



OPERATING BUDGET REPORT

January FY2013

OPERATING BUDGET (\$ in Millions)

MTD	Jan-FY2012		Jan-FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 61.1		\$ 69.4	\$ 69.2	\$ 0.2	0.3%
Expense	\$ 122.8		\$ 126.3	\$ 136.0	\$ 9.7	7.1%
Subsidy	\$ 61.8		\$ 56.9	\$ 66.7	\$ 9.9	14.8%
Cost Recovery	49.7%		55.0%	50.9%		

YTD	FY2012		FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 458.2		\$ 481.8	\$ 501.8	\$ (20.1)	-4.0%
Expense	\$ 833.6		\$ 882.5	\$ 917.4	\$ 34.9	3.8%
Subsidy	\$ 375.4		\$ 400.7	\$ 415.5	\$ 14.9	3.6%
Cost Recovery	55.0%		54.6%	54.7%		

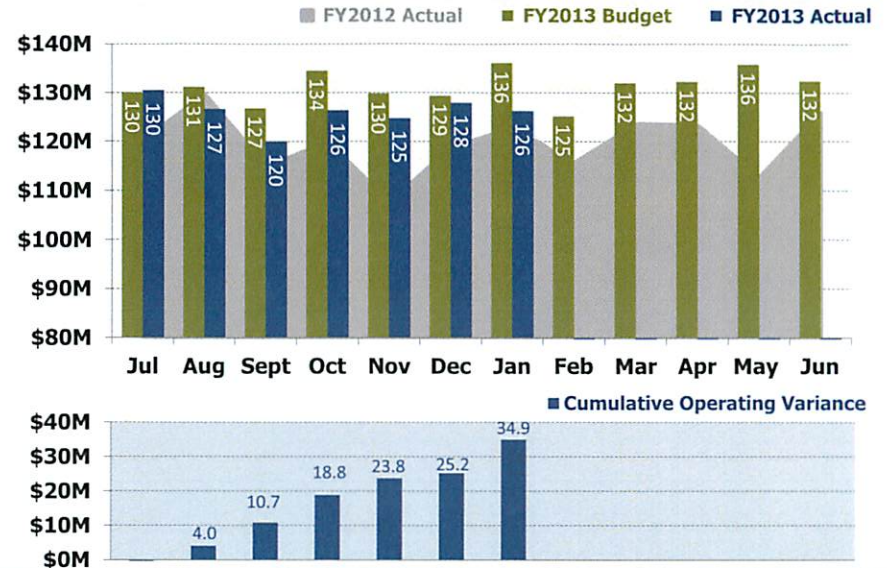
OPERATING PROGRAM HIGHLIGHTS

As of January YTD, Metro is **favorable to budget** by \$14.9M, or 3.6%.

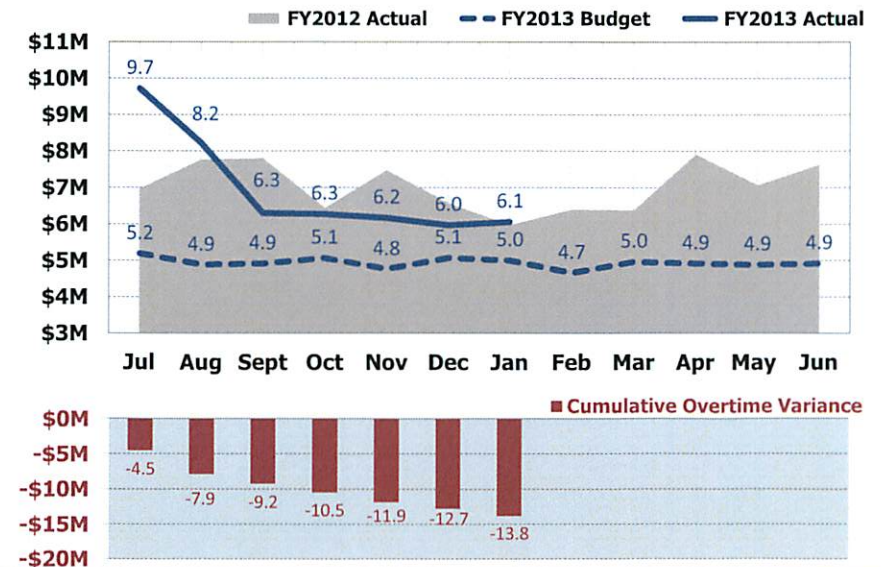
Year-to-date expenditures \$34.9M or 3.8% favorable to budget.

- Salary & wages below budget by \$18.2M due to vacancies.
- Overtime is (\$13.8M) over budget due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage, severe weather, incident response and special events, including Inauguration support activities.
- Fringe benefits is \$8.2M under budget due to lower than projected pension costs (\$3.7M), lower than expected health claims costs (\$2.0M), plus surpluses in FICA Expense (\$1.2M) and clothing, tools, and allowances (\$1.3M).
- Materials and Supply expenses are (\$7.1M) unfavorable mostly due to overruns in Bus material usage (\$4.3M unfavorable) and higher than expected expenses in TIES (\$4.3M unfavorable) attributed mainly to July CMNT 2K, 3K and 5K maintenance.
- Service expenses were \$18.5M favorable due to savings in paratransit expenses, late TIES (PLNT, SMNT, CMNT, CENV and ELES) contract awards, timing of various JOC contracts and Labor Relations expenses for arbitration negotiations and timing of Financial, CSCM, HR and IT. TIES estimates their favorability will be utilized in the 3rd and 4th quarters of FY13 with the ramp up of rail grinding, weed and bush clearing efforts.
- Propulsion/Diesel and Utilities were favorable to budget by \$13.9M due to lower than projected power consumption and favorable diesel rates in Metro hedges. The passage of the American Taxpayer Relief Act of 2012 included a Compressed Natural Gas (CNG) credit which will have an estimated favorable impact of \$5M on Metro's FY2013 expenditures; a \$3.6M CNG credit was received in January for FY12 and FY13 YTD refunds.

OPERATING EXPENDITURES (\$ in Millions)



YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





REVENUE AND RIDERSHIP REPORT

January FY2013

RIDERSHIP (trips in Thousands)

MTD	Jan-FY2012	Jan-FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget
Metro rail	16,512	17,317	17,085	4.9%	1.4%
Metro bus	10,669	9,786	10,563	-8.3%	-7.4%
Metro Access	169	168	172	-0.4%	-2.0%
System Total	27,350	27,270	27,819	-0.3%	-2.0%

YTD	FY2012	FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget
Metro rail	124,479	119,229	125,400	-4.2%	-4.9%
Metro bus	76,496	73,658	75,775	-3.7%	-2.8%
Metro Access	1,198	1,165	1,286	-2.8%	-9.4%
System Total	202,173	194,052	202,460	-4.0%	-4.2%

REVENUE AND RIDERSHIP HIGHLIGHTS

Year-to-date Revenue

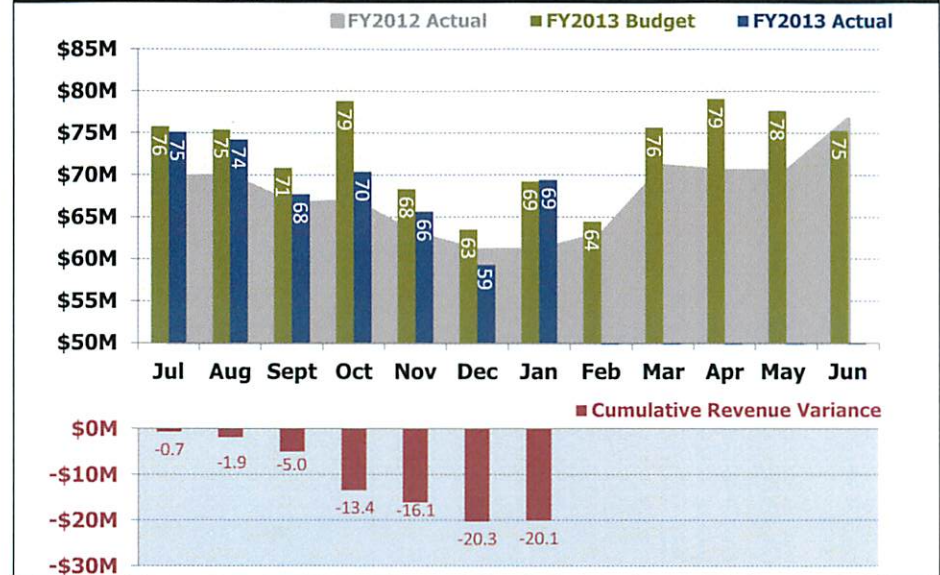
Total operating revenue is (\$20.1M) below budget, or -4.0%. Passenger revenues plus parking is (\$18.8M) below budget, while non-transit revenue is (\$1.3M) below budget. A Cubic software error has been discovered that has resulted in an understatement of bus ridership and revenue YTD. Adjustments will be processed in March that should bring bus back in line with FY2013 budget. The estimated impact is \$2-2.5 million in revenue and 3 million trips.

- **Rail passenger fare revenue** is (\$13.8M) below budget YTD primarily as a result of lower rail ridership; average fare YTD is \$2.89, which reflects the impact of the July fare increase and is slightly above the budgeted average fare for FY13 of \$2.87. Rail revenue has also experienced negative impacts from Hurricane Sandy in October and the unanticipated federal Christmas Eve holiday as well as a positive impact from greater-than-expected Inauguration attendance.
- **Bus passenger revenue** is (\$3.3M) below budget YTD due to a combination of factors: a decrease in recorded ridership due to the software error; a slightly lower average fare; and the Hurricane Sandy shutdown and Christmas Eve holiday. Average fare YTD is \$1.06, slightly below the budgeted average fare for FY13 of \$1.07.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, average fare is higher at \$3.87 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$1.6M) or -5.8%, slightly greater than the overall reduction in rail ridership.
- **Other revenue** is (\$1.3M) below budget, with positive variances in advertising and fiber optic revenues outweighed by negative variances in joint development and other revenues.

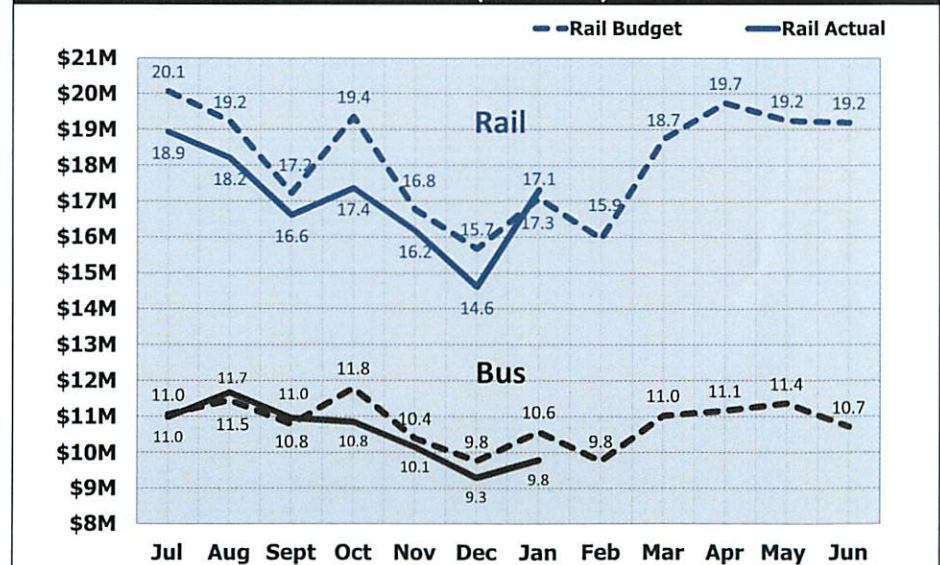
Year-to-date Ridership

- **Rail ridership** YTD is (6.2M) below budget, or -4.9%; rail ridership YTD is also down (5.3M) compared to the same period in FY12.
- **Bus ridership** is (2.2M) below budget YTD, or -2.8%; bus ridership YTD is also down (2.9M) compared to the same period in FY12.
- **MetroAccess ridership** is -9.4% below budget YTD; Access ridership YTD is also down -2.8% compared to the same period in FY12.

REVENUE (in Millions)



MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





CAPITAL PROGRAM REPORT

January FY2013

SOURCES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2012 CIP	\$ 1,042	\$ 917	\$ 528	\$ 442	\$ 600
FY2013 CIP	\$ 1,073	\$ 975	\$ 548	\$ 384	\$ 689

	Obligation-Based to Date Sources of Funds				
	Budget		Awarded	Received	To be Rec.
Safety & Security	\$ 38		\$ 38	\$ 8	\$ 30
ARRA	\$ 8		\$ 8	\$ 3	\$ 6
Reimbursable	\$ 57		\$ 57	\$ 15	\$ 42
Total	\$ 104		\$ 104	\$ 27	\$ 77

USES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$ 1,042	\$ 917	\$ 764	\$ 327	83.3%	35.7%
FY2013 CIP	\$ 1,073	\$ 975	\$ 590	\$ 378	60.5%	38.8%

	Obligation-Based to Date Uses of Funds					
	Budget		Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$ 39		\$ 39	\$ 12	99.7%	30.8%
ARRA	\$ 9		\$ 8	\$ 2	92.9%	21.2%
Reimbursable	\$ 57		\$ 52	\$ 39	92.7%	69.0%
Total	\$ 104		\$ 99	\$ 53	95.4%	50.8%

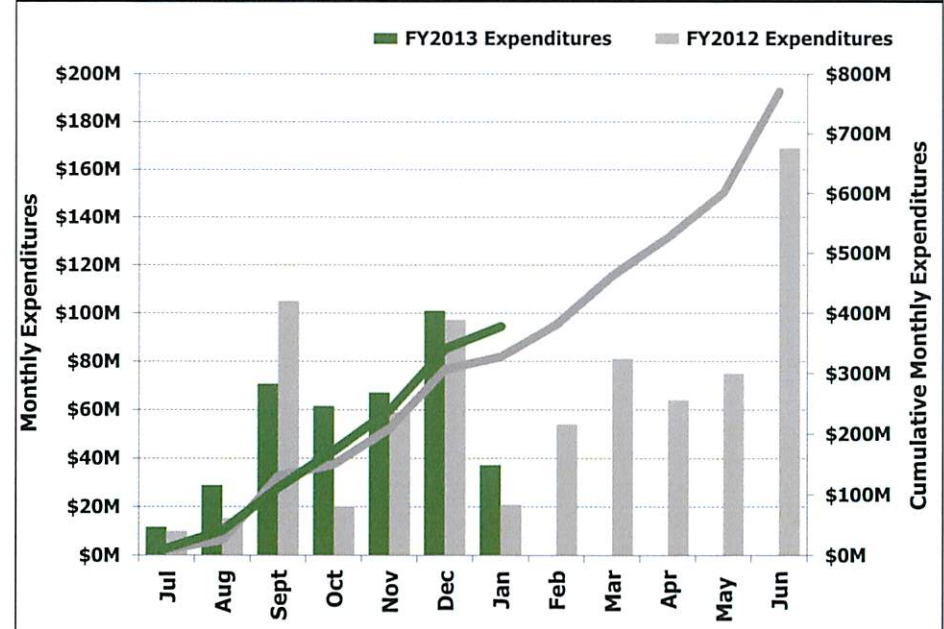
CAPITAL PROGRAM HIGHLIGHTS

As of January 31, 2013:

The Capital Improvement Program (CIP) has expended \$378 million in FY2013. This is \$51 million more than the same period in FY2012. Accomplishments include:

- 47 of the planned 96 forty-foot hybrid/electric buses have been received and 37 placed in service.
- The pilot vehicle and inspections are complete for the new Access vehicle contract. Deliveries are scheduled to begin in February – 138 new Access vehicles will be delivered this year.
- 26 of the 54 planned FY2013 escalator rehabilitations/modernizations are complete and 10 are in progress.
- Four of the 25 planned FY2013 elevator rehabilitations/modernizations are complete and two are in progress. Elevator rehabilitations are behind schedule due to a delay in the delivery of parts by a vendor that is now resolved. Elevator work will be accelerated to get back on schedule.
- Five of the 12 planned full station enhancement projects are complete; seven of the planned 12 mini station enhancements are complete and three full enhancements and four mini-station enhancement projects are underway.
- Track rehabilitation work completed includes the following: welded 372 open weld joints, retrofitted 465 linear feet of floating slabs, rehabilitated 6,119 linear feet of grout pads, tamped 18.92 miles of track, repaired 1024 leaks, and replaced 6.91 miles of running rail, 7,627 cross ties, 14,824 fasteners, 3,764 insulators, 505 safety signs, six yard turnouts, and 2,663 direct fixation fasteners.

CIP EXPENDITURES (\$ in Millions)



CAPITAL PROGRAM REPROGRAMMING

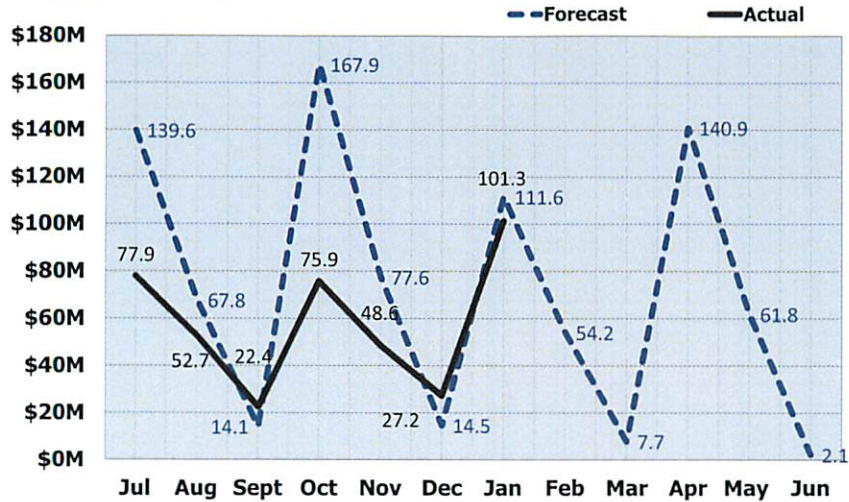
Approved in January

From	Project Description	Amount
CIP 0085	Royal Street Bus Garage Replacement	(10,000,000)
CIP 0049	Management Support Software	(1,061,000)
CIP 0047	Enterprise GIS	(1,097,000)
CIP 0042	Bus and Rail Asset Management Software	(470,000)
CIP 0052	Network and Communications	(361,000)
CIP 0131	Credit Facility	(200,000)
	Total	(13,189,000)

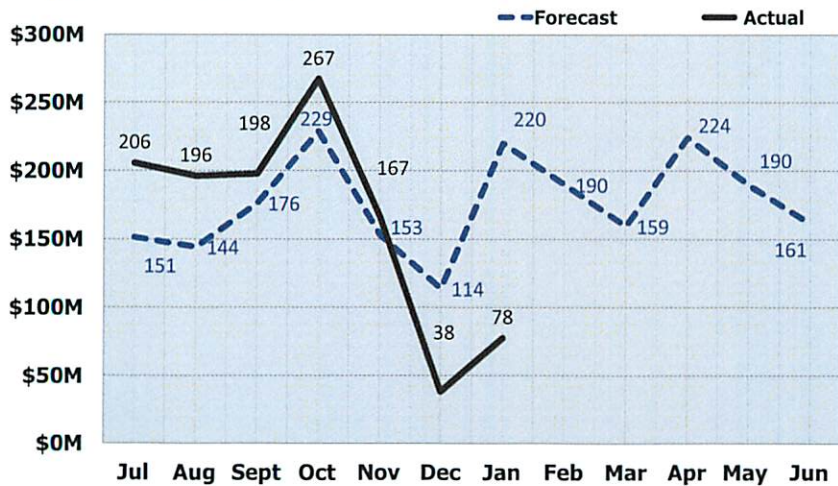
To	Project Description	Amount
CIP 0024	Track Rehabilitation	7,000,000
CIP 0106	Special Operations Divisions Facility	3,000,000
CIP 0045	Data Centers and Infrastructure	2,489,000
CIP 0046	Document Management Systems	500,000
CIP 0074	Install Parking Lot Credit Card Readers	200,000
	Total	13,189,000

FUND BALANCE

OPERATING FUND BALANCE

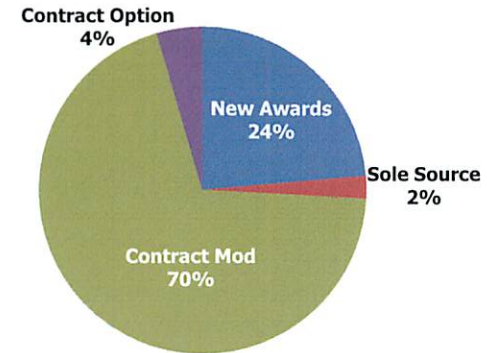


CAPITAL FUND BALANCE



PROCUREMENT

JANUARY SOLICITATION ACTIONS (89 TOTAL ACTIONS)

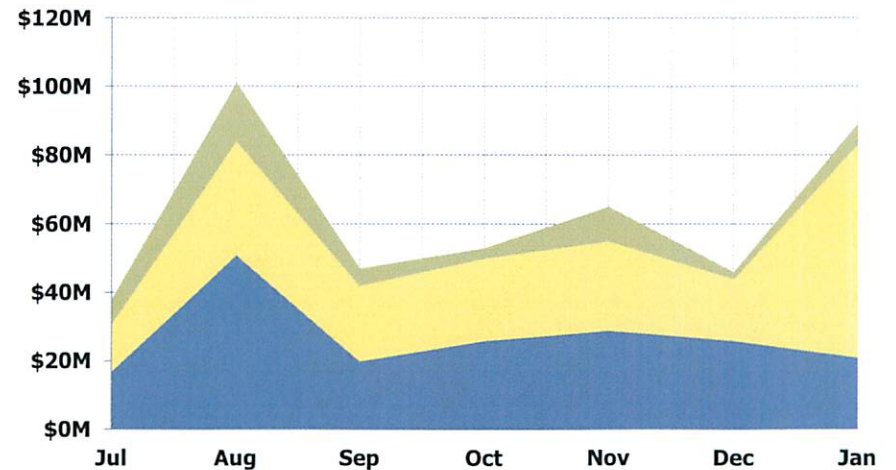


Procurement Highlights:

A \$157,952,837 CIP funded multi-year contract was awarded to KONE, Inc. for the Elevator Replacement/Rehabilitation Project.

A \$9,988,633 reimbursable contract was awarded to Cubic Transportation for AFC Equipment for the Silver Line.

■ 2013 - Sole Source / Contract Option ■ 2013 - Contract Mod ■ 2013 - New Awards





OPERATING FINANCIALS

January FY2013

MONTHLY RESULTS					FISCAL YEAR 2013 Dollars in Millions	YEAR-TO-DATE RESULTS				
Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance			Actual	Budget	Variance		
\$42.7	\$50.5	\$49.1	\$1.4	2.8%	Passenger Revenue	\$323.7	\$344.3	\$358.2	(\$13.8)	-3.9%
10.5	10.2	11.2	(1.0)	-9.2%	Metrarail	76.1	78.1	81.4	(3.3)	-4.1%
0.6	0.6	0.6	0.0	1.6%	Metrobus	4.5	4.5	4.5	0.0	0.3%
3.6	3.8	3.9	(0.1)	-2.5%	MetroAccess	26.2	26.0	27.6	(1.6)	-5.8%
\$57.5	\$65.1	\$64.9	\$0.3	0.4%	Parking	\$430.6	\$452.9	\$471.6	(\$18.8)	-4.0%
					subtotal					
\$0.6	\$0.7	\$0.7	\$0.0	0.0%	Non-Passenger Revenue	\$3.9	\$4.1	\$4.1	\$0.0	0.0%
1.1	0.9	1.2	(0.3)	-23.0%	D.C. Schools	6.7	9.3	8.6	0.7	8.1%
0.4	0.4	0.7	(0.3)	-39.9%	Advertising	3.6	3.1	4.7	(1.6)	-33.8%
1.1	1.6	1.2	0.4	31.8%	Joint Dev/Property Rent	8.3	8.9	8.5	0.4	4.9%
0.5	0.7	0.6	0.1	17.6%	Fiber Optic	5.1	3.4	4.1	(0.7)	-16.4%
0.0	0.0	0.0	(0.0)	-43.4%	Other	0.0	0.1	0.2	(0.1)	-72.5%
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	
					SCR Funding	0.0	0.0	0.0	0.0	
\$3.6	\$4.3	\$4.3	(\$0.1)	-1.4%	subtotal	\$27.6	\$28.9	\$30.2	(\$1.3)	-4.3%
\$61.1	\$69.4	\$69.2	\$0.2	0.3%	TOTAL REVENUE	\$458.2	\$481.8	\$501.8	(\$20.1)	-4.0%
\$54.2	\$59.7	\$61.8	\$2.2	3.5%	Salary/Wages	\$373.0	\$394.9	\$413.1	\$18.2	4.4%
6.0	6.1	5.0	(1.1)	-21.1%	Overtime	49.0	48.7	34.9	(13.8)	-39.6%
27.2	28.3	31.9	3.7	11.5%	Fringe Benefits	181.9	198.5	206.7	8.2	4.0%
15.8	15.5	16.5	1.1	6.4%	Services	102.0	106.2	124.6	18.5	14.8%
5.8	6.6	5.2	(1.3)	-25.5%	Supplies	35.5	43.1	36.0	(7.1)	-19.8%
7.0	3.6	8.3	4.7	56.3%	Power/Diesel/CNG	52.3	47.3	57.0	9.7	17.1%
3.9	2.6	3.9	1.3	33.3%	Utilities	19.7	19.8	23.9	4.1	17.2%
3.0	4.0	3.2	(0.8)	-23.2%	Insurance/Other	20.3	24.1	21.2	(2.9)	-13.5%
\$122.8	\$126.3	\$136.0	\$9.7	7.1%	TOTAL EXPENSE	\$833.6	\$882.5	\$917.4	\$34.9	3.8%
\$61.8	\$56.9	\$66.7	\$9.9	14.8%	SUBSIDY	\$375.4	\$400.7	\$415.5	\$14.9	3.6%

Favorable/(Unfavorable)

Favorable/(Unfavorable)