



Washington Metropolitan Area Transit Authority
Fiscal 2005

Monthly Financial Report
Fiscal 2005

January 2005

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
MONTHLY FINANCIAL REPORT
Fiscal 2005
January 2005**

INDEX

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

B. Financial Results B-1

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

D. Capital Improvement Program D-1

FINANCIAL PERFORMANCE HIGHLIGHTS



Washington Metropolitan Area Transit Authority
January 2005 – Financial Performance Highlights

Summary

The strong revenue performance experienced so far this fiscal year continued in January. Revenues for the month exceed budget estimates by \$2.4 million. This brings the favorable revenue variance through the first seven month of the fiscal year to \$11 million, with passenger revenues accounting for \$6 million or 56 percent of the total. Current projections suggest that the favorable trend will continue and that passenger revenue will end the fiscal year with a positive revenue variance of at least \$8 million.

FINANCIAL SUMMARY
January 2005
(Dollars in Thousands)

	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
Revenues	\$41,864	\$44,263	\$2,399	\$307,529	\$318,621	\$11,092
Expenses	\$79,578	\$83,717	(\$4,139)	\$544,014	\$543,389	\$625
Subsidy	\$37,714	\$39,454	(\$1,740)	\$236,485	\$224,768	\$11,717

Average Weekday Ridership

	Jan. 2003	Jan. 2004	Jan. 2005	% Increase or Decrease (05 vs. 04)
Rail	617,900	605,500	638,800	5.5%
Bus	486,520	455,100	499,100	9.7%
ADA	3,200	3,200	4,000	25.0%
TOTAL	1,107,620	1,063,800	1,141,900	7.3%

Year-to-Date Total Ridership
(Includes Weekends and Holidays)

	Jan. 2003	Jan. 2004	Jan. 2005	% Increase or Decrease (05 vs. 04)
Rail	106,713,100	107,555,700	109,749,600	2.0%
Bus	86,977,000	85,445,900	88,186,300	3.2%
ADA	550,700	624,400	705,800	13.0%
TOTAL	194,240,800	193,626,000	198,641,700	2.6%



Washington Metropolitan Area Transit Authority
January 2005 – Financial Performance Highlights

January's positive revenue performance was offset by expense over runs of \$4.1 million, resulting in an unfavorable subsidy change of \$1.7 million for the month. Expenses in January changed year-to-date expenses from a positive \$4.8 million through December to \$0.6 million through January, or essentially on budget. The January costs were driven by a retroactive payment resulting from the labor settlement, overtime expenses associated with snow removal, holiday pay, elevator and escalator parts, and increases in power and fuel expenses.

Ridership

Ridership on the rail system continues to grow, reflecting healthy employment in the metropolitan area which drives peak period ridership, moderate weather conditions during the early part of the winter, special events associated with the Presidential Inaugural and ridership growth from system expansion such as the opening of the New York Avenue-Gallaudet, Morgan Boulevard and Largo Metrorail stations. Inaugural activities on January, 19th, contributed to a total ridership for the day of 757,000 trips, the fifth largest ridership day on the Metrorail system.

Average weekday Metrorail ridership in January was 639,000 trips, an increase of 33,000 daily trips or 5.5 percent over last January. The largest portion of this ridership growth was generated by increases in peak period boardings which increased almost 11,000 trips or 5.2 percent in the AM peak and 11,400 trips in the PM peak or 5.2 percent. Total boarding in the peak periods accounted for almost 70 percent of the ridership increases when compared with the same period last year.

By the end of January, the stations on the Largo extension were open to the public for approximately six weeks. With an average of 9,850 average weekday trips for the month, the ridership performance on this extension is quite encouraging. Similarly, average weekday ridership at the New York Avenue-Gallaudet station of over 3,200 trips, is well on track to meet Fiscal 2005 budgeted ridership projections (see pages C-7 and C-8).



Washington Metropolitan Area Transit Authority
January 2005 – Financial Performance Highlights

Metrobus ridership in January repeated the positive performance recorded so far the fiscal year. Average weekday ridership for the month was 499,000 trips, an increase of almost 10 percent over last January. Bus ridership in January, as in December, benefited from the lack of snowstorms and freezing rain which affected ridership last January.

Revenues

Total passenger revenue in January exceeded budget estimates by \$1.4 million, with Metrorail contributing \$0.9 million and Metrobus nearly \$0.6 million. MetroAccess revenues were below budget by less than \$0.1 million. The total cumulative favorable budget variance for passenger revenues in January totaled \$6.2 million, of which \$5.3 million or 86 percent was contributed by Metrorail. Current projections estimate that at the end of this fiscal year, passenger revenues will exceed projections by around \$8 million.

Non-passenger revenues exceeded budget estimates for the month by almost \$1 million. This was largely due to higher than projected income from fiber optics, parking and joint development. On a year-to-date basis, total non-passenger revenues are almost \$5 million over projections, with the largest positive variance contributed by parking revenues, due largely to the extra hours of operation.

Expenses

January was an unusual month; with the exception of fringe benefit costs, all expense categories exceeded budgeted amounts. Overall expenses of \$83.7 million were \$4.1 million over budget for the month. Personnel costs were over budget by \$1.6 million. Labor cost for January was over budget by \$4 million, because of the Local 689 retro-pay increase, overtime expense for snow removal, and holiday pay for services on the Martin Luther King holiday and Inauguration Day. Fringe benefits were under budget by \$2.4 million. The fringe benefits under run reflects a continuation of the



Washington Metropolitan Area Transit Authority
January 2005 – Financial Performance Highlights

trend established in prior months, with under runs in pension contributions and lower than expected health claims being the major drivers.

Total non personnel costs of \$21.0 million were over budget by \$2.5 million, with services exceeding budget for the first time in the fiscal year. Services were over budget by \$0.4 million due to adjustments for prior period under runs and the correction of a misallocated charge. Materials and supplies were over budget by \$0.8 million due to timing related expenses for elevator and escalator parts; the increase in parts usage for electrical modifications and to repair brake lining problems in buses also contributed to the over run in materials and supplies. The power and fuel over run of \$0.9 million resulted from a continued higher than budget price of diesel fuel; and greater than expected use of electricity and gas was the major contributing factor to the \$0.4 million over run in utilities.

Cost Recovery

The cost recovery rate in January was 53 percent. The year-to-date cost recovery of 58.6% is 2 points better than the budgeted rate of 56.5 %. The rate on Metrorail for the month was 71.5 %, while on Metrobus the rate was 30.6%.

FINANCIAL RESULTS

**SUMMARY
OPERATING BUDGET
January, 2005**

ALL OPERATING
(DOLLARS IN THOUSANDS)

MONTH			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$31,162	\$35,097	\$36,503	\$1,406
\$507	\$392	\$450	\$58
\$0	\$64	\$96	\$32
\$1,792	\$2,592	\$2,799	\$206
\$2,167	\$2,417	\$2,430	\$13
\$471	\$518	\$606	\$88
\$842	\$749	\$1,188	\$439
\$60	\$35	\$191	\$156
\$37,002	\$41,864	\$44,263	\$2,399
\$44,276	\$45,077	\$49,027	(\$3,950)
\$12,738	\$16,065	\$13,693	\$2,372
\$5,725	\$7,594	\$7,978	(\$384)
\$4,704	\$5,188	\$6,024	(\$836)
\$3,403	\$3,881	\$4,778	(\$896)
\$3,196	\$3,498	\$3,943	(\$444)
(\$1,500)	(\$1,725)	(\$1,725)	\$0
\$72,542	\$79,578	\$83,717	(\$4,139)
\$35,540	\$37,714	\$39,454	(\$1,740)
\$0	\$2,291	\$2,291	\$0
\$35,540	\$40,005	\$41,745	(\$1,740)

51.0%

52.6%

52.9%

YEAR-TO-DATE			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
REVENUES:			
Passenger Revenue	\$239,669	\$260,331	\$266,538
D.C. School Reimbursement	\$2,183	\$2,184	\$2,104
Contract / Sub-Contract Charter	\$1,008	\$792	\$1,227
Parking	\$12,914	\$17,525	\$19,890
Advertising	\$15,168	\$16,917	\$16,930
Joint Development	\$3,474	\$3,628	\$4,719
Other	\$7,048	\$5,907	\$6,414
Interest	\$252	\$245	\$799
TOTAL REVENUE	\$281,717	\$307,529	\$318,621
OPERATING EXPENSES:			
Labor	\$304,716	\$313,383	\$324,313
Fringe Benefits	\$87,949	\$101,053	\$91,579
Services	\$40,898	\$52,666	\$46,273
Materials & Supplies	\$34,920	\$38,687	\$38,579
Power & Fuel	\$23,754	\$26,531	\$30,489
Utilities & Other	\$20,706	\$23,768	\$24,230
Reimbursements	(\$10,500)	(\$12,075)	(\$12,075)
TOTAL EXPENSE	\$502,444	\$544,014	\$543,389
GROSS SUBSIDY	\$220,727	\$236,485	\$224,768
Plus: Debt Service	\$0	\$16,030	\$16,030
LOCAL SUBSIDY	\$220,727	\$252,515	\$240,797

Cost Recovery Ratio

56.1%

56.5%

58.6%

**METRORAIL
OPERATING BUDGET
January, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$23,781	\$27,789	\$28,689	\$900
\$474	\$80	\$230	\$149
\$1,792	\$2,592	\$2,799	\$206
\$650	\$777	\$735	(\$42)
\$471	\$518	\$606	\$88
\$755	\$638	\$1,103	\$465
\$15	\$13	\$123	\$110
\$27,939	\$32,408	\$34,285	\$1,877
\$25,288	\$25,363	\$28,376	(\$3,012)
\$7,125	\$8,900	\$7,873	\$1,027
\$2,446	\$2,705	\$3,103	(\$398)
\$2,432	\$2,874	\$3,200	(\$326)
\$2,437	\$2,856	\$3,035	(\$179)
\$2,465	\$2,485	\$2,579	(\$94)
\$0	(\$225)	(\$225)	\$0
\$42,193	\$44,959	\$47,940	(\$2,981)
\$14,254	\$12,551	\$13,656	(\$1,105)
\$0	\$2,291	\$2,291	\$0
\$14,254	\$14,842	\$15,947	(\$1,105)

66.2%

72.1%

71.5%

REVENUES:

Passenger Revenue	\$183,338	\$201,426	\$206,746	\$5,320
D.C. School Reimbursement	\$1,135	\$477	\$1,171	\$694
Parking	\$12,914	\$17,525	\$19,890	\$2,364
Advertising	\$4,552	\$5,440	\$5,085	(\$355)
Joint Development	\$3,474	\$3,628	\$4,719	\$1,091
Other	\$6,294	\$5,012	\$5,653	\$641
Interest	\$85	\$91	\$346	\$255
TOTAL REVENUE	\$211,791	\$233,600	\$243,610	\$10,010

OPERATING EXPENSES:

Labor	\$173,246	\$176,358	\$186,257	(\$9,899)
Fringe Benefits	\$49,711	\$56,887	\$52,157	\$4,730
Services	\$14,219	\$17,462	\$16,145	\$1,318
Materials & Supplies	\$18,744	\$22,101	\$21,019	\$1,082
Propulsion Power	\$17,369	\$19,120	\$19,286	(\$166)
Utilities & Other	\$15,068	\$17,333	\$16,960	\$373
Reimbursements	\$0	(\$1,575)	(\$1,575)	\$0
TOTAL EXPENSE	\$288,356	\$307,686	\$310,248	(\$2,562)

GROSS SUBSIDY

\$76,565	\$74,086	\$66,638	\$7,448
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Plus: Debt Service

\$0	\$16,030	\$16,030	\$0
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LOCAL SUBSIDY

\$76,565	\$90,116	\$82,668	\$7,448
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Cost Recovery Ratio

73.4%

75.9%

78.5%

**METROBUS
OPERATING BUDGET
January, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$7,201	\$7,015	\$7,583	\$568
\$33	\$312	\$221	(\$92)
\$0	\$64	\$96	\$32
\$1,517	\$1,640	\$1,695	\$55
\$0	\$0	\$0	\$0
\$87	\$111	\$85	(\$26)
\$45	\$22	\$69	\$47
\$8,882	\$9,163	\$9,748	\$585
\$18,944	\$19,641	\$20,616	(\$975)
\$5,600	\$7,139	\$5,810	\$1,329
\$540	\$1,087	\$1,451	(\$364)
\$2,267	\$2,311	\$2,538	(\$226)
\$966	\$1,026	\$1,743	(\$717)
\$676	\$984	\$1,183	(\$199)
(\$1,500)	(\$1,500)	(\$1,500)	\$0
\$27,493	\$30,688	\$31,841	(\$1,153)
\$18,612	\$21,524	\$22,093	(\$568)
\$0	\$0	\$0	\$0
\$18,612	\$21,524	\$22,093	(\$568)

32.3%

29.9%

30.6%

YEAR-TO-DATE			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
REVENUES:			
Passenger Revenue	\$54,983	\$56,663	\$58,168
D.C. School Reimbursement	\$1,049	\$1,707	\$933
Contract / Sub-Contract Charter	\$1,008	\$792	\$1,228
Advertising	\$10,617	\$11,477	\$11,845
Joint Development	\$0	\$0	\$0
Other	\$754	\$895	\$761
Interest	\$167	\$154	\$453
TOTAL REVENUE	\$68,578	\$71,687	\$73,388
OPERATING EXPENSES:			
Labor	\$131,129	\$136,497	\$137,748
Fringe Benefits	\$38,137	\$44,001	\$39,338
Services	\$6,170	\$7,142	\$6,537
Materials & Supplies	\$16,112	\$16,569	\$17,255
Power & Fuel	\$6,385	\$7,411	\$11,203
Utilities & Other	\$5,448	\$6,231	\$6,939
Reimbursements	(\$10,500)	(\$10,500)	(\$10,500)
TOTAL EXPENSE	\$192,880	\$207,352	\$208,518
GROSS SUBSIDY	\$124,303	\$135,665	\$135,131
Plus: Debt Service	\$0	\$0	\$0
LOCAL SUBSIDY	\$124,303	\$135,665	\$135,131

Cost Recovery Ratio

35.6%

34.6%

35.2%

**NON-REGIONAL BUS
OPERATING BUDGET
January, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$5,917	\$5,702	\$6,163	\$462
\$33	\$312	\$221	(\$92)
\$0	\$64	\$96	\$32
\$1,517	\$1,640	\$1,695	\$55
\$87	\$111	\$85	(\$26)
\$45	\$22	\$69	\$47
\$7,598	\$7,850	\$8,328	\$478
\$15,847	\$16,352	\$17,164	(\$812)
\$4,670	\$5,945	\$4,839	\$1,107
\$533	\$1,068	\$1,426	(\$358)
\$2,066	\$2,045	\$2,246	(\$200)
\$794	\$808	\$1,374	(\$565)
\$676	\$984	\$1,183	(\$199)
(\$1,500)	(\$1,500)	(\$1,500)	\$0
\$23,086	\$25,703	\$26,731	(\$1,028)
\$15,488	\$17,853	\$18,403	(\$549)
\$0	\$0	\$0	\$0
\$15,488	\$17,853	\$18,403	(\$549)

32.9%

30.5%

31.2%

YEAR-TO-DATE			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
REVENUES:			
Passenger Revenue	\$45,137	\$46,405	\$47,638
D.C. School Reimbursement	\$1,049	\$1,707	\$933
Contract / Sub-Contract Charter	\$1,008	\$792	\$1,228
Advertising	\$10,617	\$11,477	\$11,845
Other	\$754	\$895	\$761
Interest	\$167	\$154	\$453
TOTAL REVENUE	\$58,731	\$61,429	\$62,858
OPERATING EXPENSES:			
Labor	\$109,552	\$114,020	\$115,064
Fringe Benefits	\$31,699	\$36,582	\$32,705
Services	\$6,090	\$7,009	\$6,414
Materials & Supplies	\$14,430	\$14,762	\$15,373
Power & Fuel	\$5,013	\$5,833	\$8,817
Utilities & Other	\$5,448	\$6,231	\$6,938
Reimbursements	(\$10,500)	(\$10,500)	(\$10,500)
TOTAL EXPENSE	\$161,731	\$173,936	\$174,811
GROSS SUBSIDY	\$103,000	\$112,506	\$111,954
Plus: Debt Service	\$0	\$0	\$0
LOCAL SUBSIDY	\$103,000	\$112,506	\$111,954

Cost Recovery Ratio

36.3%

35.3%

36.0%

**NON-REGIONAL BUS
OPERATING BUDGET
January, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$1,284	\$1,314	\$1,420	\$106
\$1,284	\$1,314	\$1,420	\$106
\$3,096	\$3,289	\$3,452	(\$163)
\$930	\$1,193	\$971	\$222
\$7	\$19	\$26	(\$6)
\$201	\$266	\$292	(\$26)
\$172	\$217	\$369	(\$152)
\$0	\$0	\$0	(\$0)
\$0	\$0	\$0	\$0
\$4,407	\$4,984	\$5,110	(\$126)
\$3,123	\$3,671	\$3,690	(\$19)
\$0	\$0	\$0	\$0
\$3,123	\$3,671	\$3,690	(\$19)

29.1%

26.4%

27.8%

REVENUES:

Passenger Revenue
TOTAL REVENUE

OPERATING EXPENSES:

Labor
Fringe Benefits
Services
Materials & Supplies
Power & Fuel
Utilities & Other
Reimbursements
TOTAL EXPENSE

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$9,846	\$10,257	\$10,530	\$273
\$9,846	\$10,257	\$10,530	\$273
\$21,577	\$22,477	\$22,683	(\$206)
\$6,438	\$7,419	\$6,633	\$786
\$80	\$133	\$122	\$11
\$1,682	\$1,807	\$1,882	(\$75)
\$1,372	\$1,579	\$2,386	(\$808)
\$0	\$0	\$0	(\$0)
\$0	\$0	\$0	\$0
\$31,149	\$33,416	\$33,707	(\$291)
\$21,303	\$23,159	\$23,177	(\$18)
\$0	\$0	\$0	\$0
\$21,303	\$23,159	\$23,177	(\$18)

31.6%

30.7%

31.2%

Cost Recovery Ratio

**PARATRANSIT
OPERATING BUDGET
January, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
\$181	\$292	\$230	(\$62)
\$181	\$292	\$230	(\$62)
\$44	\$73	\$36	\$37
\$13	\$26	\$10	\$16
\$2,739	\$3,801	\$3,423	\$378
\$5	\$2	\$287	(\$284)
\$55	\$29	\$180	(\$151)
\$2,855	\$3,931	\$3,936	(\$4)
\$2,674	\$3,639	\$3,705	(\$66)
\$0	\$0	\$0	\$0
\$2,674	\$3,639	\$3,705	(\$66)

6.3%

7.4%

5.8%

YEAR-TO-DATE			
FY04 Actual	FY05 Budget	FY05 Actual	Favorable (Unfavorable)
REVENUES:			
			Passenger Revenue
\$1,348	\$2,242	\$1,623	(\$619)
\$1,348	\$2,242	\$1,623	(\$619)
OPERATING EXPENSES:			
			Labor
\$342	\$529	\$309	\$220
\$101	\$165	\$85	\$80
\$20,509	\$28,062	\$23,592	\$4,469
\$65	\$16	\$305	(\$289)
\$190	\$204	\$331	(\$127)
\$21,207	\$28,976	\$24,622	\$4,354
\$19,859	\$26,733	\$22,999	\$3,735
			Plus: Debt Service
\$0	\$0	\$0	\$0
\$19,859	\$26,733	\$22,999	\$3,735

Cost Recovery Ratio

6.4%

7.7%

6.6%

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Reimbursable Operating Projects
Fiscal 2005
January 2005

		Passenger Revenue	Total Expense	Subsidy
DC Weekend Rail				
Late Close				
	Month	\$0	\$7,002	\$7,002
	Year-to-Date	\$382,786	\$1,321,795	\$939,009
Arboretum				
	** Month	\$561	\$13,309	\$12,748
	Year-to-Date	\$3,930	\$75,512	\$71,582
BWI Express Bus Service				
	** Month	\$30,046	\$104,037	\$73,991
	Year-to-Date	\$210,320	\$724,394	\$514,074
Charles County Bus Service				
	** Month	\$7,373	\$66,662	\$59,289
	Year-to-Date	\$59,799	\$446,570	\$386,771
College Park - Bethesda				
	** Month	\$9,801	\$44,967	\$35,166
	Year-to-Date	\$68,606	\$334,154	\$265,548
Crofton Bus Service				
	** Month	\$5,023	\$17,926	\$12,903
	Year-to-Date	\$35,162	\$122,447	\$87,285
DC Tysons Reverse Commute				
	** Month	\$3,991	\$23,728	\$19,737
	Year-to-Date	\$27,938	\$156,353	\$128,415
Falls Church George Bus				
	** Month	\$1,400	\$33,923	\$32,523
	Year-to-Date	\$16,175	\$254,488	\$238,313

* Projects without farebox revenue ** Current month estimated farebox revenue
*** Expense is estimated based on budget **** Farebox information N/A
YTD subsidy is adjusted to reflect differences between estimates and actuals

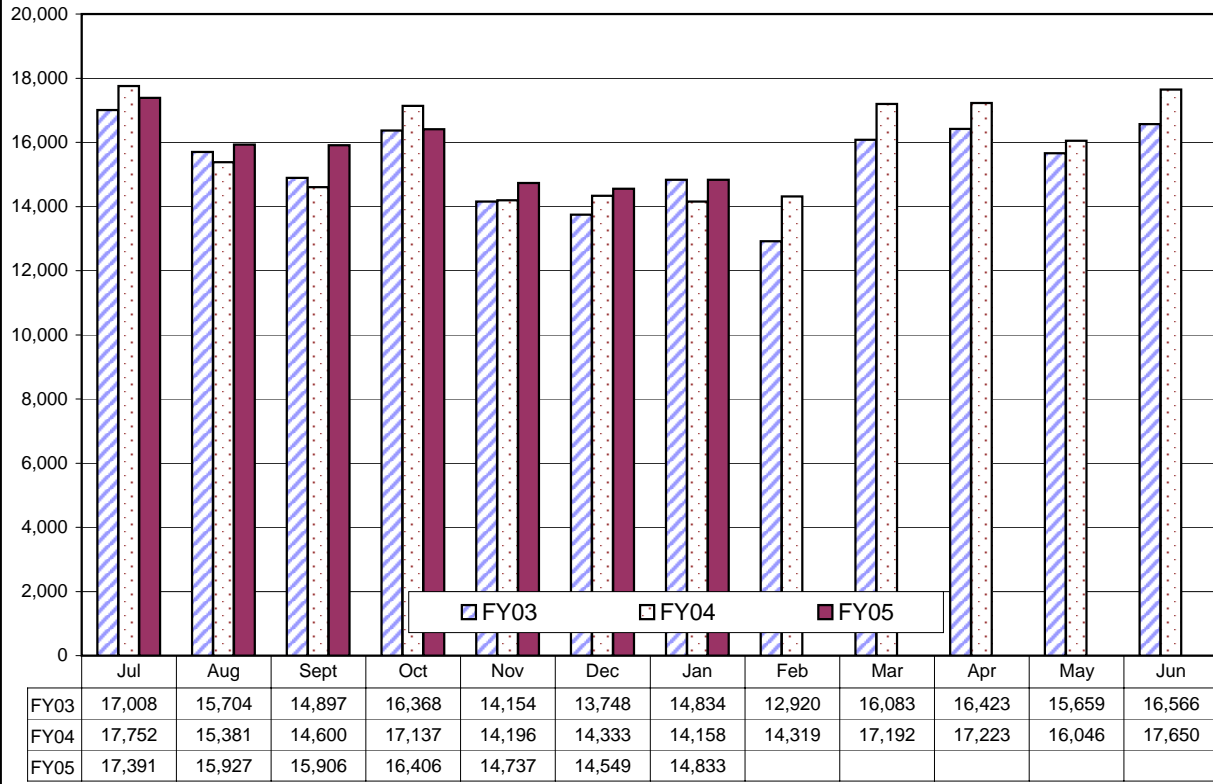
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Reimbursable Operating Projects
Fiscal 2005
January 2005

		Passenger Revenue	Total Expense	Subsidy
"Get a Job, Get a Ride" Program	*			
	Month	\$0	\$4,950	\$4,950
	Year-to-Date	\$0	\$37,264	\$37,264
Laurel - Silver Spring Service				
	Month	\$0	\$0	\$0
	Year-to-Date	\$13,065	\$49,707	\$36,642
Springfield Circulator	**			
	Month	\$994	\$43,857	\$42,863
	Year-to-Date	\$6,960	\$304,339	\$297,379
Springfield Shuttle Service	*			
	Month	\$0	\$13,575	\$13,575
	Year-to-Date	\$0	\$88,686	\$88,686
Jobs Access	*			
	Month	\$0	\$4,362	\$4,362
	Year-to-Date	\$0	\$38,617	\$38,617
Columbia Pike Street Supervisor	*			
	Month	\$0	\$6,158	\$6,158
	Year-to-Date	\$0	\$45,362	\$45,362

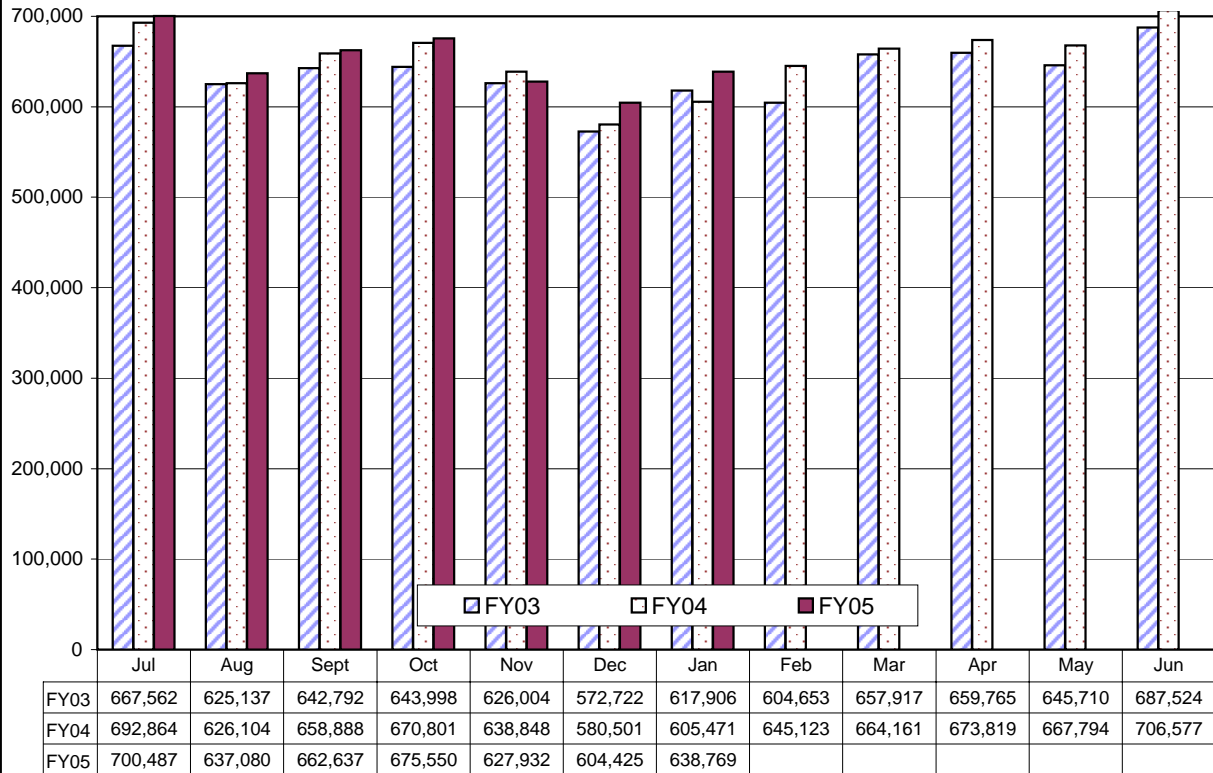
* Projects without farebox revenue ** Current month estimated farebox revenue
*** Expense is estimated based on budget **** Farebox information N/A
YTD subsidy is adjusted to reflect differences between estimates and actuals

RIDERSHIP AND REVENUE TRENDS

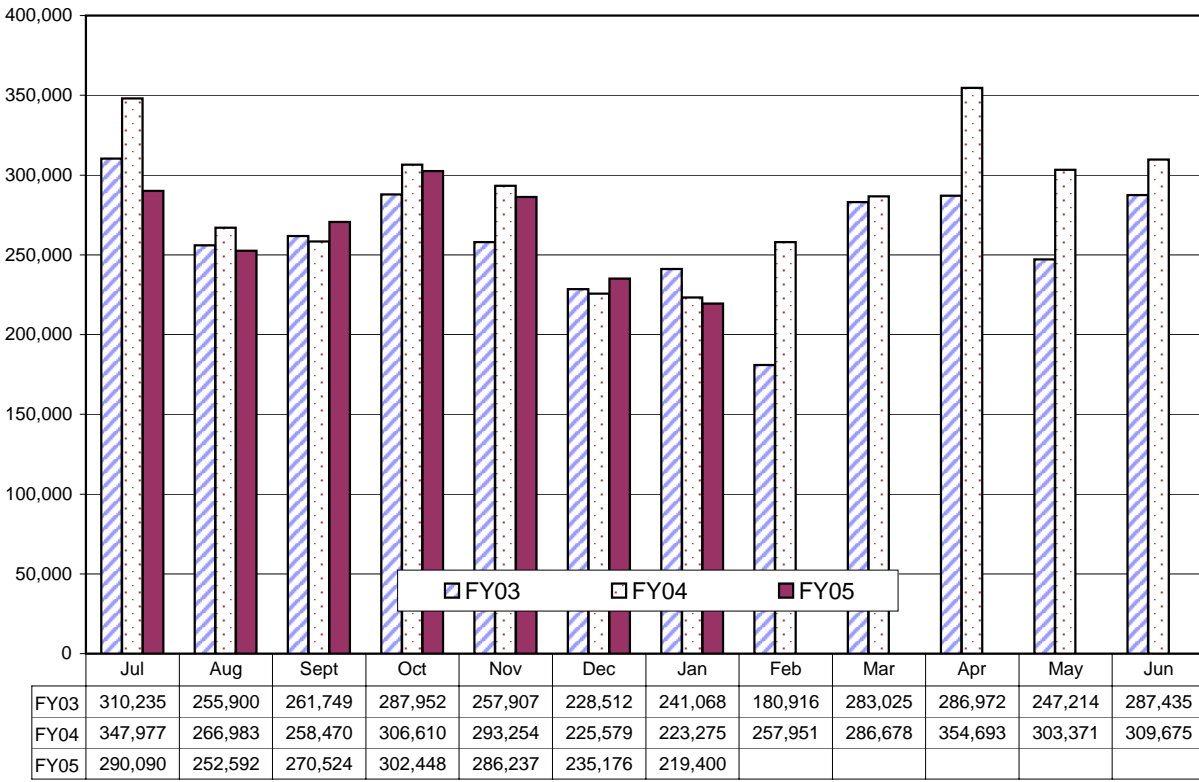
METRORAIL MONTHLY RIDERSHIP (in 1,000s)



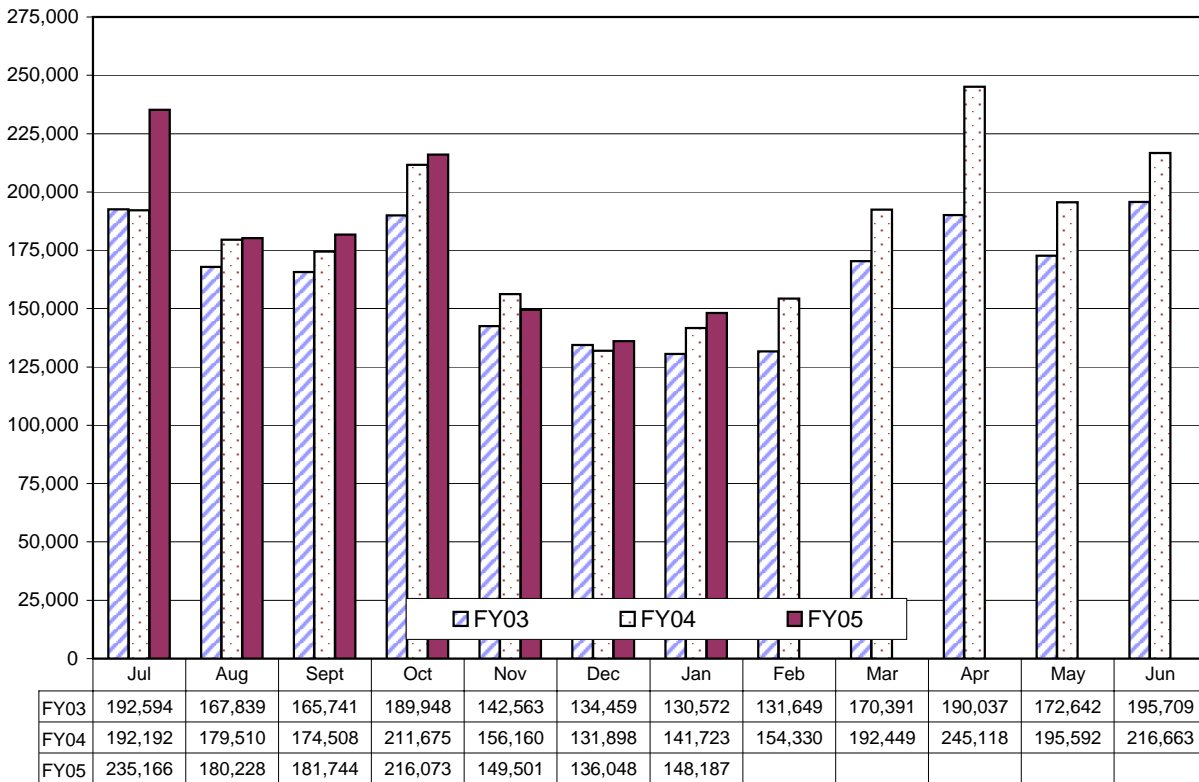
METRORAIL AVERAGE WEEKDAY RIDERSHIP



METRORAIL AVERAGE SATURDAY RIDERSHIP

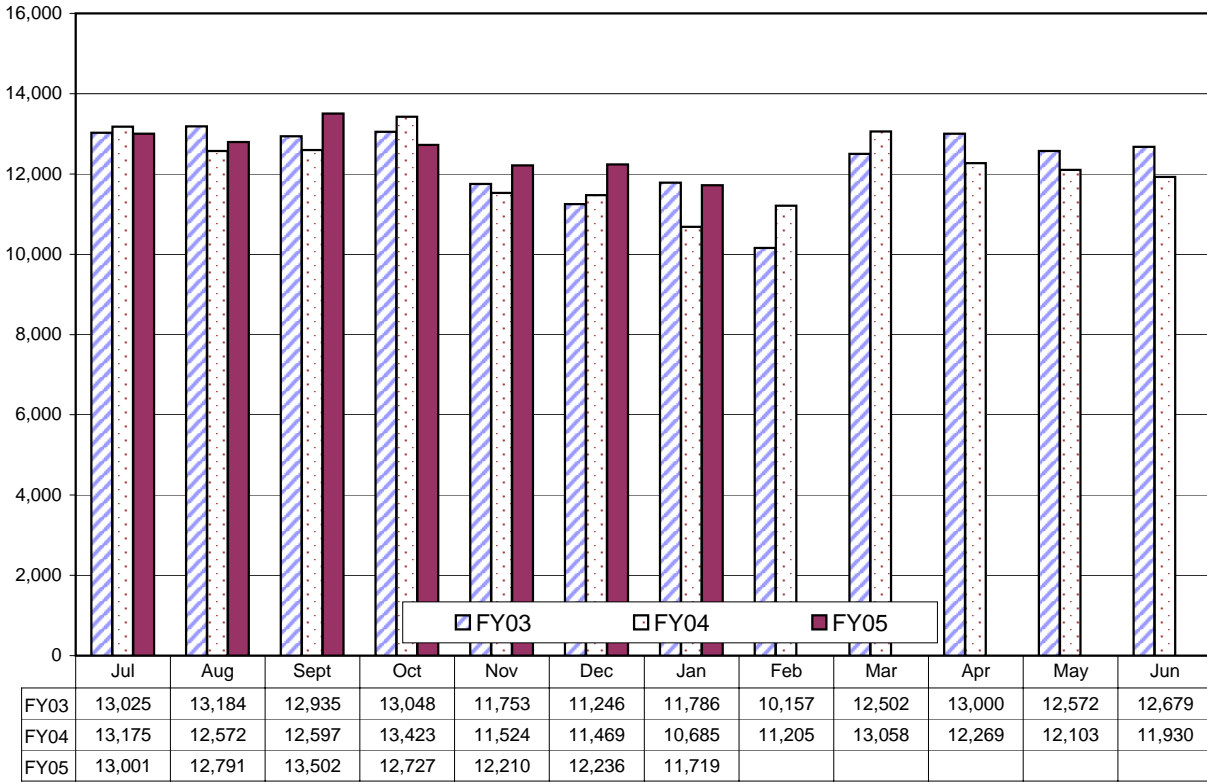


METRORAIL AVERAGE SUNDAY RIDERSHIP



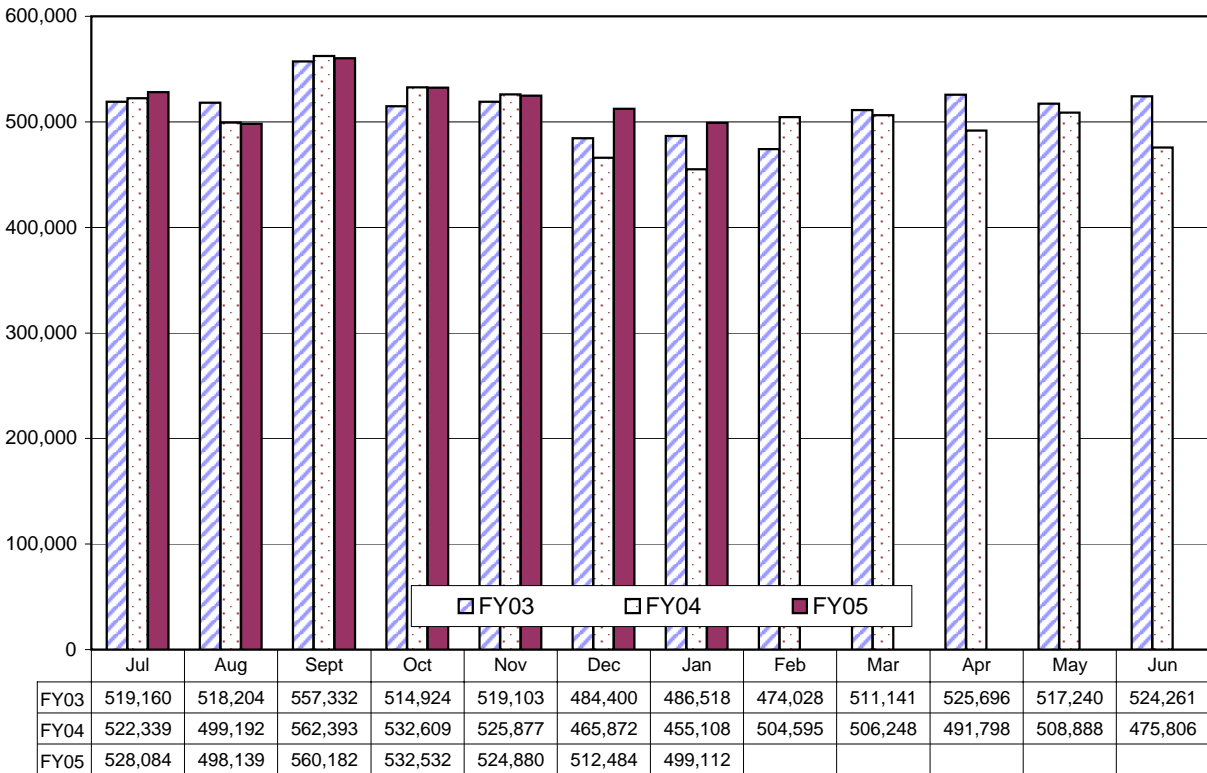
FY05 Bus Ridership is Estimated

METROBUS MONTHLY RIDERSHIP (in 1,000s)



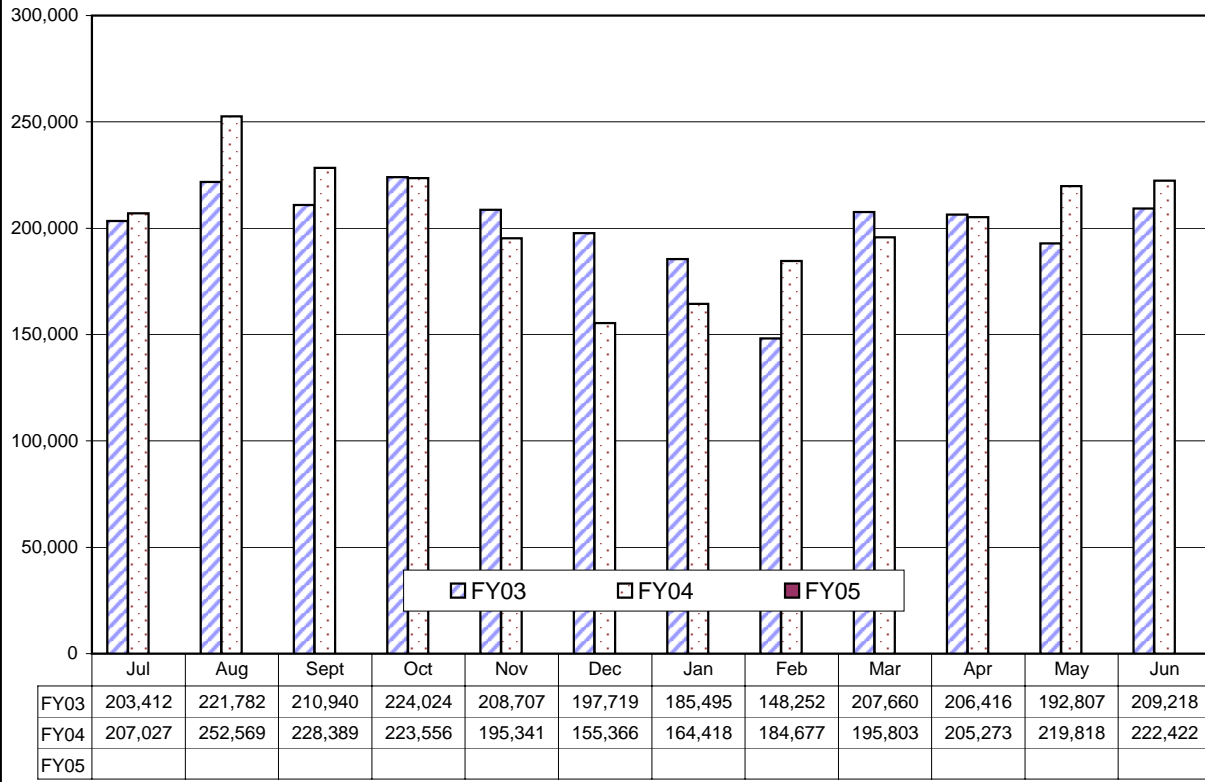
FY05 Bus Ridership is Estimated

METROBUS AVERAGE WEEKDAY RIDERSHIP



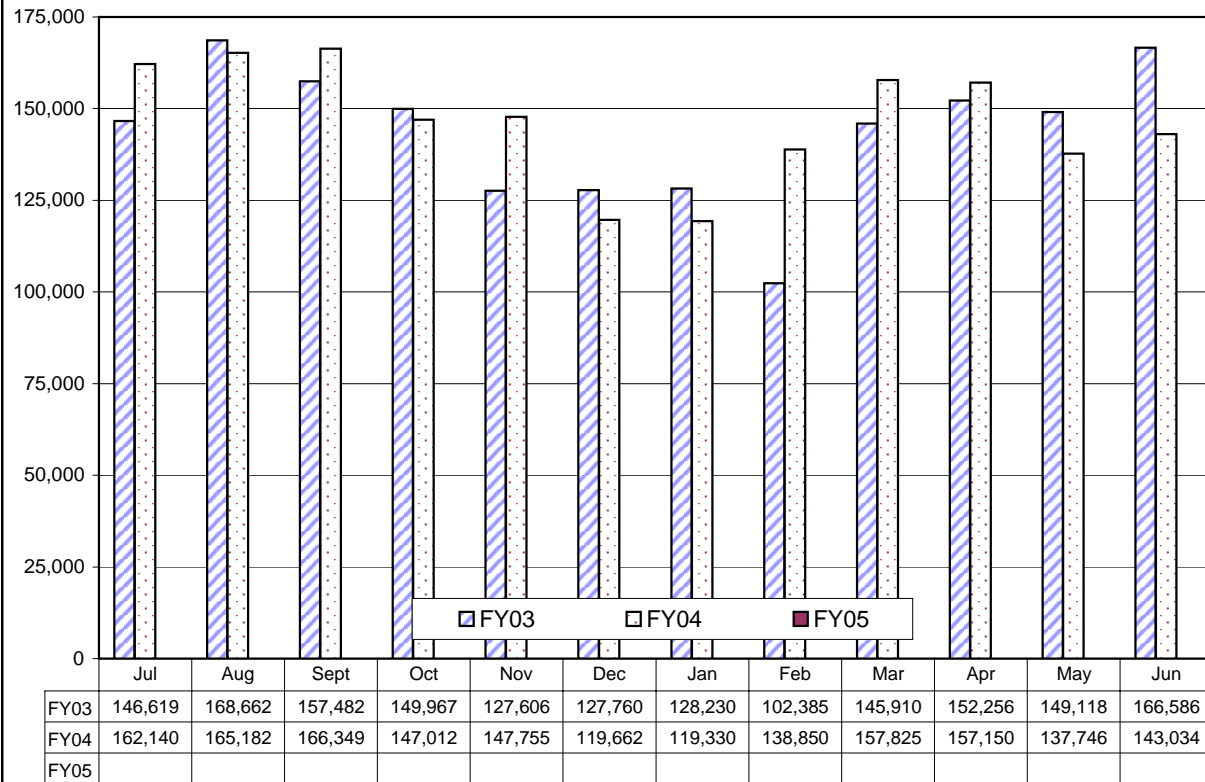
FY05 Bus Ridership is Estimated

METROBUS AVERAGE SATURDAY RIDERSHIP

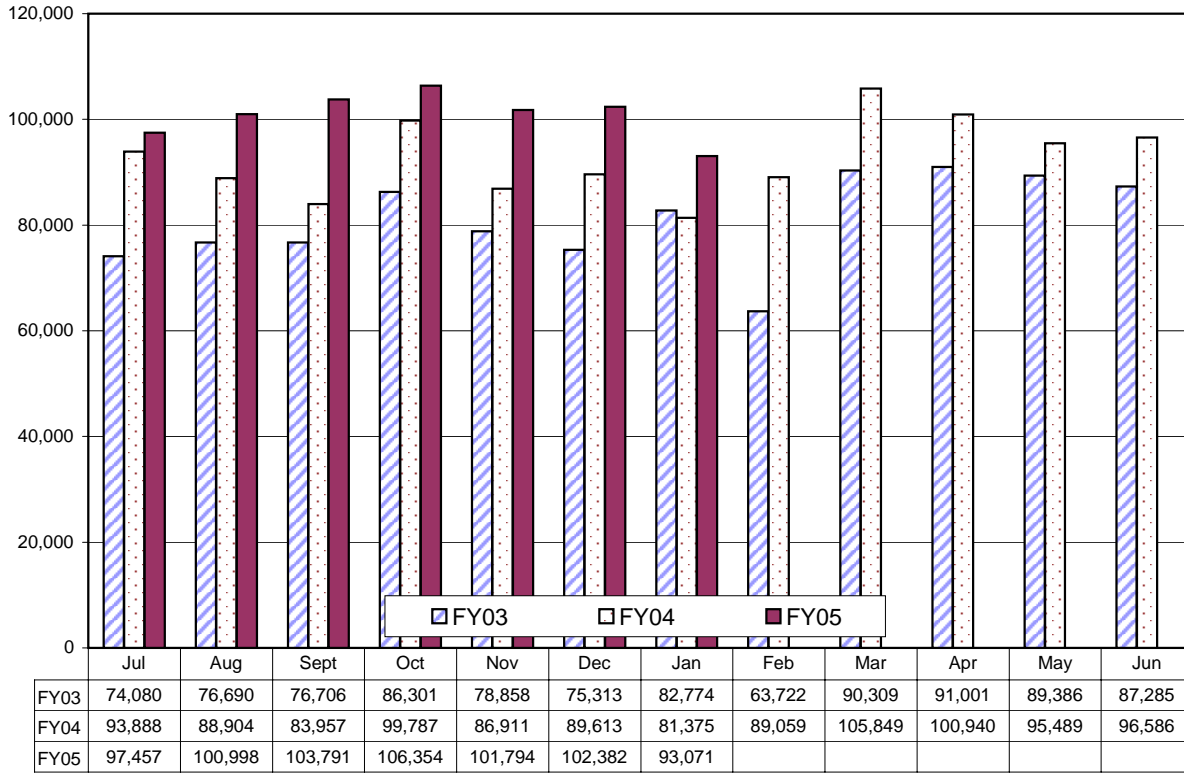


FY05 Bus Ridership is Estimated

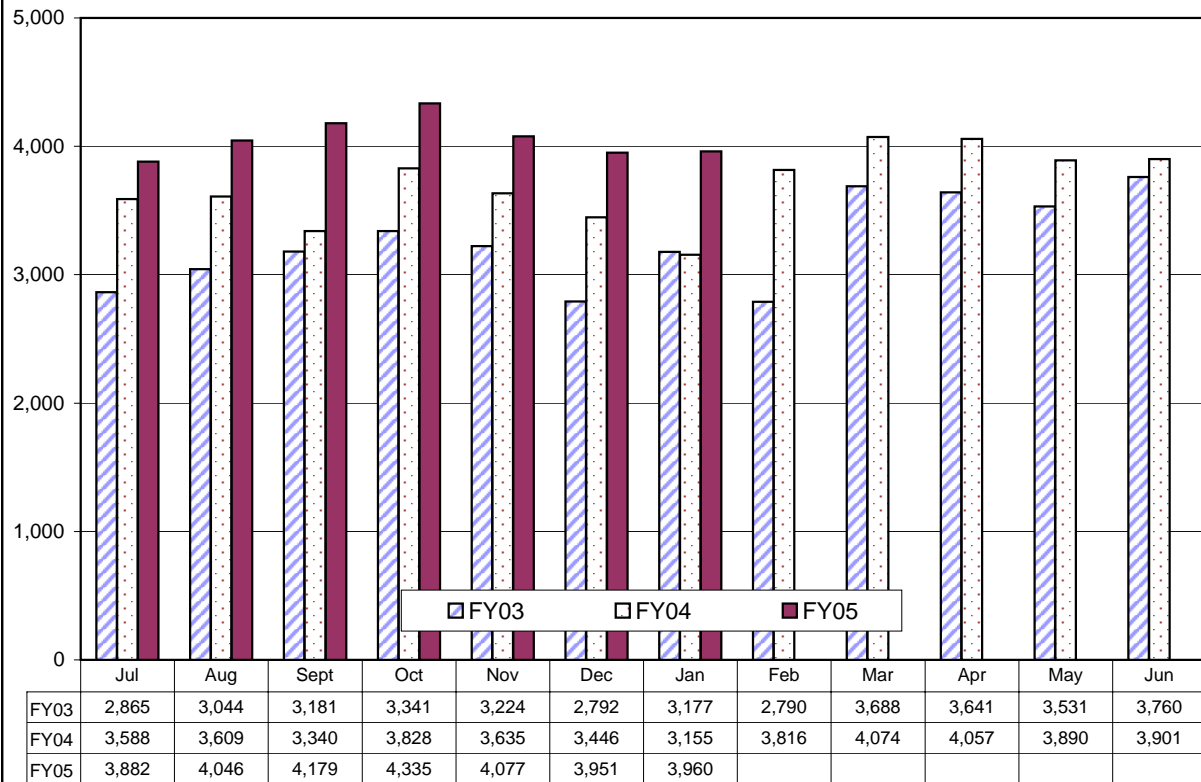
METROBUS AVERAGE SUNDAY RIDERSHIP



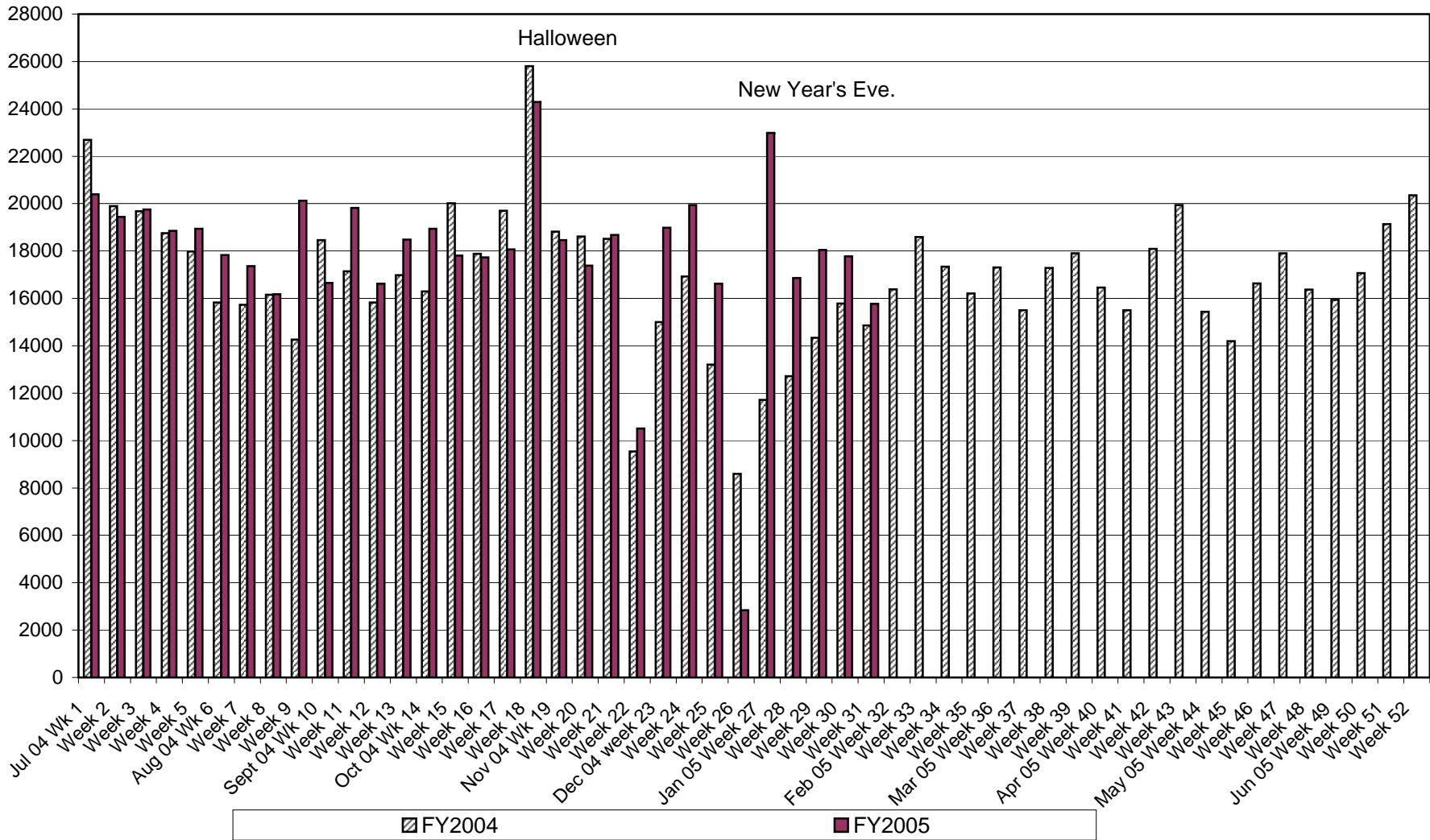
METROACCESS MONTHLY RIDERSHIP



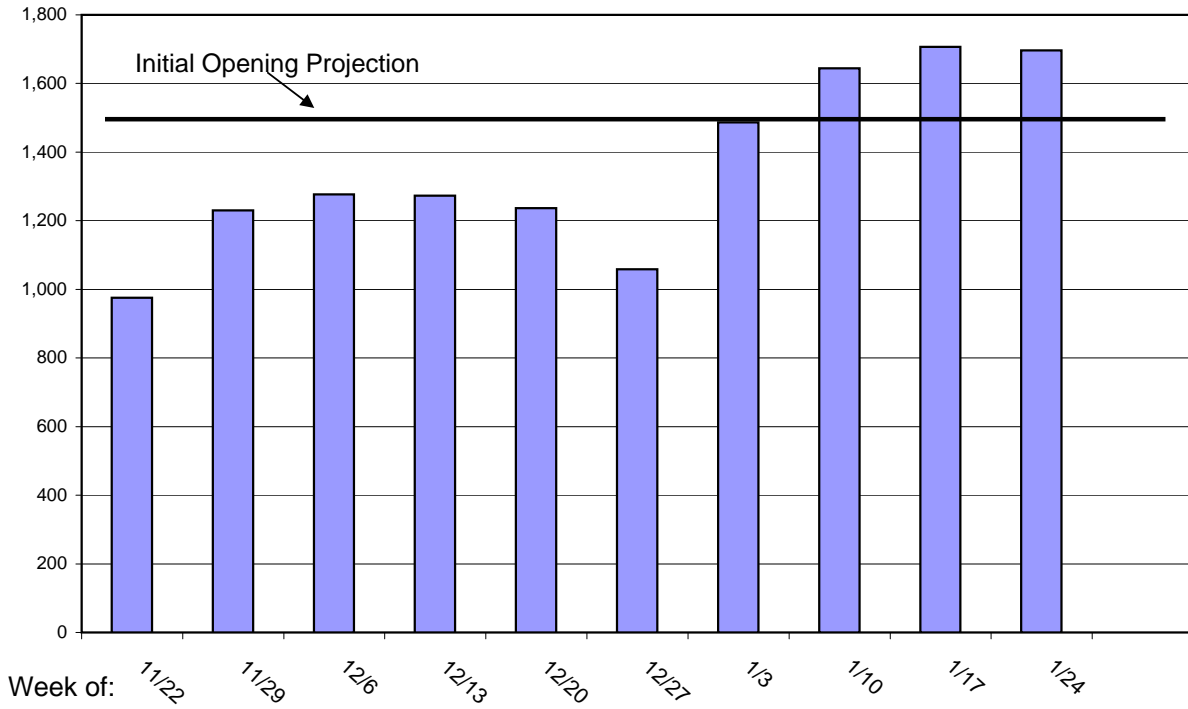
METROACCESS AVERAGE WEEKDAY RIDERSHIP



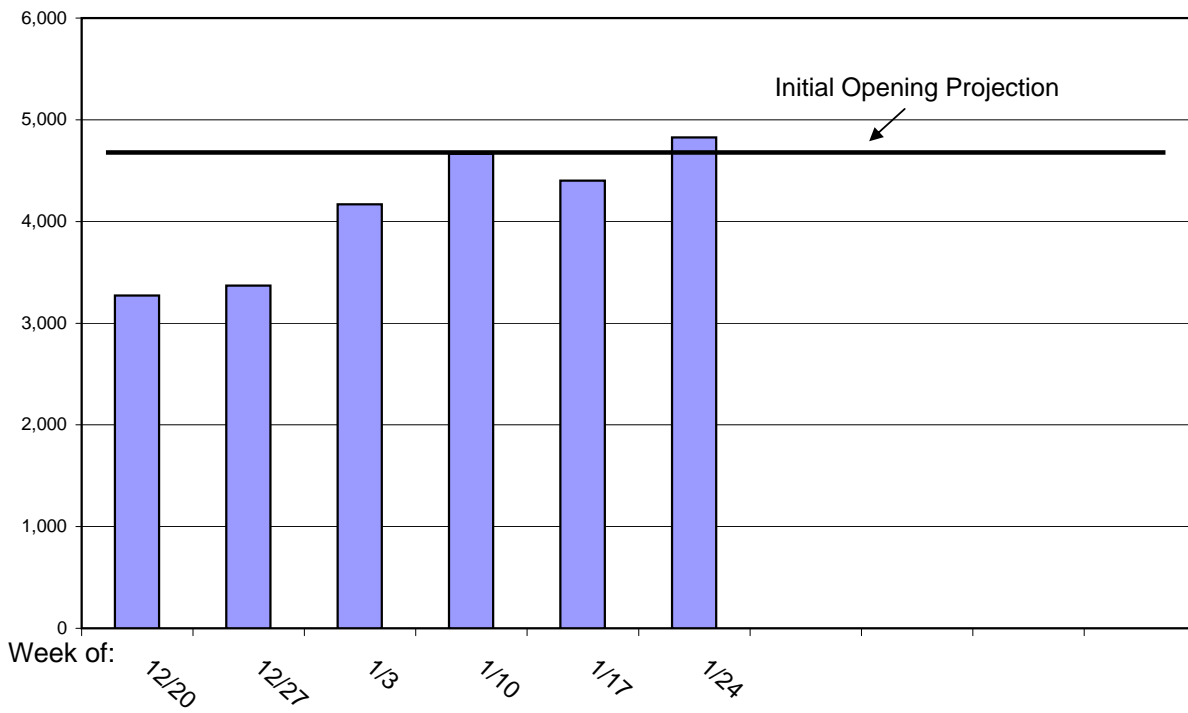
EXTENDED LATE NIGHT RIDERSHIP Through January 2005 (12:00 AM till closing)



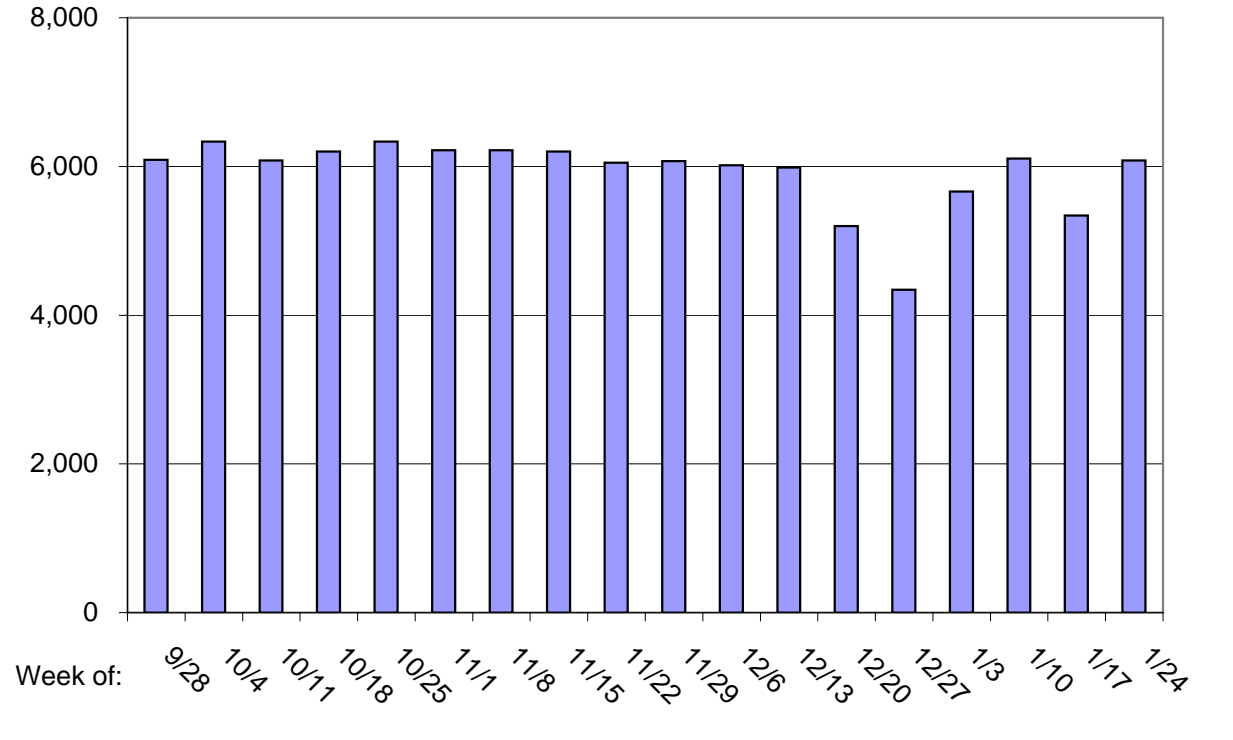
NEW YORK AV. AVERAGE WEEKDAY BOARDINGS January 2005



LARGO EXTENTION AVERAGE WEEKDAY BOARDINGS January 2005



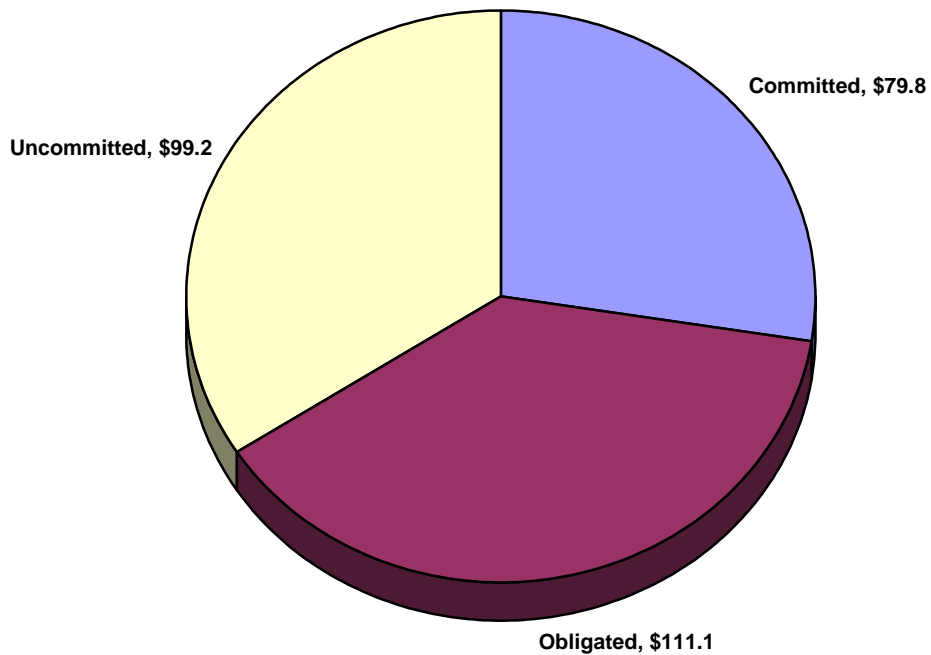
AVERAGE WEEKDAY METRORAIL BOARDINGS Opening - 5:30AM



CAPITAL IMPROVEMENT PROGRAM

INFRASTRUCTURE RENEWAL PROGRAM (IRP)

The Fiscal 2005 IRP totals \$290.1 million. Through January, \$79.8 million in projects has been committed (advertised) and \$111.1 million has been obligated (awarded). Commitments and obligations to date represent 66% of the program budget. Major projects committed and awarded include CNG buses, Bladensburg CNG, vertical transportation rehabilitation, station enhancements, track rehabilitation, ATC power replacement, mechanical systems rehabilitation, track rehabilitation, the information technology renewal project, and parking lot rehabilitation.



FISCAL 2005 INFRASTRUCTURE RENEWAL PROGRAM
 JANUARY 2005
 (Dollars in Thousands)

<u>PROJECT TITLE</u>	<u>BUDGET</u>	<u>COMMITMENTS</u>	<u>OBLIGATIONS</u>	<u>UNENCUMBERED</u>	<u>EXPENDITURES</u>
Bus Procurement	\$32,782	\$0	\$29,040	\$3,742	\$77
Bladensburg Heavy Equipment/CNG	\$9,600	\$79	\$2,014	\$7,507	\$0
Hybrid/Diesel Bus Procurement	\$1,000	\$0	\$0	\$1,000	\$0
Rail Car Enhancements	\$1,100	\$0	\$0	\$1,100	\$0
Rail Car Rehabilitation	\$4,330	\$0	\$100	\$4,230	\$100
Vertical Transportation Rehab/Maint.	\$32,476	\$10,763	\$20,175	\$1,538	\$247
Station Enhancement Program	\$5,916	\$0	\$3,605	\$2,311	\$3,591
Parking Lot Rehabilitation	\$12,943	\$6,900	\$682	\$5,361	\$503
Mechanical Systems Rehabilitation	\$16,812	\$4,375	\$5,516	\$6,921	\$3,549
Rail/Bus Structures	\$10,213	\$1,275	\$2,044	\$6,894	\$589
Repairables	\$5,300	\$5,068	\$232	\$0	\$232
Bus/Rail Support Equipment	\$16,281	\$7,216	\$3,020	\$6,045	\$695
Rail Work Equipment/Locomotives	\$3,424	\$1,000	\$91	\$2,333	\$0
ATC & Power System Replace	\$64,793	\$31,759	\$14,639	\$18,395	\$2,240
UPS/Electric System Replace	\$8,016	\$4,957	\$837	\$2,222	\$475
Fare Collection Equipment	\$4,071	\$13	\$506	\$3,552	\$30
ROW & Track Rehab	\$17,808	\$5,724	\$4,152	\$7,932	\$2,401
Station and Tunnel Leak Mitigation	\$2,264	\$0	\$850	\$1,414	\$843
Information Technology	\$4,658	\$682	\$2,264	\$1,712	\$1,517
Program Administration	\$9,639	\$0	\$5,150	\$4,489	\$4,680
Preventive Maintenance	\$20,700	\$0	\$16,200	\$4,500	\$10,350
Vertical Transportation Financing	<u>\$6,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,000</u>	<u>\$0</u>
	\$290,126	\$79,811	\$111,117	\$99,198	\$32,119

FISCAL 2005 SYSTEM ACCESS AND CAPACITY PROGRAM
January 2005
(\$ in Thousands)

<u>PROJECT TITLE</u>	<u>FY 05 AND PRIOR ADOPTED BUDGET</u>	<u>OBLIGATIONS</u>	<u>EXPENDITURES</u>
King Street Station	\$16,576	\$14,700	\$7,742
Ballston Station Improvements	\$15,000	\$11,165	\$4,855
Clarendon Improvements	\$1,000	\$59	\$56
Crystal City Canopy	\$300	\$0	\$0
Shirlington Bus Terminals	\$3,421	\$1,939	\$226
West Falls Church Bus Bay	\$1,000	\$710	\$600
Regional Bike Racks	\$1,645	\$1,430	\$1,430
Precision Stopping for ATC	\$3,000	\$2,105	\$499
Metro Matters	\$22,000	\$11,057	\$6,329
Huntington Parking	\$19,182	\$782	\$612
Franconia/Springfield Parking	\$16,609	\$16,417	\$16,406
Glenmont Parking	\$1,600	\$540	\$208
West Falls Church Parking	\$17,367	\$16,294	\$14,954
College Park Parking	\$17,310	\$16,671	\$12,668
New Carrollton Parking	\$22,615	\$21,786	\$10,691
White Flint Parking	\$16,540	\$13,188	\$3,380
Downtown Circulator Buses	\$16,266	\$10,068	\$8,032
Buses 1/	\$9,100	\$3,713	\$0
Bus Enhancements	\$1,000	\$0	\$0
Rail Cars	\$120,000	\$112,700	\$38,826
Rail Maintenance Yards/Shops	<u>\$70,375</u>	<u>\$61,504</u>	<u>\$26,406</u>
Total	<u>\$391,906</u>	<u>\$316,828</u>	<u>\$153,920</u>

1/ FY 2005 budget of \$2.9 million subject to receipt of funds.

SYSTEM EXPANSION PROGRAM
January 2005
(\$Thousands)

<u>PROJECT TITLE</u>	<u>FY 05 AND PRIOR ADOPTED BUDGET</u>	<u>OBLIGATIONS</u>	<u>EXPENDITURES</u>
Project Development	\$15,300	\$13,062	\$10,611
Largo Extension and Parking	\$456,400	\$448,962	\$415,014
Dulles PE/NEPA	\$60,250	\$45,914	\$45,555
Pentagon City Project Development	\$40	\$0	\$0
New York Avenue Station	\$103,700	\$103,697	\$95,522
Alternatives Analysis/Anacostia Demo	<u>\$24,371</u>	<u>\$6,949</u>	<u>\$4,929</u>
Total	<u>\$660,061</u>	<u>\$618,584</u>	<u>\$571,631</u>

1/ Subject to funding approval.