



**Budget Committee**

**Financial Report Item IV-C**

**November 9, 2006**

**FY07 Operating Budget First Quarter Financial  
Report**



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

**Operating Budget**  
**First Quarter Financial Report**

**FY07**

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**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
QUARTERLY OPERATING FINANCIAL REPORT  
FY07  
First Quarter**

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## **A. EXECUTIVE SUMMARY**

**Executive Summary**

First quarter financial results for FY07 show Metro to be under budget by \$2 million, or two percent. Expenditures this quarter have under run the budget by almost \$5 million which has temporarily more than compensated for revenues being \$3 million short of the budget.

**Ridership and Revenue**

Metrorail ridership growth has almost stopped. Total ridership this quarter is only four tenths of one percent higher than the same period last year. The budget was based on a predicted growth rate of more than three percent for this period of the fiscal year. Staff is continuing to analyze potential causes for this drop off in growth, which is occurring mostly in the non-rush hour periods. Early results possibly trace to lower ridership to Nationals games during baseball season, an incredible drop in gasoline prices and lower weekend ridership when rail delays have been advertised because of planned track work.

Metrobus ridership growth is continuing, and actually growing faster than budget. Bus ridership is up more than two percent compared to the first quarter of last year, and it is almost more than one percent higher than budgeted.

**Operating Expenses**

Labor costs for the first quarter are virtually on budget. Savings from a relatively high number of vacancies are offsetting overtime expenses being incurred to maintain minimum staffing. Fringes are currently over budget and are likely to continue that way due to the shortfall in funding for workers comp claims and for higher than expected pension contributions. Services expenses are currently under budget but are expected to up to budget during the year. Supplies expense is on budget. Energy costs for diesel and train power are over budget. Diesel cost pressure is being mitigated with swap contracts; however, electricity costs are likely to go significantly over budget this year as Pepco deregulation occurs.

Fiscal 2007 1st Quarter				
	Actual	Budget	Variance	
			Favorable/(Unfavorable)	
Revenue	\$158	\$161	(\$3)	-2%
Expense	273	278	5	2%
Subsidy	\$115	\$117	\$2	2%
\$ Millions				

**Ongoing Budget Issues:**

- Rail ridership growth has declined – Analysis underway
- Electricity deregulation – \$5-\$6 million
- Pension costs – \$6 million
- Funding shortfall for workers' comp and third party claims cost – \$10 million
- Overtime costs due to shortfall in operators – Analysis underway

## **B. REVENUE AND EXPENSE ANALYSIS**

**COMBINED PASSENGER REVENUE (RAIL / BUS / METROACCESS)**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$133.4	\$130.8	(\$2.6)	(\$10.6)

**RAIL PASSENGER REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$105.9	\$102.8	(\$3.0)	(\$10.0)

**Remarks:** At the end of September 2006, rail passenger revenues were unfavorable by \$3.0 million or -2.9 percent when compared to the budget. Based on analysis of the ridership and revenue trends on rail, this trend is expected to continue through the end of the fiscal year. This would result in projected year-end rail revenue of \$411.1 million, \$10.0 million less than the budget total of \$421.1 million.

Unlike the dramatic ridership growth that was experienced in the first quarter of last fiscal year due to rail ridership drivers like baseball and high gasoline prices, ridership growth in the first quarter of fiscal 2007 was flat. At the end of September 2006, rail ridership only grew 0.4 percent when compared to the same period ending September 2005. Ridership for the first quarter was almost 1.6 million trips below budget, and only 200,000 trips above the same period in fiscal 2006.

**BUS PASSENGER REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$26.7	\$27.2	\$0.5	\$0.0

**Remarks:** At the end of the first quarter, Metrobus passenger revenue was \$27.2 million, \$0.5 million or 1.9 percent more than budgeted. The major contributor to the positive bus revenue variance was bus ridership growth which exceeded expectations. Ridership increased 2.2 percent when compared to the first quarter of fiscal 2006, and the growth rate was 0.8 percent point higher than budgeted. This translates to over 730,000 more bus trips than the equivalent period last year. This trend of Metrobus ridership and revenue growth



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 will be monitored through the fiscal year. At this point, the year-end projected Metrobus ridership and revenue is on the budget.

**METROACCESS PASSENGER REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$0.8	\$0.7	(\$0.1)	(\$0.6)

**Remarks:** MetroAccess passenger revenue through the end of September 2006 was \$0.8 million, which was \$0.1 million less than anticipated in the budget. Projected fiscal year-end MetroAccess revenue is expected to be \$3.0 million, \$0.6 million less than budgeted. The fiscal 2007 budget assumed a ridership growth rate of 18 percent, while the actual growth rate has been less than 5 percent.

**COMBINED NON-PASSENGER REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$27.5	\$27.6	\$0.1	\$1.0

**D.C. SCHOOL REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$0.6	\$0.6	(\$0.0)	\$0.0

**Remarks:** At the end of September 2006, DC school revenue totaled \$0.6 million, slightly lower than the budgeted \$0.6 million. It is projected that total revenue for DC school should be at the budgeted level for the year of \$5.0 million.

**CONTRACT/CHARTER BUS REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$0.5	\$0.3	(\$0.2)	\$0.0

**Remarks:** At the end of September 2006, contract/charter bus revenue was \$0.3 million, an unfavorable amount of \$0.2 million. This was primarily the result of less charter service than anticipated in the budget. In September, there was one fewer Redskins game at Fed-Ex Field than expected. Contract/Charter bus services are generally 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 are expected to generate a significant portion of the annual contract and charter revenues. It is projected that this revenue will be at the budgeted level by the end of this fiscal year.

**PARKING REVENUE**

<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance Favorable/(Unfavorable)</b>	<b>Year End Projected Variance Favorable/(Unfavorable)</b>
<b>\$9.7</b>	<b>\$9.7</b>	<b>(\$0.0)</b>	<b>\$0.0</b>

**Remarks:** At the end of the first quarter, parking generated \$9.7 million in revenue, almost exactly as budgeted. Since there were no changes in parking rates or collection procedures, Metrorail ridership changes are the major factor affecting changes in usage for Metro's parking lots and garages. It is projected that parking revenue will meet budget expectations at the end of the year.

**ADVERTISING REVENUE**

<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance Favorable/(Unfavorable)</b>	<b>Year End Projected Variance Favorable/(Unfavorable)</b>
<b>\$8.3</b>	<b>\$8.3</b>	<b>\$0.0</b>	<b>\$0.0</b>

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

**JOINT DEVELOPMENT REVENUE**

<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance Favorable/(Unfavorable)</b>	<b>Year End Projected Variance Favorable/(Unfavorable)</b>
<b>\$1.8</b>	<b>\$1.8</b>	<b>(\$0.0)</b>	<b>\$0.0</b>

**Remarks:** Total revenue through the first quarter was \$1.8 million in this revenue account, slightly below the budgeted level. By the end of the year, total joint development revenue should be on budget.

**FIBER OPTIC REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$2.2	\$2.7	\$0.5	\$1.0

**Remarks:** Through the end of September 2006, total fiber optic revenue was \$2.7 million, a little over \$0.5 million more than the budgeted. This was primarily a result of two catch-up payments and one "percentage-rent" payment in September. It is projected that fiscal 2007 fiber optic revenue will be favorable by \$1.0 million.

**OTHER REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$1.0	\$0.7	(\$0.3)	\$0.0

**Remarks:** This account includes a variety of small revenue 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 revenue, sale of scrap material, subrogation collections and other similar accounts. At the end of the first quarter, this account generated \$0.7 million, \$0.3 million less than the budgeted. Total revenue at the end of the year is expected to meet projections.

**INTEREST REVENUE**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$1.1	\$1.4	\$0.3	\$0.0

**Remarks:** Through the end of September 2006, interest revenue exceeded projections by \$0.3 million. The first quarter revenue increase above the approved level in the budget is the result of higher interest rate and higher balance of jurisdictional deposit for operation support. It is projected to be at the budget by the end of the fiscal year.

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**SAFE CLEAN RELIABLE PROGRAM REVENUE**

<b>YTD Budget</b>	<b>YTD Actual</b>	<b>YTD Variance Favorable/(Unfavorable)</b>	<b>Year End Projected Variance Favorable/(Unfavorable)</b>
<b>\$2.2</b>	<b>\$2.2</b>	<b>(\$0.0)</b>	<b>\$0.0</b>

**Remarks:** This program was initiated in fiscal 2006. The revenue sources for this account for fiscal 2007 include \$4.7 million from unencumbered TIF revenue, \$2.3 million from the anticipated sale of surplus property and \$2.0 million from advertising revenue, for a total of \$9.0 million. The advertising portion of this account was included primarily to fund customer information and signage improvements. Through the end of September 2006, this account totaled \$2.2 million, slightly less than the budget. There are no current or historical trends on which to base year-end projections for this account. It is estimated to meet the budget goal.

**SALARY/WAGES/OT**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$154.4	\$154.8	(\$0.4)	(\$2.5)

**Remarks:** The \$0.4 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 budgeted. First quarter results showed a significant improvement over the corresponding quarter of the previous year. For comparison purposes, the current \$0.4 million overrun was approximately \$2.6 million at the end of the first quarter of fiscal 2006, and the budget forecast of \$154.4 million, made last year, was off target through the end of September by only 0.2 percent. Payroll costs are the single largest expense at Metro and there is a high degree of attention being placed on this line item.

**FRINGE BENEFITS**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$53.1	\$50.6	\$2.5	(\$3.0)

**Remarks:** The current \$2.5 million favorable variance is a result of a delayed pension contribution to the Transit Employees Retirement Plan (TERP), lower than expected health care claims, and insurance savings associated with vacancies. The current surplus resulting from the TERP will be exhausted over the coming months as it is expected that the pension accounts will experience an unfavorable variance of \$4.5 million by the end of the year.

**SERVICES**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$28.2	\$25.0	\$3.2	\$1.0

**Remarks:** The Services account surplus of \$3.2 million resulted principally from delayed accruals, billings and project start-ups. The under runs occurred in the following categories: Employee Training and Development (\$0.4M), Building, Grounds and Equipment (\$0.8M), and Smart Card Services (\$0.4M) and other consulting services (\$0.9M).

**SUPPLIES**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$18.7	\$18.5	\$0.2	\$1.0

**Remarks:** A primary driver of this line item has been in the ongoing cost for replacement bus parts which was offset by favorable balances due to the delayed purchase of PC equipment and software, and other expendable capital assets.

**POWER/DIESEL/CNG**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$16.9	\$17.7	(\$0.8)	(\$6.0)

**Remarks:** The Authority recently completed a diesel fuel hedging program for the fiscal year encompassing 95% coverage of fuel requirement. This series of 14 diesel swap transactions occurred at prices between \$2.19 and \$2.52. The current intent is to leave the remaining 5% unhedged to provide for the difference between actual versus budgeted usage estimates. Increases in CNG consumption, as well as electrical deregulation and associated increases in electrical costs for Propulsion/Traction Power are estimated to result in an unfavorable budget variance in the Power/Diesel/CNG accounts for fiscal 2007 of approximately \$6.0 million.

**INSURANCE/UTILITIES/OTHER**

YTD Budget	YTD Actual	YTD Variance Favorable/(Unfavorable)	Year End Projected Variance Favorable/(Unfavorable)
\$11.9	\$11.9	(\$0.0)	(\$4.0)

**Remarks:** The Maryland electrical rate increase was approximately 35% higher than expected beginning in August 2006. So far these higher electricity costs have been partially offset by lower than expected telephone, sewer, water, and refuse costs. But, this is not expected to continue throughout the year so that by year end we expect an unfavorable variance in the Utilities accounts of approximately \$4.0 million.

**C. BUDGET VARIANCE REPORTS**

**SUMMARY**  
**Operating Budget**  
**September-06**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$43,012	\$41,828	\$43,637	(\$1,809) -4%	REVENUES:
323	405	468	(63) -13%	Passenger Fares
117	106	179	(73) -41%	D.C. Schools
3,161	3,140	3,160	(20) -1%	Contract Bus
2,500	2,750	2,750	0 0%	Parking
926	592	602	(10) -2%	Advertising
674	1,126	733	393 54%	Rent
375	289	338	(49) -15%	Fiber Optic
311	254	381	(127) -33%	Other
935	732	750	(18) -2%	Interest
<b>\$52,335</b>	<b>\$51,223</b>	<b>\$52,997</b>	<b>(\$1,774) -3%</b>	SCR Funding
				<b>TOTAL REVENUE</b>
\$48,934	\$50,262	\$51,021	\$759 1%	OPERATING EXPENSES:
16,172	17,991	17,566	(426) -2%	Salary/Wages/OT
7,681	9,317	9,267	(50) -1%	Fringe Benefits
6,235	6,750	6,097	(653) -11%	Services
5,890	6,588	5,620	(968) -17%	Supplies
3,742	4,066	3,946	(120) -3%	Power/Diesel/CNG
(1,725)	(1,725)	(1,725)	0 0%	Insurance/Utilities/Other
<b>\$86,929</b>	<b>\$93,248</b>	<b>\$91,791</b>	<b>(\$1,457) -2%</b>	Reimbursements
				<b>TOTAL EXPENSE</b>
<b>\$34,594</b>	<b>\$42,026</b>	<b>\$38,794</b>	<b>(\$3,232) -8%</b>	<b>OPERATING SUBSIDY</b>

60%

55%

58%

**COST RECOVERY RATIO**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$129,196	\$130,795	\$133,448	(\$2,653) -2%	REVENUES:
511	584	642	(59) -9%	Passenger Fares
337	311	536	(225) -42%	D.C. Schools
9,462	9,675	9,720	(45) 0%	Contract Bus
7,500	8,250	8,250	0 0%	Parking
1,836	1,758	1,805	(47) -3%	Advertising
2,318	2,735	2,200	535 24%	Rent
884	682	1,003	(320) -32%	Fiber Optic
1,239	1,415	1,143	272 24%	Other
2,535	2,156	2,250	(94) -4%	Interest
<b>\$155,818</b>	<b>\$158,362</b>	<b>\$160,996</b>	<b>(\$2,634) -2%</b>	SCR Funding
				<b>TOTAL REVENUE</b>
\$147,760	\$154,788	\$154,418	(\$370) 0%	OPERATING EXPENSES:
47,480	50,605	53,115	2,510 5%	Salary/Wages/OT
21,955	24,993	28,215	3,222 11%	Fringe Benefits
17,361	18,468	18,720	253 1%	Services
16,308	17,670	16,905	(765) -5%	Supplies
11,507	11,934	11,876	(58) 0%	Power/Diesel/CNG
(5,175)	(5,175)	(5,175)	0 0%	Insurance/Utilities/Other
<b>\$257,196</b>	<b>\$273,283</b>	<b>\$278,075</b>	<b>\$4,792 2%</b>	Reimbursements
				<b>TOTAL EXPENSE</b>
<b>\$101,378</b>	<b>\$114,921</b>	<b>\$117,079</b>	<b>\$2,158 2%</b>	<b>OPERATING SUBSIDY</b>

61%

58%

58%



**RAIL**  
**Operating Budget**  
**September-06**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$33,316	\$32,590	\$34,242	(\$1,653)	-5%
67	144	174	(30)	-17%
3,161	3,140	3,160	(20)	-1%
750	828	835	(7)	-1%
926	592	602	(10)	-2%
674	1,126	733	393	54%
178	134	176	(42)	-24%
151	63	138	(74)	-54%
805	609	601	8	1%
<b>\$40,027</b>	<b>\$39,226</b>	<b>\$40,661</b>	<b>(\$1,435)</b>	<b>-4%</b>
				<b>REVENUES:</b>
\$28,111	\$31,864	\$29,251	(\$2,613)	-9%
9,527	11,415	10,018	(1,397)	-14%
2,802	3,145	3,430	285	8%
3,070	3,772	3,255	(517)	-16%
3,332	3,528	3,377	(151)	-4%
2,704	3,381	2,931	(450)	-15%
(225)	(225)	(225)	0	0%
<b>\$49,321</b>	<b>\$56,879</b>	<b>\$52,036</b>	<b>(\$4,843)</b>	<b>-9%</b>
				<b>OPERATING EXPENSES:</b>
<b>\$9,294</b>	<b>\$17,653</b>	<b>\$11,374</b>	<b>(\$6,278)</b>	<b>-55%</b>

81%                  69%                  78%

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$101,808	\$102,832	\$105,874	(\$3,042)	-3%
135	256	284	(28)	-10%
9,462	9,675	9,720	(45)	0%
2,250	2,483	2,505	(22)	-1%
1,836	1,758	1,805	(47)	-3%
2,318	2,735	2,200	535	24%
522	386	522	(136)	-26%
521	239	413	(173)	-42%
2,082	1,796	1,803	(7)	0%
<b>\$120,932</b>	<b>\$122,162</b>	<b>\$125,126</b>	<b>(\$2,964)</b>	<b>-2%</b>
				<b>TOTAL REVENUE</b>
\$85,347	\$92,979	\$88,407	(\$4,573)	-5%
28,105	30,392	30,231	(161)	-1%
7,748	7,475	10,457	2,983	29%
8,614	9,508	9,992	484	5%
8,030	10,238	10,067	(171)	-2%
8,571	9,313	8,778	(535)	-6%
(675)	(675)	(675)	0	0%
<b>\$145,740</b>	<b>\$159,230</b>	<b>\$157,257</b>	<b>(\$1,973)</b>	<b>-1%</b>
				<b>TOTAL EXPENSE</b>
<b>\$24,808</b>	<b>\$37,068</b>	<b>\$32,131</b>	<b>(\$4,937)</b>	<b>-15%</b>

83%                  77%                  80%

**COST RECOVERY RATIO**

**METROBUS**  
**Operating Budget**  
**September-06**

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$9,434	\$8,998	\$9,097	(\$99) -1%	Passenger Fares
256	262	294	(32) -11%	D.C. Schools
117	106	179	(73) -41%	Contract Bus
1,750	1,922	1,915	7 0%	Advertising
197	154	161	(7) -4%	Other
160	191	243	(53) -22%	Interest
113	123	149	(26) -17%	SCR Funding
<b>\$12,027</b>	<b>\$11,756</b>	<b>\$12,038</b>	<b>(\$282) -2%</b>	<b>TOTAL REVENUE</b>
\$20,789	\$18,363	\$21,662	\$3,299 15%	<b>OPERATING EXPENSES:</b>
6,635	6,566	7,513	947 13%	Salary/Wages/OT
746	1,433	1,429	(4) 0%	Fringe Benefits
3,165	3,020	2,839	(182) -6%	Services
2,558	3,060	2,243	(816) -36%	Supplies
969	638	965	327 34%	Power/Diesel/CNG
(1,500)	(1,500)	(1,500)	0 0%	Insurance/Utilities/Other
				Reimbursements
<b>\$33,363</b>	<b>\$31,580</b>	<b>\$35,151</b>	<b>\$3,571 10%</b>	<b>TOTAL EXPENSE</b>
<b>\$21,336</b>	<b>\$19,824</b>	<b>\$23,113</b>	<b>\$3,289 14%</b>	<b>OPERATING SUBSIDY</b>

36%                      37%                      34%

**COST RECOVERY RATIO**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year		Variance	FISCAL YEAR
	Actual	Budget		
				Favorable/(Unfavorable)
\$26,646	\$27,221	\$26,706	\$515 2%	Passenger Fares
377	328	358	(31) -9%	D.C. Schools
337	311	536	(225) -42%	Contract Bus
5,250	5,767	5,745	22 0%	Advertising
362	296	480	(185) -38%	Other
718	1,176	730	446 61%	Interest
391	360	447	(86) -19%	SCR Funding
<b>\$34,080</b>	<b>\$35,458</b>	<b>\$35,002</b>	<b>\$455 1%</b>	<b>TOTAL REVENUE</b>
\$62,310	\$61,734	\$65,673	\$3,939 6%	<b>OPERATING EXPENSES:</b>
19,346	20,188	22,776	2,588 11%	Salary/Wages/OT
3,043	3,803	4,249	447 11%	Fringe Benefits
8,743	8,996	8,719	(277) -3%	Services
8,278	7,432	6,838	(593) -9%	Supplies
2,836	2,479	2,945	466 16%	Power/Diesel/CNG
(4,500)	(4,500)	(4,500)	0 0%	Insurance/Utilities/Other
				Reimbursements
<b>\$100,055</b>	<b>\$100,131</b>	<b>\$106,700</b>	<b>\$6,569 6%</b>	<b>TOTAL EXPENSE</b>
<b>\$65,975</b>	<b>\$64,673</b>	<b>\$71,698</b>	<b>\$7,025 10%</b>	<b>OPERATING SUBSIDY</b>

34%                      35%                      33%

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

Dollars in Thousands

**MONTHLY RESULTS:**

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$7,965	\$7,603	\$7,686	(\$84) -1%	Passenger Fares
256	262	294	(32) -11%	D.C. Schools
117	106	179	(73) -41%	Contract Bus
1,750	1,922	1,915	7 0%	Advertising
197	154	161	(7) -4%	Other
160	191	243	(53) -22%	Interest
113	123	149	(26) -17%	SCR Funding
<b>\$10,559</b>	<b>\$10,361</b>	<b>\$10,627</b>	<b>(\$267) -3%</b>	<b>TOTAL REVENUE</b>
				<b>OPERATING EXPENSES:</b>
\$17,998	\$15,327	\$18,081	\$2,753 15%	Salary/Wages/OT
6,288	5,480	6,271	791 13%	Fringe Benefits
724	1,196	1,193	(4) 0%	Services
2,789	2,521	2,370	(151) -6%	Supplies
2,122	2,554	1,872	(681) -36%	Power/Diesel/CNG
969	638	965	327 34%	Insurance/Utilities/Other
(1,500)	(1,500)	(1,500)	0 0%	Reimbursements
<b>\$29,390</b>	<b>\$26,216</b>	<b>\$29,251</b>	<b>\$3,035 10%</b>	<b>TOTAL EXPENSE</b>
<b>\$18,832</b>	<b>\$15,856</b>	<b>\$18,624</b>	<b>\$2,768 15%</b>	<b>OPERATING SUBSIDY</b>

36%      40%      36%

FISCAL YEAR

**REVENUES:**

**OPERATING EXPENSES:**

**OPERATING SUBSIDY**

**COST RECOVERY RATIO**

**YEAR-TO-DATE RESULTS:**

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$22,127	\$23,000	\$22,565	\$435 2%	Passenger Fares
377	328	358	(31) -9%	D.C. Schools
337	311	536	(225) -42%	Contract Bus
5,250	5,767	5,745	22 0%	Advertising
362	296	480	(185) -38%	Other
718	1,176	730	446 61%	Interest
391	360	447	(86) -19%	SCR Funding
<b>\$29,562</b>	<b>\$31,237</b>	<b>\$30,862</b>	<b>\$375 1%</b>	<b>TOTAL REVENUE</b>
				<b>OPERATING EXPENSES:</b>
\$54,067	\$51,527	\$54,815	\$3,288 6%	Salary/Wages/OT
17,791	16,850	19,010	2,160 11%	Fringe Benefits
3,000	3,174	3,547	373 11%	Services
7,755	7,509	7,277	(232) -3%	Supplies
7,088	6,203	5,708	(495) -9%	Power/Diesel/CNG
2,836	2,479	2,945	466 16%	Insurance/Utilities/Other
(4,500)	(4,500)	(4,500)	0 0%	Reimbursements
<b>\$88,036</b>	<b>\$83,242</b>	<b>\$88,803</b>	<b>\$5,560 6%</b>	<b>TOTAL EXPENSE</b>
<b>\$58,475</b>	<b>\$52,005</b>	<b>\$57,941</b>	<b>\$5,936 10%</b>	<b>OPERATING SUBSIDY</b>

34%      38%      35%

## NON-REGIONAL BUS

### Operating Budget September-06

Dollars in Thousands

#### MONTHLY RESULTS:

Prior Year Actual	Current Year		Variance		FISCAL YEAR
	Actual	Budget			
				Favorable/(Unfavorable)	
\$1,468	\$1,395	\$1,410	(\$15)	-1%	Passenger Fares
<b>\$1,468</b>	<b>\$1,395</b>	<b>\$1,410</b>	<b>(\$15)</b>	<b>-1%</b>	<b>TOTAL REVENUE</b>
\$2,791	\$3,036	\$3,581	\$545	15%	Salary/Wages/OT
347	1,086	1,242	157	13%	Fringe Benefits
23	237	236	(1)	0%	Services
376	499	469	(30)	-6%	Supplies
436	506	371	(135)	-36%	Power/Diesel/CNG
0	0	0	0		Insurance/Utilities/Other
<b>\$3,973</b>	<b>\$5,364</b>	<b>\$5,900</b>	<b>\$536</b>	<b>9%</b>	<b>TOTAL EXPENSE</b>
<b>\$2,504</b>	<b>\$3,969</b>	<b>\$4,490</b>	<b>\$521</b>	<b>12%</b>	<b>OPERATING SUBSIDY</b>

37%

26%

24%

**COST RECOVERY RATIO**

#### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year		Variance		FISCAL YEAR
	Actual	Budget			
				Favorable/(Unfavorable)	
\$4,518	\$4,221	\$4,141	\$80	2%	Passenger Fares
<b>\$4,518</b>	<b>\$4,221</b>	<b>\$4,141</b>	<b>\$80</b>	<b>2%</b>	<b>TOTAL REVENUE</b>
\$8,243	\$10,206	\$10,858	\$651	6%	Salary/Wages/OT
1,555	3,338	3,766	428	11%	Fringe Benefits
43	629	703	74	11%	Services
988	1,487	1,441	(46)	-3%	Supplies
1,190	1,229	1,131	(98)	-9%	Power/Diesel/CNG
0	0	0	0		Insurance/Utilities/Other
<b>\$12,018</b>	<b>\$16,889</b>	<b>\$17,898</b>	<b>\$1,009</b>	<b>6%</b>	<b>TOTAL EXPENSE</b>
<b>\$7,500</b>	<b>\$12,668</b>	<b>\$13,757</b>	<b>\$1,089</b>	<b>8%</b>	<b>OPERATING SUBSIDY</b>

38%

25%

23%

## PARATRANSIT

### Operating Budget

September-06

Dollars in Thousands

#### MONTHLY RESULTS:

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$262	\$241	\$298	(\$57) -19%	Passenger Fares
<b>\$280</b>	<b>\$241</b>	<b>\$298</b>	<b>(\$57) -19%</b>	<b>TOTAL REVENUE</b>
\$35	\$34	\$108	\$74 68%	Salary/Wages/OT
9	11	35	24 69%	Fringe Benefits
4,133	4,739	4,408	(331) -8%	Services
0	1	3	2 60%	Supplies
68	47	50	3 6%	Insurance/Utilities/Other
<b>\$4,245</b>	<b>\$4,833</b>	<b>\$4,604</b>	<b>(\$229) -5%</b>	<b>TOTAL EXPENSE</b>
<b>\$3,965</b>	<b>\$4,592</b>	<b>\$4,306</b>	<b>(\$286) -7%</b>	<b>OPERATING SUBSIDY</b>

7%                      5%                      6%

COST RECOVERY RATIO

#### YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year			FISCAL YEAR
	Actual	Budget	Variance	
				Favorable/(Unfavorable)
\$743	\$742	\$868	(\$125) -14%	Passenger Fares
<b>\$806</b>	<b>\$742</b>	<b>\$868</b>	<b>(\$125) -14%</b>	<b>TOTAL REVENUE</b>
\$103	\$76	\$338	\$262 77%	Salary/Wages/OT
30	24	108	84 78%	Fringe Benefits
11,165	13,715	13,509	(207) -2%	Services
3	3	9	6 68%	Supplies
100	142	152	10 7%	Insurance/Utilities/Other
<b>\$11,401</b>	<b>\$13,961</b>	<b>\$14,117</b>	<b>\$156 1%</b>	<b>TOTAL EXPENSE</b>
<b>\$10,595</b>	<b>\$13,218</b>	<b>\$13,249</b>	<b>\$31 0%</b>	<b>OPERATING SUBSIDY</b>

7%                      5%                      6%

## **D. RIDERSHIP AND PERFORMANCE MEASURES**

# Year-to-Date - September 2006

## Monthly Report

## Revenue Analysis

REVENUE	PY	BUD	ACT	Var	
RAIL	\$105,334	\$109,313	\$106,271	(\$3,042)	(3%)
BUS	\$23,120	\$23,267	\$23,782	\$515	2%
ADA	\$743	\$868	\$742	(\$125)	(14%)
<b>Total</b>	<b>\$129,196</b>	<b>\$133,448</b>	<b>\$130,795</b>	<b>(\$2,653)</b>	<b>(2%)</b>

[Dollars in Thousands]

RIDERSHIP	PY	BUD	ACT	Var	
RAIL	52,344	54,110	52,551	(1,559)	(3%)
BUS	33,297	33,769	34,033	264	1%
ADA	335	391	348	(43)	(11%)
<b>Total</b>	<b>85,976</b>	<b>88,271</b>	<b>86,932</b>	<b>(1,339)</b>	<b>(2%)</b>

[Trips in Thousands]

AVG FARE	PY	BUD	ACT	Var	
RAIL	\$2.01	\$2.02	\$2.02	\$0.00	0%
BUS	\$0.69	\$0.69	\$0.70	\$0.01	1%
ADA	\$2.22	\$2.22	\$2.13	(\$0.09)	(4%)
<b>Total</b>	<b>\$1.50</b>	<b>\$1.51</b>	<b>\$1.50</b>	<b>(\$0.01)</b>	<b>(0%)</b>

RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	(\$3,150)	(3%)	Ridership	\$416	0%	Ridership	\$3,554	3%
Avg Fare	\$108	0%	Avg Fare	\$520	0%	Avg fare	\$425	0%
	(\$3,042)	(3%)		\$937	1%		\$3,979	4%

[Dollars in Thousands]

BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	\$182	1%	Ridership	\$511	2%	Ridership	\$328	1%
Avg Fare	\$333	1%	Avg Fare	\$151	1%	Avg fare	(\$181)	(1%)
	\$515	2%		\$662	3%		\$148	1%

[Dollars in Thousands]

PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Ridership	(\$96)	(11%)	Ridership	\$29	4%	Ridership	\$125	17%
Avg Fare	(\$30)	(4%)	Avg Fare	(\$29)	(4%)	Avg fare	\$1	0%
	(\$125)	(14%)		(\$0)	(0%)		\$125	17%

[Dollars in Thousands]

Date: Oct 16, 2006

# September 2006

## Monthly Report

## Analysis

Revenue	PY	BUD	ACT	Var	
Rail	\$34,484	\$35,414	\$33,761	(\$1,653)	-5%
Bus	\$8,266	\$7,925	\$7,826	(\$99)	-1%
ADA	\$262	\$298	\$241	(\$57)	-19%
<b>Total</b>	<b>\$43,012</b>	<b>\$43,637</b>	<b>\$41,828</b>	<b>(\$1,809)</b>	<b>-4%</b>

Ridership	PY	BUD	ACT	Var	
Rail	17,188	17,521	16,575	(947)	-5%
Bus	11,522	11,502	11,190	(312)	-3%
ADA	116	136	116	(20)	-15%
<b>Total</b>	<b>28,826</b>	<b>29,160</b>	<b>27,881</b>	<b>(1,280)</b>	<b>-4%</b>

Avg Fare	PY	BUD	ACT	Var	
Rail	\$2.01	\$2.02	\$2.04	\$0.02	1%
Bus	\$0.72	\$0.69	\$0.70	\$0.01	2%
ADA	\$2.26	\$2.18	\$2.08	(\$0.11)	-5%
<b>Total</b>	<b>\$1.49</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$0.00</b>	<b>0%</b>

RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$1,914)	(5%)	Volume	(\$1,230)	(4%)	Volume	\$670	2%
Price	\$261	1%	Price	\$507	2%	Price	\$259	1%
	(\$1,653)	(5%)		(\$723)	(2%)		\$929	3%

BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$215)	(3%)	Volume	(\$238)	(3%)	Volume	(\$14)	(0%)
Price	\$116	2%	Price	(\$201)	(3%)	Price	(\$326)	(4%)
	(\$99)	(1%)		(\$439)	(5%)		(\$341)	(4%)

PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$45)	(15%)	Volume	\$0	0%	Volume	\$46	18%
Price	(\$13)	(5%)	Price	(\$22)	(8%)	Price	(\$11)	(3%)
	(\$57)	(19%)		(\$22)	(8%)		\$36	14%

Date: Oct 16, 2006



# August 2006

## Monthly Report

## Analysis

Revenue	PY	BUD	ACT	Var	
Rail	\$35,356	\$36,927	\$35,989	(\$938)	-3%
Bus	\$7,648	\$7,867	\$8,274	\$407	5%
ADA	\$240	\$290	\$250	(\$40)	-14%
<b>Total</b>	<b>\$43,244</b>	<b>\$45,084</b>	<b>\$44,513</b>	<b>(\$572)</b>	<b>-1%</b>

Ridership	PY	BUD	ACT	Var	
Rail	17,404	18,110	17,753	(357)	-2%
Bus	11,194	11,418	11,719	301	3%
ADA	115	133	122	(10)	-8%
<b>Total</b>	<b>28,714</b>	<b>29,661</b>	<b>29,594</b>	<b>(66)</b>	<b>0%</b>

Avg Fare	PY	BUD	ACT	Var	
Rail	\$2.03	\$2.04	\$2.03	(\$0.01)	-1%
Bus	\$0.68	\$0.69	\$0.71	\$0.02	2%
ADA	\$2.08	\$2.18	\$2.04	(\$0.14)	-6%
<b>Total</b>	<b>\$1.51</b>	<b>\$1.52</b>	<b>\$1.50</b>	<b>(\$0.02)</b>	<b>-1%</b>

RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$728)	(2%)	Volume	\$709	2%	Volume	\$1,434	4%
Price	(\$210)	(1%)	Price	(\$76)	(0%)	Price	\$137	0%
	(\$938)	(3%)		\$632	2%		\$1,571	4%

BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	\$207	3%	Volume	\$359	5%	Volume	\$153	2%
Price	\$199	2%	Price	\$268	3%	Price	\$67	1%
	\$407	5%		\$626	8%		\$220	3%

PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$23)	(8%)	Volume	\$14	6%	Volume	\$36	15%
Price	(\$17)	(6%)	Price	(\$5)	(2%)	Price	\$14	5%
	(\$40)	(14%)		\$10	4%		\$50	21%

# July 2006

## Monthly Report

## Analysis

Revenue	PY	BUD	ACT	Var	
Rail	\$35,493	\$36,972	\$36,521	(\$451)	(1%)
Bus	\$7,206	\$7,475	\$7,682	\$207	2.8%
ADA	\$240	\$280	\$251	(\$28)	(10%)
<b>Total</b>	<b>\$42,940</b>	<b>\$44,727</b>	<b>\$44,454</b>	<b>(\$273)</b>	<b>(1%)</b>

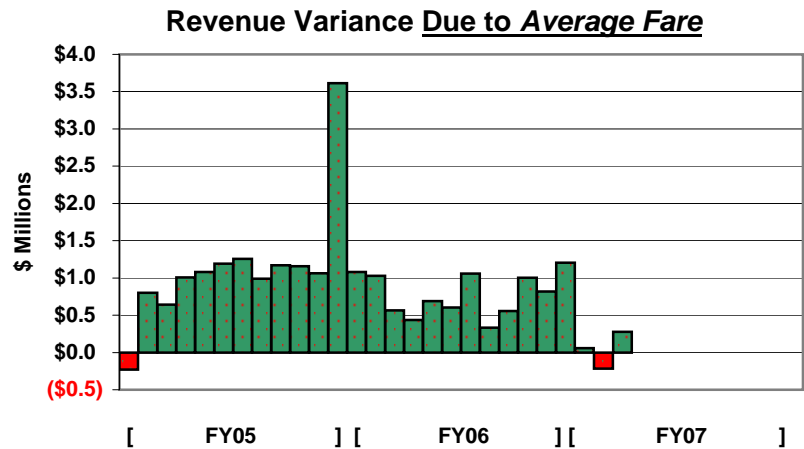
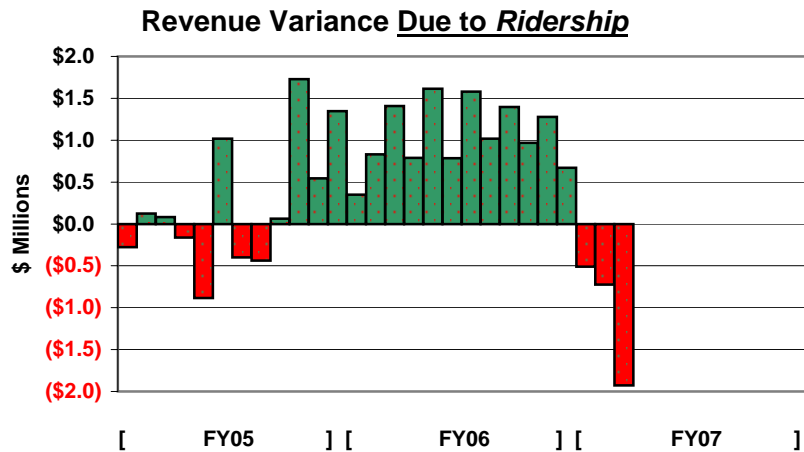
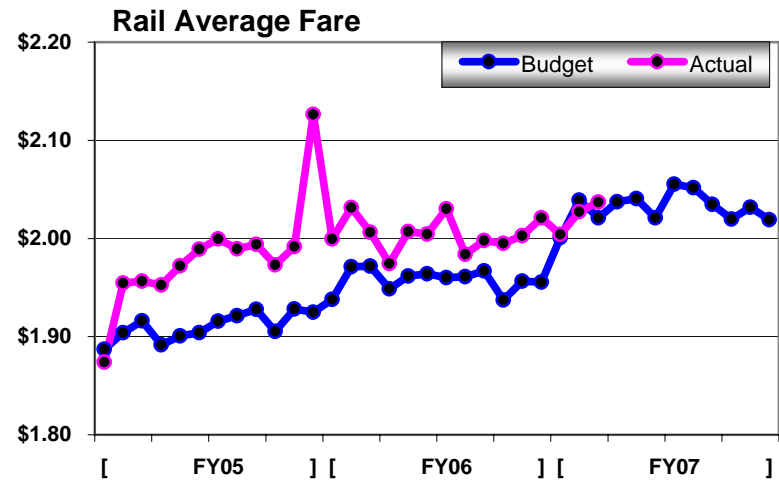
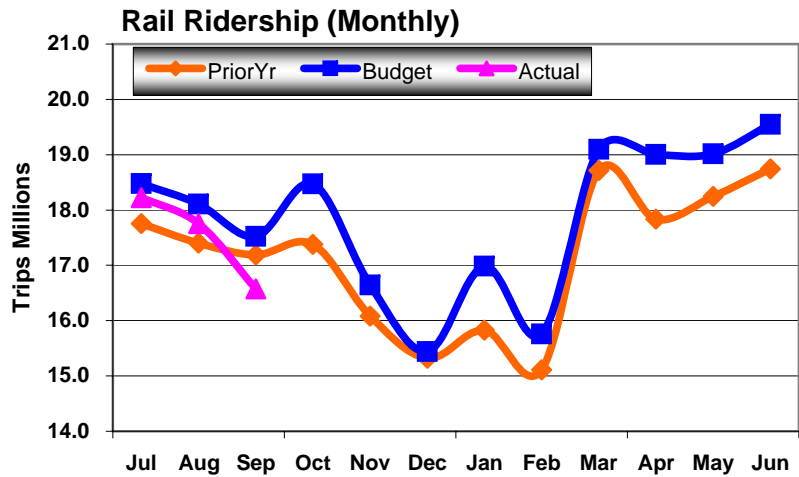
Ridership	PY	BUD	ACT	Var	
Rail	17,752	18,479	18,224	(255)	(1%)
Bus*	10,580	10,849	11,124	275	3%
ADA	103	122	110	(12)	(10%)
<b>Total</b>	<b>28,436</b>	<b>29,450</b>	<b>29,457</b>	<b>7</b>	<b>0%</b>

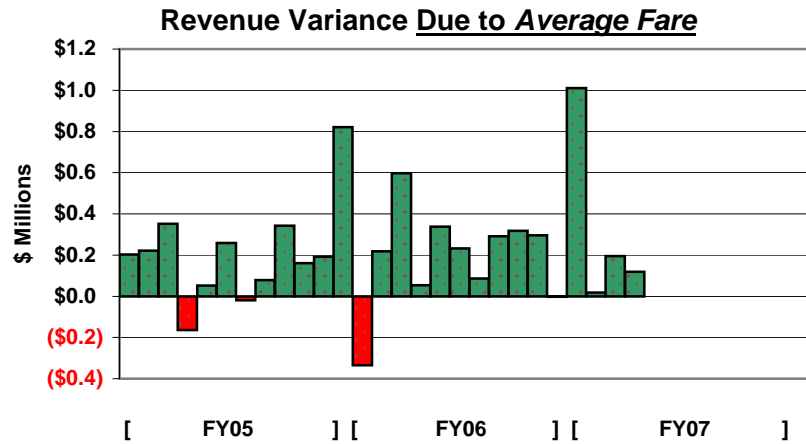
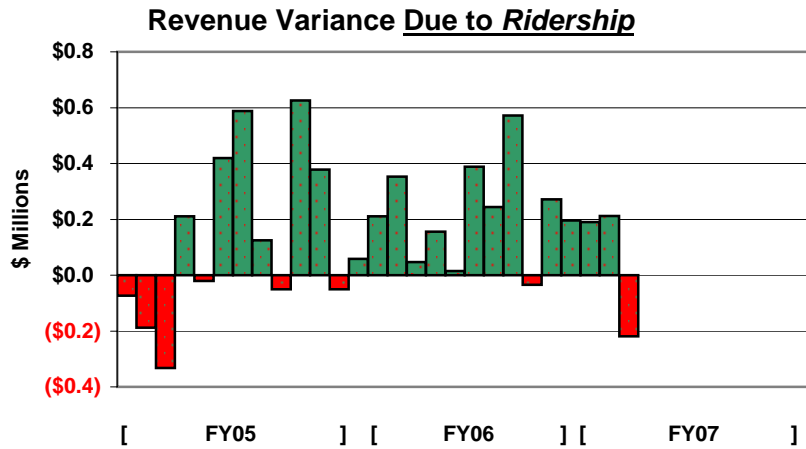
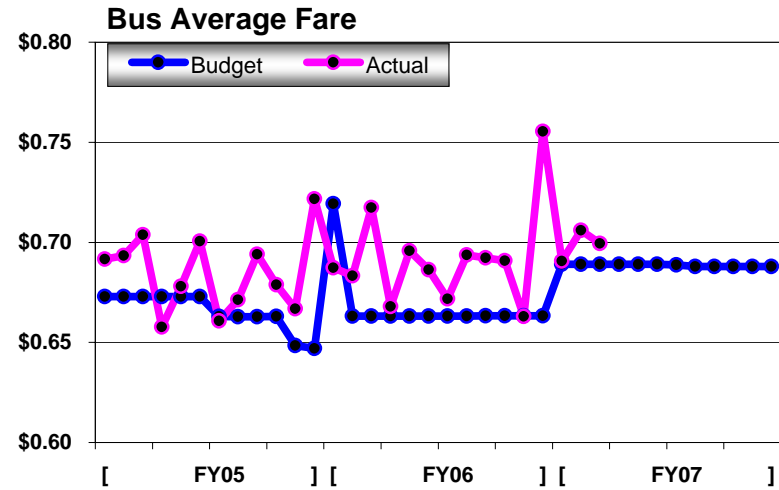
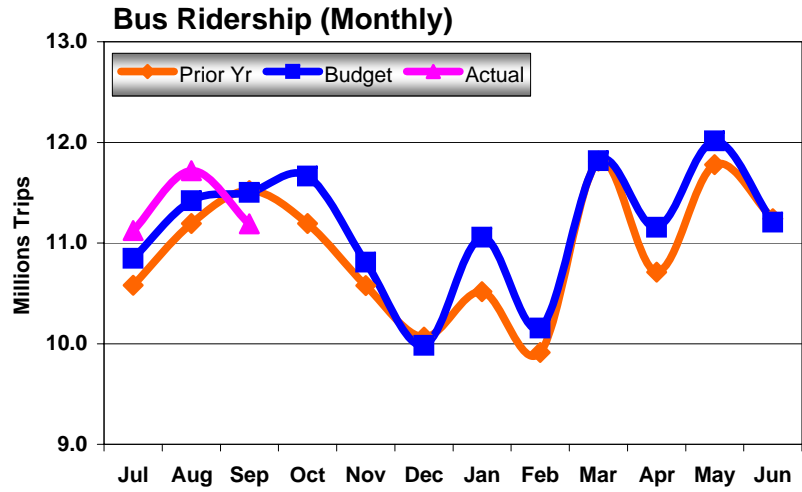
Avg Fare	PY	BUD	ACT	Var	
Rail	\$2.00	\$2.00	\$2.00	\$0.00	0%
Bus	\$0.68	\$0.69	\$0.69	\$0.00	0%
ADA	\$2.32	\$2.30	\$2.30	\$0.00	0%
<b>Total</b>	<b>\$1.51</b>	<b>\$1.52</b>	<b>\$1.51</b>	<b>(\$0.01)</b>	<b>(1%)</b>

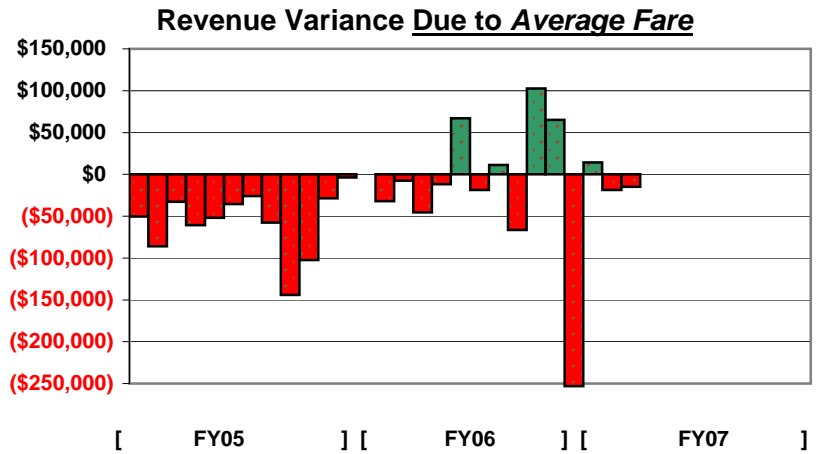
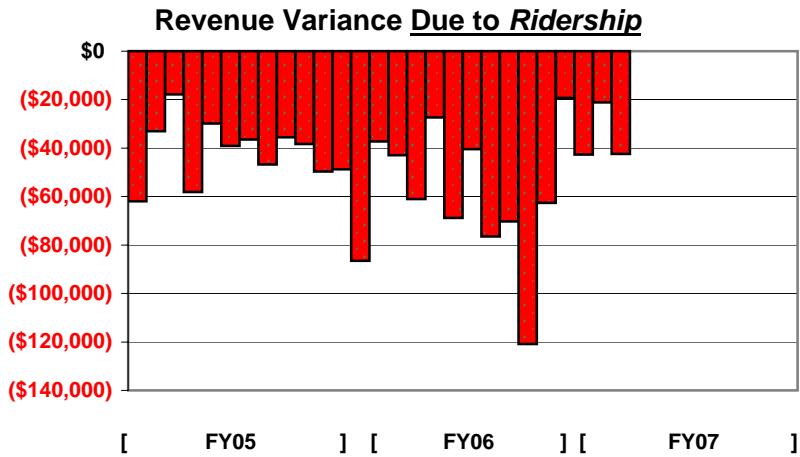
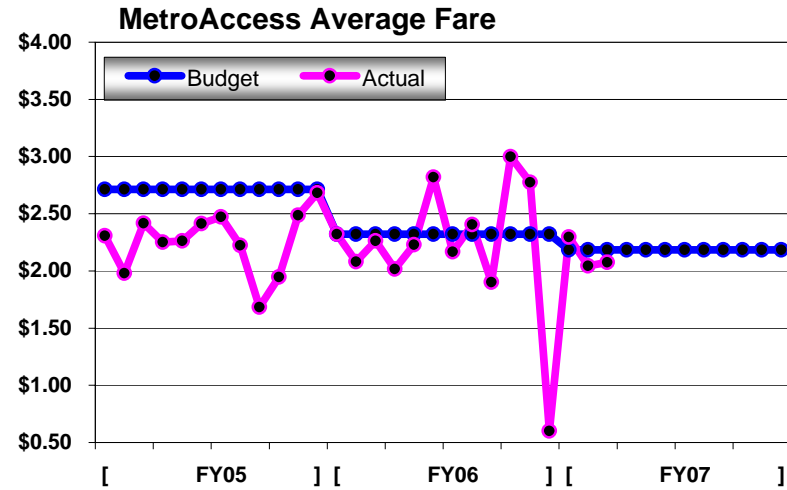
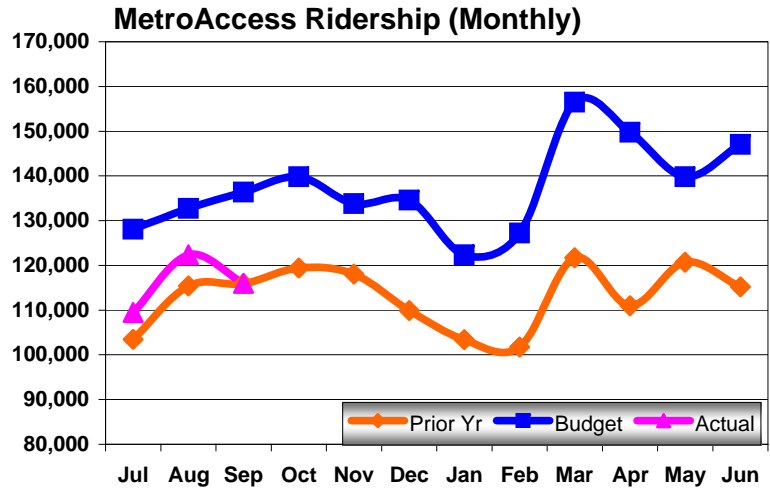
RAIL								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$511)	(1%)	Volume	\$942	3%	Volume	\$1,453	4%
Price	\$60	0%	Price	\$86	0%	Price	\$26	0%
	(\$451)	(1%)		\$1,028	3%		\$1,479	4%

BUS								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	\$189	3%	Volume	\$370	5%	Volume	\$183	3%
Price	\$17	0%	Price	\$105	1%	Price	\$85	1%
	\$207	3%		\$475	7%		\$268	4%

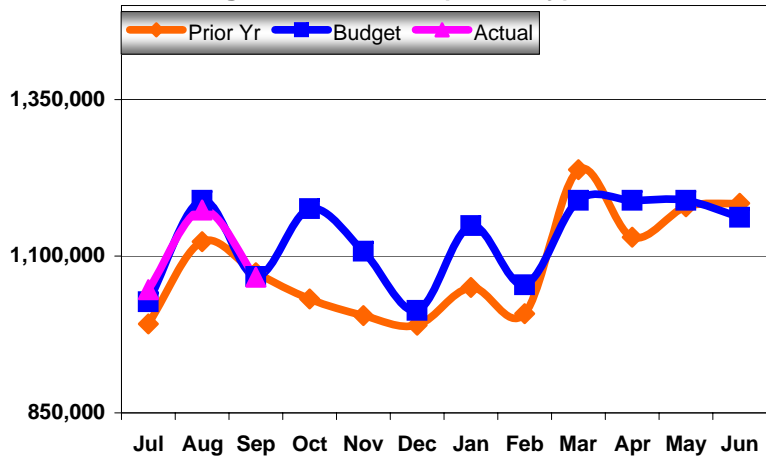
PARATRANSIT								
Actual vs Budget			Actual vs PY		Budget vs PY			
Volume	(\$28)	(10%)	Volume	\$14	6%	Volume	\$43	18%
Price	\$0	0%	Price	(\$3)	(1%)	Price	(\$3)	(1%)
	(\$28)	(10%)		\$11	5%		\$40	17%



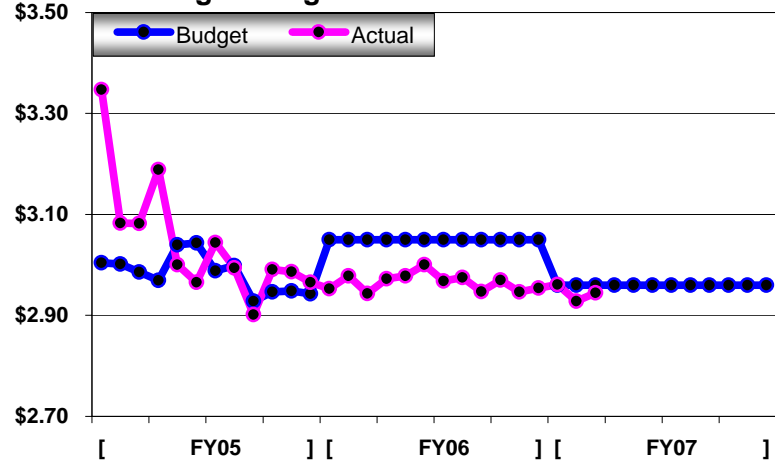




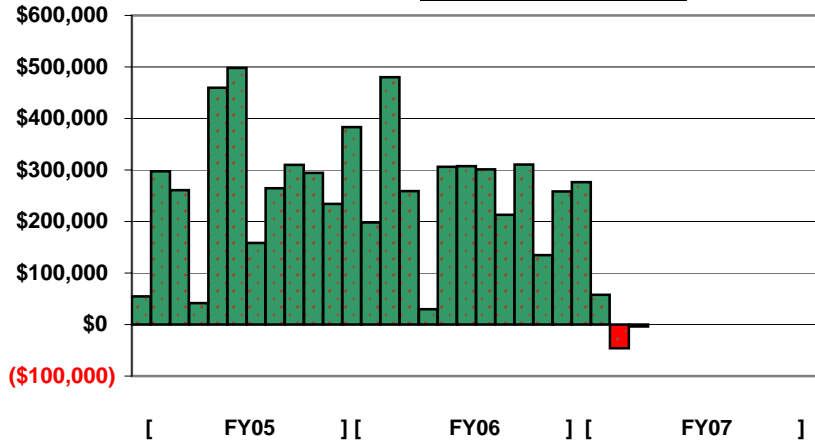
**Parking Transactions (Monthly)**



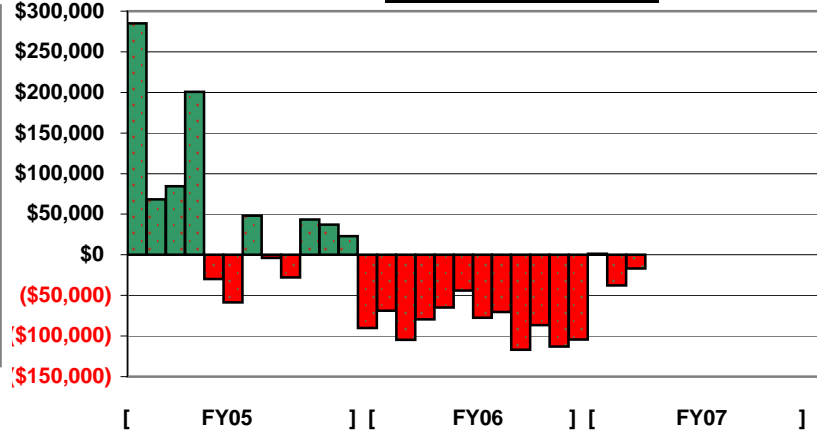
**Parking Average Fee**



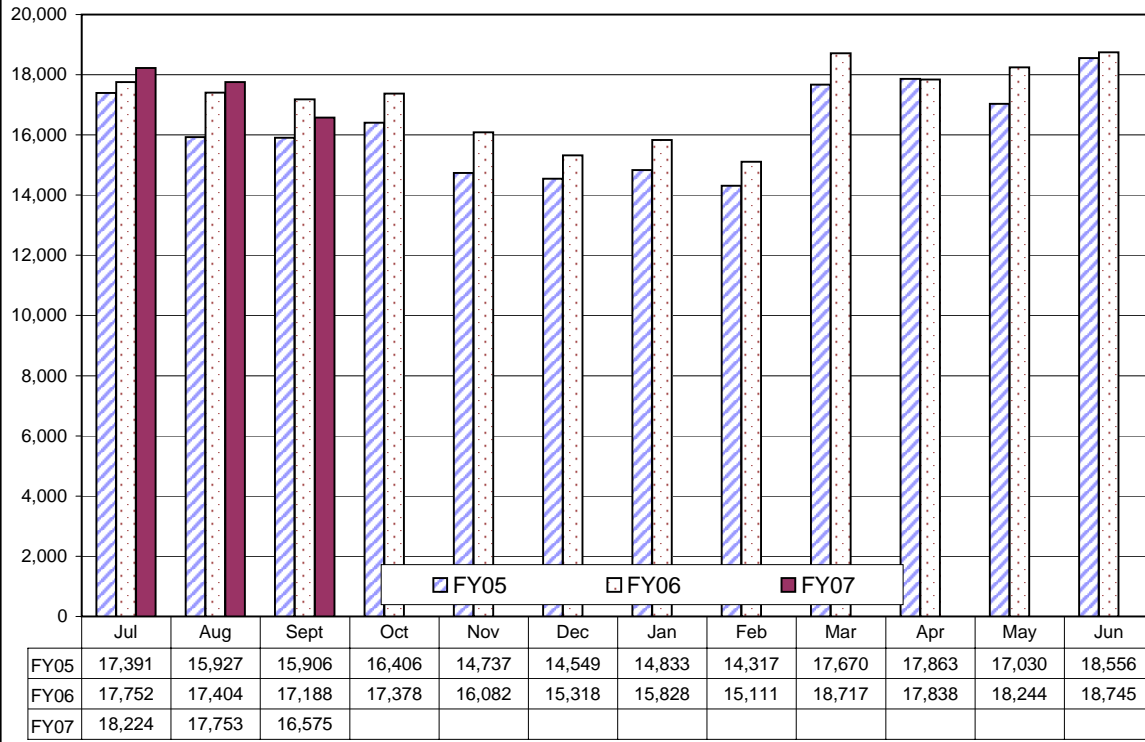
**Revenue Variance Due to Transaction**



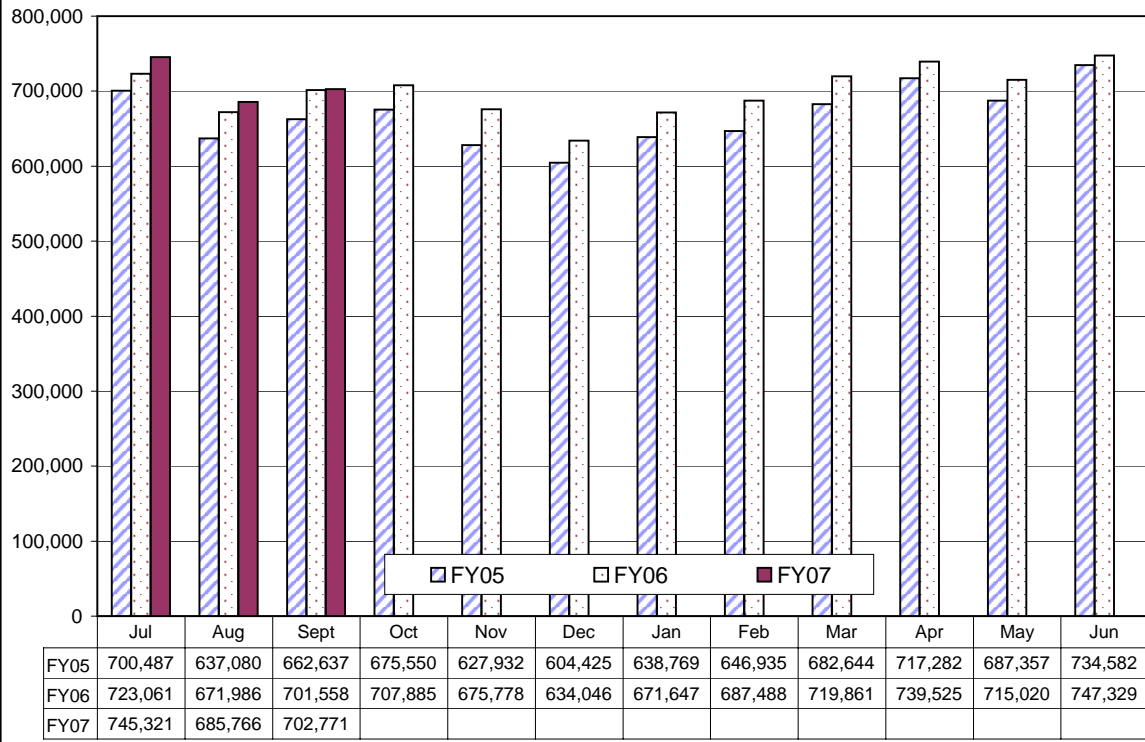
**Revenue Variance Due to Average Fee**



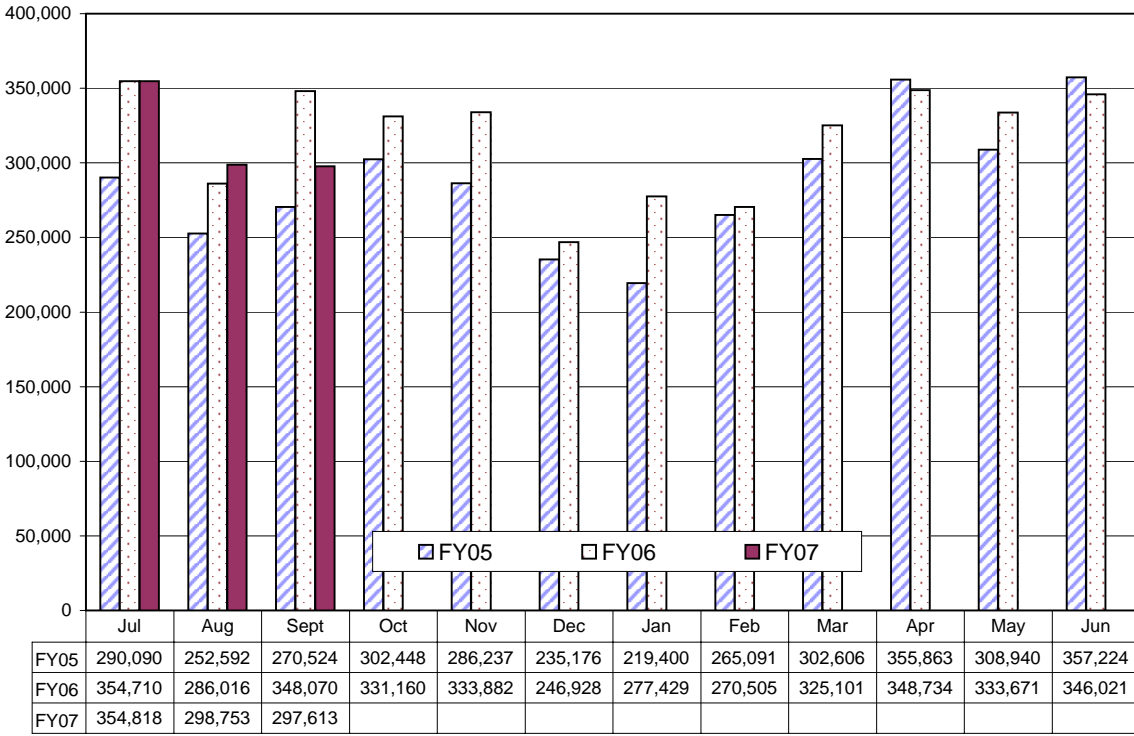
### METRORAIL MONTHLY RIDERSHIP (in 1,000s)



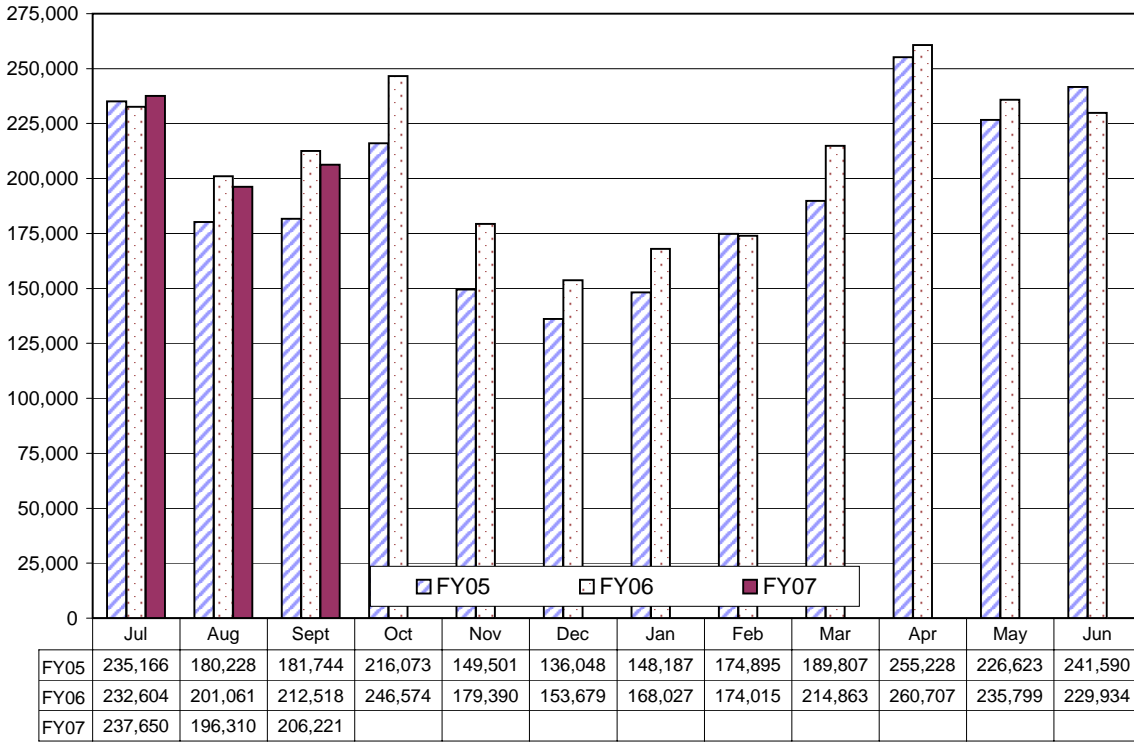
### METRORAIL AVERAGE WEEKDAY RIDERSHIP



### METRORAIL AVERAGE SATURDAY RIDERSHIP

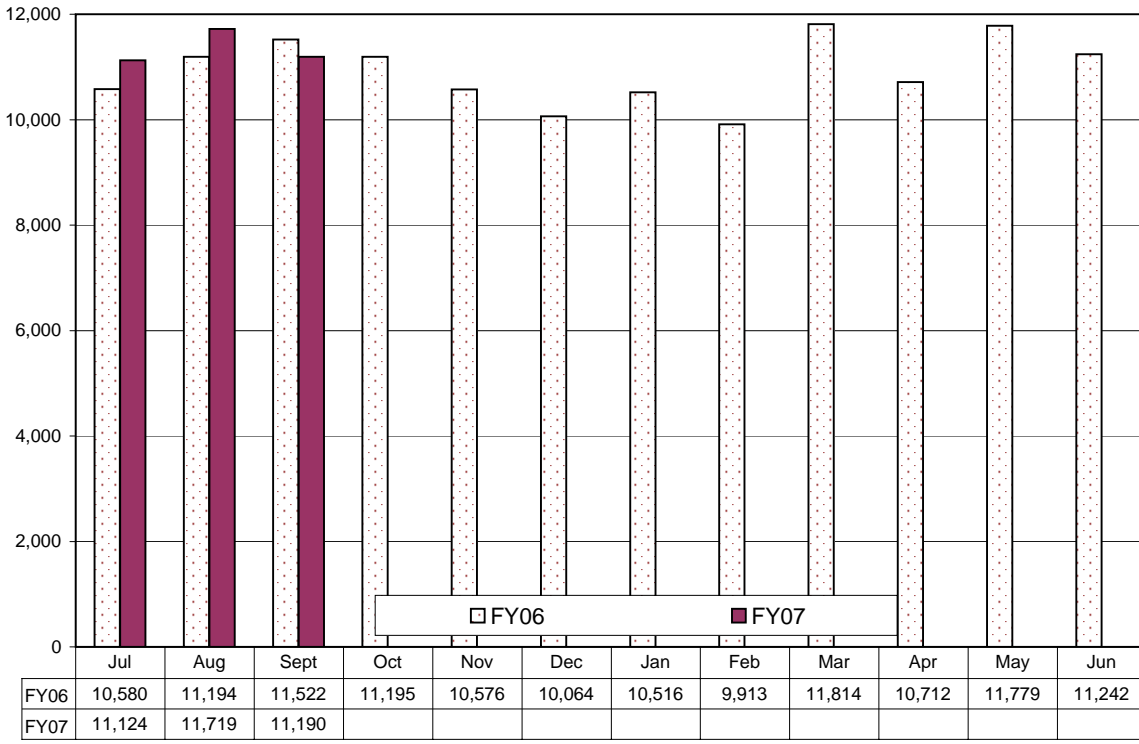


### METRORAIL AVERAGE SUNDAY RIDERSHIP

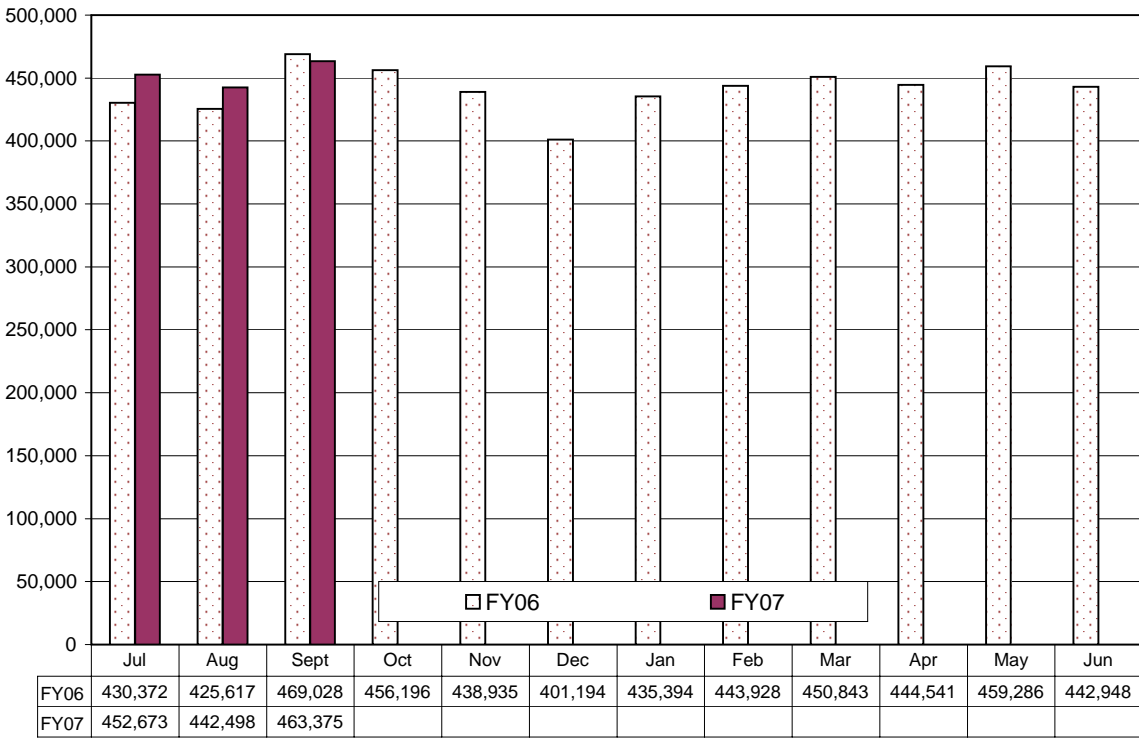




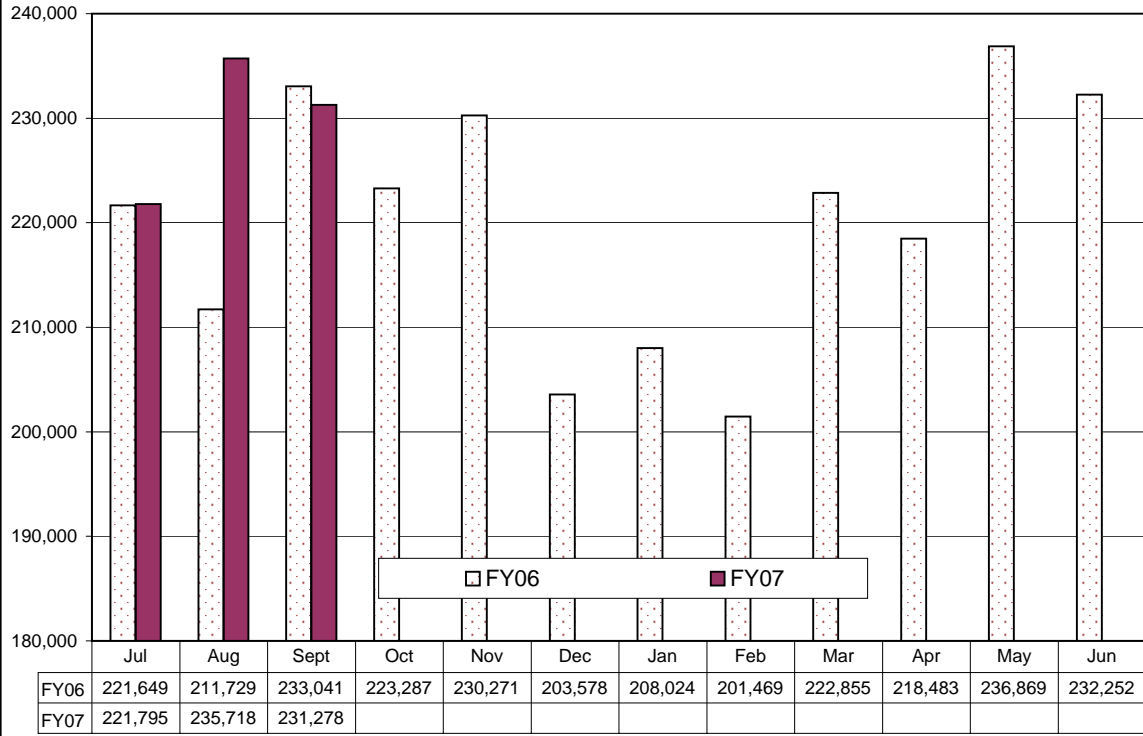
### METROBUS MONTHLY RIDERSHIP (in 1,000s)



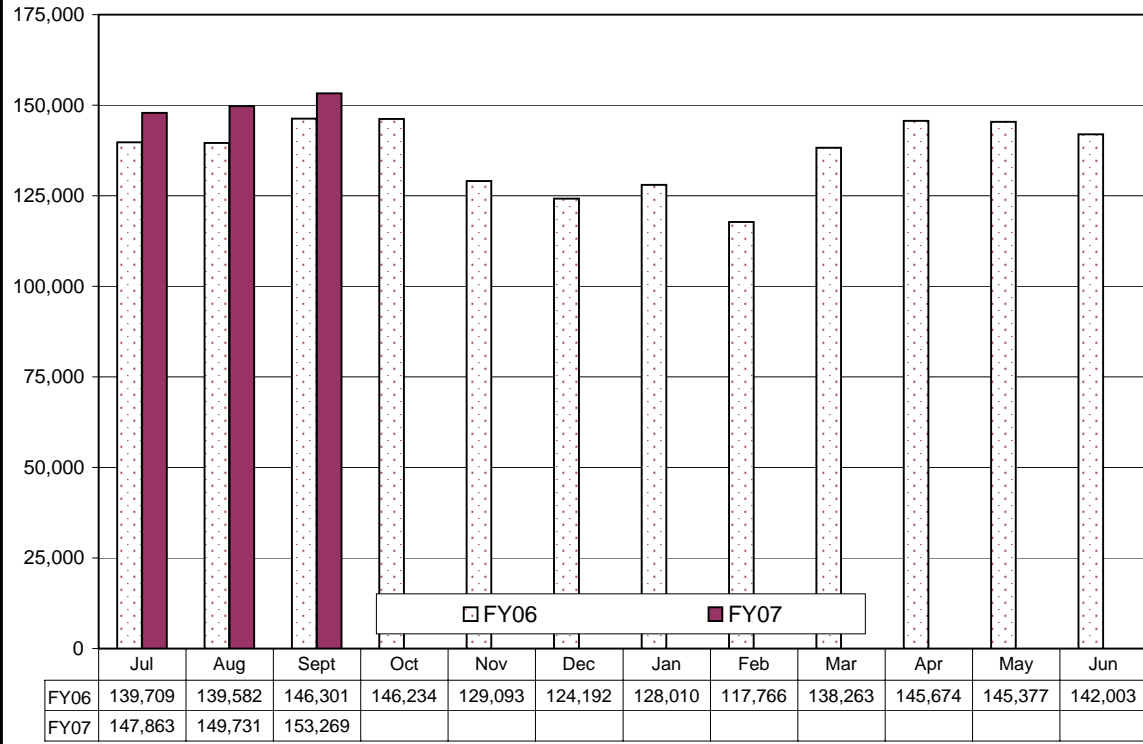
### METROBUS AVERAGE WEEKDAY RIDERSHIP



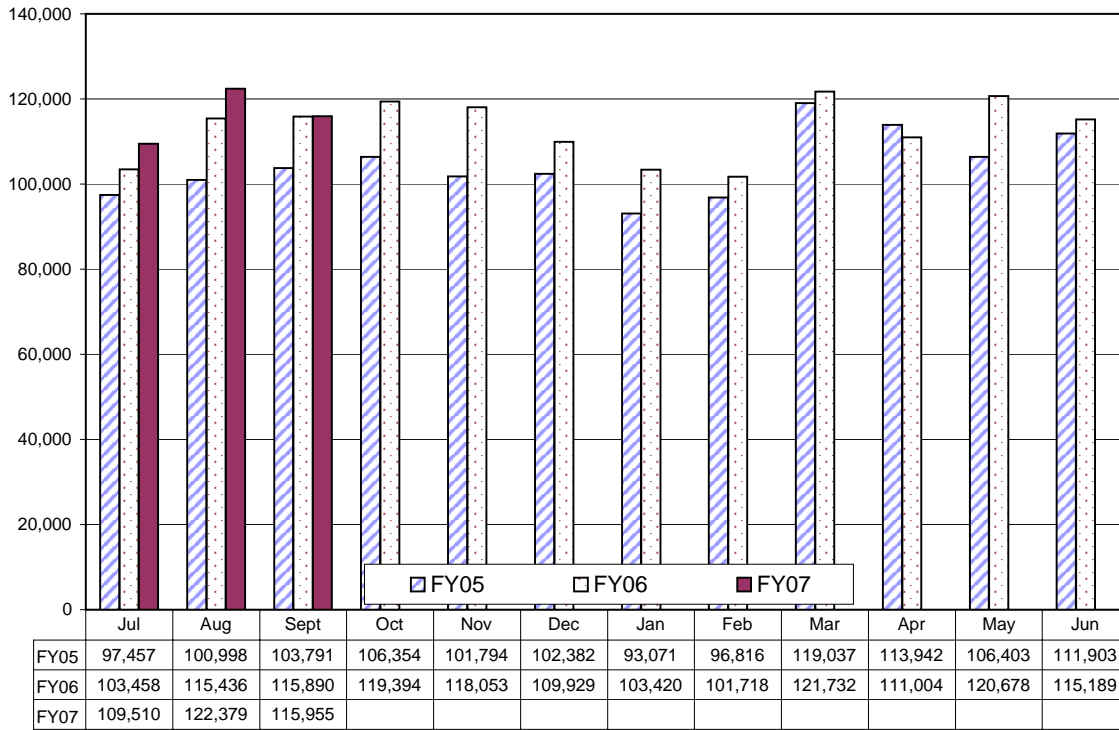
### METROBUS AVERAGE SATURDAY RIDERSHIP



### METROBUS AVERAGE SUNDAY RIDERSHIP



## METROACCESS MONTHLY RIDERSHIP



## METROACCESS AVERAGE WEEKDAY RIDERSHIP

