



**Finance, Administration and Oversight Committee**

**Information Item IV-A**

**June 14, 2007**

**FY07 Monthly Operating Financial Reports  
(March and April 2007)**



**Washington Metropolitan Area Transit Authority**  
**FY07**

**FY07 Monthly Operating Financial Report**

**March 2007**

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**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
MONTHLY OPERATING FINANCIAL REPORT  
FY07  
March 2007**

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## **OPERATING FINANCIAL PERFORMANCE HIGHLIGHTS**



**Washington Metropolitan Area Transit Authority**

**March 2007 – Financial Performance Highlights**

***Summary***

The greatest contributor to the growth in rail and bus revenue is an increase in rail and bus ridership. In the approved FY2007 budget, rail ridership was expected to grow 4% over last year to 214 million trips, and Metrobus trips were expected to increase 2% to 133.6 million trips. In March, Metrorail ridership was 18.7 million trips, the same as last March, but 2% below budget while Metrobus ridership totaled 11.4 million trips, 4% less than last March and 4% below budget. Through the end the first nine months of the fiscal year, Metrorail ridership totaled 152.2 million trips, an increase of 1% when compared to the same period last fiscal year, but 3% below projections. Year-to-date Metrobus ridership was 97.9 million trips, also 1% above the same period last year, but also 1% below budget. At the end of the third quarter, total MetroAccess ridership was

**FINANCIAL SUMMARY**

**March 2007**

(in \$1,000s)	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
<b>Revenues</b>	\$56,987	\$54,604	(\$2,383)	\$473,971	\$461,379	(\$12,591)
<b>Expenses</b>	\$93,837	\$95,094	(\$1,256)	\$831,825	\$826,831	\$4,994
<b>Subsidy</b>	\$36,851	\$40,490	(\$3,639)	\$357,854	\$365,452	(\$7,597)

**AVERAGE WEEKDAY RIDERSHIP**

	Actual March 2006	Actual March 2007	Budget March 2007	% Changes FY07 vs. FY06	% Changes FY07 vs. Budget
<b>Rail</b>	719,900	725,300	750,000	0.8%	-3.3%
<b>Bus</b>	450,800	440,600	459,900	-2.3%	-4.2%
<b>ADA</b>	4,700	5,400		14.9%	
<b>TOTAL</b>	1,175,400	1,171,300	1,209,900	-0.3%	-3.2%

**YEAR-TO-DATE TOTAL RIDERSHIP  
(Includes Weekends and Holidays)**

	Through March 2006	Through March 2007	Budget March 2007	% Changes FY07 vs. FY06	% Changes FY07 vs. Budget
<b>Rail</b>	150,777,300	152,251,400	156,508,700	1.0%	-2.7%
<b>Bus</b>	97,163,900	97,914,700	99,258,200	0.8%	-1.4%
<b>ADA</b>	887,300	1,071,500	1,054,900	20.8%	1.6%
<b>TOTAL</b>	248,828,500	251,237,600	256,821,800	1.0%	-2.2%



## Washington Metropolitan Area Transit Authority

### March 2007 – Financial Performance Highlights

21% percent above the same period last year, and 2% above budget. Average weekday ridership through March was 4,800 trips, a 5% increase over last year. Average weekend trips so far this year is 3,600, 19% above weekend trips for the same period last year.

Total revenue in March was \$54.6 million, \$2.4 million less than the budgeted \$57 million, and operating expenses also had a negative variance of \$1.3 million, resulting in

an unfavorable operating subsidy for the month of \$3.6 million. Through the end of March, total revenues were almost \$12.6 million less than budgeted, with the largest negative variance in passenger revenue which fell \$12.4 million below budget. During the same period expenses had a favorable variance of \$5 million, resulting in an unfavorable subsidy variance of \$7.6 million. With one fiscal quarter remaining, the outlook for bus and rail ridership and passenger revenues is to continue to be unfavorable to budget, even as we enter the period which is historically the busiest ridership time of the year.

#### **Ridership**

Ridership in March is impacted by three events: cherry blossoms and the tourists who come to see them, the timing of school spring-break vacations, and in recent years the Nationals' exhibition games. When compared to last March, cherry blossoms this year were off to a slow start and did not bloom until the first week of April, one week later than last year, and the Nationals' exhibition game on March 31<sup>st</sup> with Baltimore attracted lukewarm attendance, considerably below previous exhibition games. Furthermore, ridership last spring also benefited from high attendance at the College Basketball ACC Tournament which did not happen this year. Finally, the late Easter this year, which occurred in April, did not impact March ridership.

The lukewarm ridership in March continued the trend this fiscal year of sluggish growth in bus and rail ridership. Average weekday ridership increased slightly less than 1% or



## Washington Metropolitan Area Transit Authority

### March 2007 – Financial Performance Highlights

5,400 trips over last March, primarily from increases in the Morning peak and Evening of 0.5 and 6 percent, respectively. Average Saturday ridership also increased when compared with last year, increasing 13% or an average of 43,000 trips. However, these increases were not sufficient to compensate for one less weekday this March than last year, and no growth occurred in overall ridership for the month which remained almost identical to last March at 18.7 million trips.

Average weekday trips in March were 440,600, 2% or 10,000 trips below the average for last March. Average Saturday trips remained the same as last year, but average Sunday trips increased 5,900 or 4% during the same period. The increase in Sunday trips were not enough to compensate the relatively big decreases of weekday trips, even though average weekday trips each week in March increased gradually above the previous week. When compared to the same period last year, total monthly Metrobus ridership decreased 4% in March, the second consecutive month of 4% ridership declines on the bus system. Through the end of March, bus ridership was 97.9 million trips, 1% above last year, but also 1% below projections. The year-to-date averages of Saturday and Sunday trips were 3% and 5% above the averages of last March, and were 4% and 3% above budgeted trips, respectively.

#### **Revenues**

Total revenues for the month were \$54.6 million, \$2.4 million below budget. The shortfall was largely caused by stagnating passenger revenues of \$1.8 million in March. Rail and bus revenues were \$1.4 million and \$0.3 million lower than the budgeted revenues, respectively. Passenger revenue for paratransit was \$0.2million, \$0.1 million less than the budget. Among the non-passenger revenues, interest revenue had the biggest negative variance at \$0.38 million. Revenues from parking, advertising and fiber optic were in line with the budget. Through the end of March, total revenues were \$12.6 million less than the budget. Of the \$12.6 million deficit, \$12.4 million was due to the loss of passenger revenues. Rent and fiber optic incomes were up 13% and



## Washington Metropolitan Area Transit Authority

### March 2007 – Financial Performance Highlights

11% through March. The biggest negative percentage change was bus contract/charter which was 38% less than the budget.

#### **Expenses**

As mentioned above, operating expenses for the month of March were over budget by \$1.3 million. For the month, the following categories had budget shortfalls: Salary/Wages/OT (-\$1.8M), Fringe Benefits (-\$0.3M), Supplies (-\$0.8M), Power/Diesel/CNG (-\$0.1M), and, Insurance/Utilities/Other (-\$0.1M). The unfavorable variance of \$1.3 million was the result of higher than budgeted expenses in wages and overtime associated with the late season snow storms and the increased customer services required to support the elevator/escalator maintenance program. These unfavorable variances were partially offset by a favorable variance in vacation and holiday pay.

Additionally, as previously reported, higher than expected contributions continue to be required for the Transit Employees Retirement Plan, the Metro Transit Police Retirement Plan, and the Workers' Compensation Reserve. These benefit account overages were partially offset by favorable variances in the Cigna Health and Tool Allowance accounts. It should be noted that the tool allowance will be paid in April. Furthermore, the Supplies, Power/Diesel/CNG and Insurance/Utilities/Other expense accounts were over budget resulting from a track & way materials timing issue, an increased requirement for safety and weather equipment, electricity, propulsion power, and CNG, as well as the rate increases in the DC Public Occupancy Surcharge, the DC Reliability Energy Trust Fund and the VA Surcharge. These higher costs were partially offset by favorable experience resulting from the diesel swap with COGS and the lower than expected gas utility consumption as well as the favorable experience in the Engine and Electrical Parts and Expandable Capital Assets accounts. The Services accounts ended the month with a favorable budget variance of \$1.8 million due to correcting entries to MetroAccess and some delayed accrual/payments for parking lot management, as well





## Washington Metropolitan Area Transit Authority

### March 2007 – Financial Performance Highlights

as lower than expected engineering, architecture and claims adjuster services and the building/grounds equipment contract maintenance expenses.

#### **Cost Recovery**

For the month, the overall system cost recovery was 57%, 4 percentage points below the budget of 61%. On Metrorail, the cost recovery rate was 78%, 7 percentage points below budget. The overall Metrobus cost recovery rate was 32 percent, 1% below budget.

## **OPERATING FINANCIAL RESULTS**

**SUMMARY**  
**Operating Budget**  
**March-07**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance
	Actual	Budget	

Favorable/(Unfavorable)

\$45,802	\$45,500	\$47,336	(\$1,835)	-4%
486	513	554	(42)	-7%
9	28	26	2	6%
3,648	3,537	3,520	17	0%
2,500	2,750	2,750	0	0%
554	583	602	(18)	-3%
904	749	733	16	2%
575	238	335	(97)	-29%
(121)	(2)	381	(383)	-101%
835	708	750	(42)	-6%
<b>\$55,192</b>	<b>\$54,604</b>	<b>\$56,987</b>	<b>(\$2,383)</b>	<b>-4%</b>

\$50,833	\$53,537	\$51,756	(\$1,781)	-3%
16,261	18,459	18,186	(274)	-2%
9,289	8,037	9,881	1,844	19%
6,161	6,930	6,122	(808)	-13%
4,960	5,596	5,485	(110)	-2%
4,788	4,259	4,133	(127)	-3%
(1,725)	(1,725)	(1,725)	0	0%
<b>\$90,567</b>	<b>\$95,094</b>	<b>\$93,837</b>	<b>(\$1,256)</b>	<b>-1%</b>

<b>\$35,375</b>	<b>\$40,490</b>	<b>\$36,851</b>	<b>(\$3,639)</b>	<b>-10%</b>
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61%

57%

61%

**FISCAL YEAR**

**REVENUES:**

Passenger Fares	-4%
D.C. Schools	-7%
Contract Bus	6%
Parking	0%
Advertising	0%
Rent	-3%
Fiber Optic	2%
Other	-29%
Interest	-101%
SCR Funding	-6%

**TOTAL REVENUE**

**OPERATING EXPENSES:**

Salary/Wages/OT	-3%
Fringe Benefits	-2%
Services	19%
Supplies	-13%
Power/Diesel/CNG	-2%
Insurance/Utilities/Other	-3%
Reimbursements	0%

**TOTAL EXPENSE**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance
	Actual	Budget	

Favorable/(Unfavorable)

\$371,370	\$376,863	\$389,228	(\$12,365)	-3%
3,355	3,461	3,652	(192)	-5%
1,146	1,009	1,619	(610)	-38%
28,257	29,015	29,520	(505)	-2%
22,500	24,750	24,750	0	0%
5,276	6,122	5,415	707	13%
6,798	7,348	6,600	748	11%
3,498	2,949	3,009	(60)	-2%
2,456	3,358	3,428	(69)	-2%
7,753	6,504	6,750	(246)	-4%
<b>\$452,410</b>	<b>\$461,379</b>	<b>\$473,971</b>	<b>(\$12,591)</b>	<b>-3%</b>

\$440,301	\$460,505	\$459,840	(\$665)	0%
142,698	158,824	159,352	528	0%
69,045	78,220	85,647	7,427	9%
55,347	56,676	55,733	(943)	-2%
47,576	49,577	49,959	382	1%
35,205	38,554	36,818	(1,736)	-5%
(15,525)	(15,525)	(15,525)	0	0%
<b>\$774,646</b>	<b>\$826,831</b>	<b>\$831,825</b>	<b>\$4,994</b>	<b>1%</b>

<b>\$322,236</b>	<b>\$365,452</b>	<b>\$357,854</b>	<b>(\$7,597)</b>	<b>-2%</b>
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58%

56%

57%

**RAIL**  
**Operating Budget**  
**March-07**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$36,229	\$36,215	\$37,662	(\$1,447)	-4%
135	212	231	(18)	-8%
3,648	3,537	3,520	17	0%
750	828	835	(7)	-1%
554	583	602	(18)	-3%
904	749	733	16	2%
409	105	174	(69)	-39%
(98)	(111)	138	(249) #####	
684	592	601	(9)	-2%
<b>\$43,215</b>	<b>\$42,711</b>	<b>\$44,495</b>	<b>(\$1,784)</b>	<b>-4%</b>
\$29,784	\$31,549	\$29,453	(\$2,096)	-7%
9,775	10,915	10,369	(546)	-5%
3,497	2,486	3,831	1,345	35%
2,984	3,600	3,184	(415)	-13%
2,979	3,591	3,176	(415)	-13%
2,863	2,855	2,796	(59)	-2%
(225)	(225)	(225)	0	0%
<b>\$51,657</b>	<b>\$54,770</b>	<b>\$52,584</b>	<b>(\$2,186)</b>	<b>-4%</b>
<b>\$8,443</b>	<b>\$12,059</b>	<b>\$8,089</b>	<b>(\$3,970)</b>	<b>-49%</b>

84%

78%

85%

**FISCAL YEAR**

**REVENUES:**

Passenger Fares  
D.C. Schools  
Parking  
Advertising  
Rent  
Fiber Optic  
Other  
Interest  
SCR Funding

**TOTAL REVENUE**

**OPERATING EXPENSES:**

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Insurance/Utilities/Other  
Reimbursements

**TOTAL EXPENSE**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$292,040	\$296,491	\$308,114	(\$11,623)	-4%
953	1,448	1,549	(101)	-7%
28,250	29,015	29,520	(505)	-2%
6,750	7,450	7,515	(65)	-1%
5,276	6,122	5,415	707	13%
6,798	7,348	6,600	748	11%
1,956	1,431	1,564	(133)	-8%
931	568	1,238	(669)	-54%
6,393	5,402	5,410	(7)	0%
<b>\$349,346</b>	<b>\$355,275</b>	<b>\$366,924</b>	<b>(\$11,649)</b>	<b>-3%</b>
\$254,222	\$270,636	\$262,566	(\$8,070)	-3%
84,566	92,495	90,493	(2,002)	-2%
24,260	23,840	32,122	8,283	26%
28,607	29,095	29,501	406	1%
26,234	29,063	29,478	415	1%
24,639	28,552	25,906	(2,645)	-10%
(2,025)	(2,025)	(2,025)	0	0%
<b>\$440,503</b>	<b>\$471,655</b>	<b>\$468,042</b>	<b>(\$3,614)</b>	<b>-1%</b>
<b>\$91,157</b>	<b>\$116,380</b>	<b>\$101,117</b>	<b>(\$15,263)</b>	<b>-15%</b>

79%

75%

78%

## METROBUS Operating Budget

March-07

Dollars in Thousands

### MONTHLY RESULTS:

Prior Year Actual	Current Year		Variance	
	Actual	Budget		
				Favorable/(Unfavorable)
\$9,342	\$9,070	\$9,332	(\$262)	-3%
351	301	324	(23)	-7%
9	28	26	2	6%
1,750	1,922	1,915	7	0%
167	132	161	(29)	-18%
(23)	109	243	(134)	-55%
130	116	149	(33)	-22%
<b>\$11,725</b>	<b>\$11,678</b>	<b>\$12,150</b>	<b>(\$472)</b>	<b>-4%</b>
\$21,169	\$21,948	\$22,191	\$243	1%
6,477	7,529	7,780	251	3%
1,488	1,343	1,477	135	9%
3,171	3,328	2,934	(394)	-13%
1,981	2,005	2,310	305	13%
1,950	1,350	1,285	(65)	-5%
(1,500)	(1,500)	(1,500)	0	0%
<b>\$34,736</b>	<b>\$36,002</b>	<b>\$36,478</b>	<b>\$475</b>	<b>1%</b>
<b>\$23,010</b>	<b>\$24,324</b>	<b>\$24,327</b>	<b>\$3</b>	<b>0%</b>

34%

32%

33%

### FISCAL YEAR

#### REVENUES:

Passenger Fares  
D.C. Schools  
Contract Bus  
Advertising  
Other  
Interest  
SCR Funding  
**TOTAL REVENUE**

#### OPERATING EXPENSES:

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Insurance/Utilities/Other  
Reimbursements  
**TOTAL EXPENSE**

#### OPERATING SUBSIDY

**COST RECOVERY RATIO**

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		Variance	
	Actual	Budget		
				Favorable/(Unfavorable)
\$77,074	\$78,277	\$78,468	(\$191)	0%
2,402	2,013	2,103	(90)	-4%
1,146	1,009	1,619	(610)	-38%
15,750	17,300	17,235	65	0%
1,542	1,518	1,445	73	5%
1,525	2,790	2,190	600	27%
1,171	1,101	1,340	(239)	-18%
<b>\$100,618</b>	<b>\$104,009</b>	<b>\$104,400</b>	<b>(\$391)</b>	<b>0%</b>
\$185,942	\$189,686	\$196,250	\$6,564	3%
58,054	66,237	68,532	2,295	3%
10,535	11,213	13,076	1,863	14%
26,723	27,597	26,204	(1,392)	-5%
21,342	20,514	20,481	(33)	0%
10,260	9,549	10,453	905	9%
(13,500)	(13,500)	(13,500)	0	0%
<b>\$299,355</b>	<b>\$311,296</b>	<b>\$321,496</b>	<b>\$10,200</b>	<b>3%</b>
<b>\$198,736</b>	<b>\$207,287</b>	<b>\$217,096</b>	<b>\$9,809</b>	<b>5%</b>

34%

33%

32%

**REGIONAL BUS  
OPERATING BUDGET  
Operating Budget  
Dollars in Thousands**

Dollars in Thousands

**MONTHLY RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$7,692	\$7,664	\$7,885	(\$221)	-3%
351	301	324	(23)	-7%
9	28	26	2	6%
1,750	1,922	1,915	7	0%
167	132	161	(29)	-18%
(23)	109	243	(134)	-55%
130	116	149	(33)	-22%
<b>\$10,075</b>	<b>\$10,272</b>	<b>\$10,703</b>	<b>(\$432)</b>	<b>-4%</b>
\$18,618	\$18,319	\$18,522	\$203	1%
5,584	6,284	6,494	210	3%
1,464	1,121	1,233	112	9%
2,787	2,778	2,449	(329)	-13%
1,645	1,673	1,928	254	13%
1,950	1,350	1,285	(65)	-5%
(1,500)	(1,500)	(1,500)	0	0%
<b>\$30,549</b>	<b>\$30,025</b>	<b>\$30,411</b>	<b>\$386</b>	<b>1%</b>
<b>\$20,474</b>	<b>\$19,753</b>	<b>\$19,708</b>	<b>(\$46)</b>	<b>0%</b>

**FISCAL YEAR**

**REVENUES:**

Passenger Fares  
D.C. Schools  
Contract Bus  
Advertising  
Other  
Interest  
SCR Funding  
**TOTAL REVENUE**

**OPERATING EXPENSES:**

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Insurance/Utilities/Other  
Reimbursements  
**TOTAL EXPENSE**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$63,606	\$66,140	\$66,302	(\$161)	0%
2,402	2,013	2,103	(90)	-4%
1,146	1,009	1,619	(610)	-38%
15,750	17,300	17,235	65	0%
1,542	1,518	1,445	73	5%
1,525	2,790	2,190	600	27%
1,171	1,101	1,340	(239)	-18%
<b>\$87,150</b>	<b>\$91,872</b>	<b>\$92,234</b>	<b>(\$362)</b>	<b>0%</b>
\$161,656	\$158,326	\$163,804	\$5,479	3%
50,128	55,286	57,201	1,915	3%
10,262	9,359	10,914	1,555	14%
23,720	23,034	21,872	(1,162)	-5%
17,922	17,122	17,095	(28)	0%
10,260	9,549	10,453	905	9%
(13,500)	(13,500)	(13,500)	0	0%
<b>\$260,448</b>	<b>\$259,176</b>	<b>\$267,840</b>	<b>\$8,664</b>	<b>3%</b>
<b>\$173,298</b>	<b>\$167,304</b>	<b>\$175,606</b>	<b>\$8,302</b>	<b>5%</b>

**33%**      **35%**      **34%**

## NON-REGIONAL BUS

### Operating Budget

March-07

Dollars in Thousands

#### MONTHLY RESULTS:

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$1,650	\$1,406	\$1,447	(\$41)	-3%
<b>\$1,650</b>	<b>\$1,406</b>	<b>\$1,447</b>	<b>(\$41)</b>	<b>-3%</b>
\$2,550	\$3,629	\$3,669	\$40	1%
893	1,245	1,286	42	3%
24	222	244	22	9%
385	550	485	(65)	-13%
335	331	382	50	13%
0	0	0	0	
<b>\$4,187</b>	<b>\$5,977</b>	<b>\$6,066</b>	<b>\$89</b>	<b>1%</b>
<b>\$2,537</b>	<b>\$4,571</b>	<b>\$4,619</b>	<b>\$49</b>	<b>1%</b>

39%

24%

24%

#### YEAR-TO-DATE RESULTS:

#### FISCAL YEAR

#### REVENUES:

Passenger Fares  
**TOTAL REVENUE**

#### OPERATING EXPENSES:

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Insurance/Utilities/Other  
**TOTAL EXPENSE**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$13,468	\$12,137	\$12,166	(\$30)	0%
<b>\$13,468</b>	<b>\$12,137</b>	<b>\$12,166</b>	<b>(\$30)</b>	<b>0%</b>
\$24,286	\$31,361	\$32,446	\$1,085	3%
7,926	10,951	11,330	379	3%
273	1,854	2,162	308	14%
3,003	4,563	4,332	(230)	-5%
3,419	3,392	3,386	(5)	0%
0	0	0	0	
<b>\$38,907</b>	<b>\$52,120</b>	<b>\$53,657</b>	<b>\$1,537</b>	<b>3%</b>
<b>\$25,438</b>	<b>\$39,983</b>	<b>\$41,490</b>	<b>\$1,507</b>	<b>4%</b>

35%

23%

23%

# PARATRANSIT

## Operating Budget

March-07

Dollars in Thousands

### MONTHLY RESULTS:

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$231	\$215	\$342	(\$127)	-37%
<b>\$252</b>	<b>\$215</b>	<b>\$342</b>	<b>(\$127)</b>	<b>-37%</b>
\$36	\$41	\$113	\$72	64%
9	15	36	21	58%
4,304	4,209	4,572	364	8%
6	1	3	2	59%
(25)	54	51	(3)	-6%
<b>\$4,330</b>	<b>\$4,320</b>	<b>\$4,776</b>	<b>\$456</b>	<b>10%</b>
<b>\$4,078</b>	<b>\$4,106</b>	<b>\$4,434</b>	<b>\$329</b>	<b>7%</b>

6%

5%

7%

### FISCAL YEAR

#### REVENUES:

Passenger Fares  
TOTAL REVENUE

#### OPERATING EXPENSES:

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Insurance/Utilities/Other  
TOTAL EXPENSE

OPERATING SUBSIDY

COST RECOVERY RATIO

### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		Variance	Favorable/(Unfavorable)
	Actual	Budget		
\$2,256	\$2,095	\$2,646	(\$551)	-21%
<b>\$2,446</b>	<b>\$2,095</b>	<b>\$2,646</b>	<b>(\$551)</b>	<b>-21%</b>
\$293	\$276	\$1,024	\$748	73%
78	92	328	236	72%
34,244	43,167	40,449	(2,718)	-7%
17	23	28	5	18%
306	454	457	3	1%
<b>\$34,938</b>	<b>\$44,011</b>	<b>\$42,285</b>	<b>(\$1,726)</b>	<b>-4%</b>
<b>\$32,492</b>	<b>\$41,916</b>	<b>\$39,639</b>	<b>(\$2,277)</b>	<b>-6%</b>

7%

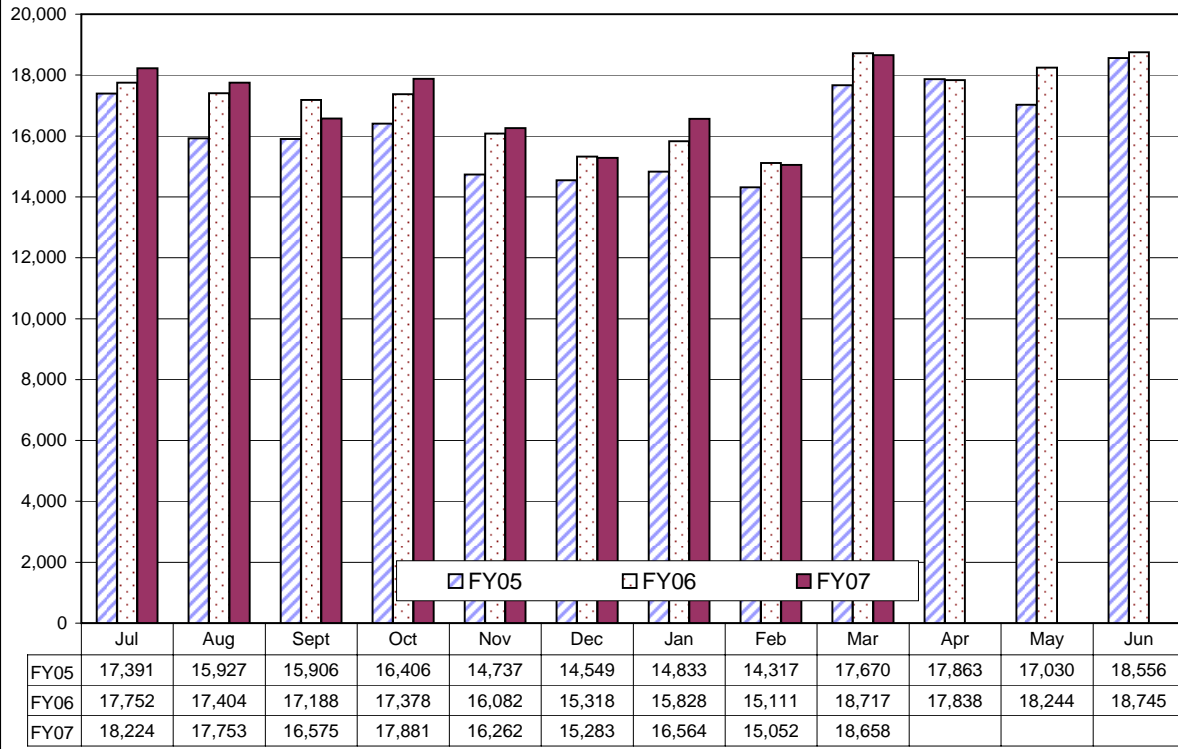
5%

6%

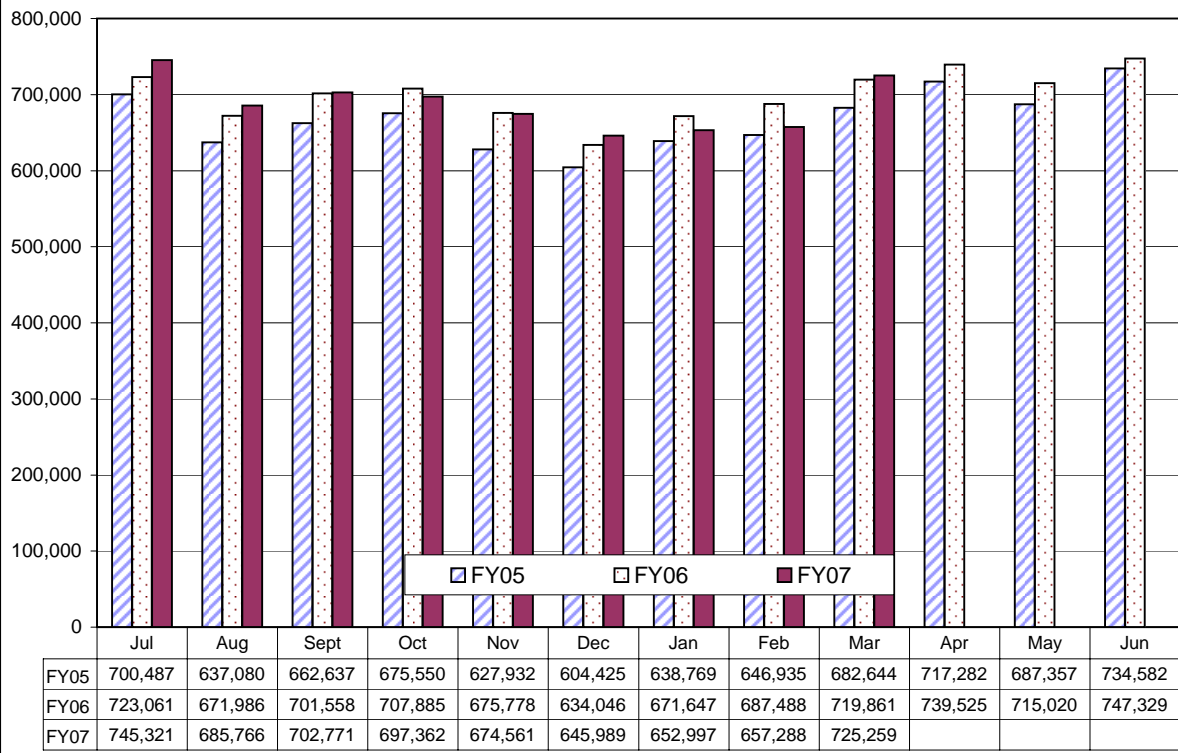


## **RIDERSHIP TRENDS**

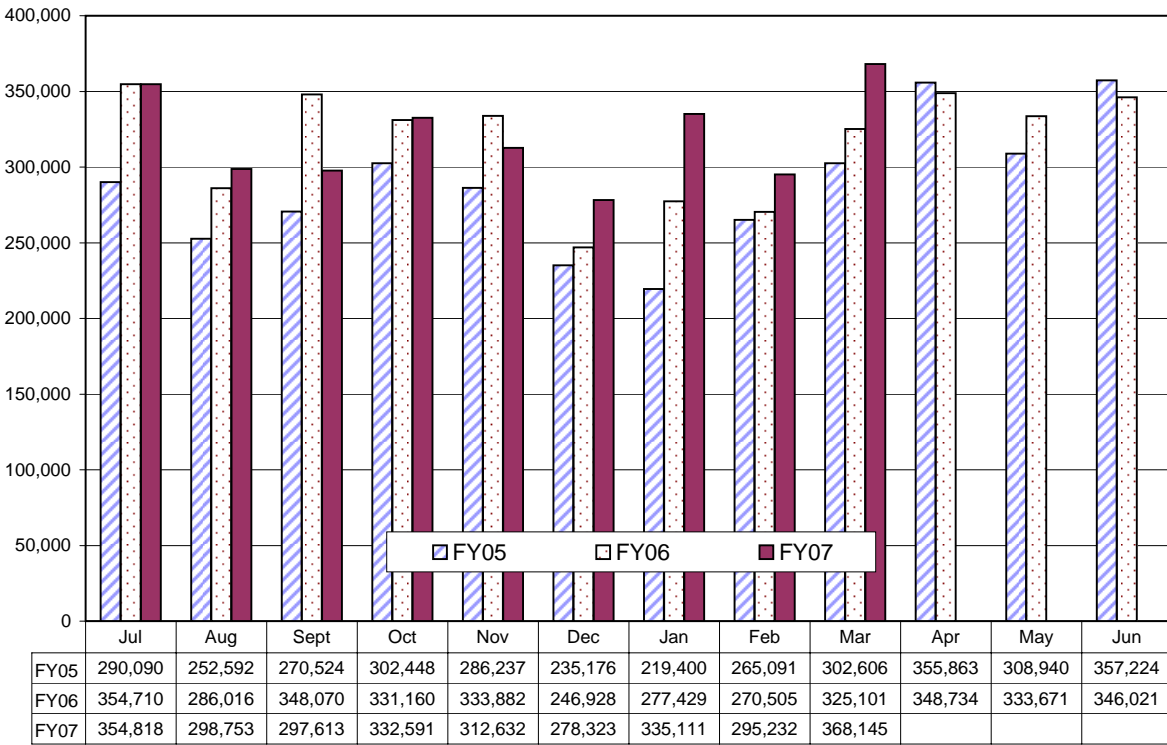
### METRORAIL MONTHLY RIDERSHIP (in 1,000s)



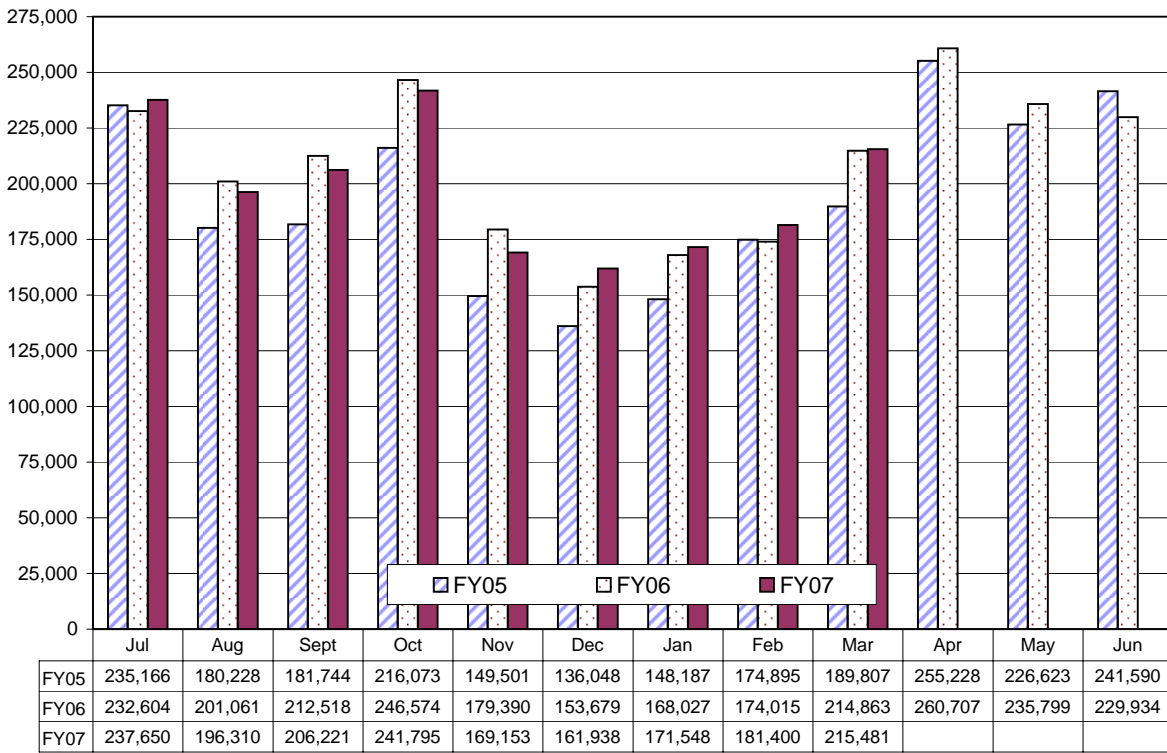
### METRORAIL AVERAGE WEEKDAY RIDERSHIP



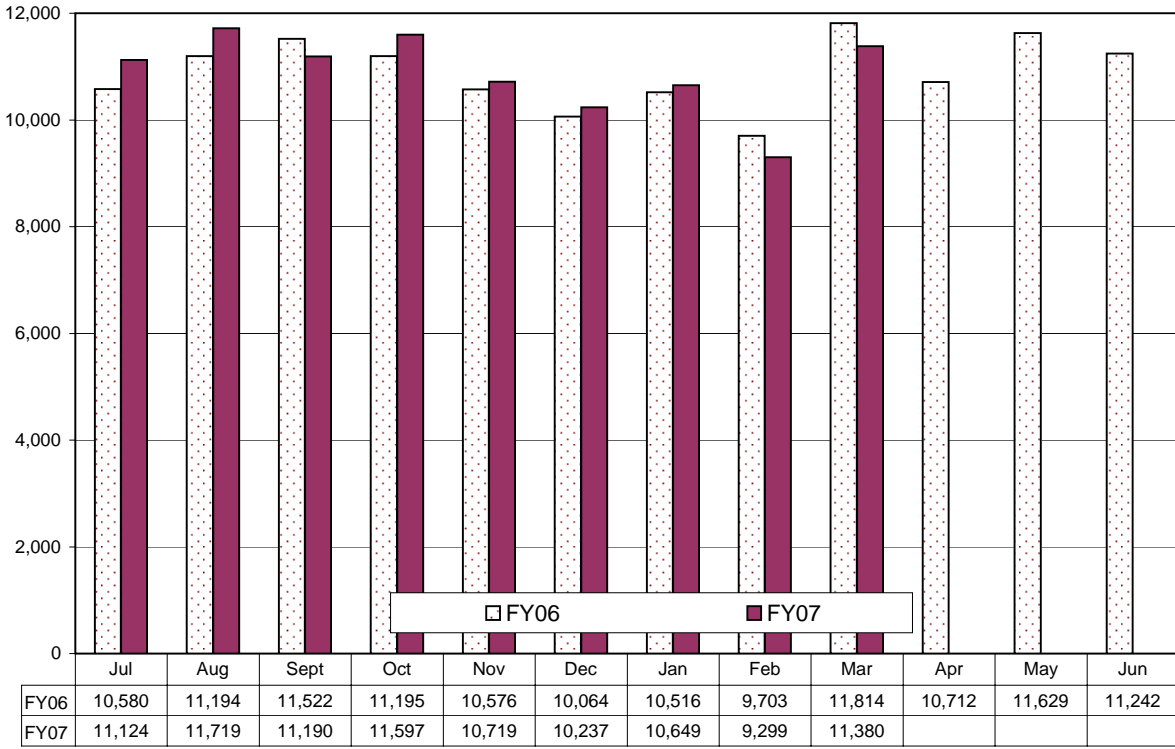
### METRORAIL AVERAGE SATURDAY RIDERSHIP



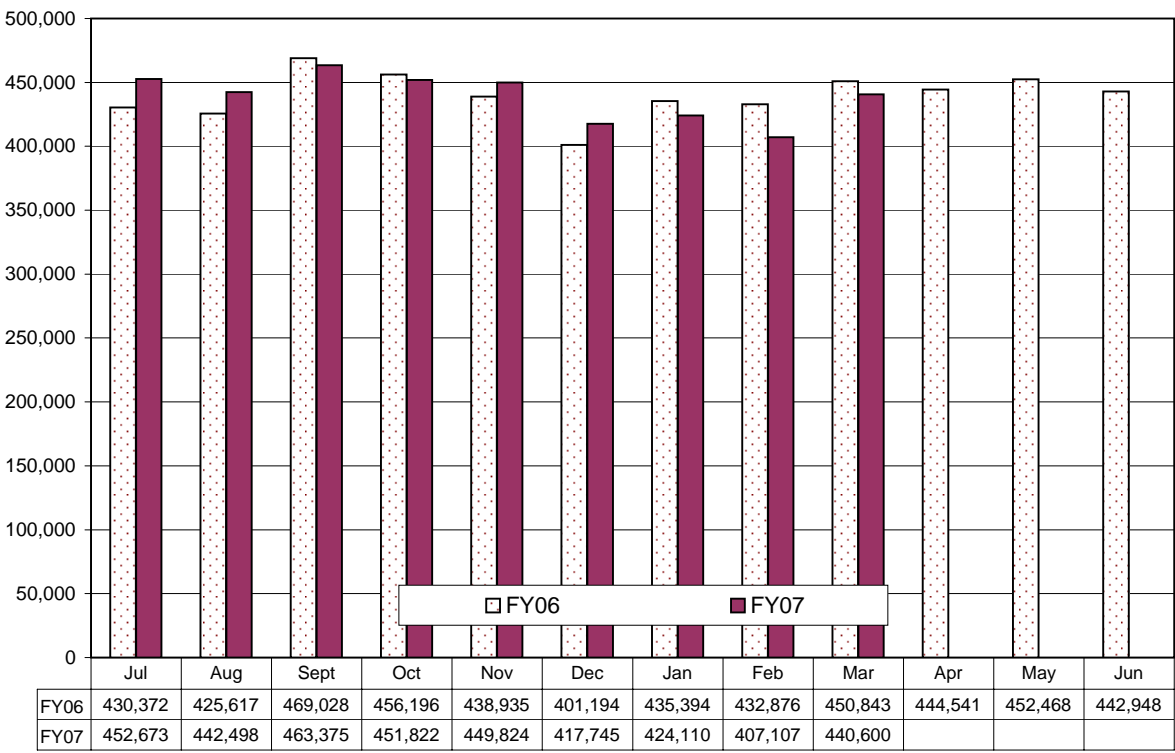
### METRORAIL AVERAGE SUNDAY RIDERSHIP



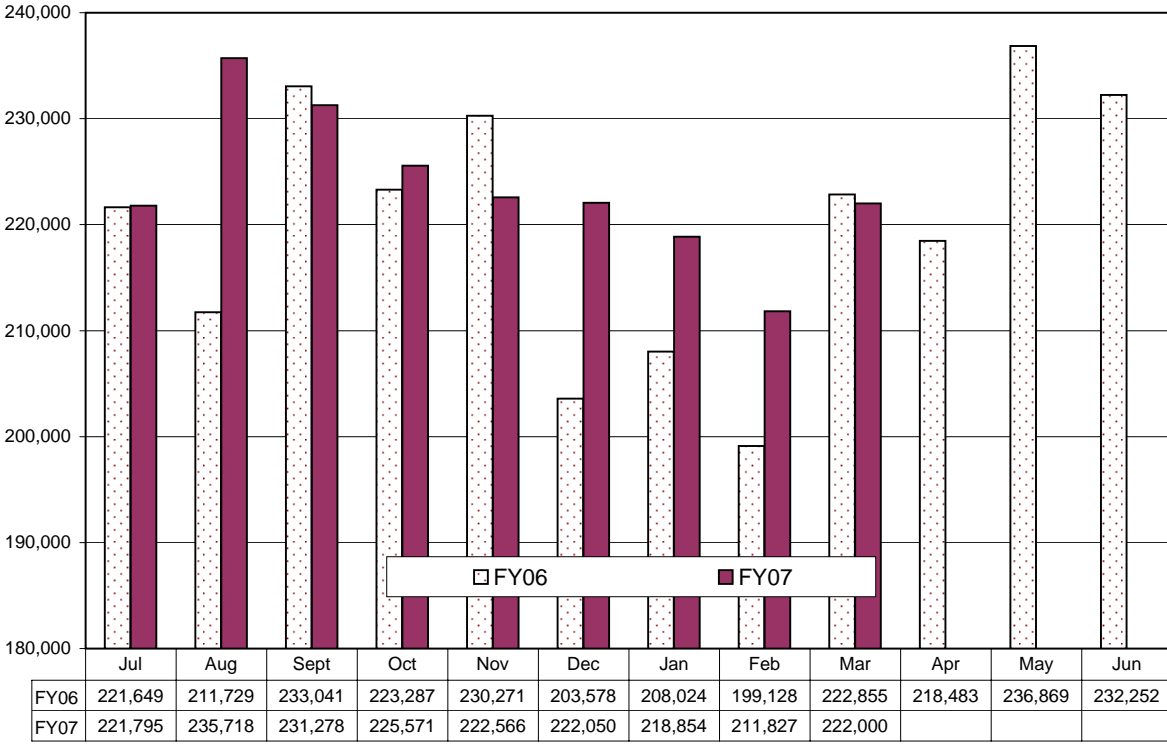
### METROBUS MONTHLY RIDERSHIP (in 1,000s)



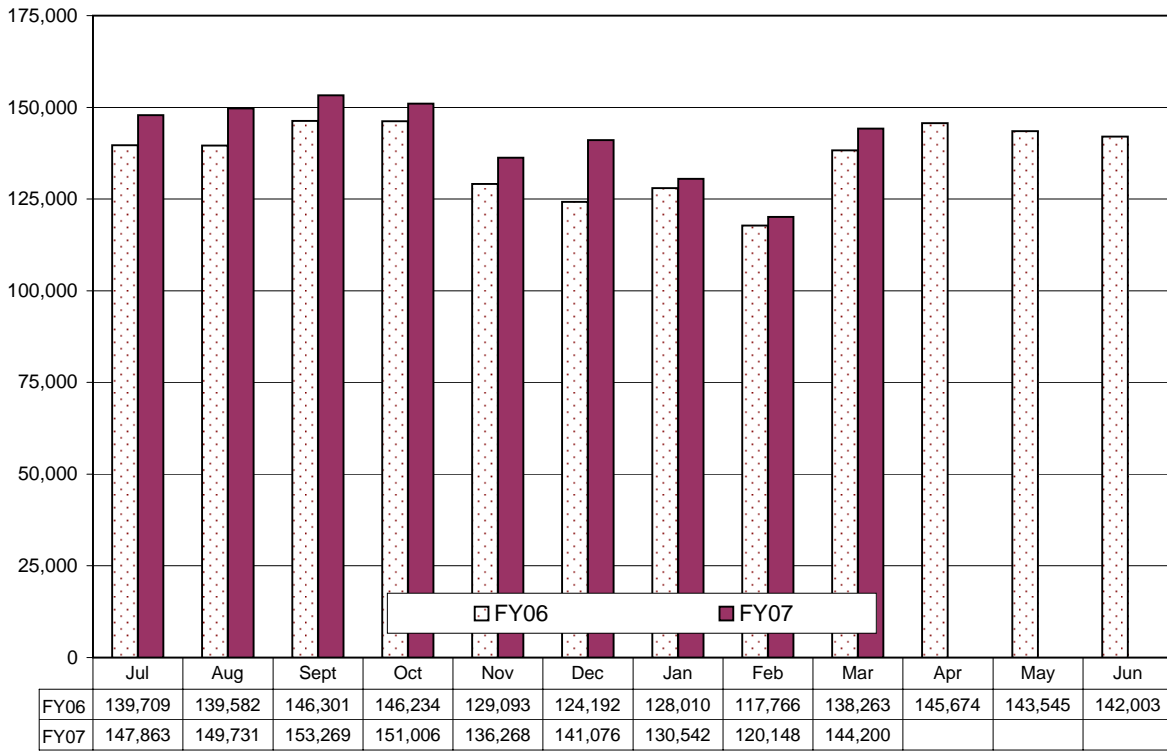
### METROBUS AVERAGE WEEKDAY RIDERSHIP



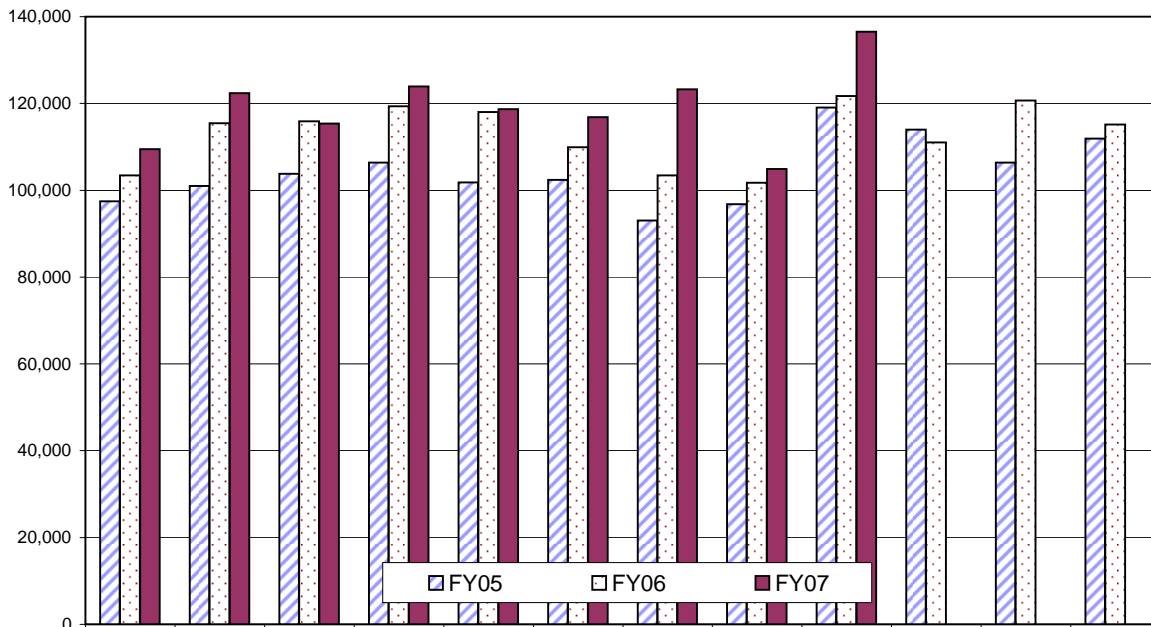
### METROBUS AVERAGE SATURDAY RIDERSHIP



### METROBUS AVERAGE SUNDAY RIDERSHIP

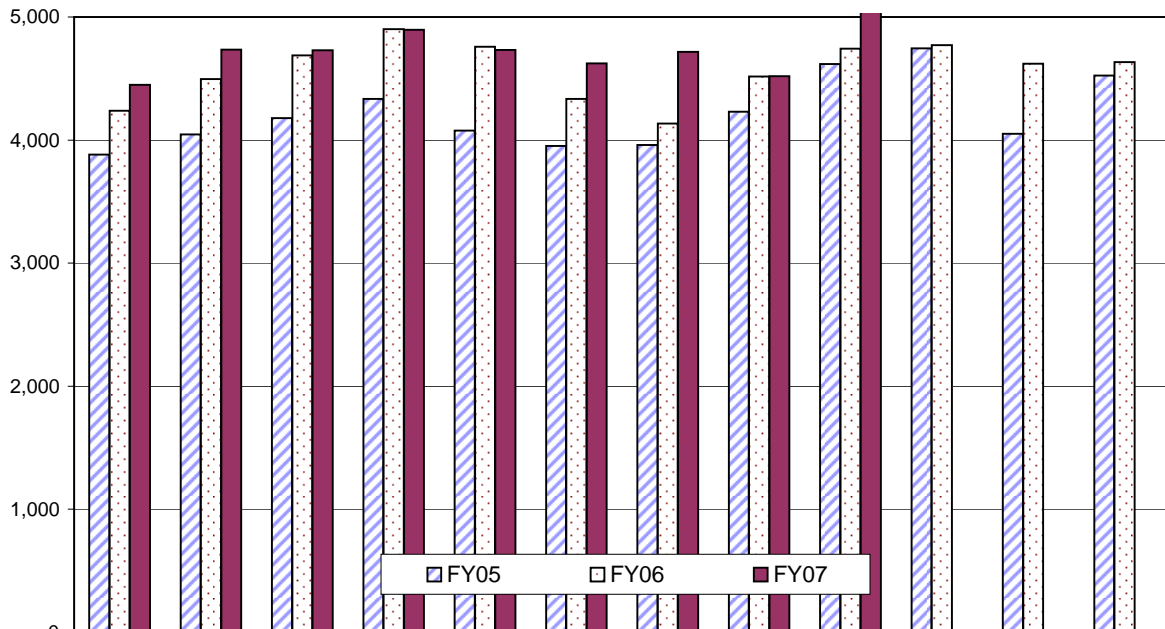


### METROACCESS MONTHLY RIDERSHIP



FY05	97,457	100,998	103,791	106,354	101,794	102,382	93,071	96,816	119,037	113,942	106,403	111,903
FY06	103,458	115,436	115,890	119,394	118,053	109,929	103,420	101,718	121,732	111,004	120,678	115,189
FY07	109,510	122,379	115,354	123,932	118,720	116,865	123,288	104,888	136,549			

### METROACCESS AVERAGE WEEKDAY RIDERSHIP



FY05	3,882	4,046	4,179	4,335	4,077	3,951	3,960	4,230	4,617	4,745	4,050	4,525
FY06	4,239	4,495	4,688	4,900	4,759	4,334	4,134	4,516	4,742	4,770	4,621	4,634
FY07	4,449	4,735	4,730	4,895	4,731	4,623	4,717	4,520	5,373			



**Washington Metropolitan Area Transit Authority**  
**FY07**

# **FY07 Monthly Operating Financial Report**

**April 2007**

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**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
MONTHLY OPERATING FINANCIAL REPORT  
FY07  
April 2007**

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

**C. Ridership Trends ..... C-1**



## **OPERATING FINANCIAL PERFORMANCE HIGHLIGHTS**



**Washington Metropolitan Area Transit Authority**

**April 2007 – Financial Performance Highlights**

***Summary***

Total monthly ridership growth for Metrorail and Metrobus in April continued the ridership trend experienced so far this fiscal year of marginal growth that is considerably below budget. Total monthly Metrorail ridership was 18.1 million trips, 1% higher than last April but 4% lower than the budget. Metrobus ridership was 10.7 million trips, the same as last April but also 4% below budget. Through the end of the first ten months of the fiscal year, rail and bus ridership grew at almost the same rate. Metrorail ridership totaled 170.3 million trips, an increase of 1% when compared to last April, but 3% below budget. Year-to-date Metrobus ridership was 108.6 million trips,

**FINANCIAL SUMMARY**

**April 2007**

(in \$1,000s)	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
<b>Revenues</b>	\$55,998	\$56,316	\$318	\$529,969	\$517,695	(\$12,273)
<b>Expenses</b>	\$87,420	\$91,449	(\$4,029)	\$919,246	\$918,280	\$966
<b>Subsidy</b>	\$31,422	\$35,133	(\$3,711)	\$389,277	\$400,585	(\$11,308)

**AVERAGE WEEKDAY RIDERSHIP**

	Actual April 2006	Actual April 2007	Budget April 2007	% Changes FY07 vs. FY06	% Changes FY07 vs. Budget
<b>Rail</b>	739,500	739,800	770,500	0.0%	-4.0%
<b>Bus</b>	444,500	434,400	453,400	-2.3%	-4.2%
<b>ADA</b>	4,800	4,600		-4.2%	
<b>TOTAL</b>	1,188,800	1,178,800	1,223,900	-0.8%	-3.7%

**AVERAGE WEEKDAY RIDERSHIP  
YEAR-TO-DATE TOTAL RIDERSHIP  
(Includes Weekends and Holidays)**

	Through April 2006	Through April 2007	Budget April 2007	% Changes FY07 vs. FY06	% Changes FY07 vs. Budget
<b>Rail</b>	168,615,000	170,349,400	175,510,200	1.0%	-2.9%
<b>Bus</b>	107,875,500	108,619,700	110,414,600	0.7%	-1.6%
<b>ADA</b>	1,120,000	1,199,900	1,361,100	7.1%	-11.8%
<b>TOTAL</b>	277,610,500	280,169,000	287,285,900	0.9%	-2.5%



## Washington Metropolitan Area Transit Authority

### April 2007 – Financial Performance Highlights

almost 1% higher than ridership during the same period last year, but 1.6% less than budget.

Total revenue in April was \$56.3 million, \$0.3 million above budget, and operating expenses were \$91.4 million, about \$4 million higher than the budgeted \$87.4 million. Through the end of April, total revenue was \$517.7 million, \$12.3 million below the projected budget. Total operating expenses were \$918 million, \$1 million less than the budget. The gap between revenue and expenses through April was (\$11.3) million, and this gap is expected to widen given the current rate of bus and rail ridership growth.

#### **Ridership**

April is traditionally the time of year in Washington of strong rail ridership growth generated by the Easter holidays, the cherry blossom season and other events on the National Mall which usually begin in March and continues into April. During this period, rail ridership is bolstered by substantial tourist travel and tourist related leisure trips, steady growth in commuter travel, and in recent years, high use of Metrorail by attendees at the Washington Nationals baseball games. The early start of the Cherry Blossom Festival this year did not have the traditional effect of boosting rail ridership in April because the blossoms were almost all gone by the end of the first week of the month. In addition, this April had colder-than-average weather, and the region even had snow just before the traditional Easter holiday, which worked to further restrict outdoor activities and to depress rail ridership.

A strong tourist season is also usually accompanied by several high ridership days, days defined as the highest ridership days in the 30-year history of the rail system. In April 2006, there were 8 high ridership days spread throughout the month, and these days were generated simply from no special events or activities other than from large numbers of patrons viewing the cherry blossoms, to special events like the Immigrant Rights Rally on the Mall which generated 131,000 additional rail trips. In contrast, only



## Washington Metropolitan Area Transit Authority

### April 2007 – Financial Performance Highlights

2 high ridership days were recorded this April, and both occurred during the opening days of the month, and occurred on days with baseball games and also when the cherry blossoms were still in bloom. These two high ridership days couldn't offset the ridership losses caused by colder-than-average weather and snow, which negatively impacted turnout to events in early April.

Through the end of April, with 14 games competed, Metro was carrying 39% of the crowds to and from Washington Nationals baseball games. This was an average game ridership of 10,225 entries and exits. Metro's market share to and from baseball games remained fairly constant when compared with last year when Metro carried 42% of attendance or an average of 14,700 entries and exits. However, April 2007 game attendance experienced a drop of 26% from April 2006, resulting in an average of 4,500 less trips for each baseball game this April.

The combination of these events resulted in less than spectacular rail ridership growth for the month, with the most drastic illustration a 15% drop in the average Sunday ridership. The drop was mainly caused by cold weather that prevented tourists from attending the Cherry Blossom Festival on the first two Sundays in the month. Compared with the same Sundays last year, the total exits/entries at the Smithsonian Station, a station heavily used to access Mall activities and the tidal basin fell 50%. Average weekday ridership grew 0.4% but was below budget by 4%. Average Saturday ridership grew 4.2%, which was consistent with the budget.

Total Metrobus ridership was virtually the same as last April, despite the fact that this April had one more weekday than did last April. Average weekday ridership decreased about 2% and was 4% less than the budget. Average Sunday ridership dropped almost 5% and was 7% below budget. Average Saturday ridership, however, gained almost 2% and was in line with the budget. This is the fourth consecutive month that total bus ridership declined at least 4% below budget.



## Washington Metropolitan Area Transit Authority

### April 2007 – Financial Performance Highlights

Total MetroAccess ridership, from June 2006 to April 2007, increased 7% when compared to ridership from the same period last fiscal year. Average weekday and weekend trips so far this year were 4,700 and 3,500 trips respectively.

#### **Revenues**

In spite of the loss in passenger revenue due to disappointing ridership in April, total revenues were \$56.3 million, \$0.32 million above the budget. Rail passenger revenue was \$35.3 million, \$1.9 million less than budget, while bus passenger revenue was \$8.5 million, \$0.3 million less than expected. The surplus revenue in April was due to improvements in rental revenue, interest and other incomes. Rent increased 418% to \$3.1 million and interest was up 53% to \$0.58 million. Revenue from rent/joint development was \$3.1 million, \$2.8 million more than expected due to two factors: the receipt of \$650,000 in percentage rent from the Bethesda Metro Center (BMC) for calendar year 2006, and \$1.9 million, also from Bethesda Metro Center, from a partnership reorganization. LLC, the owner of the office building at 3 Bethesda Metro Center recently refinanced the project. In accordance with its ground lease with Metro, BMC tendered 8% or \$1.9 million of the net proceeds of the refinance to Metro as participation rent. In addition, miscellaneous income for the month increased by \$0.14 million to \$0.48 million. The shortfall of \$2.3 million in passenger revenue was compensated by non-passenger revenue. During the month of April, parking revenue decreased \$0.14 million, or 4%, to \$3.3 million. The decrease in parking revenue was consistent with the drop in Metrorail ridership. Passenger revenue for paratransit was \$0.28 million, slightly less than budget.

#### **Expenses**

As mentioned above, operating expenses for the month of April were over budget by \$4.03 million. For the month, the following categories had budget shortfalls: Salary/Wages/OT (-\$0.01M), Fringe Benefits (-\$3.58M), Supplies (-\$0.36M), Power/Diesel/CNG (-\$0.07M), and Insurance/Utilities/Other (-\$0.7M).



## Washington Metropolitan Area Transit Authority

### April 2007 – Financial Performance Highlights

Salaries and Wages were slightly over budget as a result of increased customer service in support of the elevator/escalator rehab program, cherry blossom festival and baseball special events. This small unfavorable variance was partially offset by favorable uncontrollable leave expenses. For the month, the Fringe Benefits account continued to be higher than expected. The following overages occurred in April: (1) \$400K FICA adjustment for an understatement of July 2006 expense (2) \$140K LTD accrual adjustment (3) Workers' Compensation Reserve adjustments which totaled \$1.2 million (\$726K to expense claims overages for Q3 and \$474K for CTR unfunded claims). Also in the Fringes area, pension contributions continued to exceed budget and timing issues occurred involving the Local 689 health and welfare and tool allowance accounts.

The Supplies, Power/Diesel/CNG and Insurance/Utilities/Other expense accounts were over budget primarily due to the overages in parts, safety and weather equipment, electricity, propulsion power, and CNG, as well as rate increases in the DC Public Occupancy Surcharge, the DC Reliability Energy Trust Fund and the VA Surcharge. These higher costs were partially offset by favorable experience resulting from the diesel swap with COGS, lower than expected gas utility consumption, and favorable experience in track and electrical parts and expendable capital assets. The Services accounts came in under budget by \$0.7 million due to an engineering and architecture account credit adjustment for prior year carry-over and a CNG use reimbursement from the VA Dept. of Environmental Quality.

#### **Cost Recovery**

For the month, the overall system cost recovery was 62%, two percentage points below budget. On Metrorail, the cost recovery rate was 86%, four points less than budgeted. On bus, the rate was 32%, 2 percentage points less than expected.

## **OPERATING FINANCIAL RESULTS**

**SUMMARY**  
**Operating Budget**  
**April-07**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$43,317	\$44,080	\$46,381	(\$2,302)	-5%
415	427	440	(13)	-3%
79	24	104	(80)	-77%
3,358	3,374	3,520	(146)	-4%
2,500	2,750	2,750	0	0%
1,354	3,116	602	2,515	418%
751	801	733	68	9%
299	481	337	144	43%
444	583	381	202	53%
812	680	750	(70)	-9%
<b>\$53,331</b>	<b>\$56,316</b>	<b>\$55,998</b>	<b>\$318</b>	<b>1%</b>
\$46,192	\$48,126	\$48,116	(\$11)	0%
15,165	20,429	16,848	(3,582)	-21%
7,369	8,637	9,326	689	7%
5,463	6,505	6,148	(358)	-6%
4,540	5,212	5,143	(69)	-1%
4,022	4,264	3,565	(699)	-20%
(1,725)	(1,725)	(1,725)	0	0%
<b>\$81,027</b>	<b>\$91,449</b>	<b>\$87,420</b>	<b>(\$4,029)</b>	<b>-5%</b>
<b>\$27,696</b>	<b>\$35,133</b>	<b>\$31,422</b>	<b>(\$3,711)</b>	<b>-12%</b>

66%

62%

64%

**FISCAL YEAR**

**REVENUES:**

Passenger Fares  
D.C. Schools  
Contract Bus  
Parking  
Advertising  
Rent  
Fiber Optic  
Other  
Interest  
SCR Funding

**TOTAL REVENUE**

**OPERATING EXPENSES:**

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Insurance/Utilities/Other  
Reimbursements

**TOTAL EXPENSE**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$414,688	\$420,943	\$435,610	(\$14,667)	-3%
3,770	3,888	4,092	(205)	-5%
1,225	1,034	1,723	(689)	-40%
31,615	32,389	33,040	(651)	-2%
25,000	27,500	27,500	0	0%
6,630	9,238	6,017	3,222	54%
7,549	8,149	7,333	816	11%
3,797	3,430	3,346	84	3%
2,900	3,941	3,808	133	3%
8,565	7,184	7,500	(316)	-4%
<b>\$505,740</b>	<b>\$517,695</b>	<b>\$529,969</b>	<b>(\$12,273)</b>	<b>-2%</b>
\$486,493	\$508,631	\$507,956	(\$675)	0%
157,863	179,253	176,200	(3,054)	-2%
76,414	86,857	94,973	8,116	9%
60,811	63,181	61,880	(1,300)	-2%
52,115	54,790	55,103	313	1%
39,227	42,819	40,384	(2,435)	-6%
(17,250)	(17,250)	(17,250)	0	0%
<b>\$855,672</b>	<b>\$918,280</b>	<b>\$919,246</b>	<b>\$966</b>	<b>0%</b>
<b>\$349,932</b>	<b>\$400,585</b>	<b>\$389,277</b>	<b>(\$11,308)</b>	<b>-3%</b>

59%

56%

58%



**RAIL**  
**Operating Budget**  
**April-07**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$34,444	\$35,301	\$37,244	(\$1,943)	-5%
98	188	195	(7)	-4%
3,358	3,374	3,520	(146)	-4%
750	828	835	(7)	-1%
1,354	3,116	602	2,515	418%
751	801	733	68	9%
140	342	176	166	94%
184	154	138	17	12%
657	564	601	(37)	-6%
<b>\$41,736</b>	<b>\$44,669</b>	<b>\$44,044</b>	<b>\$625</b>	<b>1%</b>
\$27,669	\$27,775	\$27,398	(\$377)	-1%
9,253	11,644	9,588	(2,056)	-21%
2,486	3,307	3,501	194	6%
2,746	3,149	3,312	164	5%
2,702	3,232	2,917	(316)	-11%
2,798	2,984	2,434	(550)	-23%
(225)	(225)	(225)	0	0%
<b>\$47,429</b>	<b>\$51,865</b>	<b>\$48,924</b>	<b>(\$2,941)</b>	<b>-6%</b>
<b>\$5,693</b>	<b>\$7,196</b>	<b>\$4,880</b>	<b>(\$2,316)</b>	<b>-47%</b>

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$326,484	\$331,792	\$345,358	(\$13,566)	-4%
1,051	1,636	1,744	(109)	-6%
31,608	32,389	33,040	(651)	-2%
7,500	8,278	8,350	(73)	-1%
6,630	9,238	6,017	3,222	54%
7,549	8,149	7,333	816	11%
2,096	1,774	1,740	33	2%
1,114	723	1,375	(652)	-47%
7,050	5,967	6,011	(44)	-1%
<b>\$391,082</b>	<b>\$399,944</b>	<b>\$410,968</b>	<b>(\$11,024)</b>	<b>-3%</b>
\$281,891	\$298,411	\$289,964	(\$8,447)	-3%
93,819	104,139	100,081	(4,058)	-4%
26,746	27,147	35,623	8,477	24%
31,353	32,243	32,813	570	2%
28,936	32,295	32,395	99	0%
27,437	31,535	28,340	(3,195)	-11%
(2,250)	(2,250)	(2,250)	0	0%
<b>\$487,932</b>	<b>\$523,521</b>	<b>\$516,966</b>	<b>(\$6,555)</b>	<b>-1%</b>
<b>\$96,850</b>	<b>\$123,576</b>	<b>\$105,998</b>	<b>(\$17,579)</b>	<b>-17%</b>

88%

86%

90%

**COST RECOVERY RATIO**

80%

76%

79%

**METROBUS**  
**Operating Budget**  
**April-07**

Dollars in Thousands

**MONTHLY RESULTS:**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$8,540	\$8,495	\$8,810	(\$315) -4%	REVENUES:
317	239	245	(6) -2%	Passenger Fares
79	24	104	(80) -77%	D.C. Schools
1,750	1,922	1,915	7 0%	Contract Bus
159	139	161	(22) -14%	Advertising
261	428	243	185 76%	Other
134	116	149	(33) -22%	Interest
				SCR Funding
<b>\$11,241</b>	<b>\$11,364</b>	<b>\$11,627</b>	<b>(\$263) -2%</b>	<b>TOTAL REVENUE</b>
\$18,489	\$20,227	\$20,609	\$381 2%	OPERATING EXPENSES:
5,904	8,776	7,225	(1,551) -21%	Salary/Wages/OT
956	1,021	1,456	434 30%	Fringe Benefits
2,693	3,309	2,832	(477) -17%	Services
1,837	1,980	2,227	247 11%	Supplies
1,108	1,218	1,083	(135) -13%	Power/Diesel/CNG
(1,500)	(1,500)	(1,500)	0 0%	Insurance/Utilities/Other
				Reimbursements
<b>\$29,487</b>	<b>\$35,031</b>	<b>\$33,930</b>	<b>(\$1,101) -3%</b>	<b>TOTAL EXPENSE</b>
<b>\$18,247</b>	<b>\$23,668</b>	<b>\$22,303</b>	<b>(\$1,364) -6%</b>	<b>OPERATING SUBSIDY</b>

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$85,614	\$86,772	\$87,278	(\$506) -1%	REVENUES:
2,719	2,252	2,348	(96) -4%	Passenger Fares
1,225	1,034	1,723	(689) -40%	D.C. Schools
17,500	19,223	19,150	73 0%	Contract Bus
1,702	1,656	1,606	51 3%	Advertising
1,786	3,219	2,433	785 32%	Other
1,305	1,217	1,489	(272) -18%	Interest
				SCR Funding
<b>\$111,859</b>	<b>\$115,373</b>	<b>\$116,027</b>	<b>(\$655) -1%</b>	<b>TOTAL REVENUE</b>
\$204,431	\$209,914	\$216,859	\$6,945 3%	OPERATING EXPENSES:
63,958	75,012	75,756	744 1%	Salary/Wages/OT
11,490	12,234	14,531	2,297 16%	Fringe Benefits
29,416	30,906	29,037	(1,869) -6%	Services
23,179	22,494	22,708	214 1%	Supplies
11,368	10,767	11,536	769 7%	Power/Diesel/CNG
(15,000)	(15,000)	(15,000)	0 0%	Insurance/Utilities/Other
				Reimbursements
<b>\$328,842</b>	<b>\$346,327</b>	<b>\$355,427</b>	<b>\$9,100 3%</b>	<b>TOTAL EXPENSE</b>
<b>\$216,983</b>	<b>\$230,954</b>	<b>\$239,399</b>	<b>\$8,445 4%</b>	<b>OPERATING SUBSIDY</b>

38%

32%

34%

**COST RECOVERY RATIO**

34%

33%

33%

**REGIONAL BUS  
OPERATING BUDGET  
Operating Budget  
Dollars in Thousands**  
Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$7,020	\$7,178	\$7,444	(\$266)	-4%
317	239	245	(6)	-2%
79	24	104	(80)	-77%
1,750	1,922	1,915	7	0%
159	139	161	(22)	-14%
261	428	243	185	76%
134	116	149	(33)	-22%
<b>\$9,721</b>	<b>\$10,046</b>	<b>\$10,261</b>	<b>(\$215)</b>	<b>-2%</b>
\$16,038	\$16,883	\$17,201	\$318	2%
5,096	7,325	6,030	(1,295)	-21%
935	852	1,215	363	30%
2,370	2,762	2,364	(398)	-17%
1,513	1,653	1,859	206	11%
1,108	1,218	1,083	(135)	-13%
(1,500)	(1,500)	(1,500)	0	0%
<b>\$25,559</b>	<b>\$29,193</b>	<b>\$28,252</b>	<b>(\$941)</b>	<b>-3%</b>
<b>\$15,838</b>	<b>\$19,146</b>	<b>\$17,991</b>	<b>(\$1,156)</b>	<b>-6%</b>

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$70,626	\$73,318	\$73,746	(\$427)	-1%
2,719	2,252	2,348	(96)	-4%
1,225	1,034	1,723	(689)	-40%
17,500	19,223	19,150	73	0%
1,702	1,656	1,606	51	3%
1,786	3,219	2,433	785	32%
1,305	1,217	1,489	(272)	-18%
<b>\$96,870</b>	<b>\$101,919</b>	<b>\$102,495</b>	<b>(\$576)</b>	<b>-1%</b>
\$177,694	\$175,209	\$181,005	\$5,797	3%
55,224	62,611	63,231	621	1%
11,196	10,212	12,129	1,917	16%
26,090	25,796	24,236	(1,560)	-6%
19,436	18,775	18,954	178	1%
11,368	10,767	11,536	769	7%
(15,000)	(15,000)	(15,000)	0	0%
<b>\$286,007</b>	<b>\$288,369</b>	<b>\$296,091</b>	<b>\$7,722</b>	<b>3%</b>
<b>\$189,136</b>	<b>\$186,450</b>	<b>\$193,596</b>	<b>\$7,146</b>	<b>4%</b>

38%

34%

36%

**COST RECOVERY RATIO**

34%

35%

35%

## NON-REGIONAL BUS

### Operating Budget

April-07

Dollars in Thousands

#### MONTHLY RESULTS:

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$1,520	\$1,317	\$1,366	(\$49)	-4%
<b>\$1,520</b>	<b>\$1,317</b>	<b>\$1,366</b>	<b>(\$49)</b>	<b>-4%</b>
\$2,452	\$3,344	\$3,407	\$63	2%
808	1,451	1,194	(256)	-21%
21	169	241	72	30%
323	547	468	(79)	-17%
324	327	368	41	11%
0	0	0	0	
<b>\$3,928</b>	<b>\$5,838</b>	<b>\$5,679</b>	<b>(\$160)</b>	<b>-3%</b>
<b>\$2,408</b>	<b>\$4,521</b>	<b>\$4,313</b>	<b>(\$208)</b>	<b>-5%</b>

#### REVENUES:

Passenger Fares  
**TOTAL REVENUE**

#### OPERATING EXPENSES:

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Power/Diesel/CNG  
Insurance/Utilities/Other  
**TOTAL EXPENSE**

**OPERATING SUBSIDY**

39%

23%

24%

**COST RECOVERY RATIO**

#### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$14,988	\$13,454	\$13,532	(\$78)	-1%
<b>\$14,988</b>	<b>\$13,454</b>	<b>\$13,532</b>	<b>(\$78)</b>	<b>-1%</b>
\$26,737	\$34,705	\$35,853	\$1,148	3%
8,734	12,402	12,525	123	1%
294	2,023	2,402	380	16%
3,326	5,110	4,801	(309)	-6%
3,743	3,719	3,754	35	1%
0	0	0	0	
<b>\$42,835</b>	<b>\$57,958</b>	<b>\$59,335</b>	<b>\$1,377</b>	<b>2%</b>
<b>\$27,847</b>	<b>\$44,504</b>	<b>\$45,803</b>	<b>\$1,299</b>	<b>3%</b>

35%

23%

23%

## PARATRANSIT

### Operating Budget

April-07

Dollars in Thousands

#### MONTHLY RESULTS:

Prior Year Actual	Current Year		Variance	
	Actual	Budget		
				Favorable/(Unfavorable)
\$333	\$284	\$327	(\$43)	-13%
<b>\$354</b>	<b>\$284</b>	<b>\$327</b>	<b>(\$43)</b>	<b>-13%</b>
\$34	\$30	\$110	\$79	72%
8	10	35	25	70%
3,927	4,309	4,369	60	1%
17	9	3	(6)	-195%
116	63	49	(14)	-28%
<b>\$4,102</b>	<b>\$4,421</b>	<b>\$4,566</b>	<b>\$144</b>	<b>3%</b>
<hr/>				
<b>\$3,748</b>	<b>\$4,138</b>	<b>\$4,238</b>	<b>\$101</b>	<b>2%</b>

9%

6%

7%

#### FISCAL YEAR

#### REVENUES:

Passenger Fares  
**TOTAL REVENUE**

#### OPERATING EXPENSES:

Salary/Wages/OT  
Fringe Benefits  
Services  
Supplies  
Insurance/Utilities/Other  
**TOTAL EXPENSE**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

#### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		Variance	
	Actual	Budget		
				Favorable/(Unfavorable)
\$2,589	\$2,378	\$2,973	(\$595)	-20%
<b>\$2,799</b>	<b>\$2,378</b>	<b>\$2,973</b>	<b>(\$595)</b>	<b>-20%</b>
\$327	\$306	\$1,133	\$827	73%
86	102	363	261	72%
38,171	47,476	44,818	(2,657)	-6%
34	32	31	(1)	-3%
422	517	506	(11)	-2%
<b>\$39,040</b>	<b>\$48,432</b>	<b>\$46,851</b>	<b>(\$1,582)</b>	<b>-3%</b>
<hr/>				
<b>\$36,240</b>	<b>\$46,054</b>	<b>\$43,878</b>	<b>(\$2,176)</b>	<b>-5%</b>

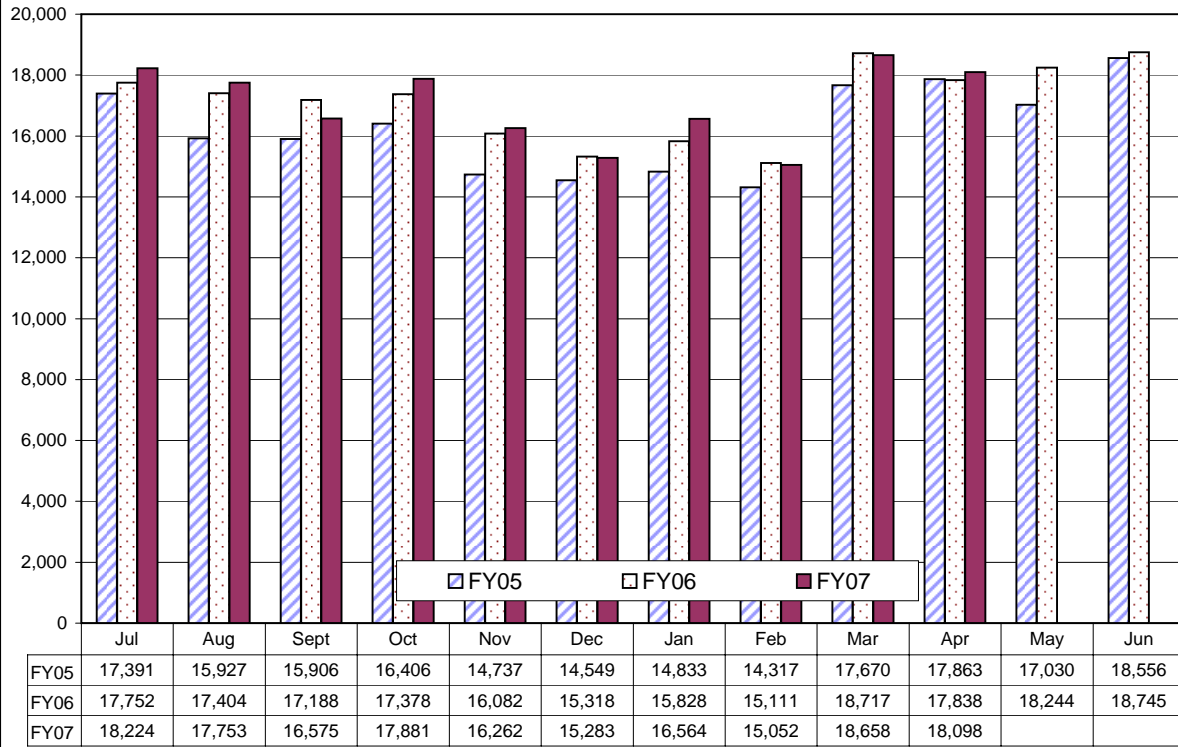
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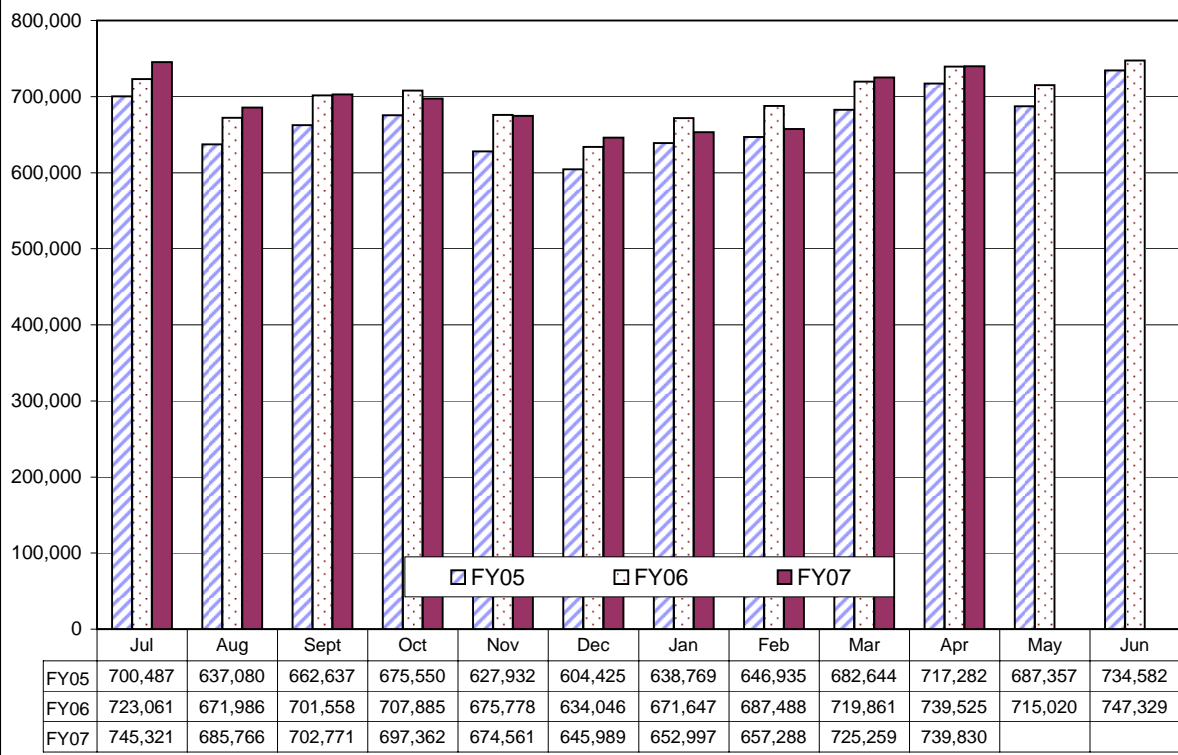
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## **RIDERSHIP TRENDS**

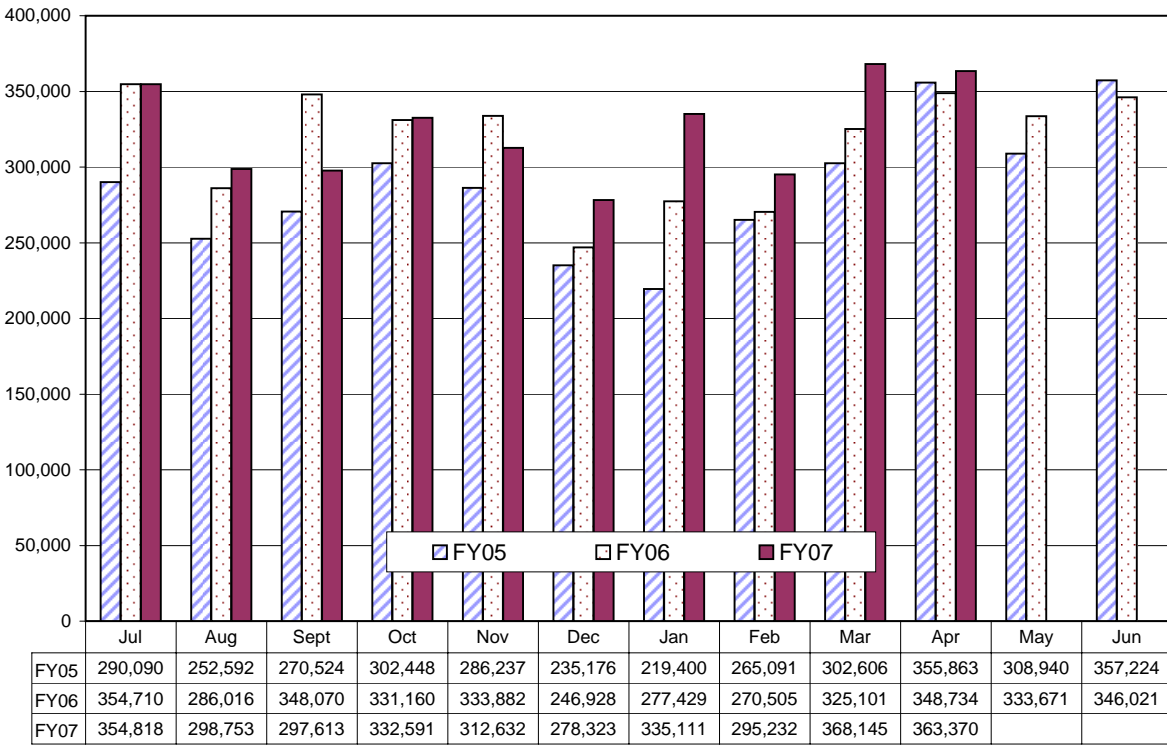
### METRORAIL MONTHLY RIDERSHIP (in 1,000s)



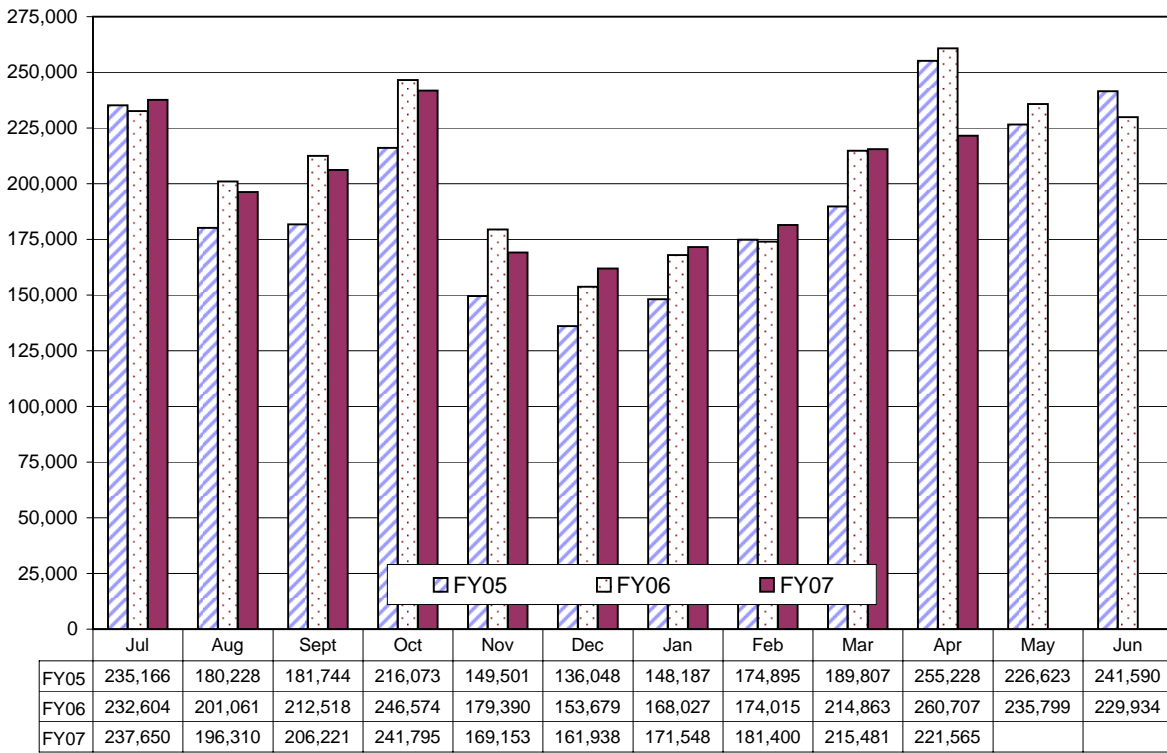
### METRORAIL AVERAGE WEEKDAY RIDERSHIP



### METRORAIL AVERAGE SATURDAY RIDERSHIP

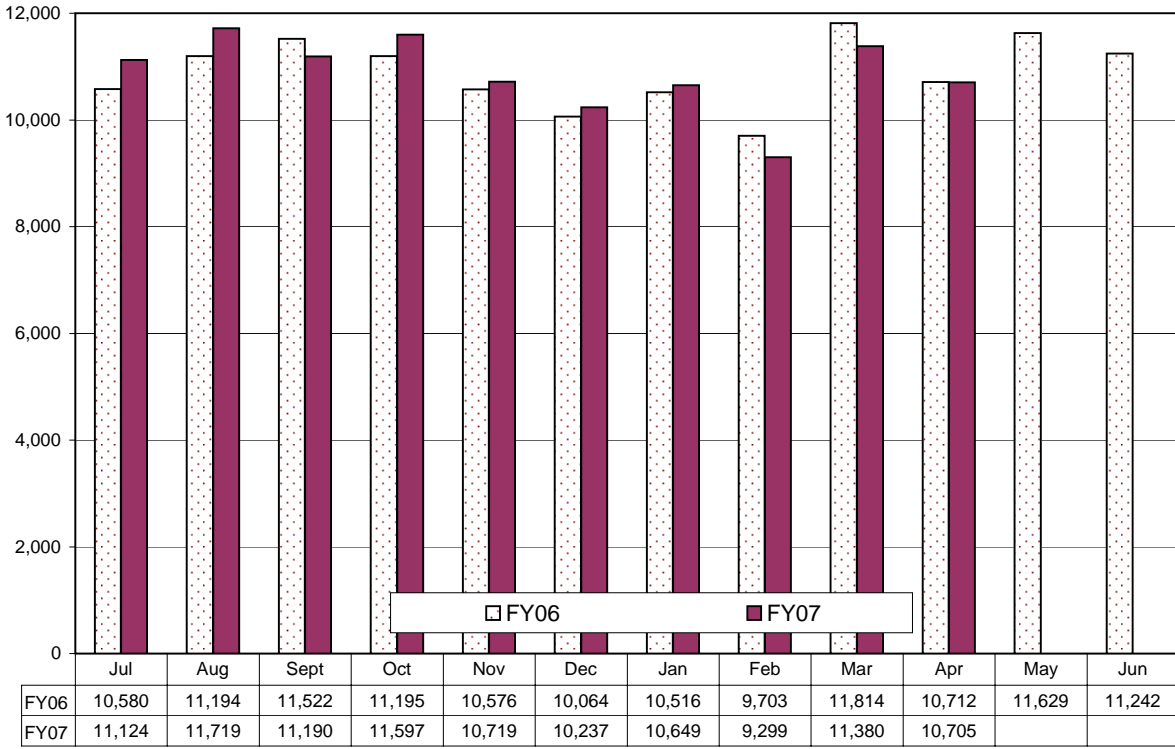


### METRORAIL AVERAGE SUNDAY RIDERSHIP

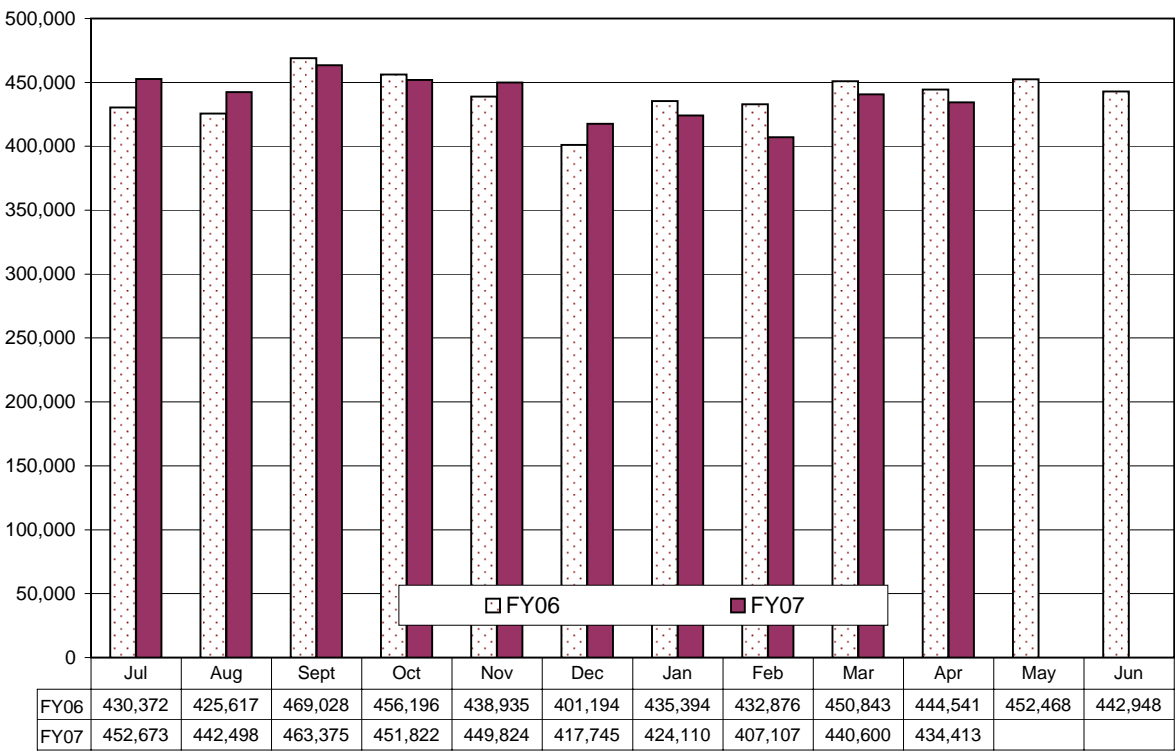




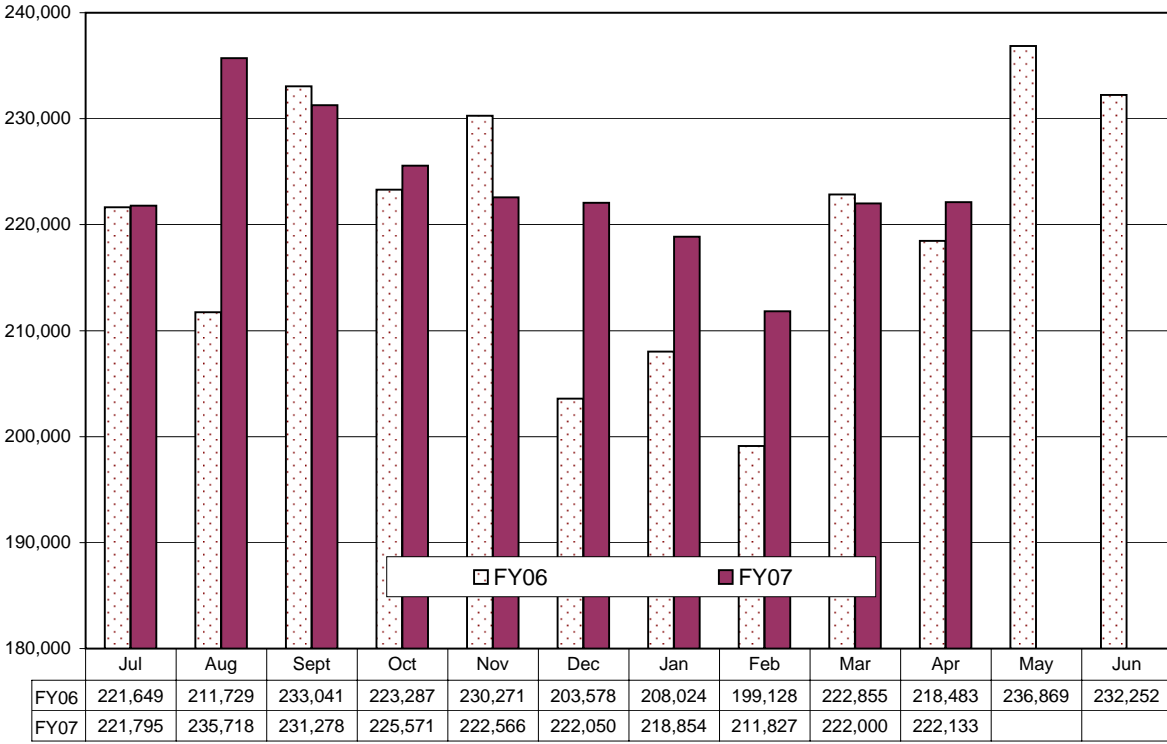
### METROBUS MONTHLY RIDERSHIP (in 1,000s)



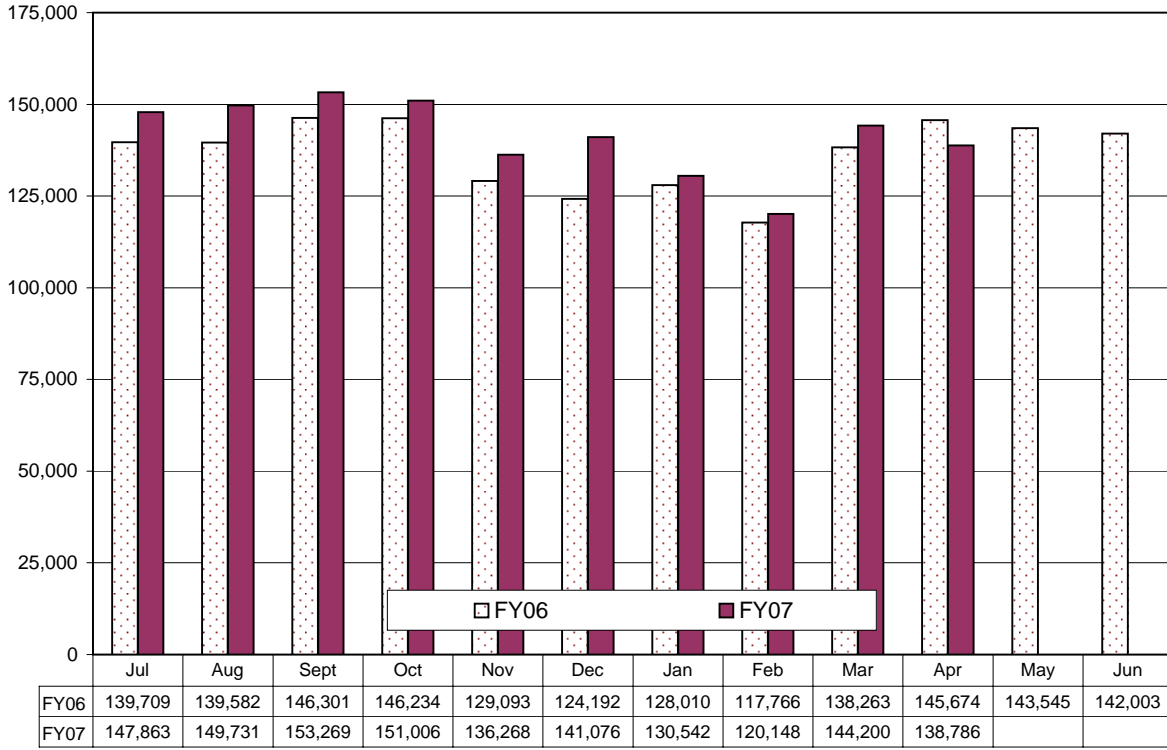
### METROBUS AVERAGE WEEKDAY RIDERSHIP



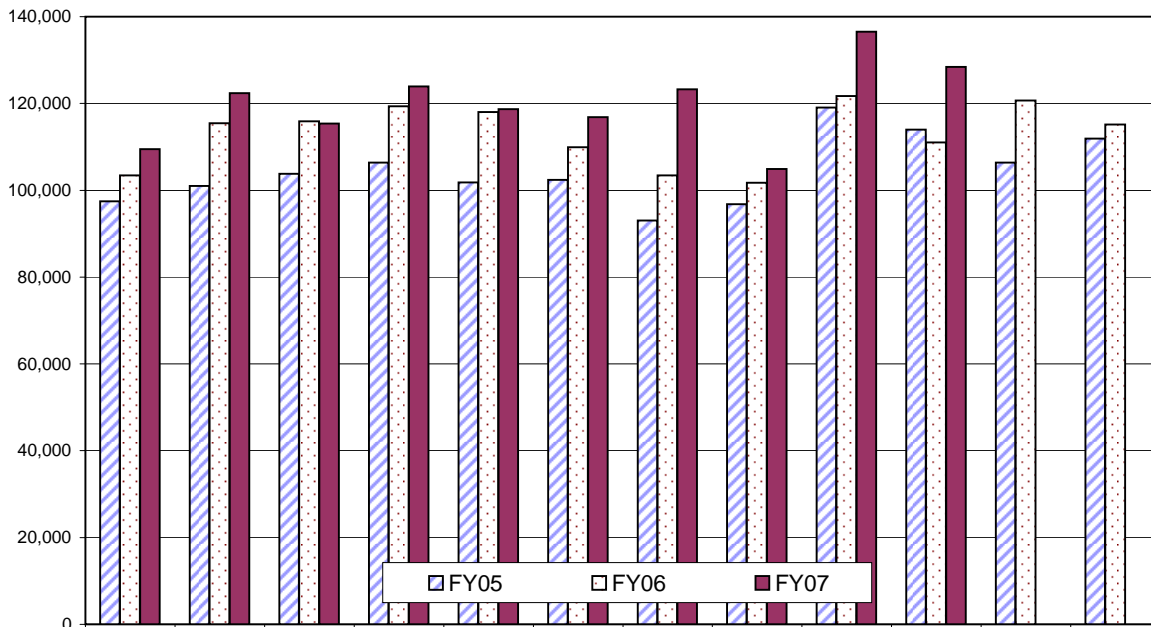
### METROBUS AVERAGE SATURDAY RIDERSHIP



### METROBUS AVERAGE SUNDAY RIDERSHIP

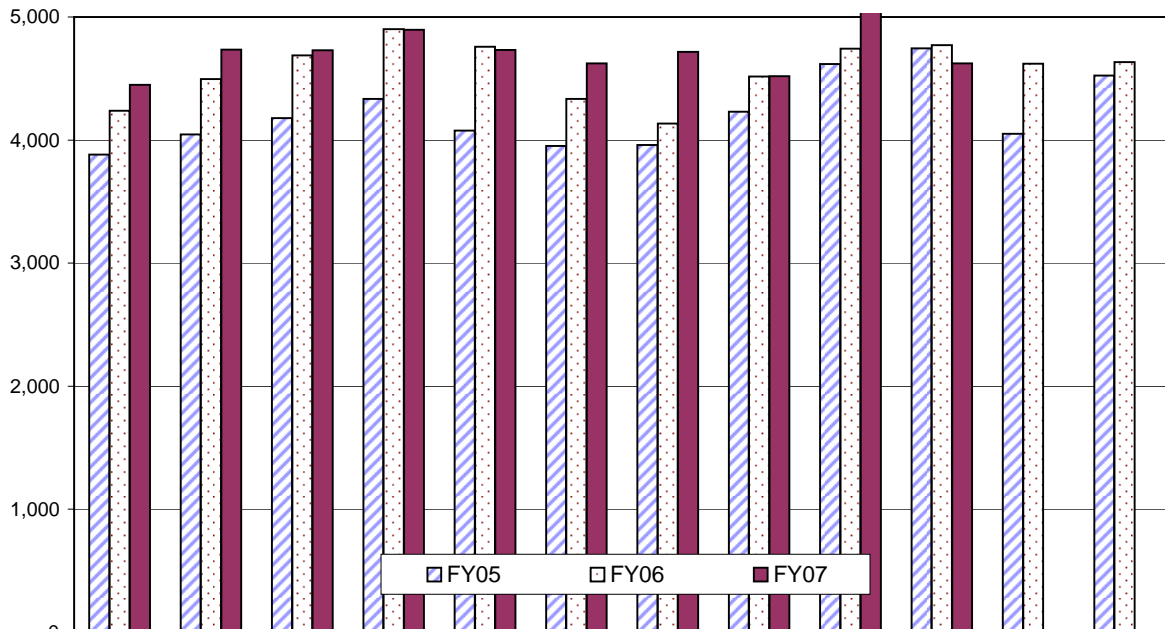


### METROACCESS MONTHLY RIDERSHIP



FY05	97,457	100,998	103,791	106,354	101,794	102,382	93,071	96,816	119,037	113,942	106,403	111,903
FY06	103,458	115,436	115,890	119,394	118,053	109,929	103,420	101,718	121,732	111,004	120,678	115,189
FY07	109,510	122,379	115,354	123,932	118,720	116,865	123,288	104,888	136,549	128,400		

### METROACCESS AVERAGE WEEKDAY RIDERSHIP



FY05	3,882	4,046	4,179	4,335	4,077	3,951	3,960	4,230	4,617	4,745	4,050	4,525
FY06	4,239	4,495	4,688	4,900	4,759	4,334	4,134	4,516	4,742	4,770	4,621	4,634
FY07	4,449	4,735	4,730	4,895	4,731	4,623	4,717	4,520	5,373	4,624		