



Operating Budget Report

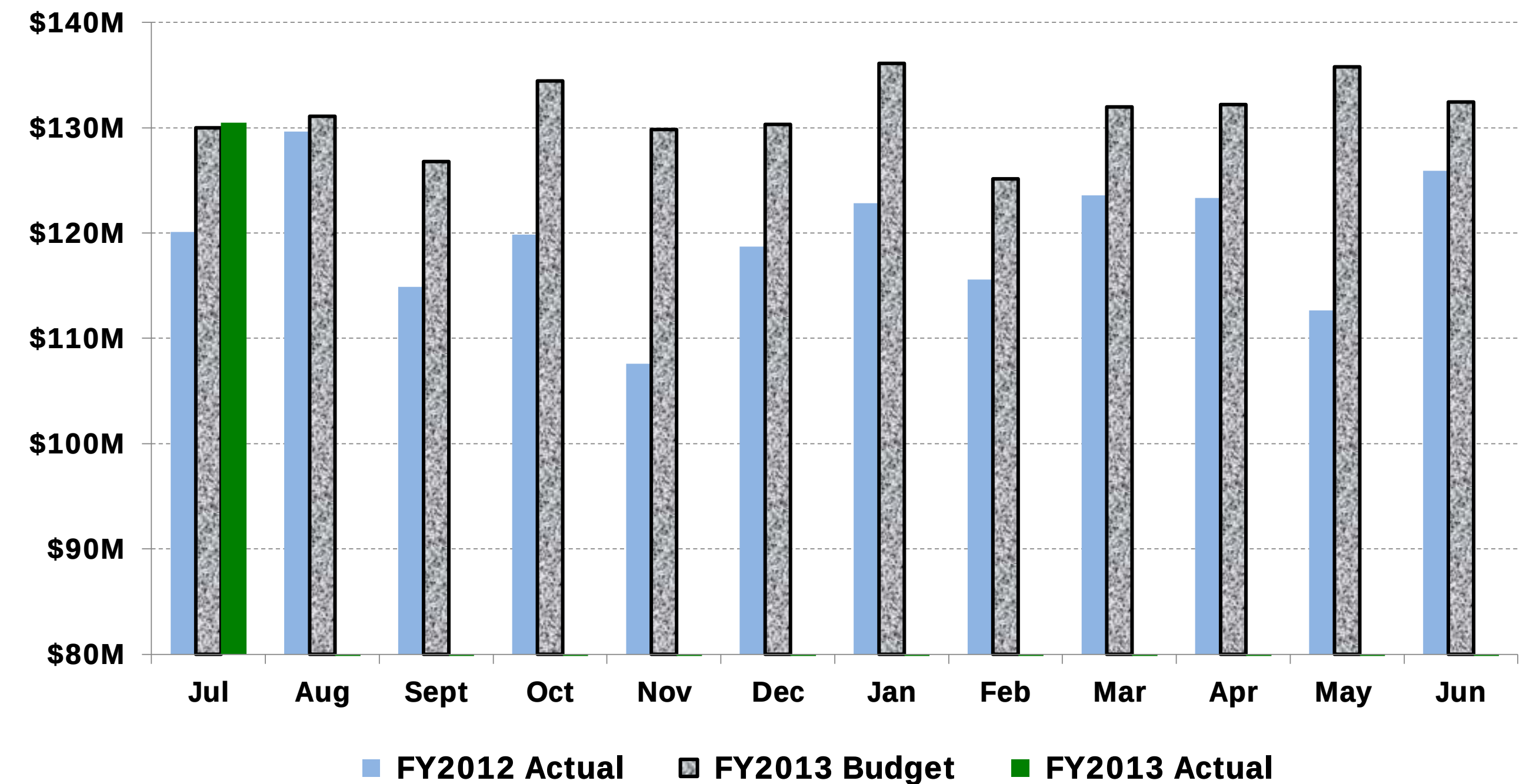
July FY2013

Operating Budget (\$ in Millions)

MTD	July-FY2012		July-FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$	70	\$	75	\$	(1) -1%
Expense	\$	120	\$	130	\$	(0) 0%
Subsidy	\$	50	\$	55	\$	(1) -2%
Cost Recovery	\$	1	\$	1		

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Expense	\$	120	\$	130	\$	(0) 0%
Subsidy	\$	50	\$	55	\$	(1) -2%
Cost Recovery		58%		58%		

Operating Expenditures (\$ in Millions)



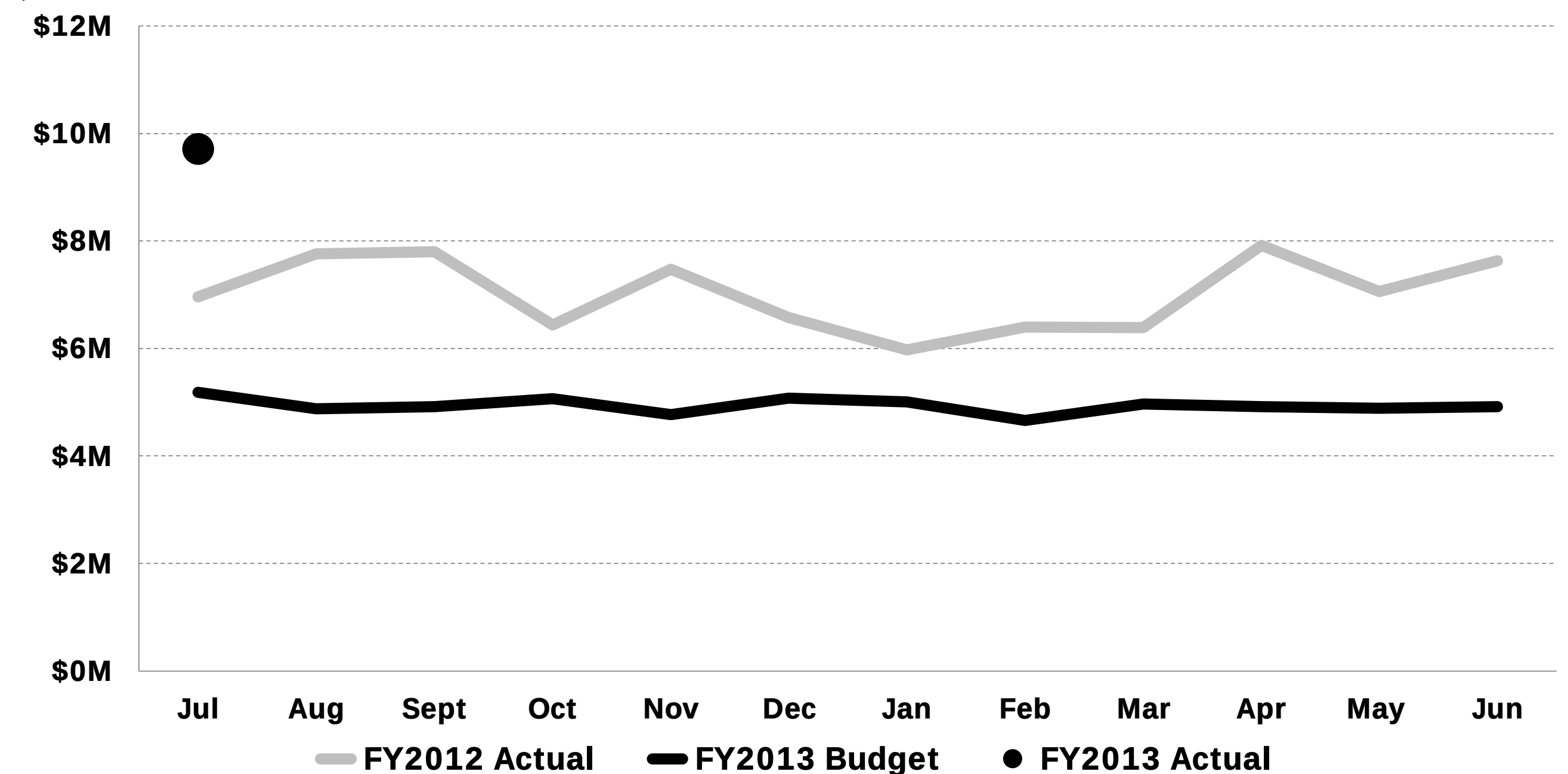
Operating Program Highlights

Through the end of July, Metro was unfavorable to budget by \$1.1 million

Year to date expenditures \$0.5 million or 0.4% unfavorable to budget for the month.

- Total personnel expenses were favorable by \$1.6 million.
- Overtime is unfavorable \$4.5 million due to vacancies, impact of extreme July heat on rail infrastructure, special events, and efforts related to extensive overhaul and rehab of older railcars.
- Regular salaries and wages were \$2.2 million favorable primarily due to vacancies.
- Fringe is \$8 million favorable with lower than projected health care claims experience and vacancy rates.
- Materials and supplies is unfavorable by \$3.5 million primarily due to a lag capitalizing Car Maintenance and Bus rehab parts and materials.
- Fuel and propulsion costs are favorable to budget by \$1.5 million due to lower consumption and favorable pricing related to hedging

YTD Overtime Budget vs Actual (\$ in Millions)



Operating Budget Reprogramming Status



Revenue and Ridership Report

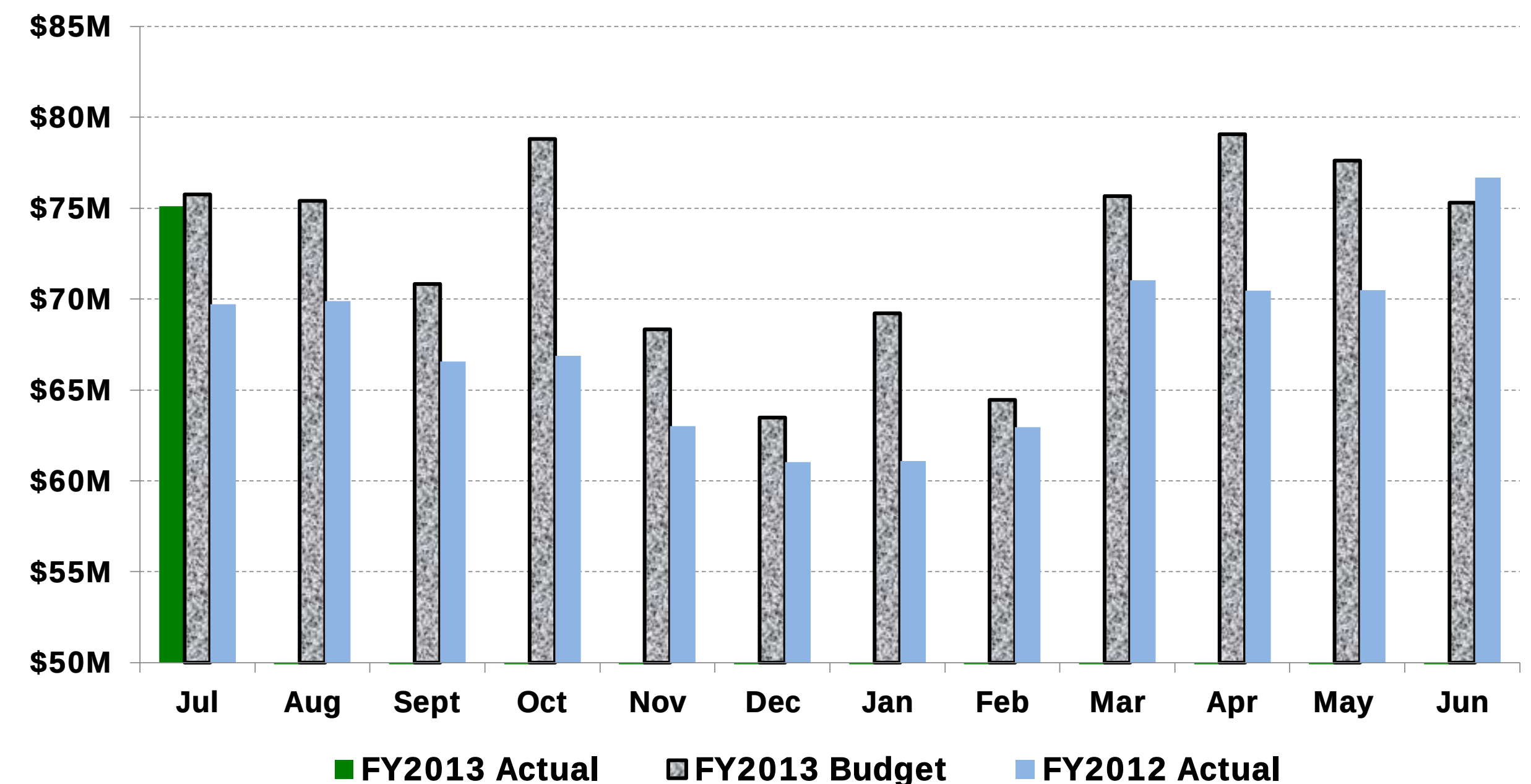
July FY2013

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%

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Revenue (in Millions)



Revenue and Ridership Highlights

Year-to-date Revenue

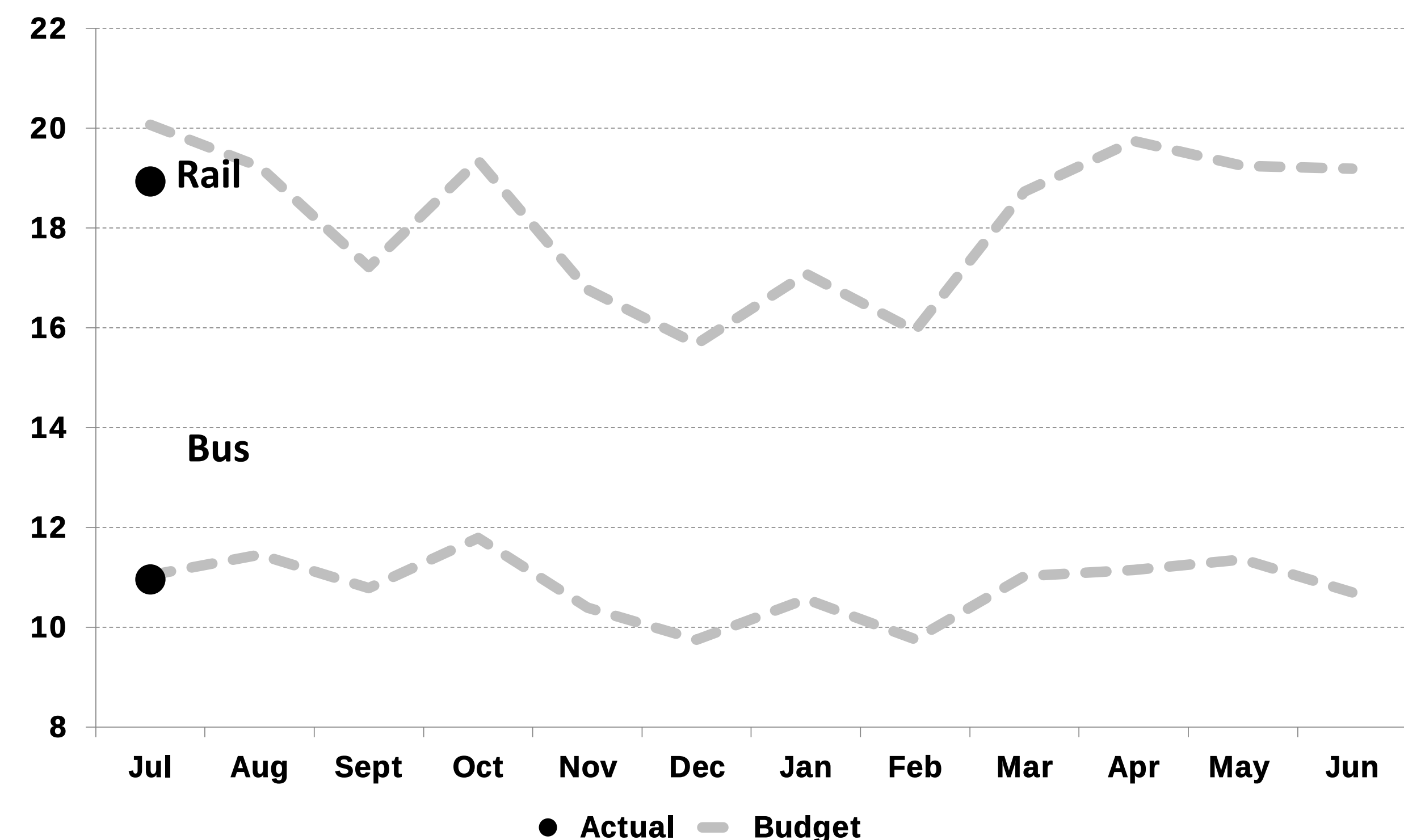
Total operating revenue is (\$0.7M) below budget, or -0.9%. Passenger fares plus parking is (\$1.3M) below budget, while non-transit revenue is \$0.7M favorable to budget.

- **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. The decline is due to a confluence of factors, including weekend closures and reduced event ridership. Metro will continue to monitor ridership to determine the impact of the July fare increase.
- **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.

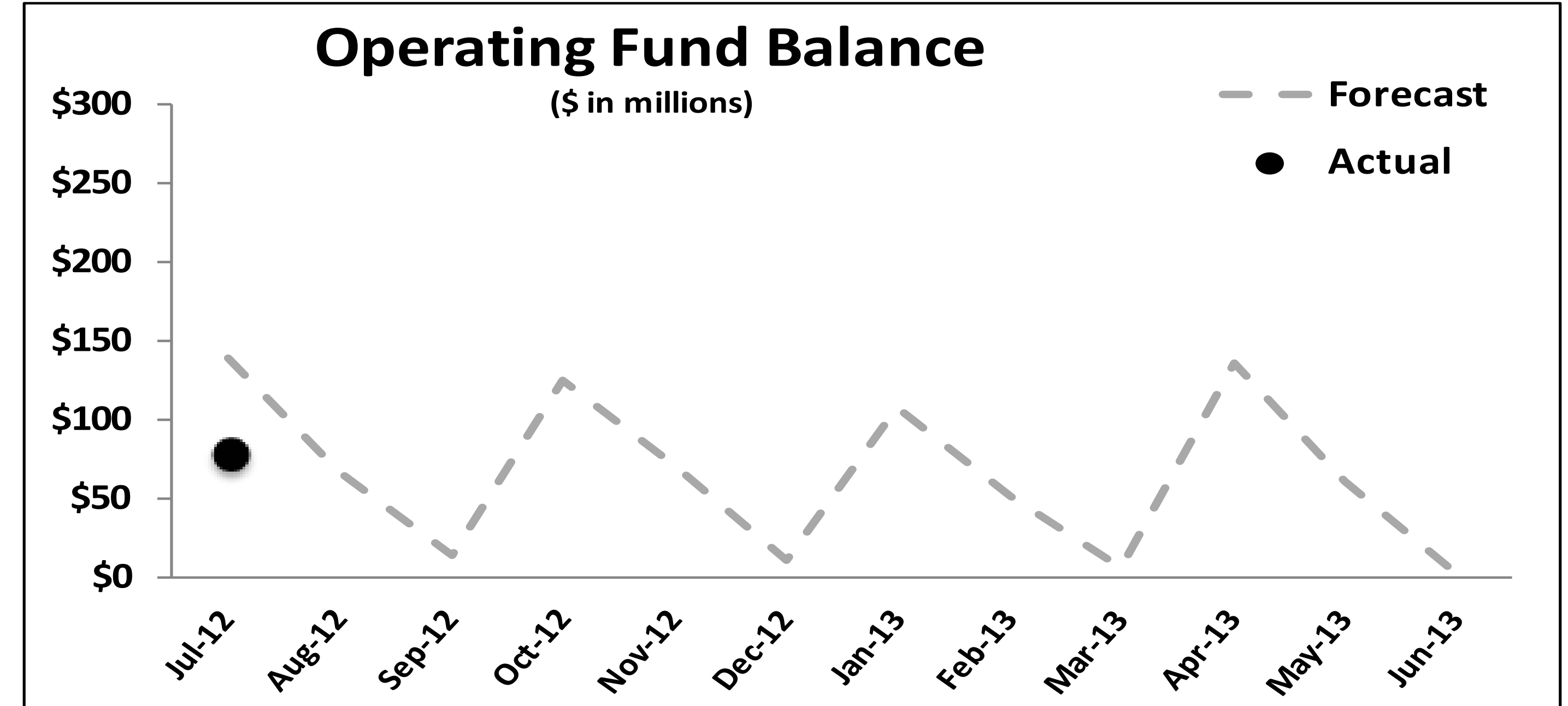
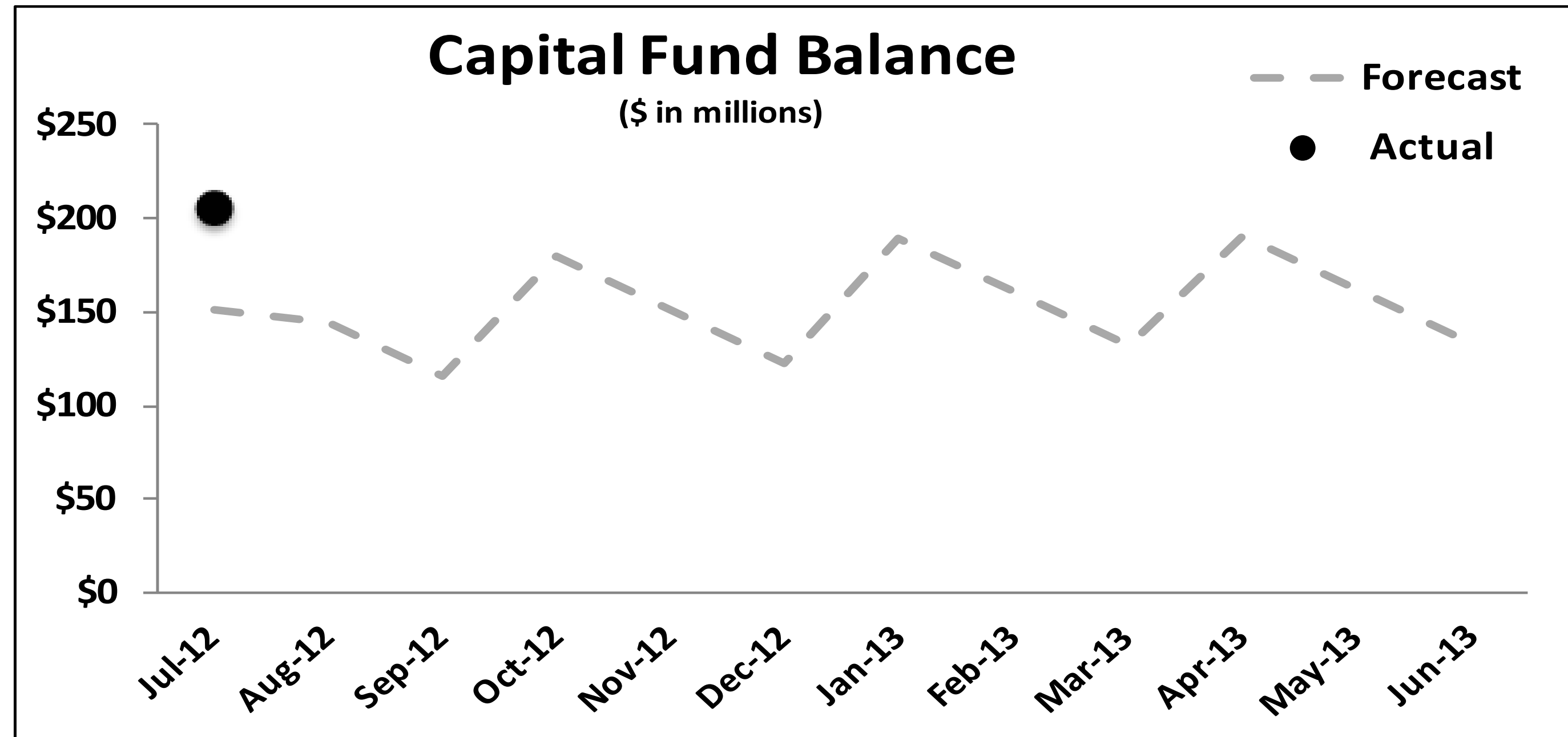
Monthly Ridership for Rail and Bus (in Millions)





Fund Balance Report

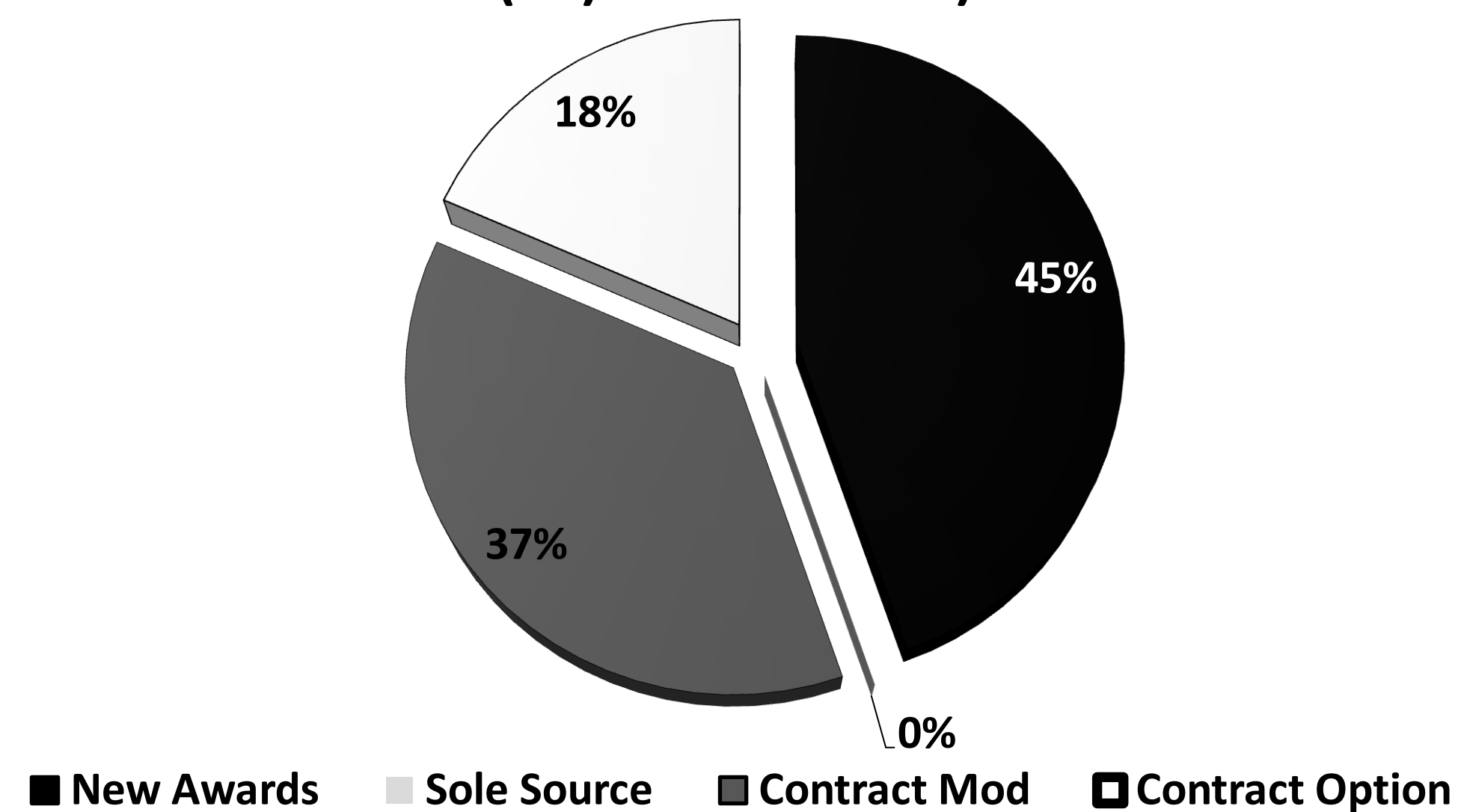
July FY2013



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 %