

FUND STATEMENT

Fund Type G30, Capital Project Funds

Fund 309, Metro Operations and Construction

	FY 2005 Estimate	FY 2005 Actual	Increase (Decrease) (Col. 2-1)	FY 2006 Adopted Budget Plan	FY 2006 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Beginning Balance	\$13,392,001	\$13,392,001	\$0	\$0	\$1,882,881	\$1,882,881
Revenue:						
Revenue Applied to Operating Expenses						
State Aid Applied to Operating	\$26,417,831	\$22,033,423	(\$4,384,408)	\$26,466,882	\$26,466,882	\$0
Gas Tax Revenue Applied to Operating	10,801,355	14,747,893	3,946,538	12,815,129	12,815,129	0
Interest	250,000	0	(250,000)	250,000	250,000	0
Subtotal - Revenue Applied to Operating Expenses	\$37,469,186	\$36,781,316	(\$687,870)	\$39,532,011	\$39,532,011	\$0
Revenue Applied to Capital Construction						
State Aid Applied to Rail Reliability	\$1,100,000	\$1,100,000	\$0	\$1,000,000	\$1,000,000	\$0
State Aid Applied to ARS Debt Service	3,010,481	3,010,481	0	3,010,481	3,010,481	0
VTA 2000 Bonds Applied to Capital Construction ¹	9,900,000	0	(9,900,000)	4,950,000	14,850,000	9,900,000
Gas Tax Rev. Applied to ARS Debt Service	158,447	158,447	0	158,447	158,447	0
System Improvement/ Expansion	300,000	277,600	(22,400)	400,000	409,000	9,000
System Access Program	0	109,017	109,017	0	0	0
Subtotal - Revenue Applied to Capital Construction	\$14,468,928	\$4,655,545	(\$9,813,383)	\$9,518,928	\$19,427,928	\$9,909,000
County Bond Sales	\$1,471,303	\$0	(\$1,471,303)	\$27,950,000	\$1,095,456	-\$26,854,544
Total Revenue	\$53,409,417	\$41,436,861	(\$11,972,556)	\$77,000,939	\$60,055,395	(\$16,945,544)
Transfers In:						
General Fund (001)	\$18,144,820	\$18,144,820	\$0	\$21,316,309	\$21,316,309	\$0
Contributed Roadway Improvement Fund (301)	110,000	110,000	0	110,000	110,000	0
Total Transfers In	\$18,254,820	\$18,254,820	\$0	\$21,426,309	\$21,426,309	\$0
Total Available:	\$85,056,238	\$73,083,682	(\$11,972,556)	\$98,427,248	\$83,364,585	(\$15,062,663)

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	FY 2005 Estimate	FY 2005 Actual	Increase (Decrease) (Col. 2-1)	FY 2006 Adopted Budget Plan	FY 2006 Revised Budget Plan	Increase (Decrease) (Col. 5-4)
Expenditures:						
Operating Expenditures						
Bus Operating Subsidy	\$29,716,400	\$29,245,259	(\$471,141)	\$32,016,400	\$31,245,594	(\$770,806)
Rail Operating Subsidy	17,394,852	17,374,977	(19,875)	20,394,852	18,849,448	(1,545,404)
ADA Paratransit - Metro	5,944,510	5,944,510	0	5,744,510	5,840,510	96,000
Service Enhancements	364,576	0	(364,576)	364,576	393,000	28,424
Springfield Circulator	731,952	417,337	(314,615)	753,911	600,000	(153,911)
Subtotal - Operating Exp.	\$54,152,290	\$52,982,083	(\$1,170,207)	\$59,274,249	\$56,928,552	(\$2,345,697)
Capital Construction Expenditures						
Rail System Improvement/Expansion	\$300,000	\$277,600	(\$22,400)	\$400,000	\$409,000	\$9,000
Rail Reliability Program	13,800,000	12,919,109	(880,891)	15,778,000	18,346,000	2,568,000
System Access Program	12,000,000	218,089	(11,781,911)	18,122,000	0	(18,122,000)
ARS Debt Service	3,168,928	3,168,900	(28)	3,168,928	3,168,928	0
Subtotal - Capital Constr. Exp.	\$29,268,928	\$16,583,698	(\$12,685,230)	\$37,468,928	\$21,923,928	(\$15,545,000)
Total Expenditures	\$83,421,218	\$69,565,781	(\$13,855,437)	\$96,743,177	\$78,852,480	(\$17,890,697)
Transfer Out:						
County Transit Systems (100)	\$1,635,020	\$1,635,020	\$0	\$1,684,071	\$1,684,071	\$0
Total Transfers Out	\$1,635,020	\$1,635,020	\$0	\$1,684,071	\$1,684,071	\$0
Total Disbursements	\$85,056,238	\$71,200,801	(\$13,855,437)	\$98,427,248	\$80,536,551	(\$17,890,697)
Ending Balance¹	\$0	\$1,882,881	\$1,882,881	\$0	\$2,828,034	\$2,828,034
General Fund	\$0	\$482,337	\$482,337	\$0	\$2,828,034	\$2,828,034
Bond Funds	0	1,400,544	1,400,544	0	0	0
Unreserved Balance	\$0	\$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. The change in the ending balance is the result of the issuance of these bonds in advance of cashflow requirements for FY 2005 and FY 2006.