

FUND STATEMENT

Fund 30000, Metro Operations and Construction

	FY 2013 Actual	FY 2014 Adopted Budget Plan	FY 2014 Revised Budget Plan	FY 2014 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$9,505,414	\$0	\$1,931,414	\$1,931,414	\$0
Revenue:					
Revenue Applied to Operating Expenses:					
State Aid	\$49,734,199	\$56,616,843	\$60,785,673	\$60,785,673	\$0
Gas Tax Revenue	28,568,031	25,906,620	27,500,000	27,500,000	0
Interest on NVTC Balances	55,949	300,000	300,000	300,000	0
Subtotal - State/Gas Revenue, Operating	\$78,358,179	\$82,823,463	\$88,585,673	\$88,585,673	\$0
Revenue Applied to Capital Expenses:					
State Aid Applied to ARS Debt Service	\$1,774,221	\$1,774,221	\$1,289,845	1,289,845	0
Gas Tax Rev. Applied to ARS Debt Service	93,380	93,380	67,887	67,887	0
State Aid Applied to Metro Matters Capital	2,319,428	1,400,000	1,400,000	1,400,000	0
Subtotal - State/Gas Revenue, Capital	\$4,187,029	\$3,267,601	\$2,757,732	\$2,757,732	\$0
County Revenue:					
County Bond Sales ¹	\$15,000,000	\$26,541,000	\$24,810,854	\$24,810,854	\$0
Subtotal - County Revenue	\$15,000,000	\$26,541,000	\$24,810,854	\$24,810,854	\$0
Total Revenue	\$97,545,208	\$112,632,064	\$116,154,259	\$116,154,259	\$0
Transfers In:					
General Fund (10001)	\$11,298,296	\$11,298,296	\$11,298,296	\$11,298,296	\$0
Contributed Roadway Improvement Fund	110,000	110,000	110,000	110,000	0
Total Transfers In	\$11,408,296	\$11,408,296	\$11,408,296	\$11,408,296	\$0
Total Available	\$118,458,918	\$124,040,360	\$129,493,969	\$129,493,969	\$0

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Expenditures:					
Operating Expenditures					
Bus Operating Subsidy ²	\$48,828,512	\$51,269,939	\$52,117,788	\$52,117,788	\$0
Rail Operating Subsidy	26,209,400	27,519,871	34,951,808	34,951,808	0
ADA Paratransit - Metro	12,424,377	13,045,596	13,351,129	13,351,129	0
Prior Year Audit Adjustments	0	0	(4,180,841)	(4,180,841)	0
Subtotal - Operating Expenditures	\$87,462,289	\$91,835,406	\$96,239,884	\$96,239,884	\$0
Capital Construction Expenditures					
Metro Matters Capital	\$24,893,428	\$27,941,000	\$29,500,000	\$29,500,000	\$0
ARS Debt Service	1,867,601	1,867,601	1,357,732	1,357,732	0
Total County Capital Construction Subsidy	\$26,761,029	\$29,808,601	\$30,857,732	\$30,857,732	\$0
Total Operating and Capital Subsidy	\$114,223,318	\$121,644,007	\$127,097,616	\$127,097,616	\$0
Applied NVTC State Aid and Gas Tax to Operating	(\$78,302,230)	(\$82,523,463)	(\$88,285,673)	(\$88,285,673)	\$0
Applied Interest at NVTC to Operating	(55,949)	(300,000)	(300,000)	(300,000)	0
Applied NVTC Bonds to Capital Construction	0	0	0	0	0
Applied NVTC State Aid and Gas Tax to Capital	(4,187,029)	(3,267,601)	(2,757,732)	(2,757,732)	0
Applied CMAQ Funds to Capital	0	0	0	0	0
Total Expenditures, County	\$31,678,110	\$35,552,943	\$35,754,211	\$35,754,211	\$0
Transfers Out:					
County Transit Systems (40000)	\$2,304,186	\$2,396,353	\$2,396,353	\$2,396,353	\$0
Total Transfers Out	\$2,304,186	\$2,396,353	\$2,396,353	\$2,396,353	\$0
Total Disbursements, NVTC and County	\$116,527,504	\$124,040,360	\$129,493,969	\$129,493,969	\$0
Ending Balance³					
General Fund and Contributions	\$0	\$0	\$0	\$0	\$0
Bond Funds	1,931,414	0	0	0	0
Unreserved Balance	\$0	\$0	\$0	\$0	\$0

¹ 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 2, 2004, the voters approved a \$110 million Transportation Bond. In October 2009, an amount of \$56.3 million was sold, including \$2.59 million in bond premium, leaving a balance of \$9.57 million in authorized but unissued bonds for this fund. The October 2009 bond sale amount included \$37.6 million to provide County one-time support to the Metro Capital Program, allowing the County to opt-out of debt service payments associated with capital projects for the next 25 years.

² Expenditures for the Bus Operating Subsidy include continuing annual support of the Springfield Circulator service.

³ The ending balance in Fund 30000, 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.