





# Revenue and Ridership Report

September FY2013

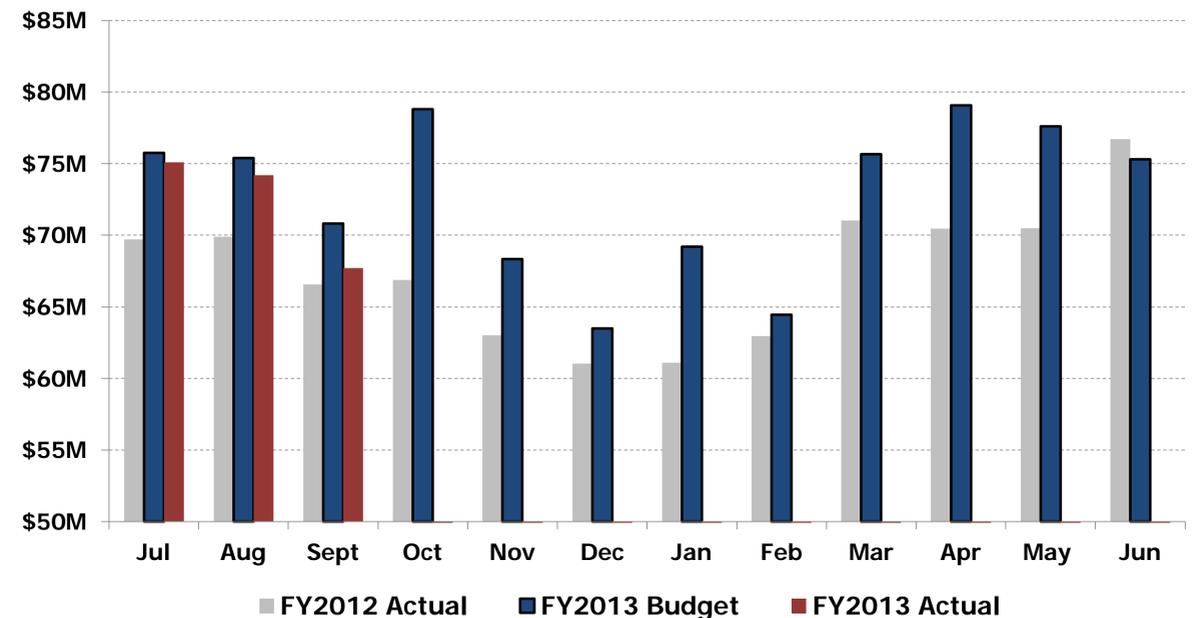
## Ridership (trips in thousands)

MTD	Sept-FY2012	Sept-FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	18,014	16,612	17,221	-7.8%	-3.5%
Metrobus	11,252	10,924	10,788	-2.9%	1.3%
MetroAccess	172	162	189	-5.5%	-14.1%
<b>System Total</b>	<b>29,438</b>	<b>27,698</b>	<b>28,197</b>	<b>-5.9%</b>	<b>-1.8%</b>

YTD	FY2012	FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	55,901	53,756	56,516	-3.8%	-4.9%
Metrobus	33,387	33,527	33,287	0.4%	0.7%
MetroAccess	516	504	564	-2.3%	-10.6%
<b>System Total</b>	<b>89,804</b>	<b>87,788</b>	<b>90,367</b>	<b>-2.2%</b>	<b>-2.9%</b>

## Revenue (in Millions)



## Revenue and Ridership Highlights

### Year-to-date Revenue

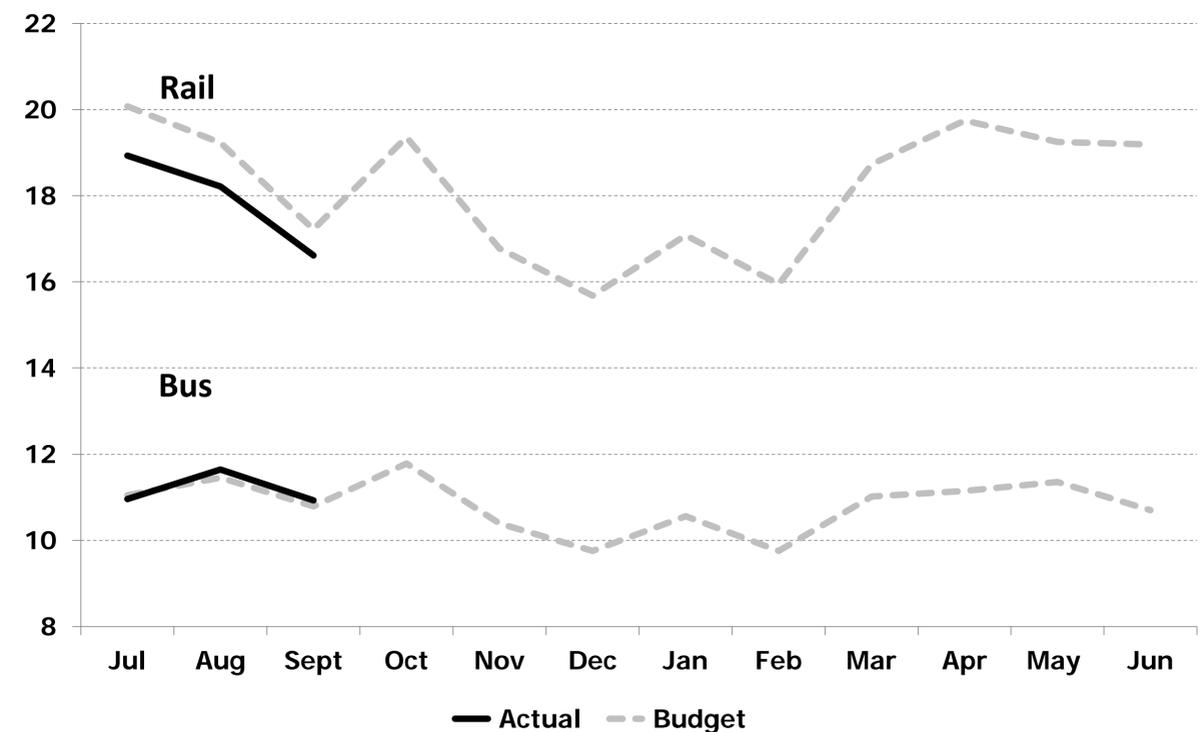
Total operating revenue is (\$5.0M) below budget, or -2.2%. Passenger fares plus parking is (\$4.9M) below budget, while non-transit revenue is (\$0.1M) below budget.

- **Rail passenger revenue** is (\$4.1M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.90, which reflects the impact of the FY13 fare increase and is above the budgeted average fare of \$2.83.
- **Bus passenger revenue** is (\$0.3M) below budget YTD as a result of a slightly lower average fare; average fare YTD is \$1.06, below the budgeted average fare of \$1.08.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, actual average fare is higher at \$3.88 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$0.1M) or -1.8%.
- **Other revenue** is (\$0.1M) below budget, with positive variances in advertising revenue slightly outweighed by negative variances in parking and joint development revenues.

### Year-to-date Ridership

- **Rail ridership** YTD is (2.8M) below budget YTD, or -4.9%; rail ridership YTD is also down (2.1M) compared to the same period in FY12.
- **Bus ridership** is 0.2M favorable to budget YTD, or +0.7%; bus ridership YTD is also up 0.1M compared to the same period in FY12.
- **MetroAccess ridership** is -10.6% below budget YTD; Access ridership YTD is also down -2.3% compared to the same period in FY12.

## Monthly Ridership for Rail and Bus (in Millions)





# Capital Program Report

September 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	\$277	\$178	\$864
FY2013 CIP	\$1,073	\$975	\$294	\$290	\$783

	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
<b>Total</b>	<b>\$104</b>	<b>\$104</b>	<b>\$1</b>	<b>\$103</b>

## Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$1,042	\$917	\$493	\$130	54%	14%
FY2013 CIP	\$1,073	\$975	\$441	\$119	45%	12%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$39	\$21	\$6	55%	16%
ARRA	9	7	1	82%	12%
Reimbursable	57	48	11	85%	19%
<b>Total</b>	<b>\$104</b>	<b>\$76</b>	<b>\$18</b>	<b>73%</b>	<b>17%</b>

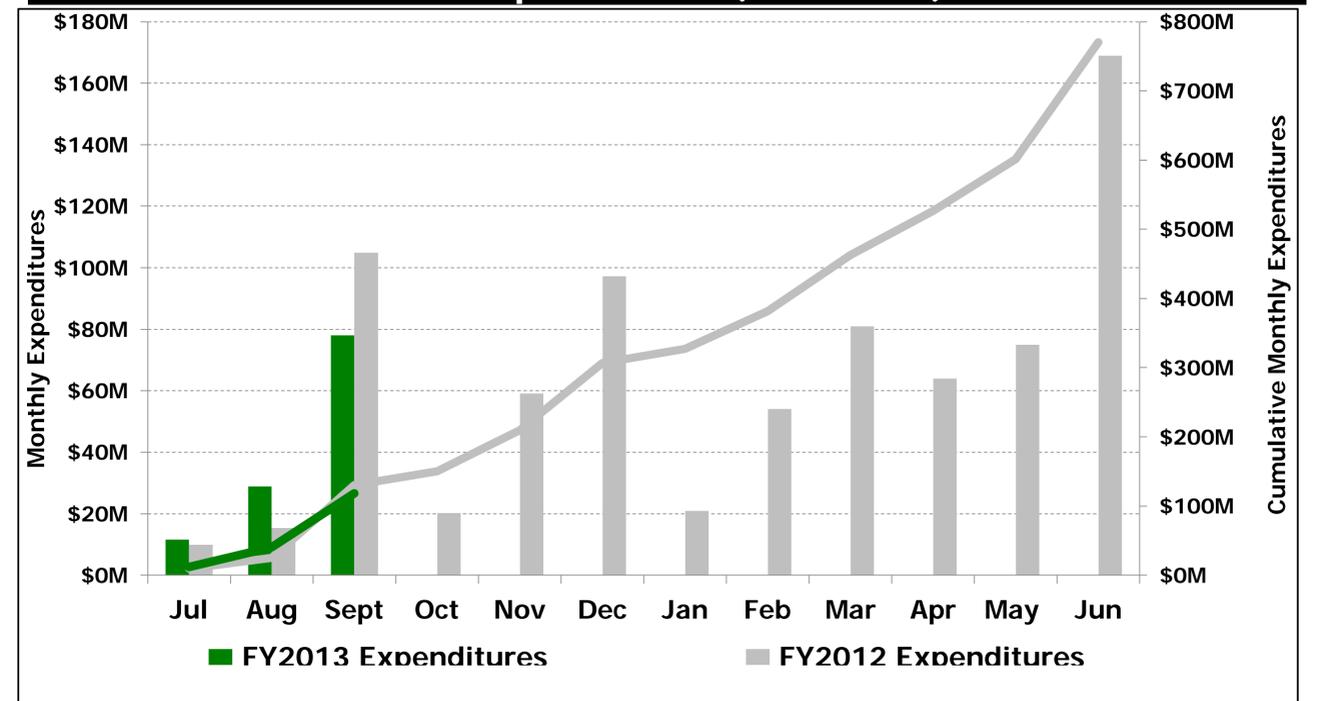
## Capital Program Highlights

As of September 30, 2012:

The Capital Improvement Program (CIP) has expended \$119 million in FY2013. This is \$11 million less than the same period in FY2012. Accomplishments include:

- 16 of the planned 96 forty-foot hybrid/electric buses have been received.
- A contract has been awarded for the planned purchase of 138 paratransit vans.
- 11 of the 51 planned FY2013 escalator rehabilitations/modernizations are complete.
- 3 of the 12 planned full station enhancement projects are complete; 2 full enhancements and 4 mini-station enhancement projects are underway.
- Red Line work continues to make progress. In the past month, rail renewal/replacement, structural repairs, platform reconstruction, tunnel leak mitigation, and fiber optic cable installation efforts were completed.
- Structural repairs, leak mitigation, drainage work, platform reconstruction, repairs to floating concrete slabs beneath rails, and work to support the addition of the Silver Line were completed on the Blue and Orange Lines.
- Track maintenance, tie and fastener renewal, third-rail power improvements, track upgrades, grout pad rehabilitation, drain cleaning, and fiber optic cable installation efforts were completed on the Green and Yellow Lines.
- Track rehabilitation work completed includes the following: welded 187 open weld joints, rehabilitated 4,802 linear feet of grout pads, tamped 8.92 miles of track, repaired 387 leaks, and replaced 2.53 miles of running rail, 5,651 cross ties, 9,191 fasteners, 2,796 insulators, and 1,021 direct fixation fasteners.

## CIP Expenditures (\$ in Millions)



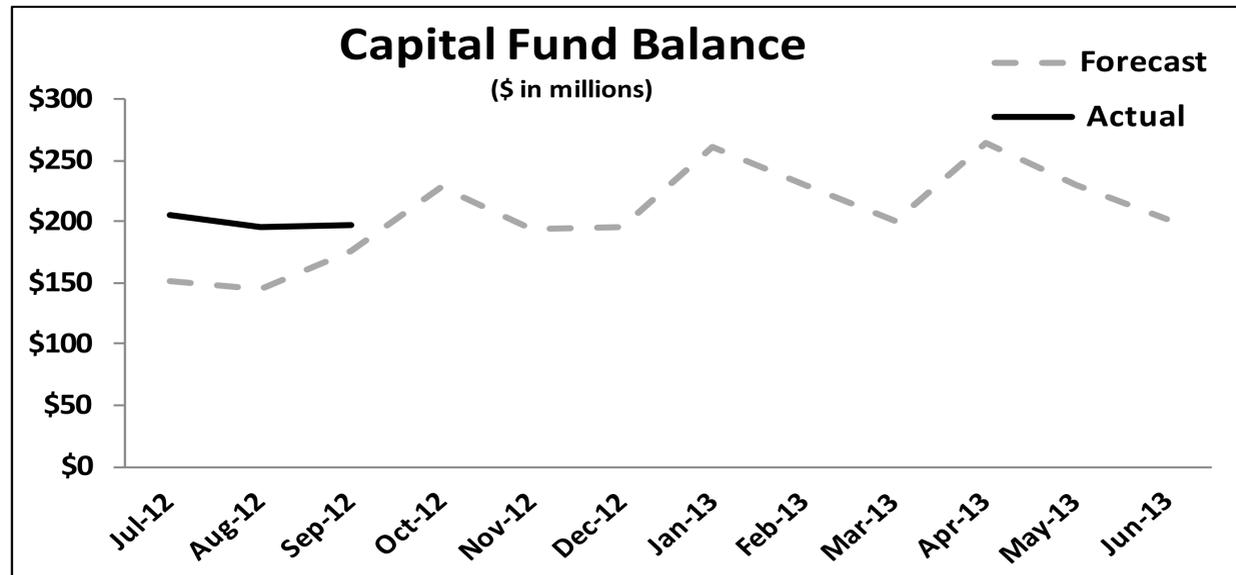
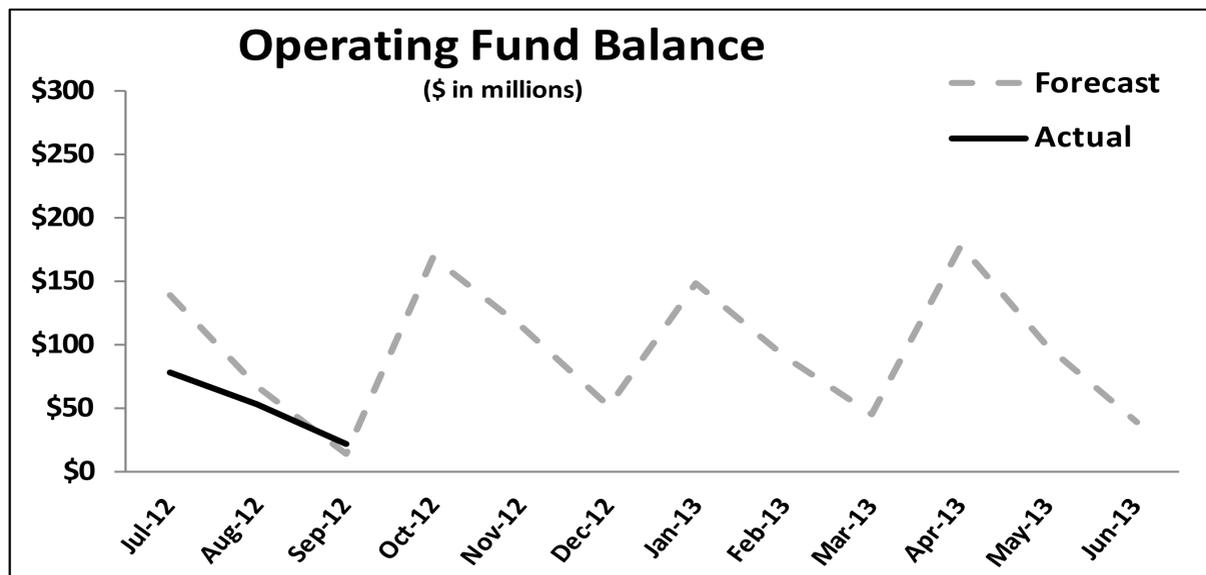
## Capital Budget Reprogramming Status (\$ in millions)

Category	Budget	Forecast	Awarded	Received	To be Rec.
FY2012 CIP	\$1,042	\$917	\$277	\$178	\$864
FY2013 CIP	\$1,073	\$975	\$294	\$290	\$783



# Fund Balance Report

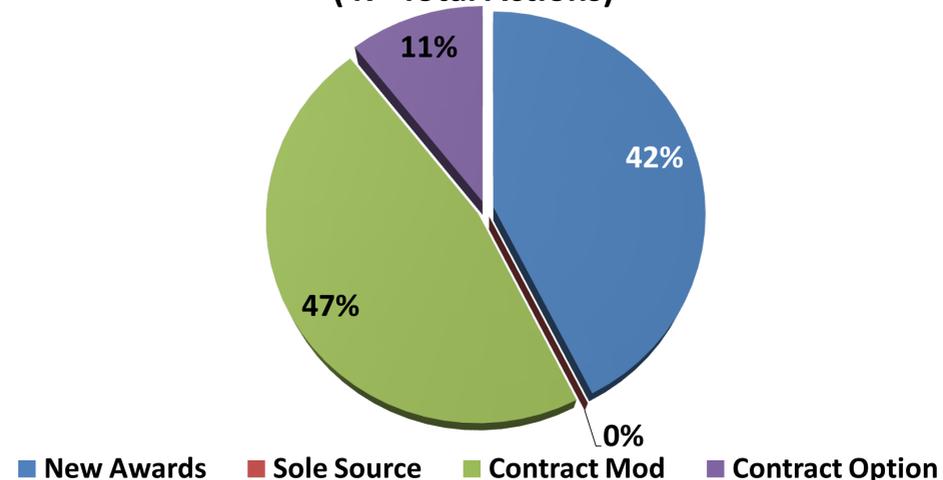
September FY2013



# Procurement Report

September FY2013

### September Solicitation Actions (47 Total Actions)



### Procurement Highlights:

\$2,755,009 capital funded contract was awarded to Dean Technologies for HVAC upgrades

\$7,430,408 combined funded contract was awarded to Progress Rail for running rails

# Operating Financials

September-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			
<b>REVENUES:</b>					<b>REVENUES:</b>					
<b>Passenger Revenue</b>					<b>Passenger Revenue</b>					
\$47.2	\$47.7	\$49.6	(\$1.9)	-4%	Metrorail	\$146.4	\$155.7	\$159.8	(\$4.1)	-3%
11.3	11.4	11.6	(0.1)	-1%	Metrobus	33.6	35.7	36.0	(0.3)	-1%
1.0	0.6	0.7	(0.1)	-8%	MetroAccess	2.3	2.0	2.0	(0.0)	-1%
3.8	3.6	4.0	(0.4)	-9%	Parking	11.3	11.5	12.0	(0.5)	-4%
\$63.2	\$63.4	\$65.9	(\$2.5)	-4%	<b>subtotal</b>	\$193.6	\$204.9	\$209.8	(\$4.9)	-2%
<b>Non-Passenger Revenue</b>					<b>Non-Passenger Revenue</b>					
\$0.9	\$0.8	\$0.8	\$0.0	0%	D.C. Schools	\$1.3	\$1.2	\$1.2	\$0.0	0%
1.1	1.6	1.6	(0.0)	-3%	Advertising	2.4	4.0	3.5	0.5	15%
0.3	0.3	0.7	(0.4)	-52%	Joint Dev/Property Rent	1.5	1.6	2.0	(0.4)	-20%
1.1	1.2	1.2	0.0	0%	Fiber Optic	3.8	3.7	3.6	0.0	1%
(0.1)	0.3	0.6	(0.3)	-45%	Other	3.4	1.6	1.8	(0.1)	-7%
(0.0)	(0.0)	0.0	(0.0)	-100%	Interest	0.0	0.0	0.1	(0.1)	-91%
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	
\$3.4	\$4.3	\$5.0	(\$0.7)	-14%	<b>subtotal</b>	\$12.6	\$12.1	\$12.2	(\$0.1)	0%
<b>\$66.6</b>	<b>\$67.7</b>	<b>\$70.8</b>	<b>(\$3.1)</b>	<b>-4%</b>	<b>TOTAL REVENUE</b>	<b>\$206.2</b>	<b>\$217.0</b>	<b>\$222.0</b>	<b>(\$5.0)</b>	<b>-2%</b>
<b>EXPENSES:</b>					<b>EXPENSES:</b>					
\$51.2	\$51.7	\$55.2	\$3.5	6%	Salary/Wages	\$161.2	\$166.4	\$174.8	\$8.4	5%
\$7.8	\$6.3	\$4.9	(\$1.4)	-28%	Overtime	\$22.5	\$24.2	\$15.0	(\$9.2)	-62%
26.5	26.9	28.6	1.8	6%	Fringe Benefits	81.2	83.0	85.2	2.1	2%
14.0	17.0	18.8	1.8	10%	Services	41.1	43.9	54.4	10.6	19%
2.5	4.7	5.2	0.4	9%	Supplies	18.2	18.2	15.3	(2.9)	-19%
7.4	7.5	7.9	0.4	5%	Power/Diesel/CNG	23.8	22.8	24.4	1.6	7%
2.9	2.8	3.1	0.2	8%	Utilities	8.0	8.6	9.6	1.0	10%
2.6	3.1	3.1	(0.1)	-2%	Insurance/Other	8.5	10.1	9.2	(0.9)	-10%
<b>\$114.9</b>	<b>\$120.0</b>	<b>\$126.8</b>	<b>\$6.7</b>	<b>5%</b>	<b>TOTAL EXPENSE</b>	<b>\$364.6</b>	<b>\$377.1</b>	<b>\$387.9</b>	<b>\$10.7</b>	<b>3%</b>
<b>\$48.3</b>	<b>\$52.4</b>	<b>\$56.0</b>	<b>\$3.6</b>	<b>6%</b>	<b>SUBSIDY</b>	<b>\$158.4</b>	<b>\$160.1</b>	<b>\$165.9</b>	<b>\$5.8</b>	<b>3%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

58%

56%

56%

**COST RECOVERY RATIO**

57%

58%

57%