



Operating Budget Report

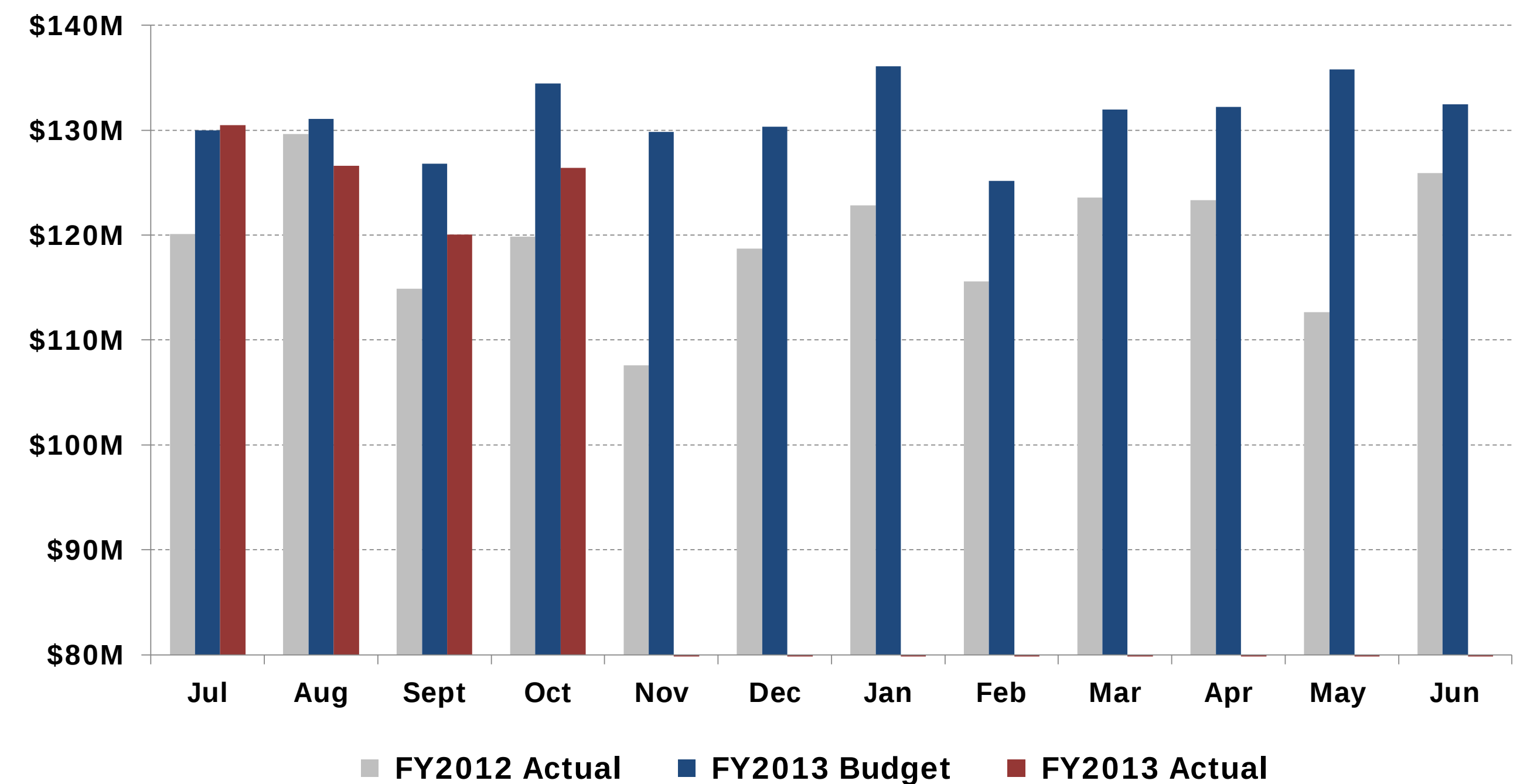
October FY2013

Operating Budget (\$ in Millions)

MTD	Oct-FY2012		Oct-FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 67		\$ 70	\$ 79	\$ (8)	-11%
Expense	\$ 120		\$ 126	\$ 134	\$ 8	6%
Subsidy	\$ 53		\$ 56	\$ 56	\$ (0)	-1%
Cost Recovery	56%		56%	59%		

YTD	FY2012		FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 273		\$ 287	\$ 301	\$ (13)	-4%
Expense	\$ 484		\$ 504	\$ 522	\$ 19	4%
Subsidy	\$ 211		\$ 216	\$ 222	\$ 5	2%
Cost Recovery	56%		57%	58%		

Operating Expenditures (\$ in Millions)



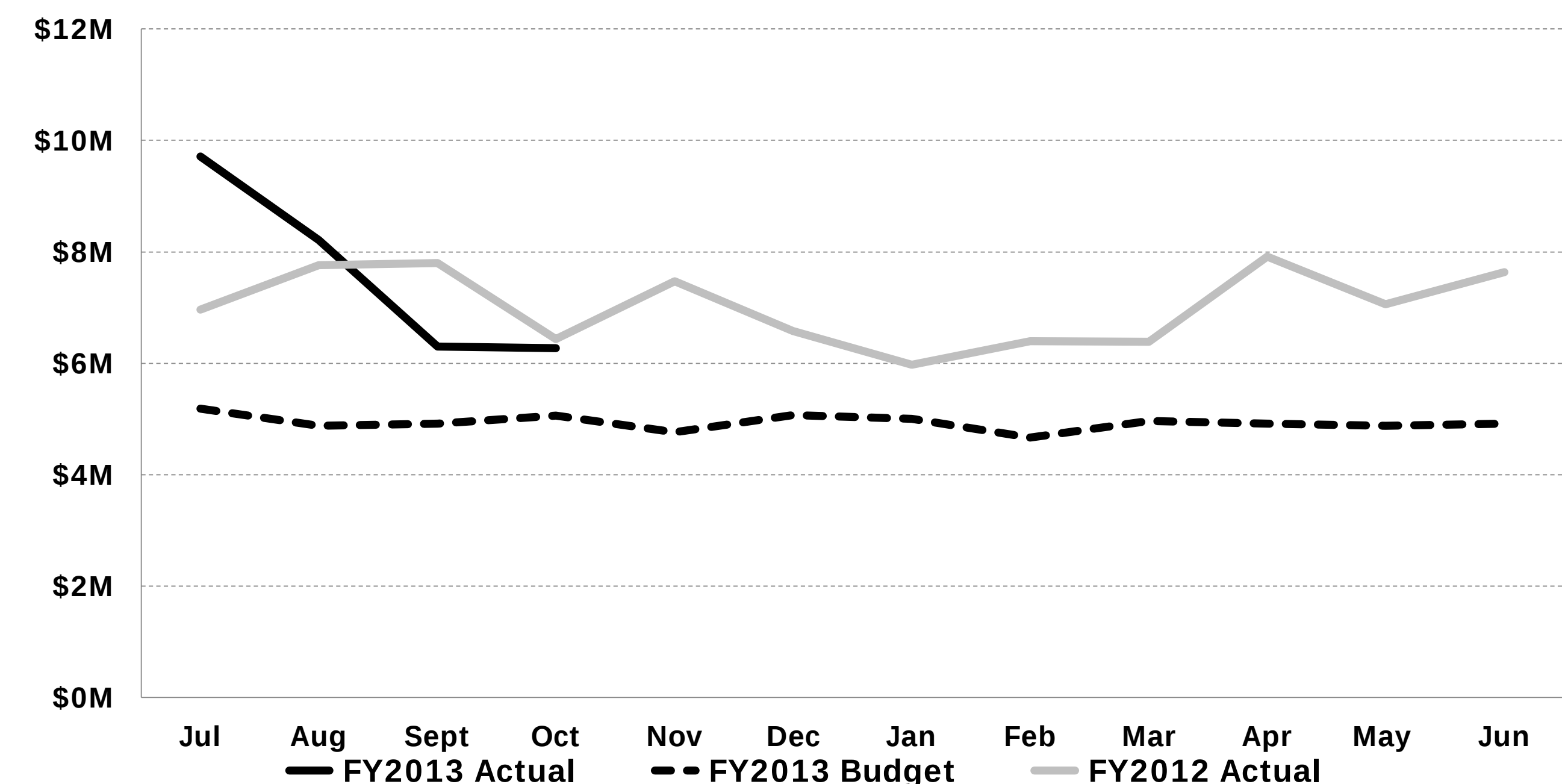
Operating Program Highlights

As of October YTD, Metro is **favorable to budget** by \$5.4M, or 2%.

Year-to-date expenditures \$18.8M or 3.6% favorable to budget.

- Salary & wages below budget by \$12.0M due to vacancies.
- Overtime is (\$10.5M) over budget due to CMNT 2K, 3K and 5K maintenance, HVAC overhauls, midlife door inspections and friction brake maintenance, vacancy coverage, leave coverage and special events coverage. Overtime hours for the month dropped due to less OT related activities in September.
- Fringe benefits is \$3.9M under budget due to lower than projected pension costs (\$2.9M) due to timing of increased contributions to the Transit Employees Retirement Plan (TERP), plus savings in other areas such as the workers compensation assessment and clothing, tools and allowances (\$1.0).
- Materials and Supply expenses are (\$4.3M) unfavorable mostly due to a lag in BUS capitalization (\$2.4M) and for higher than expected expenses in CMNT 2K, 3K and 5K maintenance.
- Service expenses were \$15.1M favorable due to savings in paratransit expenses, late 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 below budget by \$3.8M due to lower than projected power and diesel rates.

YTD Overtime Budget vs Actual (\$ in Millions)



Operating Budget Reprogramming Status



Revenue and Ridership Report

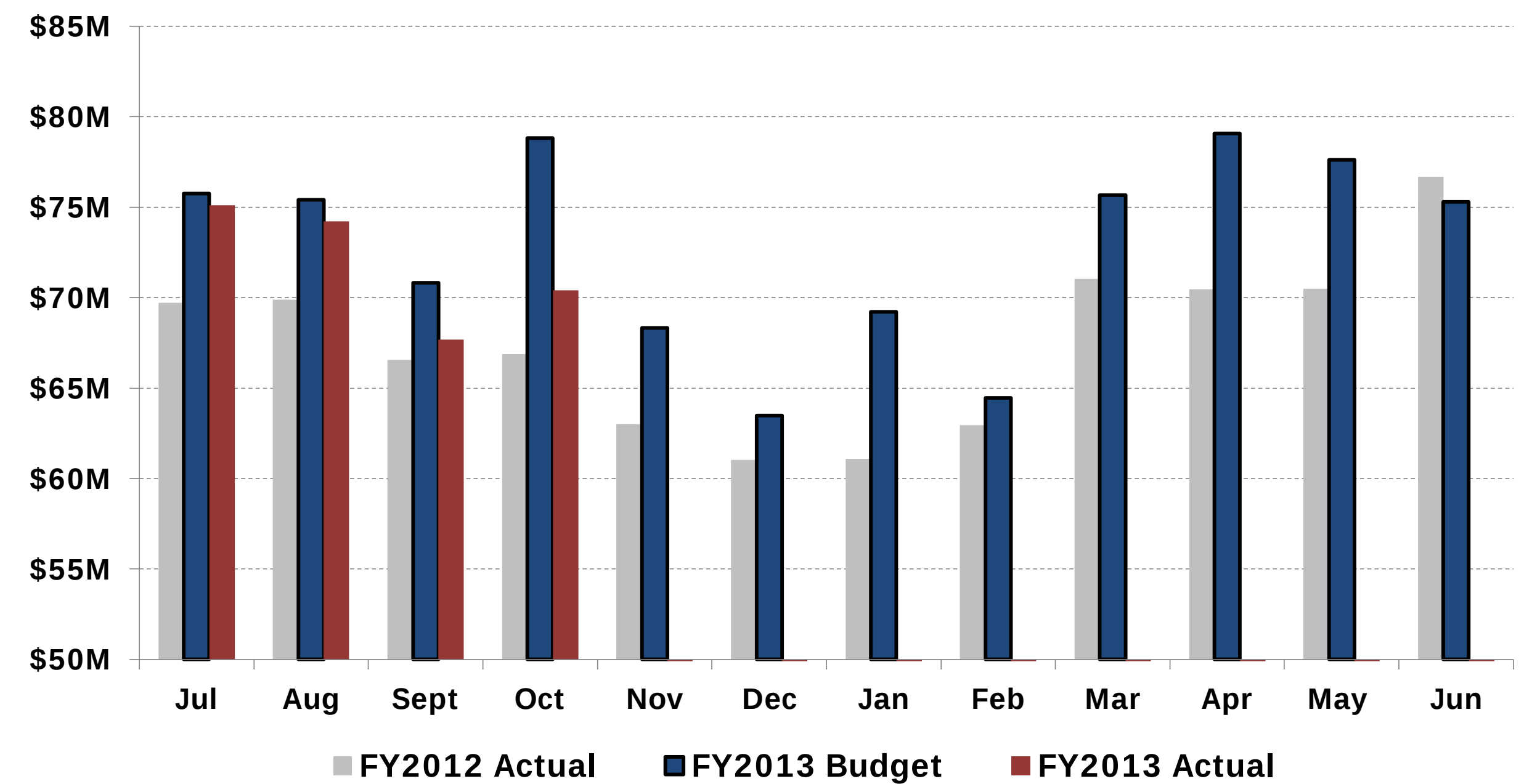
October FY2013

Ridership (trips in thousands)

MTD	Oct-FY2012	Oct-FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	18,484	17,357	19,356	-6.1%	-10.3%
Metrobus	11,242	10,832	11,786	-3.6%	-8.1%
MetroAccess	174	168	192	-3.5%	-12.9%
System Total	29,900	28,357	31,334	-5.2%	-9.5%

YTD	FY2012	FY2013		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	74,385	71,114	75,872	-4.4%	-6.3%
Metrobus	44,720	44,428	45,073	-0.7%	-1.4%
MetroAccess	690	671	757	-2.6%	-11.2%
System Total	119,794	116,213	121,701	-3.0%	-4.5%

Revenue (in Millions)



Revenue and Ridership Highlights

Year-to-date Revenue

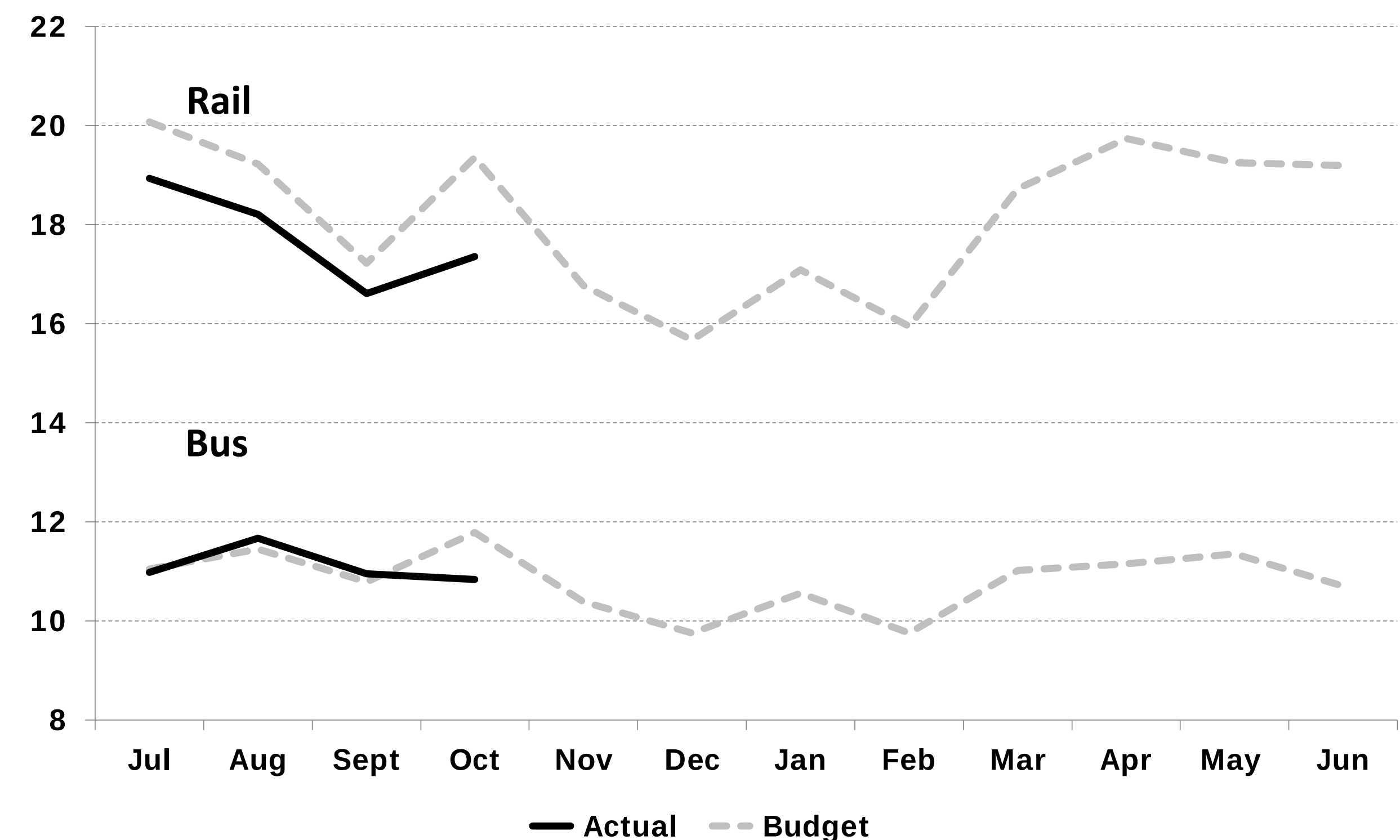
Total operating revenue is (\$13.4M) below budget, or -4.5%. Passenger fares plus parking is (\$13.1M) below budget, while non-transit revenue is (\$0.3M) below budget. Ridership and revenue for rail and bus were strongly impacted by the transit system closure on October 29th and 30th as a result of Hurricane Sandy.

- **Rail passenger revenue** is (\$10.6M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.89, which reflects the impact of the FY13 fare increase and is above the budgeted average fare of \$2.85. The rail revenue loss from Hurricane Sandy is estimated at over \$4 million.
- **Bus passenger revenue** is (\$1.6M) below budget YTD as a result of a slightly lower average fare and the shutdown; average fare YTD is \$1.06, below the budgeted average fare of \$1.08. The bus revenue loss from Hurricane Sandy is estimated at over \$0.9 million.
- **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 (\$0.8M) or -5.2%, in line with rail revenue.
- **Other revenue** is (\$0.3M) below budget, with positive variances in advertising revenue slightly outweighed by negative variances in joint development and other revenues.

Year-to-date Ridership

- **Rail ridership** YTD is (4.8M) below budget YTD, or -6.3%; rail ridership YTD is also down (3.3M) compared to the same period in FY12. Total ridership loss from Hurricane Sandy is estimated at 1.5M trips.
- **Bus ridership** is (0.7M) below budget YTD, or -1.5%; bus ridership YTD is also down (0.3M) compared to the same period in FY12. Total ridership loss from Hurricane Sandy is estimated at 0.9M trips.
- **MetroAccess ridership** is -11.2% below budget YTD; Access ridership YTD is also down -2.6% compared to the same period in FY12.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

October 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	\$362	\$298	\$744
FY2013 CIP	\$1,073	\$975	\$301	\$296	\$777

	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	5	52
Total	\$104	\$104	\$6	\$98

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$1,042	\$917	\$523	\$150	57%	16%
FY2013 CIP	\$1,073	\$975	\$476	\$168	49%	17%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$39	\$23	\$7	60%	18%
ARRA	9	8	2	88%	18%
Reimbursable	57	49	15	86%	27%
Total	\$104	\$79	\$24	76%	23%

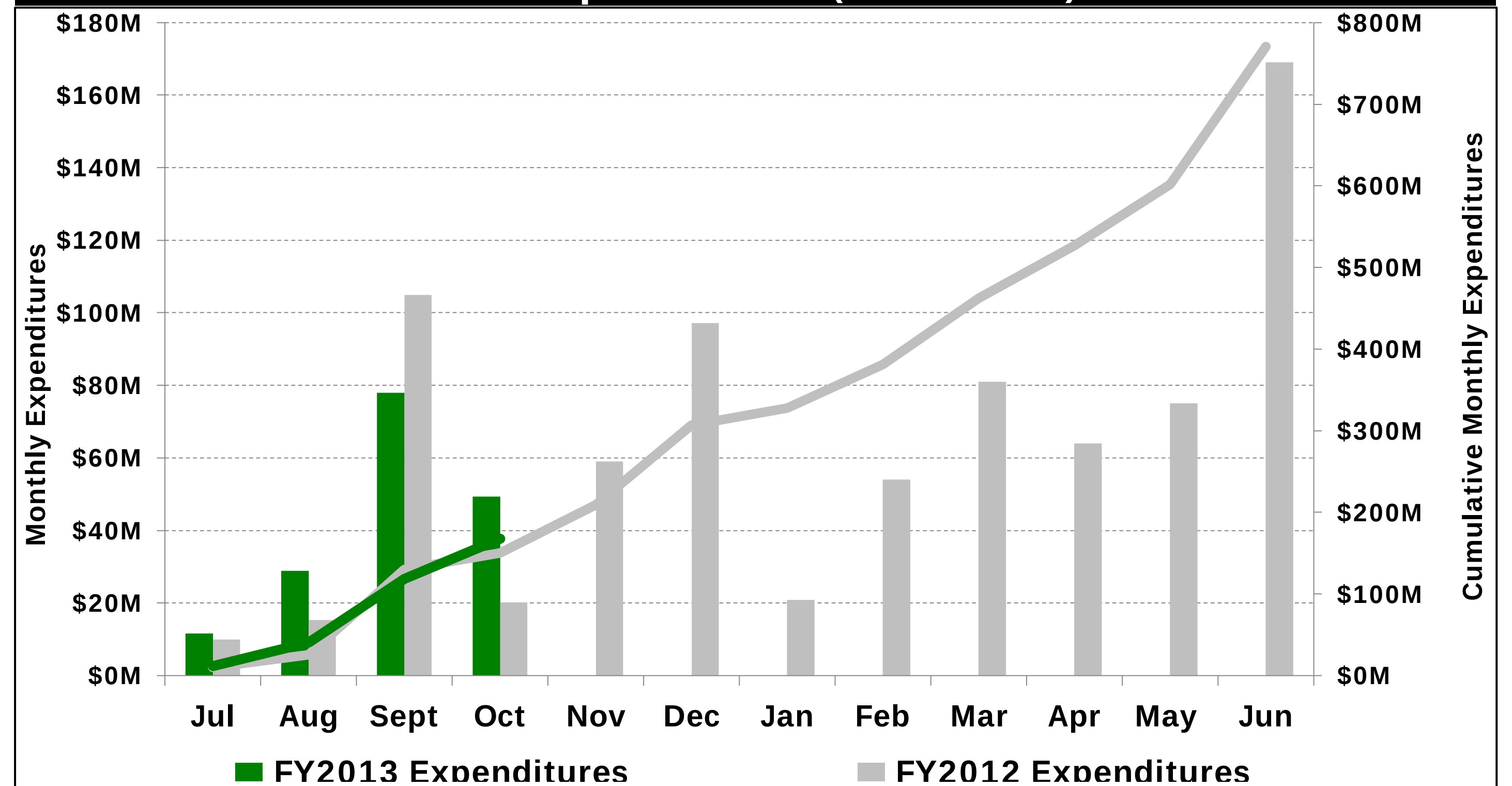
Capital Program Highlights

As of October 31, 2012:

The Capital Improvement Program (CIP) has expended \$168 million in FY2013. This is \$18 million more than the same period in FY2012. Accomplishments include:

- 21 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.
- 16 of the 51 planned FY2013 escalator rehabilitations/modernizations are complete.
- 2 of the 25 planned FY2013 elevator rehabilitations/modernizations are complete.
- 4 of the 12 planned full station enhancement projects are complete; 1 of the planned 12 mini station enhancements are complete and 1 full enhancements and 5 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, grout pad rehabilitation, and fiber optic cable installation efforts were completed.
- Station rehabilitation, platform reconstruction, joint elimination, and work to support the addition of the Silver Line were completed on the Blue and Orange Lines.
- Tie and insulator work 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 253 open weld joints, rehabilitated 5,090 linear feet of grout pads, tamped 13.07 miles of track, repaired 485 leaks, and replaced 4.36 miles of running rail, 6,835 cross ties, 11,947 fasteners, 3,257 insulators, and 2,109 direct fixation fasteners.

CIP Expenditures (\$ in Millions)

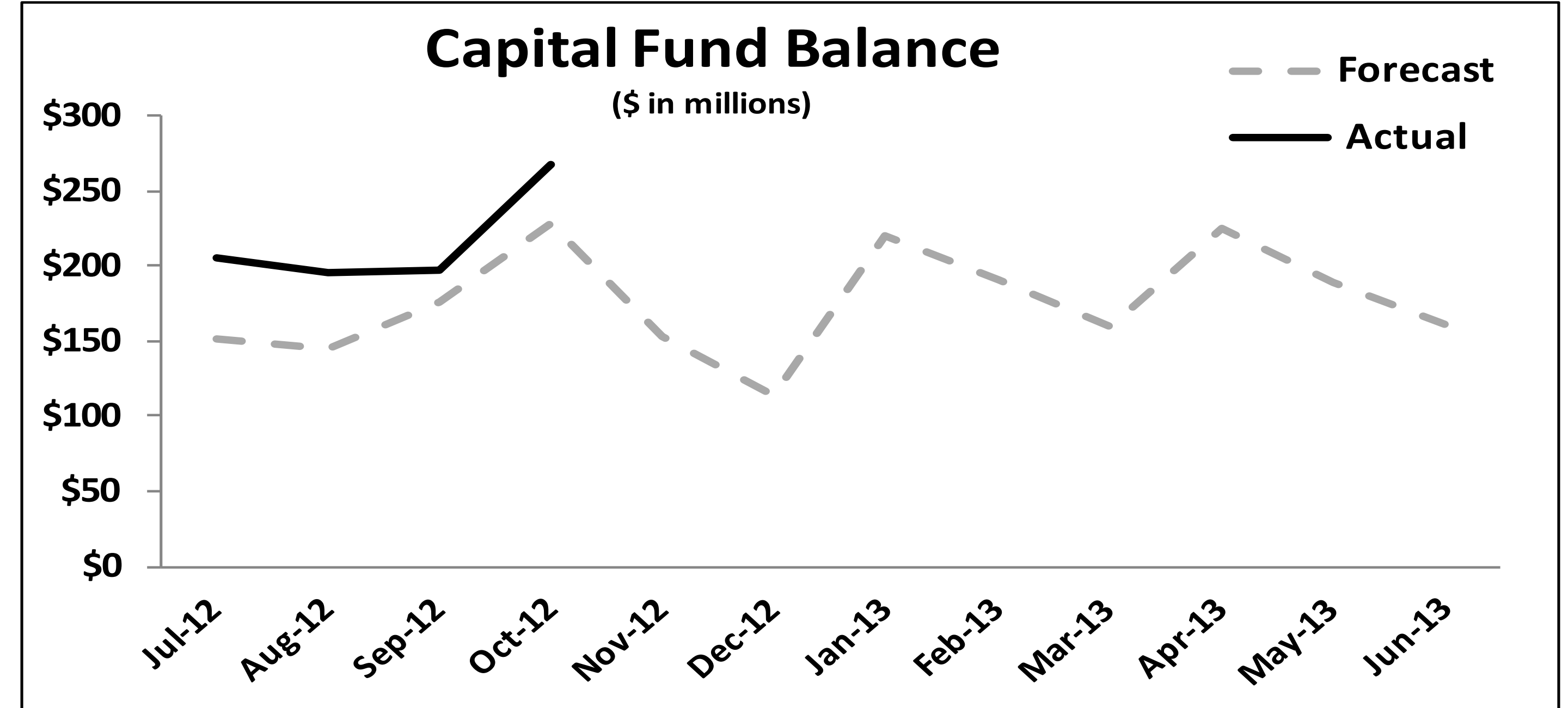
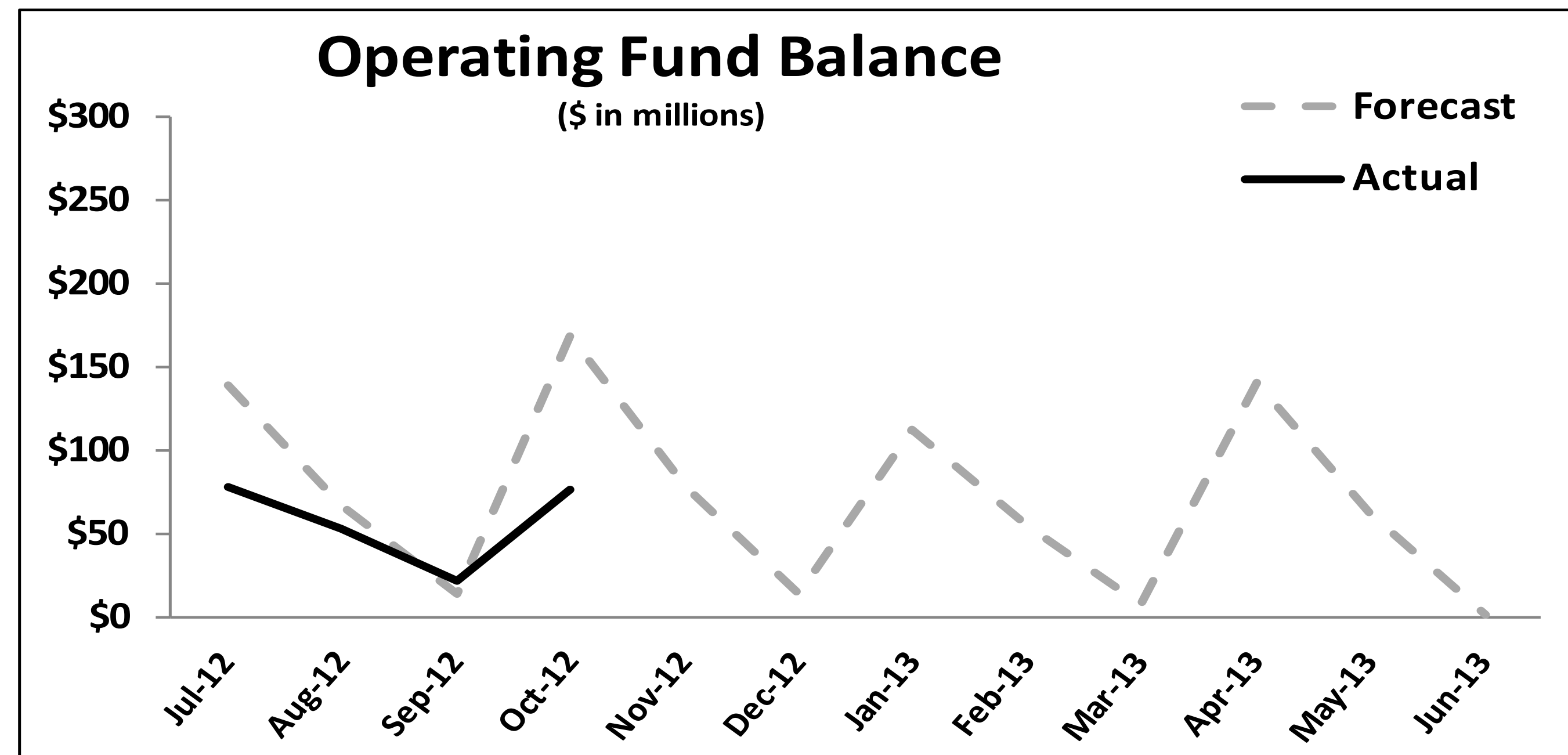


Capital Budget Reprogramming Status (\$ in millions)



Fund Balance Report

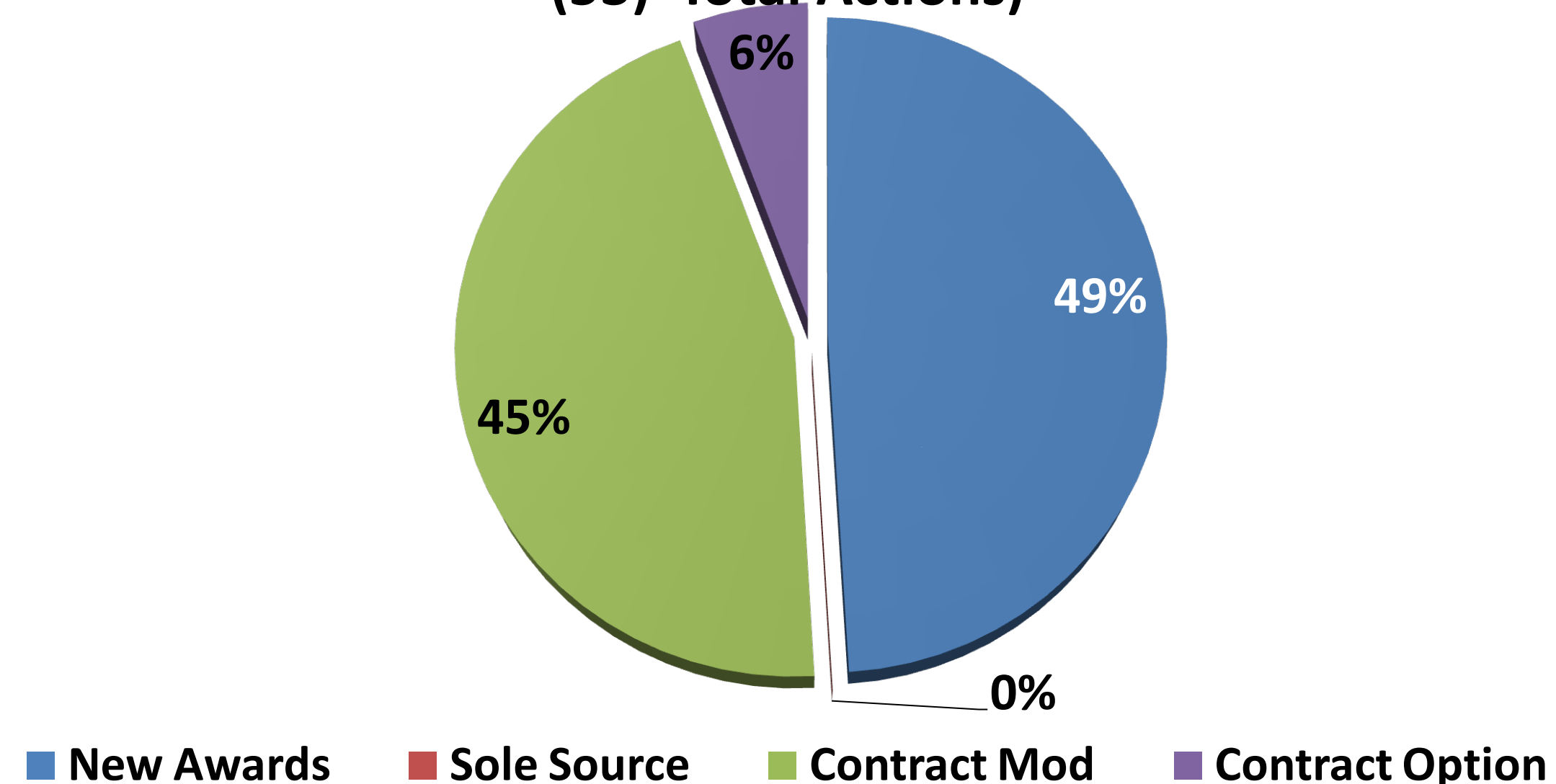
October FY2013



Procurement Report

October FY2013

September Solicitation Actions
(53) Total Actions)



Procurement Highlights:

A \$6,829,650 CIP funded contract was awarded to Sonny Merryman, Inc. for 150 Raised Roof Paratransit Vans.

A \$4,300,000 Capital funded contract was awarded to Sirius Computers for the pSeries Upgrade.

Operating Financials

October-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	
Passenger Revenue									
\$47.4	\$49.9	\$56.4	(\$6.5)	-12%	Metrorail	\$193.8	\$205.5	\$216.1	(\$10.6) -5%
11.0	11.5	12.8	(1.3)	-10%	Metrobus	44.7	47.2	48.8	(1.6) -3%
0.3	0.7	0.7	(0.0)	-3%	MetroAccess	2.6	2.6	2.6	(0.0) -1%
3.8	3.8	4.2	(0.3)	-8%	Parking	15.0	15.4	16.2	(0.8) -5%
\$62.5	\$65.9	\$74.0	(\$8.1)	-11%	subtotal	\$256.1	\$270.8	\$283.8	(\$13.1) -5%
Non-Passenger Revenue									
\$0.7	\$0.8	\$0.8	\$0.0	0%	D.C. Schools	\$2.0	\$2.0	\$2.0	\$0.0 0%
1.1	1.7	1.6	0.2	11%	Advertising	3.5	5.7	5.0	0.7 14%
0.9	0.4	0.7	(0.3)	-41%	Joint Dev/Property Rent	2.4	2.0	2.7	(0.7) -25%
1.1	1.2	1.2	0.0	0%	Fiber Optic	5.0	4.9	4.8	0.0 1%
0.5	0.4	0.6	(0.2)	-29%	Other	4.0	2.0	2.3	(0.3) -13%
0.0	0.0	0.0	(0.0)	-34%	Interest	0.0	0.0	0.1	(0.1) -76%
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
\$4.4	\$4.5	\$4.8	(\$0.3)	-6%	subtotal	\$16.9	\$16.7	\$17.0	(\$0.3) -2%
\$66.9	\$70.4	\$78.8	(\$8.4)	-11 %	TOTAL REVENUE	\$273.1	\$287.4	\$300.8	(\$13.4) -4 %
EXPENSES:									
\$51.3	\$57.1	\$60.7	\$3.6	6%	Salary/Wages	\$212.5	\$223.5	\$235.5	\$12.0 5%
\$6.4	\$6.3	\$5.1	(\$1.2)	-24%	Overtime	\$29.0	\$30.5	\$20.0	(\$10.5) -52%
27.2	28.5	30.3	1.7	6%	Fringe Benefits	108.4	111.6	115.4	3.9 3%
14.8	14.4	18.9	4.5	24%	Services	55.9	58.2	73.3	15.1 21%
7.1	6.7	5.2	(1.4)	-27%	Supplies	25.3	24.8	20.5	(4.3) -21%
7.4	7.2	8.1	0.8	10%	Power/Diesel/CNG	31.2	30.0	32.5	2.5 8%
2.6	2.9	3.2	0.3	11%	Utilities	10.6	11.4	12.8	1.3 11%
3.0	3.4	3.1	(0.3)	-11%	Insurance/Other	11.5	13.5	12.3	(1.2) -10%
\$119.8	\$126.4	\$134.4	\$8.1	6 %	TOTAL EXPENSE	\$484.5	\$503.5	\$522.3	\$18.8 3.6 %
\$53.0	\$56.0	\$55.6	(\$0.4)	-1 %	SUBSIDY	\$211.4	\$216.1	\$221.5	\$5.4 2 %
Favorable/(Unfavorable)					Favorable/(Unfavorable)				
56 %	56 %	59 %	COST RECOVERY RATIO		56 %	57 %	58 %		