



**Washington Metropolitan Area Transit Authority**  
**Fiscal 2006**

**Monthly Operating Financial Report**  
**Fiscal 2006**

**December 2005**

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**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
MONTHLY OPERATING FINANCIAL REPORT  
Fiscal 2006  
December 2005**

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**INDEX**

**A. Financial Performance Highlights..... A-1**

**B. Financial Results ..... B-1**

**C. Ridership and Revenue..... C-1**

## **OPERATING FINANCIAL PERFORMANCE HIGHLIGHTS**



**Washington Metropolitan Area Transit Authority**  
**December 2005 – Financial Performance Highlights**

**Summary**

Total revenue in December of \$46.6 million was \$1.6 million more than anticipated and the largest positive revenue variance continued to occur in passenger revenue. Expenses for the month were \$84.3 million, \$0.7 million less than budgeted. In December, expenses benefited from less than expected labor costs, the second consecutive month where labor was under budget. In addition to labor, utilities and services costs were also less than anticipated for the month. On a year-to-date basis, total revenue of \$302.6 million was \$16 million more than budget, but expenses for the same period were \$515.1 million, \$10.4 million more than budget. In December, the subsidy result was a savings of \$2.4 million and a savings of \$5.6 million through the first six months of the fiscal year.

**FINANCIAL SUMMARY**  
**December 2005**  
**(Dollars in Thousands)**

	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
<b>Revenues</b>	\$44,984	\$46,639	\$1,655	\$286,618	\$302,584	\$15,966
<b>Expenses</b>	\$85,041	\$84,322	\$720	\$504,747	\$515,110	(\$10,364)
<b>Subsidy</b>	\$40,058	\$37,683	\$2,375	\$218,129	\$212,526	\$5,602

**RIDERSHIP SUMMARY**  
**Average Weekday Ridership**

	Dec 2004	Dec 2005	% Increase or Decrease (06 vs. 05)
<b>Rail</b>	604,400	634,000	4.9%
<b>Bus</b>	400,700	401,200	0.1%
<b>ADA</b>	4,000	3,600	-10.0%
<b>TOTAL</b>	1,009,100	1,038,800	2.9%

**Year-to-Date Total Ridership**

	Dec 2004	Dec 2005	% Increase or Decrease (06 vs. 05)
<b>Rail</b>	94,916,900	101,121,500	6.5%
<b>Bus</b>	63,643,300	65,131,000	2.3%
<b>ADA</b>	510,400	680,500	33.3%
<b>TOTAL</b>	159,070,600	166,933,000	4.9%



### **Ridership**

Ridership increased in all timeperiods when compared to an average weekday in December last year. This has been the norm each month in fiscal 2006, and for the month, average weekday ridership grew 5 percent or almost 30,000 trips when compared with last year. Consistent with the trends so far this year, ridership in all time periods continued to grow, with AM peak trips increasing 3 percent or 6,000 trips and PM peak growth increasing almost 6 percent or 10,000 trips. Unlike previous months where AM and PM peak ridership and ridership growth closely mirrored the other, in December, ridership grew at a greater rate in the PM peak. One explanation, for the disproportionate level of growth was that the Washington Capitals hockey team resumed play at the MCI Center after a year of being on strike. As a result of the strike, all major league hockey games were cancelled last season which ran from October 2004 to May 2005. With the resumption of hockey in 2005, additional game related trips were generated during the PM peak and evening periods which did not occur last fiscal year. For the month, evening travel increased almost 8,000 trips or slightly over 13 percent. Average weekend ridership for the month increased almost 30,000 trips or 5 and 13 percent on Saturday and Sunday, respectively.

Average weekday Metrobus ridership was almost exactly as budget, with an average weekday ridership of 439,000 trips. Preliminary average weekday MetroAccess trips declined 2.4, a decrease of 100 trips from the average weekday total of last December of 4,100 trips.

### **Revenues**

In December, revenues were once again above budget, continuing the trend for this fiscal year. Passenger revenue was \$37.9 million for the month, \$1.6 million more than projected. Most non-passenger revenue accounts also exceeded projections, but joint development and fiber optic revenues were less than anticipated. Although shown as below budget for the month, joint development revenue in December was



## Washington Metropolitan Area Transit Authority

### December 2005 – Financial Performance Highlights

essentially on budget, but adjustments for two prior months of approximately \$40,000 caused the reported unfavorable revenue result. The fiber optic under run of \$700,000 reflected an adjustment in December, but total fiber optic revenue through December is very close to budget. So far this fiscal year, total revenues are almost \$16 million above budget with all revenue accounts performing at or above expectations. The largest year-to-date positive variance is in passenger revenue which is currently \$11.7 million above budget. Other high performing revenue accounts through December included interest revenue, \$1.6 million, parking revenue, \$1.2 million, and other miscellaneous revenue accounts, \$0.9 million.

#### **Expenses**

The total expenses for the month of \$84.2 million were favorable by \$0.7 million, with personnel cost representing the majority of the variance. Personnel costs of \$63.6 million were under budget by \$0.6 million. Labor was under budget by \$0.9 million which more than offsets the unfavorable fringe variance of \$0.3 million. The unfavorable fringe variance is primarily attributed to unanticipated pension contributions. The non-personnel expenses of \$20.7 million were under budget by \$0.1 million, a variance of only 2% of the total variance, with materials & supplies and utilities nearly offsetting one another. Services have been consistently favorable, due to contract ratification and project delays.

#### **Cost Recovery**

System-wide cost recovery in December was 55 percent, almost exactly as budgeted. Through the end of December, year-to-date cost recovery was 58.7 percent, almost 2 percentage points higher than the anticipated 56.8 percent. On Metrorail, the rate was 73.2 percent, and on a year-to-date basis was 79.8 percent, compared to 76.8 percent included in the budget. On Metrobus, the rate of 33.9 percent was 2.4 percent better than budget.

## **OPERATING FINANCIAL RESULTS**

**SUMMARY**  
**OPERATING BUDGET**  
**December, 2005**  
**ALL OPERATING**  
(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$36,184	\$36,288	\$37,921	\$1,633
400	395	410	15
220	148	186	37
2,730	2,706	2,970	264
2,417	2,500	2,500	0
678	546	508	(39)
629	1,329	619	(709)
198	169	595	426
76	52	64	12
0	850	867	17
<b>\$43,532</b>	<b>\$44,984</b>	<b>\$46,639</b>	<b>\$1,655</b>
<b>\$33,761</b>	<b>\$40,058</b>	<b>\$37,683</b>	<b>\$2,375</b>
\$2,290	\$2,290	\$2,290	\$0
<b>\$36,051</b>	<b>\$42,348</b>	<b>\$39,973</b>	<b>\$2,375</b>

**REVENUES:**

Passenger Revenue	\$230,035	\$237,341	\$249,047	\$11,706
D.C. School Reimbursement	1,654	1,792	1,912	120
Contract / Sub-Contract Charter	1,131	729	1,011	282
Parking	17,091	17,337	18,492	1,154
Advertising	14,500	15,000	15,000	0
Joint Development	4,112	3,279	3,546	268
Fiber Optic	3,944	4,235	4,186	(49)
Other	1,282	1,496	2,419	922
Interest	607	310	1,879	1,569
SCR Funding	0	5,100	5,092	(8)
<b>TOTAL REVENUE</b>	<b>\$274,358</b>	<b>\$286,618</b>	<b>\$302,584</b>	<b>\$15,966</b>

**OPERATING EXPENSES:**

Labor	\$275,241	\$290,024	\$293,739	(\$3,715)
Fringe Benefits	77,876	91,410	93,510	(2,100)
Services	38,296	50,253	46,241	4,012
Materials & Supplies	32,556	34,966	36,338	(1,372)
Power & Fuel	25,710	26,714	32,497	(5,784)
Utilities & Other	20,278	21,731	23,135	(1,405)
Reimbursements	(10,350)	(10,350)	(10,350)	0
<b>TOTAL EXPENSE</b>	<b>\$459,607</b>	<b>\$504,747</b>	<b>\$515,110</b>	<b>(\$10,364)</b>

**GROSS SUBSIDY**

Plus: Debt Service  
**LOCAL SUBSIDY**

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$230,035	\$237,341	\$249,047	\$11,706
1,654	1,792	1,912	120
1,131	729	1,011	282
17,091	17,337	18,492	1,154
14,500	15,000	15,000	0
4,112	3,279	3,546	268
3,944	4,235	4,186	(49)
1,282	1,496	2,419	922
607	310	1,879	1,569
0	5,100	5,092	(8)
<b>\$274,358</b>	<b>\$286,618</b>	<b>\$302,584</b>	<b>\$15,966</b>
<b>\$185,249</b>	<b>\$218,129</b>	<b>\$212,526</b>	<b>\$5,602</b>
\$13,742	\$13,742	\$13,742	\$0
<b>\$198,991</b>	<b>\$231,871</b>	<b>\$226,269</b>	<b>\$5,602</b>

56.3%

52.9%

55.3%

Cost Recovery Ratio

59.7%

56.8%

58.7%



**METRORAIL  
OPERATING BUDGET  
December, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$27,926	\$28,254	\$29,641	\$1,387
212	80	100	20
2,730	2,706	2,969	263
725	753	750	(3)
678	546	508	(39)
629	1,329	619	(709)
98	68	397	329
38	19	28	9
0	678	716	38
<b>\$33,036</b>	<b>\$34,434</b>	<b>\$35,729</b>	<b>\$1,295</b>
\$26,824	\$27,850	\$27,904	(\$54)
7,285	8,655	9,396	(741)
2,078	3,107	2,793	314
2,677	3,214	3,238	(24)
2,550	2,925	2,304	621
2,241	2,703	3,384	(680)
(225)	(225)	(225)	0
<b>\$43,431</b>	<b>\$48,230</b>	<b>\$48,795</b>	<b>(\$565)</b>
<b>\$10,395</b>	<b>\$13,796</b>	<b>\$13,066</b>	<b>\$730</b>
\$2,290	\$2,290	\$2,290	\$0
<b>\$12,685</b>	<b>\$16,086</b>	<b>\$15,356</b>	<b>\$730</b>

76.1%

71.4%

73.2%

**REVENUES:**

Passenger Revenue	\$178,057	\$185,581	\$195,763	\$10,182
D.C. School Reimbursement	941	397	506	109
Parking	17,091	17,337	18,485	1,147
Advertising	4,350	4,515	4,500	(15)
Joint Development	4,112	3,279	3,546	268
Fiber Optic	3,944	4,235	4,186	(49)
Other	606	712	1,328	616
Interest	223	114	810	696
SCR Funding	0	4,071	4,185	115
<b>TOTAL REVENUE</b>	<b>\$209,325</b>	<b>\$220,241</b>	<b>\$233,309</b>	<b>\$13,069</b>

**OPERATING EXPENSES:**

Labor	\$157,836	\$165,000	\$169,567	(\$4,567)
Fringe Benefits	44,274	51,759	55,714	(3,955)
Services	13,042	18,055	16,045	2,011
Materials & Supplies	17,820	19,791	19,014	777
Propulsion Power	16,251	17,661	17,121	540
Utilities & Other	14,371	15,919	16,366	(448)
Reimbursements	(1,350)	(1,350)	(1,350)	0
<b>TOTAL EXPENSE</b>	<b>\$262,244</b>	<b>\$286,834</b>	<b>\$292,477</b>	<b>(\$5,642)</b>

**GROSS SUBSIDY**

<b>\$52,919</b>	<b>\$66,594</b>	<b>\$59,167</b>	<b>\$7,426</b>
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Plus: Debt Service  
**LOCAL SUBSIDY**

\$13,742	\$13,742	\$13,742	\$0
<b>\$66,661</b>	<b>\$80,336</b>	<b>\$72,909</b>	<b>\$7,426</b>

Cost Recovery Ratio

79.8%

76.8%

79.8%

**METROBUS  
OPERATING BUDGET  
December, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$8,010	\$7,723	\$7,970	\$247
188	315	310	(5)
220	148	186	37
1,692	1,748	1,750	3
0	0	0	0
100	101	198	97
38	33	35	3
0	148	130	(18)
<b>\$10,247</b>	<b>\$10,215</b>	<b>\$10,580</b>	<b>\$365</b>
\$19,798	\$20,826	\$19,873	\$953
5,586	6,789	6,406	383
995	1,207	1,382	(175)
2,648	2,547	2,810	(263)
1,669	1,529	2,203	(674)
1,195	1,047	43	1,003
(1,500)	(1,500)	(1,500)	0
<b>\$30,391</b>	<b>\$32,445</b>	<b>\$31,217</b>	<b>\$1,229</b>
<b>\$20,144</b>	<b>\$22,231</b>	<b>\$20,637</b>	<b>\$1,594</b>
\$0	\$0	\$0	\$0
<b>\$20,144</b>	<b>\$22,231</b>	<b>\$20,637</b>	<b>\$1,594</b>

33.7%

31.5%

33.9%

**REVENUES:**

Passenger Revenue	\$50,585	\$49,850	\$51,728	\$1,877
D.C. School Reimbursement	712	1,395	1,406	11
Contract / Sub-Contract Charter	1,132	729	1,011	282
Advertising	10,150	10,485	10,500	15
Joint Development	0	0	0	0
Other	676	784	1,091	307
Interest	384	196	1,069	873
SCR Funding	0	887	781	(106)
<b>TOTAL REVENUE</b>	<b>\$63,640</b>	<b>\$64,325</b>	<b>\$67,592</b>	<b>\$3,267</b>

**OPERATING EXPENSES:**

Labor	\$117,132	\$124,593	\$123,978	\$614
Fringe Benefits	33,528	39,520	37,745	1,776
Services	5,085	7,096	6,564	532
Materials & Supplies	14,717	15,158	17,317	(2,160)
Power & Fuel	9,459	9,053	15,376	(6,323)
Utilities & Other	5,756	5,639	6,606	(967)
Reimbursements	(9,000)	(9,000)	(9,000)	0
<b>TOTAL EXPENSE</b>	<b>\$176,676</b>	<b>\$192,059</b>	<b>\$198,587</b>	<b>(\$6,528)</b>

**GROSS SUBSIDY**

<b>\$113,037</b>	<b>\$127,734</b>	<b>\$130,995</b>	<b>(\$3,260)</b>
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Plus: Debt Service

\$0	\$0	\$0	\$0
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**LOCAL SUBSIDY**

<b>\$113,037</b>	<b>\$127,734</b>	<b>\$130,995</b>	<b>(\$3,260)</b>
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Cost Recovery Ratio

36.0%

33.5%

34.0%

## REGIONAL BUS OPERATING BUDGET

December, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$6,460	\$6,408	\$6,613	\$205
188	315	310	(5)
220	148	186	37
1,692	1,748	1,750	3
0	0	0	0
100	101	198	97
38	33	35	3
0	148	130	(18)
<b>\$8,697</b>	<b>\$8,899</b>	<b>\$9,222</b>	<b>\$323</b>
\$16,593	\$17,279	\$16,488	\$791
4,642	5,633	5,315	318
965	1,002	1,147	(145)
2,388	2,114	2,331	(218)
1,313	1,269	1,828	(559)
1,195	1,047	43	1,003
(1,500)	(1,500)	(1,500)	0
<b>\$25,595</b>	<b>\$26,843</b>	<b>\$25,652</b>	<b>\$1,190</b>
<b>\$16,898</b>	<b>\$17,943</b>	<b>\$16,430</b>	<b>\$1,513</b>
\$0	\$0	\$0	\$0
<b>\$16,898</b>	<b>\$17,943</b>	<b>\$16,430</b>	<b>\$1,513</b>

34.0%

33.2%

36.0%

### REVENUES:

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$41,475	\$41,361	\$42,918	\$1,558
712	1,395	1,406	11
1,132	729	1,011	282
10,150	10,485	10,500	15
0	0	0	0
676	784	1,091	307
384	196	1,069	873
0	887	781	(106)
<b>\$54,530</b>	<b>\$55,835</b>	<b>\$58,783</b>	<b>\$2,948</b>

### OPERATING EXPENSES:

\$97,900	\$103,375	\$102,865	\$510
27,866	32,790	31,317	1,473
4,989	5,887	5,446	441
13,127	12,576	14,368	(1,792)
7,442	7,511	12,758	(5,247)
5,755	5,639	6,606	(967)
(9,000)	(9,000)	(9,000)	0
<b>\$148,079</b>	<b>\$158,779</b>	<b>\$164,360</b>	<b>(\$5,581)</b>

### GROSS SUBSIDY

<b>\$93,550</b>	<b>\$102,944</b>	<b>\$105,577</b>	<b>(\$2,633)</b>
\$0	\$0	\$0	\$0
<b>\$93,550</b>	<b>\$102,944</b>	<b>\$105,577</b>	<b>(\$2,633)</b>

Plus: Debt Service  
LOCAL SUBSIDY

Cost Recovery Ratio

36.8%

35.2%

35.8%

## NON-REGIONAL BUS

### OPERATING BUDGET

December, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$1,550	\$1,315	\$1,357	\$42
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
<b>\$1,550</b>	<b>\$1,315</b>	<b>\$1,357</b>	<b>\$42</b>
\$3,205	\$3,547	\$3,384	\$162
944	1,156	1,091	65
31	206	235	(30)
260	434	479	(45)
357	260	375	(115)
0	0	0	0
0	0	0	0
<b>\$4,796</b>	<b>\$5,603</b>	<b>\$5,564</b>	<b>\$38</b>
<b>\$3,246</b>	<b>\$4,287</b>	<b>\$4,207</b>	<b>\$80</b>
\$0	\$0	\$0	\$0
<b>\$3,246</b>	<b>\$4,287</b>	<b>\$4,207</b>	<b>\$80</b>

32.3%

23.5%

24.4%

#### REVENUES:

Passenger Revenue	\$9,110	\$8,490	\$8,809	\$320
D.C. School Reimbursement	0	0	0	0
Advertising	0	0	0	0
Other	0	0	0	0
SCR Funding	0	0	0	0
<b>TOTAL REVENUE</b>	<b>\$9,110</b>	<b>\$8,490</b>	<b>\$8,809</b>	<b>\$320</b>

#### OPERATING EXPENSES:

Labor	\$19,231	\$21,218	\$21,114	\$105
Fringe Benefits	5,662	6,730	6,428	302
Services	96	1,208	1,118	91
Materials & Supplies	1,590	2,581	2,949	(368)
Power & Fuel	2,017	1,542	2,619	(1,077)
Utilities & Other	0	0	0	(0)
Reimbursements	0	0	0	0
<b>TOTAL EXPENSE</b>	<b>\$28,597</b>	<b>\$33,280</b>	<b>\$34,227</b>	<b>(\$947)</b>

#### GROSS SUBSIDY

Plus: Debt Service  
**LOCAL SUBSIDY**

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$9,110	\$8,490	\$8,809	\$320
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
<b>\$9,110</b>	<b>\$8,490</b>	<b>\$8,809</b>	<b>\$320</b>
\$19,231	\$21,218	\$21,114	\$105
5,662	6,730	6,428	302
96	1,208	1,118	91
1,590	2,581	2,949	(368)
2,017	1,542	2,619	(1,077)
0	0	0	(0)
0	0	0	0
<b>\$28,597</b>	<b>\$33,280</b>	<b>\$34,227</b>	<b>(\$947)</b>
<b>\$19,487</b>	<b>\$24,791</b>	<b>\$25,418</b>	<b>(\$627)</b>
\$0	\$0	\$0	\$0
<b>\$19,487</b>	<b>\$24,791</b>	<b>\$25,418</b>	<b>(\$627)</b>

Cost Recovery Ratio

31.9%

25.5%

25.7%

**PARATRANSIT  
OPERATING BUDGET  
December, 2005**

*(DOLLARS IN THOUSANDS)*

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$248	\$312	\$310	(\$2)
0	24	21	(3)
<b>\$248</b>	<b>\$335</b>	<b>\$331</b>	<b>(\$5)</b>
\$38	\$73	\$32	\$40
10	21	9	12
3,392	4,240	4,215	25
3	3	2	1
27	29	52	(23)
<b>\$3,471</b>	<b>\$4,366</b>	<b>\$4,311</b>	<b>\$56</b>
<b>\$3,223</b>	<b>\$4,031</b>	<b>\$3,980</b>	<b>\$51</b>
\$0	\$0	\$0	\$0
<b>\$3,223</b>	<b>\$4,031</b>	<b>\$3,980</b>	<b>\$51</b>

7.1%

7.7%

7.7%

**REVENUES:**

Passenger Revenue  
SCR Funding

**TOTAL REVENUE**

**OPERATING EXPENSES:**

Labor  
Fringe Benefits  
Services  
Materials & Supplies  
Utilities & Other

**TOTAL EXPENSE**

**GROSS SUBSIDY**

Plus: Debt Service

**LOCAL SUBSIDY**

*Cost Recovery Ratio*

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$1,393	\$1,910	\$1,556	(\$353)
0	143	126	(17)
<b>\$1,393</b>	<b>\$2,053</b>	<b>\$1,683</b>	<b>(\$370)</b>
\$273	\$431	\$193	\$238
75	130	51	79
20,169	25,102	23,633	1,469
18	18	7	11
151	173	163	10
<b>\$20,686</b>	<b>\$25,853</b>	<b>\$24,047</b>	<b>\$1,806</b>
<b>\$19,293</b>	<b>\$23,801</b>	<b>\$22,364</b>	<b>\$1,436</b>
\$0	\$0	\$0	\$0
<b>\$19,293</b>	<b>\$23,801</b>	<b>\$22,364</b>	<b>\$1,436</b>

6.7%

7.9%

7.0%

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**Reimbursable Operating Projects**  
**Fiscal 2006**  
**December 2005**

Passenger Revenue	Contract Revenue	Total Revenue	Total Expense	Profit/ (Loss)
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**REIMBURSABLE SERVICES/PROJECTS**

**DC Circulator**

Month	\$66,156	\$554,850	\$621,006	\$621,006	\$0
Year-to-Date	\$588,226	\$2,527,881	\$3,116,107	\$3,116,107	\$0

**Arboretum**

** Month	\$804	\$10,424	\$11,228	\$11,228	\$0
*** Year-to-Date	\$3,967	\$38,835	\$42,802	\$42,802	\$0

**BWI Express  
Bus Service**

** Month	\$58,661	\$80,802	\$139,463	\$139,463	\$0
Year-to-Date	\$262,044	\$365,092	\$627,136	\$627,136	\$0

**Charles County  
Bus Service**

** Month	\$9,400	\$76,542	\$85,943	\$85,943	\$0
Year-to-Date	\$61,761	\$312,506	\$374,268	\$374,268	\$0

**College Park -  
Bethesda**

** Month	\$9,144	\$20,292	\$29,435	\$29,435	\$0
Year-to-Date	\$63,915	\$102,853	\$166,767	\$166,767	\$0

**Crofton  
Bus Service**

** Month	\$4,226	\$19,779	\$24,005	\$24,005	\$0
Year-to-Date	\$27,507	\$83,096	\$110,604	\$110,604	\$0

**DC Tysons  
Reverse Commute**

** Month	\$2,058	\$17,836	\$19,894	\$19,894	\$0
Year-to-Date	\$13,844	\$101,138	\$114,981	\$114,981	\$0

**Falls Church  
George Bus  
Service**

** Month	\$1,534	\$29,524	\$31,058	\$31,058	\$0
Year-to-Date	\$9,507	\$164,640	\$174,147	\$174,147	\$0

\*\* December 2005 YTD adjustments made to reflect differences between monthly average labor/fringe estimates and actual labor/fringe expense. Monthly average labor/fringe estimates were provided due to the transition and reconciliation of labor to PeopleSoft.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**Reimbursable Operating Projects**  
**Fiscal 2006**  
**December 2005**

		<b>Passenger Revenue</b>	<b>Contract Revenue</b>	<b>Total Revenue</b>	<b>Total Expense</b>	<b>Profit/(Loss)</b>
<b>"Get a Job, Get a Ride" Program</b>	* Month	\$0	\$6,398	\$6,398	\$6,398	\$0
	** Year-to-Date	\$0	\$31,506	\$31,506	\$31,506	\$0
<b>Springfield Circulator</b>	** Month	\$1,777	\$30,099	\$31,876	\$31,876	\$0
	** Year-to-Date	\$10,173	\$176,520	\$186,693	\$186,693	\$0
<b>Springfield Shuttle Service</b>	* Month	\$0	\$11,056	\$11,056	\$11,056	\$0
	** Year-to-Date	\$0	\$63,095	\$63,095	\$63,095	\$0
<b>Jobs Access</b>	* Month	\$0	\$7,273	\$7,273	\$7,273	\$0
	** Year-to-Date	\$0	\$22,994	\$22,994	\$22,994	\$0
<b>Columbia Pike Street Supervisor</b>	* Month	\$0	\$6,491	\$6,491	\$6,491	\$0
	** Year-to-Date	\$0	\$43,191	\$43,191	\$43,191	\$0

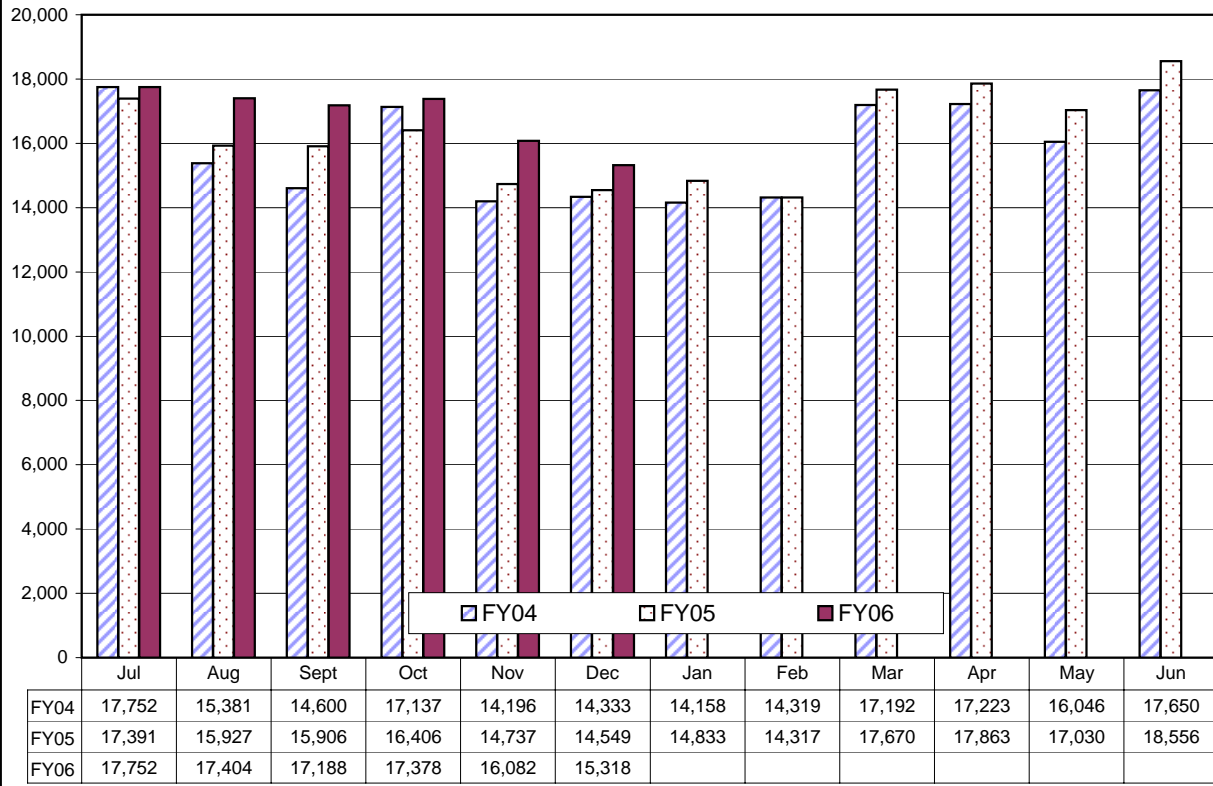
\* Projects without farebox revenue

\*\* December 2005 YTD adjustments made to reflect differences between monthly average labor/fringe estimates and actual labor/fringe expense. Monthly average labor/fringe estimates were provided due to the transition and reconciliation of labor to PeopleSoft.

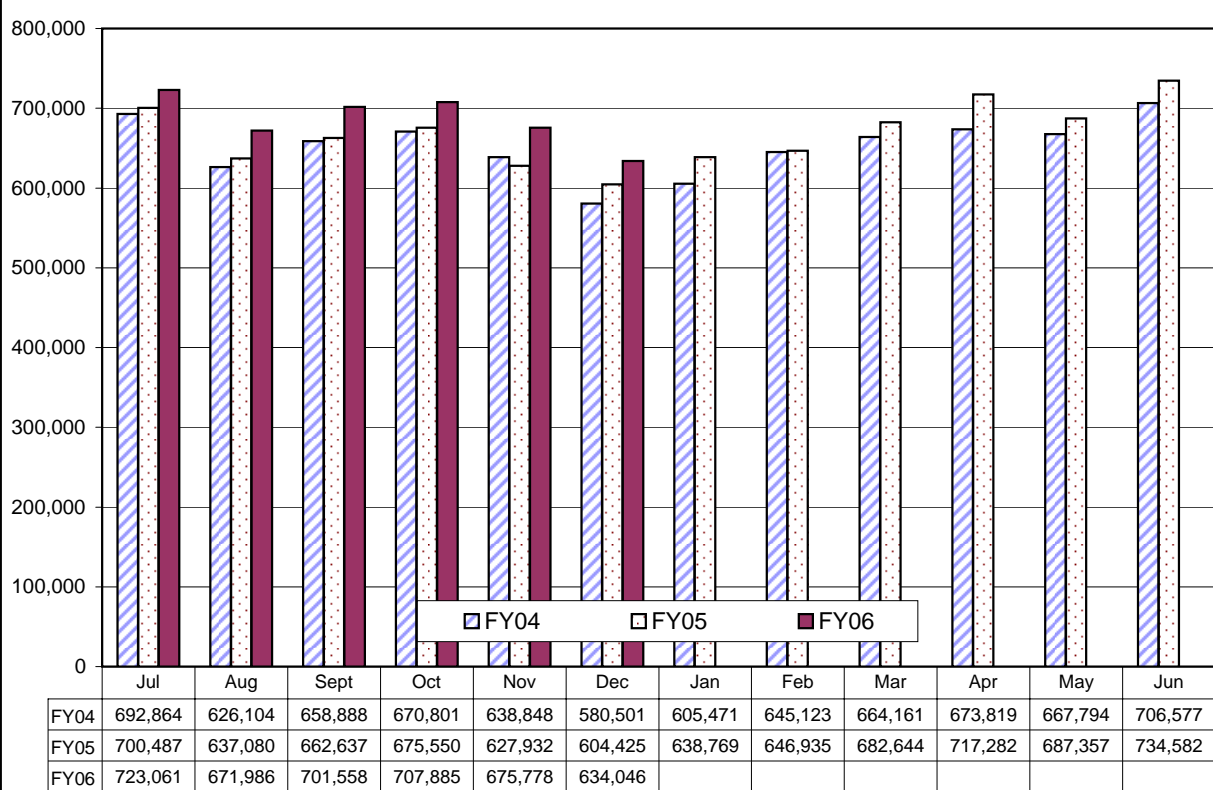
## **RIDERSHIP AND REVENUE TRENDS**



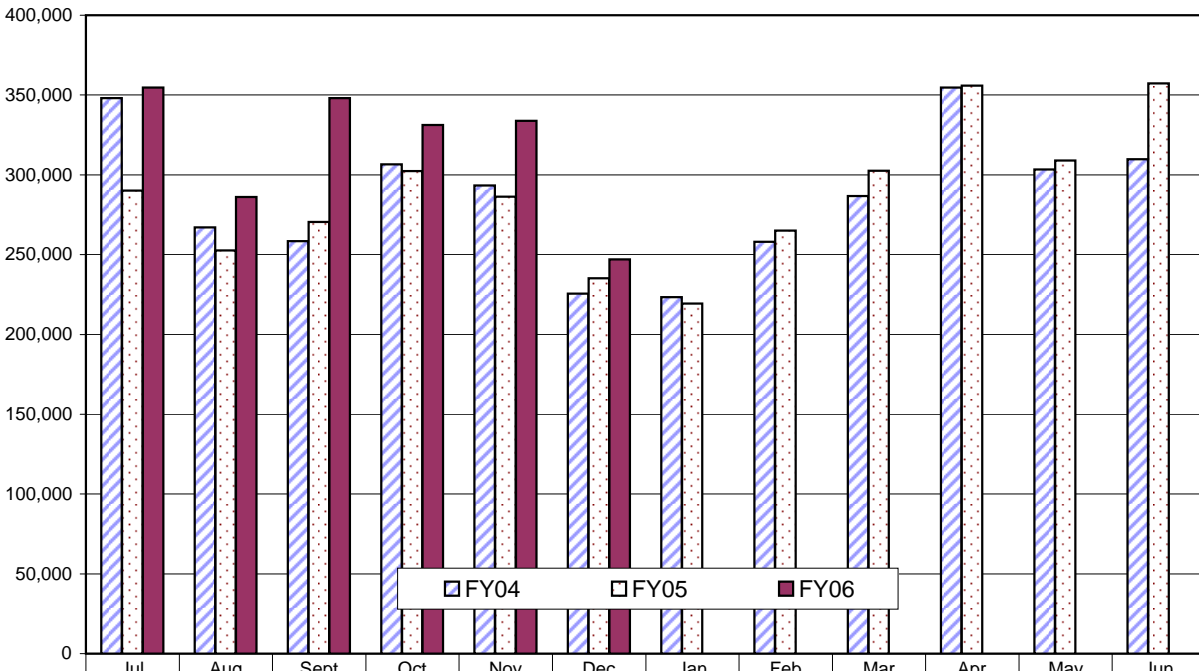
### METRORAIL MONTHLY RIDERSHIP (in 1,000s)



### METRORAIL AVERAGE WEEKDAY RIDERSHIP

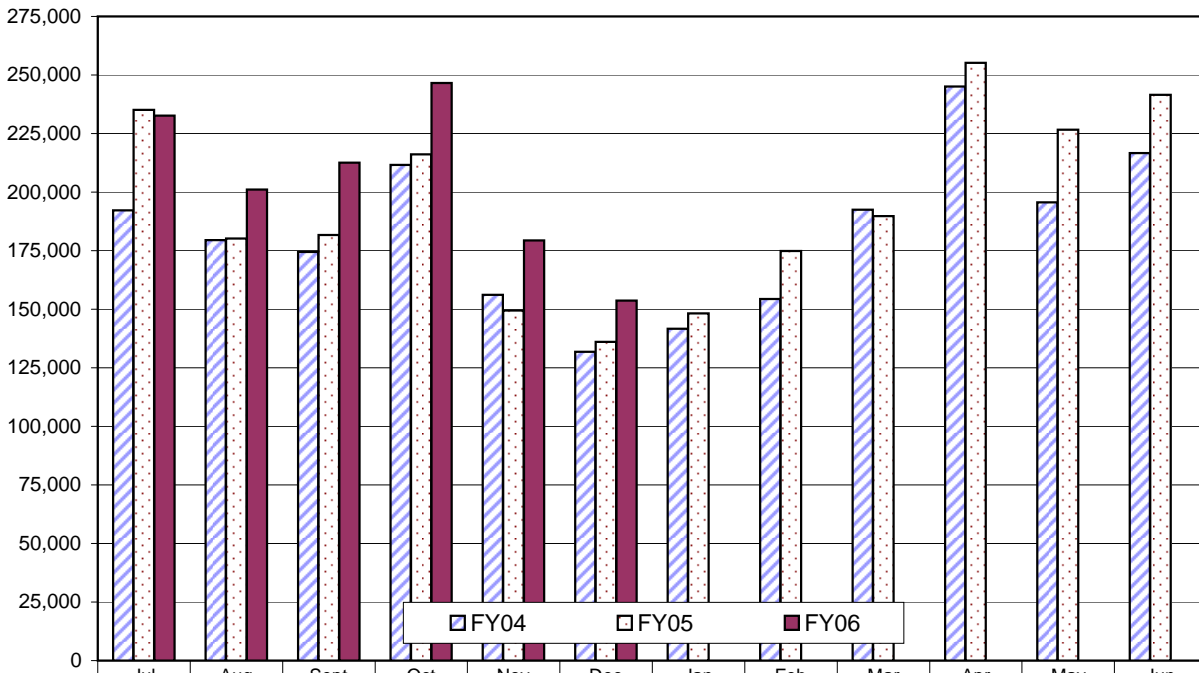


### METRORAIL AVERAGE SATURDAY RIDERSHIP



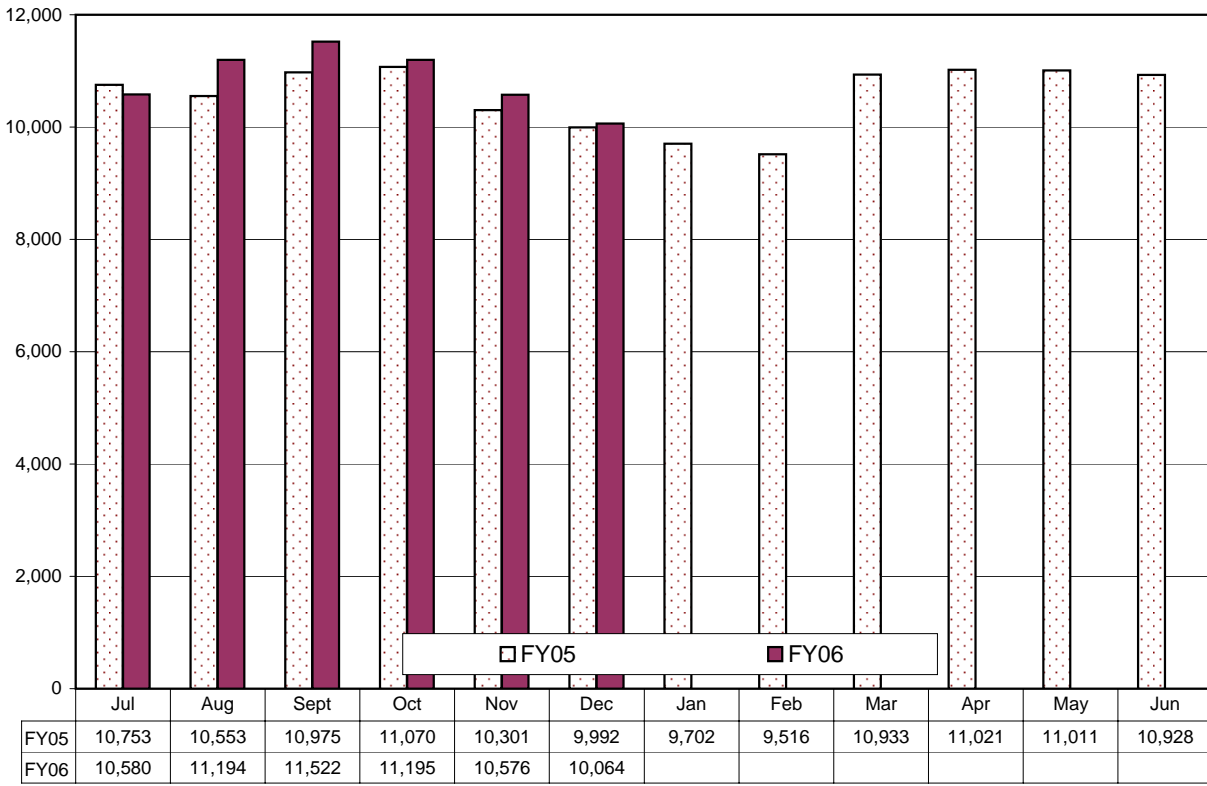
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY04	347,977	266,983	258,470	306,610	293,254	225,579	223,275	257,951	286,678	354,693	303,371	309,675
FY05	290,090	252,592	270,524	302,448	286,237	235,176	219,400	265,091	302,606	355,863	308,940	357,224
FY06	354,710	286,016	348,070	331,160	333,882	246,928						

### METRORAIL AVERAGE SUNDAY RIDERSHIP

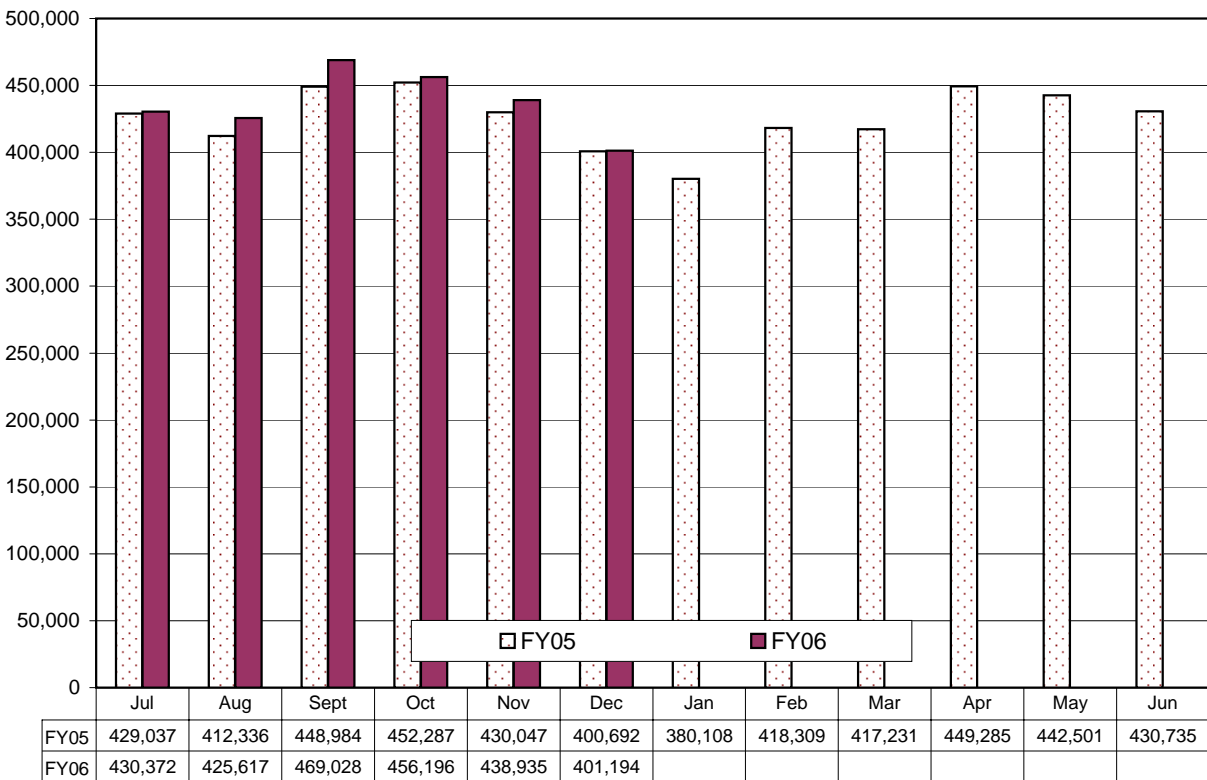


	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY04	192,192	179,510	174,508	211,675	156,160	131,898	141,723	154,330	192,449	245,118	195,592	216,663
FY05	235,166	180,228	181,744	216,073	149,501	136,048	148,187	174,895	189,807	255,228	226,623	241,590
FY06	232,604	201,061	212,518	246,574	179,390	153,679						

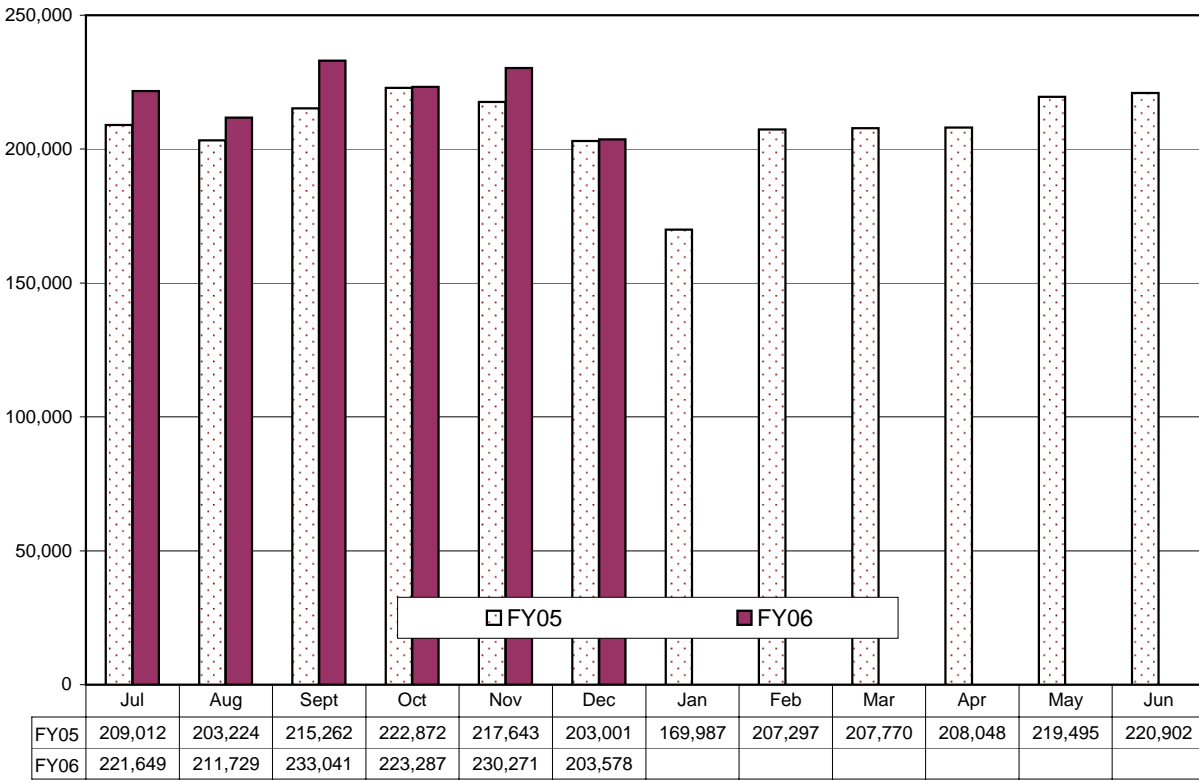
### METROBUS MONTHLY RIDERSHIP (in 1,000s)



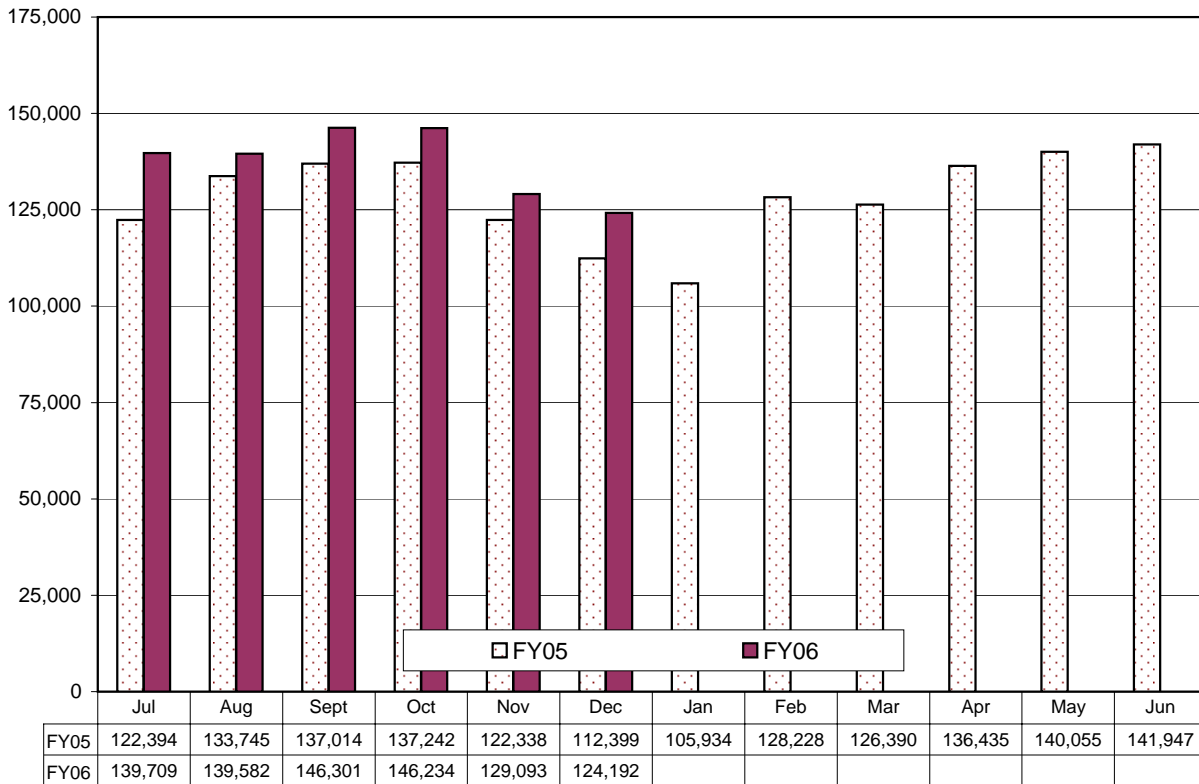
### METROBUS AVERAGE WEEKDAY RIDERSHIP



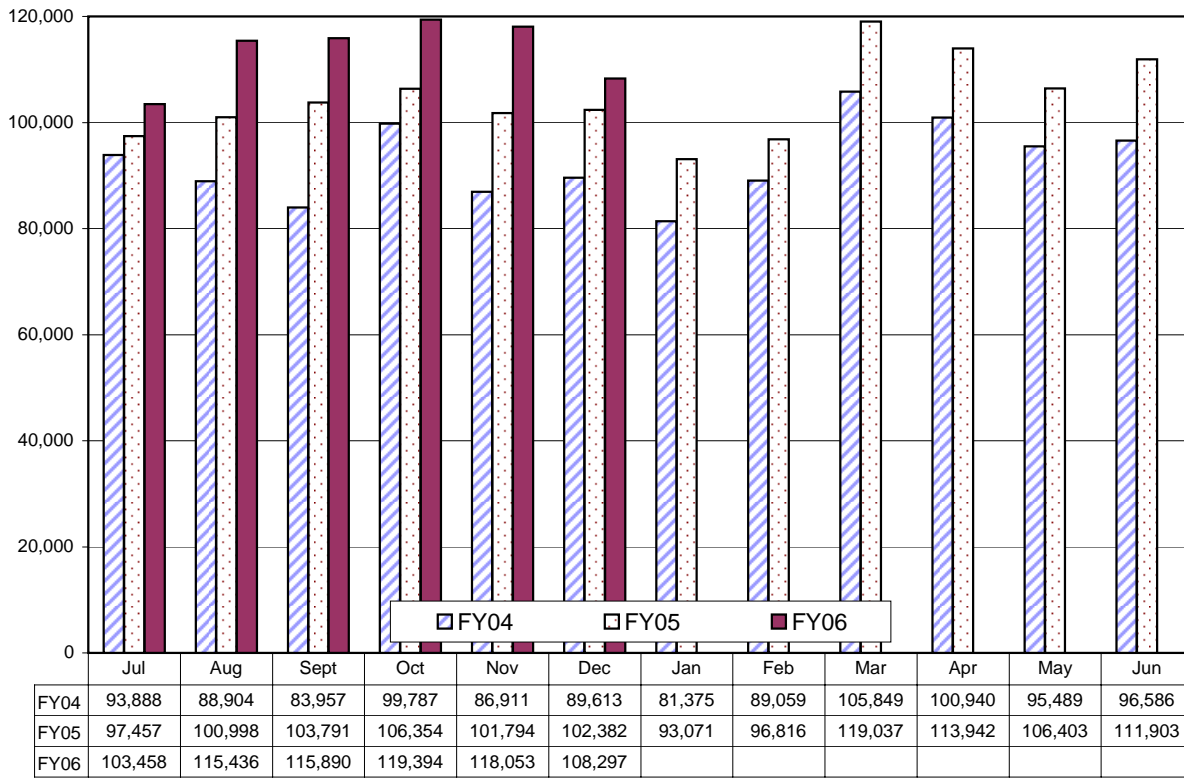
### METROBUS AVERAGE SATURDAY RIDERSHIP



### METROBUS AVERAGE SUNDAY RIDERSHIP



### METROACCESS MONTHLY RIDERSHIP



### METROACCESS AVERAGE WEEKDAY RIDERSHIP

