

FUND STATEMENT

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and Construction

	FY 2003 Actual	FY 2004 Adopted Budget Plan	FY 2004 Revised Budget Plan	FY 2004 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$16,562,358	\$2,130,340	\$8,433,732	\$8,433,732	\$0
Revenue:					
Revenue Applied to Operating Expenses					
State Aid Applied to Operating	\$25,432,949	\$26,473,151	\$23,870,696	\$23,870,696	\$0
Gas Tax Revenue Applied to Operating	10,948,889	10,550,000	10,550,000	10,550,000	0
Prior Year Adjustments	986,958	5,173,861	5,173,861	5,173,861	0
Interest	1,100,000	400,000	400,000	400,000	0
Subtotal - Revenue Applied to Operating	\$38,468,796	\$42,597,012	\$39,994,557	\$39,994,557	\$0
Revenue Applied to Capital Construction					
State Aid Applied to Rail Reliability	\$844,680	\$799,680	\$799,680	\$799,680	\$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	0	4,950,000	4,950,000	0	(4,950,000)
NVTD Bonds Applied to Capital Construction	0	5,000,000	5,000,000	5,000,000	0
Gas Tax Rev. Applied to ARS Debt Service	158,447	158,447	158,447	158,447	0
System Improvement/ Expansion	404,000	545,000	400,000	400,000	0
System Access Program	42,500	0	0	0	0
Subtotal - Revenue Applied to Capital Construction	\$4,460,108	\$14,463,608	\$14,318,608	\$9,368,608	(\$4,950,000)
County Bond Sales ¹	\$0	\$2,919,980	\$0	\$0	\$0
Total Revenue	\$42,928,904	\$59,980,600	\$54,313,165	\$49,363,165	(\$4,950,000)
Transfers In:					
General Fund (001)	\$12,272,714	\$12,272,714	\$12,272,714	\$12,272,714	\$0
Contributed Roadway Improvement Fund (301)	110,000	110,000	110,000	110,000	0
Total Transfers In	\$12,382,714	\$12,382,714	\$12,382,714	\$12,382,714	\$0
Total Available	\$71,873,976	\$74,493,654	\$75,129,611	\$70,179,611	(\$4,950,000)

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	FY 2003 Actual	FY 2004 Adopted Budget Plan	FY 2004 Revised Budget Plan	FY 2004 Third Quarter Estimate	Increase (Decrease) (Col. 5-4)
Expenditures:					
Operating Expenditures					
Bus Operating Subsidy	\$25,464,907	\$26,547,027	\$26,945,823	\$26,945,823	\$0
Rail Operating Subsidy	20,138,710	20,374,378	18,587,732	18,587,732	0
ADA Paratransit - Metro	3,585,417	5,428,700	4,936,400	4,936,400	0
Service Enhancements	0	364,576	364,576	364,576	0
Springfield Circulator	30,294	700,433	700,433	700,433	0
Subtotal - Operating Expenditures	\$49,219,328	\$53,415,114	\$51,534,964	\$51,534,964	\$0
Capital Construction Expenditures					
Capital Rail Contribution	\$1,265,820	\$0	\$0	\$0	\$0
Rail System					
Improvement/Expansion	404,000	545,000	400,000	400,000	0
Rail Reliability Program	7,809,244	12,300,000	12,200,000	12,200,000	0
System Access Program	137,500	3,500,000	100,000	100,000	0
ARS Debt Service	3,168,928	3,168,928	3,168,928	3,168,928	0
Subtotal - Capital Construction					
Expenditures	\$12,785,492	\$19,513,928	\$15,868,928	\$15,868,928	\$0
Total Expenditures	\$62,004,820	\$72,929,042	\$67,403,892	\$67,403,892	\$0
Transfers Out:					
County Transit Systems (100)	\$1,435,424	\$1,564,612	\$1,564,612	\$1,564,612	\$0
Total Transfers Out	\$1,435,424	\$1,564,612	\$1,564,612	\$1,564,612	\$0
Total Disbursements	\$63,440,244	\$74,493,654	\$68,968,504	\$68,968,504	\$0
Ending Balance²					
	\$8,433,732	\$0	\$6,161,107	\$1,211,107	(\$4,950,000)
General Fund	\$722,305	\$0	\$0	\$0	\$0
Bond Funds	7,711,427	0	6,161,107	1,211,107	(4,950,000)
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 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 2004 onward will be allocated from \$31 million of remaining authorized but unissued 1990 Transportation Improvement Bonds.

² The fund balance in Fund 309, Metro Operations and Construction, is maintained at adequate levels relative to projected operating and capital construction requirements. These costs change annually and unspent funding is carried forward each year, thus resulting in ending balances that fluctuate, reflecting the carryover of these funds.