

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



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	า		Year-to-Da	ate
	Budget Actual		Favorable	Budget	Actual	Favorable
			(Unfavorable)			(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%



<u>Ridership</u>

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

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, ongoing 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.



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.



SUMMARY OPERATING BUDGET October, 2005 ALL OPERATING

		MONTH				Y	EAR-TO-DATE	
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)		FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
Actual	Buuget	Actual	(Olliavorable)	_	Actual	Buuget	Actual	(Offiavorable)
				REVENUES:				
\$39,556	\$40,811	\$42,030	\$1,219	Passenger Revenue	157,576	163,913	171,227	7,313
340	448	450	2	D.C. School Reimbursement	900	989	961	(28
152	166	185	19	Contract / Sub-Contract Charter	804	439	522	83
2,957	3,116	3,066	(50)	Parking	11,626	11,879	12,528	649
2,417	2,500	2,500	0	Advertising	9,667	10,000	10,000	(
697	546	624	78	Joint Development	2,738	2,186	2,460	274
668	678	635	(43)	Fiber Optic	2,797	2,493	2,952	459
184	329	416	86	Other	870	1,078	1,438	360
144	52	461	409	Interest	330	207	1,562	1,355
0	850	856	6	SCR Funding	0	3,400	3,391	(9
\$47,115	\$49,497	\$51,223	\$1,726	TOTAL REVENUE	\$187,307	\$196,584	\$207,041	\$10,457
				OPERATING EXPENSES:				
\$45,460	\$47,219	\$50,308	(\$3,088)	Labor	\$180,201	\$192,387	\$198,067	(\$5,680
12,768	15,075	15,081	(6)	Fringe Benefits	51,913	60,718	62,562	(1,844
7,834	8,323	8,480	(157)	Services	26,073	33,342	30,436	2,907
5,330	5,833	7,019	(1,186)	Materials & Supplies	21,631	23,449	24,380	(931
4,166	4,430	5,760	(1,330)	Power & Fuel	17,158	17,970	22,068	(4,098
3,601	3,580	3,695	(115)	Utilities & Other	14,248	14,368	15,202	(834
(1,725)	(1,725)	(1,725)	0	Reimbursements	(6,900)	(6,900)	(6,900)	. (
\$77,434	\$82,736	\$88,619	(\$5,883)	TOTAL EXPENSE	\$304,325	\$335,335	\$345,815	(\$10,480
\$30,319	\$33,239	\$37,396	(\$4.157)	GROSS SUBSIDY	\$117,018	\$138,751	\$138,774	(\$22
\$30,319	\$33,239	\$37,3 9 0	(\$4,157)	GK033 30B3ID1	\$117,016	\$136,731	\$130,774	(\$23
\$2.291	\$2,291	\$2,291	\$0	Plus: Debt Service	\$9,162	\$9,162	\$9,162	\$0
	\$35,530	\$39,687	(\$4,157)	LOCAL SUBSIDY	\$126,180	\$147,913	\$147,936	(\$23

METRORAIL OPERATING BUDGET

October, 2005

		MONTH				Υ	EAR-TO-DATE	
FY05	FY06	FY06	Favorable		FY05	FY06	FY06	Favorable
Actual	Budget	Actual	(Unfavorable)		Actual	Budget	Actual	(Unfavorable)
				REVENUES:				
\$30,880	\$31,908	\$33,133	\$1,225	Passenger Revenue	\$122,172	\$128,452	\$134,941	\$6,489
189	98	113	15	D.C. School Reimbursement	521	232	248	15
2,957	3,116	3,066	(50)	Parking	11,626	11,879	12,528	649
725	753	750	(3)	Advertising	2,900	3,010	3,000	(10)
697	546	624	78	Joint Development	2,738	2,186	2,460	274
668	678	635	(43)	Fiber Optic	2,797	2,493	2,952	459
92	173	196	23	Other	432	535	759	224
163	19	194	175	Interest	107	76	674	598
0	678	705	26	SCR Funding	0	2,714	2,786	73
\$36,371	\$37,970	\$39,416	\$1,446	TOTAL REVENUE	\$143,291	\$151,577	\$160,348	\$8,771
				OPERATING EXPENSES:				
\$26,157	\$26,872	\$29,084	(\$2,212)	Labor	\$103,334	\$109,332	\$114,431	(\$5,099)
7,347	8,553	9,484	(931)	Fringe Benefits	29,530	34,452	37,589	(3,137)
2,953	3,008	2,973	` 35	Services	8,932	11,937	10,721	1,216
2,858	3,349	4,113	(764)	Materials & Supplies	12,090	13,392	12,727	665
2,454	2,946	3,142	(197)	Propulsion Power	11,007	11,944	11,172	772
2,553	2,655	2,686	(30)	Utilities & Other	10,384	10,651	11,257	(606)
(225)	(225)	(225)	Ó	Reimbursements	(900)	(900)	(900)	Ò
\$44,097	\$47,160	\$51,258	(\$4,098)	TOTAL EXPENSE	\$174,377	\$190,809	\$196,998	(\$6,188)
#7.70 0	\$0.400	*44.044	(#O.CEO)	ODOGC CUDCIDY	\$24.00 0	\$20,020	#20.040	\$0.500
\$7,726	\$9,190	\$11,841	(\$2,652)	GROSS SUBSIDY	\$31,086	\$39,232	\$36,649	\$2,583
\$2,291	\$2,291	\$2,291	\$0	Plus: Debt Service	\$9,162	\$9,162	\$9,162	\$0
\$10,017	\$11,480	\$14,132	(\$2,652)	LOCAL SUBSIDY	\$40,248	\$48,395	\$45,811	\$2,583

METROBUS OPERATING BUDGET

October, 2005

		MONTH				Υ	EAR-TO-DATE	
FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)	- -	FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
				REVENUES:				
\$8,437	\$8,556	\$8,656	\$100	Passenger Revenue	\$34,479	\$34,165	\$35,302	\$1,137
150	350	337	(13)	D.C. School Reimbursement	379	757	714	(43)
152	166	185	19	Contract / Sub-Contract Charter	805	439	522	83
1,692	1,748	1,750	3	Advertising	6,767	6,990	7,000	10
0	0	0	0	Joint Development	0	0	0	0
92	156	219	63	Other	438	543	679	136
(18)	33	267	235	Interest	223	131	887	757
Ó	148	130	(18)	SCR Funding	0	591	521	(70)
\$10,505	\$11,156	\$11,545	\$389	TOTAL REVENUE	\$43,091	\$43,616	\$45,625	\$2,009
				OPERATING EXPENSES:				
\$19,238	\$20,278	\$21,190	(\$912)	Labor	\$76,673	\$82,769	\$83,500	(\$731)
5,403	6,500	5,590	910	Fringe Benefits	22,329	26,178	24,936	1,243
1,277	1,198	1,384	(186)	Services	3,680	4,699	4,427	273
2,469	2,481	2,905	(425)	Materials & Supplies	9,531	10,045	11,648	(1,603)
1,712	1,484	2,618	(1,134)	Power & Fuel	6,151	6,026	10,896	(4,870)
1,042	897	1,003	(106)	Utilities & Other	3,768	3,602	3,839	(237)
(1,500)	(1,500)	(1,500)	0	Reimbursements	(6,000)	(6,000)	(6,000)	0
\$29,642	\$31,338	\$33,190	(\$1,852)	TOTAL EXPENSE	\$116,132	\$127,320	\$133,245	(\$5,926)
£40.427	¢20.402	\$24.646	(\$4.464)	CDOSS STIDSIDA	\$72.044	£02.704	£07.C20	(\$2.04 7)
\$19,137	\$20,182	\$21,646	(\$1,464)	GROSS SUBSIDY =	\$73,041	\$83,704	\$87,620	(\$3,917)
\$0	\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
\$19,137	\$20,182	\$21,646	(1,464)	LOCAL SUBSIDY	\$73,041	\$83,704	\$87,620	(3,917)

REGIONAL BUS

OPERATING BUDGET

October, 2005

FY06 Budget	FY06 Actual	Favorable	_	FY05	FY06	EVAC	
Budget	Actual				F100	FY06	Favorable
		(Unfavorable)	_	Actual	Budget	Actual	(Unfavorable)
			REVENUES:				
\$7.099	\$7.182	\$83		\$27.578	\$28.347	\$29,290	\$943
350					757	714	(43
166	185	`19́	Contract / Sub-Contract Charter	805	439	522	`83
1,748	1,750	3	Advertising	6,767	6,990	7,000	10
0	. 0	0		. 0	0	0	(
156	219	63	Other	438	543	679	136
33	267	235	Interest	223	131	887	757
148	130		SCR Funding	0	591	521	(70
\$9,699	\$10,071	\$372	TOTAL REVENUE	\$36,190	\$37,798	\$39,613	\$1,81
			OPERATING EXPENSES:				
\$16,824	\$17,581	(\$757)	Labor	\$64,056	\$68,673	\$69,280	(\$607
5,393	4,638	755	Fringe Benefits	18,562	21,720	20,689	1,03
994	1,148	(154)	Services	3,626	3,899		226
2,058	2,411	(352)	Materials & Supplies	8,488	8,334		(1,330
1,231	2,172	(941)	Power & Fuel	4,839	5,000	9,040	(4,040
897	1,003	(106)	Utilities & Other	3,768	3,602	3,839	(237
(1,500)	(1,500)	0	Reimbursements	(6,000)	(6,000)	(6,000)	(
\$25,898	\$27,454	(\$1,555)	TOTAL EXPENSE	\$97,338	\$105,229	\$110,186	(\$4,957
¢16 100	¢17 202	/¢1 10 <i>1</i> \	CDOSS STIDSIDA	¢61 140	¢67.424	\$70 F72	(\$2 1 <i>1</i> 1
\$10,199	\$17,303	(\$1,104)	GKO33 30B3ID1	\$01,140	\$07,431	\$70,572	(\$3,141
\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$(
\$16,199	\$17,383	(1,184)	LOCAL SUBSIDY	\$61,148	\$67,431	\$70,572	(3,141
	\$166 1,748 0 156 33 148 \$9,699 \$16,824 5,393 994 2,058 1,231 897 (1,500) \$25,898 \$16,199	350 337 166 185 1,748 1,750 0 0 156 219 33 267 148 130 \$9,699 \$10,071 \$16,824 \$17,581 5,393 4,638 994 1,148 2,058 2,411 1,231 2,172 897 1,003 (1,500) (1,500) \$25,898 \$27,454 \$16,199 \$17,383	350 337 (13) 166 185 19 1,748 1,750 3 0 0 0 156 219 63 33 267 235 148 130 (18) \$9,699 \$10,071 \$372 \$16,824 \$17,581 (\$757) 5,393 4,638 755 994 1,148 (154) 2,058 2,411 (352) 1,231 2,172 (941) 897 1,003 (106) (1,500) (1,500) 0 \$25,898 \$27,454 (\$1,555) \$16,199 \$17,383 (\$1,184)	\$7,099 \$7,182 \$83 Passenger Revenue 350 337 (13) D.C. School Reimbursement 166 185 19 Contract / Sub-Contract Charter 1,748 1,750 3 Advertising 0 0 0 0 Joint Development 156 219 63 Other 33 267 235 Interest 148 130 (18) SCR Funding \$9,699 \$10,071 \$372 TOTAL REVENUE **OPERATING EXPENSES:* \$16,824 \$17,581 (\$757) Labor 5,393 4,638 755 Fringe Benefits 994 1,148 (154) Services 2,058 2,411 (352) Materials & Supplies 1,231 2,172 (941) Power & Fuel 897 1,003 (106) Utilities & Other (1,500) (1,500) 0 Reimbursements \$25,898 \$27,454 (\$1,555) TOTAL EXPENSE \$16,199 \$17,383 (\$1,184) GROSS SUBSIDY	\$7,099 \$7,182 \$83 Passenger Revenue \$27,578 350 337 (13) D.C. School Reimbursement 379 166 185 19 Contract / Sub-Contract Charter 805 1,748 1,750 3 Advertising 6,767 0 0 0 Joint Development 0 156 219 63 Other 438 33 267 235 Interest 223 148 130 (18) SCR Funding 0 \$9,699 \$10,071 \$372 TOTAL REVENUE \$36,190 \$9,699 \$10,071 \$372 TOTAL REVENUE \$36,190 \$16,824 \$17,581 (\$757) Labor \$64,056 5,393 4,638 755 Fringe Benefits 18,562 994 1,148 (154) Services 3,626 2,058 2,411 (352) Materials & Supplies 8,488 1,231 2,172 (941) Power & Fuel 4,839 897 1,003 (106) Utilities & Other 3,768 (1,500) (1,500) 0 Reimbursements (6,000) \$25,898 \$27,454 (\$1,555) TOTAL EXPENSE \$97,338 \$16,199 \$17,383 (\$1,184) GROSS SUBSIDY \$61,148	\$7,099 \$7,182 \$83 Passenger Revenue \$27,578 \$28,347 350 337 (13) D.C. School Reimbursement 379 757 166 185 19 Contract / Sub-Contract Charter 805 439 1,748 1,750 3 Advertising 6,767 6,990 0 0 0 Joint Development 0 0 0 0 156 219 63 Other 438 543 33 267 235 Interest 223 131 148 130 (18) SCR Funding 0 591 \$9,699 \$10,071 \$372 TOTAL REVENUE \$36,190 \$37,798 \$16,824 \$17,581 (\$757) Labor \$64,056 \$68,673 5,393 4,638 755 Fringe Benefits 18,562 21,720 994 1,148 (154) Services 3,626 3,899 2,058 2,411 (352) Materials & Supplies 8,488 8,334 1,231 2,172 (941) Power & Fuel 4,839 5,000 897 1,003 (106) Utilities & Other 3,768 3,626 3,602 (1,500) (1,500) 0 Reimbursements (6,000) \$25,898 \$27,454 (\$1,555) TOTAL EXPENSE \$97,338 \$105,229 \$16,199 \$17,383 (\$1,184) GROSS SUBSIDY \$61,148 \$67,431	\$7,099 \$7,182 \$83 Passenger Revenue \$27,578 \$28,347 \$29,290 350 337 (13) D.C. School Reimbursement 379 757 714 166 185 19 Contract / Sub-Contract Charter 805 439 522 1,748 1,750 3 Advertising 6,767 6,990 7,000 0 0 0 Joint Development 0 0 0 0 0 0 1566 219 63 Other 438 543 679 33 267 235 Interest 223 131 887 148 1300 (18) SCR Funding 0 591 521 \$9,699 \$10,071 \$372 TOTAL REVENUE \$36,190 \$37,798 \$39,613 \$9,999 \$10,071 \$372 TOTAL REVENUE \$36,190 \$37,798 \$39,613 \$0,994 1,148 (154) Services 3,626 3,899 3,673 2,058 2,411 (352) Materials & Supplies 8,488 8,334 9,665 1,231 2,172 (941) Power & Fuel 4,839 5,000 9,040 897 1,003 (106) Utilities & Other 3,768 3,602 3,839 (1,500) (1,500) (1,500) 0 Reimbursements (6,000) (6,000) (6,000) \$25,898 \$27,454 (\$1,555) TOTAL EXPENSE \$97,338 \$105,229 \$110,186

NON-REGIONAL BUS

OPERATING BUDGET

October, 2005

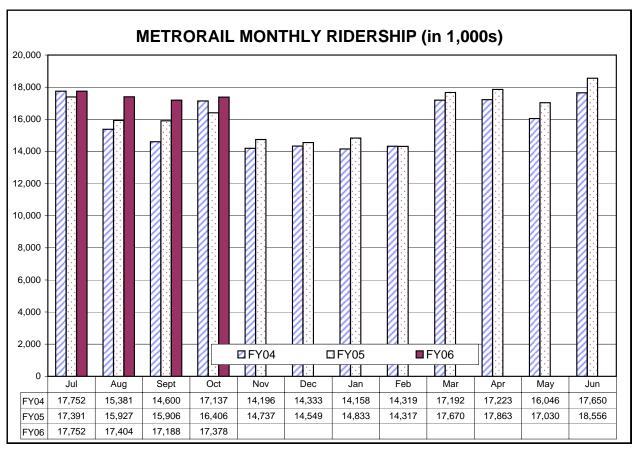
	MONTH				Y	EAR-TO-DATE	
FY06 Budget	FY06 Actual	Favorable (Unfavorable)	- -	FY05 Actual	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
			REVENUES:				
\$1,457	\$1,474	\$17	Passenger Revenue	\$6,130	\$5,818	\$6,012	\$194
0	0	0	D.C. School Reimbursement	0	0	0	0
0	0	0	Advertising	0	0	0	0
0	0	0	Other	0	0	0	0
0	0	0	SCR Funding	0	0	0	0
\$1,457	\$1,474	\$17	TOTAL REVENUE	\$6,130	\$5,818	\$6,012	\$194
			OPERATING EXPENSES:				
\$3,453	\$3,609	(\$155)	Labor	\$12,617	\$14,096	\$14,220	(\$125)
1,107	952	155	Fringe Benefits	3,768	4,458	4,247	212
204	236	(32)	Services	54	800	754	46
422	495	(72)	Materials & Supplies	1,042	1,711	1,984	(273)
253	446	(193)	Power & Fuel	1,313	1,026	1,856	(829)
0	0	(0)	Utilities & Other	0	0	0	(0)
0	0	0	Reimbursements	0	0	0	0
\$5,440	\$5,737	(\$297)	TOTAL EXPENSE	\$18,794	\$22,091	\$23,060	(\$969)
\$3 983	\$4 263	(\$280)	GROSS SUBSIDY	\$12 664	\$16 273	\$17.048	(\$775)
Ψ5,303	ψ+,203	(ψ200)	=	ψ12,00 4	ψ10,273	ψ17,040	(ψ113)
\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
\$3,983	\$4,263	(\$280)	LOCAL SUBSIDY	\$12,664	\$16,273	\$17,048	(\$775)
	\$1,457 0 0 0 0 \$1,457 \$3,453 1,107 204 422 253 0 0 \$5,440	\$1,457 \$1,474 0 0 0 0 0 0 0 0 0 0 \$1,457 \$1,474 \$1,457 \$1,474 \$3,453 \$3,609 1,107 952 204 236 422 495 253 446 0 0 0 0 \$5,440 \$5,737 \$3,983 \$4,263	Budget Actual (Unfavorable) \$1,457 \$1,474 \$17 0 0 0 0 0 0 0 0 0 0 0 0 \$1,457 \$1,474 \$17 \$3,453 \$3,609 (\$155) 1,107 952 155 204 236 (32) 422 495 (72) 253 446 (193) 0 0 0 0 0 0 \$5,440 \$5,737 (\$297) \$3,983 \$4,263 (\$280)	State	State	REVENUES: \$1,457	Revenue Section Revenue Section Sect

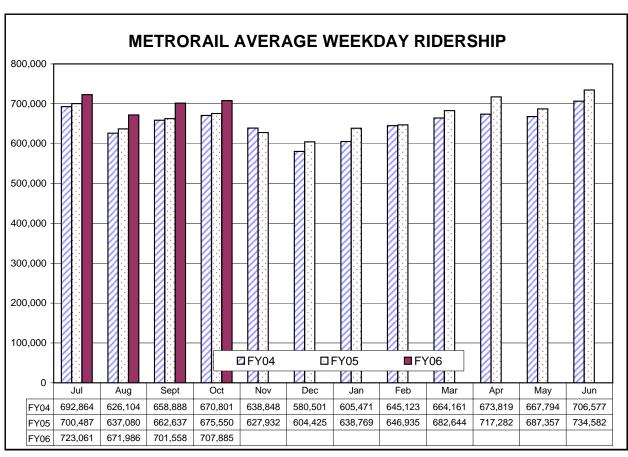
PARATRANSIT OPERATING BUDGET

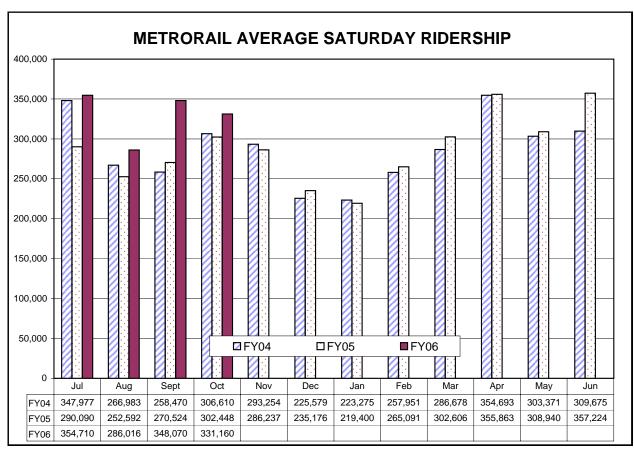
October, 2005

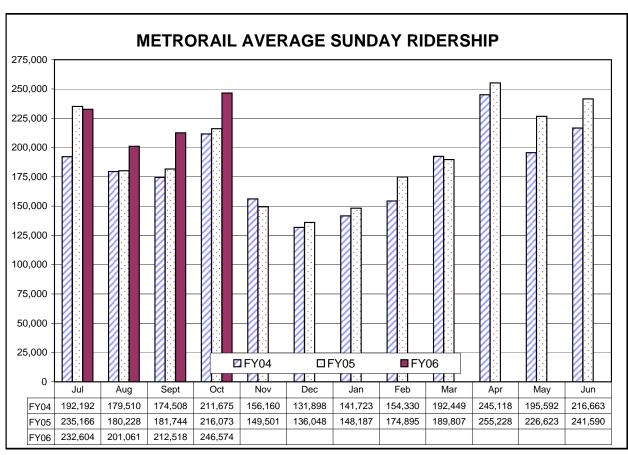
FY06	MONTH				Υ	EAR-TO-DATE	
F100	FY06	Favorable		FY05	FY06	FY06	Favorable
Budget	Actual	(Unfavorable)		Actual	Budget	Actual	(Unfavorable)
			REVENUES:				
\$347	\$241	(\$106)	Passenger Revenue	\$915	\$1,296	\$983	(\$312)
24	21	(3)	SCR Funding	0	95	84	(11)
371	262	(109)	TOTAL REVENUE	915	1,391	1,068	(323)
			OPERATING EXPENSES:				
\$69	\$34	\$36	Labor	\$194	\$286	\$136	\$150
22	7	15	Fringe Benefits	55	87	37	50
4,117	4,123	(7)	Services	13,461	16,706	15,288	1,418
3	1	2	Materials & Supplies	10	12	4	8
28	6	22	Utilities & Other	98	115	107	9
\$4,239	\$4,171	\$68	TOTAL EXPENSE	\$13,818	\$17,206	\$15,572	\$1,634
\$3,868	\$3,909	(\$41)	GROSS SUBSIDY	\$12,903	\$15,814	\$14,504	\$1,310
\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
\$3,868	\$3,909	(\$41)	LOCAL SUBSIDY	\$12,903	\$15,814	\$14,504	\$1,310
	\$347 24 371 \$69 22 4,117 3 28 \$4,239 \$3,868	\$347 \$241 24 21 371 262 \$69 \$34 22 7 4,117 4,123 3 1 28 6 \$4,239 \$4,171 \$3,868 \$3,909	\$347 \$241 (\$106) 24 21 (3) 371 262 (109) \$69 \$34 \$36 22 7 15 4,117 4,123 (7) 3 1 2 28 6 22 \$4,239 \$4,171 \$68 \$3,868 \$3,909 (\$41)	\$347 \$241 (\$106) Passenger Revenue 24 21 (3) SCR Funding 371 262 (109) TOTAL REVENUE **OPERATING EXPENSES:* \$69 \$34 \$36 Labor 22 7 15 Fringe Benefits 4,117 4,123 (7) Services 3 1 2 Materials & Supplies 28 6 22 Utilities & Other \$4,239 \$4,171 \$68 TOTAL EXPENSE \$3,868 \$3,909 (\$41) GROSS SUBSIDY	REVENUES: \$347 \$241 (\$106) Passenger Revenue \$915 24 21 (3) SCR Funding 0 OPERATING EXPENSES: S69 \$34 \$36 Labor \$194 22 7 15 Fringe Benefits 55 4,117 4,123 (7) Services 13,461 3 1 2 Materials & Supplies 10 28 6 22 Utilities & Other 98 \$4,239 \$4,171 \$68 TOTAL EXPENSE \$13,818 \$3,868 \$3,909 (\$41) GROSS SUBSIDY \$12,903	REVENUES: \$347 \$241 (\$106) Passenger Revenue \$915 \$1,296 24 21 (3) SCR Funding 0 95 371 262 (109) TOTAL REVENUE 915 \$1,296 OPERATING EXPENSES: \$69 \$34 \$36 Labor \$194 \$286 22 7 15 Fringe Benefits 55 87 4,117 4,123 (7) Services 13,461 16,706 3 1 2 Materials & Supplies 10 12 28 6 22 Utilities & Other 98 115 \$4,239 \$4,171 \$68 TOTAL EXPENSE \$13,818 \$17,206 \$3,868 \$3,909 (\$41) GROSS SUBSIDY \$12,903 \$15,814 \$0 \$0 Plus: Debt Service \$0 \$0 \$0	REVENUES: \$347 \$241 (\$106) Passenger Revenue \$915 \$1,296 \$983 24 21 (3) SCR Funding 0 95 84 371 262 (109) TOTAL REVENUE 915 1,391 1,068 OPERATING EXPENSES: \$69 \$34 \$36 Labor \$194 \$286 \$136 22 7 15 Fringe Benefits 55 87 37 4,117 4,123 (7) Services 13,461 16,706 15,288 3 1 2 Materials & Supplies 10 12 4 28 6 22 Utilities & Other 98 115 107 \$4,239 \$4,171 \$68 TOTAL EXPENSE \$13,818 \$17,206 \$15,572 \$3,868 \$3,909 (\$41) GROSS SUBSIDY \$12,903 \$15,814 \$14,504 \$0 \$0 \$0 \$0 \$0

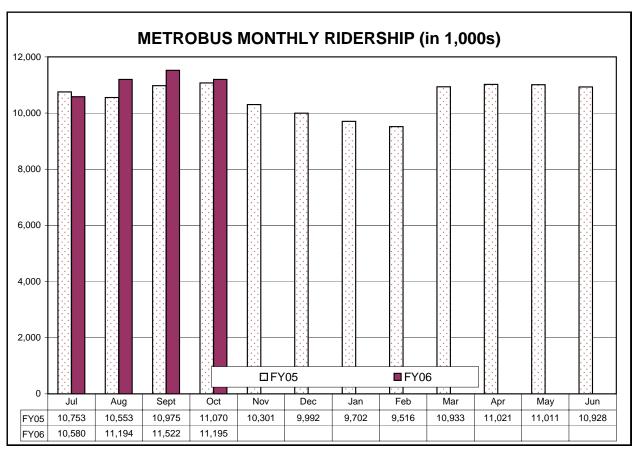


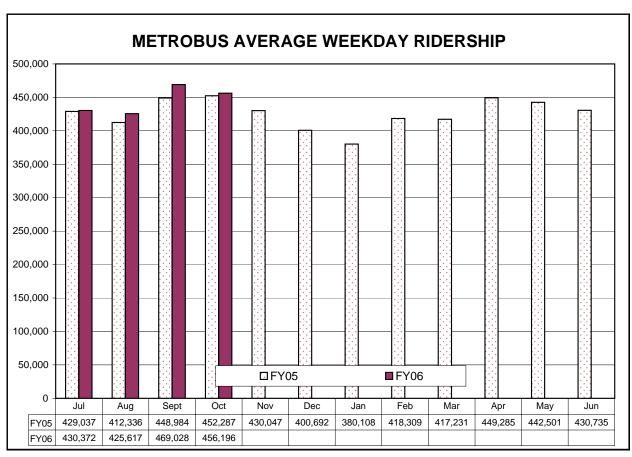


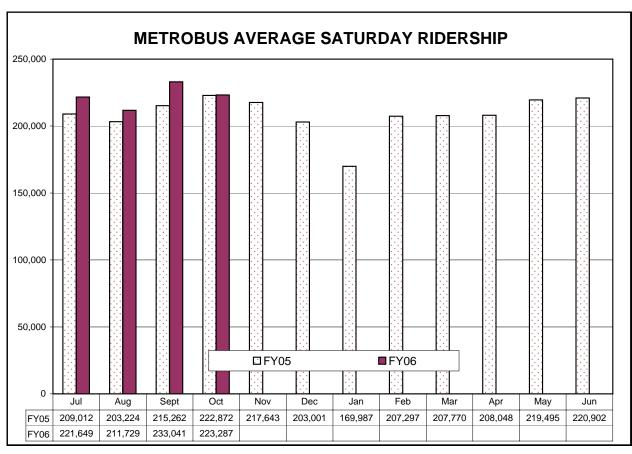


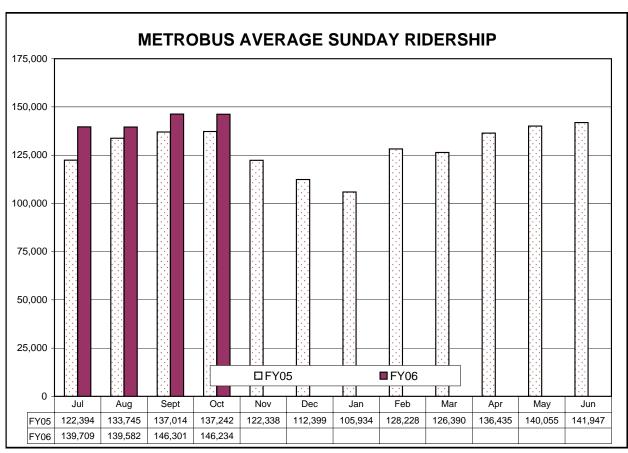


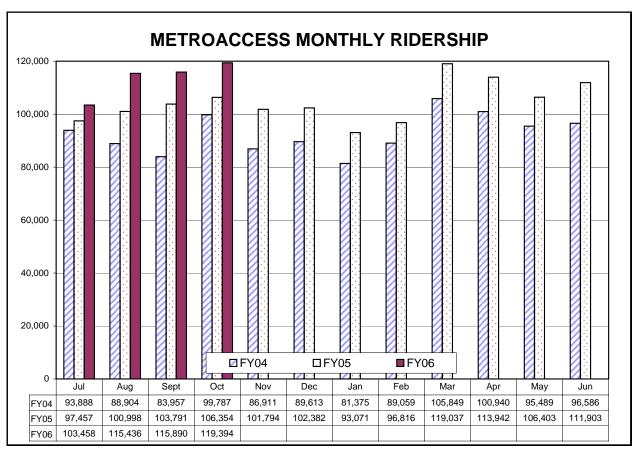


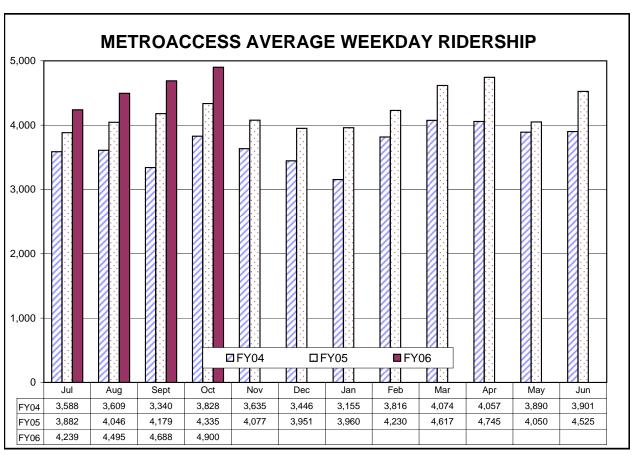














Washington Metropolitan Area Transit Authority Fiscal 2006

Monthly Operating Financial Report Fiscal 2006

November 2005

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

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OPERATING 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	1	Year-to-Date			
	Budget	Actual	Favorable	Budget	Actual	Favorable	
			(Unfavorable)			(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.

<u>Revenues</u>

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

A-2

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.



SUMMARY OPERATING BUDGET November, 2005 ALL OPERATING

FY06 Budget	FY06 Actual	Favorable		FY05	FY06	E\/00	Farranalila
	7 totaui	(Unfavorable)	_	Actual	Budget	FY06 Actual	Favorable (Unfavorable)
			REVENUES:				
\$37.139	\$39.900	\$2.761		\$193.852	\$201.052	\$211.127	\$10,07
408	541	133	D.C. School Reimbursement				10
141	303	162	Contract / Sub-Contract Charter	911	580	825	24
2,752	2,994	241	Parking	14,361	14,631	15,522	89
2,500	2,500	0	Advertising	12,083	12,500	12,500	
546	579	32	Joint Development	3,434	2,732	3,039	30
413	614	202	Fiber Optic	3,316	2,906	3,567	66
249	385	136	Other	1,084	1,327	1,823	49
52	254	202	Interest	531	258	1,816	1,55
850	834	(16)	SCR Funding	0	4,250	4,225	(25
\$45,050	\$48,904	\$3,854	TOTAL REVENUE	\$230,826	\$241,634	\$255,945	\$14,31
			OPERATING EXPENSES:				
\$48,888	\$47,863	\$1,025	Labor	\$228,581	\$241,275	\$245,930	(\$4,655
15,226	15,137	89	Fringe Benefits	64,995	75,944	77,698	(1,755
8,356	7,415	941	Services	31,831	41,698	37,851	3,84
5,753	5,908	(155)	Materials & Supplies	27,226	29,202	30,288	(1,086
4,289	5,922	(1,633)	Power & Fuel	21,491	22,259	27,990	(5,731
3,583	4,454	(870)	Utilities & Other	16,813	17,952	19,656	(1,704
(1,725)	(1,725)	0	Reimbursements	(8,625)	(8,625)	(8,625)	
\$84,370	\$84,973	(\$602)	TOTAL EXPENSE	\$382,313	\$419,705	\$430,788	(\$11,083
¢30 320	\$36,060	¢3 252	GPOSS SURSIDY	\$151 486	\$178 07 1	\$17 <i>1</i> 8 <i>1</i> 2	\$3,22
ψ39,320	\$30,009	\$3,232	GRO33 30B3ID1	\$131,400	\$170,071	\$174,042	Ψ3,22
\$2,291	\$2.291	(\$0)	Plus: Debt Service	\$11.453	\$11.453	\$11.453	(\$0
\$41,611	\$38,360	\$3,251	LOCAL SUBSIDY	\$162,939	\$189,523	\$186,295	\$3,22
	141 2,752 2,500 546 413 249 52 850 \$45,050 \$48,888 15,226 8,356 5,753 4,289 3,583 (1,725) \$84,370 \$39,320	408 541 141 303 2,752 2,994 2,500 2,500 546 579 413 614 249 385 52 254 850 834 \$45,050 \$48,904 \$48,888 \$47,863 15,226 15,137 8,356 7,415 5,753 5,908 4,289 5,922 3,583 4,454 (1,725) (1,725) \$84,370 \$84,973 \$39,320 \$36,069	408 541 133 141 303 162 2,752 2,994 241 2,500 2,500 0 546 579 32 413 614 202 249 385 136 52 254 202 850 834 (16) \$45,050 \$48,904 \$3,854 \$48,888 \$47,863 \$1,025 15,226 15,137 89 8,356 7,415 941 5,753 5,908 (155) 4,289 5,922 (1,633) 3,583 4,454 (870) (1,725) (1,725) 0 \$84,370 \$84,973 (\$602) \$39,320 \$36,069 \$3,252	\$37,139 \$39,900 \$2,761 Passenger Revenue 408 541 133 D.C. School Reimbursement 141 303 162 Contract / Sub-Contract Charter 2,752 2,994 241 Parking 2,500 2,500 0 Advertising 546 579 32 Joint Development 413 614 202 Fiber Optic 249 385 136 Other 52 254 202 Interest 850 834 (16) SCR Funding \$45,050 \$48,904 \$3,854 TOTAL REVENUE **OPERATING EXPENSES:** \$48,888 \$47,863 \$1,025 Labor 15,226 15,137 89 Fringe Benefits 8,356 7,415 941 Services 5,753 5,908 (155) Materials & Supplies 4,289 5,922 (1,633) Power & Fuel (1,725) (1,725) 0 Reimbursements \$84,370 \$84,973 (\$602) TOTAL EXPENSE \$39,320 \$36,069 \$3,252 GROSS SUBSIDY	\$37,139 \$39,900 \$2,761 Passenger Revenue \$193,852 408 541 133 D.C. School Reimbursement 1,254 141 303 162 Contract / Sub-Contract Charter 911 2,752 2,994 241 Parking 14,361 2,500 2,500 0 Advertising 12,083 546 579 32 Joint Development 3,434 413 614 202 Fiber Optic 3,316 249 385 136 Other 1,084 52 254 202 Interest 531 850 834 (16) SCR Funding 0 \$45,050 \$48,904 \$3,854 TOTAL REVENUE \$230,826 \$8,356 7,415 941 Services 31,831 5,753 5,908 (155) Materials & Supplies 27,226 4,289 5,922 (1,633) Power & Fuel 21,491 3,583 4,454 (870) Utilities & Other 16,813 (1,725) (1,725) (1,725) 0 Reimbursements (8,625) \$842,931 \$2,291 \$2,291 \$2,291 \$9,000 Plus: Debt Service \$11,453	\$37,139 \$39,900 \$2,761 Passenger Revenue \$193,852 \$201,052 408 541 133 D.C. School Reimbursement 1,254 1,397 141 303 162 Contract / Sub-Contract Charter 911 580 2,752 2,994 241 Parking 14,361 14,631 2,500 2,500 0 Advertising 12,083 12,500 546 579 32 Joint Development 3,434 2,732 413 614 202 Fiber Optic 3,316 2,906 249 385 136 Other 1,084 1,327 52 254 202 Interest 531 258 850 834 (16) SCR Funding 0 4,250 \$45,050 \$48,904 \$3,854 TOTAL REVENUE \$230,826 \$241,634 \$241,634 \$3,56 7,415 941 Services 31,831 41,698 5,753 5,908 (155) Materials & Supplies 27,226 29,202 4,289 5,922 (1,633) Power & Fuel 21,491 22,259 3,583 4,454 (870) Utilities & Other 16,813 17,952 (1,725) (1,725) (1,725) 0 Reimbursements (8,625) (8,625) \$84,973 \$360 \$3,252 GROSS SUBSIDY \$151,486 \$178,071	\$37,139 \$39,900 \$2,761 Passenger Revenue \$193,852 \$201,052 \$211,127 408 541 133 D.C. School Reimbursement 1,254 1,397 1,502 141 303 162 Contract / Sub-Contract Charter 911 580 825 2,752 2,994 241 Parking 14,361 14,631 15,522 2,500 2,500 0 Advertising 12,083 12,500 12,500 12,500 546 579 32 Joint Development 3,434 2,732 3,039 413 614 202 Fiber Optic 3,316 2,906 3,567 249 385 136 Other 1,084 1,327 1,823 52 254 202 Interest 531 258 1,816 850 834 (16) SCR Funding 0 4,250 4,225 \$45,050 \$48,904 \$3,854 TOTAL REVENUE \$230,826 \$241,634 \$255,945 \$48,888 \$47,863 \$1,025 Labor \$228,581 \$241,275 \$245,930 15,226 15,137 89 Fringe Benefits 64,995 75,944 77,698 8,356 7,415 941 Services 31,831 41,698 37,851 5,753 5,908 (155) Materials & Supplies 27,226 29,202 30,288 4,289 5,922 (1,633) Power & Fuel 21,491 22,259 27,990 3,583 4,454 (870) Utilities & Other 16,813 17,952 19,656 (1,725) (1,725) (1,725) 0 Reimbursement (8625) (8,625) (8,625) \$843,078 \$39,320 \$36,069 \$3,252 GROSS SUBSIDY \$151,486 \$118,071 \$114,633 \$39,320 \$36,069 \$3,252 GROSS SUBSIDY \$151,486 \$1178,071 \$114,633

METRORAIL OPERATING BUDGET

November, 2005

(DOLLARS IN THOUSANDS)

		MONTH				Υ	EAR-TO-DATE	
FY05	FY06	FY06	Favorable		FY05	FY06	FY06	Favorable
Actual	Budget	Actual	(Unfavorable)		Actual	Budget	Actual	(Unfavorable)
				REVENUES:				
\$27,949	\$28,875	\$31,182	\$2,307	Passenger Revenue	\$150,131	\$157,327	\$166,123	\$8,796
209	85	158	74	D.C. School Reimbursement	729	317	406	8
2,736	2,752	2,988	235	Parking	14,361	14,631	15,515	88
725	753	750	(3)	Advertising	3,625	3,763	3,750	(13
696	546	579	32	Joint Development	3,434	2,732	3,039	300
519	413	614	202	Fiber Optic	3,316	2,906	3,567	66
76	109	172	63	Other	508	644	931	287
78	19	107	88	Interest	185	95	781	686
0	678	683	5	SCR Funding	0	3,392	3,469	77
\$32,987	\$34,230	\$37,233	\$3,003	TOTAL REVENUE	\$176,288	\$185,807	\$197,581	\$11,774
				OPERATING EXPENSES:				
\$27,691	\$27,817	\$27,232	\$585	Labor	\$131,025	\$137,150	\$141,663	(\$4,513
7,462	8,651	8,728	(77)	Fringe Benefits	36,992	43,104	46,317	(3,213
2,032	3,011	2,530	481	Services	10,964	14,948	13,251	1,697
3,053	3,185	3,048	136	Materials & Supplies	15,143	16,577	15,776	801
2,693	2,791	3,644	(853)	Propulsion Power	13,700	14,735	14,816	(81
1,756	2,564	1,726	838	Utilities & Other	12,139	13,215	12,983	233
(225)	(225)	(225)	0	Reimbursements	(1,125)	(1,125)	(1,125)	(
\$44,462	\$47,795	\$46,684	\$1,111	TOTAL EXPENSE	\$218,838	\$238,604	\$243,681	(\$5,077
\$11,475	\$13,565	\$9,451	¢4.114	GROSS SUBSIDY	\$42,550	¢52.707	\$46,100	¢c c0-
\$11,475	\$13,565	\$9,451	\$4,114	GKO22 20R2ID1	\$42,550	\$52,797	\$46,100	\$6,697
\$2,291	\$2,291	\$2,291	(\$0)	Plus: Debt Service	\$11,453	\$11,453	\$11,453	(\$0
\$13,766	\$15,855	\$11,742	\$4,113	LOCAL SUBSIDY	\$54,003	\$64,250	\$57,553	\$6,697

Cost Recovery Ratio

74.19%

71.62%

79.76%

77.87%

80.56%

81.08%

METROBUS OPERATING BUDGET

November, 2005

323 141 1,748 0 140		Favorable Infavorable) \$494 59 162	REVENUES: Passenger Revenue D.C. School Reimbursement	FY05 Actual \$42,575 524	FY06 Budget	FY06 Actual	Favorable (Unfavorable)
323 141 1,748 0 140	383 303 1,750	59 162	Passenger Revenue D.C. School Reimbursement			\$43,758	\$1,630
323 141 1,748 0 140	383 303 1,750	59 162	D.C. School Reimbursement			\$43,758	¢1 620
323 141 1,748 0 140	303 1,750	162			4.000		φ1,030
1,748 0 140	1,750		0 , , , , 0 , , , 0 , ;		1,080	1,096	16
0 140	•	_	Contract / Sub-Contract Charter	912	580	825	245
140	0	3	Advertising	8,458	8,738	8,750	13
		0	Joint Development	0	0	0	0
	213	73	Other	576	683	892	210
33	147	114	Interest	347	163	1,034	871
148	130	(18)	SCR Funding	0	739	651	(88)
0,494 \$	11,387	\$893	TOTAL REVENUE	\$53,393	\$54,110	\$57,012	\$2,902
			OPERATING EXPENSES:				
0,998 \$	20,606	\$392	Labor	\$97,321	\$103,767	\$104,106	(\$339)
6,553	6,403	150	Fringe Benefits	27,938	32,731	31,339	1,392
1,189	755	434	Services	4,090	5,889	5,182	707
2,565	2,859	(294)	Materials & Supplies	12,068	12,610	14,507	(1,897)
1,498	2,278	(780)	Power & Fuel	7,791	7,524	13,174	(5,649)
991	2,724	(1,734)	Utilities & Other	4,551	4,593	6,563	(1,970)
1,500)	1,500)	0	Reimbursements	(7,500)	(7,500)	(7,500)	0
2,294 \$	34,125	(\$1,831)	TOTAL EXPENSE	\$146,259	\$159,614	\$167,370	(\$7,756)
1 900 \$	22 727	(\$Q37)	CPOSS SURSIDY	\$ 02.867	\$105 504	¢110 359	(\$4,854)
1,000 ş	22,131	(\$337)	=	\$92,00 <i>1</i>	\$105,504	\$110,336	(\$4,634)
\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
1,800 \$	22,737	(\$937)	LOCAL SUBSIDY	\$92,867	\$105,504	\$110,358	(\$4,854)
1	0,998 \$2 6,553 1,189 2,565 1,498 991 ,500) (2,294 \$3 1,800 \$2	0,998 \$20,606 6,553 6,403 1,189 755 2,565 2,859 1,498 2,278 991 2,724 ,500) (1,500) 2,294 \$34,125	0,998 \$20,606 \$392 6,553 6,403 150 1,189 755 434 2,565 2,859 (294) 1,498 2,278 (780) 991 2,724 (1,734) ,500) (1,500) 0 2,294 \$34,125 (\$1,831) 1,800 \$22,737 (\$937)	OPERATING EXPENSES: 0,998 \$20,606 \$392 Labor 6,553 6,403 150 Fringe Benefits 1,189 755 434 Services 2,565 2,859 (294) Materials & Supplies 1,498 2,278 (780) Power & Fuel 991 2,724 (1,734) Utilities & Other 1,500) (1,500) 0 Reimbursements 2,294 \$34,125 (\$1,831) TOTAL EXPENSE 1,800 \$22,737 (\$937) GROSS SUBSIDY	OPERATING EXPENSES: 0,998 \$20,606 \$392 Labor \$97,321 6,553 6,403 150 Fringe Benefits 27,938 1,189 755 434 Services 4,090 2,565 2,859 (294) Materials & Supplies 12,068 1,498 2,278 (780) Power & Fuel 7,791 991 2,724 (1,734) Utilities & Other 4,551 ,500) (1,500) 0 Reimbursements (7,500) 2,294 \$34,125 (\$1,831) TOTAL EXPENSE \$146,259 1,800 \$22,737 (\$937) GROSS SUBSIDY \$92,867 \$0 \$0 \$0 Plus: Debt Service \$0	OPERATING EXPENSES: 0,998 \$20,606 \$392 Labor \$97,321 \$103,767 6,553 6,403 150 Fringe Benefits 27,938 32,731 1,189 755 434 Services 4,090 5,889 2,565 2,859 (294) Materials & Supplies 12,068 12,610 1,498 2,278 (780) Power & Fuel 7,791 7,524 991 2,724 (1,734) Utilities & Other 4,551 4,593 ,500) (1,500) 0 Reimbursements (7,500) (7,500) 2,294 \$34,125 (\$1,831) TOTAL EXPENSE \$146,259 \$159,614 1,800 \$22,737 (\$937) GROSS SUBSIDY \$92,867 \$105,504 \$0 \$0 \$0 Plus: Debt Service \$0 \$0	OPERATING EXPENSES: 0,998 \$20,606 \$392 Labor \$97,321 \$103,767 \$104,106 \$5,553 6,403 150 Fringe Benefits 27,938 32,731 31,339 1,189 755 434 Services 4,090 5,889 5,182 2,565 2,859 (294) Materials & Supplies 12,068 12,610 14,507 1,498 2,278 (780) Power & Fuel 7,791 7,524 13,174 991 2,724 (1,734) Utilities & Other 4,551 4,593 6,563 ,500) (1,500) 0 Reimbursements (7,500) (7,500) (7,500) (7,500) (7,500) (7,500) 2,294 \$34,125 (\$1,831) TOTAL EXPENSE \$146,259 \$159,614 \$167,370 \$0 \$0 \$0 Plus: Debt Service \$0 \$0 \$0 \$0

REGIONAL BUS

OPERATING BUDGET

November, 2005

		MONTH				Υ	EAR-TO-DATE	
FY05	FY06	FY06	Favorable	_	FY05	FY06	FY06	Favorable
Actual	Budget	Actual	(Unfavorable)	_	Actual	Budget	Actual	(Unfavorable)
				REVENUES:				
\$6,666	\$6,606	\$7,016	\$409	Passenger Revenue	\$35,015	\$34,953	\$36,306	\$1,353
145	323	383	59	D.C. School Reimbursement	524	1,080	1,096	1
107	141	303	162	Contract / Sub-Contract Charter	912	580	825	24
1,692	1,748	1,750	3	Advertising	8,458	8,738	8,750	1;
0	0	0	0	Joint Development	0, 100	0,.55	0,0	
138	140	213	73	Other	576	683	892	210
124	33	147	114	Interest	347	163	1,034	87
0	148	130	(18)	SCR Funding	0	739	651	(88)
\$8,872	\$9,138	\$9,947	\$809	TOTAL REVENUE	\$45,833	\$46,936	\$49,560	\$2,62
				OPERATING EXPENSES:				
\$17,239	\$17,422	\$17,097	\$326	Labor	\$81,295	\$86,095	\$86,377	(\$281
4,658	5,437	5,313	124	Fringe Benefits	23,220	27,157	26,002	1,15
398	987	626	360	Services	4,024	4,886	4,299	586
2,250	2,128	2,372	(244)	Materials & Supplies	10,739	10,463	12,037	(1,574
1,292	1,243	1,890	(647)	Power & Fuel	6,130	6,243	10,930	(4,687
785	991	2,724	(1,734)	Utilities & Other	4,551	3,811	5,445	(1,635
(1,500)	(1,500)	(1,500)	Ó	Reimbursements	(7,500)	(7,500)	(7,500)	(,
\$25,122	\$26,708	\$28,522	(\$1,814)	TOTAL EXPENSE	\$122,458	\$131,154	\$137,590	(\$6,435
\$40.050	\$47.F70	\$40 F74	(\$4.00E)	ODOGG GUDGIDY	\$70.000	* 04.040	* 00.000	(\$0.044
\$16,250	\$17,570	\$18,574	(\$1,005)	GROSS SUBSIDY	\$76,626	\$84,219	\$88,029	(\$3,811
\$0	\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
	\$17,570	\$18,574	(\$1,005)	LOCAL SUBSIDY	\$76,626	\$84,219	\$88,029	(\$3,811

NON-REGIONAL BUS

OPERATING BUDGET

November, 2005

	MONTH				Y	EAR-TO-DATE	
FY06	FY06	Favorable	-	FY05	FY06	FY06	Favorable
Budget	Actual	(Unfavorable)	-	Actual	Budget	Actual	(Unfavorable)
			REVENUES:				
\$1,356	\$1,440	\$84	Passenger Revenue	\$7,560	\$7,174	\$7,452	\$278
0	0	0	D.C. School Reimbursement	0	0	0	0
0	0	0	Advertising	0	0	0	0
0	0	0	Other	0	0	0	0
0	0	0	SCR Funding	0	0	0	0
\$1,356	\$1,440	\$84	TOTAL REVENUE	\$7,560	\$7,174	\$7,452	\$278
			OPERATING EXPENSES:				
\$3,576	\$3,509	\$67	Labor	\$16,027	\$17,672	\$17,729	(\$58)
1,116	1,090	26	Fringe Benefits	4,718	5,574	5,337	237
203	129	74	Services	66	1,003	882	120
437	487	(50)	Materials & Supplies	1,330	2,148	2,471	(323)
255	388	(133)	Power & Fuel	1,661	1,281	2,243	(962)
0	0	(0)	Utilities & Other	0	782	1,118	(336)
0	0	0	Reimbursements	0	0	0	0
\$5,586	\$5,603	(\$17)	TOTAL EXPENSE	\$23,801	\$28,459	\$29,780	(\$1,321)
\$4,231	\$4,163	\$67	GROSS SUBSIDY	\$16,241	\$21,285	\$22,328	(\$1,043)
\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
\$4,231	\$4,163	\$67	LOCAL SUBSIDY	\$16,241	\$21,285	\$22,328	(\$1,043)
	\$1,356 0 0 0 0 \$1,356 \$3,576 1,116 203 437 255 0 0 \$5,586	\$1,356 \$1,440 0 0 0 0 0 0 0 0 0 0 \$1,356 \$1,440 \$3,576 \$3,509 1,116 1,090 203 129 437 487 255 388 0 0 0 0 \$5,586 \$5,603 \$4,231 \$4,163	\$1,356 \$1,440 \$84 0 0 0 0 0 0 0 0 0 0 0 0 0 \$1,356 \$1,440 \$84 \$1,356 \$1,440 \$84 \$3,576 \$3,509 \$67 1,116 1,090 26 203 129 74 437 487 (50) 255 388 (133) 0 0 (0) 0 0 0 0 \$5,586 \$5,603 (\$17) \$4,231 \$4,163 \$67	### REVENUES: \$1,356	REVENUES: \$1,356	REVENUES: S1,356 \$1,440 \$84 Passenger Revenue \$7,560 \$7,174	REVENUES:

PARATRANSIT OPERATING BUDGET

November, 2005

FY06 Budget	FY06 Actual	Favorable (Unfavorable)		FY05 Actual	FY06	FY06	Favorable
				Aotuui	Budget	Actual	(Unfavorable)
			REVENUES:		Ī	•	
							(\$352
326	21 284	(3) (42)	TOTAL REVENUE	1,145	119 1,717	105 1,352	(14 (365
			OPERATING EXPENSES:				
73	25	48	Labor	234	359	161	198
22	5	16	Fringe Benefits	66	109	42	66
4,156	4,130	26	Services	16,777	20,861	19,418	1,443
3	1	2	Materials & Supplies	15	15	5	10
29	4	25	Utilities & Other	123	144	110	33
\$4,281	\$4,164	\$117	TOTAL EXPENSE	\$17,216	\$21,487	\$19,736	\$1,75°
\$3,955	\$3,880	\$75	GROSS SUBSIDY	\$16,070	\$19,770	\$18,385	\$1,38
\$0	\$0	\$0	Plus: Debt Service	\$0	\$0	\$0	\$0
\$3,955	\$3,880	\$75	LOCAL SUBSIDY	\$16,070	\$19,770	\$18,385	\$1,38
	73 22 4,156 3 29 \$4,281 \$3,955	24 21 326 284 73 25 22 5 4,156 4,130 3 1 29 4 \$4,281 \$4,164 \$3,955 \$3,880 \$0 \$0	24 21 (3) 326 284 (42) 73 25 48 22 5 16 4,156 4,130 26 3 1 2 29 4 25 \$4,281 \$4,164 \$117 \$3,955 \$3,880 \$75 \$0 \$0 \$0	\$302 \$263 (\$39) Passenger Revenue 24 21 (3) SCR Funding 326 284 (42) TOTAL REVENUE **OPERATING EXPENSES:* 73 25 48 Labor 22 5 16 Fringe Benefits 4,156 4,130 26 Services 3 1 2 Materials & Supplies 29 4 25 Utilities & Other \$4,281 \$4,164 \$117 TOTAL EXPENSE \$3,955 \$3,880 \$75 GROSS SUBSIDY \$0 \$0 \$0 Plus: Debt Service	\$302 \$263 (\$39) Passenger Revenue \$1,145 24 21 (3) SCR Funding 0 326 284 (42) TOTAL REVENUE 1,145 PERATING EXPENSES: 73 25 48 Labor 234 22 5 16 Fringe Benefits 66 4,156 4,130 26 Services 16,777 3 1 2 Materials & Supplies 15 29 4 25 Utilities & Other 123 \$4,281 \$4,164 \$117 TOTAL EXPENSE \$17,216 \$3,955 \$3,880 \$75 GROSS SUBSIDY \$16,070	\$302 \$263 (\$39) Passenger Revenue \$1,145 \$1,598 24 21 (3) SCR Funding 0 119 326 284 (42) TOTAL REVENUE 1,145 1,717	\$302 \$263 (\$39) Passenger Revenue \$1,145 \$1,598 \$1,247 24 21 (3) SCR Funding 0 119 105 326 284 (42) TOTAL REVENUE 1,145 1,717 1,352



