

Operating Budget

Third Quarter Financial Report (July 2005 – March 2006)

INDEX

- A. Executive Summary.....page 2**
- B. Revenue and Expense Analysis.....page 3**
- C. Budget Variance Reports.....page 14**
- D. Ridership and Performance Measurespage 22**

Executive Summary

With one fiscal quarter remaining revenues continue to run favorable to budget. Expenses are approximately two percent over budget with the largest cause of this being high fuel and energy costs. The net result is subsidy being less than assumed in the budget and a current forecast showing a \$13 million under run by year end.

Ridership and passenger revenue on all modes continues growing rapidly as we enter the fourth quarter of the year, which is historically the busiest time of year:

- Metrorail ridership is six percent higher than last year,
- Metrobus ridership is three percent higher than last year,
- MetroAccess ridership is seven percent higher.
- Additionally, all of the **non-passenger revenue** accounts are growing and continuing to beat budget estimates.

Subsidy: At mid-year, the surplus was \$5.6 million with a projection to grow to **\$12.4 million** by year end. Now, at the end of the third quarter, the surplus has grown to \$10.9 million which in turn has **increased the year end forecast to \$13.0 million**. The mid-year estimate included a 25 percent contingency factor to address variations that could not be predicted. This contingency has been reduced to ten percent in the current estimate.

Year to Date Actual Results						Estimated Results at Year End:	
	Budget	Actual					
Second Quarter:							
Subsidy	\$218.1	\$212.5	\$5.6	3%		\$12.4	3%
Third Quarter:							
Revenue	\$426.6	\$452.4	\$25.8	6%		\$35.3	6%
Expense	759.7	774.6	(14.9)	-2%		(22.3)	-2%
Subsidy	\$333.1	\$322.2	\$10.9	3%		\$13.0	3%
			Favorable/ (Unfavorable)			Favorable/ (Unfavorable)	
<i>\$ Millions</i>							

Risk areas in the budget continue to be:

- **Escalating diesel fuel prices.** Staff is actively pursuing a diesel swap agreement to lock in prices as near to budget as possible.
- **Electricity costs.** In Maryland, rate caps are about to be removed. Metro has benefited for the past five years from a long term contract that has kept costs well below market rates.
- **Labor costs.** Overtime costs driven by vacancies are a challenge to control. Metro hires most new employees from the local job market and must compete against private sector and government employers who are offering generous pay and compensation benefits. Additionally, union contract negotiations continue.
- **Risk Reserve** (for Workers' Compensation and 3rd party accident claims). As part of an Action Item on the Budget Committee's agenda, staff is recommending that \$10 million of the surplus noted above be re-directed into the risk reserve.

B. Revenue and Expense Analysis

COMBINED PASSENGER REVENUE (RAIL / BUS / METROACCESS)
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$352,085	\$371,370	\$19,285	\$26,300

RAIL PASSENGER REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$275,916	\$292,040	\$16,124	\$22,700

Remarks: At the end of March 2006, rail passenger revenues exceeded projections by \$16.1 million, or 5.8 percent more than budgeted. The rail passenger revenue trend of the past three quarters is expected to continue through the end of the fiscal year. The projected year-end favorable revenue result is \$22.7 million and total rail passenger revenue will reach \$399.2 million.

As stated in the second quarter report, one of the greatest contributors to the growth in rail revenue is the increase in rail ridership. In the approved fiscal 2006 budget rail ridership was expected to grow two percent to 199.3 million trips. At the end of the third quarter, ridership had experienced more than six percent growth compared to the same period of last fiscal year. On the last day of the quarter, March 31, 2006, rail ridership reached 808,000, the highest weekday ridership ever without a major event. With the opening of the new baseball season and continuing pressure from high gasoline prices, rail ridership is projected to exceed budget by 6.9 million trips and reach 206.2 million trips for the year.

BUS PASSENGER REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$73,299	\$77,074	\$3,776	\$4,300

Remarks: Metrobus passenger revenue at the end of the third quarter was \$77.1 million, \$3.8 million or five percent more than budgeted. Two major contributors to this positive bus revenue variance are higher average fares being collected and actual ridership growth exceeding expectations. The trend of Metrobus ridership and revenue for the past three quarters is projected to continue through the end of the fiscal year. The year-end projected Metrobus ridership is 130.8 million customers and revenue of \$103.1 million, with a favorable revenue variance of \$4.3 million.

METROACCESS PASSENGER REVENUE
 All Divisions
 Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$2,871	\$2,256	(\$615)	(\$700)

Remarks: MetroAccess passenger revenue through the end of March 2006 was \$2.3 million, which is \$0.6 million less than anticipated in the budget. Projected fiscal year-end MetroAccess revenue is expected to be \$3.2 million, \$0.7 million less than budgeted. The fiscal 2006 budget assumed a ridership growth rate of 18 percent and the actual growth rate has been less than 12 percent.

COMBINED NON-PASSENGER REVENUE
 All Divisions
 Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$74,489	\$81,040	\$6,551	\$9,000

D.C. SCHOOL REVENUE
 All Divisions
 Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$3,098	\$3,355	\$257	\$300

Remarks: At the end of March 2006, DC school revenue of \$3.4 million was \$0.3 million above the fiscal 2006 budget. The increase in DC school revenue is a result of DC student ridership increases on both bus and rail. An even greater part of the revenue increase is being generated by increases in the sale of DC SmartStudent Passes. For the first three quarters of fiscal 2006 the sale of SmartStudent passes increased over 15 percent compared to the sales of the same period of the last fiscal year. It is projected that total revenue for DC school riders should exceed budget by \$0.3 million.

CONTRACT/CHARTER BUS REVENUE
 All Divisions
 Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$832	\$1,146	\$314	\$800

Remarks: So far this year, contract/charter bus revenue is positive by \$0.3 million, primarily from the additional charter revenue generated by providing bus service for several Redskins games at Fed-Ex Field, which were not assumed when the budget was prepared. Contract/Charter bus

Quarterly Finance Report
\$'s Thousands

FY2006-Quarter 3
March 2006

services is generally most utilized in the last quarter of the fiscal year, the April-June period. Several springtime events such as the annual Bay Bridge Walk and the Air Show at Andrews Air Force Base will generate a significant portion of the annual contract and charter revenues. Although, WMATA does not know if those events will be conducted in 2006 due to homeland security concerns that could factor into the decision to continue those events in 2006 and beyond, it is projected that \$0.8 million in favorable revenue can be generated by the end of this fiscal year.

PARKING REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$26,543	\$28,257	\$1,715	\$2,400

Remarks: Through the third quarter, parking generated \$28.3 million in revenue or \$1.7 million more than budgeted. A favorable variance of \$2.4 million is expected at the end of the year. Since there were essentially no changes in parking rates or collection procedures since last fiscal year the positive variance in this account is primarily the result of higher use of the parking lots and garages. Parking for attending sports or special events is generating revenue here and in the rail passenger revenue account as non-peak rail travel and reverse commute travel continues to grow.

ADVERTISING REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$22,500	\$22,506	\$6	\$0

Remarks: No issues. The annual earnings in advertising revenue are determined by contractual agreement.

JOINT DEVELOPMENT REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$4,918	\$5,276	\$358	\$600

Remarks: Total revenue through the third quarter was \$0.4 million above projections. By the end of the year, total joint development revenue should exceed projections by \$0.6 million. The revenue for this account has exceeded budget for each of the past five fiscal years, with the largest positive variance in fiscal 2004 of \$2.2 million or 52 percent. This year the positive variance is only 7 percent above projections or \$0.4 million through March 2006 this fiscal year. Given that result, and the history of favorable revenue results for this account, it is probable that fiscal 2006 revenue will be favorable by \$0.6 million.

FIBER OPTIC REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$6,304	\$6,798	\$494	\$1,000

Remarks: Through March 2006, total fiber optic revenue was about \$0.5 million more than budget. In previous fiscal years, fiber optic revenue exceeded projections significantly and it is expected that the positive trend from previous years will continue into 2006. It is projected that fiscal 2006 fiber optic revenue will be favorable by \$1.0 million. An interesting note here will be potential revenue growth in future fiscal years. A recent Wall Street Journal article noted an improving market for these services as the glut of fiber capacity nationwide has been slowly absorbed over the past few years and demand may be increasing.

OTHER REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$2,179	\$2,765	\$587	\$800

Remarks: This account includes a variety of small revenues streams such as fees charged to developers for access to the rail right-of-way during adjacent construction, pay telephone revenue, bike locker rental, vending machines, sale of scrap material, subrogation collections and other similar accounts. At the end of the third quarter this account is 27 percent above projection and is forecast to end the year \$0.8 million favorable to budget.

INTEREST REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$465	\$3,182	\$2,717	\$3,100

Remarks: Through the March 2006, interest revenue exceeded projections by \$2.7 million. The increase in revenue above the level approved in the budget is the result of actual interest rates which are higher than the budgeted 2.25 percent.

SAFE CLEAN RELIABLE PROGRAM REVENUE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$7,650	\$7,753	\$103	\$0

Remarks: This program was initiated in fiscal 2006, and the revenue sources for this account include \$6 million from health insurance rebates, \$3 million from the anticipate sale of surplus property and \$1.2 million from advertising revenue, for a total of \$10.2 million this fiscal year. The advertising portion of this account was included primarily to fund customer information and signage improvements. Through the end of March 2006, this account was above projections by \$103K. Since this is a new program, there are no current or historical trends on which to base year-end projections for this account.

LABOR EXPENSE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$433,489	\$440,301	(\$6,812)	(\$9,100)

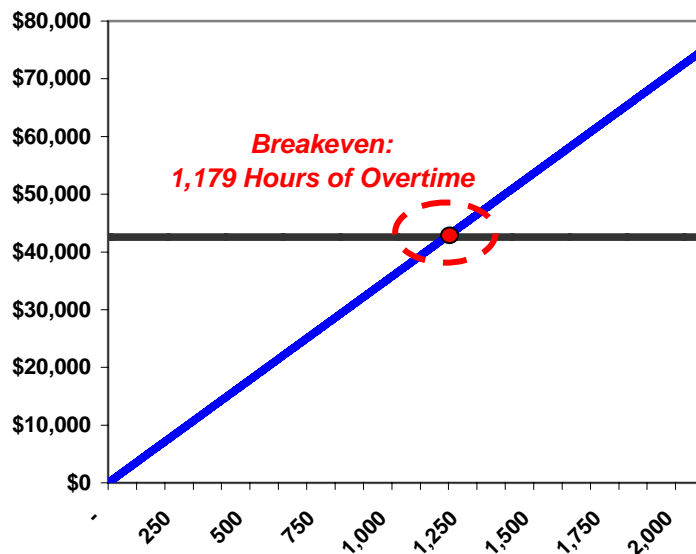
Remarks: The \$6.8 million year to date unfavorable payroll cost variance is a net result of greater than expected overtime costs, partially offset by payroll under runs from a higher number of vacancies than was expected in the budget. While this budget problem is significant it is noticeably improved from last year. The current \$6.8 million overrun was \$16 million at this point last year. To also put this in perspective, the budget calculation of \$433.5 million, made 18 months ago, is off target by 1.6 percent. Payroll costs are the single largest expense at Metro and there is a high degree of attention being placed on this line item. A cross-departmental team is currently working to develop recommendations for further improvement. Break even analysis is

Hire new bus operator

	\$14.65	Hourly Wage Rate for New Hire
	<u>2,088</u>	Annual Pay Hours
	\$30,472	Annual Wage
	9,469	Health Insurance
	<u>2,636</u>	Taxes/Pension/Other Fringes
[A].....	<u>\$42,577</u>	Fully Loaded Annual Compensation

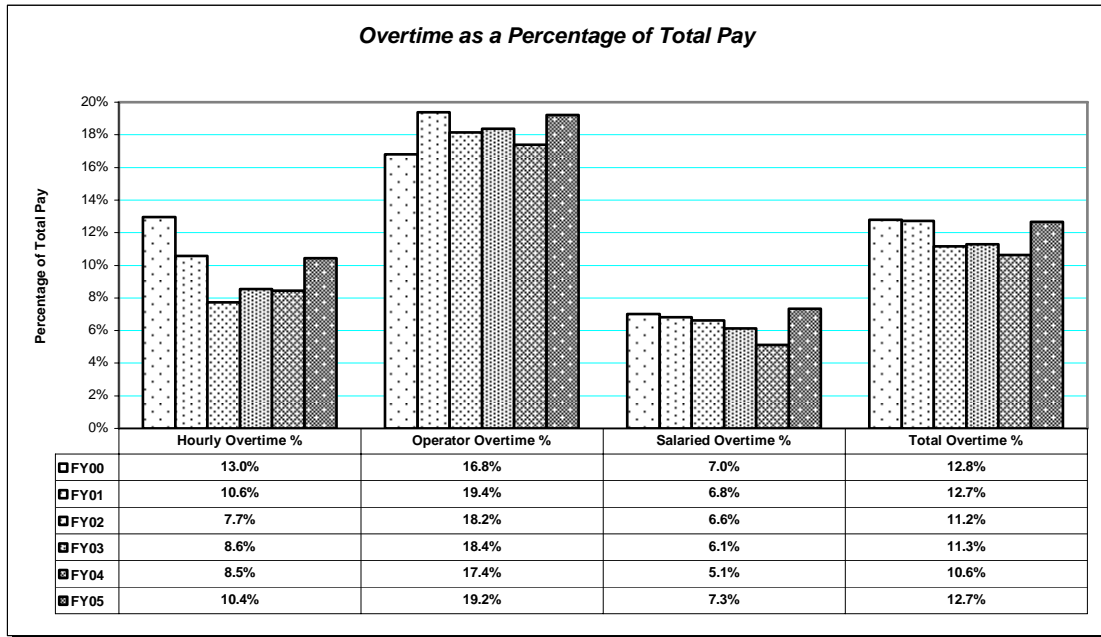
Or, pay overtime to existing bus operator

	\$22.16	Average Hourly Straight Time Rate
	\$33.24	Overtime at 1.5x
	<u>\$2.88</u>	Taxes/Pension/Other Fringes
[B].....	<u>\$36.12</u>	Fully Loaded Overtime Rate
[A / B].....	1,179	Breakeven Overtime Hours



one tool useful in determining an efficient level of overtime spending. Clearly, overtime costs are more expensive than straight time pay, however it is financially efficient to pay some amount of overtime when work loads exceed a standard 40 hour week. In an overly simplified example it can be calculated that a very large amount of overtime should be paid before a decision is made to add an additional position to the budget (see previous page).

In actual practice this example becomes complicated by multiples of multiples. This breakeven calculation has to be applied to each work shift, often there are three shifts per day. It then grows in complexity as it is applied to each unique work location, meaning each bus garage, rail yard, station, etc. It then multiplies again as it is applied to each job type, e.g., bus mechanic, police officer, warehouse clerk. Additionally there is math involved in the consideration of work rules that define various levels of overtime, e.g., time and a half, double time, spread pay, lead differentials, etc. All of these variables are in place through a combination of labor contract provisions and existing labor law. Given all of these variables, the hand calculation of the most efficient level of overtime would be challenging. However, much of this can be programmed into computers and in fact this is one of the most important benefits offered by the new Trapeze scheduling system. As this system comes on line it is interesting to note that the level of overtime has been generally consistent for the past few fiscal years.



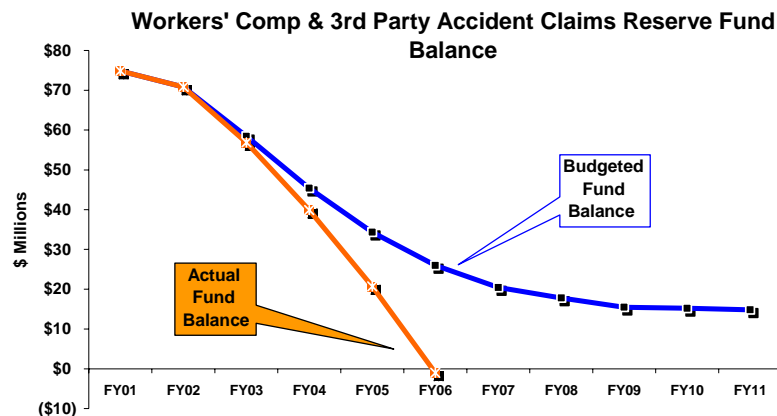
Additionally, the subject of overtime was recently studied by the auditing firm Ernst & Young in a Board of Directors sponsored review of operating costs. Their recommendations were incorporated into the budget and reductions have been taken. This past year there was also an in-depth review of overtime costs completed by the Office of the Auditor General (see AUD 06-101, February 28, 2006) and recommendations from that analysis are incorporated into the operations of the Authority.

FRINGE BENEFITS EXPENSE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$140,072	\$142,698	(\$2,626)	(\$3,100)

Remarks: The current \$2.6 million unfavorable variance is a result of greater than expected costs for the Authority's pension plans, partially offset by health insurance savings associated with vacancies. Deficits in the police pension category (\$1.9M through Q3) are a result of changes to the assumptions of the plan as recommended by the Plan Actuary. These assumption changes resulted in a one time "catch up" payment of approximately \$1.1 million which was reflected in the Q1 report. Going forward, the monthly deficit for the police pension plan should be approximately \$120 thousand per month, or an additional \$360 thousand for the last three months of FY2006.

A sub-part of the fringe benefits budget is cost for workers' compensation claims. Up to a ceiling of \$5 million Metro is self-insured for these claims as well as claims for 3rd party accidents. The claims are paid out of a Board approved reserve fund. Prior to fiscal 2003 this fund was maintained at a level high enough to pay all existing and future claims costs. With the approval of the fiscal 2003 budget a decision was made to suspend contributions to the fund and draw down the balance. Contributions were planned to be gradually turned back on beginning in fiscal 2005, ultimately leading to an expected annual budgeted contribution equal to the expected annual claims payouts. Since then, the fund balance has been depleted more rapidly than planned. The balance is currently lower than dictated by Board policy and may be fully depleted within the next six months.



\$ Millions	FY03	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11
Reserve Beginning Balance.....	\$69	\$57	\$40	\$21	(\$1)	(\$14)	(\$16)	(\$13)	(\$12)
Plus: Interest Earnings	2	2	1	1					
Budgeted Contributions		5	4	9	20	23	28	28	28
subtotal	2	7	5	10	20	23	28	28	28
Less: Worker's Comp Claims	(11)	(15)	(16)	(17)	(17)	(18)	(18)	(19)	(20)
3rd Party Accident Claims	(4)	(9)	(9)	(15)	(15)	(7)	(7)	(8)	(8)
subtotal	(15)	(24)	(25)	(32)	(32)	(25)	(25)	(27)	(28)
Reserve Ending Balance.....	\$57	\$40	\$21	(\$1)	(\$14)	(\$16)	(\$13)	(\$12)	(\$12)
				June 30th Estimate					

Quarterly Finance Report**\$'s Thousands****FY2006-Quarter 3****March 2006**

With review and concurrence from the plan actuary, staff will be recommending two actions for Board consideration:

1. Approve a \$10 million, one-time, supplemental funding amount to avoid depleting the fund to a zero balance. This funding would come from the anticipated fiscal 2006 year end operating budget surplus.
2. Approve a change to the reserve policy by establishing a minimum year end balance set at 20 percent of the succeeding anticipated annual claims payout. FY2008 and beyond budgeted contributions will be set at a level to accomplish this policy directive.

SERVICES EXPENSE**All Divisions****Operating Budget**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$75,855	\$69,045	\$6,810	\$9,400

Remarks: Almost half of the current budget under run is attributed to lower than expected costs for the provision of paratransit services. This underage is not due to changes associated with change of contract providers of this service. It is instead due to an overestimation of the growth rate in paratransit utilization assumed in the budget. The remaining budget under run is due to an over budgeting in this category of costs. The fiscal 2007 budget has already been cut to account for this under spending pattern and to recognize the actual level of paratransit usage.

MATERIALS & SUPPLIES EXPENSE**All Divisions****Operating Budget**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$52,041	\$55,347	(\$3,306)	(\$4,900)

Remarks: A primary driver of this line item over run has been in the ongoing cost for replacement bus parts. The average fleet age reached an unacceptably high level this year and maintenance pressure has placed a demand on the parts account way in excess of what the budget assumed. The fiscal 2007 operating budget could potentially face a similar challenge, however the capital budget funds a large scale purchase of new buses, reducing the average fleet age from 10 to 7 years. This improvement should mitigate the high expenditure rate for parts.

PROPULSION POWER & FUEL EXPENSE**All Divisions****Operating Budget**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$40,367	\$47,576	(\$7,209)	(\$11,900)

Remarks: This is the single biggest risk area in the existing budget and in the proposed fiscal 2007 budget. Diesel fuel was budgeted this year at \$1.40 per gallon and is currently budgeted at \$2.00 per gallon in fiscal 2007. The Board has authorized staff to enter into a diesel swap agreement to mitigate this risk, however world events have kept the market price higher than the

strike price needed to lock in at budget. A detailed review past market trends indicates that the May – June period is historically a period of stability leading to a usual summer run up in prices. Staff anticipates that this will be the best time to execute a swap. Even if the budgeted \$2.00 per gallon rate cannot be secured, staff intends to begin what amounts to a dollar cost averaging strategy by hedging small, but repeated swap transactions with the intent of smoothing price spikes and budgetary impact.

In terms of propulsion power and electricity cost for facilities there appears to be a significant budget risk associated with prices charged to the Authority in Maryland by Pepco. The Authority has benefited from a fixed price contract that is set to expire at the start of fiscal 2007. The savings to date from this agreement have totaled nearly \$50 million. However, with the expiration of this deal the Authority is subject to a jump up to current market prices. The fiscal 2007 budget anticipates some of this risk by adding ten percent for price inflation, nearly three times the general rate of inflation. However, recent media reports indicate the Pepco rate increases could be greatly in excess of that. Reports range from 50 to 70 percent price increases. Given this volatility there is no definitive way to make a recommendation for setting the fiscal 2007 budget level. However, it has been identified as a risk and staff is recommending that the Board keep the existing approved operating reserve fully funded at one percent of the budget as a contingency.

UTILITIES & OTHER EXPENSE
All Divisions
Operating Budget

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$33,487	\$35,205	(\$1,718)	(\$2,700)

Remarks: Inflation for natural gas prices for facilities has been identified as a budget issue and is currently on the list for Board consideration as a potential fiscal 2007 budget adjustment.

C. Budget Variance Reports

SUMMARY
OPERATING BUDGET
March, 2006
ALL OPERATING
(DOLLARS IN THOUSANDS)

3rd Quarter			YEAR-TO-DATE			Year-End Forecast
FY06 Budget	FY06 Actual	Favorable (Unfavorable)	FY06 Budget	FY06 Actual	Favorable (Unfavorable)	Favorable (Unfavorable)
REVENUES:			REVENUES:			
\$114,745	\$122,323	\$7,579	\$352,085	\$371,370	\$19,285	\$26,300
1,306	1,443	137	3,098	3,355	257	300
104	136	32	832	1,146	314	800
9,205	9,765	560	26,543	28,257	1,715	2,400
7,500	7,500	0	22,500	22,500	0	0
1,639	1,730	90	4,918	5,276	358	600
2,069	2,612	543	6,304	6,798	494	1,000
683	1,028	346	2,179	3,498	1,319	800
155	628	473	465	2,456	1,991	3,100
2,550	2,661	111	7,650	7,753	103	0
\$139,956	\$149,826	\$9,870	\$426,574	\$452,410	\$25,836	\$35,300
OPERATING EXPENSES:			OPERATING EXPENSES:			
\$143,377	\$146,717	(\$3,340)	\$433,489	\$440,301	(\$6,812)	(\$9,100)
48,663	49,188	(525)	140,072	142,698	(2,625)	(3,100)
25,462	22,804	2,658	75,855	69,045	6,810	9,400
17,035	19,009	(1,974)	52,041	55,347	(3,306)	(4,900)
13,296	15,078	(1,782)	40,367	47,576	(7,209)	(11,900)
11,418	12,075	(656)	33,487	35,205	(1,718)	(2,700)
(5,175)	(5,175)	0	(15,525)	(15,525)	0	0
\$254,076	\$259,696	(\$5,619)	\$759,786	\$774,647	(\$14,860)	(\$22,300)
\$114,121	\$109,870	\$4,251	\$333,213	\$322,237	\$10,976	\$13,000
55%	58%	Cost Recovery Ratio	56%	58%		

SUMMARY
OPERATING BUDGET
March, 2006
ALL OPERATING
(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$43,023	\$43,096	\$45,802	\$2,706
490	485	486	1
101	26	9	(17)
3,354	3,454	3,648	194
2,432	2,500	2,500	0
574	546	554	8
743	633	904	271
1,342	238	225	(13)
239	52	229	177
0	850	835	(15)
\$52,299	\$51,880	\$55,192	\$3,312
\$48,470	\$49,550	\$50,833	(\$1,283)
19,025	16,695	16,261	434
7,974	8,914	9,289	(375)
6,413	5,815	6,161	(347)
4,725	4,539	4,960	(421)
4,250	3,810	4,788	(978)
(1,725)	(1,725)	(1,725)	0
\$89,132	\$87,598	\$90,567	(\$2,970)
\$36,834	\$35,718	\$35,375	\$343
(\$2,290)	(\$2,290)	(\$2,290)	\$0
\$34,543	\$33,428	\$33,085	\$343

58.7%

59.2%

60.9%

FISCAL YEAR

REVENUES:

Passenger Revenue	\$344,638
D.C. School Reimbursement	3,105
Contract / Sub-Contract Charter	1,345
Parking	26,033
Advertising	21,783
Joint Development	5,582
Fiber Optic	6,315
Other	3,224
Interest	1,394
SCR Funding	0
TOTAL REVENUE	\$413,418

OPERATING EXPENSES:

Labor	\$416,292
Fringe Benefits	124,542
Services	60,856
Materials & Supplies	50,365
Power & Fuel	39,403
Utilities & Other	31,980
Reimbursements	(15,525)
TOTAL EXPENSE	\$707,914

GROSS SUBSIDY

Plus: Debt Service	(\$20,614)
LOCAL SUBSIDY	\$273,882

YEAR-TO-DATE

FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$344,638	\$352,085	\$371,370	\$19,285
3,105	3,098	3,355	257
1,345	832	1,146	314
26,033	26,543	28,257	1,715
21,783	22,500	22,506	6
5,582	4,918	5,276	358
6,315	6,304	6,798	494
3,224	2,179	2,765	587
1,394	465	3,182	2,717
0	7,650	7,753	103
\$413,418	\$426,574	\$452,410	\$25,836
\$416,292	\$433,489	\$440,301	(\$6,812)
124,542	140,072	142,698	(2,625)
60,856	75,855	69,045	6,810
50,365	52,041	55,347	(3,306)
39,403	40,367	47,576	(7,209)
31,980	33,487	35,205	(1,717)
(15,525)	(15,525)	(15,525)	0
\$707,914	\$759,786	\$774,646	(\$14,860)
\$294,496	\$333,213	\$322,236	\$10,976
(\$20,614)	(\$20,614)	(\$20,614)	\$0
\$273,882	\$312,599	\$301,623	\$10,976

Cost Recovery Ratio

58.4%

56.1%

58.4%

**METRORAIL
OPERATING BUDGET**

March, 2006

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$34,016	\$34,276	\$36,229	\$1,953
110	112	135	23
3,354	3,454	3,648	194
738	753	750	(2)
574	546	554	8
743	633	904	271
561	110	293	183
(166)	19	17	(2)
0	678	684	6
\$39,931	\$40,581	\$43,215	\$2,634
\$27,697	\$28,564	\$29,784	(\$1,220)
10,914	9,556	9,775	(219)
2,590	3,235	3,497	(263)
3,608	3,239	2,984	255
2,886	2,979	2,979	0
2,709	2,668	2,863	(195)
(225)	(225)	(225)	0
\$50,180	\$50,015	\$51,657	(\$1,642)
\$10,249	\$9,434	\$8,443	\$991
(\$2,290)	(\$2,290)	(\$2,290)	\$0
\$7,959	\$7,144	\$6,152	\$991

79.6%

81.1%

83.7%

FISCAL YEAR

REVENUES:

Passenger Revenue	\$268,205	\$275,916	\$292,040	\$16,124
D.C. School Reimbursement	1,639	682	953	270
Parking	26,033	26,543	28,250	1,707
Advertising	6,550	6,773	6,754	(19)
Joint Development	5,582	4,918	5,276	358
Fiber Optic	6,315	6,304	6,798	494
Other	1,721	1,016	1,726	710
Interest	376	171	1,157	985
SCR Funding	0	6,106	6,393	287
TOTAL REVENUE	\$316,420	\$328,428	\$349,346	\$20,918

OPERATING EXPENSES:

Labor	\$239,315	\$247,465	\$254,222	(\$6,757)
Fringe Benefits	71,088	79,483	84,566	(5,083)
Services	21,258	27,499	24,260	3,240
Materials & Supplies	27,826	29,324	28,607	717
Propulsion Power	24,912	26,860	26,234	626
Utilities & Other	21,938	24,401	24,639	(239)
Reimbursements	(2,025)	(2,025)	(2,025)	0
TOTAL EXPENSE	\$404,311	\$433,007	\$440,503	(\$7,496)

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$268,205	\$275,916	\$292,040	\$16,124
1,639	682	953	270
26,033	26,543	28,250	1,707
6,550	6,773	6,754	(19)
5,582	4,918	5,276	358
6,315	6,304	6,798	494
1,721	1,016	1,726	710
376	171	1,157	985
0	6,106	6,393	287
\$316,420	\$328,428	\$349,346	\$20,918
\$239,315	\$247,465	\$254,222	(\$6,757)
71,088	79,483	84,566	(5,083)
21,258	27,499	24,260	3,240
27,826	29,324	28,607	717
24,912	26,860	26,234	626
21,938	24,401	24,639	(239)
(2,025)	(2,025)	(2,025)	0
\$404,311	\$433,007	\$440,503	(\$7,496)
\$87,891	\$104,579	\$91,157	\$13,422
(\$20,614)	(\$20,614)	(\$20,614)	\$0
\$67,277	\$83,966	\$70,543	\$13,422

Cost Recovery Ratio

78.3%

75.8%

79.3%

METROBUS
OPERATING BUDGET
March, 2006

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$8,807	\$8,452	\$9,342	\$890
380	373	351	(22)
101	26	9	(17)
1,694	1,748	1,750	3
0	0	0	0
781	128	(68)	(197)
405	33	212	179
0	148	130	(18)
\$12,167	\$10,907	\$11,725	\$818
\$20,726	\$20,910	\$21,169	(\$259)
8,093	7,116	6,477	639
1,626	1,355	1,488	(133)
2,803	2,573	3,171	(598)
1,839	1,560	1,981	(421)
1,518	1,112	1,950	(838)
(1,500)	(1,500)	(1,500)	0
\$35,105	\$33,126	\$34,736	(\$1,610)
\$22,938	\$22,219	\$23,010	(\$791)
\$0	\$0	\$0	\$0
\$22,938	\$22,219	\$23,010	(\$791)

\$5,707 \$5,839

34.7% 32.9% 33.8%

FISCAL YEAR

REVENUES:

Passenger Revenue	\$74,394	\$73,299	\$77,074	\$3,776
D.C. School Reimbursement	1,466	2,416	2,402	(13)
Contract / Sub-Contract Charter	1,346	832	1,146	314
Advertising	15,232	15,728	15,752	25
Joint Development	0	0	0	0
Other	1,503	1,163	1,039	(124)
Interest	1,018	294	2,026	1,732
SCR Funding	0	1,330	1,171	(159)

TOTAL REVENUE

OPERATING EXPENSES:

Labor	\$176,581	\$185,378	\$185,942	(\$564)
Fringe Benefits	53,340	60,390	58,054	2,336
Services	9,124	10,902	10,535	367
Materials & Supplies	22,515	22,691	26,723	(4,032)
Power & Fuel	14,491	13,507	21,342	(7,835)
Utilities & Other	9,827	8,827	10,260	(1,433)
Reimbursements	(13,500)	(13,500)	(13,500)	0

TOTAL EXPENSE

GROSS SUBSIDY

Plus: Debt Service

LOCAL SUBSIDY

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$94,958	\$95,061	\$100,618	\$5,557
\$177,421	\$193,133	\$198,736	(\$5,603)
\$0	\$0	\$0	\$0
\$177,421	\$193,133	\$198,736	(\$5,603)

\$49,875 \$51,532

Cost Recovery Ratio 34.9% 33.0% 33.6%

**REGIONAL BUS
OPERATING BUDGET
March, 2006**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$7,149	\$7,013	\$7,751	\$738
380	373	351	(22)
101	26	9	(17)
1,694	1,748	1,750	3
0	0	0	0
781	128	(68)	(197)
405	33	212	179
0	148	130	(18)
\$10,509	\$9,467	\$10,134	\$667
\$17,350	\$17,349	\$17,564	(\$215)
6,766	5,904	5,374	530
1,590	1,124	1,234	(110)
2,513	2,135	2,631	(496)
1,444	1,294	1,643	(350)
1,518	1,112	1,950	(838)
(1,500)	(1,500)	(1,500)	0
\$29,681	\$27,418	\$28,897	(\$1,478)
\$19,172	\$17,951	\$18,763	(\$812)
\$0	\$0	\$0	\$0
\$19,172	\$17,951	\$18,763	(\$812)

35.4%

34.5%

35.1%

FISCAL YEAR

REVENUES:

Passenger Revenue	\$60,806	\$60,816	\$63,949	\$3,133
D.C. School Reimbursement	1,466	2,416	2,402	(13)
Contract / Sub-Contract Charter	1,346	832	1,146	314
Advertising	15,232	15,728	15,752	25
Joint Development	0	0	0	0
Other	1,503	1,163	1,039	(124)
Interest	1,018	294	2,026	1,732
SCR Funding	0	1,330	1,171	(159)

TOTAL REVENUE

OPERATING EXPENSES:

Labor	\$147,518	\$153,808	\$154,276	(\$468)
Fringe Benefits	44,378	50,106	48,167	1,938
Services	8,931	9,045	8,741	304
Materials & Supplies	20,092	18,827	22,172	(3,345)
Power & Fuel	11,403	11,207	17,707	(6,501)
Utilities & Other	9,827	8,827	10,260	(1,433)
Reimbursements	(13,500)	(13,500)	(13,500)	0

TOTAL EXPENSE

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$60,806	\$60,816	\$63,949	\$3,133
1,466	2,416	2,402	(13)
1,346	832	1,146	314
15,232	15,728	15,752	25
0	0	0	0
1,503	1,163	1,039	(124)
1,018	294	2,026	1,732
0	1,330	1,171	(159)
\$81,370	\$82,578	\$87,492	\$4,914
\$147,518	\$153,808	\$154,276	(\$468)
44,378	50,106	48,167	1,938
8,931	9,045	8,741	304
20,092	18,827	22,172	(3,345)
11,403	11,207	17,707	(6,501)
9,827	8,827	10,260	(1,433)
(13,500)	(13,500)	(13,500)	0
\$228,648	\$238,319	\$247,823	(\$9,504)
\$147,278	\$155,741	\$160,330	(\$4,589)
\$0	\$0	\$0	\$0
\$147,278	\$155,741	\$160,330	(\$4,589)

Cost Recovery Ratio

35.6%

34.7%

35.3%

**NON-REGIONAL BUS
OPERATING BUDGET
March, 2006**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$1,658	\$1,439	\$1,591	\$152
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
\$1,658	\$1,439	\$1,591	\$152
\$3,376	\$3,561	\$3,605	(\$44)
1,327	1,212	1,103	109
36	231	253	(23)
290	438	540	(102)
395	266	337	(72)
0	0	0	(0)
0	0	0	0
\$5,425	\$5,707	\$5,839	(\$131)
\$3,767	\$4,268	\$4,248	\$20
\$0	\$0	\$0	\$0
\$3,767	\$4,268	\$4,248	\$20

30.6%

25.2%

27.2%

FISCAL YEAR

REVENUES:

Passenger Revenue	\$13,588	\$12,483	\$13,126	\$643
D.C. School Reimbursement	0	0	0	0
Advertising	0	0	0	0
Other	0	0	0	0
SCR Funding	0	0	0	0
TOTAL REVENUE	\$13,588	\$12,483	\$13,126	\$643

OPERATING EXPENSES:

Labor	\$29,064	\$31,570	\$31,666	(\$96)
Fringe Benefits	8,962	10,284	9,887	398
Services	193	1,857	1,794	62
Materials & Supplies	2,423	3,864	4,551	(687)
Power & Fuel	3,089	2,300	3,634	(1,334)
Utilities & Other	0	0	0	(0)
Reimbursements	0	0	0	0
TOTAL EXPENSE	\$43,731	\$49,875	\$51,532	(\$1,657)

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$13,588	\$12,483	\$13,126	\$643
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
\$13,588	\$12,483	\$13,126	\$643
\$29,064	\$31,570	\$31,666	(\$96)
8,962	10,284	9,887	398
193	1,857	1,794	62
2,423	3,864	4,551	(687)
3,089	2,300	3,634	(1,334)
0	0	0	(0)
0	0	0	0
\$43,731	\$49,875	\$51,532	(\$1,657)
\$30,143	\$37,393	\$38,406	(\$1,014)
\$0	\$0	\$0	\$0
\$30,143	\$37,393	\$38,406	(\$1,014)

Cost Recovery Ratio

31.1%

25.0%

25.5%

**PARATRANSIT
OPERATING BUDGET
March, 2006**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$201	\$368	\$231	(\$137)
0	24	21	(3)
\$201	\$392	\$252	(\$140)
\$47	\$76	\$36	\$40
17	23	9	14
3,758	4,325	4,304	21
2	3	6	(3)
23	30	(25)	55
\$3,847	\$4,457	\$4,330	\$127
\$3,647	\$4,065	\$4,078	(\$13)
\$0	\$0	\$0	\$0
\$3,647	\$4,065	\$4,078	(\$13)

5.2%

8.8%

5.8%

FISCAL YEAR

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

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$2,039	\$2,871	\$2,256	(\$615)
0	214	189	(25)
\$2,039	\$3,085	\$2,446	(\$640)
\$395	\$646	\$293	\$353
114	199	78	121
30,474	37,454	34,244	3,210
24	27	17	9
215	259	306	(46)
\$31,222	\$38,585	\$34,938	\$3,647
\$29,183	\$35,500	\$32,492	\$3,008
\$0	\$0	\$0	\$0
\$29,183	\$35,500	\$32,492	\$3,008

6.5%

8.0%

7.0%

Cost Recovery Ratio

D. Ridership and Performance Measures

Year-to-Date - March 2006

Monthly Report

Revenue Analysis

REVENUE	PY	BUD	ACT	Var	
RAIL	\$278,309	\$286,009	\$302,133	\$16,125	6%
BUS	\$64,290	\$63,206	\$66,982	\$3,776	6%
ADA	\$2,038	\$2,871	\$2,256	(\$615)	(21%)
Total	\$344,637	\$352,085	\$371,371	\$19,286	5%

RIDERSHIP	PY	BUD	ACT	Var	
RAIL	141,737	145,907	150,777	4,870	3%
BUS	95,760	94,415	97,374	2,959	3%
ADA	943	1,242	1,008	(233)	(19%)
Total	238,439	241,564	249,159	7,595	3%

AVG FARE	PY	BUD	ACT	Var	
RAIL	\$1.96	\$1.96	\$2.00	\$0.04	2%
BUS	\$0.67	\$0.67	\$0.69	\$0.02	3%
ADA	\$2.16	\$2.31	\$2.24	(\$0.07)	(3%)
Total	\$1.45	\$1.46	\$1.49	\$0.03	2%

RAIL						
Actual vs Budget			Actual vs PY		Budget vs PY	
Ridership	\$9,546	3%	Ridership	\$17,752 6%	Ridership	\$8,190 3%
Avg Fare	\$6.578	2%	Avg Fare	\$6.072 2%	Avg fare	(\$490) (0%)
	\$16,125	6%		\$23,824 9%		\$7,700 3%

BUS						
Actual vs Budget			Actual vs PY		Budget vs PY	
Ridership	\$1,981	3%	Ridership	\$1,084 2%	Ridership	(\$902) (1%)
Avg Fare	\$1.795	3%	Avg Fare	\$1.608 2%	Avg fare	(\$181) (0%)
	\$3,776	6%		\$2,692 4%		(\$1,084) (2%)

PARATRANSIT						
Actual vs Budget			Actual vs PY		Budget vs PY	
Ridership	(\$539)	(19%)	Ridership	\$141 7%	Ridership	\$646 32%
Avg Fare	(\$75)	(3%)	Avg Fare	\$77 4%	Avg fare	\$187 7%
	(\$615)	(21%)		\$218 11%		\$833 41%

March 2006

Monthly Report

Revenue Analysis

REVENUE	PY	BUD	ACT	Var	
RAIL	\$35,235	\$35,440	\$37,393	\$1,953	6%
BUS	\$7,588	\$7,288	\$8,178	\$890	12%
ADA	\$201	\$368	\$231	(\$137)	(37%)
Total	\$43,024	\$43,096	\$45,802	\$2,706	6%

RIDERSHIP	PY	BUD	ACT	Var	
RAIL	17,670	18,018	18,717	699	4%
BUS	10,933	10,988	11,814	826	8%
ADA	140	159	122	(37)	(23%)
Total	28,744	29,164	30,653	1,488	5%

AVG FARE	PY	BUD	ACT	Var	
RAIL	\$1.99	\$1.97	\$2.00	\$0.03	2%
BUS	\$0.69	\$0.66	\$0.69	\$0.03	4%
ADA	\$1.43	\$2.32	\$1.90	(\$0.42)	(18%)
Total	\$1.50	\$1.48	\$1.49	\$0.02	1%

RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$1,374	4%	Ridership	\$2,086	6%	Ridership	\$693	2%
Avg Fare	\$579	2%	Avg Fare	\$72	0%	Avg fare	(\$488)	(1%)
	\$1,953	6%		\$2,158	6%		\$205	1%

BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$548	8%	Ridership	\$611	8%	Ridership	\$38	1%
Avg Fare	\$342	4%	Avg Fare	(\$21)	(0%)	Avg fare	(\$338)	(4%)
	\$890	12%		\$590	8%		(\$300)	(4%)

PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	(\$85)	(23%)	Ridership	(\$26)	(13%)	Ridership	\$27	13%
Avg Fare	(\$52)	(18%)	Avg Fare	\$57	32%	Avg fare	\$141	62%
	(\$137)	(37%)		\$31	15%		\$168	84%

February 2006

Monthly Report

Revenue Analysis

REVENUE	PY	BUD	ACT	Var	
RAIL	\$28,484	\$28,625	\$29,978	\$1,353	5%
BUS	\$6,386	\$6,341	\$6,876	\$535	8%
ADA	\$215	\$310	\$245	(\$65)	(21%)
Total	\$35,085	\$35,276	\$37,098	\$1,822	5%

RIDERSHIP	PY	BUD	ACT	Var	
RAIL	14,317	14,597	15,111	514	4%
BUS	9,514	9,561	9,913	352	4%
ADA	97	134	101	(33)	(25%)
Total	23,928	24,292	25,125	833	3%

AVG FARE	PY	BUD	ACT	Var	
RAIL	\$1.99	\$1.96	\$1.98	\$0.02	1%
BUS	\$0.67	\$0.66	\$0.69	\$0.03	5%
ADA	\$2.22	\$2.32	\$2.43	\$0.11	5%
Total	\$1.47	\$1.45	\$1.48	\$0.02	2%

RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$1,008	4%	Ridership	\$1,579	6%	Ridership	\$557	2%
Avg Fare	\$345	1%	Avg Fare	(\$86)	(0%)	Avg fare	(\$416)	(1%)
	\$1,353	5%		\$1,494	5%		\$141	0%

BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$233	4%	Ridership	\$268	4%	Ridership	\$32	1%
Avg Fare	\$301	5%	Avg Fare	\$222	3%	Avg fare	(\$77)	(1%)
	\$535	8%		\$490	8%		(\$45)	(1%)

PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	(\$76)	(25%)	Ridership	\$8	4%	Ridership	\$81	38%
Avg Fare	\$11	5%	Avg Fare	\$21	9%	Avg fare	\$13	4%
	(\$65)	(21%)		\$29	14%		\$94	44%

January 2006

Monthly Report

Revenue Analysis

REVENUE	PY	BUD	ACT	Var	
RAIL	\$29,697	\$29,499	\$32,135	\$2,636	9%
BUS	\$6,576	\$6,590	\$7,065	\$474	7%
ADA	\$230	\$283	\$224	(\$59)	(21%)
Total	\$36,503	\$36,373	\$39,424	\$3,051	8%

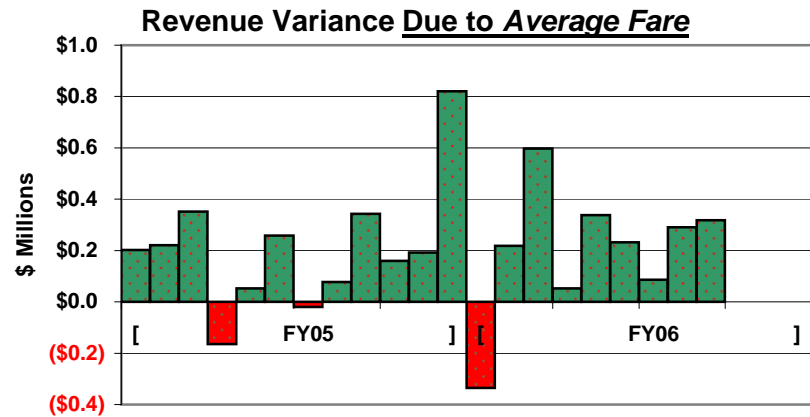
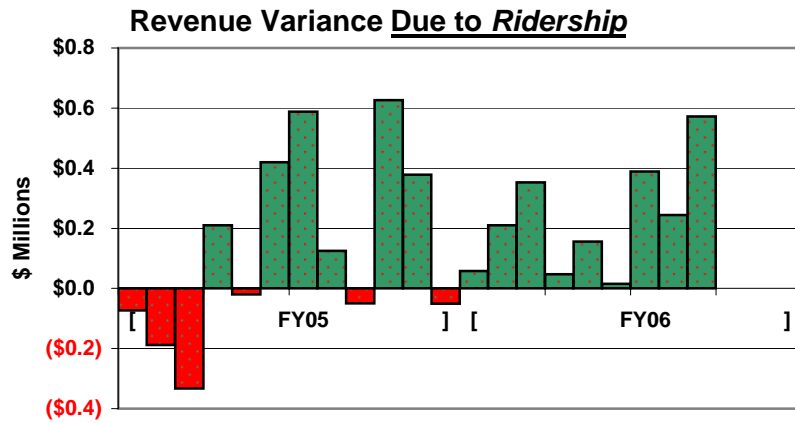
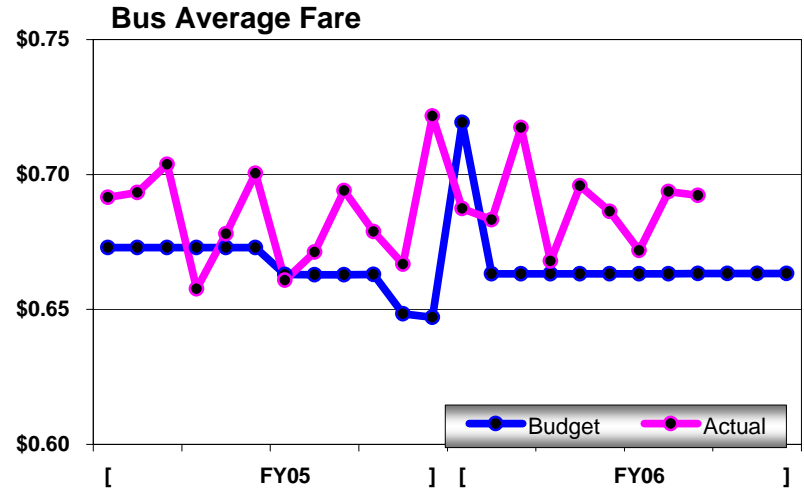
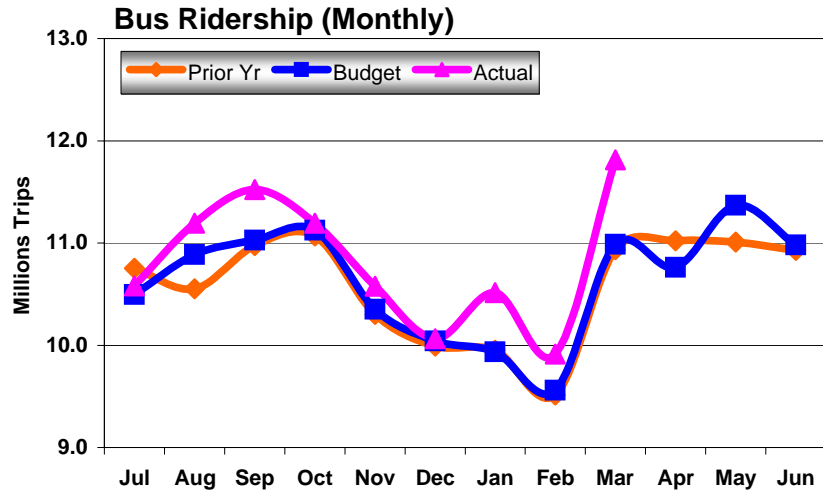
RIDERSHIP	PY	BUD	ACT	Var	
RAIL	14,833	15,051	15,828	777	5%
BUS	11,670	9,937	10,516	579	6%
ADA	93	122	103	(19)	(15%)
Total	26,596	25,110	26,448	1,337	5%

AVG FARE	PY	BUD	ACT	Var	
RAIL	\$2.00	\$1.96	\$2.03	\$0.07	4%
BUS	\$0.56	\$0.66	\$0.67	\$0.01	1%
ADA	\$2.47	\$2.32	\$2.17	(\$0.15)	(7%)
Total	\$1.37	\$1.45	\$1.49	\$0.04	3%

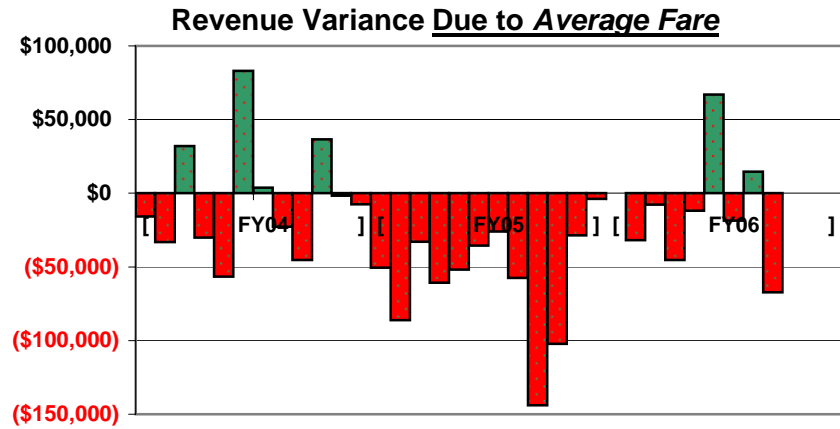
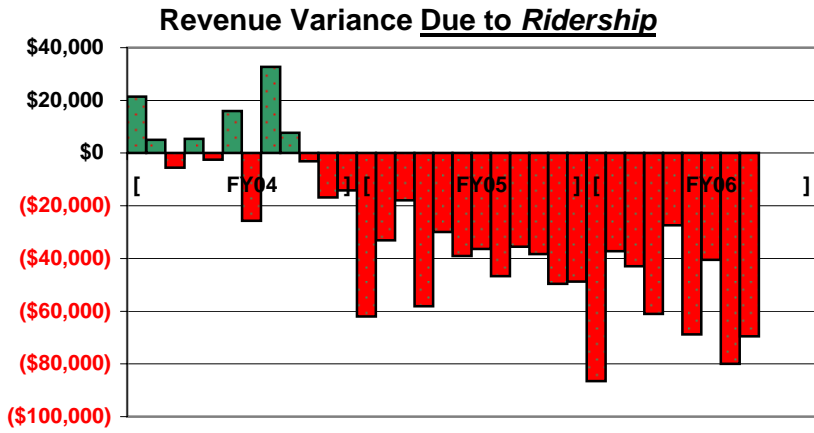
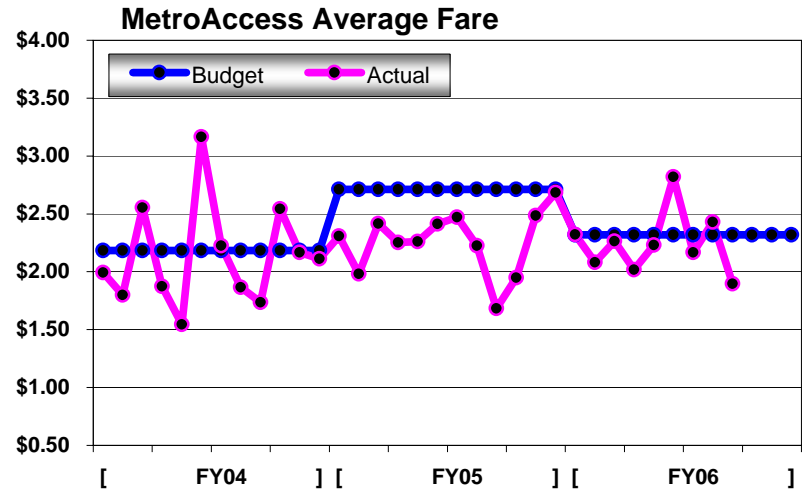
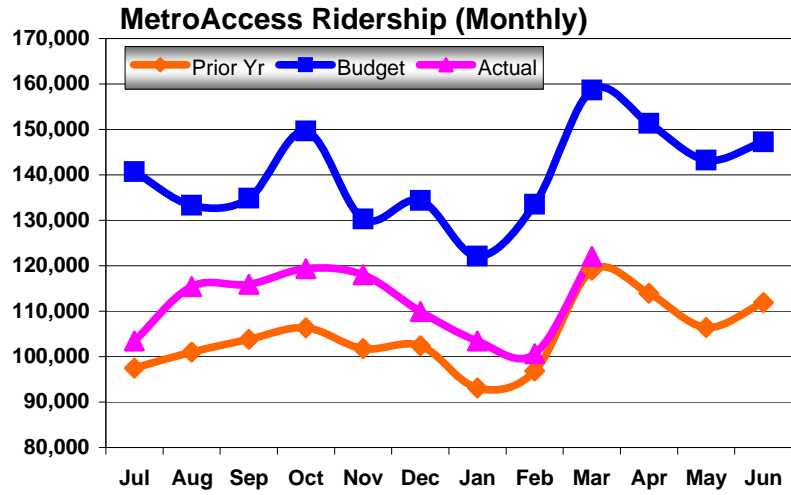
RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$1,524	5%	Ridership	\$1,993	7%	Ridership	\$437	1%
Avg Fare	\$1,112	4%	Avg Fare	\$445	1%	Avg fare	(\$634)	(2%)
	\$2,636	9%		\$2,438	8%		(\$197)	(1%)

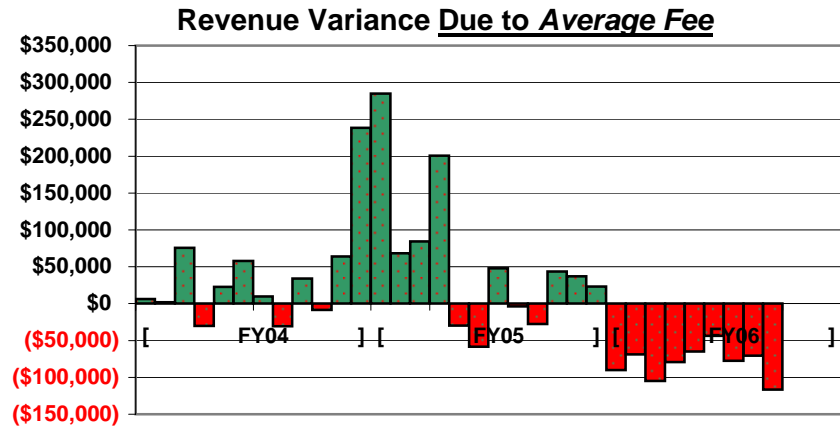
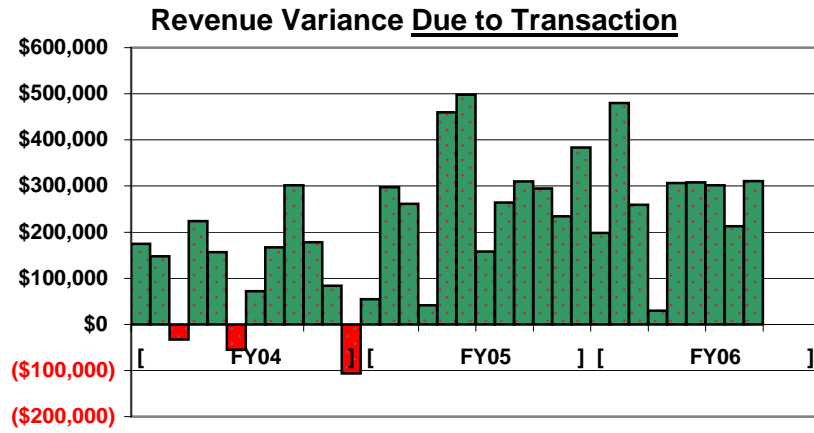
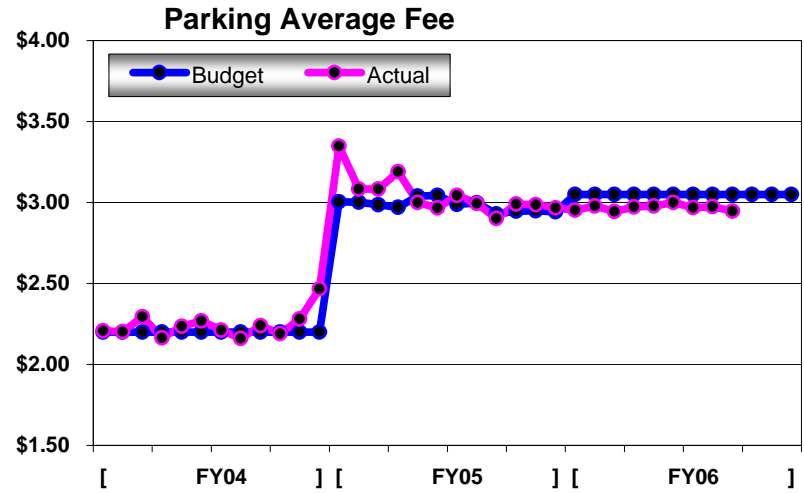
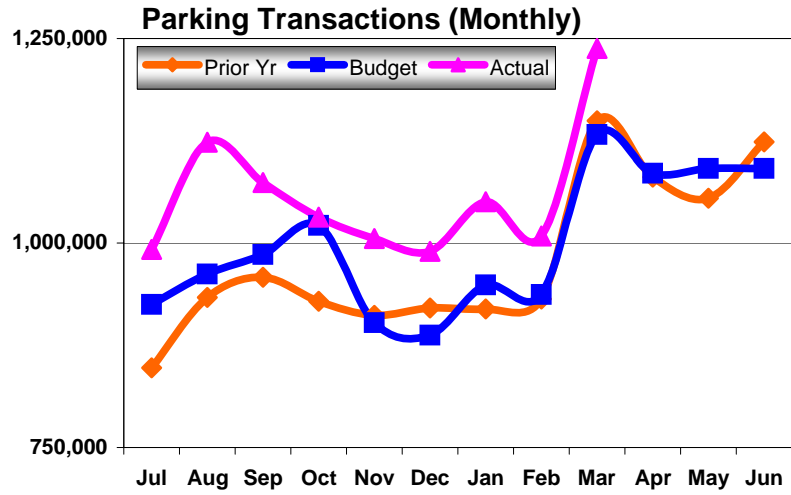
BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$384	6%	Ridership	\$650	(10%)	Ridership	(\$976)	(15%)
Avg Fare	\$90	1%	Avg Fare	\$1,139	19%	Avg fare	\$991	18%
	\$474	7%		\$488	7%		\$14	0%

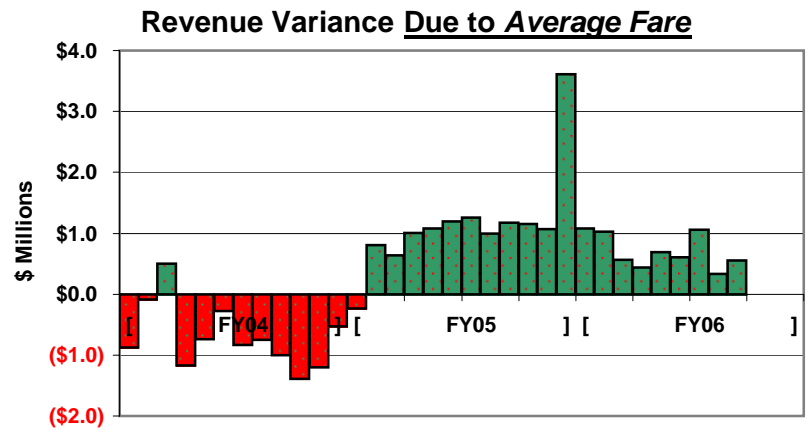
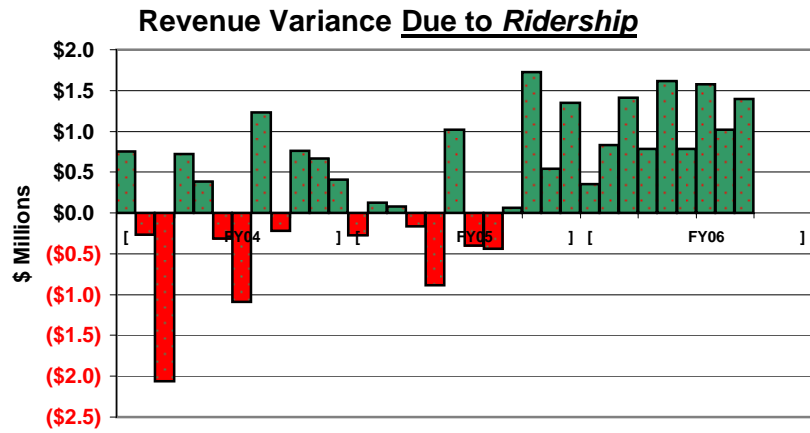
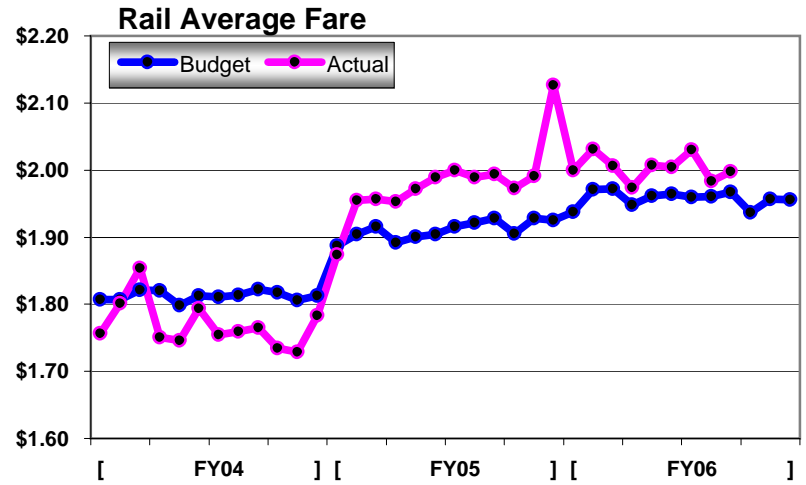
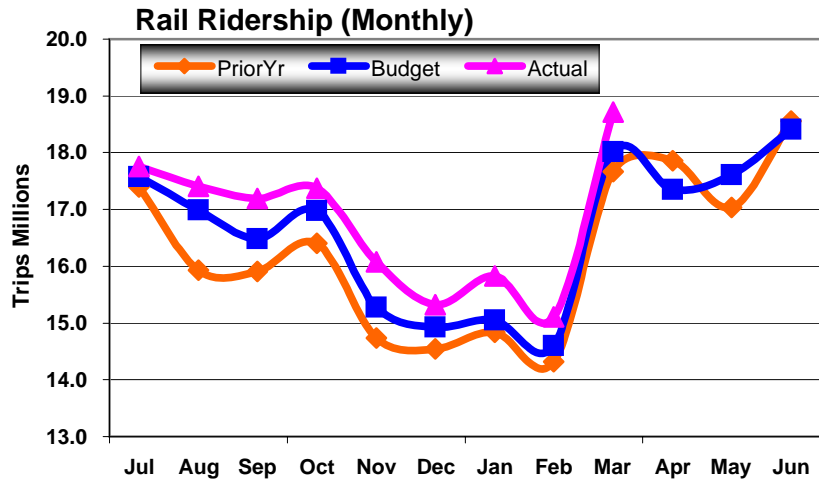
PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	(\$43)	(15%)	Ridership	\$26	11%	Ridership	\$72	31%
Avg Fare	(\$16)	(7%)	Avg Fare	(\$32)	(12%)	Avg fare	(\$19)	(6%)
	(\$59)	(21%)		(\$6)	(3%)		\$53	23%



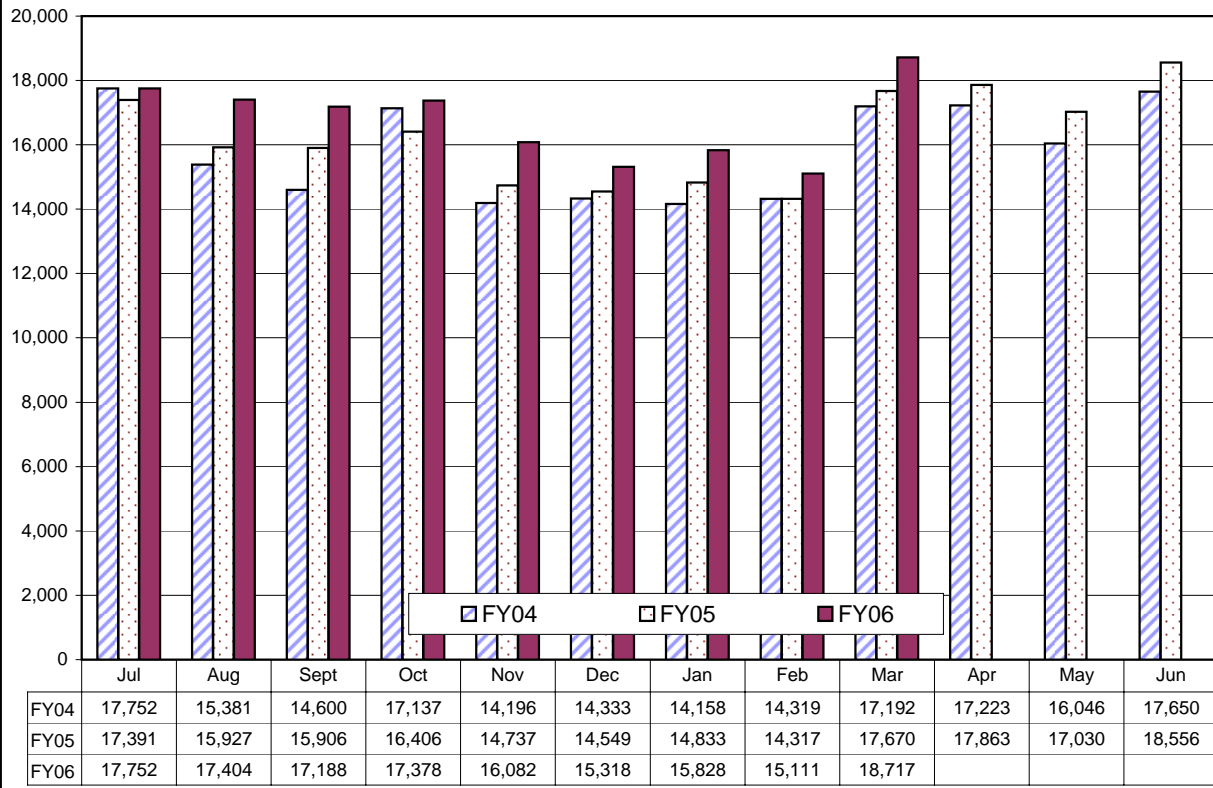
**Note: FY05 Bus actual ridership numbers are based on new farebox reporting.
 FY05 Budgeted ridership numbers are normalized by applying factor of -15%.**



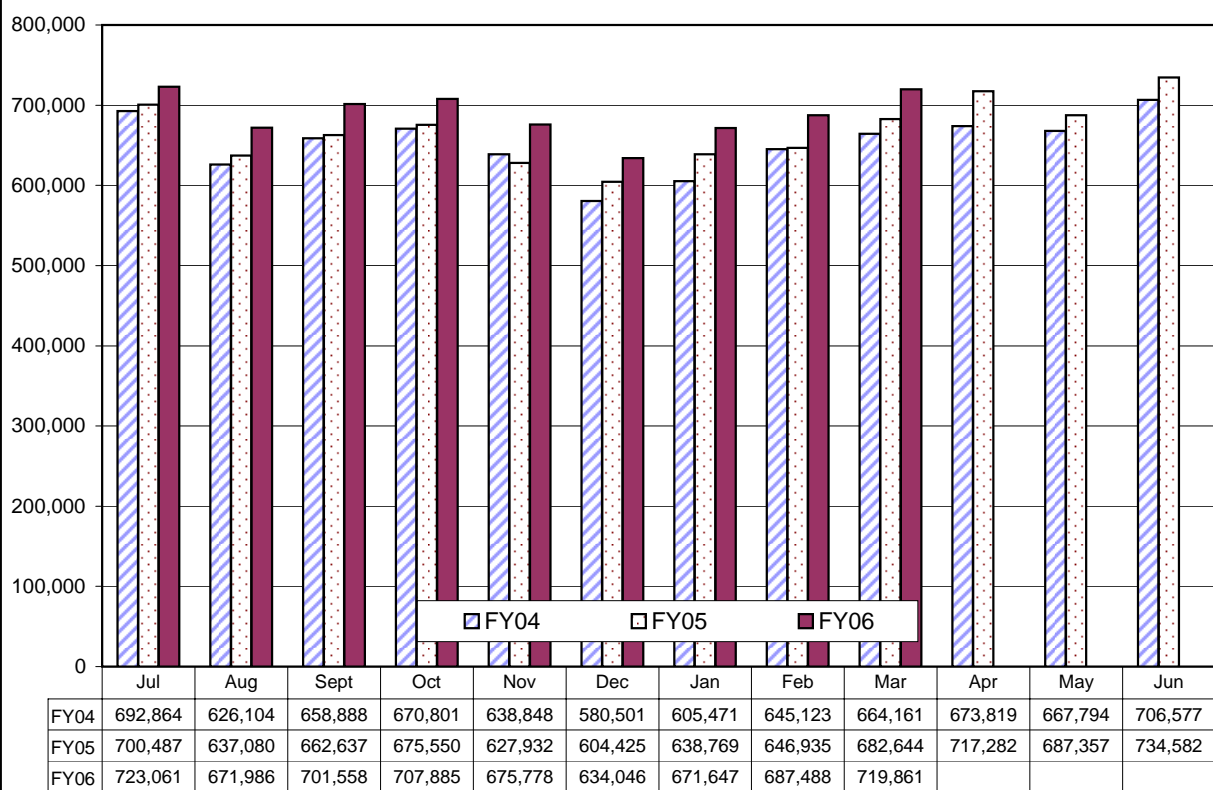




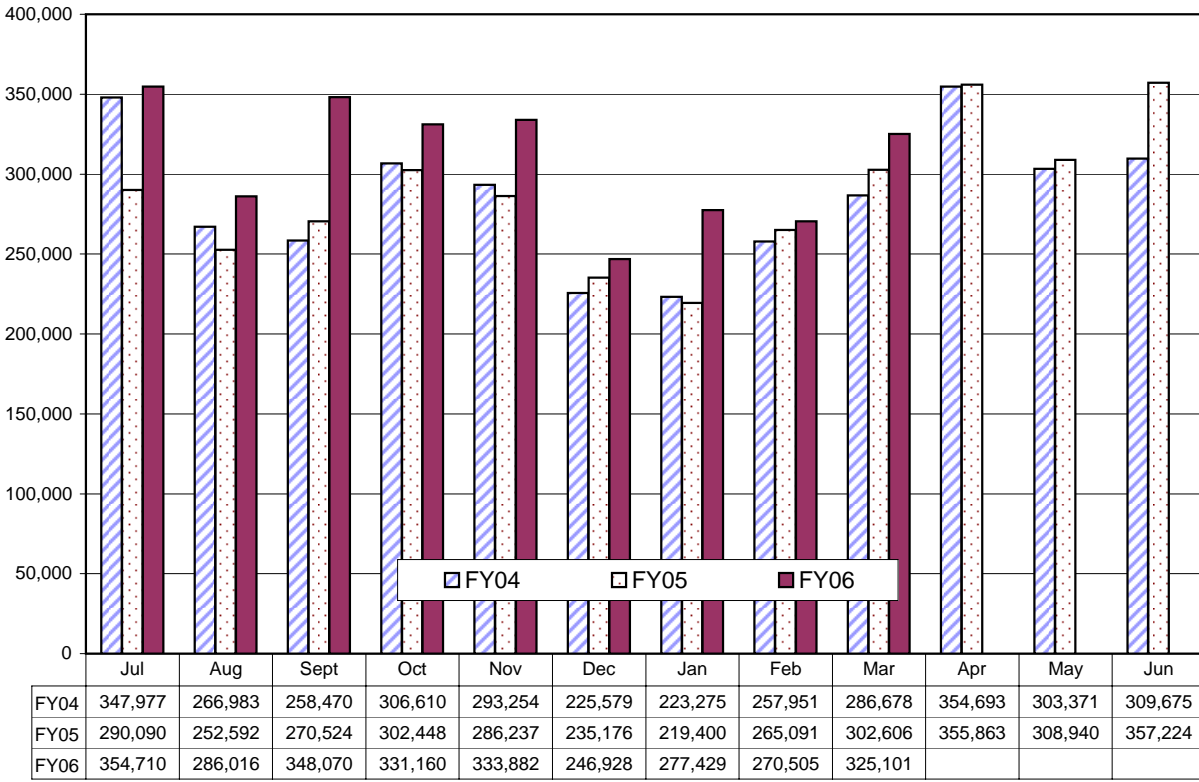
METRORAIL MONTHLY RIDERSHIP (in 1,000s)



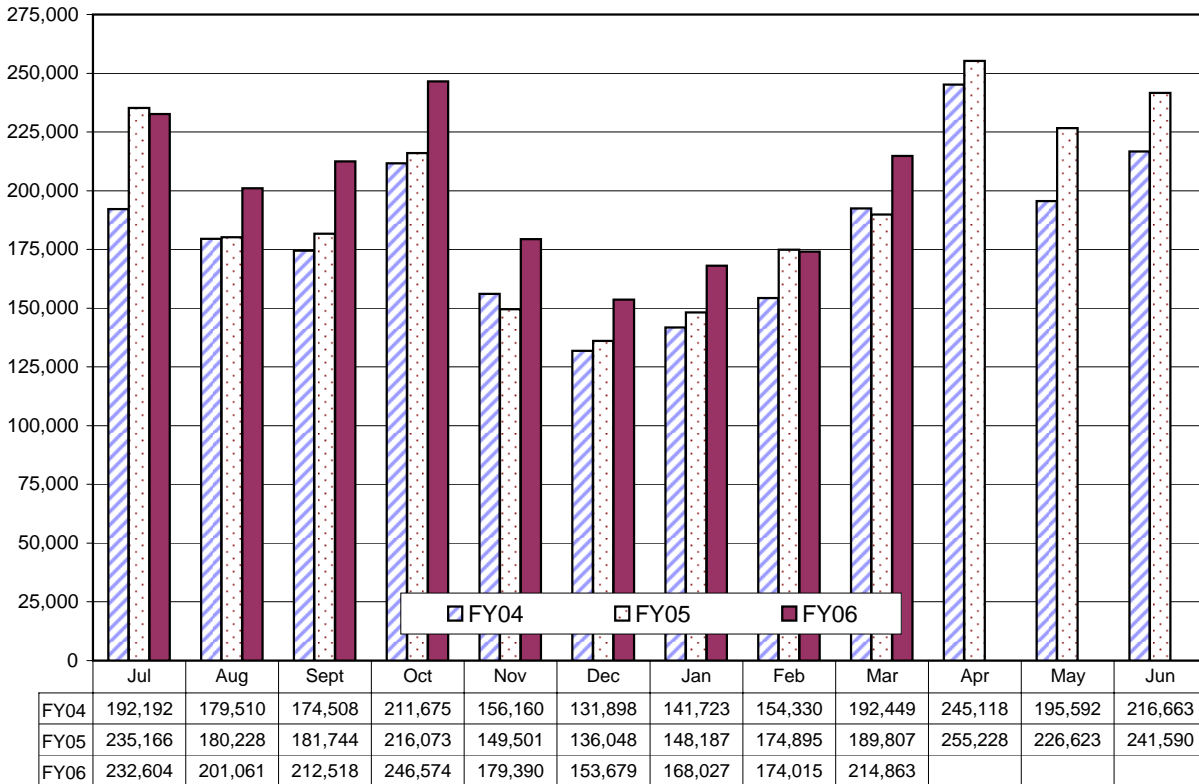
METRORAIL AVERAGE WEEKDAY RIDERSHIP



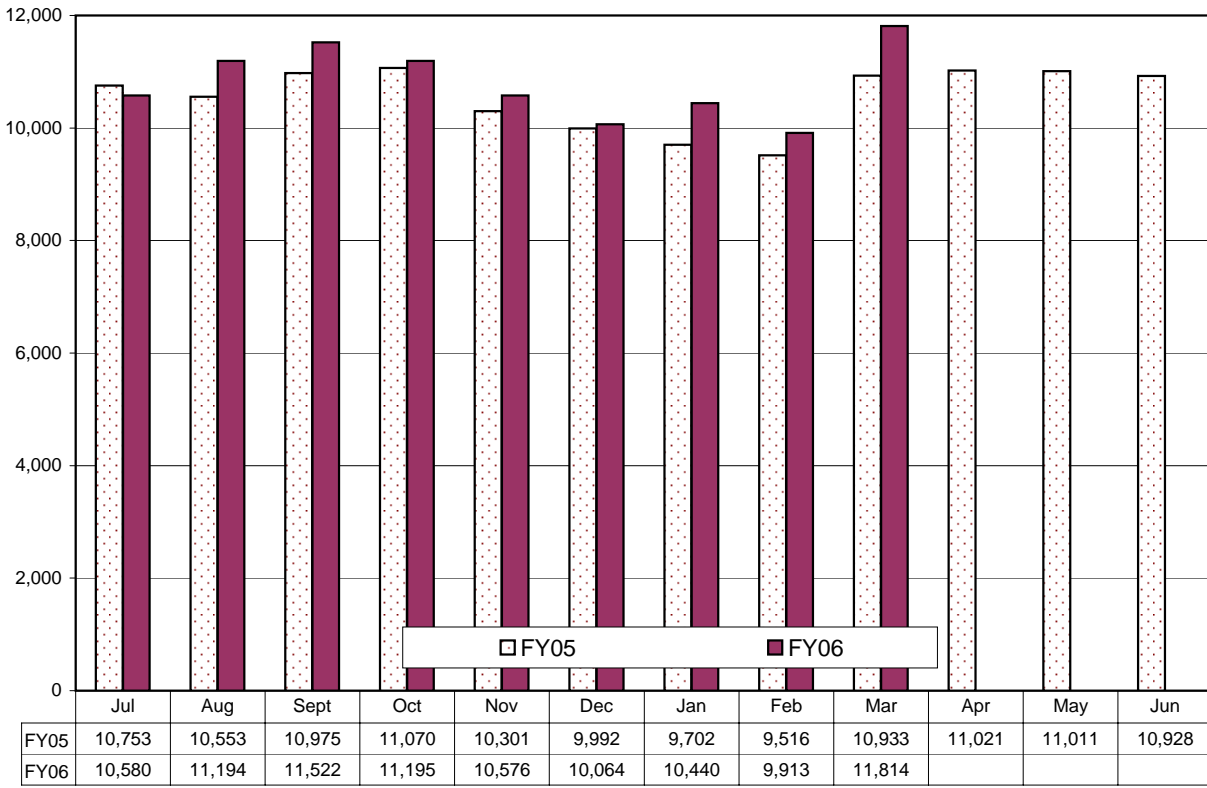
METRORAIL AVERAGE SATURDAY RIDERSHIP



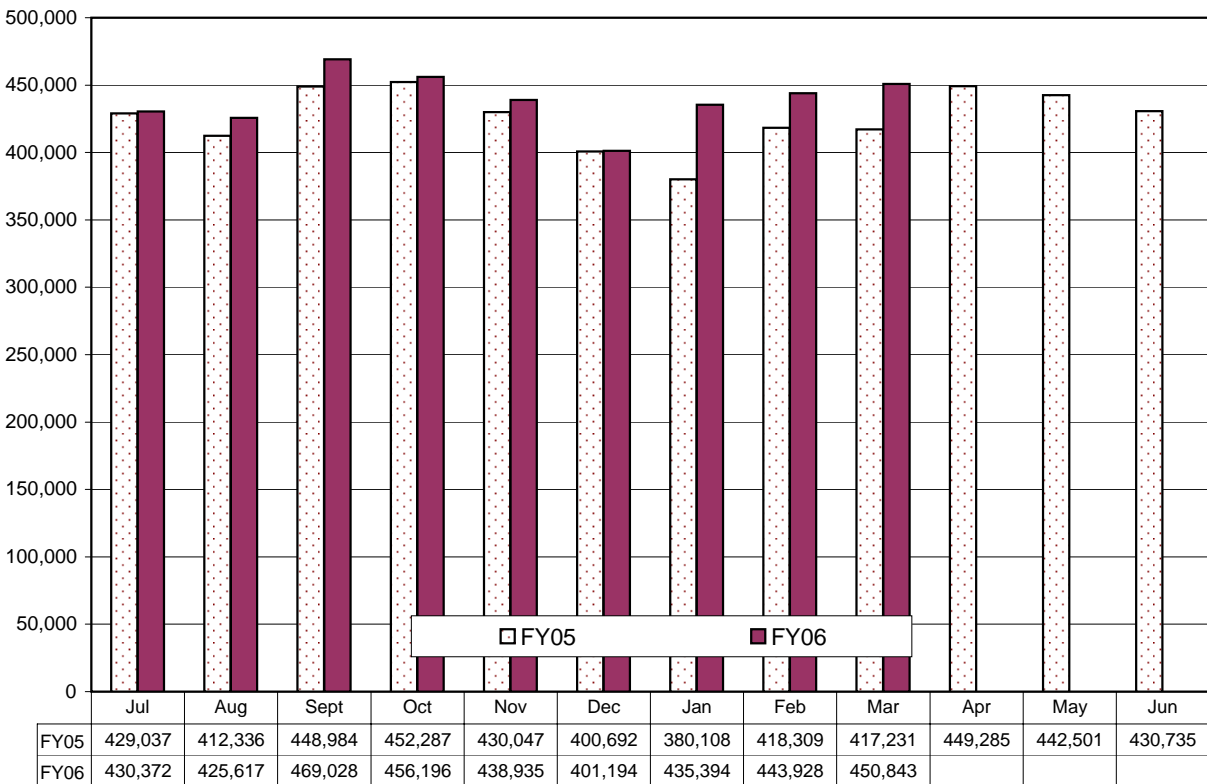
METRORAIL AVERAGE SUNDAY RIDERSHIP



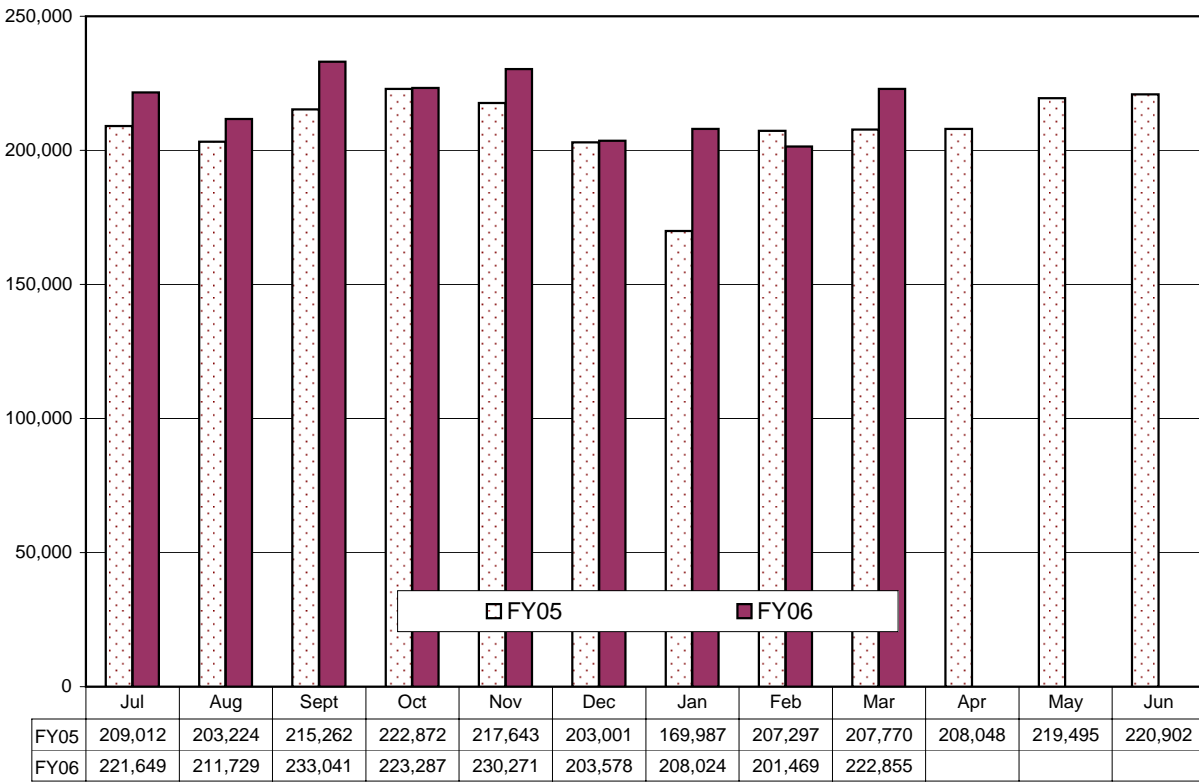
METROBUS MONTHLY RIDERSHIP (in 1,000s)



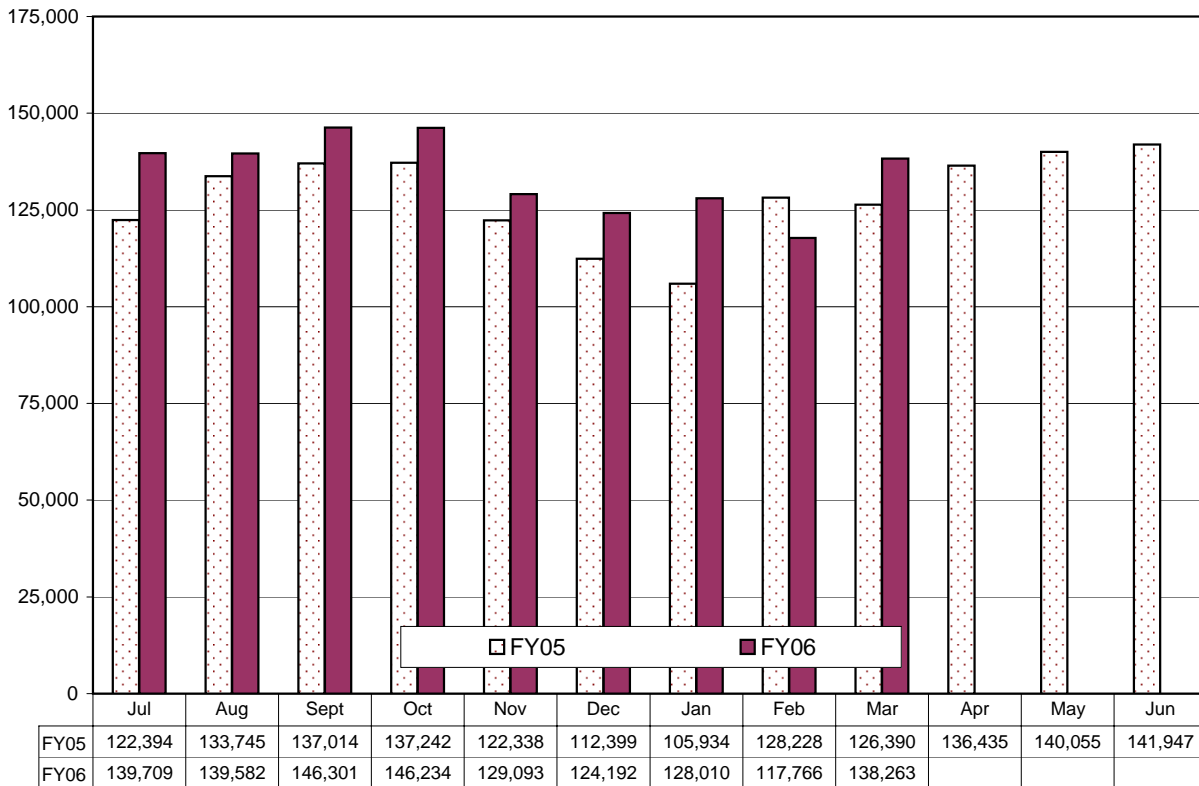
METROBUS AVERAGE WEEKDAY RIDERSHIP



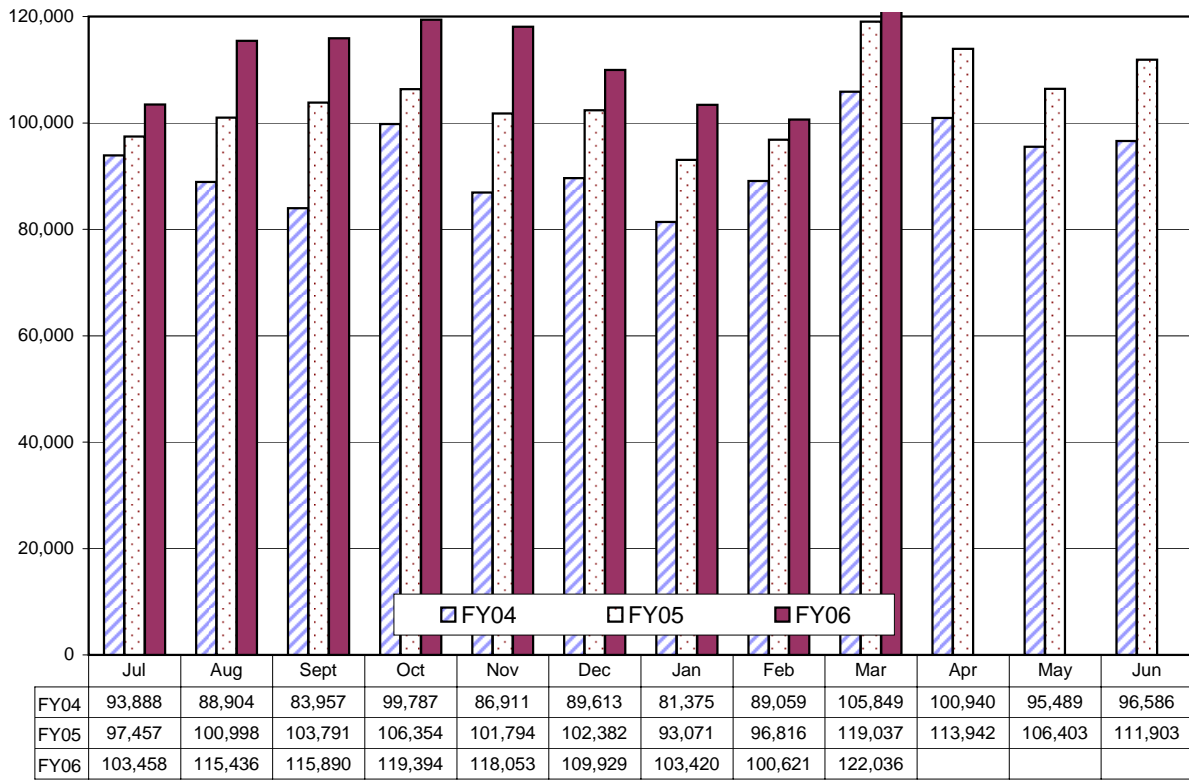
METROBUS AVERAGE SATURDAY RIDERSHIP



METROBUS AVERAGE SUNDAY RIDERSHIP



METROACCESS MONTHLY RIDERSHIP



METROACCESS AVERAGE WEEKDAY RIDERSHIP

