



Washington Metropolitan Area Transit Authority
Fiscal 2006

Monthly Operating Financial Report
Fiscal 2006

August 2005

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

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OPERATING FINANCIAL PERFORMANCE HIGHLIGHTS



Washington Metropolitan Area Transit Authority

August 2005 – Financial Performance Highlights

Summary

Revenue for August of \$52.3 million was \$3.2 million higher than projected. Rail and bus revenue was higher by \$1.9 million and \$0.4 million, respectively. Year-to-date total revenue was up \$4.8 million, with the largest contribution, \$3.2 million, from passenger revenues. Expenses for the month exceeded budget by \$2.4 million from higher than expected labor costs and pricing pressure from power, fuel and utility costs, but on a year-to-date basis expenses are exactly on budget. There was a subsidy savings of \$0.7 million for the month, and an YTD subsidy savings of almost \$4.8 million.

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

	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
Revenues	\$49,078	\$52,250	\$3,171	\$98,738	\$103,583	\$4,846
Expenses	\$86,126	\$88,558	(\$2,432)	\$168,148	\$168,146	\$2
Subsidy	\$37,048	\$36,308	\$739	\$69,410	\$64,562	\$4,848

**RIDERSHIP SUMMARY
Average Weekday Ridership**

	Aug 2004	Aug 2005	% Increase or Decrease (06 vs. 05)
Rail	637,100	672,000	5.5%
Bus	412,300	425,600	3.2%
ADA	4,000	4,500	12.5%
TOTAL	1,053,400	1,102,100	4.6%

Year-to-Date Total Ridership

	Aug 2004	Aug 2005	% Increase or Decrease (06 vs. 05)
Rail	33,318,300	35,156,500	5.5%
Bus	21,306,400	21,774,400	2.2%
ADA	198,500	218,900	10.3%
TOTAL	54,823,200	57,149,800	4.2%



Ridership

Metrorail average weekday ridership was 672,000, a 5 percent increase from last year. Average weekday growth occurred in all time periods, driven by increases in the commuter, leisure and tourist market. The largest ridership increases occurred in the AM (11,700) and PM (13,400) peak periods, which is indicative of increased work-related trips. Also encouraging this month were the large increases recorded in leisure and discretionary trips, which continued from the spring and summer tourist season. Midday ridership increased over 2 percent or almost 3,000 trips. The largest percentage increase occurred in the evening period, which increased over 10 percent or 7,000 trips compared to last year.

The continued rise in leisure and discretionary trips is further evidence that Washington tourism has rebounded from the hard times it sustained directly after the 2001 terror attacks. Tourists and visitors are again enjoying the nation's capital in large numbers, and this year, the influx of tourist and visitors extended well into August. The opening of new attractions in recent years, such as the new World War II Memorial, the National Museum of the American Indian and the new convention center, has helped the city recover more quickly from the effects seen after September 11th. It also appears that the tourist season, which historically ended in early August, may have been extended by several additional weeks as a result. The large numbers of midday discretionary trips made by tourists and area residents through the spring and summer months usually begins to moderate during this month. System ridership begins to settle into more typical fall and winter commuting patterns. This year, August midday ridership growth continued throughout the month, and grew at a greater pace than midday ridership during the earlier tourist season in the early spring and summer.

Average weekend Metrorail ridership increased significantly when compared with last year. Average Saturday ridership increased over 13 percent or almost 33,500 trips, while average Sunday ridership increased almost 12 percent or 21,000 trips.



Washington Metropolitan Area Transit Authority

August 2005 – Financial Performance Highlights

The Saturday percentage increase was the second largest of the previous twelve months, following June's increase of 15 percent. These increases were driven primarily by attendance at sporting, tourist and other special events, further reinforcing the anecdotal evidence of an extension of the summer tourist season.

Average weekday Metrobus ridership increased 3 percent above the average weekday ridership from last year. Bus ridership on weekends increased even more than on weekdays, with 212,000 trips on an average Saturday, an increase of 8,500 trips or 4 percent above the average for last year. Average Sunday ridership for the month was 139,600, an increase of 4 percent over last year.

Revenues

Revenue of \$52.3 million was favorable to budget by \$3.2 million. Total passenger revenue exceeded projections by \$2.2 million, with Metrorail contributing \$1.9 million and Metrobus \$0.4 million. MetroAccess passenger revenue fell short of projections by almost \$70K. Of particular interest, generally strong performance in non-passenger accounts supplemented in passenger revenue. Parking revenues exceeded projections by \$0.4 million, or 15 percent. The increase in parking revenue was attributable to many of the improvements started last fiscal year, but also included system growth, strong tourism and parking for baseball games and other sporting and leisure events.

Expenses

Labor expenses were over budget by \$1.9 million for the month due to unbudgeted, on-going switch work, Rohr car door rehabilitation, headquarters fire watch duties and additional track maintenance that occurred in Operations. Additionally, there was an overage in police overtime for additional security measures.



YTD labor has been driven by unbudgeted track maintenance work. Security measures are also increasing overtime costs and will be an on-going occurrence as security incidents arise. Services were under budget primarily due to paratransit utilization being less than budgeted. Power, fuel and utility costs all continue above budget with recent price pressures.

Cost Recovery

System-wide cost recovery in August climbed to 59 percent, which was 2 percentage points higher than budget. Cost recovery on rail was 82 percent, almost 4 percentage points higher than expected. The cost recovery on bus of 32 percent was on budget.

OPERATING FINANCIAL RESULTS

SUMMARY
OPERATING BUDGET
August, 2005
ALL OPERATING
(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$38,647	\$41,027	\$43,244	\$2,217
\$100	\$98	\$88	(\$10)
\$198	\$144	\$193	\$48
\$2,878	\$2,935	\$3,371	\$436
\$2,417	\$2,500	\$2,500	\$0
\$600	\$546	\$519	(\$28)
\$726	\$666	\$940	\$274
\$209	\$261	\$192	(\$69)
\$46	\$52	\$353	\$302
\$0	\$850	\$850	\$0
\$45,821	\$49,078	\$52,250	\$3,171
\$45,339	\$49,916	\$51,777	(\$1,861)
\$13,513	\$15,294	\$15,325	(\$31)
\$6,203	\$8,436	\$7,544	\$892
\$5,287	\$6,029	\$6,189	(\$160)
\$4,199	\$4,562	\$5,289	(\$727)
\$3,180	\$3,615	\$4,159	(\$545)
(\$1,725)	(\$1,725)	(\$1,725)	\$0
\$75,996	\$86,126	\$88,558	(\$2,432)
\$30,174	\$37,048	\$36,308	\$739
\$2,291	\$2,291	\$2,291	\$0
\$32,465	\$39,338	\$38,599	\$739

YEAR-TO-DATE				
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)	
REVENUES:				
Passenger Revenue	\$78,916	\$82,966	\$86,184	\$3,218
D.C. School Reimbursement	\$190	\$188	\$188	\$0
Contract / Sub-Contract Charter	\$224	\$185	\$220	\$35
Parking	\$5,715	\$5,756	\$6,300	\$545
Advertising	\$4,833	\$5,000	\$5,000	\$0
Joint Development	\$1,174	\$1,093	\$909	(\$183)
Fiber Optic	\$1,427	\$1,240	\$1,644	\$403
Other	\$397	\$506	\$600	\$94
Interest	\$151	\$103	\$837	\$734
SCR Funding	\$0	\$1,700	\$1,700	\$0
TOTAL REVENUE	\$93,028	\$98,738	\$103,583	\$4,846
OPERATING EXPENSES:				
Labor	\$90,955	\$97,139	\$98,826	(\$1,687)
Fringe Benefits	\$26,215	\$30,369	\$29,188	\$1,181
Services	\$12,256	\$16,474	\$14,274	\$2,200
Materials & Supplies	\$10,549	\$11,710	\$11,125	\$585
Power & Fuel	\$8,438	\$8,903	\$10,418	(\$1,515)
Utilities & Other	\$6,760	\$7,003	\$7,765	(\$762)
Reimbursements	(\$3,450)	(\$3,450)	(\$3,450)	\$0
TOTAL EXPENSE	\$151,722	\$168,148	\$168,146	\$2
GROSS SUBSIDY	\$58,694	\$69,410	\$64,562	\$4,848
Plus: Debt Service	\$4,581	\$4,581	\$4,581	\$0
LOCAL SUBSIDY	\$63,275	\$73,991	\$69,143	\$4,848

60.3%

57.0%

59.0%

Cost Recovery Ratio

61.3%

58.7%

61.6%

**METRORAIL
OPERATING BUDGET**

August, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$29,965	\$32,345	\$34,204	\$1,858
\$40	\$39	\$34	(\$5)
\$2,878	\$2,935	\$3,371	\$436
\$725	\$753	\$750	(\$3)
\$600	\$546	\$519	(\$28)
\$726	\$666	\$940	\$274
\$102	\$126	\$98	(\$29)
\$82	\$19	\$145	\$126
\$0	\$678	\$678	\$0
\$35,118	\$38,107	\$40,739	\$2,631
\$25,846	\$28,288	\$29,891	(\$1,602)
\$7,568	\$8,679	\$9,230	(\$551)
\$2,122	\$2,928	\$2,861	\$67
\$3,137	\$3,387	\$3,001	\$387
\$2,724	\$3,003	\$1,644	\$1,358
\$2,352	\$2,651	\$3,249	(\$597)
(\$225)	(\$225)	(\$225)	\$0
\$43,523	\$48,711	\$49,650	(\$939)
\$8,405	\$10,604	\$8,912	\$1,692
\$0	\$2,291	\$2,291	\$0
\$8,405	\$12,894	\$11,202	\$1,692

80.7%

78.2%

82.1%

REVENUES:

Passenger Revenue	\$61,404	\$65,203	\$68,492	\$3,288
D.C. School Reimbursement	\$58	\$68	\$68	\$0
Parking	\$5,715	\$5,756	\$6,300	\$545
Advertising	\$1,450	\$1,505	\$1,500	(\$5)
Joint Development	\$1,174	\$1,093	\$909	(\$183)
Fiber Optic	\$1,427	\$1,240	\$1,644	\$403
Other	\$199	\$250	\$371	\$121
Interest	\$124	\$38	\$344	\$306
SCR Funding	\$0	\$1,357	\$1,357	\$0
TOTAL REVENUE	\$71,552	\$76,511	\$80,985	\$4,474

OPERATING EXPENSES:

Labor	\$52,064	\$55,104	\$57,237	(\$2,133)
Fringe Benefits	\$14,748	\$17,232	\$17,287	(\$55)
Services	\$4,253	\$5,722	\$4,946	\$776
Materials & Supplies	\$6,106	\$6,620	\$5,545	\$1,075
Propulsion Power	\$5,473	\$5,860	\$4,698	\$1,162
Utilities & Other	\$4,889	\$5,143	\$5,867	(\$723)
Reimbursements	(\$450)	(\$450)	(\$450)	\$0
TOTAL EXPENSE	\$87,084	\$95,231	\$95,129	\$102

GROSS SUBSIDY

\$15,532	\$18,720	\$14,144	\$4,576
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Plus: Debt Service
LOCAL SUBSIDY

\$0	\$4,581	\$4,581	\$0
\$15,532	\$23,301	\$18,725	\$4,576

Cost Recovery Ratio

82.2%

80.3%

85.1%

**METROBUS
OPERATING BUDGET
August, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$7,317	\$8,372	\$8,800	\$428
\$1,165	\$0	\$0	\$0
\$60	\$59	\$54	(\$5)
\$198	\$144	\$193	\$48
\$1,692	\$1,748	\$1,750	\$3
\$0	\$0	\$0	\$0
\$107	\$135	\$94	(\$41)
(\$36)	\$33	\$208	\$175
\$0	\$148	\$148	\$0
\$10,503	\$10,638	\$11,247	\$609
\$19,449	\$21,552	\$21,852	(\$300)
\$5,933	\$6,593	\$6,072	\$521
\$946	\$1,187	\$1,176	\$10
\$2,149	\$2,639	\$3,188	(\$549)
\$1,476	\$1,560	\$3,645	(\$2,085)
\$785	\$933	\$894	\$39
(\$1,500)	(\$1,500)	(\$1,500)	\$0
\$29,238	\$32,964	\$35,326	(\$2,363)
\$18,734	\$22,326	\$24,079	(\$1,754)
\$0	\$0	\$0	\$0
\$18,734	\$22,326	\$24,079	(\$1,754)

35.9%

32.3%

31.8%

REVENUES:

Passenger Revenue	\$14,753	\$17,127	\$17,212	\$85
Fare Integration	\$2,334	\$0	\$0	\$0
D.C. School Reimbursement	\$132	\$120	\$120	\$0
Contract / Sub-Contract Charter	\$224	\$185	\$220	\$35
Advertising	\$3,383	\$3,495	\$3,500	\$5
Joint Development	\$0	\$0	\$0	\$0
Other	\$198	\$256	\$229	(\$27)
Interest	\$27	\$65	\$494	\$428
SCR Funding	\$0	\$296	\$296	\$0
TOTAL REVENUE	\$21,051	\$21,544	\$22,071	\$527

OPERATING EXPENSES:

Labor	\$38,804	\$41,891	\$41,521	\$369
Fringe Benefits	\$11,441	\$13,093	\$11,867	\$1,226
Services	\$1,554	\$2,319	\$2,296	\$22
Materials & Supplies	\$4,441	\$5,084	\$5,578	(\$494)
Power & Fuel	\$2,965	\$3,043	\$5,720	(\$2,676)
Utilities & Other	\$1,820	\$1,802	\$1,866	(\$65)
Reimbursements	(\$3,000)	(\$3,000)	(\$3,000)	\$0
TOTAL EXPENSE	\$58,026	\$64,232	\$65,849	(\$1,617)

GROSS SUBSIDY

\$36,975	\$42,688	\$43,778	(\$1,090)
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Plus: Debt Service

LOCAL SUBSIDY

\$0	\$0	\$0	\$0
\$36,975	\$42,688	\$43,778	(\$1,090)

Cost Recovery Ratio

36.3%

33.5%

33.5%

**REGIONAL BUS
OPERATING BUDGET
August, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$5,796	\$6,946	\$7,302	\$355
\$972	\$0	\$0	\$0
\$60	\$59	\$54	(\$5)
\$198	\$144	\$193	\$48
\$1,692	\$1,748	\$1,750	\$3
\$0	\$0	\$0	\$0
\$107	\$135	\$94	(\$41)
(\$36)	\$33	\$208	\$175
\$0	\$148	\$148	\$0
\$8,789	\$9,212	\$9,748	\$536
\$16,243	\$17,882	\$18,131	(\$249)
\$4,983	\$5,471	\$5,038	\$433
\$935	\$984	\$976	\$9
\$2,210	\$2,189	\$2,645	(\$455)
\$891	\$1,294	\$3,024	(\$1,730)
\$785	\$933	\$894	\$39
(\$1,500)	(\$1,500)	(\$1,500)	\$0
\$24,547	\$27,253	\$29,207	(\$1,954)
\$15,758	\$18,041	\$19,459	(\$1,418)
\$0	\$0	\$0	\$0
\$15,758	\$18,041	\$19,459	(\$1,418)

35.8%

33.8%

33.4%

REVENUES:

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$11,714	\$14,210	\$14,281	\$71
\$1,949	\$0	\$0	\$0
\$132	\$120	\$120	\$0
\$224	\$185	\$220	\$35
\$3,383	\$3,495	\$3,500	\$5
\$0	\$0	\$0	\$0
\$198	\$256	\$229	(\$27)
\$27	\$65	\$494	\$428
\$0	\$296	\$296	\$0
\$17,627	\$18,627	\$19,139	\$512

OPERATING EXPENSES:

\$32,392	\$34,757	\$34,450	\$306
\$9,547	\$10,864	\$9,846	\$1,017
\$1,537	\$1,924	\$1,905	\$18
\$3,935	\$4,218	\$4,628	(\$410)
\$2,380	\$2,525	\$4,746	(\$2,221)
\$1,820	\$1,802	\$1,866	(\$65)
(\$3,000)	(\$3,000)	(\$3,000)	\$0
\$48,612	\$53,089	\$54,441	(\$1,352)

GROSS SUBSIDY

\$30,985	\$34,462	\$35,302	(\$840)
\$0	\$0	\$0	\$0
\$30,985	\$34,462	\$35,302	(\$840)

Plus: Debt Service
LOCAL SUBSIDY

Cost Recovery Ratio

36.3%

35.1%

35.2%

NON-REGIONAL BUS OPERATING BUDGET

August, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$1,521	\$1,426	\$1,499	\$73
\$193	\$0	\$0	\$0
\$1,714	\$1,426	\$1,499	\$73
\$3,206	\$3,670	\$3,721	(\$51)
\$950	\$1,123	\$1,034	\$89
\$11	\$202	\$200	\$2
(\$61)	\$449	\$543	(\$93)
\$584	\$266	\$621	(\$355)
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$4,690	\$5,710	\$6,119	(\$409)
\$2,976	\$4,284	\$4,621	(\$336)
\$0	\$0	\$0	\$0
\$2,976	\$4,284	\$4,621	(\$336)

36.5%

25.0%

24.5%

REVENUES:

Passenger Revenue
Fare Integration
TOTAL REVENUE

OPERATING EXPENSES:

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

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$3,039	\$2,917	\$2,931	\$15
\$385	\$0	\$0	\$0
\$3,424	\$2,917	\$2,931	\$15
\$6,412	\$7,134	\$7,071	\$63
\$1,894	\$2,230	\$2,021	\$209
\$17	\$395	\$391	\$4
\$506	\$866	\$950	(\$84)
\$584	\$518	\$974	(\$456)
\$0	\$0	\$0	\$0
\$0	\$0	\$0	\$0
\$9,414	\$11,143	\$11,407	(\$264)
\$5,990	\$8,226	\$8,476	(\$250)
\$0	\$0	\$0	\$0
\$5,990	\$8,226	\$8,476	(\$250)

36.4%

26.2%

25.7%

Cost Recovery Ratio

**PARATRANSIT
OPERATING BUDGET
August, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$200	\$309	\$240	(\$69)
\$0	\$24	\$24	\$0
\$200	\$333	\$264	(\$69)
\$44	\$75	\$34	\$41
\$13	\$22	\$23	(\$1)
\$3,135	\$4,321	\$3,507	\$814
\$1	\$3	\$1	\$2
\$42	\$30	\$17	\$14
\$3,235	\$4,452	\$3,582	\$870
\$3,035	\$4,119	\$3,318	\$801
\$0	\$0	\$0	\$0
\$3,035	\$4,119	\$3,318	\$801

6.2%

7.5%

7.4%

REVENUES:

Passenger Revenue
SCR Funding

TOTAL REVENUE

OPERATING EXPENSES:

Labor
Fringe Benefits
Services
Materials & Supplies
Utilities & Other

TOTAL EXPENSE

GROSS SUBSIDY

Plus: Debt Service

LOCAL SUBSIDY

Cost Recovery Ratio

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$425	\$636	\$480	(\$156)
\$0	\$48	\$48	\$0
\$425	\$683	\$528	(\$156)
\$87	\$144	\$68	\$76
\$25	\$43	\$34	\$10
\$6,449	\$8,434	\$7,032	\$1,402
\$1	\$6	\$3	\$3
\$50	\$58	\$32	\$26
\$6,612	\$8,685	\$7,168	\$1,517
\$6,187	\$8,002	\$6,640	\$1,361
\$0	\$0	\$0	\$0
\$6,187	\$8,002	\$6,640	\$1,361

6.4%

7.9%

7.4%

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Reimbursable Operating Projects
Fiscal 2006
August 2005

Passenger Revenue	Contract Revenue	Total Revenue
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REIMBURSABLE SERVICES/PROJECTS

DC Circulator	*** Month	\$37,782	\$242,234	\$280,016
	Year-to-Date	\$54,431	\$642,588	\$697,019

Arboretum	Month	\$559	\$4,804	\$5,363
	Year-to-Date	\$1,560	\$8,911	\$10,471

BWI Express Bus Service	Month	\$31,894	\$70,714	\$102,608
	Year-to-Date	\$64,533	\$131,267	\$195,800

Charles County Bus Service	Month	\$10,733	\$55,962	\$66,695
	Year-to-Date	\$20,096	\$94,312	\$114,408

College Park - Bethesda	Month	\$11,060	\$12,547	\$23,607
	Year-to-Date	\$22,348	\$45,979	\$68,327

Crofton Bus Service	Month	\$4,600	\$12,546	\$17,146
	Year-to-Date	\$8,088	\$24,808	\$32,896

DC Tysons Reverse Commute	Month	\$2,428	\$28,982	\$31,410
	Year-to-Date	\$4,767	\$48,239	\$53,006

Falls Church George Bus Service	Month	\$1,639	\$36,546	\$38,185
	Year-to-Date	\$3,079	\$67,017	\$70,096

* Projects without farebox revenue ** Current month estimated farebox revenue

*** Expense is estimated based on budget **** Farebox information N/A

When appropriate YTD subsidy is adjusted to reflect differences between estimates and actuals

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Reimbursable Operating Projects
Fiscal 2006
August 2005

		Passenger Revenue	Contract Revenue	Total Revenue	Total Expense
"Get a Job, Get a Ride" Program *	Month	\$0	\$9,205	\$9,205	\$9,205
	Year-to-Date	\$0	\$18,600	\$18,600	\$18,600
Springfield Circulator	Month	\$1,803	\$49,274	\$51,077	\$51,077
	Year-to-Date	\$3,269	\$84,715	\$87,984	\$87,984
Springfield Shuttle Service *	Month	\$0	\$13,959	\$13,959	\$13,959
	Year-to-Date	\$0	\$26,072	\$26,072	\$26,072
Jobs Access *	Month	\$0	\$3,539	\$3,539	\$3,539
	Year-to-Date	\$0	\$7,165	\$7,165	\$7,165
Columbia Pike Street Supervisor *	Month	\$0	\$6,459	\$6,459	\$6,459
	Year-to-Date	\$0	\$12,918	\$12,918	\$12,918

* Projects without farebox revenue ** Current month estimated farebox revenue

*** Expense is estimated based on budget **** Farebox information N/A

When appropriate YTD subsidy is adjusted to reflect differences between estimates and actuals

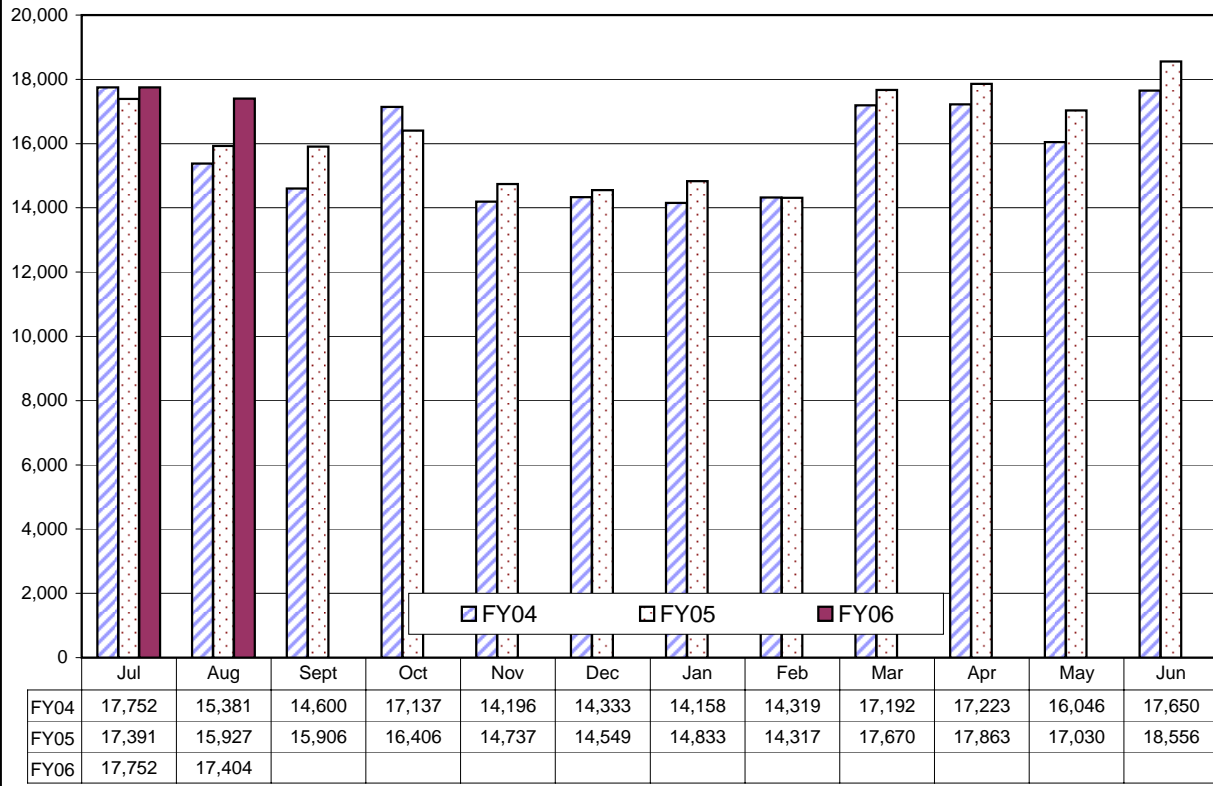
*** Expense is estimated based on budget **** Farebox information N/A

YTD subsidy is adjusted to reflect differences between estimates and actuals

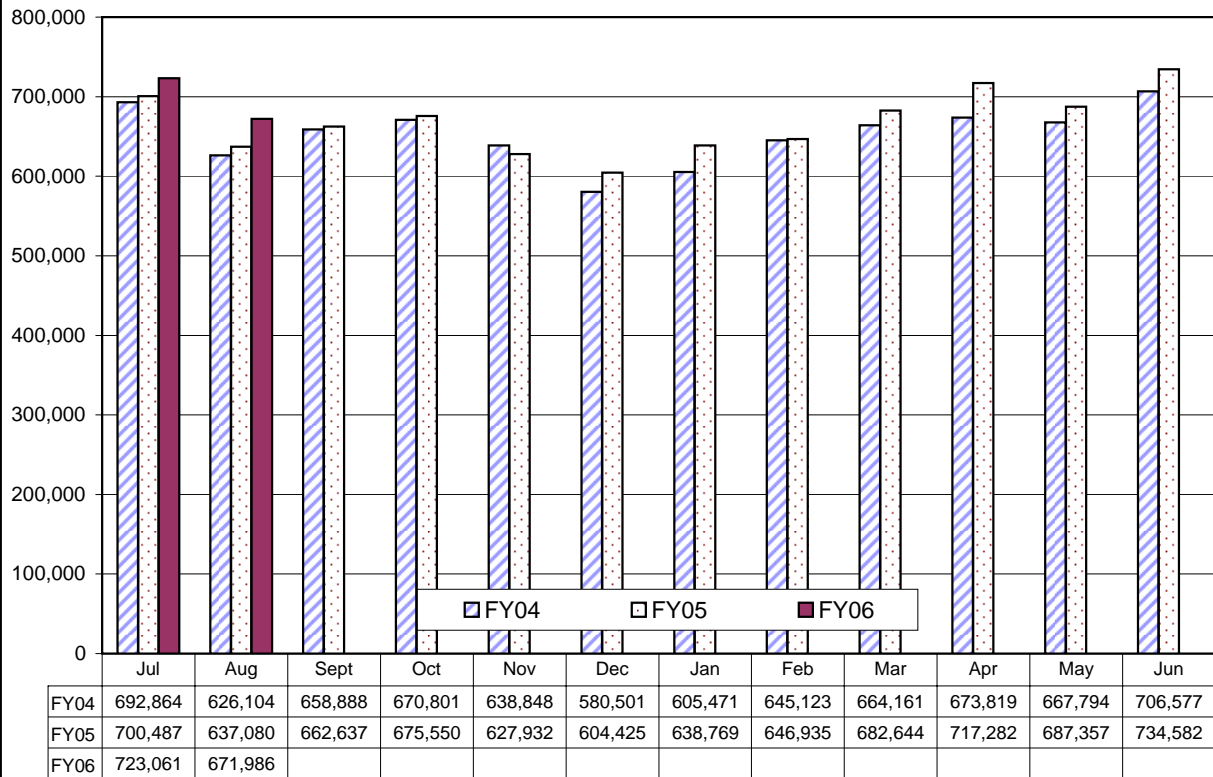
+ Final balances for closed project

RIDERSHIP AND REVENUE TRENDS

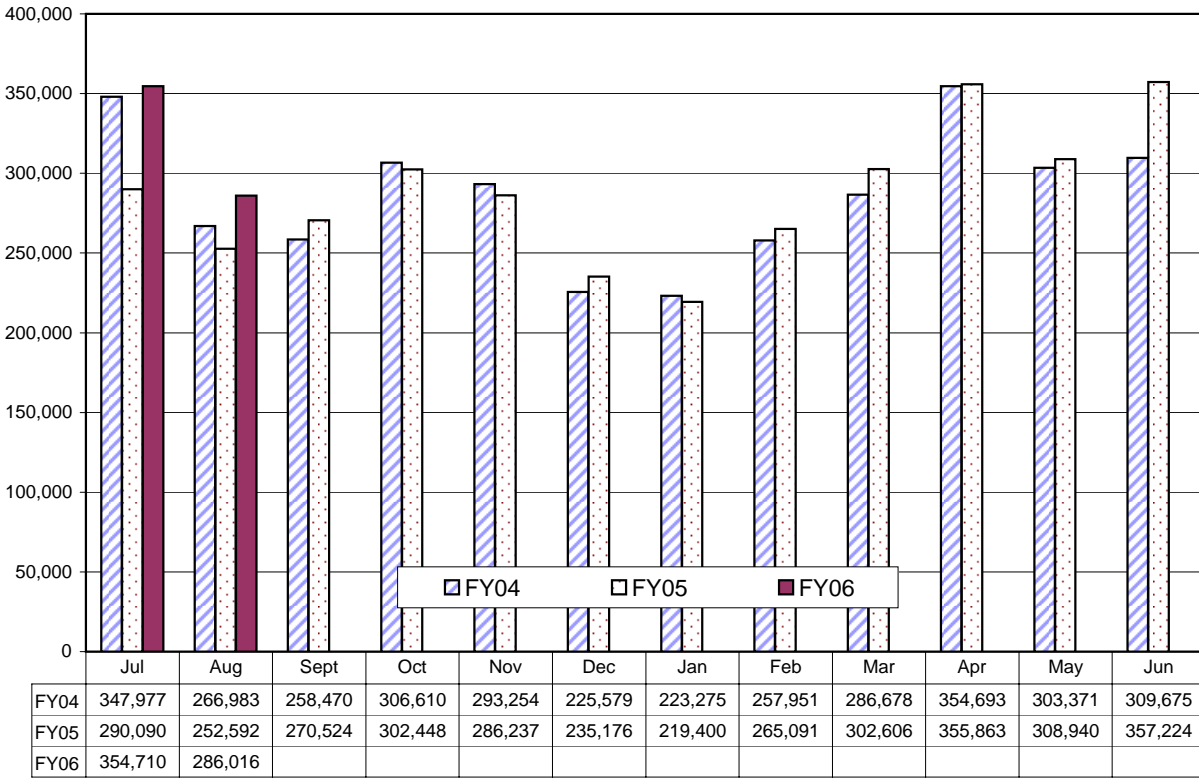
METRORAIL MONTHLY RIDERSHIP (in 1,000s)



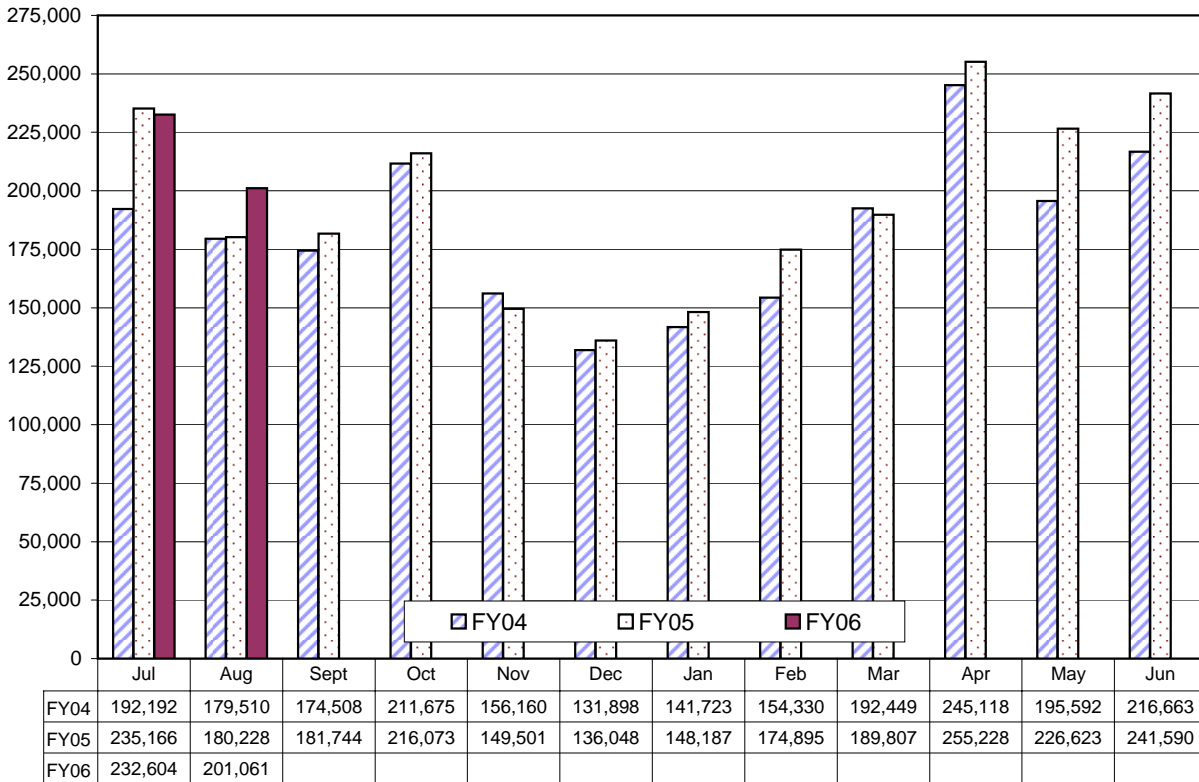
METRORAIL AVERAGE WEEKDAY RIDERSHIP



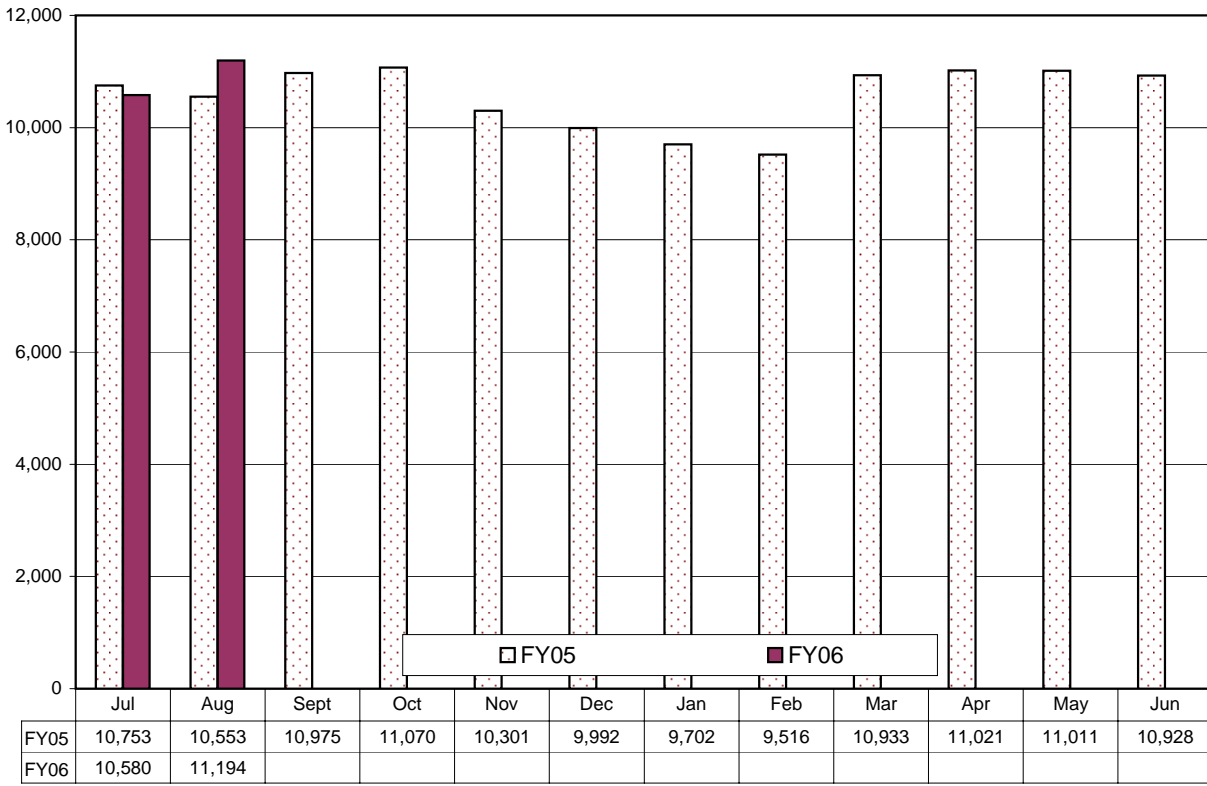
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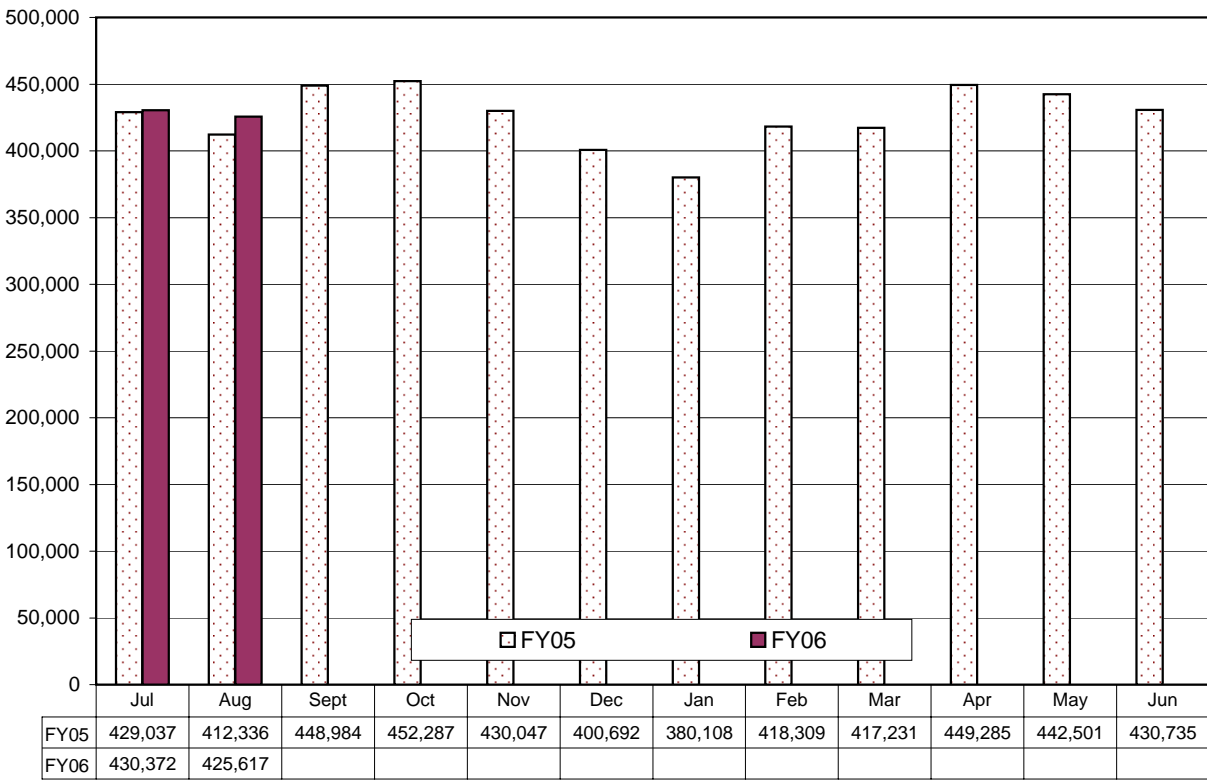
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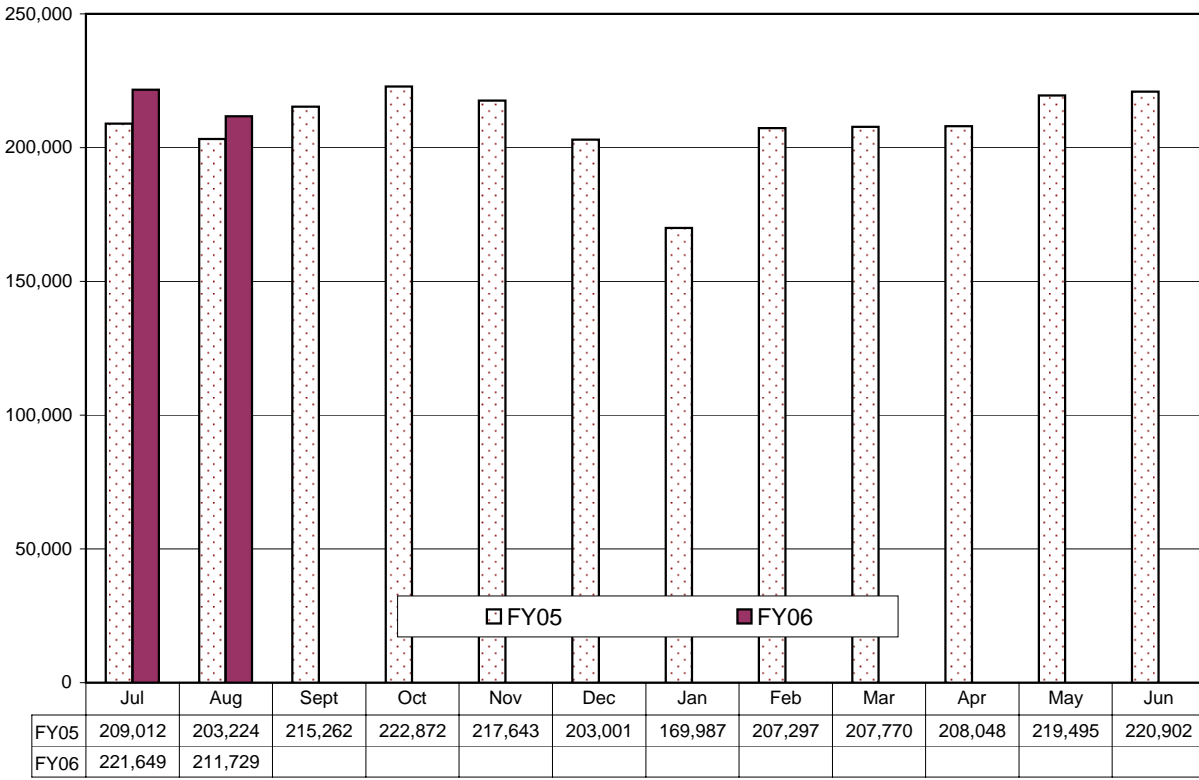
METROBUS MONTHLY RIDERSHIP (in 1,000s)



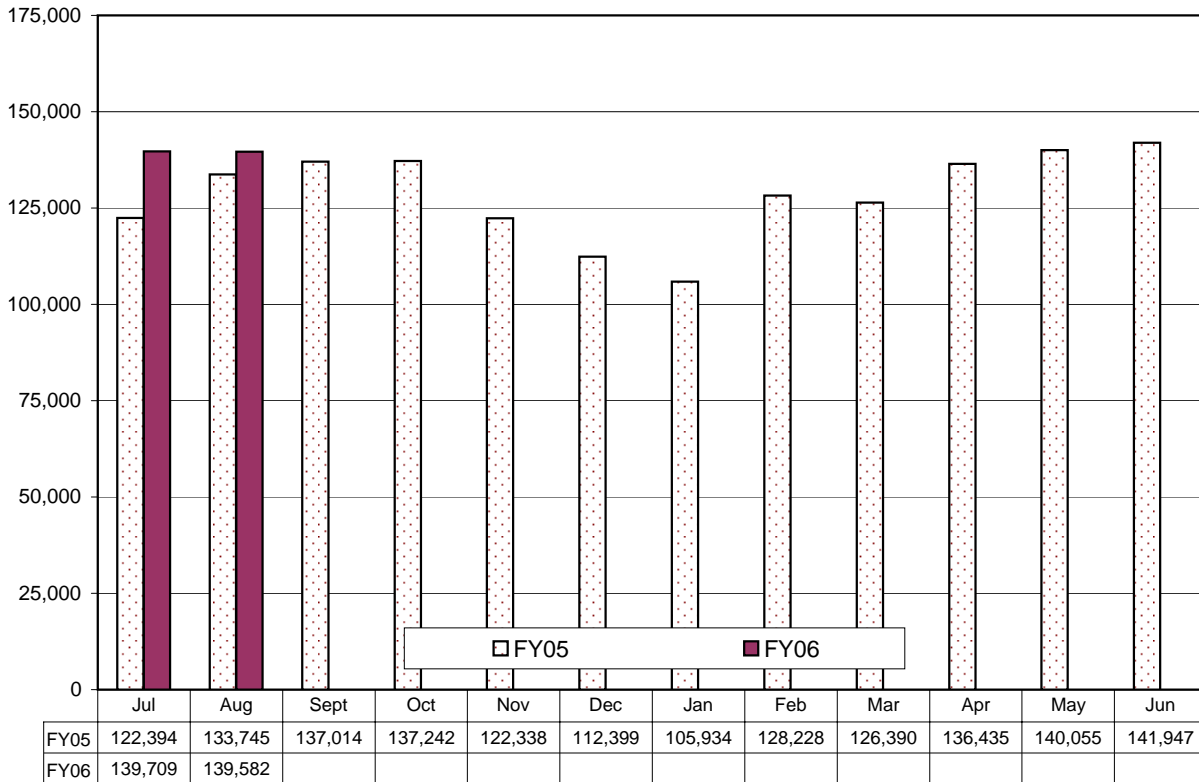
METROBUS AVERAGE WEEKDAY RIDERSHIP



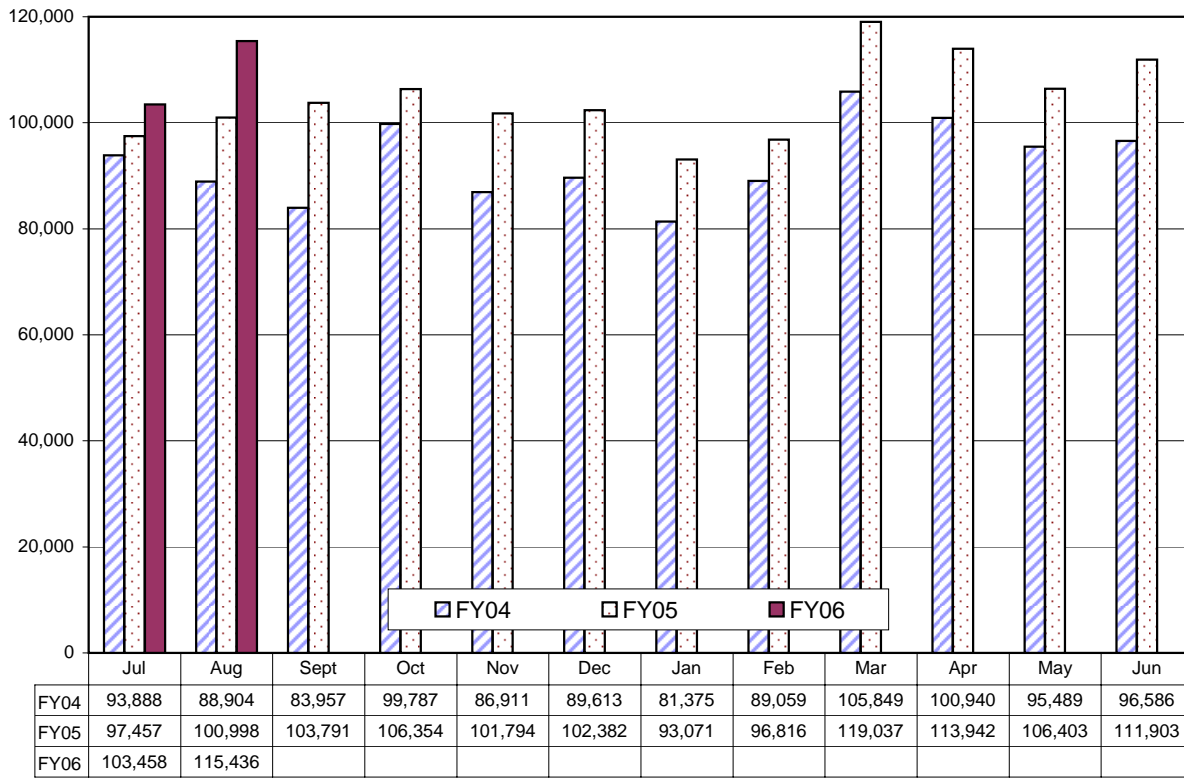
METROBUS AVERAGE SATURDAY RIDERSHIP



METROBUS AVERAGE SUNDAY RIDERSHIP



METROACCESS MONTHLY RIDERSHIP



METROACCESS AVERAGE WEEKDAY RIDERSHIP

