



Washington Metropolitan Area Transit Authority
Fiscal 2006

Monthly Operating Financial Report
Fiscal 2006

October 2005

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

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OPERATING FINANCIAL PERFORMANCE HIGHLIGHTS



Washington Metropolitan Area Transit Authority
October 2005 – Financial Performance Highlights

Summary

Revenues for the month totaled \$51.2 million, exceeding the budget by \$1.7 million, while operating expenses were \$5.9 million above budget, resulting in an unfavorable jurisdictional subsidy variance for October of \$4.2 million. As in previous months, power, fuel and utility costs played a large role in the cost overruns, but the largest overrun for the month occurred in labor, which exceeded budget by \$3.1 million. Through the end of October, passenger revenue of \$171.2 million exceeded budget by \$7.3 million and total revenues of \$207 million were \$10.5 million more than expected. Jurisdictional subsidy through October was almost exactly as budgeted. On a year to date basis, total operating subsidy was almost exactly on budget.

FINANCIAL SUMMARY
October 2005
(Dollars in Thousands)

	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
Revenues	\$49,497	\$51,223	\$1,726	\$196,584	\$207,041	\$10,457
Expenses	\$82,736	\$88,619	(\$5,883)	\$335,335	\$345,815	(\$10,480)
Subsidy	\$33,239	\$37,396	(\$4,157)	\$138,751	\$138,774	(\$23)

RIDERSHIP SUMMARY
Average Weekday Ridership

	Oct 2004	Oct 2005	% Increase or Decrease (06 vs. 05)
Rail	675,600	707,900	4.8%
Bus	452,300	456,200	0.9%
ADA	4,300	4,900	14.0%
TOTAL	1,132,200	1,169,000	3.3%

Year-to-Date Total Ridership

	Oct 2004	Oct 2005	% Increase or Decrease (06 vs. 05)
Rail	65,630,600	69,721,600	6.2%
Bus	43,350,900	44,491,500	2.6%
ADA	408,600	454,200	11.2%
TOTAL	109,390,100	114,667,300	4.8%



Ridership

Average weekday ridership for October was approximately 708,000 trips, a 5 percent increase from last year, and a 1 percent increase over September. Following the trend so far this fiscal year, average weekday growth occurred in all time periods, with the largest percentage ridership growth in the evening, largely driven by attendance at sporting events and other non-work related travel. In October, the evening growth continued at a double digit rate with an increase of 11 percent over last October. However, as we have come to expect this fiscal year, the largest quantity of new passenger trips continues to occur in the peak periods of the day, driven by employment and work related travel. For the month, new trips in the AM peak increased 5 percent over last year or well over 12,200 trips. Assuming these are work related trips, the AM growth rate should transfer into new PM peak trips, and for the month new trips in the PM peak increased concurrently with the AM peak, generating 5 percent growth or 11,200 new trips.

With the beginning of fall and cooler temperatures, many of the special events and sporting activities which generated double digit weekend ridership growth during the spring and summer months began to adjust to lower fall and winter levels, but weekend ridership, and ridership growth is still very active. Major weekend activities in October included the Million More Movement and extended Metrorail hours for the Rosa Parks viewing which together generated almost 150,000 trips. Average Saturday ridership for the month was 331,000 trips, 9 percent above the average for last October but considerably less than the 29 percent ridership growth in September. Average Sunday ridership was 247,000, an increase of 301,000 trips or 14 percent above last October.

Average weekday Metrobus ridership increased 1 percent above the average weekday ridership from last year. For the first quarter of the fiscal year, total Metrobus ridership increased 3 percent over the same period last year, and is exactly as budgeted, average weekday MetroAccess trips for the month increased



Washington Metropolitan Area Transit Authority
October 2005 – Financial Performance Highlights

14 percent above the average for last October, but for the first quarter of the year, total MetroAccess trips increased 11 percent over ridership for the same period last year.

Revenues

Passenger and non-passenger revenues in October generated a total of \$51.2 million, exceeding the budget by \$1.7 million and last year's revenues by \$4.1 million. For the first quarter of the fiscal year, revenues totaled \$207 million, \$10.5 million over budget with passenger revenue contributing \$171.2 million or 83 percent. Metrorail passenger revenue for October was \$1.2 million higher than expected, and Metrobus passenger revenue was \$0.1 million higher. MetroAccess was slightly lower than projected, \$0.1 million, due to lower than budgeted ridership. Total non passenger revenues for the month were \$0.2 million higher than expected, but parking and fiber optic revenues were both less than anticipated. In October, additional revenue was included in the budget for overload parking at Fed Ex Field for Redskins games, but revenue from Redskin games in October was significantly less than expected.

Expenses

Labor expenses were over budget by \$3.1M for the month due to unbudgeted, on-going switch work, railcar door overhauls, Nationals baseball coverage, MTPD extra security coverage and additional track maintenance. YTD labor continues to be driven by unbudgeted switch maintenance work and security measures. Fringe benefits appear to have stabilized during the month remaining on budget, reversing the historical trend established last year with lower healthcare and worker's compensation claims. Power, fuel and utility costs continued above budget.



Washington Metropolitan Area Transit Authority
October 2005 – Financial Performance Highlights

Cost Recovery

System-wide cost recovery in October was 59.9 percent, 1.3 percentage points better than anticipated in the budget. Cost recovery on rail was 81.4 percent, slightly more than the 79.4 percent included in the budget. Cost recovery on bus was 34.2 percent, almost exactly on budget.

OPERATING FINANCIAL RESULTS

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

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$39,556	\$40,811	\$42,030	\$1,219
340	448	450	2
152	166	185	19
2,957	3,116	3,066	(50)
2,417	2,500	2,500	0
697	546	624	78
668	678	635	(43)
184	329	416	86
144	52	461	409
0	850	856	6
\$47,115	\$49,497	\$51,223	\$1,726
\$45,460	\$47,219	\$50,308	(\$3,088)
12,768	15,075	15,081	(6)
7,834	8,323	8,480	(157)
5,330	5,833	7,019	(1,186)
4,166	4,430	5,760	(1,330)
3,601	3,580	3,695	(115)
(1,725)	(1,725)	(1,725)	0
\$77,434	\$82,736	\$88,619	(\$5,883)
\$30,319	\$33,239	\$37,396	(\$4,157)
\$2,291	\$2,291	\$2,291	\$0
\$32,610	\$35,530	\$39,687	(\$4,157)

YEAR-TO-DATE				
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)	
REVENUES:				
Passenger Revenue	157,576	163,913	171,227	7,313
D.C. School Reimbursement	900	989	961	(28)
Contract / Sub-Contract Charter	804	439	522	83
Parking	11,626	11,879	12,528	649
Advertising	9,667	10,000	10,000	0
Joint Development	2,738	2,186	2,460	274
Fiber Optic	2,797	2,493	2,952	459
Other	870	1,078	1,438	360
Interest	330	207	1,562	1,355
SCR Funding	0	3,400	3,391	(9)
TOTAL REVENUE	\$187,307	\$196,584	\$207,041	\$10,457
OPERATING EXPENSES:				
Labor	\$180,201	\$192,387	\$198,067	(\$5,680)
Fringe Benefits	51,913	60,718	62,562	(1,844)
Services	26,073	33,342	30,436	2,907
Materials & Supplies	21,631	23,449	24,380	(931)
Power & Fuel	17,158	17,970	22,068	(4,098)
Utilities & Other	14,248	14,368	15,202	(834)
Reimbursements	(6,900)	(6,900)	(6,900)	0
TOTAL EXPENSE	\$304,325	\$335,335	\$345,815	(\$10,480)
GROSS SUBSIDY	\$117,018	\$138,751	\$138,774	(\$23)
Plus: Debt Service	\$9,162	\$9,162	\$9,162	\$0
LOCAL SUBSIDY	\$126,180	\$147,913	\$147,936	(\$23)

60.8%

59.8%

57.8%

Cost Recovery Ratio

61.5%

58.6%

59.9%

**METRORAIL
OPERATING BUDGET**

October, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$30,880	\$31,908	\$33,133	\$1,225
189	98	113	15
2,957	3,116	3,066	(50)
725	753	750	(3)
697	546	624	78
668	678	635	(43)
92	173	196	23
163	19	194	175
0	678	705	26
\$36,371	\$37,970	\$39,416	\$1,446
\$26,157	\$26,872	\$29,084	(\$2,212)
7,347	8,553	9,484	(931)
2,953	3,008	2,973	35
2,858	3,349	4,113	(764)
2,454	2,946	3,142	(197)
2,553	2,655	2,686	(30)
(225)	(225)	(225)	0
\$44,097	\$47,160	\$51,258	(\$4,098)
\$7,726	\$9,190	\$11,841	(\$2,652)
\$2,291	\$2,291	\$2,291	\$0
\$10,017	\$11,480	\$14,132	(\$2,652)

82.5%

80.5%

76.9%

REVENUES:

Passenger Revenue	\$122,172	\$128,452	\$134,941	\$6,489
D.C. School Reimbursement	521	232	248	15
Parking	11,626	11,879	12,528	649
Advertising	2,900	3,010	3,000	(10)
Joint Development	2,738	2,186	2,460	274
Fiber Optic	2,797	2,493	2,952	459
Other	432	535	759	224
Interest	107	76	674	598
SCR Funding	0	2,714	2,786	73
TOTAL REVENUE	\$143,291	\$151,577	\$160,348	\$8,771

OPERATING EXPENSES:

Labor	\$103,334	\$109,332	\$114,431	(\$5,099)
Fringe Benefits	29,530	34,452	37,589	(3,137)
Services	8,932	11,937	10,721	1,216
Materials & Supplies	12,090	13,392	12,727	665
Propulsion Power	11,007	11,944	11,172	772
Utilities & Other	10,384	10,651	11,257	(606)
Reimbursements	(900)	(900)	(900)	0
TOTAL EXPENSE	\$174,377	\$190,809	\$196,998	(\$6,188)

GROSS SUBSIDY

\$31,086	\$39,232	\$36,649	\$2,583
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Plus: Debt Service
LOCAL SUBSIDY

\$9,162	\$9,162	\$9,162	\$0
\$40,248	\$48,395	\$45,811	\$2,583

Cost Recovery Ratio

82.2%

79.4%

81.4%

**METROBUS
OPERATING BUDGET
October, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$8,437	\$8,556	\$8,656	\$100
150	350	337	(13)
152	166	185	19
1,692	1,748	1,750	3
0	0	0	0
92	156	219	63
(18)	33	267	235
0	148	130	(18)
\$10,505	\$11,156	\$11,545	\$389
\$19,238	\$20,278	\$21,190	(\$912)
5,403	6,500	5,590	910
1,277	1,198	1,384	(186)
2,469	2,481	2,905	(425)
1,712	1,484	2,618	(1,134)
1,042	897	1,003	(106)
(1,500)	(1,500)	(1,500)	0
\$29,642	\$31,338	\$33,190	(\$1,852)
\$19,137	\$20,182	\$21,646	(\$1,464)
\$0	\$0	\$0	\$0
\$19,137	\$20,182	\$21,646	(1,464)

35.4%

35.6%

34.8%

REVENUES:

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$34,479	\$34,165	\$35,302	\$1,137
379	757	714	(43)
805	439	522	83
6,767	6,990	7,000	10
0	0	0	0
438	543	679	136
223	131	887	757
0	591	521	(70)
\$43,091	\$43,616	\$45,625	\$2,009

OPERATING EXPENSES:

\$76,673	\$82,769	\$83,500	(\$731)
22,329	26,178	24,936	1,243
3,680	4,699	4,427	273
9,531	10,045	11,648	(1,603)
6,151	6,026	10,896	(4,870)
3,768	3,602	3,839	(237)
(6,000)	(6,000)	(6,000)	0
\$116,132	\$127,320	\$133,245	(\$5,926)

GROSS SUBSIDY

\$73,041	\$83,704	\$87,620	(\$3,917)
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Plus: Debt Service

LOCAL SUBSIDY

\$0	\$0	\$0	\$0
\$73,041	\$83,704	\$87,620	(3,917)

Cost Recovery Ratio

37.1%

34.3%

34.2%

**REGIONAL BUS
OPERATING BUDGET
October, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$6,733	\$7,099	\$7,182	\$83
150	350	337	(13)
152	166	185	19
1,692	1,748	1,750	3
0	0	0	0
92	156	219	63
(18)	33	267	235
0	148	130	(18)
\$8,802	\$9,699	\$10,071	\$372
\$16,077	\$16,824	\$17,581	(\$757)
4,477	5,393	4,638	755
1,260	994	1,148	(154)
2,204	2,058	2,411	(352)
1,351	1,231	2,172	(941)
1,042	897	1,003	(106)
(1,500)	(1,500)	(1,500)	0
\$24,911	\$25,898	\$27,454	(\$1,555)
\$16,110	\$16,199	\$17,383	(\$1,184)
\$0	\$0	\$0	\$0
\$16,110	\$16,199	\$17,383	(1,184)

35.3% 37.5% 36.7%

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
REVENUES:			
\$27,578	\$28,347	\$29,290	\$943
379	757	714	(43)
805	439	522	83
6,767	6,990	7,000	10
0	0	0	0
438	543	679	136
223	131	887	757
0	591	521	(70)
\$36,190	\$37,798	\$39,613	\$1,815
OPERATING EXPENSES:			
\$64,056	\$68,673	\$69,280	(\$607)
18,562	21,720	20,689	1,031
3,626	3,899	3,673	226
8,488	8,334	9,665	(1,330)
4,839	5,000	9,040	(4,040)
3,768	3,602	3,839	(237)
(6,000)	(6,000)	(6,000)	0
\$97,338	\$105,229	\$110,186	(\$4,957)
\$61,148	\$67,431	\$70,572	(\$3,141)
\$0	\$0	\$0	\$0
\$61,148	\$67,431	\$70,572	(3,141)

REVENUES:

Passenger Revenue
D.C. School Reimbursement
Contract / Sub-Contract Charter
Advertising
Joint Development
Other
Interest
SCR Funding

TOTAL REVENUE

OPERATING EXPENSES:

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

TOTAL EXPENSE

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

Cost Recovery Ratio

37.2% 35.9% 36.0%

**NON-REGIONAL BUS
OPERATING BUDGET
October, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$1,511	\$1,457	\$1,474	\$17
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
\$1,511	\$1,457	\$1,474	\$17
\$3,162	\$3,453	\$3,609	(\$155)
926	1,107	952	155
16	204	236	(32)
265	422	495	(72)
361	253	446	(193)
0	0	0	(0)
0	0	0	0
\$4,731	\$5,440	\$5,737	(\$297)
\$3,220	\$3,983	\$4,263	(\$280)
\$0	\$0	\$0	\$0
\$3,220	\$3,983	\$4,263	(\$280)

31.9%

26.8%

25.7%

REVENUES:

Passenger Revenue	\$17
D.C. School Reimbursement	0
Advertising	0
Other	0
SCR Funding	0
TOTAL REVENUE	\$17

OPERATING EXPENSES:

Labor	(\$155)
Fringe Benefits	155
Services	(32)
Materials & Supplies	(72)
Power & Fuel	(193)
Utilities & Other	(0)
Reimbursements	0
TOTAL EXPENSE	(\$297)

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE

FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$6,130	\$5,818	\$6,012	\$194
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
\$6,130	\$5,818	\$6,012	\$194
\$12,617	\$14,096	\$14,220	(\$125)
3,768	4,458	4,247	212
54	800	754	46
1,042	1,711	1,984	(273)
1,313	1,026	1,856	(829)
0	0	0	(0)
0	0	0	0
\$18,794	\$22,091	\$23,060	(\$969)
\$12,664	\$16,273	\$17,048	(\$775)
\$0	\$0	\$0	\$0
\$12,664	\$16,273	\$17,048	(\$775)

Cost Recovery Ratio

32.6%

26.3%

26.1%

**PARATRANSIT
OPERATING BUDGET
October, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$240	\$347	\$241	(\$106)
0	24	21	(3)
240	371	262	(109)
\$64	\$69	\$34	\$36
17	22	7	15
3,605	4,117	4,123	(7)
2	3	1	2
6	28	6	22
\$3,695	\$4,239	\$4,171	\$68
\$3,455	\$3,868	\$3,909	(\$41)
\$0	\$0	\$0	\$0
\$3,455	\$3,868	\$3,909	(\$41)

6.5%

8.8%

6.3%

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)
\$915	\$1,296	\$983	(\$312)
0	95	84	(11)
915	1,391	1,068	(323)
\$194	\$286	\$136	\$150
55	87	37	50
13,461	16,706	15,288	1,418
10	12	4	8
98	115	107	9
\$13,818	\$17,206	\$15,572	\$1,634
\$12,903	\$15,814	\$14,504	\$1,310
\$0	\$0	\$0	\$0
\$12,903	\$15,814	\$14,504	\$1,310

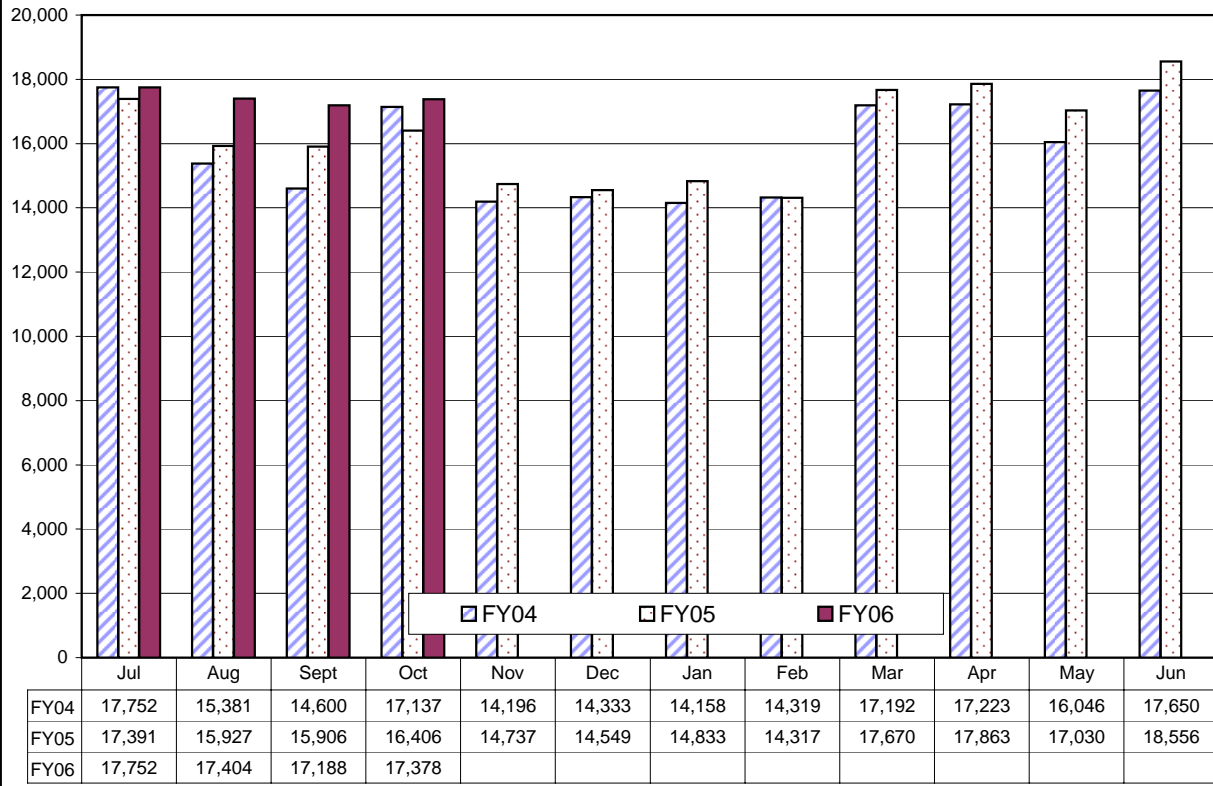
6.6%

8.1%

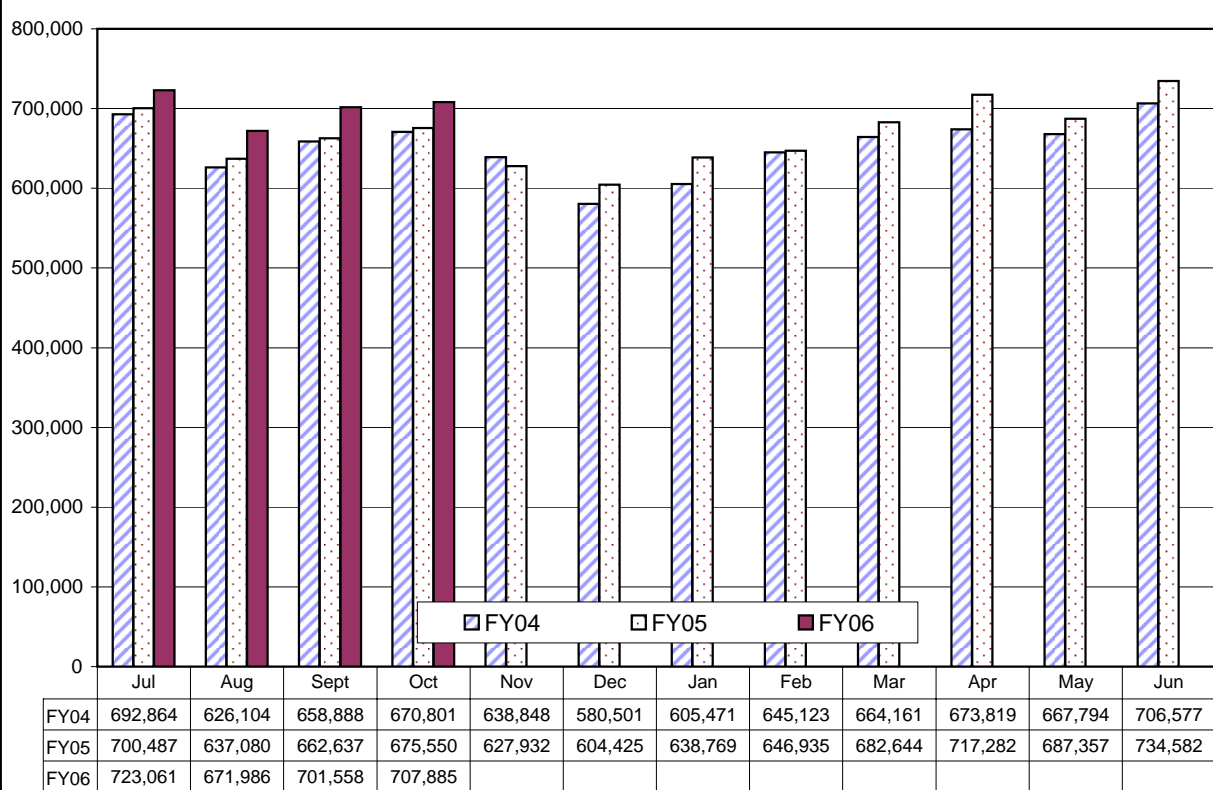
6.9%

RIDERSHIP AND REVENUE TRENDS

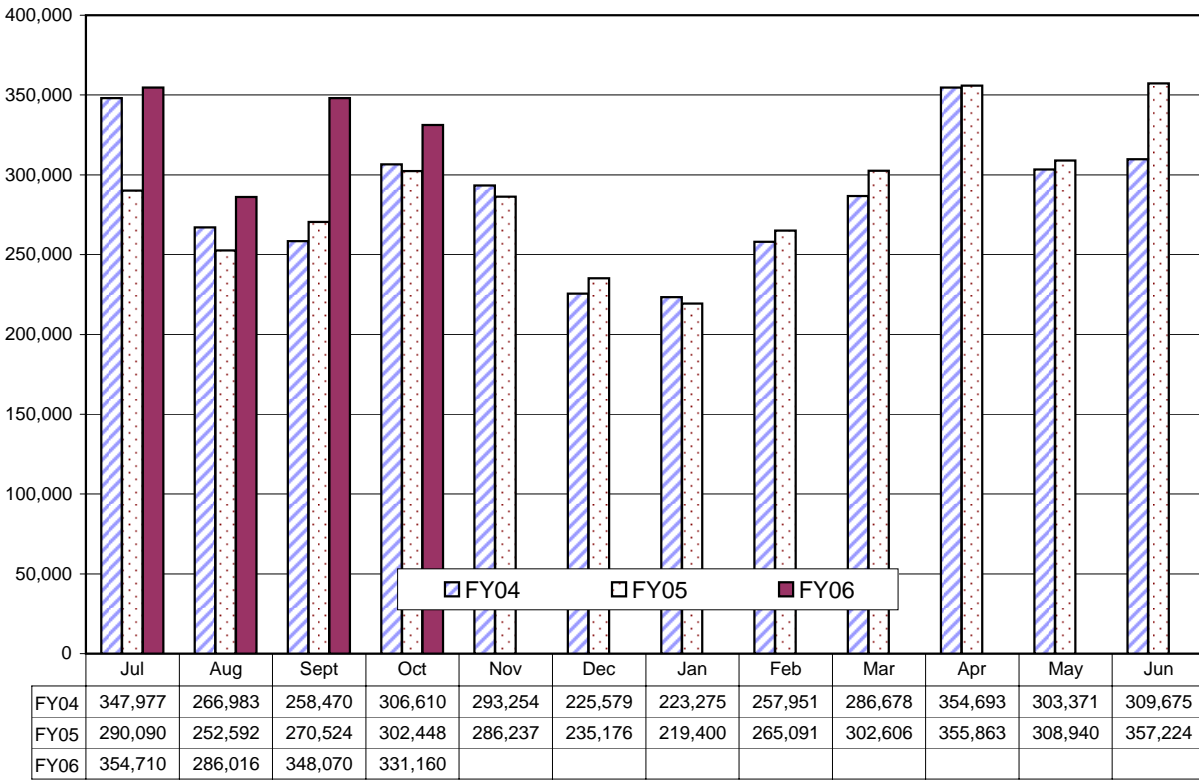
METRORAIL MONTHLY RIDERSHIP (in 1,000s)



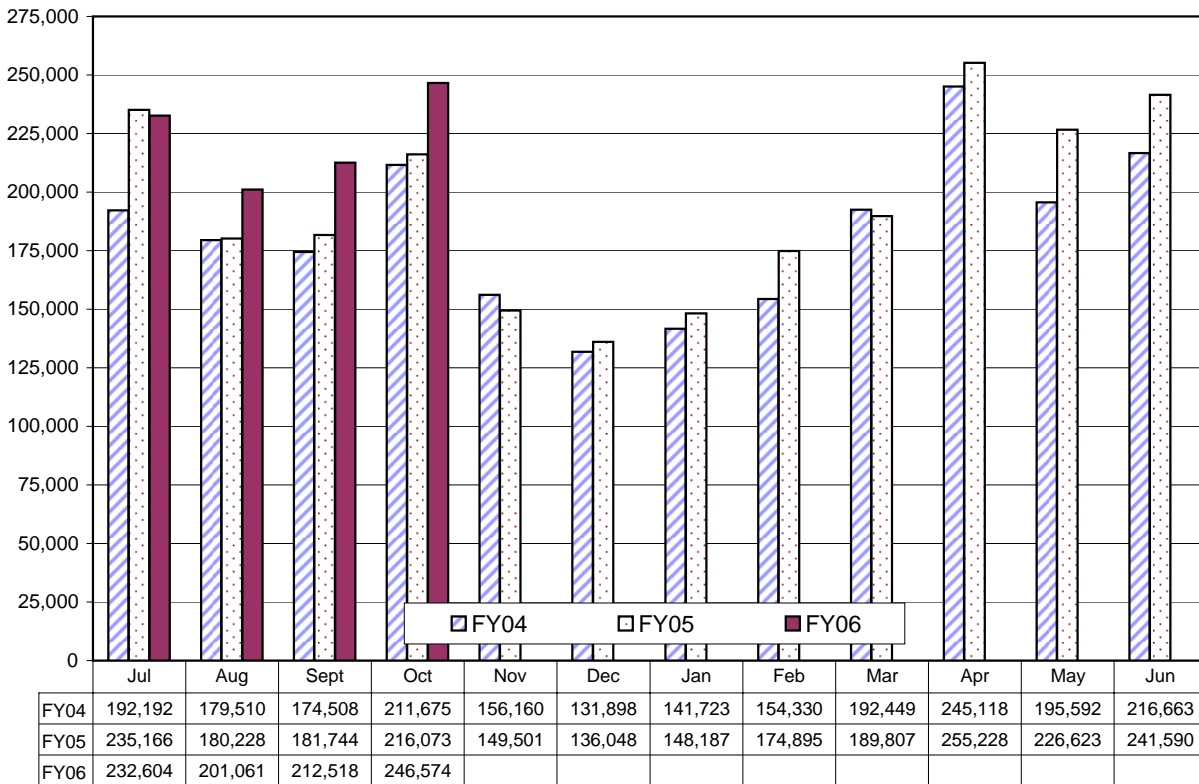
METRORAIL AVERAGE WEEKDAY RIDERSHIP



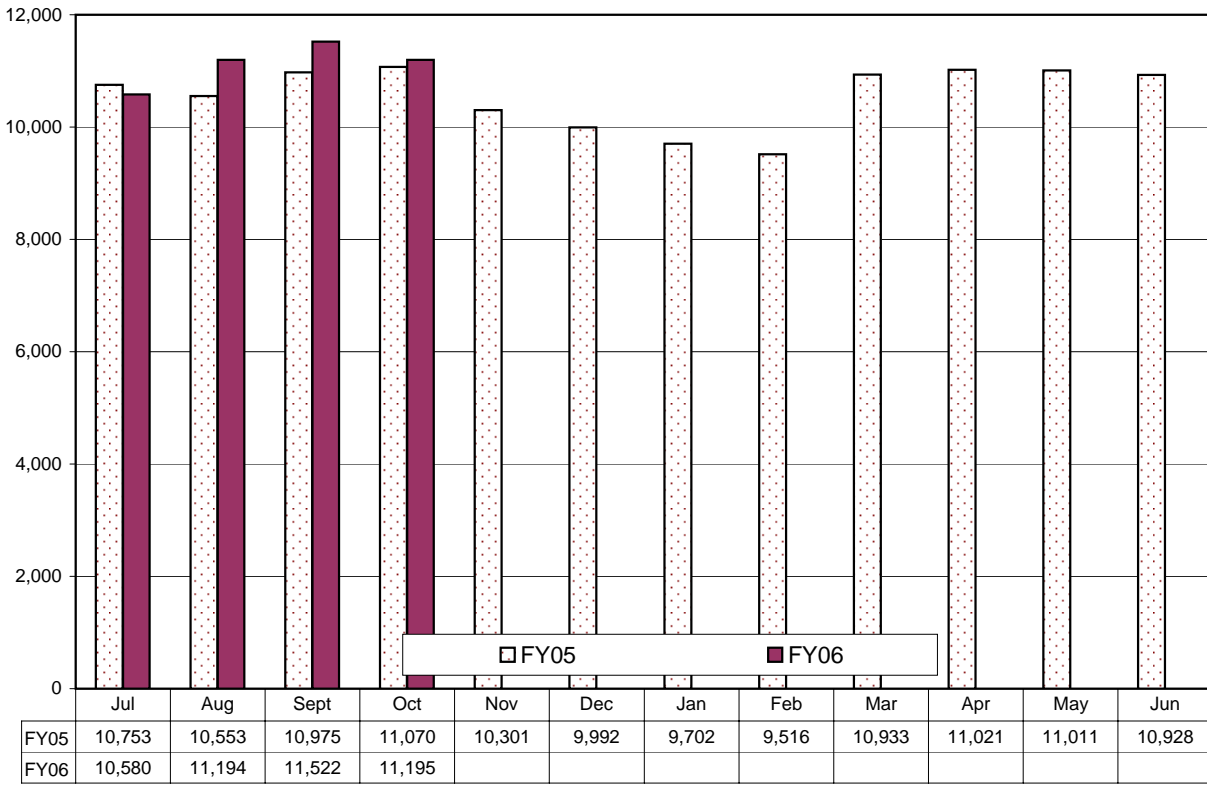
METRORAIL AVERAGE SATURDAY RIDERSHIP



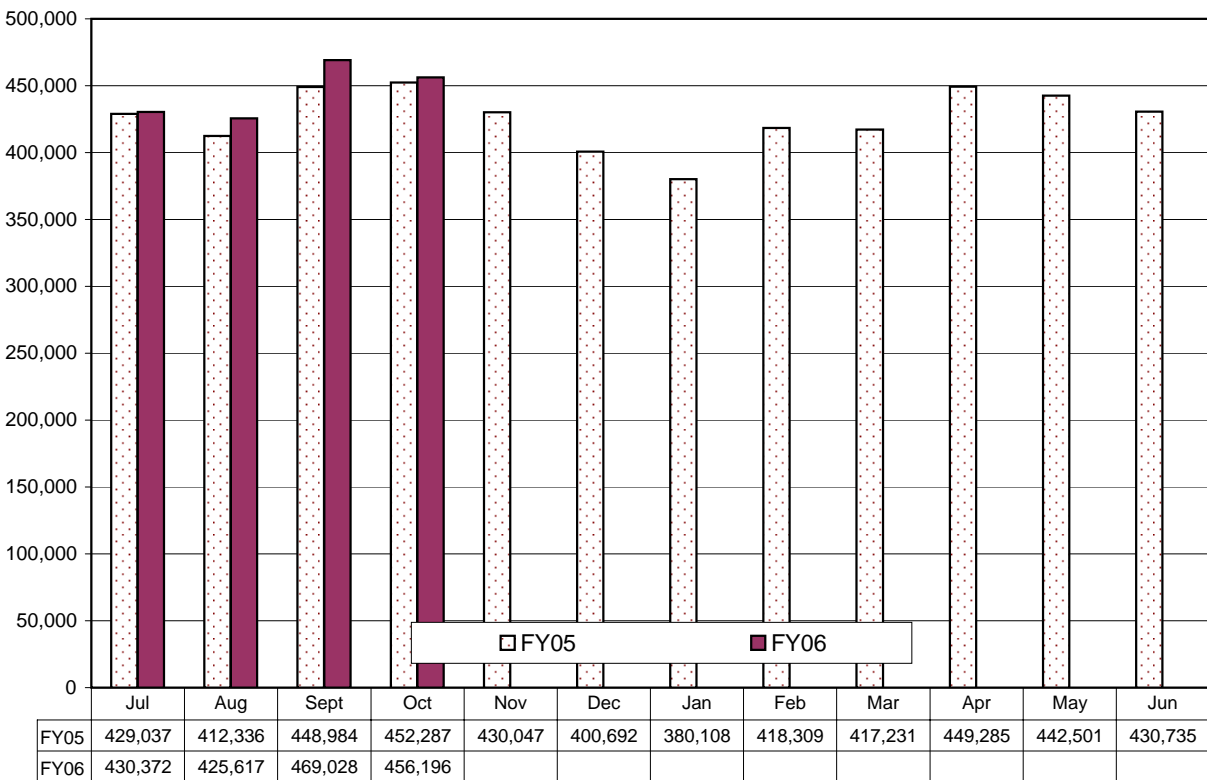
METRORAIL AVERAGE SUNDAY RIDERSHIP



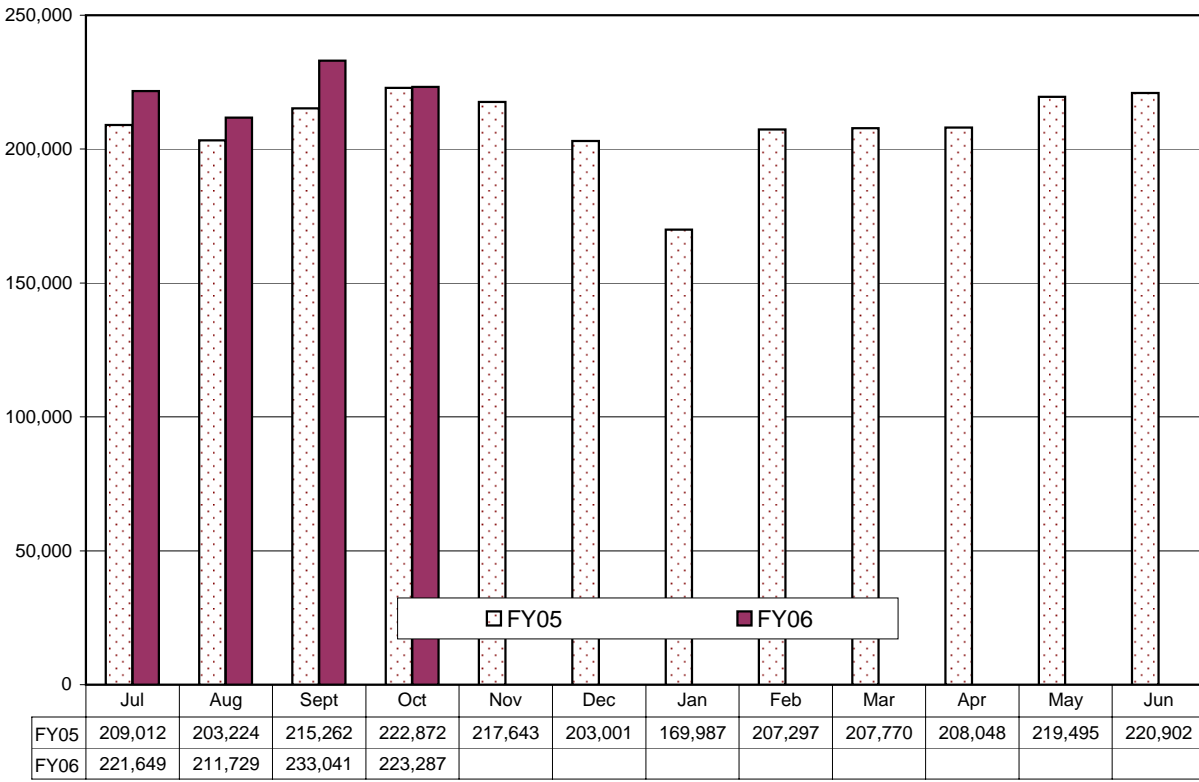
METROBUS MONTHLY RIDERSHIP (in 1,000s)



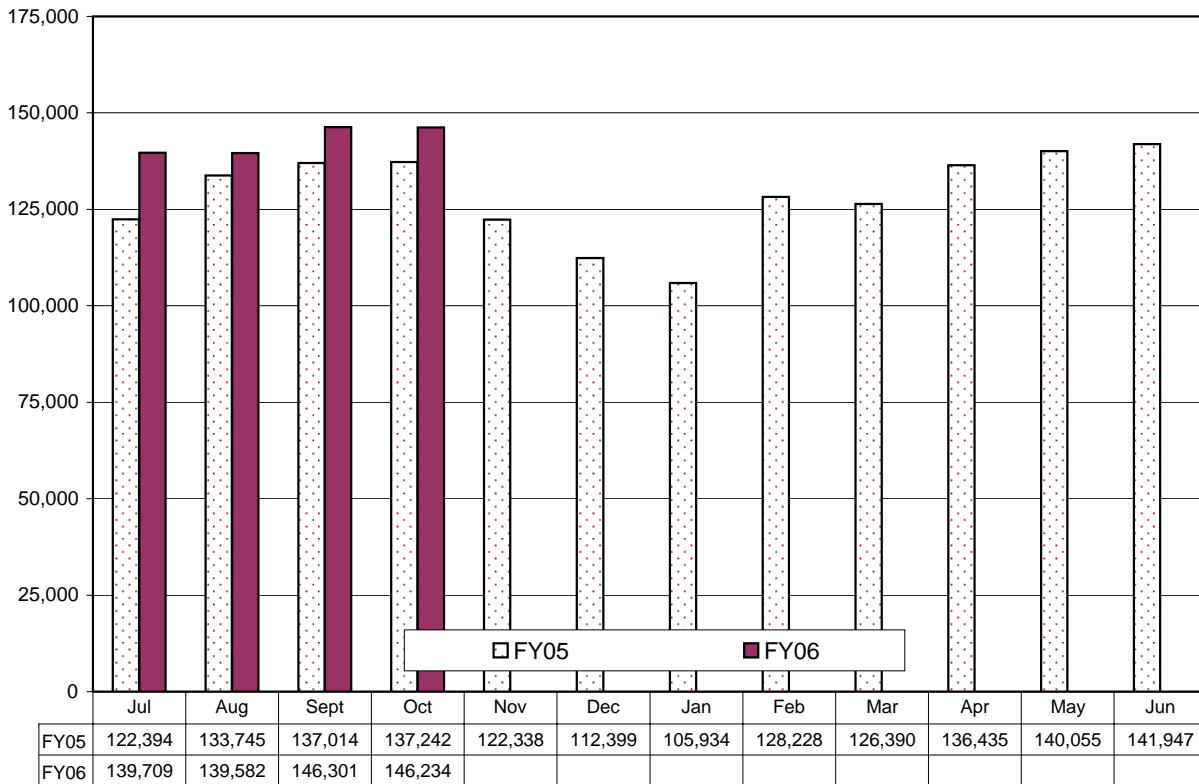
METROBUS AVERAGE WEEKDAY RIDERSHIP



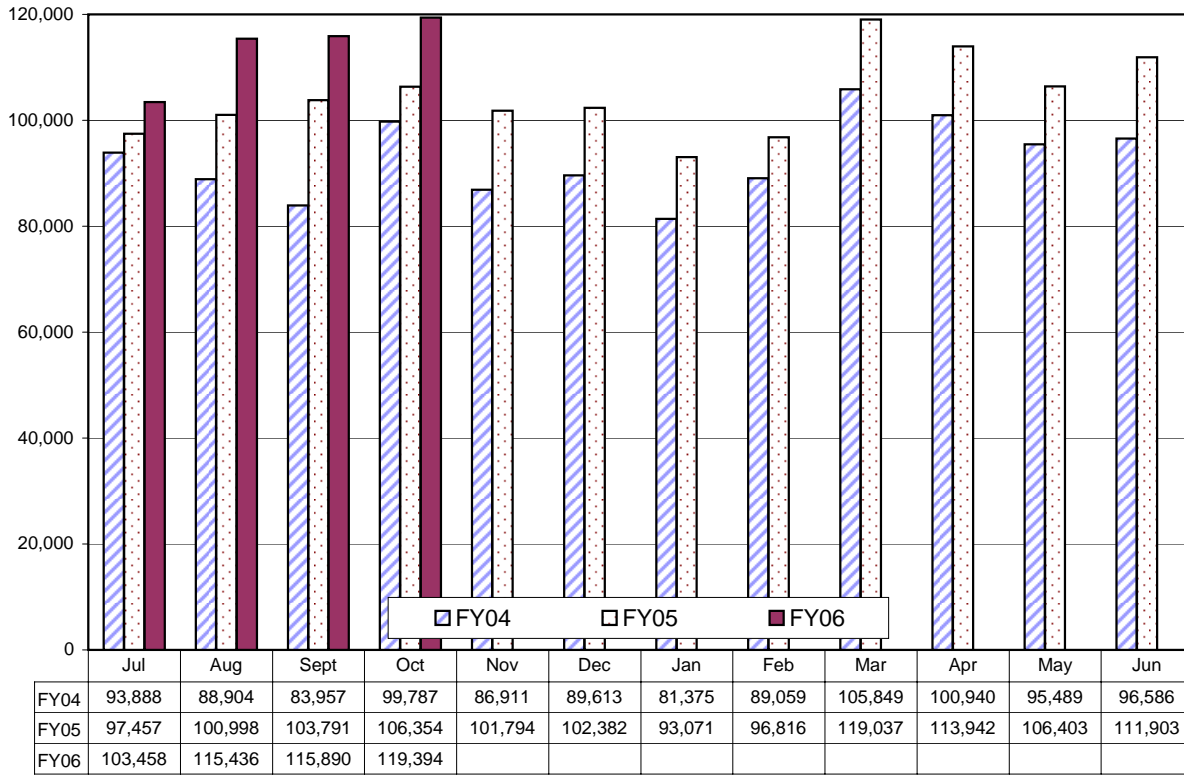
METROBUS AVERAGE SATURDAY RIDERSHIP



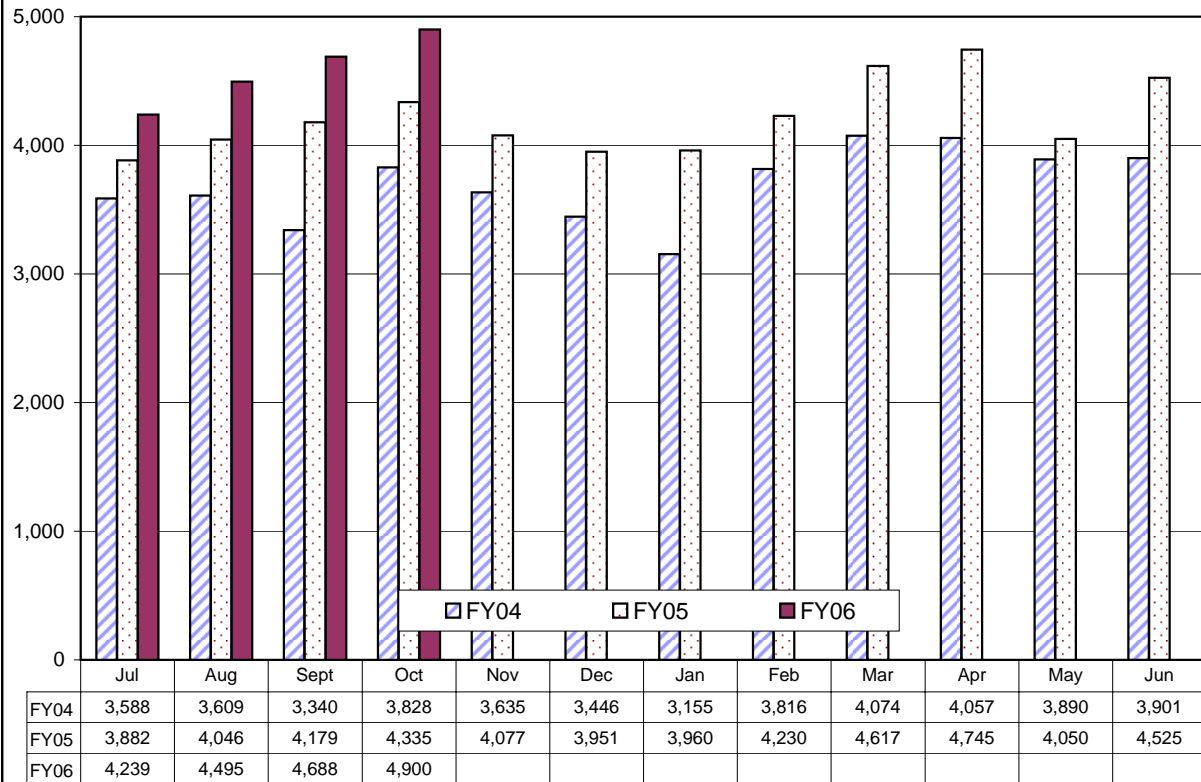
METROBUS AVERAGE SUNDAY RIDERSHIP



METROACCESS MONTHLY RIDERSHIP



METROACCESS AVERAGE WEEKDAY RIDERSHIP





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Fiscal 2006

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November 2005

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OPERATING FINANCIAL PERFORMANCE HIGHLIGHTS



Washington Metropolitan Area Transit Authority
November 2005 – Financial Performance Highlights

Summary

November revenues of \$48.9 million were \$3.9 million higher than projected. The largest positive revenue variance occurred in passenger revenue which was \$2.8 million more than anticipated. All major revenue accounts had positive revenue variances for the month, with the largest non-passenger variances in parking, fiber optic and interest revenue. Expenses for the month were \$85 million, \$0.6 million more than budgeted. Labor, services and fringe benefits were all below budget, but cost overruns in power, utilities, and services were the major contributors to the expense overruns for the month. In November, a subsidy savings of \$3.3 million was realized, and through the end of November, the first five months of the fiscal year, favorable revenues of \$14.3 million combined with expense overruns of \$11.1 million for a subsidy savings of \$3.2 million.

FINANCIAL SUMMARY
November 2005
(Dollars in Thousands)

	Month			Year-to-Date		
	Budget	Actual	Favorable (Unfavorable)	Budget	Actual	Favorable (Unfavorable)
Revenues	\$45,050	\$48,904	\$3,854	\$241,634	\$255,945	\$14,311
Expenses	\$84,370	\$84,973	(\$602)	\$419,705	\$430,788	(\$11,083)
Subsidy	\$39,320	\$36,069	\$3,252	\$178,071	\$174,842	\$3,229

RIDERSHIP SUMMARY
Average Weekday Ridership

	Nov 2004	Nov 2005	% Increase or Decrease (06 vs. 05)
Rail	627,900	675,800	7.6%
Bus	430,000	438,900	2.1%
ADA	4,100	4,000	-2.4%
TOTAL	1,062,000	1,118,700	5.3%

Year-to-Date Total Ridership

	Nov 2004	Nov 2005	% Increase or Decrease (06 vs. 05)
Rail	80,368,300	85,803,500	6.8%
Bus	53,651,700	55,067,100	2.6%
ADA	510,400	568,900	11.5%
TOTAL	134,530,400	141,439,500	5.1%



Ridership

Compared to an average weekday last year, ridership in all time periods continued to grow this fiscal year, and November was no exception. For the month, average weekday ridership grew almost 8 percent or 50,000 trips, with AM peak and PM peak increasing by 8 percent or 17,600 and 16,900 trips, respectively. Although this ridership growth is real, as evidenced by the ridership growth each month of this fiscal year, the actual numbers for November 2005, when compared with last November may be a bit overstated. Last November an accident on the Red Line at Woodley Park on November 3rd created major delays and caused trains to single track through stations affected by the accident. Faced with that situation, some riders chose transportation alternatives which resulted in average weekday rail ridership understandably below projections.

The service interruption last year affected all periods on rail, including weekend discretionary trips. When compared with last year, total weekend ridership this year increased almost 400,000 trips or 18 percent, with Saturday increases averaging 17 percent or 48,000 trips and Sunday increases averaging 20 percent, an increase of 30,000 trips over last year.

Average weekday Metrobus ridership increased 2 percent above the average weekday ridership from last year. Average weekday MetroAccess trips for the month decreased 2 percent or 100 trips when compared with last November, the first time this fiscal year. However, year to date growth is still approaching 12 percent.

Revenues

Revenues in November continued to exceed expectations, and were \$3.9 million higher than projected. Passenger and non passenger accounts continued to exceed expectations and in November contributed \$2.8 million and \$1.1 million, respectively. Rail passenger revenue in November exceeded projections by \$2.3 million, Metrobus contributed \$0.5 million, and MetroAccess revenue was



essentially on budget. Following the trends established earlier, the positive non passenger revenue variance was largely due to higher than expected contributions from parking, fiber optic and interest revenue.

Expenses

Labor expenses were under budget by \$1.0M for the month due to prior period adjustments to holiday pay accounts. There continues to be pressure on labor and overtime accounts related to railcar door overhauls, extra security coverage and additional track and switch repair, which was offset by the labor adjustment discussed above. Fringe benefits are reflecting several credits for healthcare costs that are being amortized throughout the rest of the year. The historical trend established last year with lower healthcare and worker's compensation claims appears to have reversed course. Power, fuel and utility costs appear to have stabilized somewhat, there will be a \$1.6 million adjustment made in December for energy costs that were over-accrued in November, 2005. Excluding this entry on the monthly financials would have left the power and fuel category on budget for the month and \$4.1 million over budget for the year.

Cost Recovery

System-wide cost recovery in November was 59 percent, 1 percentage point higher than anticipated in the budget. Cost recovery on rail was 81 percent, compared to 78 percent included in the budget. Cost recovery on bus was 34, almost exactly on budget.

OPERATING FINANCIAL RESULTS

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

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$36,275	\$37,139	\$39,900	\$2,761
354	408	541	133
107	141	303	162
2,736	2,752	2,994	241
2,417	2,500	2,500	0
696	546	579	32
519	413	614	202
214	249	385	136
201	52	254	202
0	850	834	(16)
\$43,519	\$45,050	\$48,904	\$3,854
\$48,379	\$48,888	\$47,863	\$1,025
13,082	15,226	15,137	89
5,758	8,356	7,415	941
5,596	5,753	5,908	(155)
4,333	4,289	5,922	(1,633)
2,565	3,583	4,454	(870)
(1,725)	(1,725)	(1,725)	0
\$77,988	\$84,370	\$84,973	(\$602)
\$34,469	\$39,320	\$36,069	\$3,252
\$2,291	\$2,291	\$2,291	(\$0)
\$36,760	\$41,611	\$38,360	\$3,251

55.80%

53.40%

57.55%

YEAR-TO-DATE				
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)	
REVENUES:				
Passenger Revenue	\$193,852	\$201,052	\$211,127	\$10,074
D.C. School Reimbursement	1,254	1,397	1,502	105
Contract / Sub-Contract Charter	911	580	825	245
Parking	14,361	14,631	15,522	891
Advertising	12,083	12,500	12,500	0
Joint Development	3,434	2,732	3,039	306
Fiber Optic	3,316	2,906	3,567	661
Other	1,084	1,327	1,823	497
Interest	531	258	1,816	1,557
SCR Funding	0	4,250	4,225	(25)
TOTAL REVENUE	\$230,826	\$241,634	\$255,945	\$14,311
OPERATING EXPENSES:				
Labor	\$228,581	\$241,275	\$245,930	(\$4,655)
Fringe Benefits	64,995	75,944	77,698	(1,755)
Services	31,831	41,698	37,851	3,848
Materials & Supplies	27,226	29,202	30,288	(1,086)
Power & Fuel	21,491	22,259	27,990	(5,731)
Utilities & Other	16,813	17,952	19,656	(1,704)
Reimbursements	(8,625)	(8,625)	(8,625)	0
TOTAL EXPENSE	\$382,313	\$419,705	\$430,788	(\$11,083)
GROSS SUBSIDY	\$151,486	\$178,071	\$174,842	\$3,229
Plus: Debt Service	\$11,453	\$11,453	\$11,453	(\$0)
LOCAL SUBSIDY	\$162,939	\$189,523	\$186,295	\$3,228

Cost Recovery Ratio

60.38%

57.57%

59.41%

METRORAIL OPERATING BUDGET

November, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$27,949	\$28,875	\$31,182	\$2,307
209	85	158	74
2,736	2,752	2,988	235
725	753	750	(3)
696	546	579	32
519	413	614	202
76	109	172	63
78	19	107	88
0	678	683	5
\$32,987	\$34,230	\$37,233	\$3,003
\$27,691	\$27,817	\$27,232	\$585
7,462	8,651	8,728	(77)
2,032	3,011	2,530	481
3,053	3,185	3,048	136
2,693	2,791	3,644	(853)
1,756	2,564	1,726	838
(225)	(225)	(225)	0
\$44,462	\$47,795	\$46,684	\$1,111
\$11,475	\$13,565	\$9,451	\$4,114
\$2,291	\$2,291	\$2,291	(\$0)
\$13,766	\$15,855	\$11,742	\$4,113

74.19%

71.62%

79.76%

REVENUES:

Passenger Revenue	\$150,131
D.C. School Reimbursement	729
Parking	14,361
Advertising	3,625
Joint Development	3,434
Fiber Optic	3,316
Other	508
Interest	185
SCR Funding	0
TOTAL REVENUE	\$176,288

OPERATING EXPENSES:

Labor	\$131,025
Fringe Benefits	36,992
Services	10,964
Materials & Supplies	15,143
Propulsion Power	13,700
Utilities & Other	12,139
Reimbursements	(1,125)
TOTAL EXPENSE	\$218,838

GROSS SUBSIDY

Plus: Debt Service
LOCAL SUBSIDY

YEAR-TO-DATE

FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$150,131	\$157,327	\$166,123	\$8,796
729	317	406	89
14,361	14,631	15,515	884
3,625	3,763	3,750	(13)
3,434	2,732	3,039	306
3,316	2,906	3,567	661
508	644	931	287
185	95	781	686
0	3,392	3,469	77
\$176,288	\$185,807	\$197,581	\$11,774
\$131,025	\$137,150	\$141,663	(\$4,513)
36,992	43,104	46,317	(3,213)
10,964	14,948	13,251	1,697
15,143	16,577	15,776	801
13,700	14,735	14,816	(81)
12,139	13,215	12,983	233
(1,125)	(1,125)	(1,125)	0
\$218,838	\$238,604	\$243,681	(\$5,077)
\$42,550	\$52,797	\$46,100	\$6,697
\$11,453	\$11,453	\$11,453	(\$0)
\$54,003	\$64,250	\$57,553	\$6,697

Cost Recovery Ratio

80.56%

77.87%

81.08%

**METROBUS
OPERATING BUDGET
November, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$8,096	\$7,962	\$8,456	\$494
145	323	383	59
107	141	303	162
1,692	1,748	1,750	3
0	0	0	0
138	140	213	73
124	33	147	114
0	148	130	(18)
\$10,302	\$10,494	\$11,387	\$893
\$20,648	\$20,998	\$20,606	\$392
5,609	6,553	6,403	150
410	1,189	755	434
2,538	2,565	2,859	(294)
1,640	1,498	2,278	(780)
785	991	2,724	(1,734)
(1,500)	(1,500)	(1,500)	0
\$30,129	\$32,294	\$34,125	(\$1,831)
\$19,828	\$21,800	\$22,737	(\$937)
\$0	\$0	\$0	\$0
\$19,828	\$21,800	\$22,737	(\$937)

34.19%

32.49%

33.37%

REVENUES:

YEAR-TO-DATE			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$42,575	\$42,127	\$43,758	\$1,630
524	1,080	1,096	16
912	580	825	245
8,458	8,738	8,750	13
0	0	0	0
576	683	892	210
347	163	1,034	871
0	739	651	(88)
\$53,393	\$54,110	\$57,012	\$2,902

OPERATING EXPENSES:

\$97,321	\$103,767	\$104,106	(\$339)
27,938	32,731	31,339	1,392
4,090	5,889	5,182	707
12,068	12,610	14,507	(1,897)
7,791	7,524	13,174	(5,649)
4,551	4,593	6,563	(1,970)
(7,500)	(7,500)	(7,500)	0
\$146,259	\$159,614	\$167,370	(\$7,756)

GROSS SUBSIDY

\$92,867	\$105,504	\$110,358	(\$4,854)
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Plus: Debt Service

LOCAL SUBSIDY

\$0	\$0	\$0	\$0
\$92,867	\$105,504	\$110,358	(\$4,854)

Cost Recovery Ratio

36.51%

33.90%

34.06%

**REGIONAL BUS
OPERATING BUDGET
November, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$6,666	\$6,606	\$7,016	\$409
145	323	383	59
107	141	303	162
1,692	1,748	1,750	3
0	0	0	0
138	140	213	73
124	33	147	114
0	148	130	(18)
\$8,872	\$9,138	\$9,947	\$809
\$17,239	\$17,422	\$17,097	\$326
4,658	5,437	5,313	124
398	987	626	360
2,250	2,128	2,372	(244)
1,292	1,243	1,890	(647)
785	991	2,724	(1,734)
(1,500)	(1,500)	(1,500)	0
\$25,122	\$26,708	\$28,522	(\$1,814)
\$16,250	\$17,570	\$18,574	(\$1,005)
\$0	\$0	\$0	\$0
\$16,250	\$17,570	\$18,574	(\$1,005)

35.31% 34.21% 34.88%

REVENUES:

Passenger Revenue	\$35,015	\$34,953	\$36,306	\$1,353
D.C. School Reimbursement	524	1,080	1,096	16
Contract / Sub-Contract Charter	912	580	825	245
Advertising	8,458	8,738	8,750	13
Joint Development	0	0	0	0
Other	576	683	892	210
Interest	347	163	1,034	871
SCR Funding	0	739	651	(88)
TOTAL REVENUE	\$45,833	\$46,936	\$49,560	\$2,625

OPERATING EXPENSES:

Labor	\$81,295	\$86,095	\$86,377	(\$281)
Fringe Benefits	23,220	27,157	26,002	1,155
Services	4,024	4,886	4,299	586
Materials & Supplies	10,739	10,463	12,037	(1,574)
Power & Fuel	6,130	6,243	10,930	(4,687)
Utilities & Other	4,551	3,811	5,445	(1,635)
Reimbursements	(7,500)	(7,500)	(7,500)	0
TOTAL EXPENSE	\$122,458	\$131,154	\$137,590	(\$6,435)

GROSS SUBSIDY

\$76,626	\$84,219	\$88,029	(\$3,811)
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Plus: Debt Service
LOCAL SUBSIDY

\$0	\$0	\$0	\$0
\$76,626	\$84,219	\$88,029	(\$3,811)

Cost Recovery Ratio

37.43% 35.79% 36.02%

NON-REGIONAL BUS

OPERATING BUDGET

November, 2005

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$1,430	\$1,356	\$1,440	\$84
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
\$1,430	\$1,356	\$1,440	\$84
\$3,409	\$3,576	\$3,509	\$67
951	1,116	1,090	26
12	203	129	74
288	437	487	(50)
348	255	388	(133)
0	0	0	(0)
0	0	0	0
\$5,008	\$5,586	\$5,603	(\$17)
\$3,578	\$4,231	\$4,163	\$67
\$0	\$0	\$0	\$0
\$3,578	\$4,231	\$4,163	\$67

28.56%

24.27%

25.70%

REVENUES:

Passenger Revenue	\$7,560	\$7,174	\$7,452	\$278
D.C. School Reimbursement	0	0	0	0
Advertising	0	0	0	0
Other	0	0	0	0
SCR Funding	0	0	0	0
TOTAL REVENUE	\$7,560	\$7,174	\$7,452	\$278

OPERATING EXPENSES:

Labor	\$16,027	\$17,672	\$17,729	(\$58)
Fringe Benefits	4,718	5,574	5,337	237
Services	66	1,003	882	120
Materials & Supplies	1,330	2,148	2,471	(323)
Power & Fuel	1,661	1,281	2,243	(962)
Utilities & Other	0	782	1,118	(336)
Reimbursements	0	0	0	0
TOTAL EXPENSE	\$23,801	\$28,459	\$29,780	(\$1,321)

GROSS SUBSIDY

\$16,241	\$21,285	\$22,328	(\$1,043)
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Plus: Debt Service

\$0	\$0	\$0	\$0
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LOCAL SUBSIDY

\$16,241	\$21,285	\$22,328	(\$1,043)
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Cost Recovery Ratio

31.76%

25.21%

25.02%

**PARATRANSIT
OPERATING BUDGET
November, 2005**

(DOLLARS IN THOUSANDS)

MONTH			
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
\$230	\$302	\$263	(\$39)
0	24	21	(3)
230	326	284	(42)
41	73	25	48
11	22	5	16
3,316	4,156	4,130	26
5	3	1	2
25	29	4	25
\$3,398	\$4,281	\$4,164	\$117
\$3,167	\$3,955	\$3,880	\$75
\$0	\$0	\$0	\$0
\$3,167	\$3,955	\$3,880	\$75

6.77%

7.62%

6.82%

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)
\$1,145	\$1,598	\$1,247	(\$352)
0	119	105	(14)
1,145	1,717	1,352	(365)
234	359	161	198
66	109	42	66
16,777	20,861	19,418	1,443
15	15	5	10
123	144	110	33
\$17,216	\$21,487	\$19,736	\$1,751
\$16,070	\$19,770	\$18,385	\$1,385
\$0	\$0	\$0	\$0
\$16,070	\$19,770	\$18,385	\$1,385

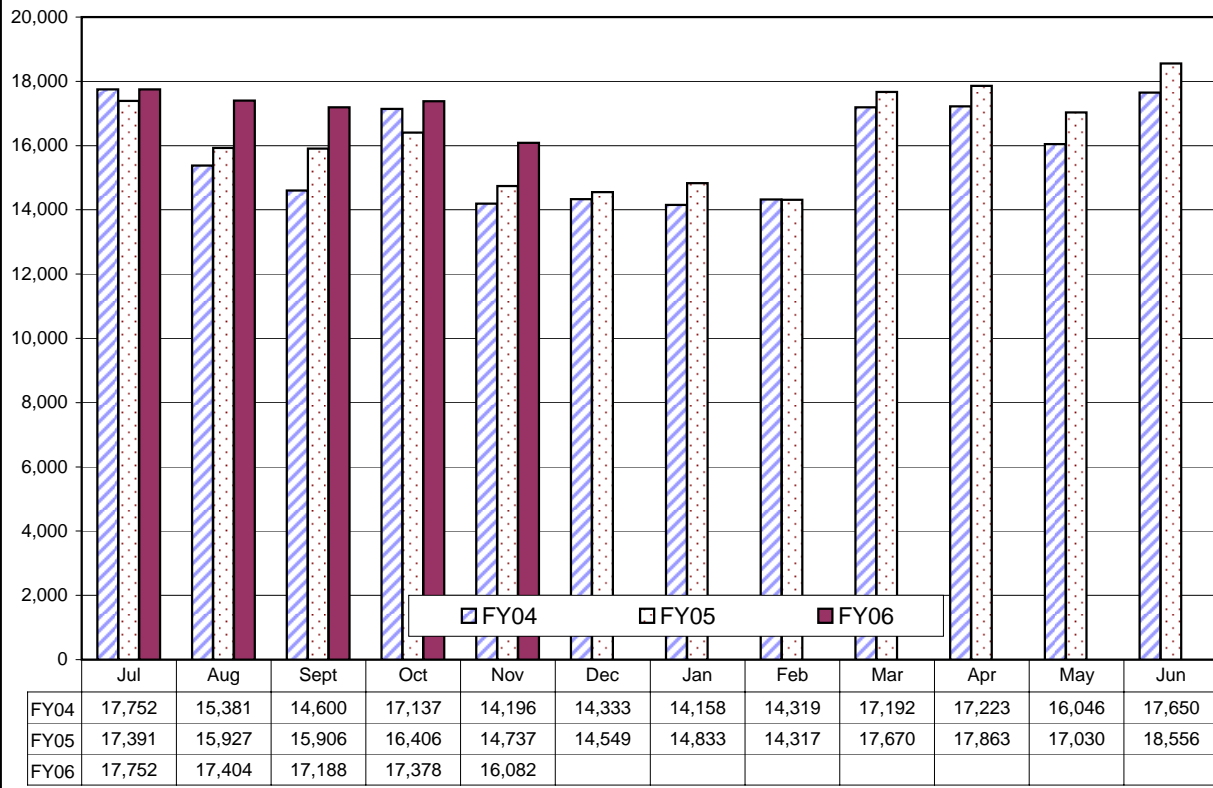
6.65%

7.99%

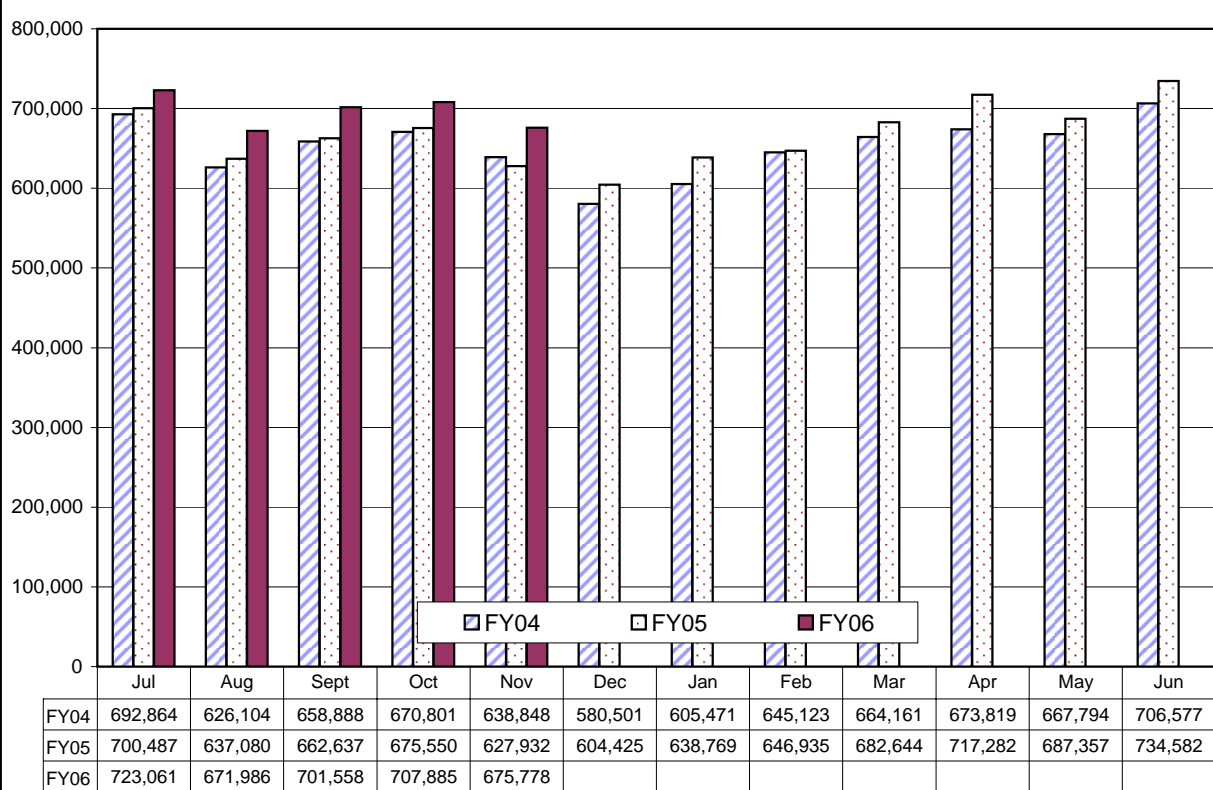
6.85%

RIDERSHIP AND REVENUE TRENDS

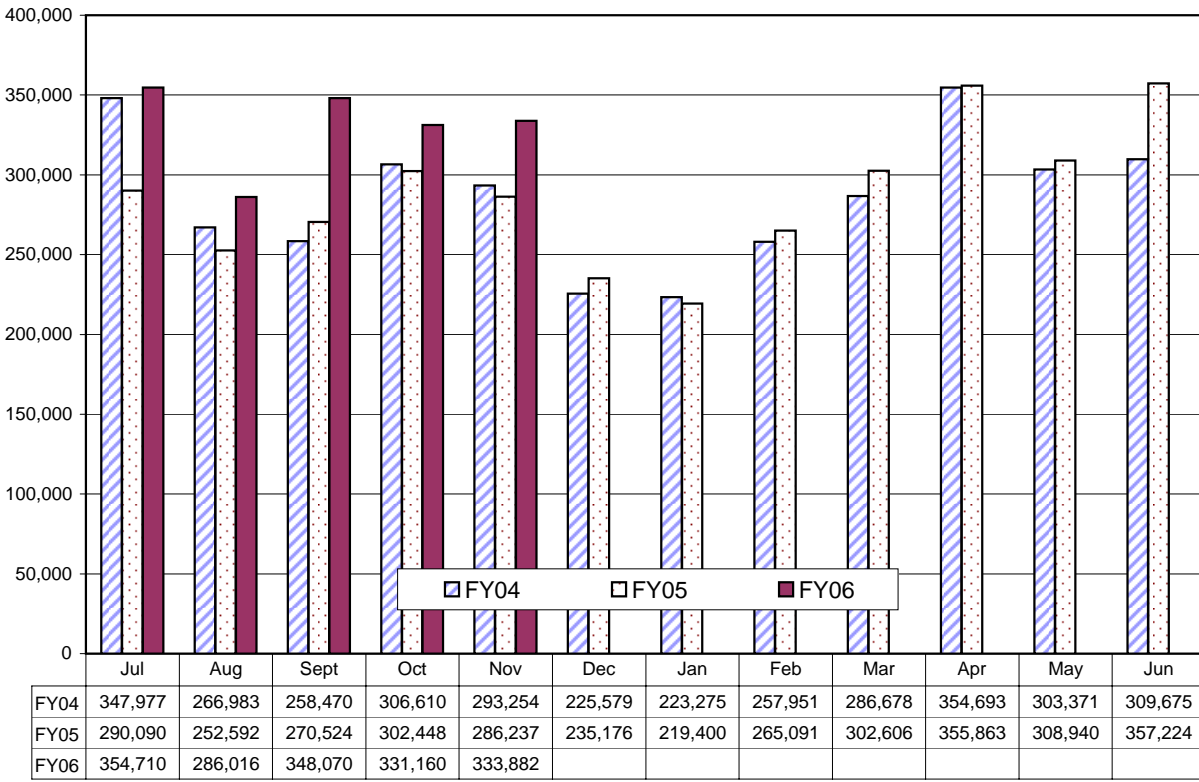
METRORAIL MONTHLY RIDERSHIP (in 1,000s)



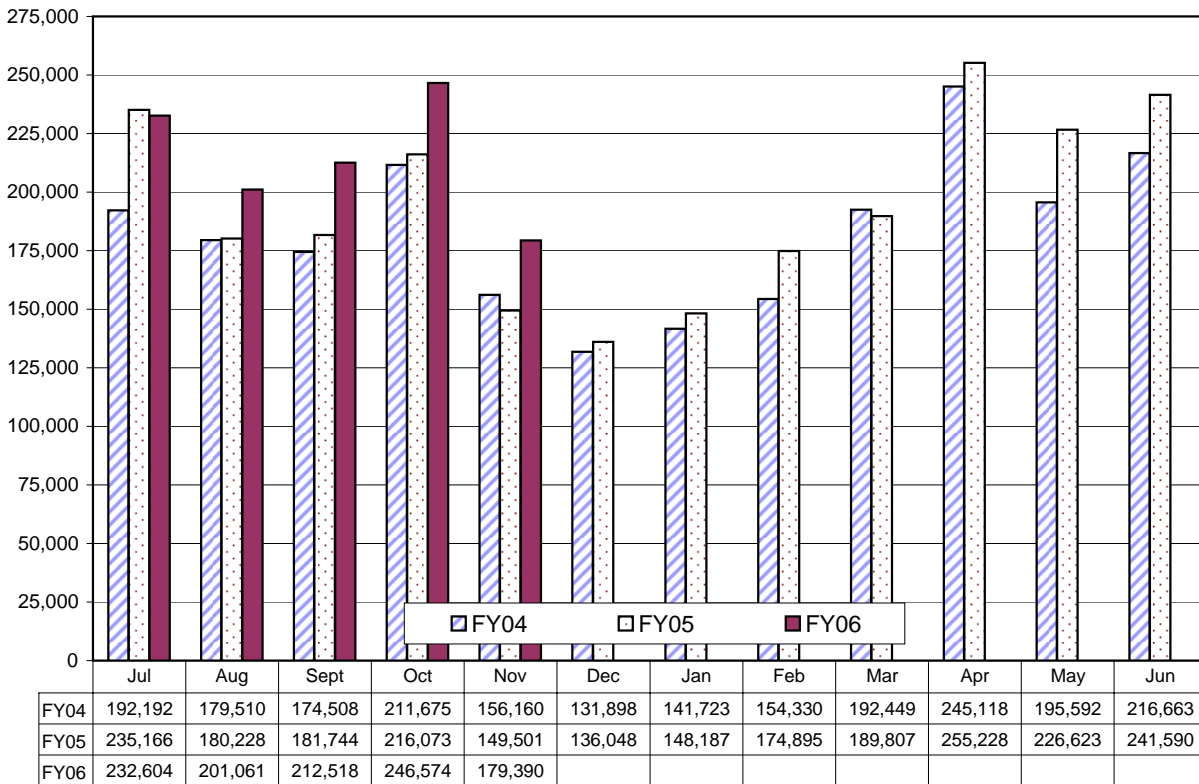
METRORAIL AVERAGE WEEKDAY RIDERSHIP



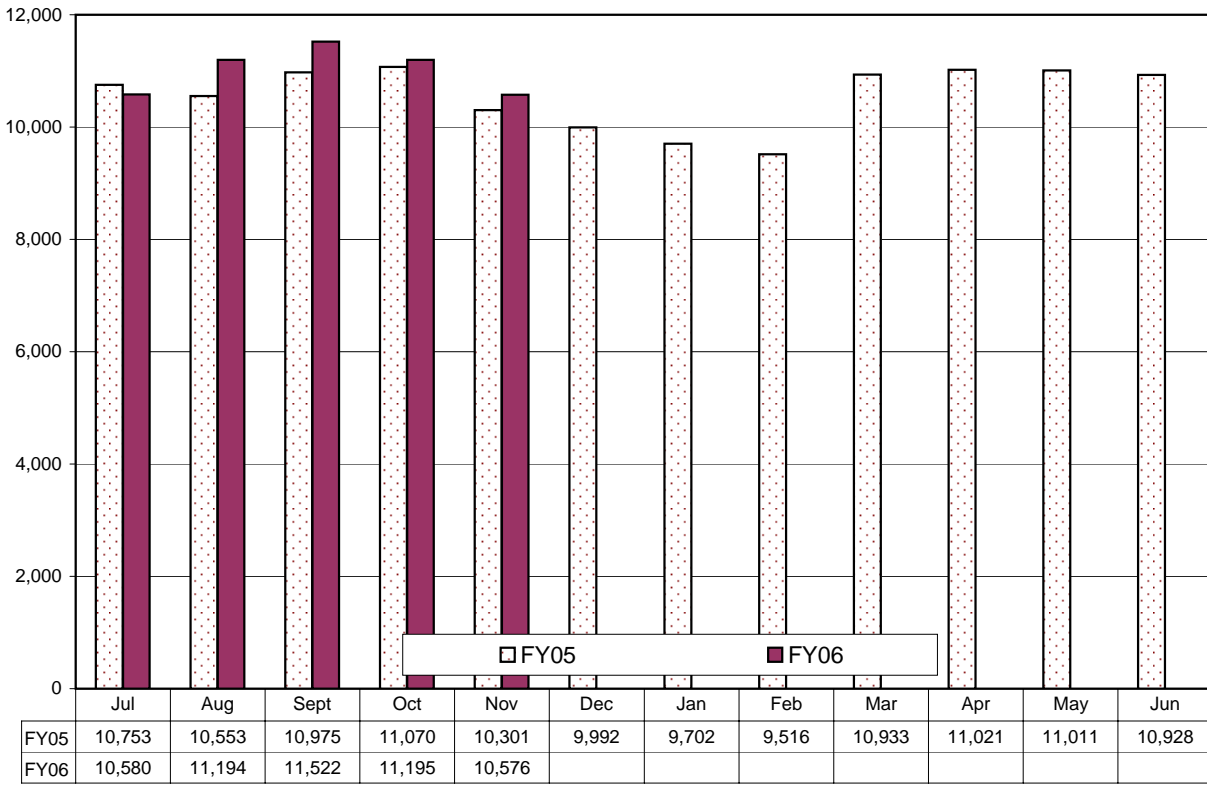
METRORAIL AVERAGE SATURDAY RIDERSHIP



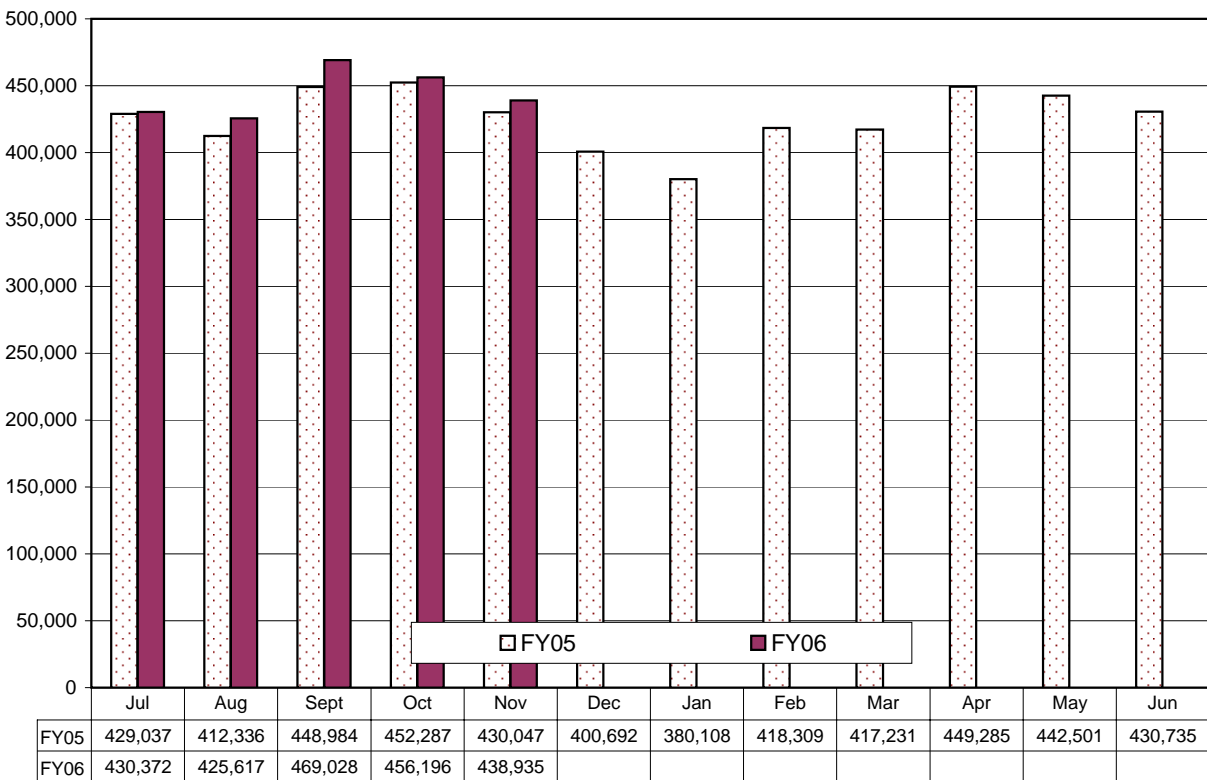
METRORAIL AVERAGE SUNDAY RIDERSHIP



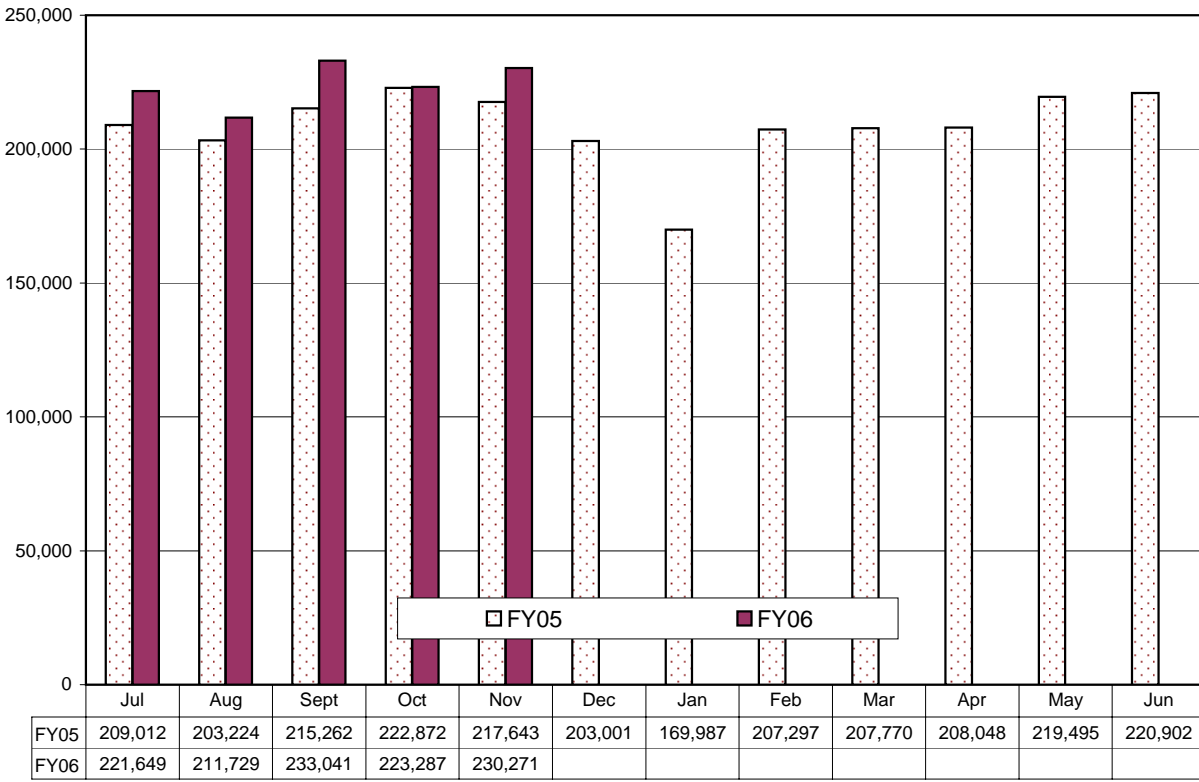
METROBUS MONTHLY RIDERSHIP (in 1,000s)



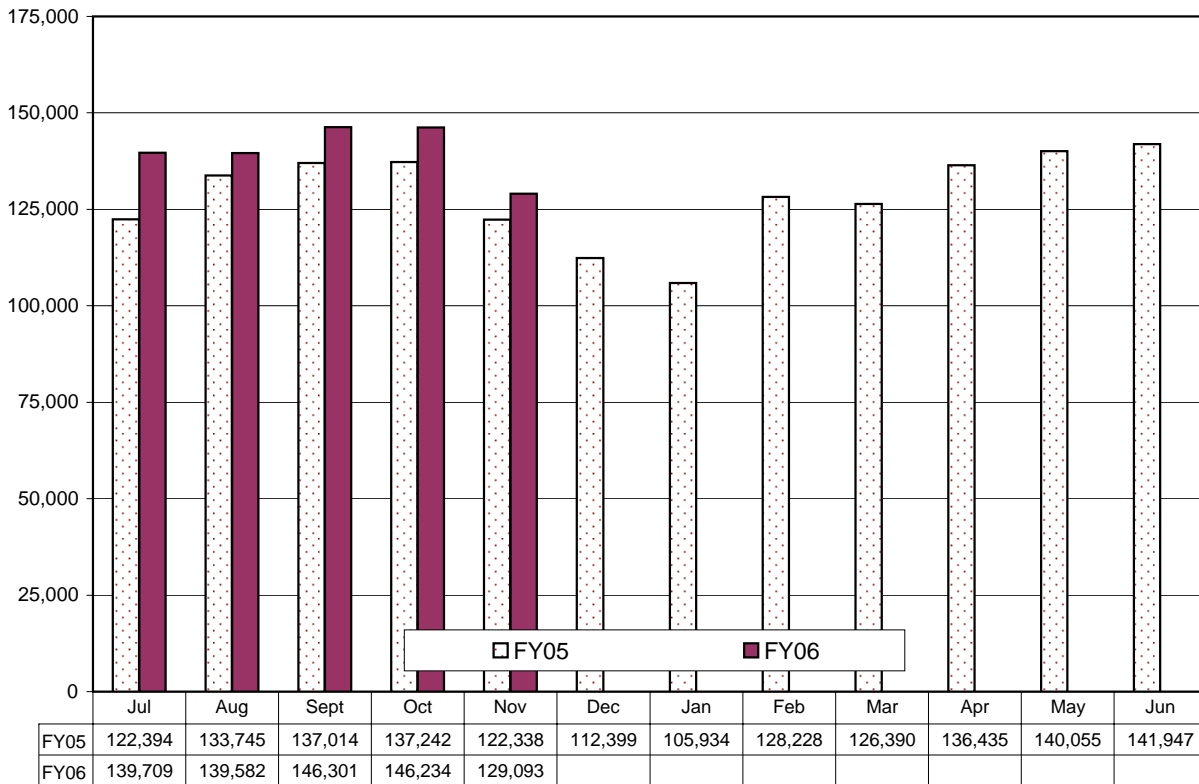
METROBUS AVERAGE WEEKDAY RIDERSHIP



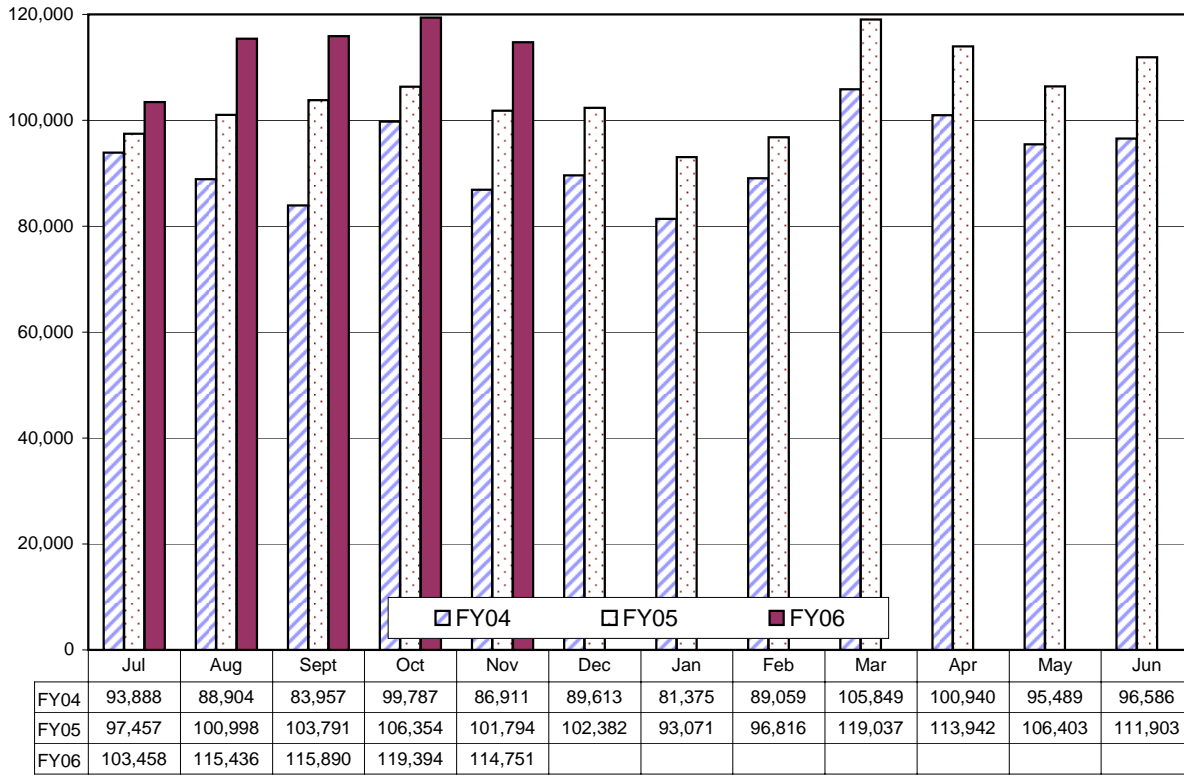
METROBUS AVERAGE SATURDAY RIDERSHIP



METROBUS AVERAGE SUNDAY RIDERSHIP



METROACCESS MONTHLY RIDERSHIP



METROACCESS AVERAGE WEEKDAY RIDERSHIP

