



OPERATING BUDGET REPORT

November FY2013

OPERATING BUDGET (\$ in Millions)

MTD	Nov-FY2012	Nov-FY2013		Variance FY13	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 63.0	\$ 65.7	\$ 68.3	\$ (2.7)	-3.9%
Expense	\$ 107.6	\$ 124.8	\$ 129.8	\$ 5.0	3.8%
Subsidy	\$ 44.6	\$ 59.1	\$ 61.4	\$ 2.3	3.8%
Cost Recovery	58.6%	52.6%	52.7%		
YTD	FY2012	FY2013		Variance FY13	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 336.1	\$ 353.1	\$ 369.1	\$ (16.1)	-4.4%
Expense	\$ 592.1	\$ 628.3	\$ 652.1	\$ 23.8	3.6%
Subsidy	\$ 256.0	\$ 275.2	\$ 282.9	\$ 7.7	2.7%
Cost Recovery	56.8%	56.2%	56.6%		

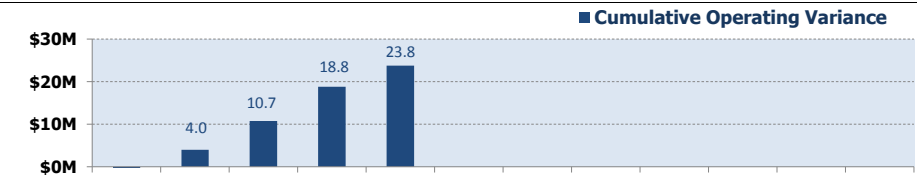
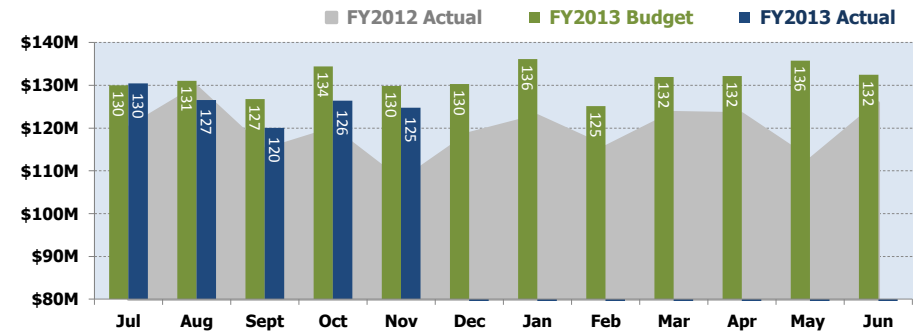
OPERATING PROGRAM HIGHLIGHTS

As of November YTD, Metro is **favorable to budget** by \$7.7M, or 3%.

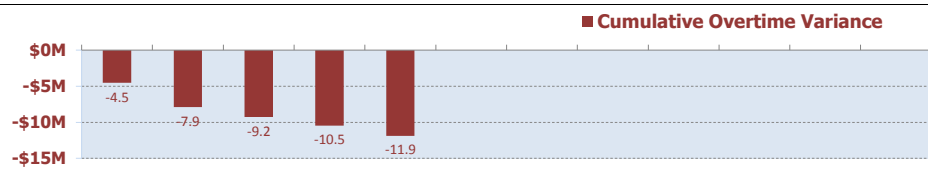
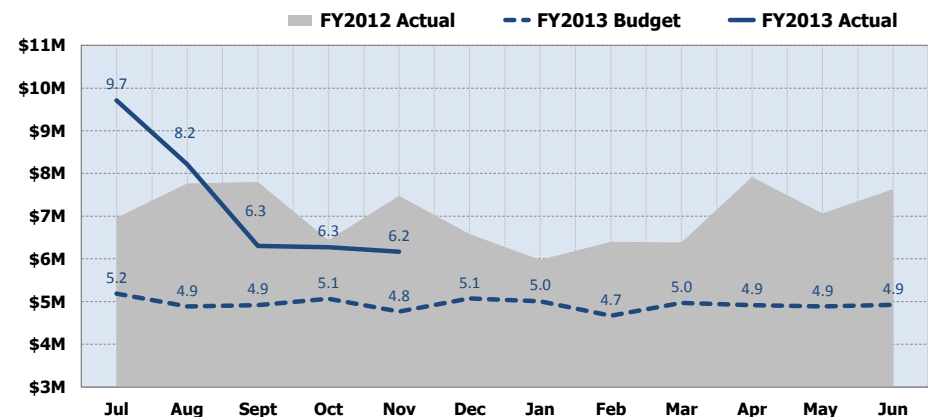
Year-to-date expenditures \$23.8M or 3.6% favorable to budget.

- Salary & wages below budget by \$13.8M due to vacancies.
- Overtime is (\$11.9M) over budget due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage, special events.
- Fringe benefits is \$5.6M under budget due to lower than projected pension costs (\$3.3M) due to timing of increased contributions to the Transit Employees Retirement Plan (TERP), better than expected health care claims experience (\$1.2M) and a surplus in other fringe benefits of (\$1.2M).
- Materials and Supply expenses are (\$5.8M) unfavorable mostly due to a lag in capitalizing Bus parts expenses and higher than expected expenses in CMNT 2K, 3K and 5K maintenance. BUS and Accounting will complete entries in December that will have a positive impact of \$2M on the variance.
- Service expenses were \$17.5M favorable due to savings in paratransit expenses, late PLNT, SMNT, CMNT and ELES contract awards, timing of various JOC contracts and Labor Relations expenses for arbitration negotiations and timing of Financial, IT and BUS services.
- Propulsion/Diesel and Utilities were favorable to budget by \$6.1M due to lower than projected power consumption and favorable diesel rates in Metro hedges.

OPERATING EXPENDITURES (\$ in Millions)



YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





REVENUE AND RIDERSHIP REPORT

November FY2013

RIDERSHIP (trips in Thousands)

MTD	Nov-FY2012	Nov-FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	17,156	16,179	16,769	-5.7%	-3.5%
Metrobus	10,680	10,118	10,387	-5.3%	-2.6%
MetroAccess	170	167	182	-1.9%	-7.9%
System Total	28,007	26,464	27,338	-5.5%	-3.2%

YTD	FY2012	FY2013		Variance FY13	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	91,541	87,293	92,641	-4.6%	-5.8%
Metrobus	55,309	54,546	55,460	-1.4%	-1.6%
MetroAccess	860	838	938	-2.5%	-10.6%
System Total	147,710	142,677	149,039	-3.4%	-4.3%

REVENUE AND RIDERSHIP HIGHLIGHTS

Year-to-date Revenue

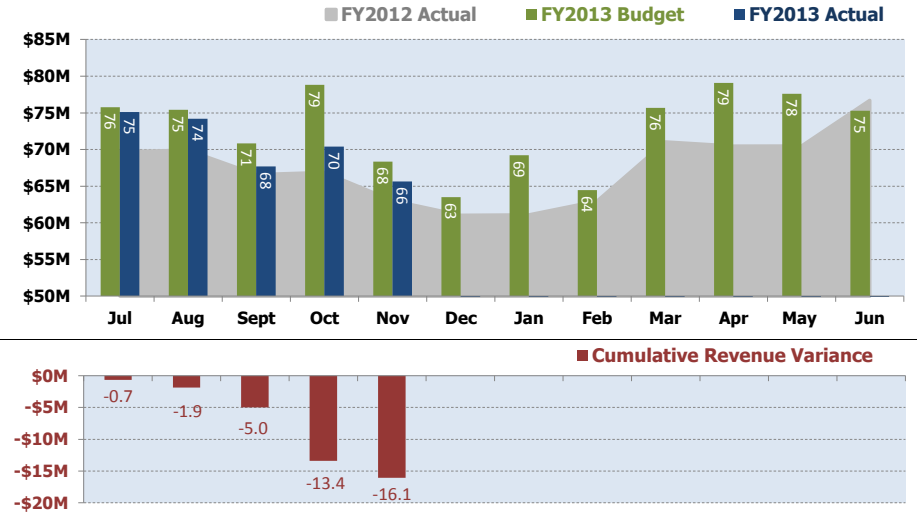
Total operating revenue is (\$16.1M) below budget, or -4.4%. Passenger revenues plus parking is (\$15.0M) below budget, while non-transit revenue is (\$1.1M) below budget.

- **Rail passenger fare revenue** is (\$12.3M) below budget YTD 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. The portion of the rail revenue reduction due to Hurricane Sandy in October is approximately \$4 million.
- **Bus passenger revenue** is (\$1.7M) below budget YTD as a result of a slightly lower average fare and the Sandy shutdown; average fare YTD is \$1.06, slightly below the budgeted average fare for FY13 of \$1.07. The impact of Hurricane Sandy is estimated at \$900,000 in lost bus revenue.
- **MetroAccess revenue** is at budget YTD; although ridership is below budget, actual average fare is higher at \$3.90 versus \$3.50 budget.
- **Parking revenue** is below budget YTD by (\$0.9M) or -4.8%, in line with rail revenue.
- **Other revenue** is (\$1.1M) below budget, with positive variances in advertising revenue outweighed by negative variances in joint development and other revenues.

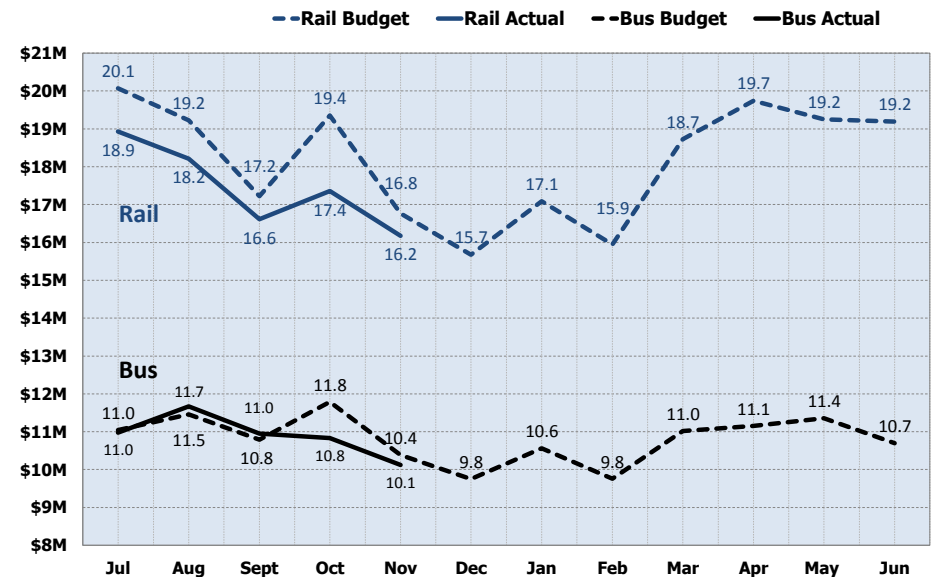
Year-to-date Ridership

- **Rail ridership** YTD is (5.3M) below budget YTD, or -5.8%; rail ridership YTD is also down (4.2M) compared to the same period in FY12. The portion of the ridership loss attributable to Hurricane Sandy in October is approximately 1.5M trips.
- **Bus ridership** is (0.9M) below budget YTD, or -1.6%; bus ridership YTD is also down (0.8M) compared to the same period in FY12. If not for Hurricane Sandy, bus ridership would be on budget.
- **MetroAccess ridership** is -10.6% below budget YTD; Access ridership YTD is also down -2.5% compared to the same period in FY12.

REVENUE (in Millions)



MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





CAPITAL PROGRAM REPORT

November FY2013

SOURCES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2012 CIP	\$ 1,042.0	\$ 917.0	\$ 362.0	\$ 321.0	\$ 721.0
FY2013 CIP	\$ 1,073.0	\$ 975.0	\$ 301.0	\$ 296.0	\$ 777.0

	Obligation-Based to Date Sources of Funds				
	Budget		Awarded	Received	To be Rec.
Safety & Security	\$ 38.4		\$ 38.4	\$ -	\$ 38.4
ARRA	\$ 8.4		\$ 8.4	\$ 1.0	\$ 7.4
Reimbursable	\$ 57.0		\$ 57.0	\$ 5.0	\$ 52.0
Total	\$ 103.8		\$ 103.8	\$ 6.0	\$ 97.8

USES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$ 1,042.0	\$ 917.0	\$ 585.0	\$ 209.0	63.8%	22.8%
FY2013 CIP	\$ 1,073.0	\$ 975.0	\$ 510.0	\$ 240.0	52.3%	24.6%

	Obligation-Based to Date Uses of Funds					
	Budget		Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$ 39.0		\$ 38.5	\$ 9.0	98.7%	23.1%
ARRA	\$ 8.5		\$ 7.5	\$ 1.5	88.2%	17.6%
Reimbursable	\$ 56.5		\$ 48.6	\$ 18.0	86.0%	31.9%
Total	\$ 104.0		\$ 94.6	\$ 28.5	91.0%	27.4%

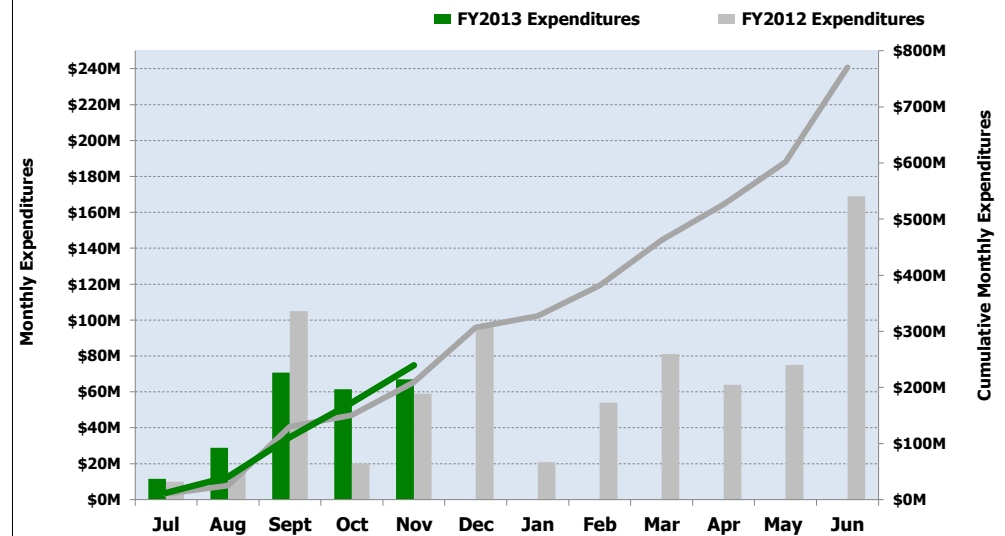
CAPITAL PROGRAM HIGHLIGHTS

As of November 30, 2012:

The Capital Improvement Program (CIP) has expended \$240 million in FY2013. This is \$31 million more than the same period in FY2012. Accomplishments include:

- 26 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.
- 17 of the 51 planned FY2013 escalator rehabilitations/modernizations are complete.
- 2 of the 25 planned FY2013 elevator rehabilitations/modernizations are complete.
- 5 of the 12 planned full station enhancement projects are complete; 2 of the planned 12 mini station enhancements are complete and 1 full enhancements and 5 mini-station enhancement projects are underway.
- Rail fastener renewal and construction associated with the new test track for the 7000-series railcars were completed on the Green Lines.
- Track rehabilitation work completed includes the following: welded 292 open weld joints, retrofitted 265 linear feet of floating slabs, rehabilitated 5,490 linear feet of grout pads, tamped 14.92 miles of track, repaired 696 leaks, and replaced 5.03 miles of running rail, 7,028 cross ties, 13,489 fasteners, 3,314 insulators, 398 safety signs, six yard turnouts, and 2,287 direct fixation fasteners.

CIP EXPENDITURES (\$ in Millions)



CAPITAL BUDGET REPROGRAMMING STATUS (\$ in Millions)

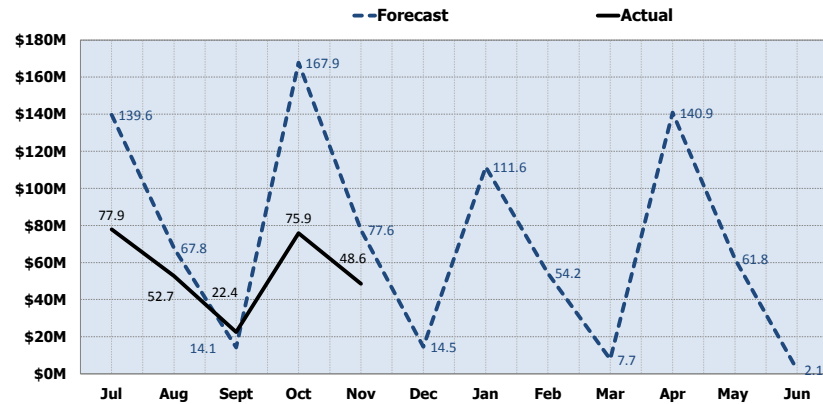


FUND BALANCE & PROCUREMENT

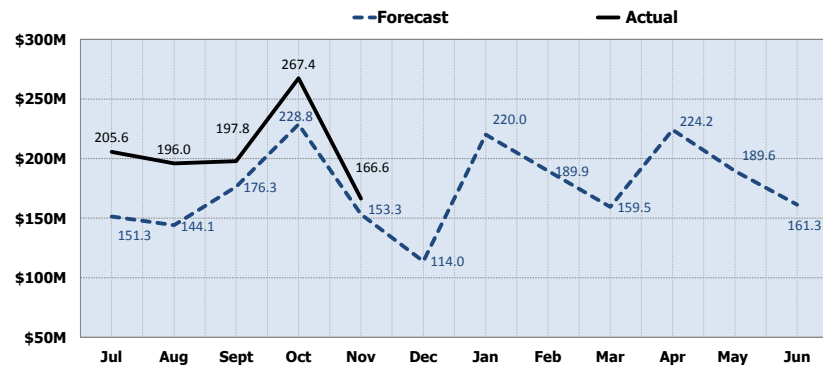
November FY2013

FUND BALANCE

OPERATING FUND BALANCE

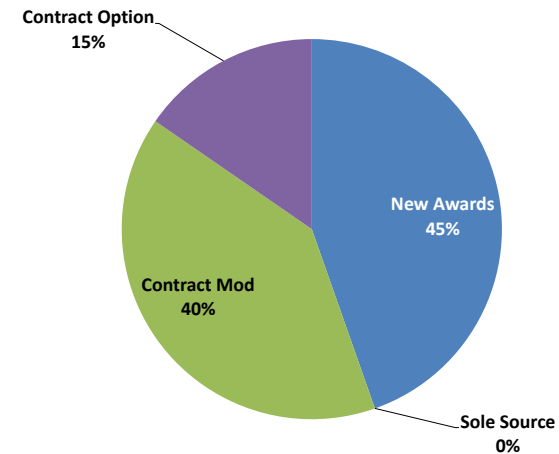


CAPITAL FUND BALANCE



PROCUREMENT

NOVEMBER SOLICITATION ACTIONS (65 TOTAL ACTIONS)



Procurement Highlights:

A \$16,350,600 capital funded contract was awarded to DRAKA Cabletaq for Traction Power Cables.

A \$18,650,926 operationally funded contract was awarded to Goodyear for Bus Tires.



OPERATING FINANCIALS

November FY2013

MONTHLY RESULTS				
Prior Year Actual	Current Year			
	Actual	Budget	Variance	
\$44.3	\$46.4	\$48.2	(\$1.7)	-3.6%
10.8	10.8	10.9	(0.1)	-0.8%
0.7	0.7	0.6	0.0	4.5%
3.7	3.6	3.7	(0.1)	-2.9%
\$59.4	\$61.5	\$63.4	(\$1.9)	-3.0%
\$0.7	\$0.8	\$0.8	\$0.0	0.0%
1.1	1.4	1.6	(0.2)	-12.8%
0.3	0.4	0.7	(0.3)	-44.4%
1.1	1.2	1.2	0.0	0.3%
0.4	0.3	0.6	(0.3)	-43.6%
0.0	0.0	0.0	(0.0)	-78.2%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	
\$3.6	\$4.1	\$4.9	(\$0.8)	-16.1%
\$63.0	\$65.7	\$68.3	(\$2.7)	-3.9%
\$51.7	\$56.6	\$58.4	\$1.8	3.1%
7.5	6.2	4.8	(1.4)	-29.3%
22.2	28.0	29.7	1.7	5.8%
15.2	14.8	17.2	2.4	14.0%
(1.3)	6.6	5.1	(1.5)	-29.1%
7.0	6.4	8.0	1.6	19.9%
2.4	2.8	3.4	0.7	19.4%
3.1	3.4	3.1	(0.3)	-10.3%
\$107.6	\$124.8	\$129.8	\$5.0	3.8%
\$44.6	\$59.1	\$61.4	\$2.3	3.8%

Favorable/(Unfavorable)

FISCAL YEAR 2013

Dollars in Millions

Passenger Revenue

Metrorail	
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

EXPENSES:

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	
\$238.2	\$252.0	\$264.3	(\$12.3)	-4.7%
55.5	58.1	59.7	(1.7)	-2.8%
3.2	3.3	3.3	(0.0)	-0.3%
18.7	19.0	19.9	(0.9)	-4.8%
\$315.6	\$332.3	\$347.3	(\$15.0)	-4.3%
\$2.7	\$2.7	\$2.7	\$0.0	0.0%
4.6	7.2	6.7	0.5	7.4%
2.8	2.4	3.4	(1.0)	-29.2%
6.1	6.1	6.0	0.0	0.6%
4.3	2.4	2.9	(0.6)	-19.0%
0.0	0.0	0.1	(0.1)	-76.8%
0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0	
\$20.5	\$20.8	\$21.9	(\$1.1)	-5.1%
\$336.1	\$353.1	\$369.1	(\$16.1)	-4.4%
\$264.2	\$280.1	\$293.9	\$13.8	4.7%
36.4	36.7	24.8	(11.9)	-47.8%
130.6	139.6	145.2	5.6	3.8%
71.0	73.0	90.5	17.5	19.3%
24.0	31.4	25.6	(5.8)	-22.6%
38.3	36.4	40.5	4.1	10.0%
12.9	14.2	16.2	2.0	12.4%
14.6	16.9	15.4	(1.5)	-10.0%
\$592.1	\$628.3	\$652.1	\$23.8	3.6%
\$256.0	\$275.2	\$282.9	\$7.7	2.7%

Favorable/(Unfavorable)