



OPERATING BUDGET REPORT

April FY2013

OPERATING BUDGET (\$ in Millions)

| MTD | Apr-FY2012 | | Apr-FY2013 | | Variance FY13 | |
|---------------|------------|--|------------|----------|---------------|---------|
| | Actual | | Actual | Budget | \$ | Percent |
| Revenue | \$ 70.5 | | \$ 80.5 | \$ 79.1 | \$ 1.4 | 1.8% |
| Expense | \$ 123.3 | | \$ 129.5 | \$ 132.9 | \$ 3.3 | 2.5% |
| Subsidy | \$ 52.9 | | \$ 49.1 | \$ 53.8 | \$ 4.7 | 8.8% |
| Cost Recovery | 57.1% | | 62.1% | 59.5% | | |

| YTD | FY2012 | | FY2013 | | Variance FY13 | |
|---------------|------------|--|------------|------------|---------------|---------|
| | Actual | | Actual | Budget | \$ | Percent |
| Revenue | \$ 662.7 | | \$ 701.2 | \$ 721.0 | \$ (19.9) | -2.8% |
| Expense | \$ 1,196.1 | | \$ 1,256.1 | \$ 1,307.4 | \$ 51.3 | 3.9% |
| Subsidy | \$ 533.5 | | \$ 554.9 | \$ 586.4 | \$ 31.5 | 5.4% |
| Cost Recovery | 55.4% | | 55.8% | 55.2% | | |

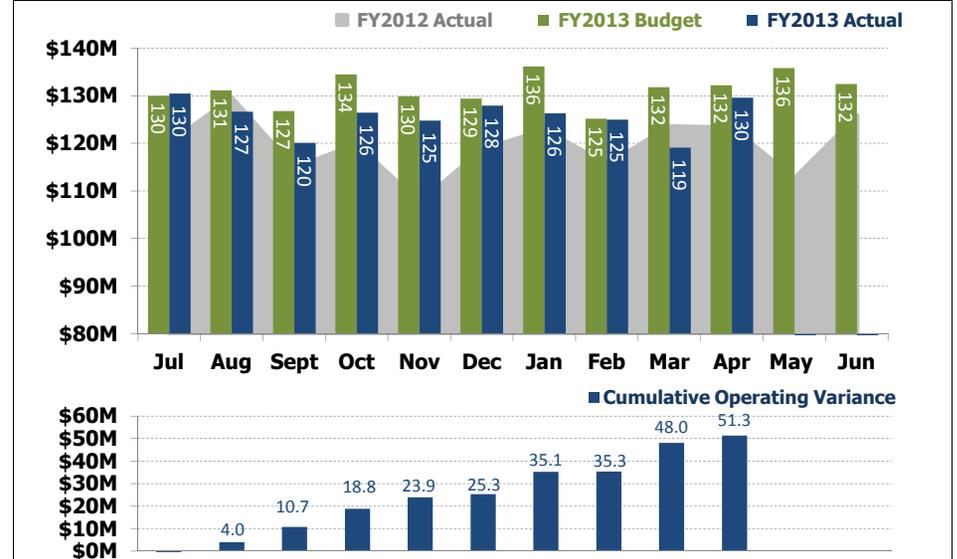
OPERATING PROGRAM HIGHLIGHTS

As of April YTD, Metro has a positive net position **to budget** of \$31.5M, or 5.4 percent.

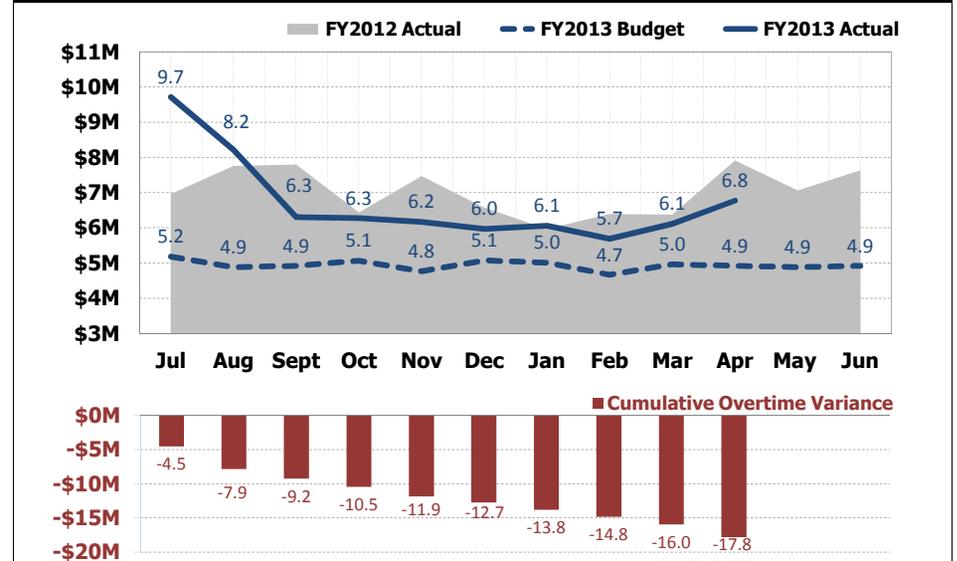
Year-to-date expenditures \$51.3M or 3.9% favorable to budget.

- Salary & wages are below budget by \$28.8M or 4.9 percent due to vacancies.
- Overtime is (\$17.8M) 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. Over the last seven months we have increased investment and the rate of railcar maintenance to prepare for the introduction of revenue service on the Silver Line. In FY12, Metro operated approximately 770 railcars in daily service; in FY13 this rate has increased to 906 and when Metro begins operating revenue service on the Silver Line in January, 2014, a total of 954 railcars will be required to provide service each weekday.
- Fringe benefits are \$16.8M under budget due to lower than projected pension costs resulting from favorable market conditions (\$5.0M), lower than expected health care costs (\$8.6M, mainly due to a health care rebate of \$5.7M for Local 689), plus lower than budgeted FICA Expense (\$1.7M) and clothing, tools, and allowances (\$1.6M).
- Materials and Supply expenses are (\$14.8M) unfavorable mostly due to overruns in TIES (\$10.6M) attributed mainly to CMNT 2K, 3K and 5K maintenance and Bus material usage (\$6.1M). As described above, railcar maintenance has increased to prepare for Silver Line service. The CMNT overhaul is expected to continue through FY13 and into FY14. This unfavorability is offset mainly by DGMO Admin TSP training materials, IT Track Wayside equipment and CSCM bus and rail schedule printing materials expense.
- Service expenses were \$21.2M favorable due to savings in paratransit expenses (\$10.7M), late TIES contract awards (PLNT, SMNT, CMNT and ELES), timing of various JOC contracts (\$5.1M) and Financial services (\$2.4M): for disputed TRES Call Center invoices and contract modifications (\$1.3M), phasing out of the LAZ parking contract (\$465K) and timing of the Management Efficiency study (\$517K); CSCM (\$936K), HR (\$915K), DGMO (\$660K), COUN (\$516K) and RAIL (\$348K). TIES estimates some of their favorability will be utilized in the 4th quarter of FY13 with the ramp up of rail grinding, weed and other warm weather related activities.
- Propulsion/Diesel and Utilities were favorable to budget by \$18.6M 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 \$4.5M CNG credit has been received YTD for FY12 and FY13 YTD refunds.

OPERATING EXPENDITURES (\$ in Millions)



YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





REVENUE AND RIDERSHIP REPORT

April FY2013

RIDERSHIP (trips in Thousands)

| MTD | Apr-FY2012 | Apr-FY2013 | | Variance FY13 | |
|------------------------|---------------|---------------|---------------|---------------|-------------|
| | Actual | Actual | Budget | Prior Year | Budget |
| Metro rail | 18,982 | 19,615 | 19,742 | 3.3% | -0.6% |
| Metro bus | 10,947 | 11,610 | 11,149 | 6.1% | 4.1% |
| Metro Access | 174 | 182 | 176 | 4.3% | 3.3% |
| System Total | 30,104 | 31,407 | 31,067 | 4.3% | 1.1% |

| YTD | FY2012 | FY2013 | | Variance FY13 | |
|------------------------|----------------|----------------|----------------|---------------|--------------|
| | Actual | Actual | Budget | Prior Year | Budget |
| Metro rail | 179,720 | 172,419 | 179,818 | -4.1% | -4.1% |
| Metro bus | 109,860 | 109,108 | 107,698 | -0.7% | 1.3% |
| Metro Access | 1,728 | 1,681 | 1,831 | -2.7% | -8.2% |
| System Total | 291,309 | 283,209 | 289,347 | -2.8% | -2.1% |

REVENUE AND RIDERSHIP HIGHLIGHTS

Year-to-date Revenue

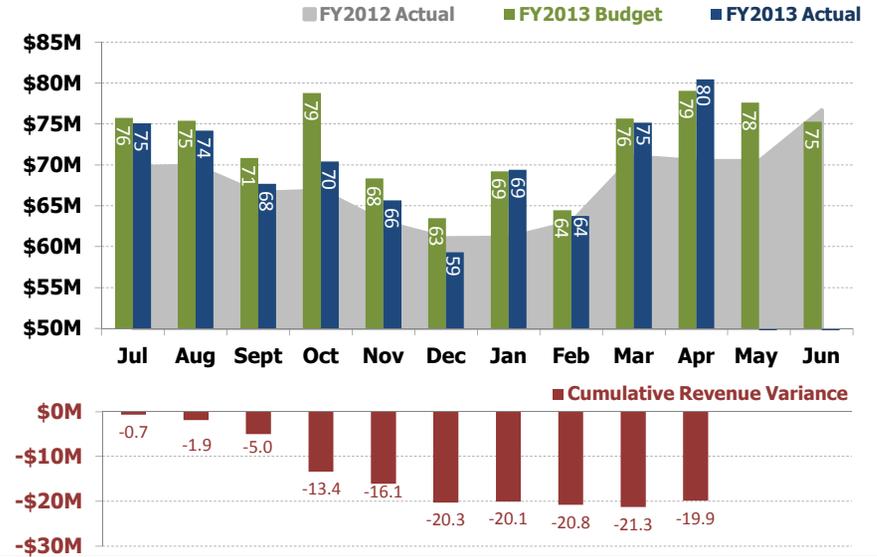
Total operating revenue is (\$19.9M) below budget, or -2.8%. Passenger revenues plus parking is (\$18.4M) below budget, while non-transit revenue is (\$1.5M) below budget.

- **Rail passenger fare revenue** is (\$16.3M) below budget YTD primarily as a result of lower rail ridership; average fare YTD is \$2.90, which reflects the impact of the July fare increase and is actually 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 essentially on budget at only (\$0.2M) below plan YTD. However, average fare YTD is \$1.05, slightly below the budgeted average fare for FY13 of \$1.07. Bus revenue was also negatively impacted by Hurricane Sandy.
- **MetroAccess revenue** is \$0.4 million above budget YTD; although ridership is below budget, average fare is substantially higher at \$4.07 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$2.4M) or -5.9%, greater than the overall reduction in rail ridership, although April performance was on budget.
- **Other revenues** are (\$1.5M) below budget, with positive variances in advertising and fiber optic revenues outweighed by negative variances in joint development and other revenues. However, the negative variance in joint development revenue (primarily leases/rents from developers) is largely due to timing and is expected to be made up by the end up FY2013.

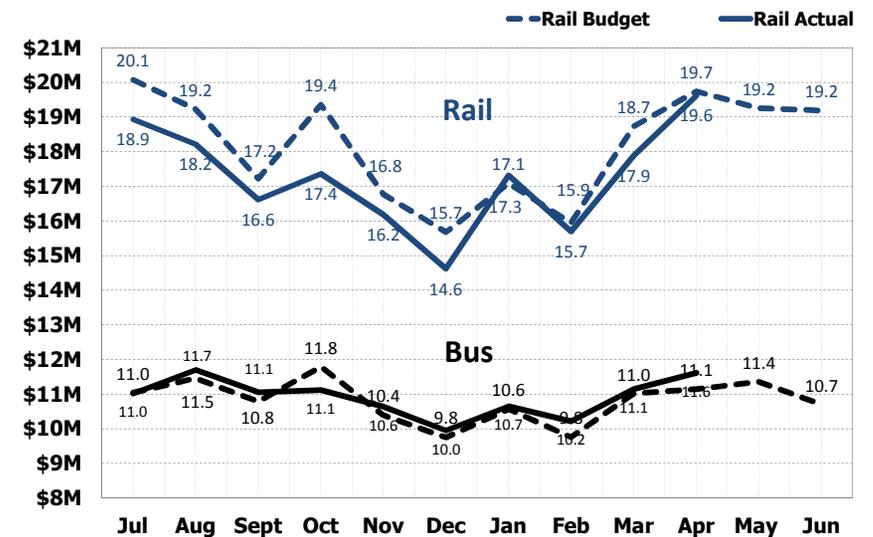
Year-to-date Ridership

- **Rail ridership** YTD is (7.4M) below budget, or -4.1%; rail ridership YTD is also down (7.3M) compared to the same period in FY12.
- **Bus ridership** is (1.4M) above budget YTD, or 1.3%; however, bus ridership YTD is down (0.8M) compared to the same period in FY12.
- **MetroAccess ridership** is -8.2% below budget YTD; Access ridership YTD is also down -2.7% compared to the same period in FY12.

REVENUE (in Millions)



MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





CAPITAL PROGRAM REPORT

April 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 | \$ 733 | \$ 606 | \$ 436 |
| FY2013 CIP | \$ 1,073 | \$ 975 | \$ 936 | \$ 730 | \$ 343 |

| | Obligation-Based to Date Sources of Funds | | | | |
|-------------------|---|--|---------------|--------------|--------------|
| | Budget | | Awarded | Received | To be Rec. |
| Safety & Security | \$ 38 | | \$ 38 | \$ 10 | \$ 28 |
| ARRA | \$ 8 | | \$ 8 | \$ 7 | \$ 1 |
| Reimbursable | \$ 57 | | \$ 57 | \$ 51 | \$ 6 |
| Total | \$ 104 | | \$ 104 | \$ 68 | \$ 36 |

USES OF FUNDS (\$ in Millions)

| | Expenditure-Based Year to Date Uses of Funds | | | | | |
|------------|--|--------|-----------|----------|--------|--------|
| | Budget | Plan | Obligated | Expended | % Obl. | % Exp. |
| FY2012 CIP | \$ 1,042 | \$ 917 | \$ 782 | \$ 526 | 85.3% | 57.4% |
| FY2013 CIP | \$ 1,073 | \$ 975 | \$ 680 | \$ 572 | 69.7% | 58.7% |

| | Obligation-Based to Date Uses of Funds | | | | | |
|-------------------|--|--|--------------|--------------|--------------|--------------|
| | Budget | | Obligated | Expended | % Obl. | % Exp. |
| Safety & Security | \$ 39 | | \$ 39 | \$ 14 | 99.7% | 35.9% |
| ARRA | \$ 8 | | \$ 7 | \$ 10 | 87.5% | 125.0% |
| Reimbursable | \$ 57 | | \$ 52 | \$ 64 | 92.7% | 113.3% |
| Total | \$ 104 | | \$ 98 | \$ 88 | 95.0% | 85.0% |

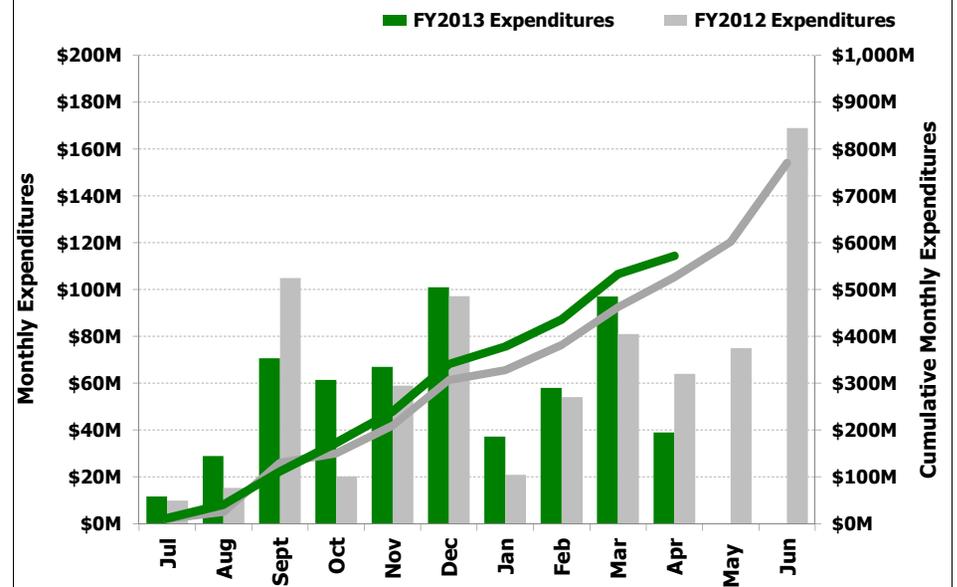
CAPITAL PROGRAM HIGHLIGHTS

As of April 30, 2013:

Metro continued to advance the delivery of the FY2013 Capital Improvement Program (CIP) in April, investing \$39 million during the month. Year-to-date, Metro has invested \$572 million through the CIP, \$46 million, or two percent, more than during the same period last year. Metro is currently forecasting that \$884 million will be invested through the CIP during FY2013, about 91% of the baseline investment plan for the year and on track to meet the performance target of 90%. The most recent forecast indicates that Metro has made significant progress in the delivery of key CIP investments during FY2013.

- **Bus Replacement:** 79 of the planned 105 forty-foot hybrid/electric buses have been received and are in service.
- **MetroAccess Vehicle Replacement:** 80 of the planned 138 new paratransit vehicles have been delivered and 55 are in service.
- **Escalator Rehabilitation:** 31 of the 54 planned FY2013 escalator rehabilitations/modernizations are complete and 10 are in progress. The multi-year escalator rehabilitation plan has been updated due to schedule delays. Nine escalator rehabilitations previously planned for FY2013 will now be completed in the FY2014-2019 CIP.
- **Elevator Rehabilitation:** Five of the 25 planned FY2013 elevator rehabilitations/modernizations are complete and 10 are in progress. The multiyear elevator rehabilitation plan has been updated due to schedule delays. Eight elevator rehabilitations previously planned for delivery in FY2013 will now be completed in the FY2014-2019 CIP and one elevator previously planned for future rehabilitation was accelerated into FY2013.
- **Station Rehabilitation:** Seven of the 12 planned full station enhancement projects are complete; 11 of the planned 12 mini station enhancements are complete and four full enhancements and one mini enhancement are underway.
- **Track Rehabilitation:** welded 583 open weld joints, retrofitted 465 linear feet of floating slabs, rehabilitated 7,451 linear feet of grout pads, tamped 34.56 miles of track, repaired 1,935 leaks, and replaced 10.24 miles of running rail, 3.79 miles of third rail, 12,323 cross ties, 18,418 fasteners, 7,307 insulators, 1,167 safety signs, 10 yard turnouts, 20 yard switches, and 5,165 direct fixation fasteners.

CIP EXPENDITURES (\$ in Millions)



CAPITAL IMPROVEMENT PROGRAM REPROGRAMMING

CIP FY2013 budget authority reprogramming actions approved in April:

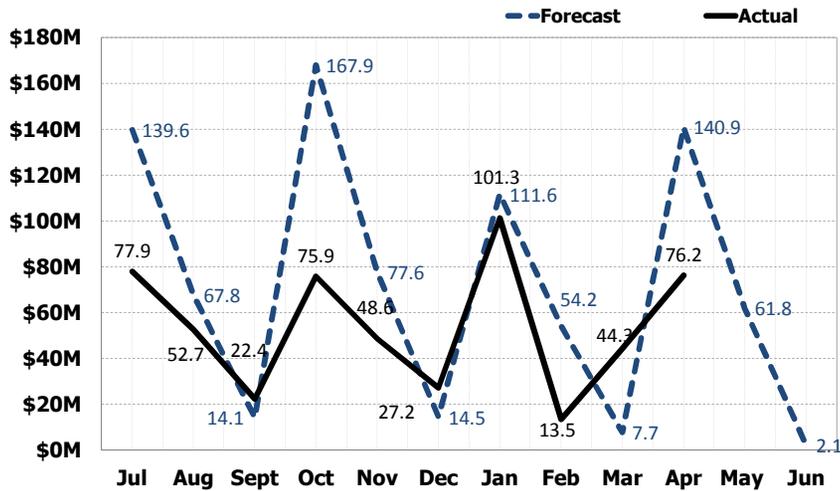
| From | Project Description | Amount |
|----------|--|---------------------|
| CIP 0084 | Southern Ave Bus Garage Replacement | (23,100,000) |
| CIP 0119 | Bus Garage Facility Repairs | (3,000,000) |
| CIP 0200 | Breakers and Relays | (2,000,000) |
| CIP 0051 | Police Dispatch and Records Management | (1,518,000) |
| CIP 0131 | Credit Facility | (875,000) |
| | Total | (30,493,000) |

| To | Project Description | Amount |
|----------|----------------------------------|-------------------|
| CIP 0060 | 4000 Series Railcar Replacement | 23,100,000 |
| CIP 0116 | Rail Yard Facility Repairs | 3,000,000 |
| CIP 0029 | Warehouse Vertical Storage Units | 2,000,000 |
| CIP 0052 | Network and Communications | 1,518,000 |
| CIP 0185 | Escalator Replacement | 875,000 |
| | Total | 30,493,000 |

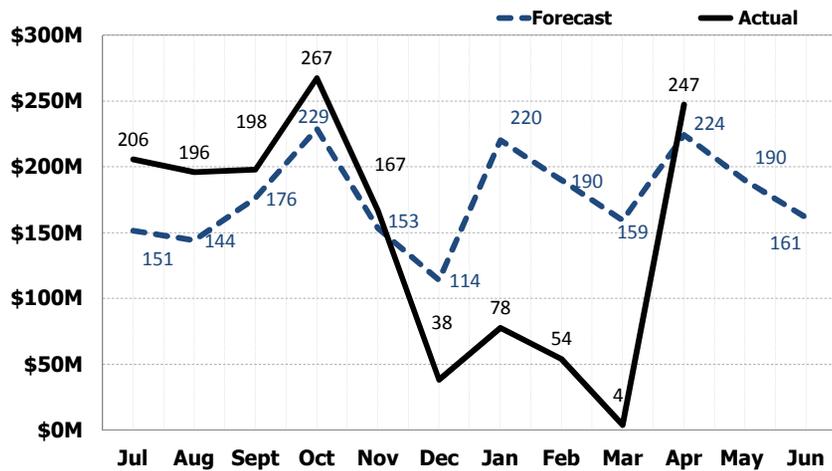


FUND BALANCE

OPERATING FUND BALANCE

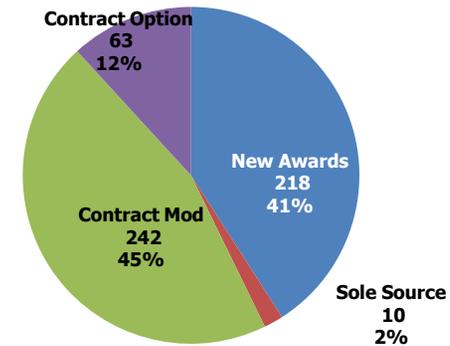


CAPITAL FUND BALANCE



PROCUREMENT

YTD APRIL SOLICITATION ACTIONS (533 TOTAL ACTIONS)

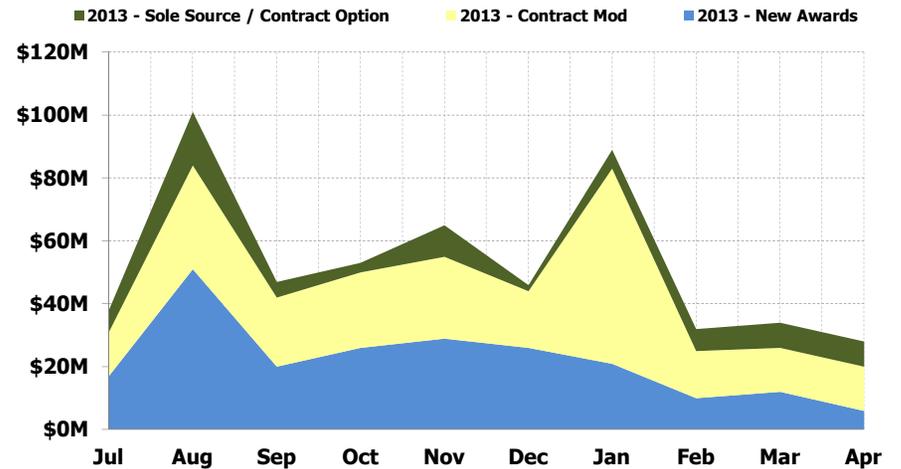


Procurement Highlights:

Year-to-Date, Metro awarded 533 solicitation actions. Of the total, 242 actions or 45% were contract modifications.

A \$4,829,055 federally funded contract was awarded to Alstom Signaling for Trailable Yard Switch Machines.

A \$184,245,800 option was exercised on the 7000 Series Railcar contract with Kawasaki Rail Car Inc., to replace the 4000 Series Railcars.





OPERATING FINANCIALS

April FY2013

| MONTHLY RESULTS | | | | |
|-------------------|----------------|----------------|--------------|-------------|
| Prior Year Actual | Current Year | | | |
| | Actual | Budget | Variance | |
| \$49.7 | \$57.3 | \$57.5 | (\$0.2) | -0.4% |
| 12.4 | 12.9 | 11.9 | 1.0 | 8.2% |
| 0.6 | 0.7 | 0.6 | 0.1 | 16.6% |
| 4.0 | 4.3 | 4.3 | (0.0) | -0.7% |
| \$66.7 | \$75.2 | \$74.3 | \$0.8 | 1.1% |
| \$0.6 | \$0.7 | \$0.7 | \$0.0 | 0.0% |
| 1.1 | 1.7 | 1.6 | 0.1 | 8.5% |
| 0.5 | 1.4 | 0.7 | 0.7 | 105.2% |
| 1.2 | 1.2 | 1.2 | (0.0) | -0.5% |
| 0.4 | 0.3 | 0.6 | (0.2) | -42.9% |
| 0.0 | 0.0 | 0.0 | (0.0) | -64.0% |
| 0.0 | 0.0 | 0.0 | 0.0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | |
| \$3.7 | \$5.3 | \$4.7 | \$0.6 | 12.0% |
| \$70.5 | \$80.5 | \$79.1 | \$1.4 | 1.8% |
| \$50.9 | \$54.6 | \$60.1 | \$5.5 | 9.2% |
| 7.9 | 6.8 | 4.9 | (1.9) | -37.7% |
| 26.4 | 28.8 | 31.4 | 2.6 | 8.2% |
| 15.5 | 17.6 | 17.6 | 0.0 | 0.0% |
| 9.8 | 9.0 | 5.1 | (4.0) | -78.1% |
| 6.9 | 6.7 | 7.4 | 0.8 | 10.3% |
| 2.8 | 3.4 | 3.2 | (0.2) | -5.2% |
| 3.0 | 2.8 | 3.2 | 0.5 | 13.9% |
| \$123.3 | \$129.5 | \$132.9 | \$3.3 | 2.5% |
| \$52.9 | \$49.1 | \$53.8 | \$4.7 | 8.8% |

Favorable/(Unfavorable)

FISCAL YEAR 2013

Dollars in Millions

Passenger Revenue

| | |
|-------------|--|
| Metrail | |
| Metrobus | |
| MetroAccess | |
| Parking | |

subtotal

Non-Passenger Revenue

| | |
|-------------------------|--|
| D.C. Schools | |
| Advertising | |
| Joint Dev/Property Rent | |
| Fiber Optic | |
| Other | |
| Interest | |
| SE Closure | |
| SCR Funding | |

subtotal

TOTAL REVENUE

Salary/Wages

| | |
|------------------|--|
| Overtime | |
| Fringe Benefits | |
| Services | |
| Supplies | |
| Power/Diesel/CNG | |
| Utilities | |
| Insurance/Other | |

TOTAL EXPENSE

SUBSIDY

| YEAR-TO-DATE RESULTS | | | | |
|----------------------|------------------|------------------|-----------------|--------------|
| Prior Year Actual | Current Year | | | |
| | Actual | Budget | Variance | |
| \$468.9 | \$499.3 | \$515.5 | (\$16.3) | -3.2% |
| 110.6 | 115.0 | 115.2 | (0.2) | -0.2% |
| 6.5 | 6.8 | 6.4 | 0.4 | 6.8% |
| 37.8 | 37.8 | 40.2 | (2.4) | -5.9% |
| \$623.8 | \$658.9 | \$677.3 | (\$18.4) | -2.7% |
| \$5.9 | \$6.3 | \$6.3 | \$0.0 | 0.0% |
| 9.9 | 13.7 | 12.6 | 1.1 | 8.9% |
| 4.7 | 5.7 | 6.7 | (1.0) | -15.4% |
| 11.8 | 12.8 | 12.1 | 0.7 | 5.7% |
| 6.4 | 3.8 | 5.9 | (2.0) | -34.8% |
| 0.0 | 0.1 | 0.3 | (0.2) | -80.7% |
| 0.0 | 0.0 | 0.0 | 0.0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | |
| \$38.8 | \$42.3 | \$43.8 | (\$1.5) | -3.4% |
| \$662.7 | \$701.2 | \$721.0 | (\$19.9) | -2.8% |
| \$530.3 | \$557.6 | \$586.4 | \$28.8 | 4.9% |
| 69.7 | 67.3 | 49.4 | (17.8) | -36.1% |
| 259.8 | 281.2 | 298.0 | 16.8 | 5.6% |
| 146.5 | 156.3 | 177.5 | 21.2 | 11.9% |
| 59.9 | 66.0 | 51.2 | (14.8) | -29.0% |
| 73.4 | 67.2 | 79.6 | 12.4 | 15.6% |
| 27.2 | 28.2 | 34.4 | 6.2 | 17.9% |
| 29.3 | 32.3 | 30.9 | (1.4) | -4.5% |
| \$1,196.1 | \$1,256.1 | \$1,307.4 | \$51.3 | 3.9% |
| \$533.5 | \$554.9 | \$586.4 | \$31.5 | 5.4% |

Favorable/(Unfavorable)