

NOVEMBER HIGHLIGHTS

Ridership and Revenue

Metrorail

November rail ridership was 15.7 million: 0.5 million below budget and 0.5 million below November 2012.

- This November had one fewer non-holiday weekday, which accounts for part of the variance to last year.
- Average weekday rail ridership was similar to last November, while weekend ridership declined slightly.

Metrobus

November bus ridership was 10.8 million: 0.5 million above budget and 0.2 million above November 2012.

- After kicking off in August, the "Ride Free on Bus" program for District of Columbia students continued its strong performance into November. Ridership has stabilized at an average of 23,000 trips per day, and total November ridership in the program was over 0.4 million.
- Bus continues to perform well on weekends – up 5.8 percent for the year to date compared to last year.

MetroAccess

November Access ridership was 173,000: 17,000 above budget and 5,000 above November 2012.

- Access ridership year to date is up 6.2 percent over budget, primarily as a result of a larger registrant pool, but also in response to the lower fares now available as a result of the fare calculator.

Operating Revenue

Total operating revenue was \$0.5 million above budget in November. Passenger fares and parking fees were \$0.8 million above budget, while all non-transit sources were \$0.3 million below budget.

- Revenue from the "Ride Free on Bus" program pushed passenger revenue above budget; excluding that source, passenger revenue was at budget.
- Continued strong performance by advertising (\$0.1 million above budget for the month and \$1.2 million above for the year to date) was offset by small negative variances in other non-transit sources.

Operating Expenses

Through November, year-to-date operating expenses are favorable to budget by \$17.2 million or 2.5 percent.

Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$8.9 million or 2.9 percent, primarily due to Authority-wide vacancy levels. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements.
- November overtime expenses were \$1.0 million lower than the same month last year and \$3.2 million lower year-to-date than during the same period last year. Year-to-date overtime is \$8.3 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$0.5 million under budget year-to-date. The variance is positively affected by lower than expected health care costs of \$1.3M, as well as lower than anticipated costs for uniform and clothing allowances of \$600K, and is partially offset by higher than expected costs for the D.C. workers' compensation assessment of \$1.4M.

Materials and Supplies

- Materials and Supplies are \$4.4 million unfavorable year-to-date mainly due to \$4.0 million of maintenance on the 2K, 3K and 5K railcars and Bus overruns of \$3.0 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Financial Services, Communications (CSCM), and the Office of the Deputy General Manager-Operations (DGMO).

Services

- Services expenses are \$11.4 million favorable year-to-date due to Transit Infrastructure and Engineering Services (TIES) which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT) contracts timing of \$3.0 million; timing of a Treasury contract settlement of \$2.6 million; Access Service (ACCS) contract closeout claims offset by increased ridership of \$2.0 million; and timing of contract services procurements for DGMO of \$1.1 million, Safety (SAFE) of \$0.7 million, CSCM of \$0.6 million and Bus Services (BUS) of \$0.4 million.

Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$7.6 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, and the CNG tax credit. Of the variance, approximately \$1.9 million is due to price favorability and \$4.6 million is due to lower volume.

Capital Program

Metro has invested \$231 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through November. As a result of the new bus contract, which full payments are made on acceptance of buses instead of milestone/progress payments, investments are \$10 million less than the same period last year. All figures below are year to date.

NTSB Safety Recommendations

- Metro closed seven more outstanding NTSB safety recommendations, bringing the total number of recommendations closed to 20 out of 29. The recommendations closed include written procedures for rail lubrication for single-track operations over switch turnouts and the establishment of programs to identify operators who are at high risk for obstructive sleep disorders.

Bus Acquisition

- A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. An initial set of buses will be delivered for testing in March 2014.

Access Vehicle Replacement

- A contract is in place for the acquisition of 120 paratransit vans. Delivery is expected to begin in March 2014.

Escalator and Elevator Rehabilitation and Replacement

- Ten of the 36 planned FY2014 escalator rehabilitations are complete and eight are in progress. Three escalator replacements at Pentagon Station are complete and in service. Four of the seven additional escalator replacements planned for completion during FY2014 are in progress at Van Ness-UDC (2), Georgia Ave-Petworth, and Mt Vernon Sq.
- Seven elevator rehabilitations are complete and three are in progress. The elevator rehabilitation plan for FY2014 has been revised from 22 to 21, as Arlington County will be replacing the elevator previously scheduled to be rehabilitated at the Court House station.

Station Rehabilitation and Lighting Improvements

- Four of the 12 planned full station enhancement projects are complete, and one is in progress. Four of the 12 planned mini station enhancements are complete, and three are in progress.
- Metro plans to install new, brighter mezzanine lighting at all underground stations. Higher quality lighting upgrades have been completed at five stations and the lighting improvements are currently underway at a sixth station, L'Enfant Plaza. The remaining 41 stations are expected to be completed by 2015.
- Metro awarded a performance-based contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities. Each fixture will respond to its environment by automatically dimming in response to motion and ambient light from the sun or other sources. The contract includes maintenance of the lighting system for the life of the contract and will save Metro approximately \$600,000 annually.

Track Rehabilitation

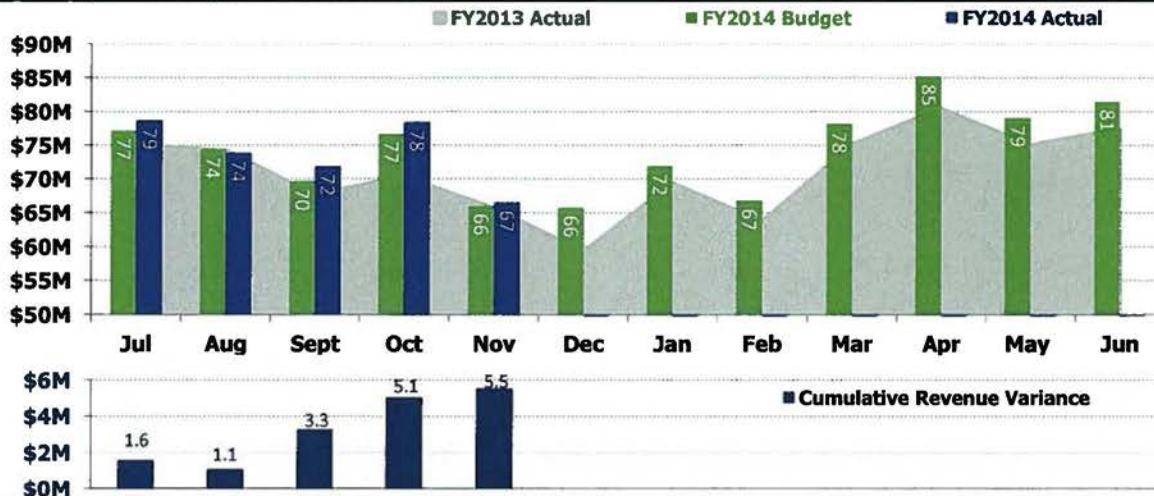
- Metro welded 359 open weld joints, rehabilitated 3,462 linear feet of grout pads, tamped 20.31 miles of track, repaired 926 leaks, and replaced 3.30 miles of running rail, 2.66 miles of third rail, 8,055 cross ties, 8,822 fasteners, 3,120 insulators, 12 yard turnouts, and 601 safety signs.



REVENUE AND RIDERSHIP

November FY2014

REVENUE (in Millions)

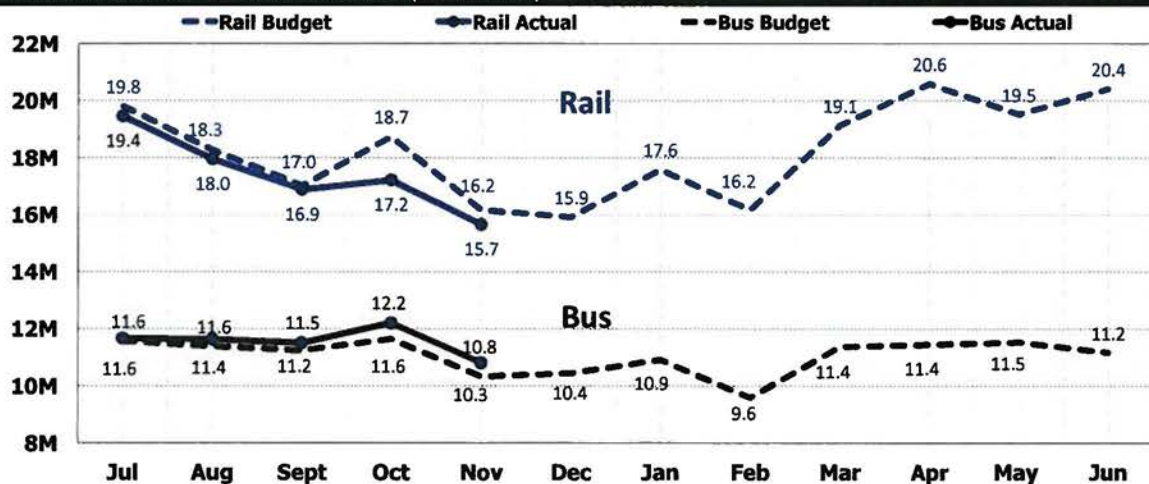


RIDERSHIP (trips in Thousands)

MTD	Nov-FY2013	Nov-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrail	16,179	15,661	16,165	-3.2%	-3.1%
Metrobus	10,641	10,801	10,326	1.5%	4.6%
MetroAccess	167	173	156	3.3%	10.7%
System Total	26,987	26,634	26,647	-1.3%	-0.1%

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrail	87,293	87,167	89,999	-0.1%	-3.1%
Metrobus	55,527	57,770	56,139	4.0%	2.9%
MetroAccess	838	901	848	7.5%	6.2%
System Total	143,658	145,839	146,986	1.5%	-0.8%

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

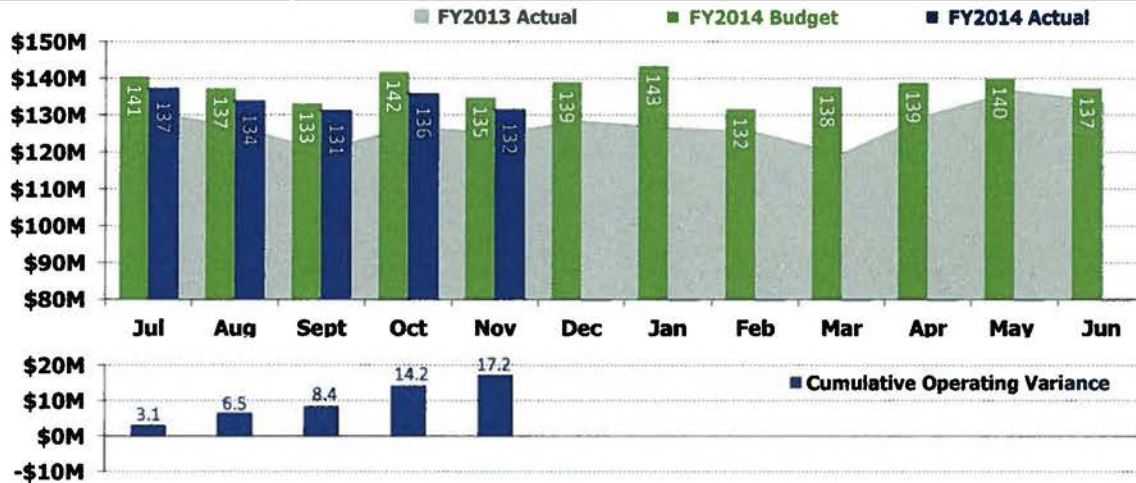




OPERATING BUDGET

November FY2014

OPERATING EXPENDITURES (\$ in Millions)

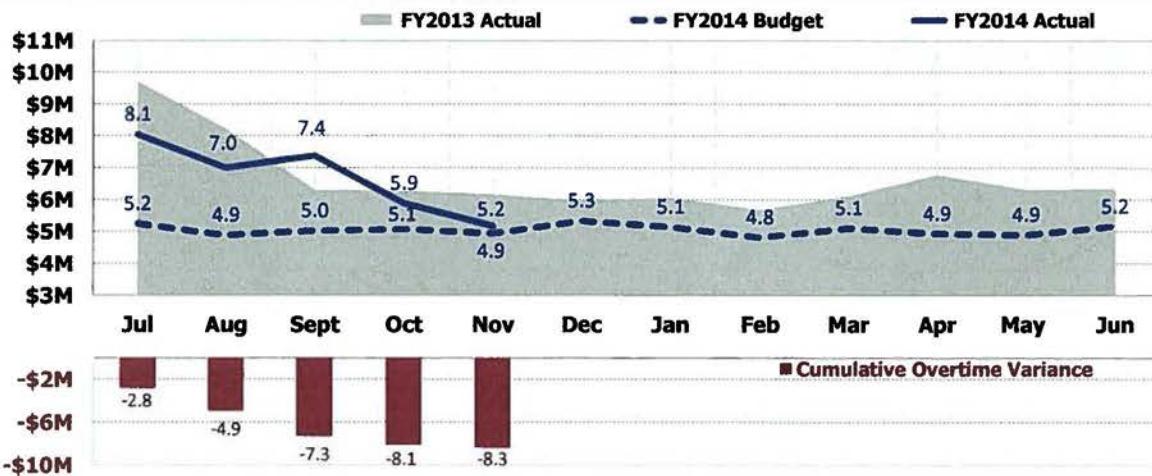


OPERATING BUDGET (\$ in Millions)

MTD	Nov-FY2013	Nov-FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 65.7	\$ 66.5	\$ 66.0	\$ 0.5	0.7%
Expense	\$ 124.8	\$ 131.6	\$ 134.7	\$ 3.1	2.3%
Subsidy	\$ 59.1	\$ 65.1	\$ 68.7	\$ 3.6	5.2%
Cost Recovery	52.6%	50.5%	49.0%		

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 353.1	\$ 369.4	\$ 363.8	\$ 5.5	1.5%
Expense	\$ 628.3	\$ 670.2	\$ 687.4	\$ 17.2	2.5%
Subsidy	\$ 275.2	\$ 300.8	\$ 323.6	\$ 22.8	7.0%
Cost Recovery	56.2%	55.1%	52.9%		

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)

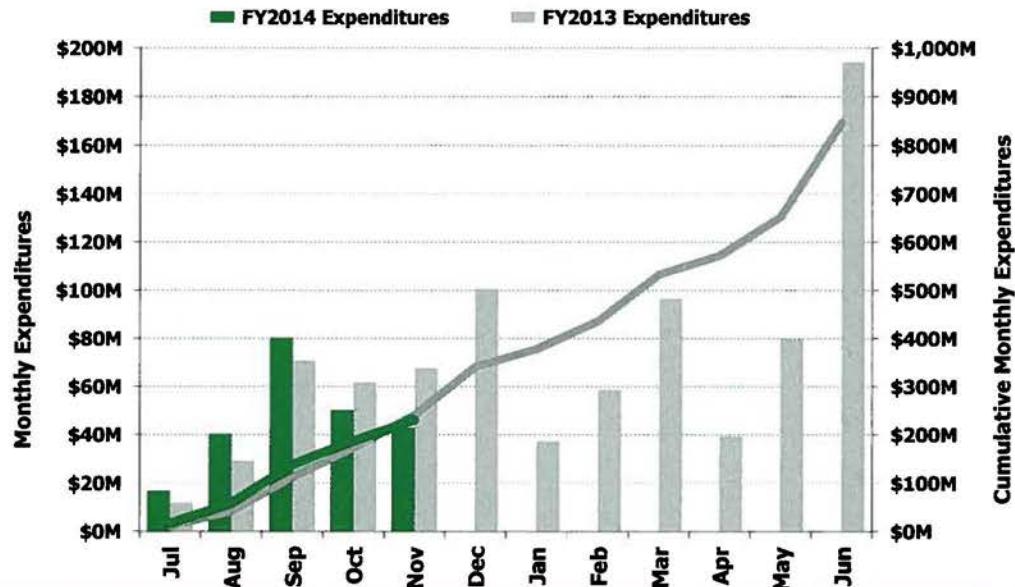




CAPITAL PROGRAM

November FY2014

CIP EXPENDITURES (\$ in Millions)



FY2014 USES OF FUNDS (\$ in Millions)

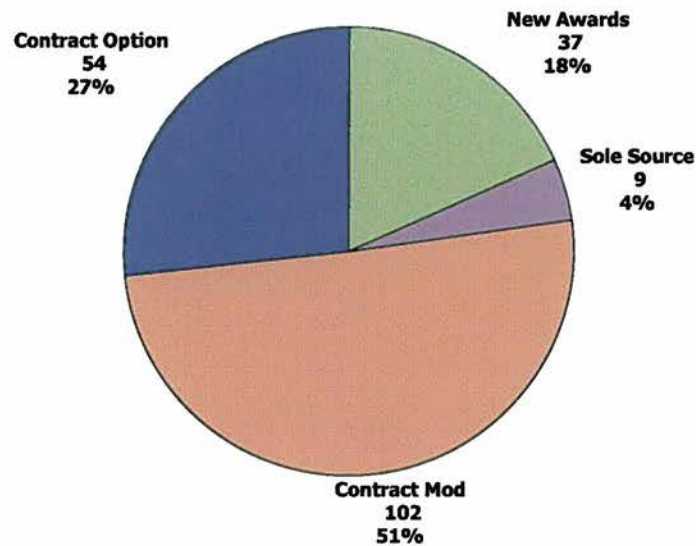
	Budget	Forecast	Expended	% Exp.
FY2014 CIP	\$ 996	\$ 996	\$ 231	23%
Safety & Security	10	10	0	0%
ARRA	2	2	2	74%
Reimbursable	69	69	19	28%
Total	\$ 1,077	\$ 1,077	\$ 251	23%

FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

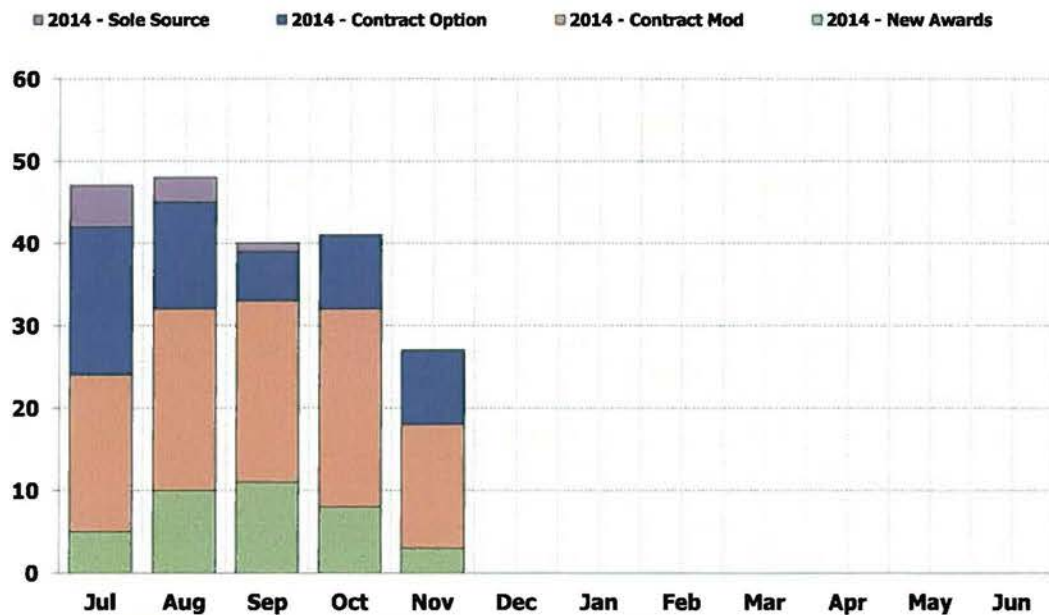
	CIP	Planned	Received
Federal Reimbursement		\$ 491	\$ 5
State and Local		401	214
Other Sources/Rollover		104	66
Subtotal		\$ 996	\$ 285
Safety & Security		\$ 10	\$ -
ARRA		2	2
Reimbursable		69	6
Subtotal		\$ 81	\$ 8
Total		\$ 1,077	\$ 293

SOLICITATION ACTIONS

**YTD NOVEMBER SOLICITATION ACTIONS
(202 TOTAL ACTIONS)**



HISTORICAL SOLICITATIONS



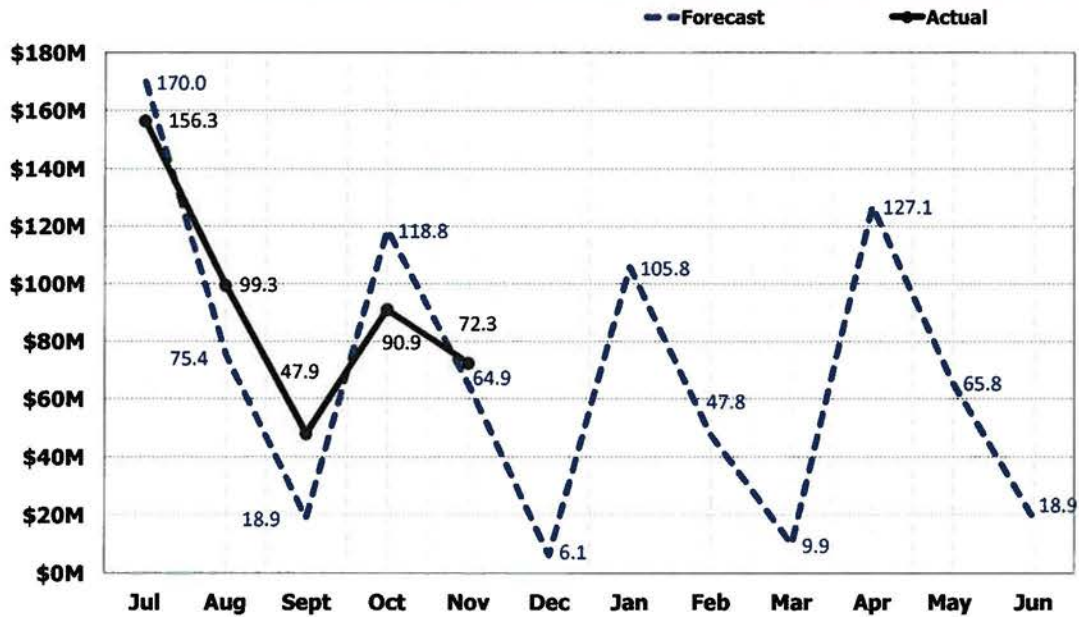
Note: 'Contract Mod' includes any written alteration in the specifications, delivery point, frequency of delivery, period of performance, price, quantity, or other provisions of the contract



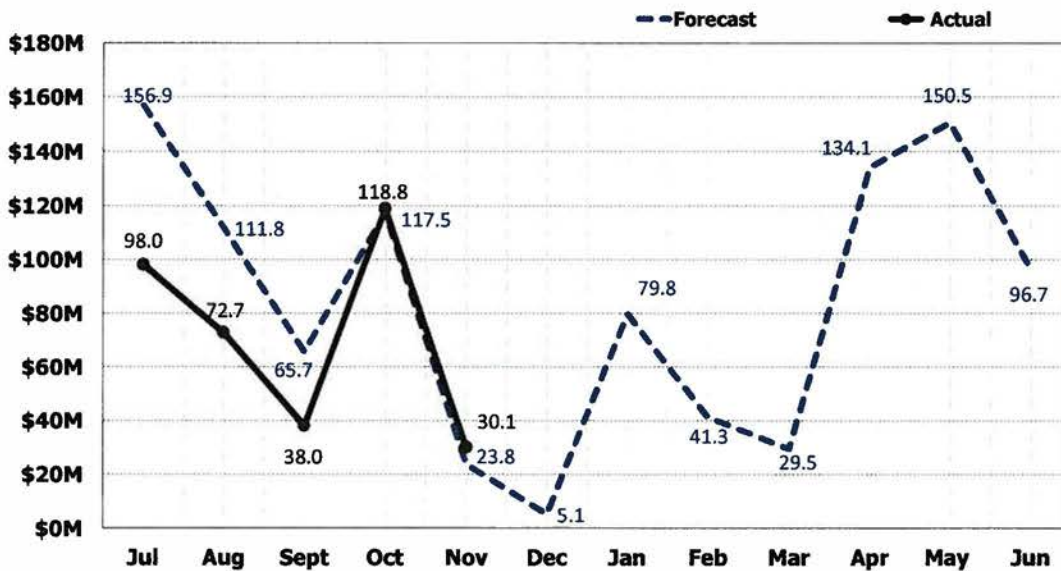
FUND BALANCE

November FY2014

OPERATING FUND BALANCE



CAPITAL FUND BALANCE





OPERATING FINANCIALS

November FY2014

NOVEMBER MONTHLY RESULTS					FISCAL YEAR 2014 Dollars In Millions	YEAR-TO-DATE RESULTS				
Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
\$46.4	\$46.5	\$46.4	\$0.1	0%	Passenger Revenue	\$252.0	\$254.9	\$258.8	(\$3.9)	-1%
10.8	10.8	10.6	0.3	2%	Metroall	58.1	60.5	59.0	1.5	3%
0.7	0.6	0.6	(0.1)	-12%	Metrobus	3.3	3.2	3.3	(0.1)	-3%
3.6	3.7	3.9	(0.2)	-5%	MetroAccess	19.0	19.5	19.6	(0.0)	0%
\$0.8	\$1.3	\$0.6	0.7	107%	Parking	\$2.7	\$5.3	\$3.2	2.2	68%
\$62.3	\$62.9	\$62.1	\$0.8	1%	D.C. Schools	\$335.0	\$343.4	\$343.8	(\$0.4)	0%
					subtotal					
1.4	1.7	1.6	\$0.1	5%	Non-Passenger Revenue	7.2	9.1	7.9	\$1.2	15%
0.4	0.5	0.5	(0.0)	-1%	Advertising	2.4	3.3	3.0	0.2	7%
1.2	1.3	1.2	0.1	6%	Joint Dev/Property Rent	6.1	6.5	6.0	0.5	8%
0.3	0.4	0.6	(0.2)	-40%	Fiber Optic	2.4	7.3	2.9	4.3	146%
0.0	(0.2)	0.0	(0.2)	-703%	Other	0.0	(0.2)	0.1	(0.3)	-209%
0.0	0.0	0.0	0.0		Interest	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
\$3.4	\$3.6	\$3.9	(\$0.3)	-7%	SCR Funding	0.0	0.0	0.0	0.0	
\$65.7	\$66.5	\$66.0	\$0.5	0.7%	subtotal	\$18.0	\$26.0	\$20.1	\$5.9	29%
					TOTAL REVENUE	\$353.1	\$369.4	\$363.8	\$5.5	1.5%
\$56.6	\$58.7	\$60.0	\$1.3	2%	Salary/Wages	\$280.1	\$301.6	\$310.5	\$8.9	3%
\$6.2	\$5.2	\$4.9	(0.2)	-5%	Overtime	\$36.7	\$33.5	\$25.1	(\$8.3)	-33%
28.0	31.3	31.7	0.4	1%	Fringe Benefits	139.6	156.5	157.0	\$0.5	0%
14.8	15.2	16.5	1.3	8%	Services	73.0	74.6	86.1	11.4	13%
6.6	8.3	6.2	(2.1)	-34%	Supplies	31.4	35.8	31.4	(4.4)	-14%
6.4	7.5	9.0	1.5	17%	Power/Diesel/CNG	36.4	39.8	46.0	6.3	14%
2.8	2.9	3.3	0.4	12%	Utilities	14.2	14.7	16.0	1.3	8%
3.4	2.7	3.2	0.5	16%	Insurance/Other	16.9	13.7	15.3	1.6	10%
\$124.8	\$131.6	\$134.7	\$3.1	2.3%	TOTAL EXPENSE	\$628.3	\$670.2	\$687.4	\$17.2	2.5%
\$59.1	\$65.1	\$68.7	\$3.6	5.2%	SUBSIDY	\$275.2	\$300.8	\$323.6	\$22.8	7.0%