

FUND STATEMENT

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and Construction

	FY 2001 Estimate	FY 2001 Actual	Increase (Decrease) (Col. 2-1)	FY 2002 Adopted Budget Plan	FY 2002 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$2,938,449	\$2,938,449	\$0	\$0	\$9,078,340	\$9,078,340
Revenue:						
Revenue Applied to Operating Expenses						
State Aid Applied to Operating	\$25,775,775	\$19,897,892	(\$5,877,883)	\$28,089,171	\$28,727,837	\$638,666
Gas Tax Applied to Operating	8,075,712	11,902,522	3,826,810	8,550,000	8,550,000	0
Prior Year Adjustments	3,034,479	758,620	(2,275,859)	0	0	0
Interest	0	0	0	1,100,000	1,100,000	0
Subtotal - Revenue Applied to Operating	\$36,885,966	\$32,559,034	(\$4,326,932)	\$37,739,171	\$38,377,837	\$638,666
Revenue Applied to Capital Construction						
State Aid Applied to Rail Reliability	\$692,300	\$2,171,796	\$1,479,496	\$0	\$0	\$0
State Aid Applied to Bus Capital	1,621,096	1,829,100	208,004	0	0	0
State Aid Applied to ARS Debt Service	3,010,481	3,010,481	0	3,010,481	3,010,481	0
State Bonds Applied to Capital Construction	0	0	0	2,368,947	0	(2,368,947)
Gas Tax Rev. Applied to ARS Debt Service	158,447	158,447	0	158,447	158,447	0
System Improvement/ Expansion	0	312,464	312,464	0	400,000	400,000
Advanced Payment Credit	0	4,006,640	4,006,640	0	0	0
Subtotal - Revenue Applied to Capital Construction	\$5,482,324	\$11,488,928	\$6,006,604	\$5,537,875	\$3,568,928	(\$1,968,947)
County Bond Sales ¹	\$12,702,850	\$13,000,000	\$297,150	\$4,918,523	\$4,918,523	0
Total Revenue	\$55,071,140	\$57,047,962	\$1,976,822	\$48,195,569	\$46,865,288	(\$1,330,281)
Transfers In:						
General Fund (001)	\$12,673,283	\$12,673,283	\$0	\$11,450,844	\$11,450,844	\$0
Total Transfers In	\$12,673,283	\$12,673,283	\$0	\$11,450,844	\$11,450,844	\$0
Total Available	\$70,682,872	\$72,659,694	\$1,976,822	\$59,646,413	\$67,394,472	\$7,748,059

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	FY 2001 Estimate	FY 2001 Actual	Increase (Decrease) (Col. 2-1)	FY 2002 Adopted Budget Plan	FY 2002 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Expenditures:						
Operating Expenditures						
Bus Operating Subsidy	\$24,877,144	\$25,000,941	\$123,797	\$26,026,617	\$26,084,063	\$57,446
Rail Operating Subsidy	19,816,595	17,644,237	(2,172,358)	17,964,482	18,843,551	879,069
ADA Paratransit - Metro	2,432,675	2,550,305	117,630	2,756,316	2,552,081	(204,235)
ADA Paratransit - FASTRAN	400,000	156,386	(243,614)	0	0	0
Service Enhancements	594,296	0	(594,296)	364,576	364,576	0
Springfield Circulator	404,000	291,500	(112,500)	642,600	642,600	0
Other Transportation	1,539,205	0	(1,539,205)	0	0	0
Subtotal - Operating Expenditures	\$50,063,915	\$45,643,369	(\$4,420,546)	\$47,754,591	\$48,486,871	\$732,280
Capital Construction Expenditures						
Capital Rail Contribution	\$10,658,688	\$8,526,061	(\$2,132,627)	\$894,630	\$3,027,259	\$2,132,629
Rail System Improvement/Expansion	400,000	312,464	(87,536)	400,000	400,000	0
Rail Reliability Program	3,564,541	2,895,728	(668,813)	5,992,840	6,423,666	430,826
Bus Capital	1,621,096	1,829,100	208,004	0	0	0
ARS Debt Service	3,168,928	3,168,928	0	3,168,928	3,168,928	0
Subtotal - Capital Construction Expenditures	\$19,413,253	\$16,732,281	(\$2,680,972)	\$10,456,398	\$13,019,853	\$2,563,455
Total Expenditures	\$69,477,168	\$62,375,650	(\$7,101,518)	\$58,210,989	\$61,506,724	\$3,295,735
Transfers Out:						
County Transit Systems (100)	\$1,205,704	\$1,205,704	\$0	\$1,435,424	\$1,435,424	\$0
Total Transfers Out	\$1,205,704	\$1,205,704	\$0	\$1,435,424	\$1,435,424	\$0
Total Disbursements	\$70,682,872	\$63,581,354	(\$7,101,518)	\$59,646,413	\$62,942,148	\$3,295,735
Ending Balance	\$0	\$9,078,340	\$9,078,340	\$0	\$4,452,324	\$4,452,324
General Fund	0	93,614	93,614	0	0	0
Bond Funds ²	0	8,984,726	8,984,726	0	4,452,324	4,452,324
Unreserved Balance	\$0	\$0	\$0	\$0	\$0	\$0

¹ The sale of bonds is based on a review of cash needs rather than cash and encumbrances as presented here for planning purposes. This is consistent with Board policy to sell bonds on a cash basis. On November 3, 1992, an amount of \$50 million was approved by the voters to fund the County's share of completing the Metrorail system in the Franconia/Springfield area. As of July 1, 2001, an amount of \$13.895 million remains in authorized but unissued from the November 1992 transportation bond referendum. These bonds are programmed for the Infrastructure Renewal Program (IRP) at WMATA.

² This balance is programmed for the Infrastructure Renewal Program (IRP) at WMATA.