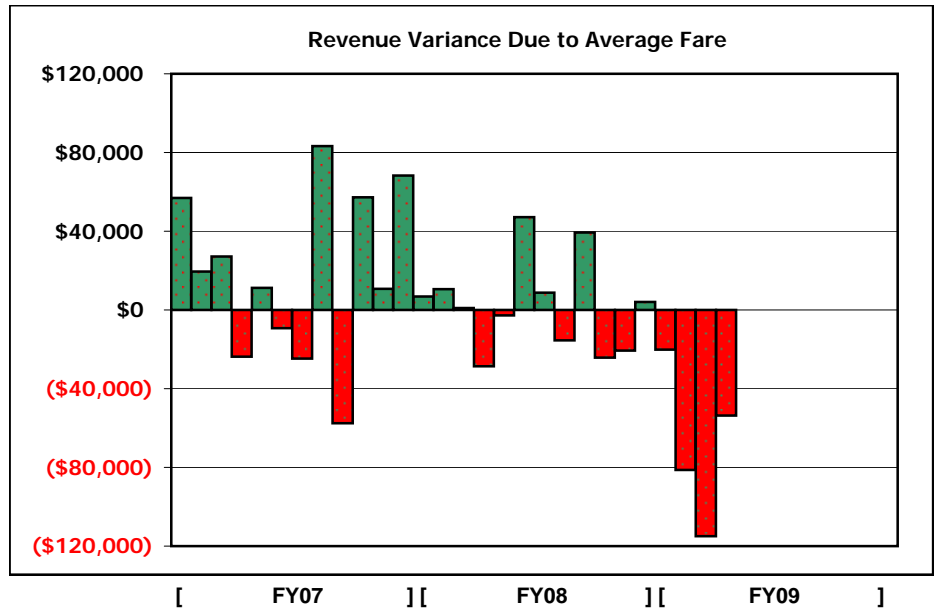
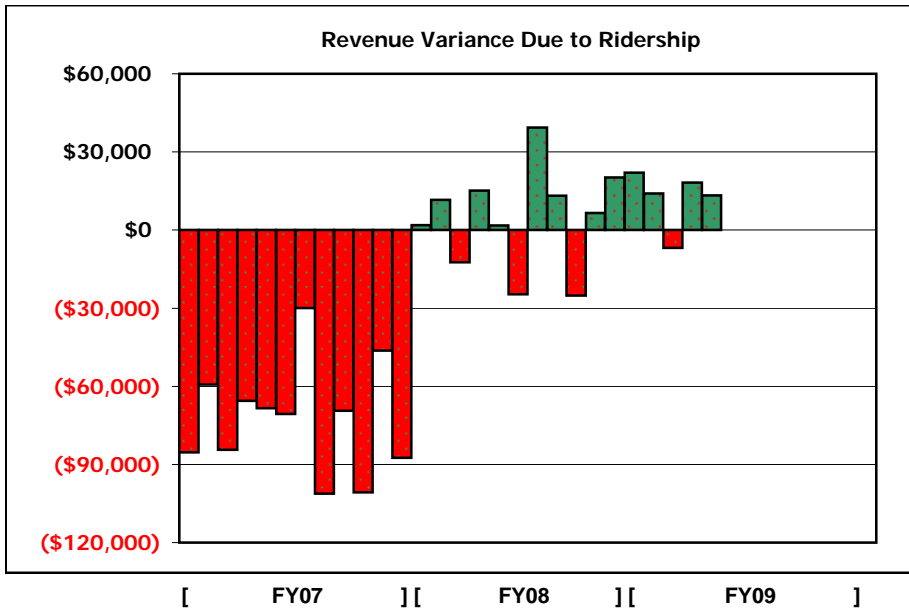
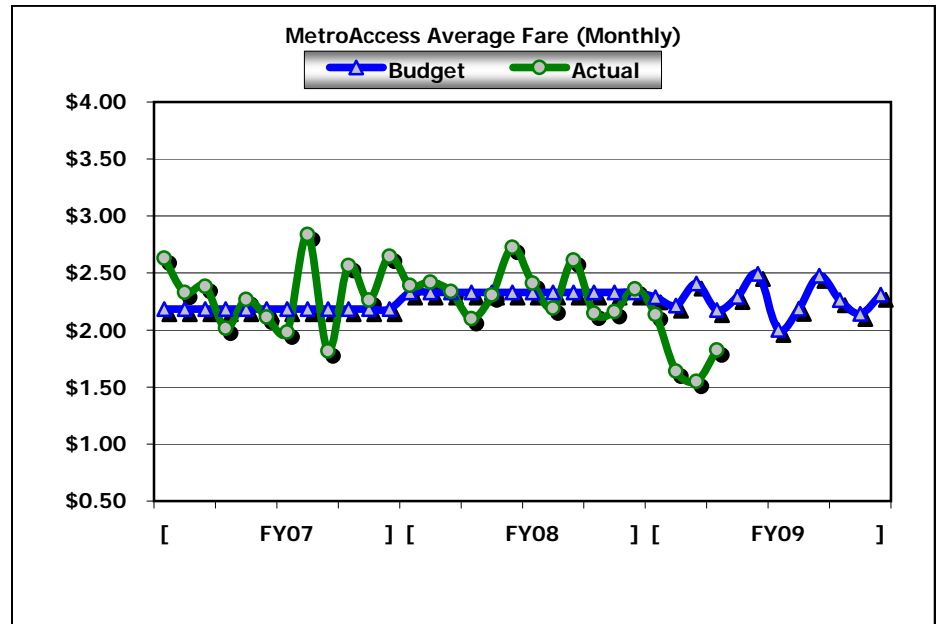
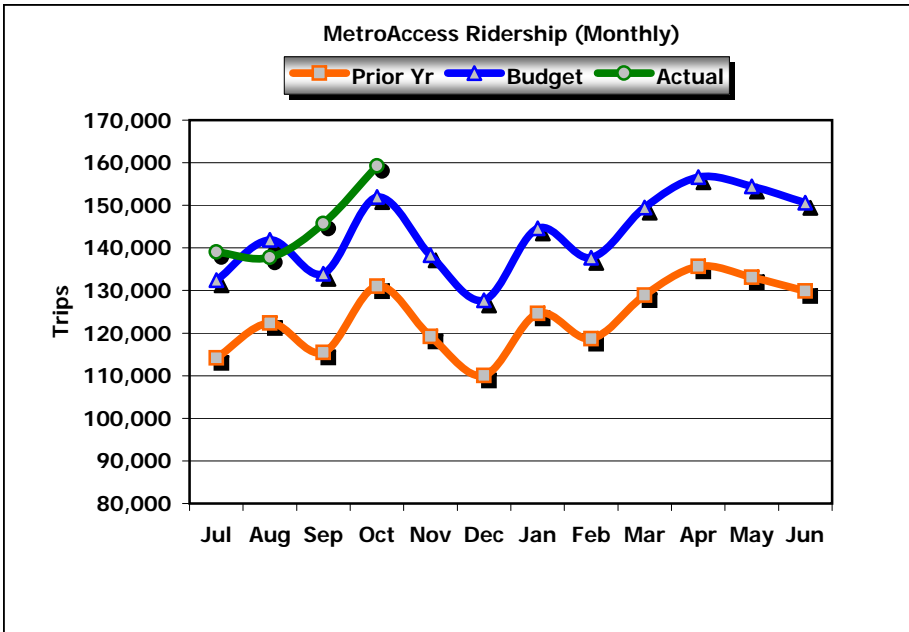
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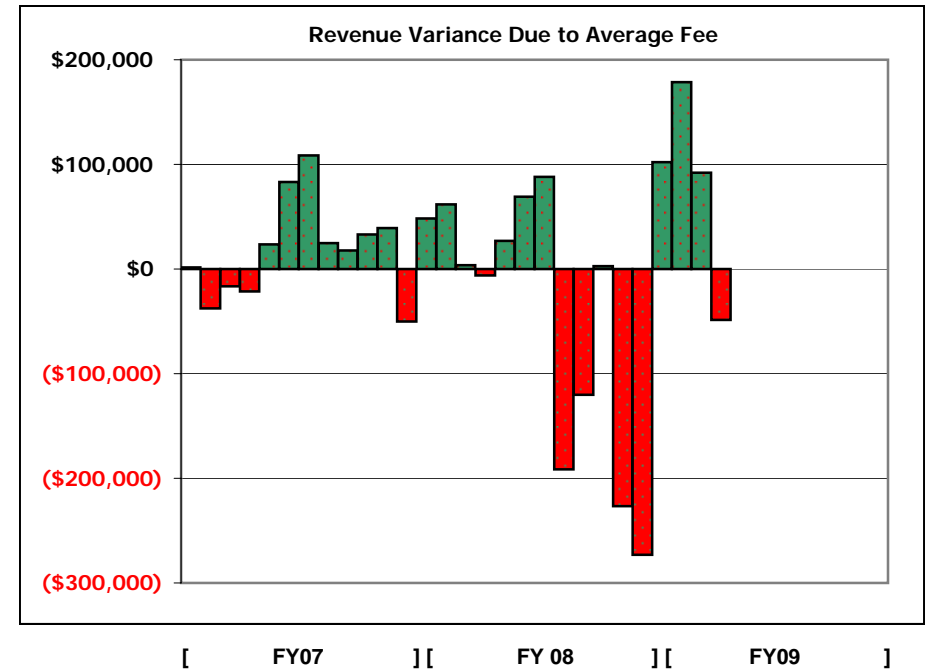
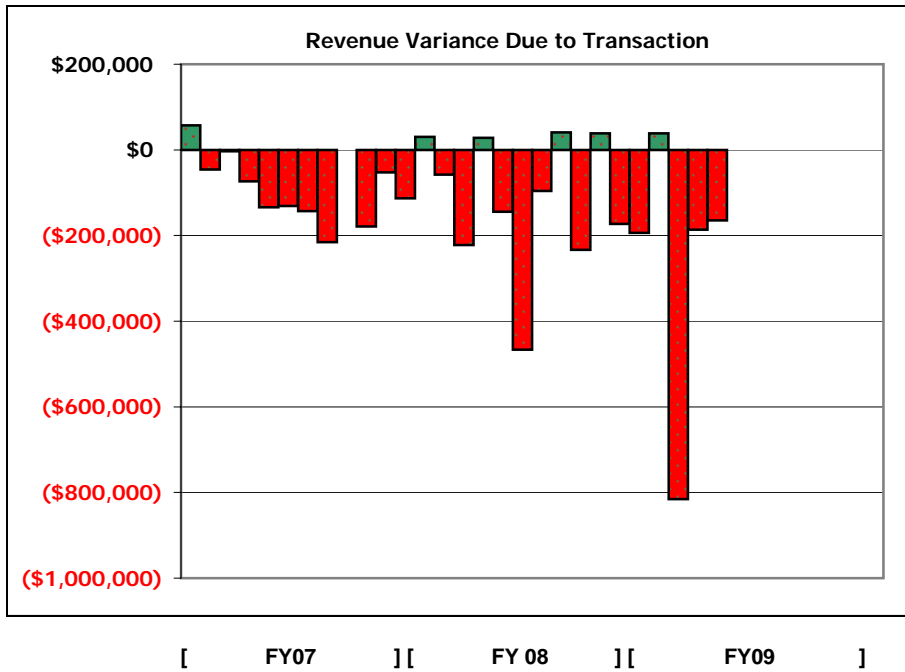
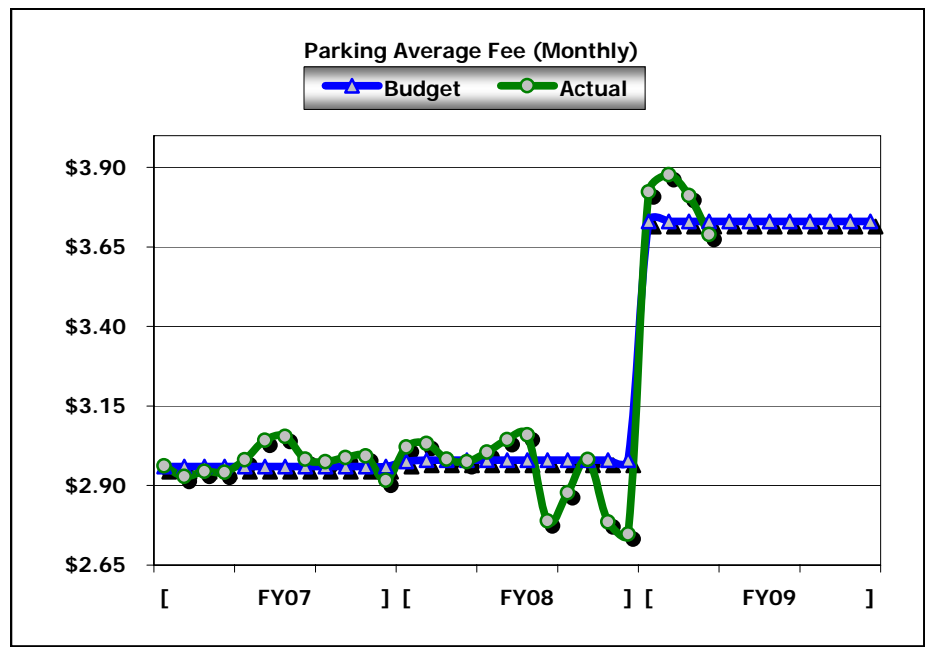
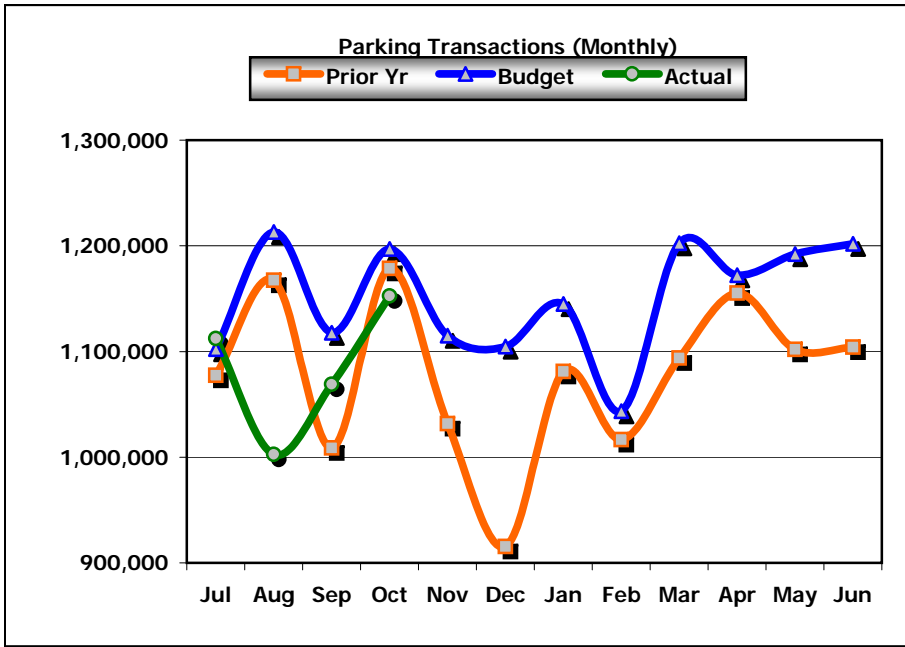
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# Year-to-Date-October FY 2009

Account Analysis						Modal Analysis					
	Last Year Actual	This Year Actual	Budget	Budget Variance		Actual vs Budget			This Year Actual vs. Last Year Actual		
<b>a. Passenger Revenue</b>											
Metrorail	\$147,029	\$174,994	\$175,113	(\$119)	(0%)	Ridership	\$2,288	1%	\$7,428	5%	
Metrobus	\$36,503	\$40,750	\$38,656	\$2,094	5%	Average Fare	(\$2,406)	(1%)	<u>\$20,537</u>	<u>13%</u>	
MetroAccess	\$1,114	\$1,038	\$1,271	(\$232)	(18%)	Budget Variance	(\$119)	(0%)	\$27,965	19%	
Monthly Total	\$184,646	<b>\$216,783</b>	<b>\$215,040</b>	<b>\$1,743</b>	<b>1%</b>						
<b>b. Ridership</b>											
Metrorail	73,668	77,390	76,392	998	1%						
Metrobus	45,977	48,082	46,976	1,106	2%						
MetroAccess	484	582	552	29	5%						
Monthly Total	120,129	<b>126,054</b>	<b>123,920</b>	<b>2,133</b>	<b>2%</b>						
<b>c. Average Fare</b>											
Metrorail	\$2.00	\$2.26	\$2.29	(\$0.03)	(1%)						
Metrobus	\$0.79	\$0.85	\$0.82	\$0.02	3%						
MetroAccess	\$2.30	\$1.79	\$2.30	(\$0.51)	(22%)						
Monthly Total	\$1.54	<b>\$1.72</b>	<b>\$1.74</b>	<b>(\$0.02)</b>	<b>(1%)</b>						
						<b>d. Metrorail</b>					
						<b>e. Metrobus</b>					
						<b>f. MetroAccess</b>					

# Ridership and Revenue Analysis: October 2009

Account Analysis						Modal Analysis			
						Actual vs Budget		This Year Actual vs. Last Year Actual	
						Actual	Budget	Variance	%
<b>a. Passenger Revenue</b>									
Metrorail	\$38,382	\$44,941	\$44,986	(\$45)	(0%)	(\$175)	(0%)	\$979	3%
Metrobus	\$9,892	\$10,805	\$10,040	\$765	8%	\$130	0%	\$5,580	14%
MetroAccess	\$275	\$290	\$331	(\$40)	(12%)	(\$45)	(0%)	\$6,559	17%
Monthly Total	\$48,549	<b>\$56,036</b>	<b>\$55,357</b>	<b>\$679</b>	<b>1%</b>				
<b>b. Ridership</b>									
Metrorail	19,202	19,692	19,769	(77)	(0%)	\$35	0%	\$134	1%
Metrobus	12,175	12,340	12,297	43	0%	\$730	7%	\$778	8%
MetroAccess	131	159	144	15	11%	\$765	8%	\$913	9%
Monthly Total	31,508	<b>32,191</b>	<b>32,210</b>	<b>(\$19)</b>	<b>(0%)</b>				
<b>c. Average Fare</b>									
Metrorail	\$2.00	\$2.28	\$2.28	\$0.01	0%	\$35	11%	\$59	22%
Metrobus	\$0.81	\$0.88	\$0.82	\$0.06	7%	(\$75)	(21%)	(\$44)	(13%)
MetroAccess	\$2.10	\$1.82	\$2.30	(\$0.47)	(21%)	(\$40)	(12%)	\$15	6%
Monthly Total	\$1.54	<b>\$1.74</b>	<b>\$1.72</b>	<b>\$0.02</b>	<b>1%</b>				
<b>d. Metrorail</b>									
<b>e. Metrobus</b>									
<b>f. MetroAccess</b>									

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

<b><u>METRO MATTERS - Fiscal Year 2009</u></b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>A. Infrastructure Renewal Program (IRP)</i></b>				
<b><i>Rolling Stock: Bus</i></b>				
Diesel Bus Replacement				
Hybrid Bus Replacement	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>
<b><i>Rolling Stock: Rail</i></b>				
Rail Car Enhancements	\$40.7			\$40.7
2000/3000 Series Rail Cars Rehab	10,549.3	4,501.3	231.8	10,317.5
Subtotal	<u>\$10,590.0</u>	<u>\$4,501.3</u>	<u>\$231.8</u>	<u>\$10,358.2</u>
<b><i>Passenger Facilities</i></b>				
Escalator Rehabilitation				
Elevator/Escalator Maint.	5,598.7	4,973.4	1,148.9	4,449.8
Elevator Rehabilitation	1,012.1	223.6	223.6	788.5
Station Enhancement	6,545.0	2,329.8	2,329.8	4,215.2
Parking Lot Rehabilitation	4,039.9	3,156.6	1,325.2	2,714.7
Station & Tunnel Rehab.	3,779.6	1,990.1	839.2	2,940.4
Fire System Rehabilitation	11,193.6	7,815.6	2,060.7	9,132.9
Station Chiller Rehabilitation	4,316.9	2,962.7	273.2	4,043.7
Drainage Pumping/Sewer Rehab.	1,599.4	909.2	639.7	959.7
Subtotal	<u>\$38,085.3</u>	<u>\$24,361.0</u>	<u>\$8,840.4</u>	<u>\$29,244.9</u>

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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Maintenance Facilities</i></b>				
Environment Assessment	\$1,030.1	\$795.2	\$45.0	\$985.1
Emergency Construction Bus	155.5	155.5	53.1	102.4
Rail/Bus Str, Offices, Yards	2,779.3	2,466.4	624.0	2,155.2
Repairables	8,149.0	5,177.0	2,571.4	5,577.6
Non-Revenue Vehicles	2,295.9	551.9	469.6	1,826.3
Support Equipment - MTPD	2,162.1	693.0	230.6	1,931.5
Support Equipment - IT	2,086.3	530.4	341.6	1,744.6
Support Equipment - Other Offices	1,778.6	1,058.7	327.1	1,451.6
Bus Support Equipment	1,318.0	431.8	190.4	1,127.6
Rail Support Equipment	4,506.7	846.1	531.9	3,974.9
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	231.8	1,441.2
Rail Work Equipment Rehab	558.5	1.4		558.5
Locomotives and Prime Movers	4,756.1			4,756.1
Subtotal	\$34,138.6	\$15,094.2	\$5,813.9	\$28,324.7
<b><i>Systems</i></b>				
Train Communication Upgrade	\$8,167.0	\$4,431.8	\$1,608.3	\$6,558.7
Mid-Life Rehabilitation ATC	7,061.3	6,600.1	1,402.8	5,658.5
Mid-Life Rehab AC/TPSS/TBS	2,846.8	1,412.5	348.1	2,498.7
Traction Power Switchgear	6,206.5	6,069.2	3,617.5	2,589.0
UPS System Replacement	1,468.6	678.4	74.1	1,394.5
Electrical Systems Rehab	1,337.0	306.2	49.8	1,287.2
Fare Collection Equipment	5,448.8	3,160.0	1,501.6	3,947.2
Regional Fare Integration (SmarTrip)	3,000.0			3,000.0
Subtotal	\$35,536.0	\$22,658.1	\$8,602.3	\$26,933.7

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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Track and Structure</i></b>				
ROW Structure Rehabilitation	\$15,580.2	\$12,418.9	\$3,433.5	\$12,146.7
ROW Floating Slabs	1,099.5	354.5	354.5	745.0
ROW Track Rehabilitation	18,358.9	11,259.5	7,698.5	10,660.4
Station Tunnel Leak Mitigation	3,031.0	889.0	888.9	2,142.0
Subtotal	\$38,069.5	\$24,921.8	\$12,375.4	\$25,694.1
<b><i>Information Technology</i></b>				
Information Technology (IT)	\$28,582.9	\$22,919.9	\$9,695.4	\$18,887.5
ROCS Upgrade Program (IRPG)	519.2			519.2
Subtotal	\$29,102.2	\$22,919.9	\$9,695.4	\$19,406.8
<b><i>Preventive Maintenance</i></b>				
Preventive Maintenance	\$20,700.0	\$5,175.0	\$5,175.0	\$15,525.0
Subtotal	\$20,700.0	\$5,175.0	\$5,175.0	\$15,525.0
<b><i>Urgent Capital Needs</i></b>				
Safety	\$500.0			\$500.0
Rail Cars	5,050.0			5,050.0
Train Power Systems	1,000.0	676.5		1,000.0
Buses	3,000.0			3,000.0
Metro Access	5,000.0	4,140.9		5,000.0
Rail Equipment				
State of Good Repair	25,250.0	2,114.7	75.9	25,174.1
Train Control/Business Systems	22,000.0	109.8		22,000.0
Subtotal	\$61,800.0	\$7,041.8	\$75.9	\$61,724.1
<b>Total: Infrastructure Renewal Program</b>	<b>\$394,696.8</b>	<b>\$251,465.8</b>	<b>\$50,859.8</b>	<b>\$343,837.0</b>



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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>B. Eight-Car Train Capital Initiative</i></b>				
6000 Series Rail Car	\$12,039.6	\$9,440.8	\$2,163.6	\$9,876.0
Rail Yard Maintenance & Storage	14,135.7	3,776.2	2,295.2	11,840.5
Traction Power Substation Upgrade	30,000.0	24,800.1	8,701.7	21,298.3
Precision Stopping	2,535.1	1,593.7	55.9	2,479.2
<b>Total: Eight-Car Train Capital Initiative</b>	<b>\$58,710.5</b>	<b>\$39,610.8</b>	<b>\$13,216.4</b>	<b>\$45,494.0</b>
<b><i>C. Bus Improvement Capital Initiative</i></b>				
Bus Procurement	\$20.3	\$20.3	\$0.1	\$20.2
West Ox Bus Garage	5,794.5	3,659.0	698.3	5,096.2
Customer Facilities	6,561.9	3,172.3	502.5	6,059.3
<b>Total: Bus Improvement Capital Initiative</b>	<b>\$12,376.6</b>	<b>\$6,851.6</b>	<b>\$1,200.9</b>	<b>\$11,175.7</b>
<b><i>E. Program Management</i></b>				
Credit Facility	\$3,340.5	\$1,085.2	\$479.9	\$2,860.6
System Expansion Planning (Proj. Dev.)	\$106.1	\$106.1	\$45.7	\$60.4
Program Management & Support	11,419.5	4,120.8	4,112.7	7,306.9
Finance	78.4	63.4	2.0	76.3
TIFIA - Finance	100,000.0	23,531.7	23,531.7	76,468.3
Vertical Transportation Bonds	6,000.0	2,000.0	2,000.0	4,000.0
<b>Total: Program Management</b>	<b>\$120,944.5</b>	<b>\$30,907.2</b>	<b>\$30,172.0</b>	<b>\$90,772.5</b>
<b>Borrowing Expense</b>	<b>15,481.3</b>	<b>15,481.2</b>	<b>1,700.5</b>	<b>13,780.8</b>
<b>2009 TOTAL</b>	<b>\$602,209.6</b>	<b>\$344,316.6</b>	<b>\$97,149.7</b>	<b>\$505,059.9</b>

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

<b>METRO MATTERS - Fiscal Year 2009</b>	<b>Budget</b>	<b>Obligated</b>	<b>Expended</b>	<b>Un-Expended</b>
<b><i>Security Program</i></b>				
Camera System				
Comprehensive Radio System				
Operation Control Center				
Fire Chief	11,000.0			11,000.0
<b>Total: Security Program</b>	<b>\$11,000.0</b>			<b>\$11,000.0</b>
<hr/>				
<b>2009 GRAND TOTAL CAPITAL PROJECTS</b>	<b>\$613,209.6</b>	<b>\$344,316.6</b>	<b>\$97,149.7</b>	<b>\$516,059.9</b>

Definitions

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

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

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

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

**JURISDICTIONAL BALANCES ON ACCOUNT**  
as of **OCTOBER 31, 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	(\$1.117)	
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 3rd Quarter FY09 Billing:</b>		
Audit Adjustment Credits for Yellow Line Extended Service	\$0.000	
Bus Operating	0.000	
Metro Matters Interest Earnings for Metro Matters Program	0.089	
<b>DC TOTAL</b>	<u><u>\$0.718</u></u>	
<b>MARYLAND</b>		
Montgomery County	\$1.545	Pending receipt of capital/CMAQ
Prince George's County	\$1.126	Pending receipt of capital/CMAQ
<b>Credits to be Applied to 3rd Quarter FY09 Billing:</b>		
Audit Adjustment Credit Application	\$0.000	
<b>MD TOTAL</b>	<u><u>\$2.670</u></u>	
<b>VIRGINIA</b>		
Alexandria	(\$0.306)	
Arlington	(1.260)	
City of Fairfax	(0.032)	
Fairfax County	(2.422)	
Fairfax County Dept. of Family Service	0.093	Access to Jobs
Falls Church	(0.151)	
Northern VA Transportation Comm.	(1.746)	
<b>Credits to be Applied to 3rd Quarter FY09 Billing:</b>		
Metro Matters Interest Earnings for Metro Matters Program	0.045	
<b>VA TOTAL</b>	<u><u>(\$5.779)</u></u>	
<b>GRAND TOTAL.....</b>	<u><u>(\$2.391)</u></u>	

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

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

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<b>Total Received for TIIF</b>	\$104,442.2				
<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	666.7	1,333.3
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	2,333.3	4,666.7
FY10 Safe, Clean Reliable (end)					
TSSM from Twinbrook to Shady Grove			1,000.0	491.3	508.7
Gallery Place Remediation			18.4	18.4	0.0
			48,190.1	39,414.5	8,775.5
<b><u>Unrestricted Funds Available for Use:</u></b>		<b><u>(\$3,747.9)</u></b>			
Total allocated to the Jurisdictions		\$60,000.0			
<b><u>District of Columbia 36%</u></b>		\$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	1,008.7	491.3
Yellow Line Extension			1,500.0	609.1	890.9
Navy Yard Improvements			4,900.0	4,353.3	546.7
			21,050.0	15,314.2	5,735.8
<b>Balance of DC Funds Available for Use:</b>		<b>\$550.0</b>			

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

	Funds Received	Jurisdictional Allocation	Approved Uses	Expenses	Unexpended Approved Uses
<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	1,783.6	716.4
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	13,071.5	1,683.7
<b>Balance of Virginia Funds Available for Use:</b>		<b>\$1,444.8</b>			
<b>Grand Total:</b>	<b>\$104,442.2</b>	<b>\$104,442.2</b>	<b>\$106,184.6</b>	<b>\$83,241.1</b>	<b>\$22,943.4</b>