## OPERATING FINANCIALS

September FY2015

### FISCAL YEAR 2015

<table>
<thead>
<tr>
<th></th>
<th>Prior Year Actual</th>
<th>Current Year Actual</th>
<th>Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passenger Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metrorail</td>
<td>$158.8</td>
<td>$165.8</td>
<td>$173.1</td>
<td>($7.3)</td>
</tr>
<tr>
<td>Metrobus</td>
<td>37.2</td>
<td>39.6</td>
<td>40.4</td>
<td>(0.8)</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>2.0</td>
<td>2.3</td>
<td>2.1</td>
<td>0.2</td>
</tr>
<tr>
<td>Parking</td>
<td>12.0</td>
<td>12.1</td>
<td>12.5</td>
<td>(0.4)</td>
</tr>
<tr>
<td>D.C. Schools</td>
<td>1.9</td>
<td>1.9</td>
<td>2.0</td>
<td>(0.1)</td>
</tr>
<tr>
<td><strong>subtotal</strong></td>
<td>$211.9</td>
<td>$221.6</td>
<td>$230.1</td>
<td>(8.5)</td>
</tr>
<tr>
<td><strong>Non-Passenger Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertising</td>
<td>$5.5</td>
<td>$5.2</td>
<td>$5.0</td>
<td>$0.2</td>
</tr>
<tr>
<td>Joint Dev/Property Rent</td>
<td>1.7</td>
<td>1.3</td>
<td>1.7</td>
<td>(0.4)</td>
</tr>
<tr>
<td>Fiber Optic</td>
<td>3.8</td>
<td>3.8</td>
<td>4.0</td>
<td>(0.2)</td>
</tr>
<tr>
<td>Other</td>
<td>1.4</td>
<td>1.4</td>
<td>1.7</td>
<td>(0.3)</td>
</tr>
<tr>
<td><strong>subtotal</strong></td>
<td>$12.5</td>
<td>$11.8</td>
<td>$12.4</td>
<td>(0.6)</td>
</tr>
<tr>
<td><strong>TOTAL REVENUE</strong></td>
<td>$224.4</td>
<td>$233.4</td>
<td>$242.5</td>
<td>($9.2)</td>
</tr>
<tr>
<td><strong>Salary/Wages</strong></td>
<td>$181.5</td>
<td>$195.0</td>
<td>$198.8</td>
<td>$3.8</td>
</tr>
<tr>
<td>Overtime</td>
<td>$22.4</td>
<td>$21.4</td>
<td>$19.1</td>
<td>(2.4)</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>93.5</td>
<td>104.9</td>
<td>103.7</td>
<td>(1.2)</td>
</tr>
<tr>
<td>Services</td>
<td>42.7</td>
<td>46.9</td>
<td>53.0</td>
<td>6.1</td>
</tr>
<tr>
<td>Supplies</td>
<td>20.7</td>
<td>24.6</td>
<td>22.0</td>
<td>(2.6)</td>
</tr>
<tr>
<td>Power/Diesel/CNG</td>
<td>24.4</td>
<td>26.8</td>
<td>27.6</td>
<td>0.9</td>
</tr>
<tr>
<td>Utilities</td>
<td>8.9</td>
<td>9.5</td>
<td>9.8</td>
<td>0.3</td>
</tr>
<tr>
<td>Insurance/Other</td>
<td>8.3</td>
<td>9.7</td>
<td>9.5</td>
<td>(0.2)</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSE</strong></td>
<td>$402.6</td>
<td>$438.7</td>
<td>$443.4</td>
<td>($4.7)</td>
</tr>
<tr>
<td><strong>SUBSIDY</strong></td>
<td>$178.2</td>
<td>$205.3</td>
<td>$200.9</td>
<td>(4.5)</td>
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REVENUE AND RIDERSHIP

September FY2015

REVENUE (in Millions)

<table>
<thead>
<tr>
<th>Month</th>
<th>FY2014 Actual</th>
<th>FY2015 Budget</th>
<th>FY2015 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$50M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>$55M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sep</td>
<td>$60M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct</td>
<td>$65M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov</td>
<td>$70M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td>$75M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>$80M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td>$85M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Cumulative Revenue Variance

<table>
<thead>
<tr>
<th>Month</th>
<th>FY2015 Variance FY15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>(3.9)</td>
</tr>
<tr>
<td>Aug</td>
<td>(7.7)</td>
</tr>
<tr>
<td>Sep</td>
<td>(9.2)</td>
</tr>
</tbody>
</table>

RIDERSHIP (trips in Thousands)

<table>
<thead>
<tr>
<th>MTD</th>
<th>Sept-FY2014</th>
<th>Sept-FY2015</th>
<th>Variance FY15</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>Metrorail</td>
<td>16,891</td>
<td>17,568</td>
<td>18,135</td>
</tr>
<tr>
<td>Metrobus</td>
<td>11,512</td>
<td>11,830</td>
<td>12,007</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>177</td>
<td>190</td>
<td>175</td>
</tr>
<tr>
<td>System Total</td>
<td>28,581</td>
<td>29,588</td>
<td>30,317</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YTD</th>
<th>FY2014 Actual</th>
<th>FY2015 Actual</th>
<th>Variance FY15</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>Metrorail</td>
<td>54,294</td>
<td>54,739</td>
<td>57,438</td>
</tr>
<tr>
<td>Metrobus</td>
<td>34,787</td>
<td>35,217</td>
<td>36,106</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>539</td>
<td>569</td>
<td>526</td>
</tr>
<tr>
<td>System Total</td>
<td>89,620</td>
<td>90,525</td>
<td>94,070</td>
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</table>

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

Rail

<table>
<thead>
<tr>
<th>Month</th>
<th>Rail Budget</th>
<th>Rail Actual</th>
<th>Bus Budget</th>
<th>Bus Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>19.5</td>
<td>21.7</td>
<td>14.8</td>
<td>14.8</td>
</tr>
<tr>
<td>Aug</td>
<td>19.4</td>
<td>19.8</td>
<td>17.7</td>
<td>17.7</td>
</tr>
<tr>
<td>Sep</td>
<td>18.1</td>
<td>18.1</td>
<td>17.6</td>
<td>17.6</td>
</tr>
<tr>
<td>Oct</td>
<td>19.1</td>
<td>19.1</td>
<td>16.9</td>
<td>16.9</td>
</tr>
<tr>
<td>Nov</td>
<td>16.2</td>
<td>16.2</td>
<td>17.4</td>
<td>17.4</td>
</tr>
<tr>
<td>Dec</td>
<td>16.6</td>
<td>16.6</td>
<td>17.4</td>
<td>17.4</td>
</tr>
<tr>
<td>Jan</td>
<td>19.8</td>
<td>19.8</td>
<td>20.3</td>
<td>20.3</td>
</tr>
<tr>
<td>Feb</td>
<td>20.3</td>
<td>20.3</td>
<td>20.0</td>
<td>20.0</td>
</tr>
<tr>
<td>Mar</td>
<td>19.0</td>
<td>19.0</td>
<td>20.0</td>
<td>20.0</td>
</tr>
<tr>
<td>Apr</td>
<td>11.9</td>
<td>11.9</td>
<td>11.7</td>
<td>11.7</td>
</tr>
<tr>
<td>May</td>
<td>11.9</td>
<td>11.9</td>
<td>11.7</td>
<td>11.7</td>
</tr>
<tr>
<td>Jun</td>
<td>11.7</td>
<td>11.7</td>
<td>11.7</td>
<td>11.7</td>
</tr>
</tbody>
</table>
OPERATING BUDGET

September FY2015

OPERATING EXPENDITURES ($ in Millions)

OPERATING BUDGET ($ in Millions)

OVERTIME BUDGET VS ACTUAL ($ in Millions)

OPERATING BUDGET ($ in Millions)

<table>
<thead>
<tr>
<th>MTD</th>
<th>Sept-FY2014</th>
<th>Sept-FY2015</th>
<th>Variance FY15</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>Revenue</td>
<td>$ 71.9</td>
<td>$ 76.5</td>
<td>$ 78.0</td>
</tr>
<tr>
<td>Expense</td>
<td>$ 131.2</td>
<td>$ 150.0</td>
<td>$ 146.4</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$ 59.4</td>
<td>$ 73.4</td>
<td>$ 68.4</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>54.8%</td>
<td>51.0%</td>
<td>53.3%</td>
</tr>
</tbody>
</table>

YTD

<table>
<thead>
<tr>
<th></th>
<th>FY2014</th>
<th>FY2015</th>
<th>Variance FY15</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Actual</td>
<td>Budget</td>
</tr>
<tr>
<td>Revenue</td>
<td>$ 224.4</td>
<td>$ 233.4</td>
<td>$ 242.5</td>
</tr>
<tr>
<td>Expense</td>
<td>$ 402.6</td>
<td>$ 438.7</td>
<td>$ 443.4</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$ 178.2</td>
<td>$ 205.3</td>
<td>$ 200.9</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>55.7%</td>
<td>53.2%</td>
<td>54.7%</td>
</tr>
</tbody>
</table>
CIP EXPENDITURES ($ in Millions)

Note: ‘Contract Mod’ includes any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract.