

FUND STATEMENT

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and Construction

	FY 2005 Actual	FY 2006 Adopted Budget Plan	FY 2006 Revised Budget Plan	FY 2006 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$13,392,001	\$0	\$1,882,881	\$1,882,881	\$0
Revenue:					
Revenue Applied to Operating Expenses					
State Aid Applied to Operating	\$22,033,423	\$26,466,882	\$26,466,882	\$26,466,882	\$0
Gas Tax Revenue Applied to					
Operating	14,747,893	12,815,129	12,815,129	12,815,129	0
Interest	0	250,000	250,000	250,000	0
Subtotal - Revenue Applied to					
Operating	\$36,781,316	\$39,532,011	\$39,532,011	\$39,532,011	\$0
Revenue Applied to Capital Construction					
State Aid Applied to IRP	\$1,100,000	\$1,000,000	\$1,000,000	\$1,000,000	\$0
State Aid Applied to ARS Debt					
Service	3,010,481	3,010,481	3,010,481	3,010,481	0
VTA 2000 Bonds Applied to Capital					
Construction ¹	0	4,950,000	14,850,000	14,850,000	0
Gas Tax Rev. Applied to ARS Debt					
Service	158,447	158,447	158,447	158,447	0
System Improvement/ Expansion	277,600	400,000	409,000	409,000	0
System Access Program	109,017	0	0	0	0
Subtotal - Revenue Applied to Capital					
Construction	\$4,655,545	\$9,518,928	\$19,427,928	\$19,427,928	\$0
County Bond Sales ²	\$0	\$27,950,000	\$1,095,456	\$1,095,456	\$0
Total Revenue	\$41,436,861	\$77,000,939	\$60,055,395	\$60,055,395	\$0
Transfers In:					
General Fund (001)	\$18,144,820	\$21,316,309	\$21,316,309	\$21,316,309	\$0
Contributed Roadway Improvement					
Fund (301)	110,000	110,000	110,000	110,000	0
Total Transfers In	\$18,254,820	\$21,426,309	\$21,426,309	\$21,426,309	\$0
Total Available	\$73,083,682	\$98,427,248	\$83,364,585	\$83,364,585	\$0

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	FY 2005 Actual	FY 2006 Adopted Budget Plan	FY 2006 Revised Budget Plan	FY 2006 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Expenditures:					
Operating Expenditures					
Bus Operating Subsidy	\$29,245,259	\$32,016,400	\$31,245,594	\$31,245,594	\$0
Rail Operating Subsidy	17,374,977	20,394,852	18,849,448	18,849,448	0
ADA Paratransit - Metro	5,944,510	5,744,510	5,840,510	5,840,510	0
Service Enhancements	0	364,576	393,000	393,000	0
Springfield Circulator	417,337	753,911	600,000	600,000	0
Subtotal - Operating Expenditures	\$52,982,083	\$59,274,249	\$56,928,552	\$56,928,552	\$0
Capital Construction Expenditures					
Rail System Improvement/Expansion	\$277,600	\$400,000	\$409,000	\$409,000	\$0
Infrastructure Renewal Program (IRP)	12,919,109	15,778,000	18,346,000	18,346,000	0
System Access Program	218,089	18,122,000	0	0	0
ARS Debt Service	3,168,900	3,168,928	3,168,928	3,168,928	0
Subtotal - Capital Construction Expenditures	\$16,583,698	\$37,468,928	\$21,923,928	\$21,923,928	\$0
Total Expenditures	\$69,565,781	\$96,743,177	\$78,852,480	\$78,852,480	\$0
Transfers Out:					
County Transit Systems (100)	\$1,635,020	\$1,684,071	\$1,684,071	\$1,684,071	\$0
Total Transfers Out	\$1,635,020	\$1,684,071	\$1,684,071	\$1,684,071	\$0
Total Disbursements	\$71,200,801	\$98,427,248	\$80,536,551	\$80,536,551	\$0
Ending Balance³					
General Fund	\$482,337	\$0	\$2,828,034	\$2,828,034	\$0
Bond Funds	1,400,544	0	0	0	0
Unreserved Balance	\$0	\$0	\$0	\$0	\$0

¹ A total of \$14.85 million in Virginia VTA 2000 bonds are projected to be available to apply to Capital Construction costs in FY 2006. This amount is available as VTA 2000 bonds were not applied in either FY 2004 or FY 2005.

² The sale of bonds is presented here for planning purposes only. Actual bond sales are based on cash needs in accordance with Board policy. On November 3, 1992, the voters approved a \$50 million referendum for Metrorail construction expenses. All remaining bonds pertaining to this sale have been issued and allocated to Metro's Infrastructure Renewal Program and Dulles Corridor transit projects as directed by the Board of Supervisors on March 8, 1999. Bond sales projected from FY 2005 onward are allocated from \$31 million of remaining authorized but unissued 1990 Transportation Improvement Bonds.

³ The ending balance in Fund 309, Metro Operations and Construction, varies from year to year and is primarily related to differences between the preliminary budget presented by WMATA's General Manager and WMATA's Adopted budget.