



Revenue and Ridership Report

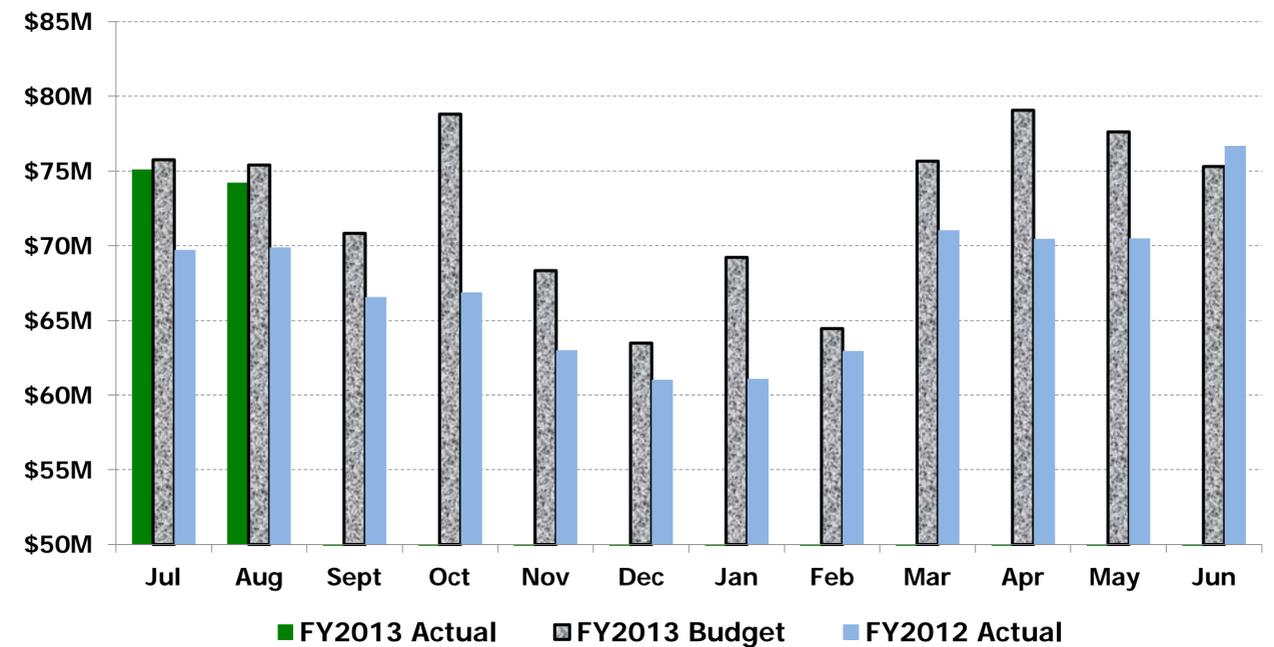
August FY2013

Ridership (trips in thousands)

MTD	August-FY2012		August-FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget	
Metrorail	18,429	18,211	19,225	-1.2%	-5.3%	
Metrobus	11,474	11,645	11,453	1.5%	1.7%	
MetroAccess	178	177	188	0.0%	-5.5%	
System Total	30,080	30,033	30,867	-0.2%	-2.7%	

YTD	FY2012		FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget	
Metrorail	37,887	37,144	39,295	-2.0%	-5.5%	
Metrobus	22,134	22,603	22,499	2.1%	0.5%	
MetroAccess	344	342	375	-0.7%	-8.8%	
System Total	60,366	60,089	62,170	-0.5%	-3.3%	

Revenue (in Millions)



Revenue and Ridership Highlights

Year-to-date Revenue

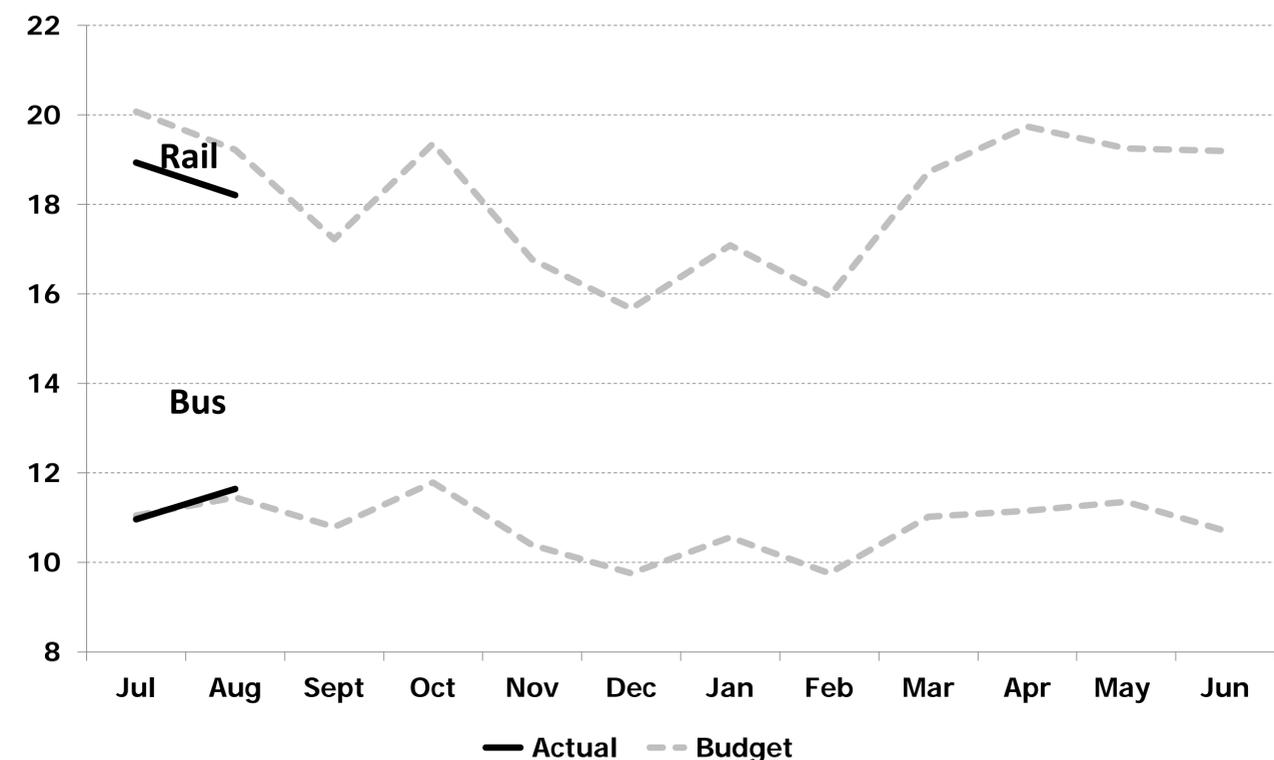
Total operating revenue is (\$1.9M) below budget, or -1.2%. Passenger fares plus parking is (\$2.5M) below budget, while non-transit revenue is \$0.6M favorable to budget.

- **Rail passenger revenue** is (\$2.2M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.91, which reflects the impact of the fare increase in July and is above the budgeted average fare of \$2.80.
- **Bus passenger revenue** is (\$0.2M) below budget YTD as a result of a slightly lower average fare; average fare YTD is \$1.07, below the budgeted average fare of \$1.09.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, average fare is substantially higher at \$3.94 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$0.1M) or -1.8%.
- **Other revenue** is \$0.6M favorable to budget, due primarily to advertising revenue that is \$0.5M favorable to budget.

Year-to-date Ridership

- **Rail ridership** YTD is (2.2M) below budget YTD, or -5.5%; rail ridership YTD is also down (0.7M) compared to the same period in FY12. A number of factors are being reviewed to determine the cause, including the timing of the 4th of July holiday, warmer temperatures, the fare increase, and weekend track work.
- **Bus ridership** is 0.1M favorable to budget YTD, or +0.5%; bus ridership YTD is also up 0.5M compared to the same period in FY12.
- **MetroAccess ridership** is -8.8% below budget YTD; Access ridership YTD is also down -0.7% compared to the same period in FY12.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

August 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	\$77	\$77	\$965
FY2013 CIP	\$975	\$975	\$290	\$290	\$685

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$38	\$38	\$0	\$38
ARRA	8	8	1	7
Reimbursable	57	57	0	57
Total	\$104	\$104	\$1	\$103

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$1,042	\$917	\$280	\$25	31%	3%
FY2013 CIP	\$975	\$975	\$387	\$41	40%	4%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$39	\$19	\$3	50%	8%
ARRA	9	5	1	59%	8%
Reimbursable	57	48	4	85%	7%
Total	\$104	\$72	\$7	70%	7%

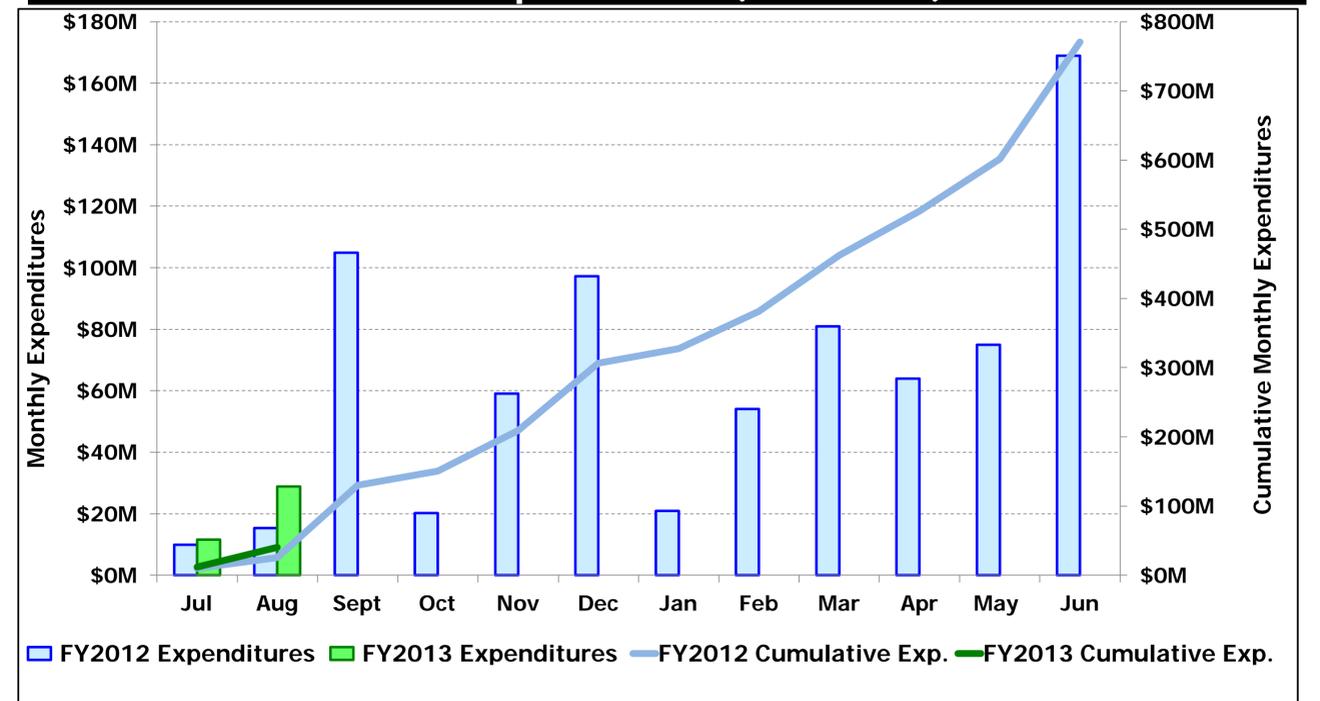
Capital Program Highlights

As of August 31, 2012:

The Capital Improvement Program (CIP) has expended \$41 million in FY2013. This is \$16 million more than the same period in FY2012

- 51 of the 51 FY2012 planned 30-foot BRT buses have been received and all are placed in service
- Procurement underway for the manufacture and delivery of 95 forty-foot hybrid/electric buses planned for FY2013
- Procurement underway for the delivery of 138 Para Transit vans planned for FY2013
- FY2013 elevator/escalator plan includes the rehabilitation and modernization of 25 elevators and 51 escalators as well as replacement of three escalators; eight of the 51 planned rehabilitations are complete
- FY2013 station rehabilitation plan includes mini enhancements to 12 stations and full enhancements to 12 stations; two full stations are complete and two mini stations and three full stations are in progress
- Rail renewal/replacement, structural repairs, platform reconstruction, tunnel leak mitigation, and fiber optic cable installation efforts were completed on the Red Line
- Structural repairs, leak mitigation, drainage work, platform reconstruction, repairs to floating concrete slabs beneath rails, and work associated with Silver Line were completed on the Blue and Orange Lines
- Track maintenance, tie and fastener renewal, third-rail power improvements, and track upgrades were completed on the Green and Yellow Lines
- Continued installation of Redundant Comprehensive Radio Communication System
- Track rehabilitation work completed includes the following: welded 152 open weld joints, rehabilitated 1,992 In ft of grout pads, tamped 6.46 miles of track, repaired 203 leaks, and replaced 26 high voltage roadway safety signs, 4,101 cross ties, 4,478 fasteners, 1,477 insulators, 1.61 miles of running rail, and 1,493 direct fixation fasteners

CIP Expenditures (\$ in Millions)



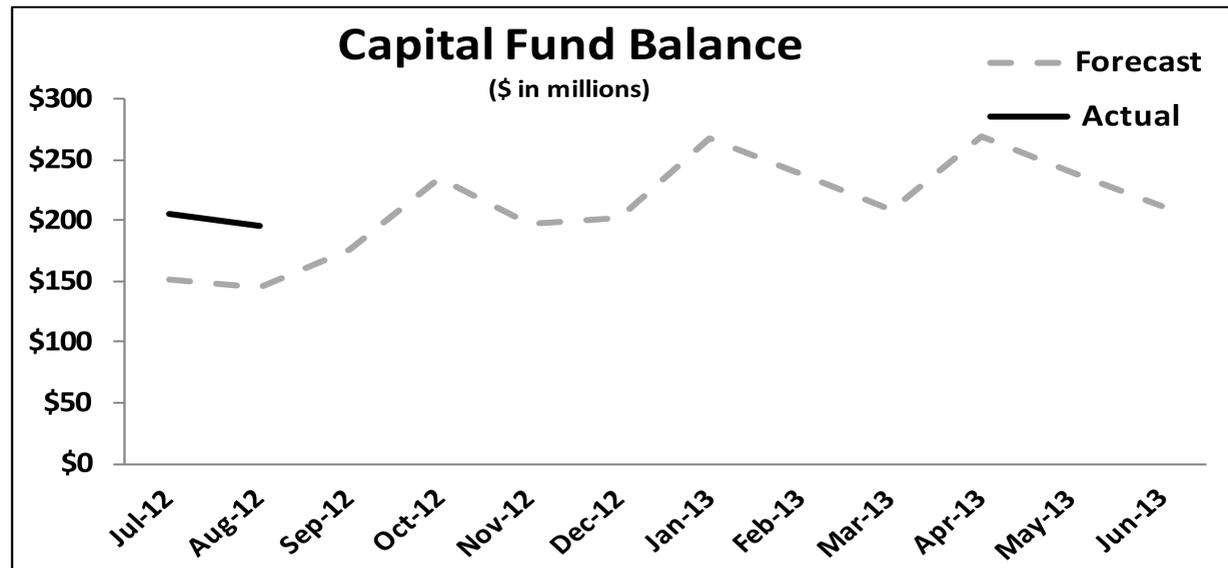
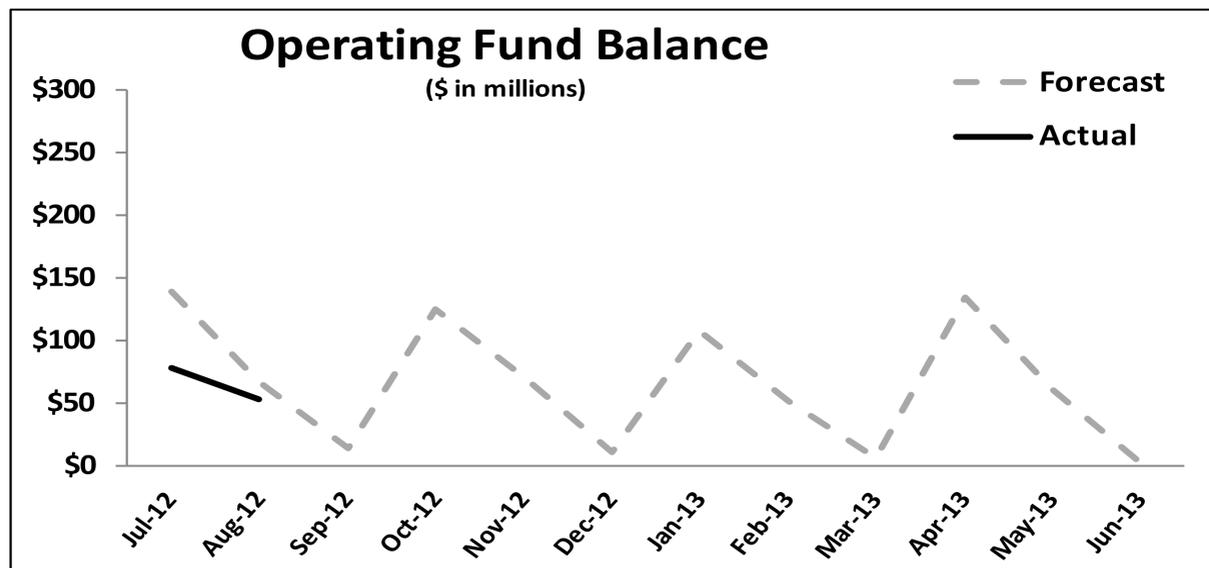
Capital Budget Reprogramming Status (\$ in millions)

Category	Budget	Forecast	Awarded	Received	To be Rec.
Total	\$1,042	\$917	\$77	\$77	\$965



Fund Balance Report

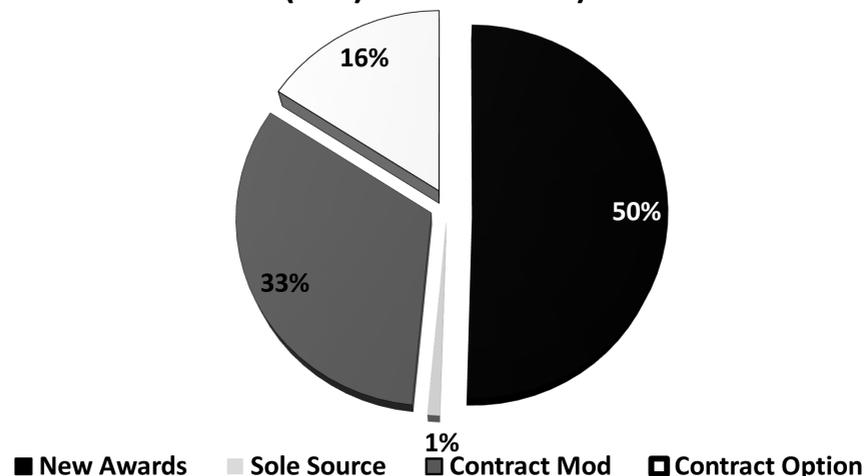
August FY2013



Procurement Report

August FY2013

YTD Solicitation Actions (101) Total Actions



Procurement Highlights:

A \$22,629,000 capital funded contract was awarded to Clark Construction Group for Metro Transit Police District II Substation & Training Facility.

A \$60,418,082 capital funded contract was awarded to New Flyer for Hybrid Electric Buses.

Operating Financials

August-12
FISCAL YEAR 2013
Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
Passenger Revenue										
\$48.9	\$53.5	\$54.8	(\$1.3)	-2%	Metrorail	\$99.2	\$107.9	\$110.1	(\$2.2)	-2%
11.7	12.4	12.3	0.1	1%	Metrobus	22.4	24.3	24.4	(0.2)	-1%
0.9	0.7	0.7	0.0	5%	MetroAccess	1.3	1.3	1.3	0.0	3%
4.0	4.1	4.1	0.0	0%	Parking	7.5	7.9	8.1	(0.1)	-2%
\$65.6	\$70.7	\$71.8	(\$1.2)	-2%	subtotal	\$130.4	\$141.5	\$143.9	(\$2.5)	-2%
Non-Passenger Revenue										
\$0.4	\$0.2	\$0.2	\$0.0	0%	D.C. Schools	\$0.5	\$0.4	\$0.4	\$0.0	0%
0.7	0.9	0.9	0.0	2%	Advertising	1.3	2.4	1.9	0.6	31%
0.8	0.9	0.7	0.2	36%	Joint Dev/Property Rent	1.2	1.3	1.3	(0.1)	-4%
1.6	1.2	1.2	0.0	0%	Fiber Optic	2.7	2.4	2.4	0.0	1%
0.9	0.3	0.6	(0.3)	-46%	Other	3.5	1.3	1.2	0.1	12%
0.0	(0.0)	0.0	(0.0)	-101%	Interest	0.0	0.0	0.1	(0.0)	-86%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
\$4.3	\$3.5	\$3.6	(\$0.0)	-1%	subtotal	\$9.2	\$7.9	\$7.2	\$0.6	9%
\$69.9	\$74.2	\$75.4	(\$1.2)	-2%	TOTAL REVENUE	\$139.6	\$149.3	\$151.2	(\$1.9)	-1%
EXPENSES:										
\$57.9	\$58.0	\$60.7	\$2.7	4%	Salary/Wages	\$110.1	\$114.7	\$119.6	\$4.9	4%
\$7.8	\$8.2	\$4.9	(\$3.3)	-68%	Overtime	\$14.7	\$17.9	\$10.1	(\$7.9)	-78%
27.6	28.4	28.0	(0.4)	-1%	Fringe Benefits	54.7	56.2	56.5	0.4	1%
14.4	13.0	17.9	4.9	27%	Services	27.1	26.9	35.6	8.8	25%
8.5	5.0	5.1	0.2	3%	Supplies	15.7	13.4	10.1	(3.3)	-33%
8.4	7.7	8.2	0.5	6%	Power/Diesel/CNG	16.4	15.2	16.5	1.3	8%
2.5	3.2	3.2	0.0	0%	Utilities	5.1	5.8	6.5	0.7	12%
2.6	3.1	3.1	(0.0)	0%	Insurance/Other	5.9	7.0	6.1	(0.8)	-13%
\$129.6	\$126.6	\$131.1	\$4.5	3%	TOTAL EXPENSE	\$249.7	\$257.1	\$261.1	\$4.0	2%
\$59.7	\$52.4	\$55.7	\$3.3	6%	SUBSIDY	\$110.1	\$107.8	\$109.9	\$2.2	2%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

54%

59%

58%

COST RECOVERY RATIO

56%

58%

58%



Revenue and Ridership Report

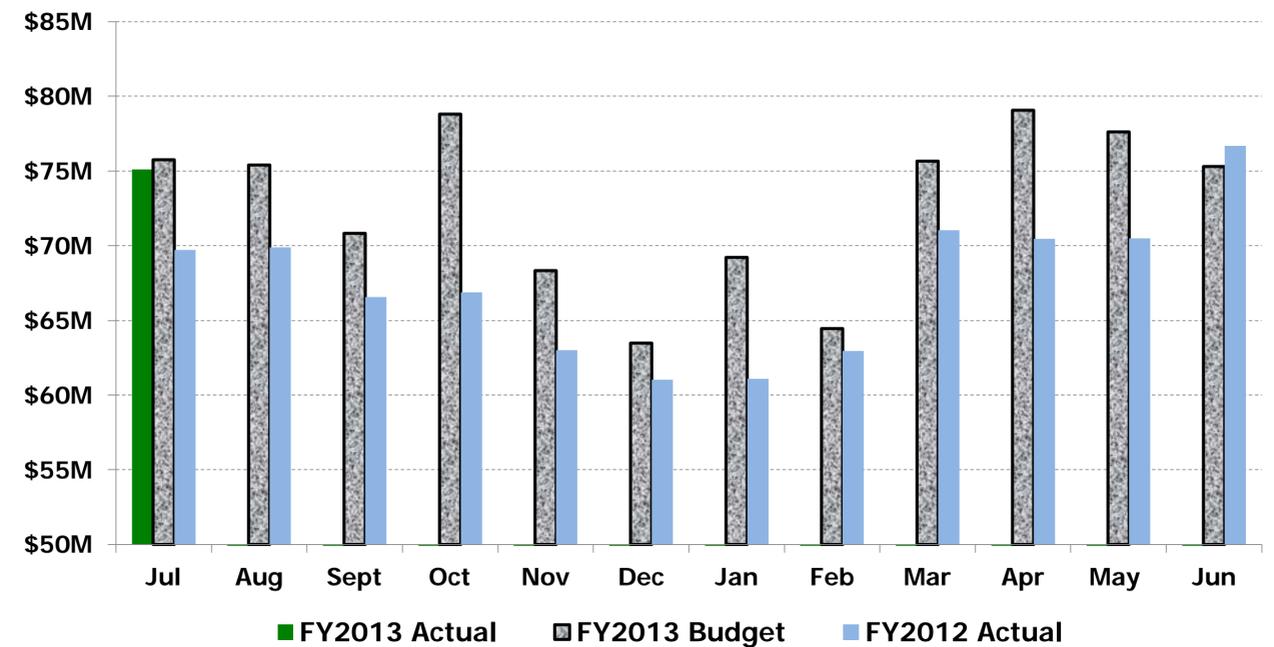
July FY2013

Ridership (trips in thousands)

MTD	July-FY2012		July-FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget	
Metrorail	19,458	18,934	20,070	-2.7%	-5.7%	
Metrobus	10,661	10,958	11,046	2.8%	-0.8%	
MetroAccess	167	164	187	-1.4%	-12.1%	
System Total	30,286	30,056	31,303	-0.8%	-4.0%	

YTD	FY2012		FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget	
Metrorail	19,458	18,934	20,070	-2.7%	-5.7%	
Metrobus	10,661	10,958	11,046	2.8%	-0.8%	
MetroAccess	167	164	187	-1.4%	-12.1%	
System Total	30,286	30,056	31,303	-0.8%	-4.0%	

Revenue (in Millions)



Revenue and Ridership Highlights

Year-to-date Revenue

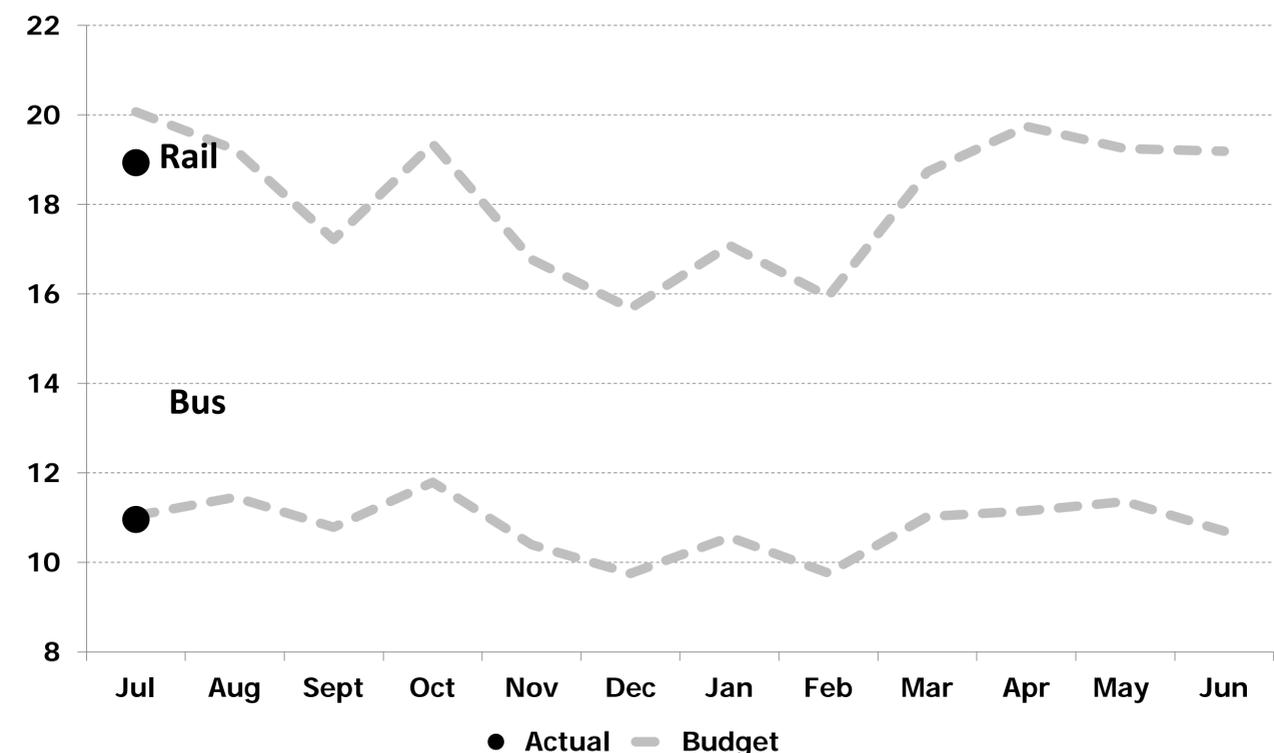
Total operating revenue is (\$0.7M) below budget, or -0.9%. Passenger fares plus parking is (\$1.3M) below budget, while non-transit revenue is \$0.7M favorable to budget.

- **Rail passenger revenue** is (\$0.9M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.88, which reflects the impact of the fare increase in July and is above the budgeted average fare of \$2.76.
- **Bus passenger revenue** is (\$0.3M) below budget YTD as a result of a lower average fare and lower ridership; average fare YTD is \$1.08, below the budgeted average fare of \$1.10.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, average fare is substantially higher at \$4.00 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$0.2M) or -4.0%.
- **Other revenue** is \$0.7M favorable to budget, due primarily to advertising revenue that is \$0.5M favorable to budget.

Year-to-date Ridership

- **Rail ridership** YTD is (1.1M) below budget YTD, or -5.7%; rail ridership YTD is also down (0.5M) compared to the same period in FY12. A number of factors are being reviewed to determine the cause, including the timing of the 4th of July holiday, warmer temperatures, the fare increase, and weekend track work.
- **Bus ridership** is (0.1M) below budget YTD, or -0.8%; however, bus ridership YTD is up 0.3M compared to the same period in FY12.
- **MetroAccess ridership** is -12.1% below budget YTD; Access ridership YTD is also down -1.4% compared to the same period in FY12.

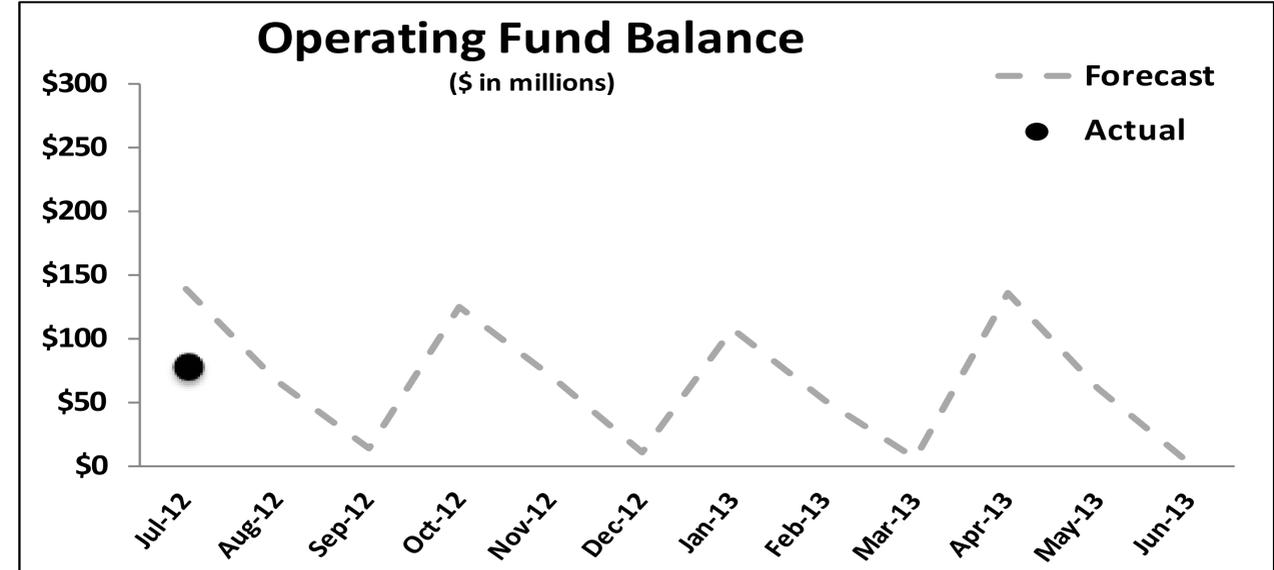
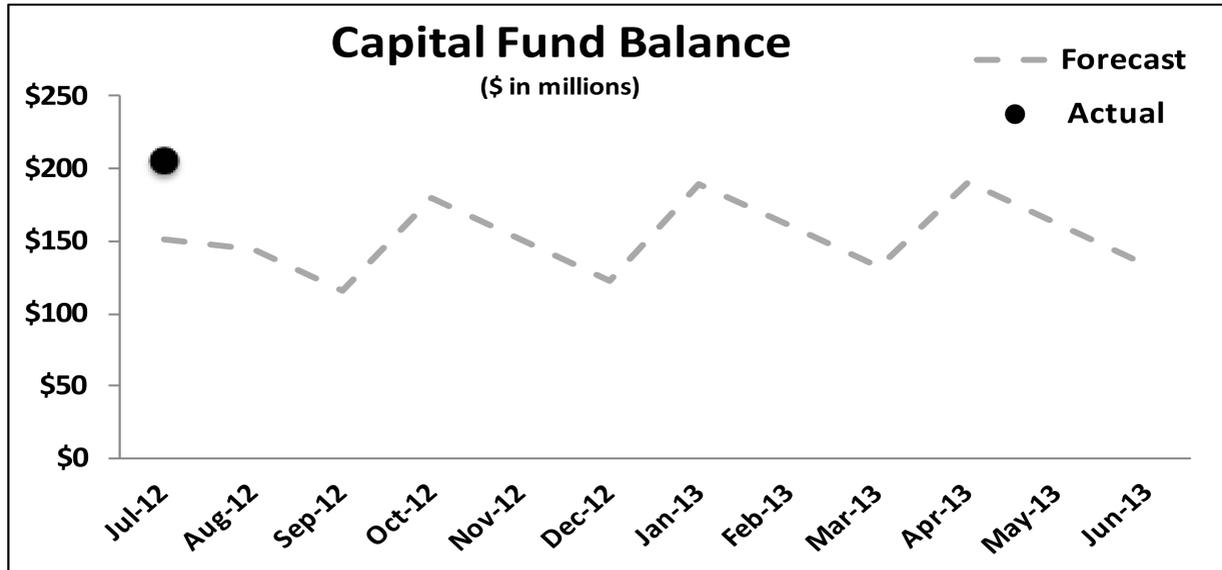
Monthly Ridership for Rail and Bus (in Millions)





Fund Balance Report

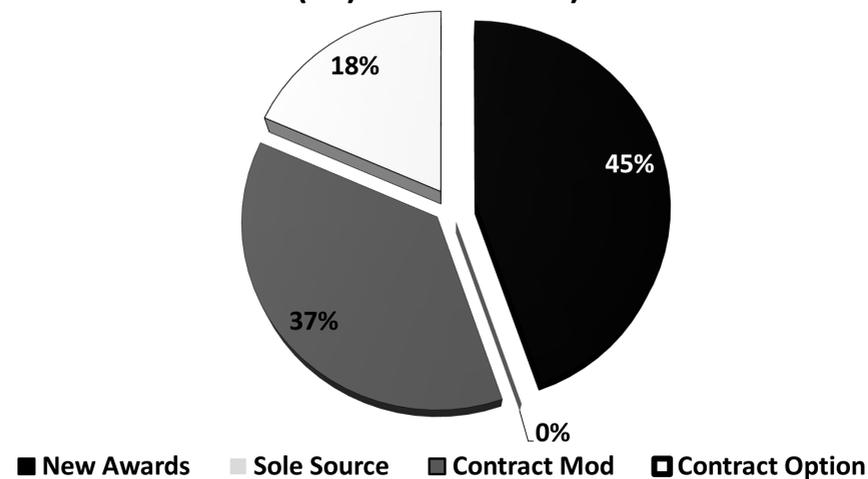
July FY2013



Procurement Report

July FY2013

July Solicitation Actions (38) Total Actions



Procurement Highlights:

A \$2,190,240 operationally funded contract was awarded to GDIT for Outsourced Tier 1 Help Desk Support.

Operating Financials

July-12

FISCAL YEAR 2012

Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
REVENUES:										
Passenger Revenue										
\$50.3	\$54.4	\$55.4	(\$0.9)	-2%	Metrorail	\$50.3	\$54.4	\$55.4	(\$0.9)	-2%
10.7	11.9	12.1	(0.3)	-2%	Metrobus	10.7	11.9	12.1	(0.3)	-2%
0.3	0.7	0.7	0.0	0%	MetroAccess	0.3	0.7	0.7	0.0	0%
3.5	3.8	4.0	(0.2)	-4%	Parking	3.5	3.8	4.0	(0.2)	-4%
\$64.9	\$70.8	\$72.1	(\$1.3)	-2%	subtotal	\$64.9	\$70.8	\$72.1	(\$1.3)	-2%
Non-Passenger Revenue										
\$0.1	\$0.2	\$0.2	\$0.0	0%	D.C. Schools	\$0.1	\$0.2	\$0.2	\$0.0	0%
0.7	1.6	1.0	0.6	55%	Advertising	0.7	1.6	1.0	0.6	55%
0.4	0.4	0.7	(0.3)	-44%	Joint Dev/Property Rent	0.4	0.4	0.7	(0.3)	-44%
1.1	1.2	1.2	0.0	2%	Fiber Optic	1.1	1.2	1.2	0.0	2%
2.6	1.0	0.6	0.4	70%	Other	2.6	1.0	0.6	0.4	70%
0.0	0.0	0.0	(0.0)	-71%	Interest	0.0	0.0	0.0	(0.0)	-71%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SCR Funding	0.0	0.0	0.0	0.0	
\$4.9	\$4.3	\$3.7	\$0.7	18%	subtotal	\$4.9	\$4.3	\$3.7	\$0.7	18%
\$69.7	\$75.1	\$75.8	(\$0.7)	-1%	TOTAL REVENUE	\$69.7	\$75.1	\$75.8	(\$0.7)	-1%
EXPENSES:										
\$52.2	\$56.7	\$58.9	\$2.2	4%	Salary/Wages	\$52.2	\$56.7	\$58.9	\$2.2	4%
\$7.0	\$9.7	\$5.2	(\$4.5)	-87%	Overtime	\$7.0	\$9.7	\$5.2	(\$4.5)	-87%
27.1	27.8	28.6	0.7	3%	Fringe Benefits	27.1	27.8	28.6	0.7	3%
12.7	13.8	17.7	3.9	22%	Services	12.7	13.8	17.7	3.9	22%
7.2	8.5	5.0	(3.5)	-71%	Supplies	7.2	8.5	5.0	(3.5)	-71%
8.0	7.5	8.3	0.8	9%	Power/Diesel/CNG	8.0	7.5	8.3	0.8	9%
2.6	2.6	3.3	0.7	22%	Utilities	2.6	2.6	3.3	0.7	22%
3.3	3.9	3.1	(0.8)	-26%	Insurance/Other	3.3	3.9	3.1	(0.8)	-26%
\$120.1	\$130.5	\$130.0	(\$0.5)	0%	TOTAL EXPENSE	\$120.1	\$130.5	\$130.0	(\$0.5)	0%
\$50.4	\$55.4	\$54.2	(\$1.1)	-2%	SUBSIDY	\$50.4	\$55.4	\$54.2	(\$1.1)	-2%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

58%

58%

58%

COST RECOVERY RATIO

58%

58%

58%