

Operating Budget Report

Operating Budget (\$ in Millions)											
MTD	Au	gust-FY2012		August-	FY2	013		Variance	e FY13		
		Actual		Actual		Budget		\$	Percent		
Revenue	\$	70	\$	74	\$	75	\$	(1)	-2%		
Expense	\$	130	\$	127	\$	131	\$	4	3%		
Subsidy	\$	60	\$	52	\$	56	\$	3	6%		
Cost Recovery		54%		59%		58%					
VTD		FY2012	FY2013				Variance FY13				
YTD		Actual		Actual		Budget		\$	Percent		
Revenue	\$	140	\$	149	\$	151	\$	(2)	-1%		
Expense	\$	250	\$	257	\$	261	\$	4	2%		
Subsidy	\$	110	\$	108	\$	110	\$	2	2%		
Cost Recovery		56%		58%		58%					

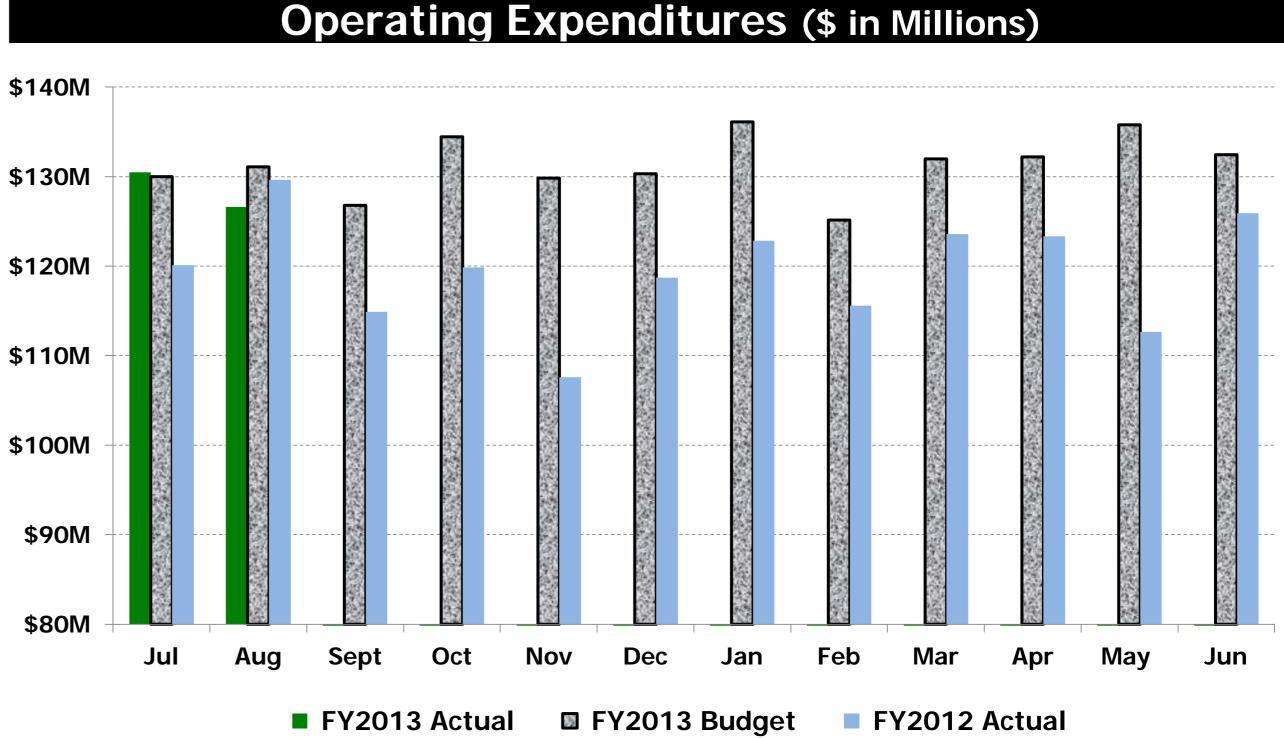
Operating Program Highlights

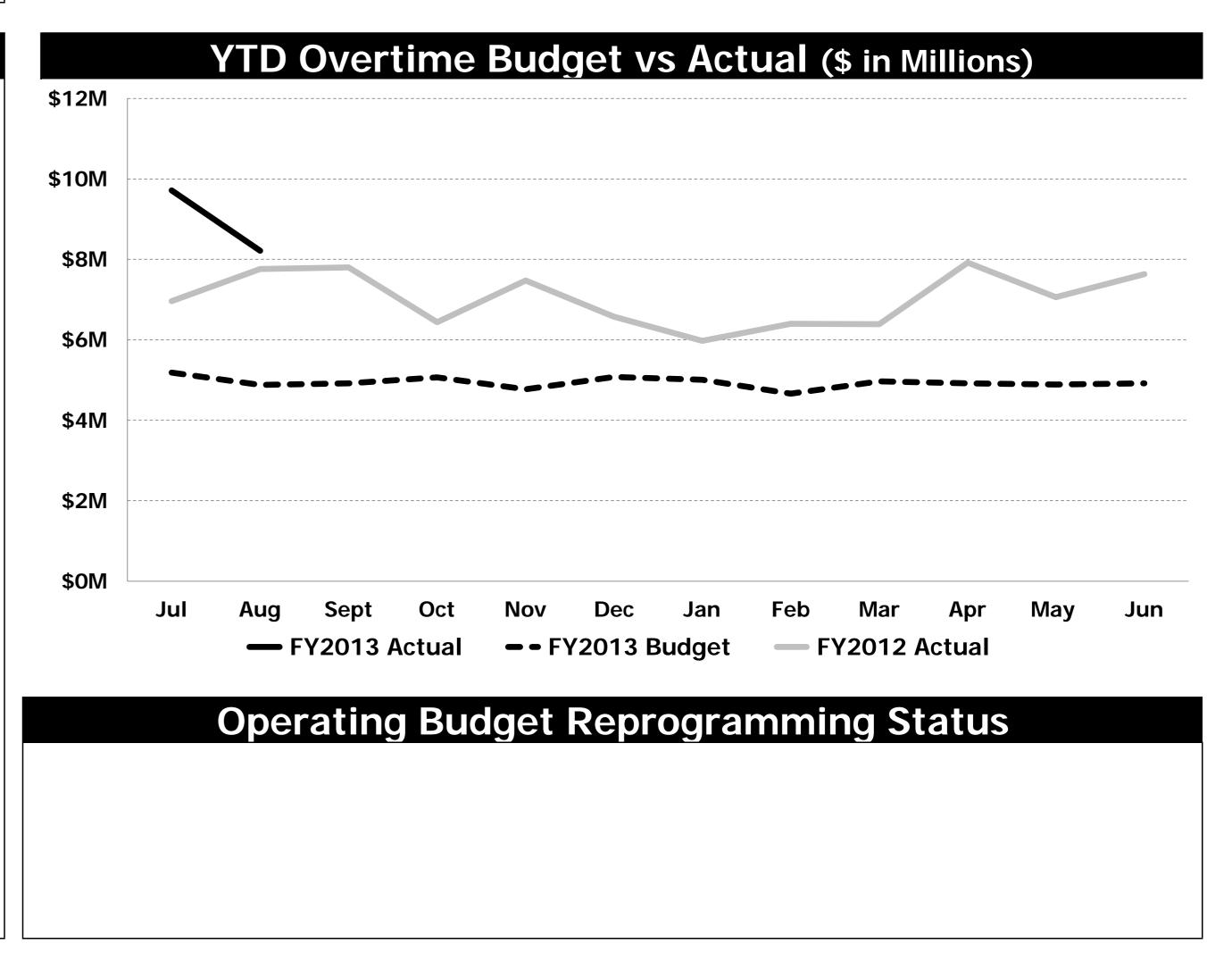
As of August YTD, Metro is **favorable to budget** by \$2.2M, or 2%.

<u>Year-to-date expenditures</u> \$4.0 M or 2% favorable to budget.

- Salary & wages below budget by \$4.9 M due to vacancies.
- Overtime is (\$7.9 M) 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
- Fringe benefits is \$0.4 M under budget due to lower than budgeted pension costs
- Materials and Supply expenses (\$3.3 M) are unfavorable mostly due to a lag in BUS capitalization (2.8 M) and for higher than expected expenses in CMNT 2K, 3K and 5K maintenance.
- Service expenses of \$8.8M were 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 BUS services.
- Propulsion/Diesel and Utilities were below budget by \$2.0M due to lower than projected power and diesel rates
- Insurance/Other were unfavorable to budget by (\$0.8M) due to timing of insurance payments and miscellaneous expenses

August FY2013







Revenue and Ridership Report

	Ridership (trips in thousands)										
MTD	August-FY2012 Actual	August-F Actual	Y2013 Budget	Varia Prior Year	ance 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%						
	FY2012	FY20	13	Variance							
YTD	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 and Ridership Highlights

Year-to-date Revenue

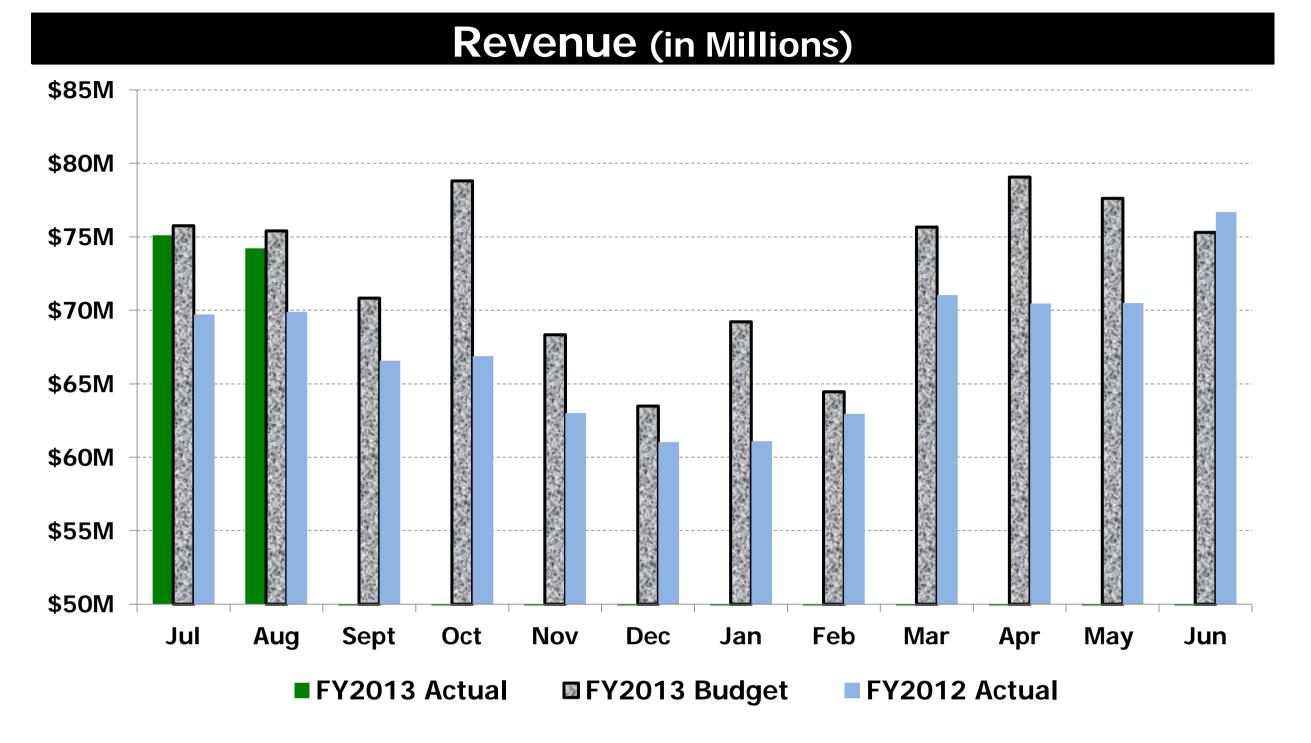
Total operating revenue is (\$1.9M) below budget, or -1.2%. Passenger fares plus parking is (\$2.5M) below budget, while non-transit revenue is \$0.6M favorable to budget.

- **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.

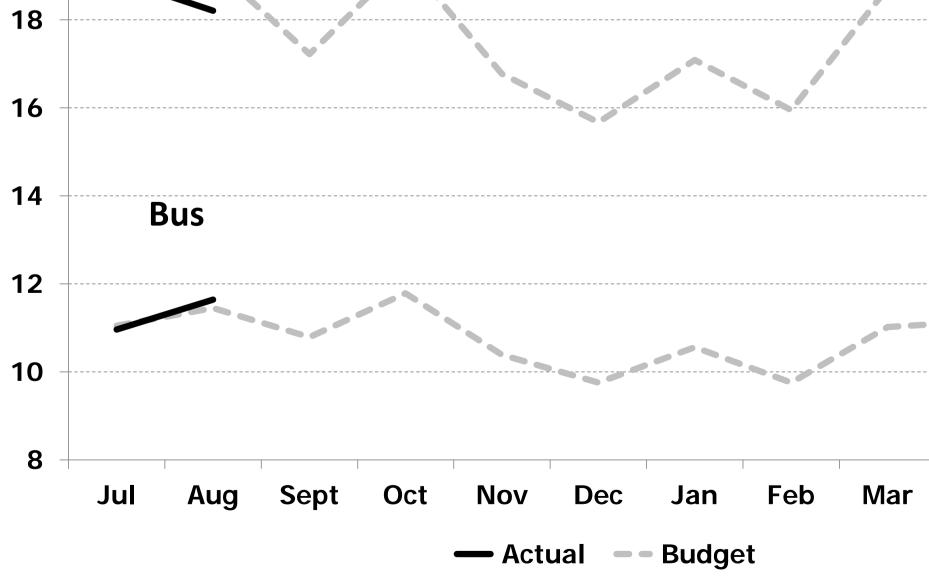
Year-to-date Ridership

- 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.

August FY2013



Monthly Ridership for Rail and Bus (in Millions) 22 20 18 16 14 Bus 12







Capital Program Report

	Sources of	of Funds (\$	in Millions)				Uses of F	unds (\$ in	Millions)		
	E Budget	xpenditure-Base Forecast	ed Year to Date Sou Awarded	rces of Fund Received	ds To be Rec.		Exp Budget		Year to Date Us Obligated Exp	ses of Funds bended % Obl.	% Ex
FY2012 CIP	\$1,042	\$917	\$77	\$77	\$965	FY2012 CIP	\$1,042	\$917	\$280 \$	\$25 31%	
FY2013 CIP	\$975	\$975	\$290	\$290	\$685	FY2013 CIP	\$975	\$975	\$387 \$	\$41 40%	4%
		Obligation-Ba	sed to Date Sources	s of Funds				Obligation-Base	ed to Date Uses	of Funds	
	Budget	Awarded	Received		To be Rec.		Budget	Obligated		% Obl.	% Ехр.
ety & Security	\$38	\$38	\$0		\$38	Safety & Security	\$39	\$19	\$3	50%	8%
ARRA	8	8	1		7	ARRA	9	5	1	59%	8%
Reimbursable	57	57	0		57	Reimbursable	57	48	4	85%	7%
Total	\$104	\$104	\$1		\$103	Total	\$104	\$72	\$7	70%	7%
ment underway for t 013 ment underway for t elevator/escalator p	he manufactur he delivery of 7 plan includes th	e and delivery of 9 138 Para Transit va ne rehabilitation ai	eceived and all are pla 5 forty-foot hybrid/el ans planned for FY20 ² nd modernization of ht of the 51 planned	ectric buses p 13 25 elevators	and 51	\$160M \$140M \$120M \$120M \$120M					\$700M \$600M \$500M
ons; two full stations ewal/replacement, s ble installation effort	are complete tructural repair s were comple	and two mini stations, platform recons ted on the Red Lin		ions are in pi mitigation, a	rogress nd fiber	thly Expend 880M \$60M				·····	\$400M \$300M
eneath rails, and wo naintenance, tie and ted on the Green and	ork associated fastener renew d Yellow Lines	with Silver Line v val, third-rail power	econstruction, repairs vere completed on th r improvements, and ommunication System	he Blue and track upgrad	Orange	\$20M			·····		\$200M
ehabilitation work co n ft of grout pads,	mpleted include tamped 6.46	es the following: v miles of track, re	velded 152 open weld paired 203 leaks, ar rs, 1,477 insulators, 1	d joints, rehal nd replaced 2	26 high	\$0M Jul Aug Se	•	Dec Jan Fe res FY2012 C	•	May Jun	\$0M Jative Exp

	Sources	of Funds (\$ in Millions)				Uses of	Funds (\$	in Million	s)			
	Budget	Expenditure-Bas Forecast	ed Year to Date S Awarded	Sources of Fur Received	nds To be Rec.		Ex Budget	penditure-Base Forecast	ed Year to Da Obligated	ate Uses of Fu Expended	unds % Obl.	% Exp	
FY2012 CIP	\$1,042	\$917	\$77	\$77	\$965	FY2012 CIP	\$1,042	\$917	\$280	\$25	31%	3%	
FY2013 CIP	\$975	\$975	\$290	\$290	\$685	FY2013 CIP	\$975	\$975	\$387	\$41	40%	4%	
	Dudgot		ased to Date Sou					Obligation-Ba			S 6 Obl.	% Exp.	
Safety & Security	Budget \$38	Awarded \$38	Receiv \$0	20	To be Rec. \$38	Safety & Security	Budget \$39	Obligate \$19			50%	8%	
ARRA	 30	8	1		7	ARRA	_ 9	5	ч		59%	8%	
Reimbursable	57	57	0		57	Reimbursable	57	48			35%	7%	
Total	\$104	\$104	\$1		\$103	Total	\$104	\$72	\$		70%	7%	
	Capital	Program H	lighlights				CIP Exper	nditures (\$ in Millio	ons)			
f August 31, 2012:						\$180M					\$8	OOM	
apital Improvement Program the same period in FY2012	m (CIP) has ex	pended \$41 millio	n in FY2013. This	is \$16 million n	nore	\$160M					5 7	OOM	
51 of the 51 FY2012 planned Procurement underway for t for FY2013				-		\$140M						ditures	
Procurement underway for t Y2013 elevator/escalator p escalators as well as replace	plan includes t	he rehabilitation a	and modernization	of 25 elevator		M021\$						oom X	
TY2013 station rehabilitation						bendit bend bend bend bend bend bend bend bend					- \$4	oom Jthly B	
2 stations; two full stations Rail renewal/replacement, soptic cable installation effort	tructural repai	irs, platform recor	struction, tunnel le			х А К К К К К С К С К С С С С С С С С С С					\$3	ve Moo	
Structural repairs, leak mitig labs beneath rails, and wo ines		-	-	-		то У \$40М					- \$2	mulati mulati	
Frack maintenance, tie and completed on the Green and	d Yellow Lines				des were	\$20M		-				оом ₂	
Continued installation of Rec Frack rehabilitation work cout ,992 In ft of grout pads,	mpleted includ	des the following:	welded 152 open v	veld joints, reh		\$0M Jul Aug Sep	ot Oct Nov	Dec Jan I	Feb Mar	Apr May	Jun \$0	M	
voltage roadway safety signs	s, 4,101 cross	ties, 4,478 fasten	ers, 1,477 insulator	s, 1.61 miles o	f running	🗖 FY2012 Expenditures 🔲	FY2013 Expendit	ures — FY2012	2 Cumulative	e Exp. —FY20	13 Cumula	ative Exp.	

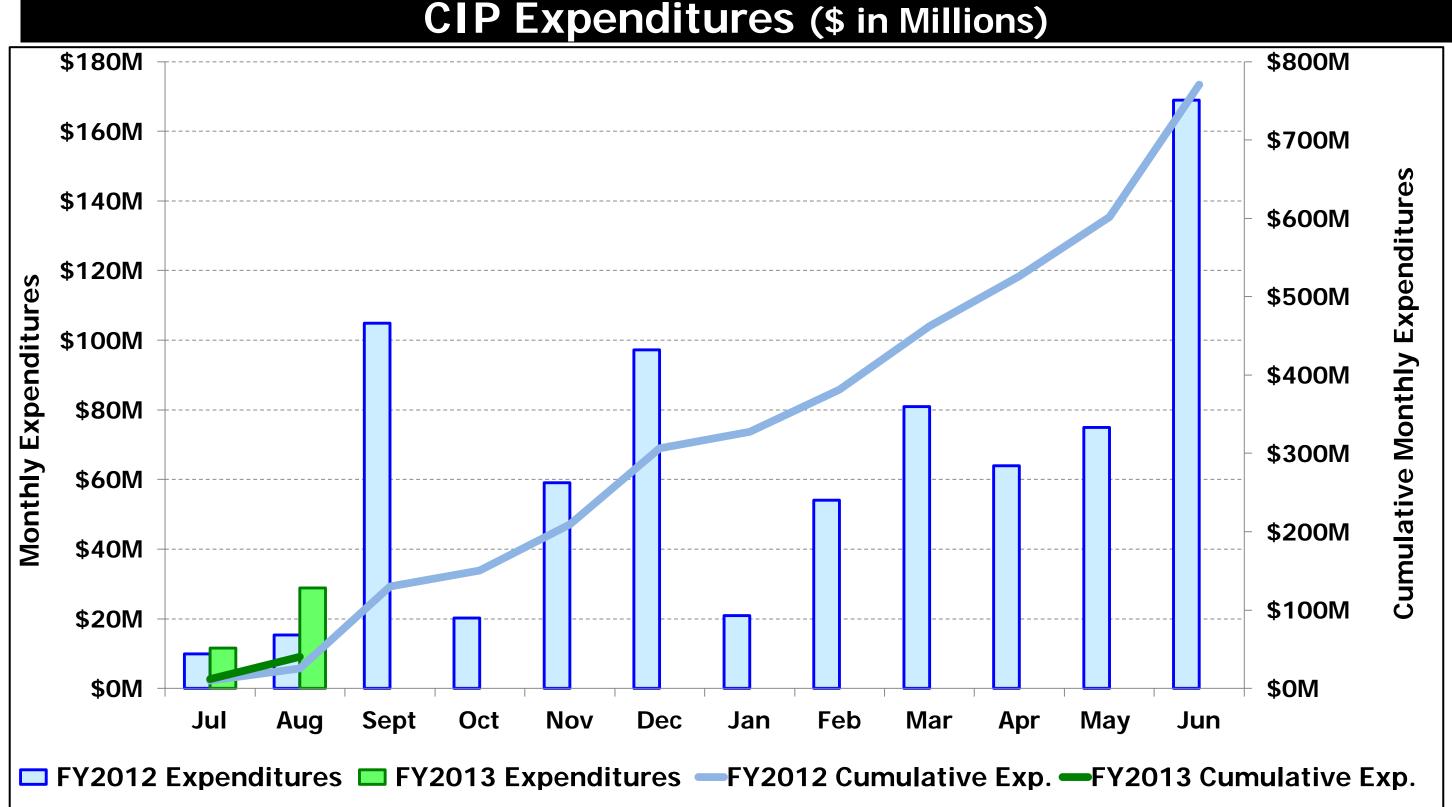
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- Tra 1,9 VO rail, and 1,493 direct fixation fasteners

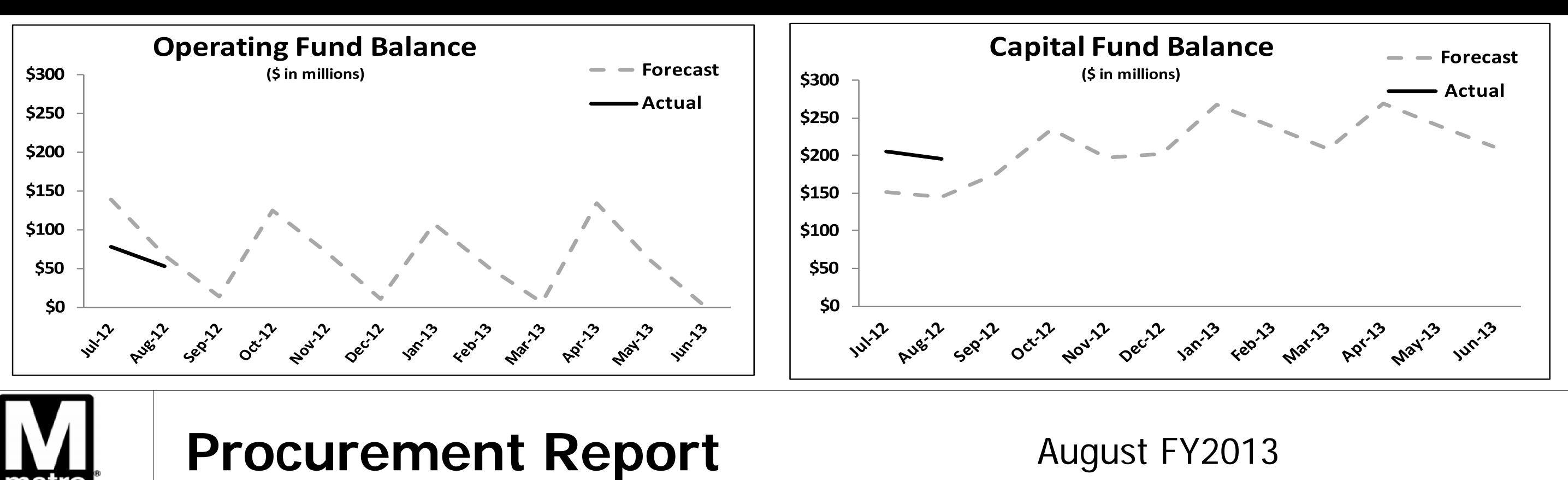
Capital Budget Reprogramming Status (\$ in millions)

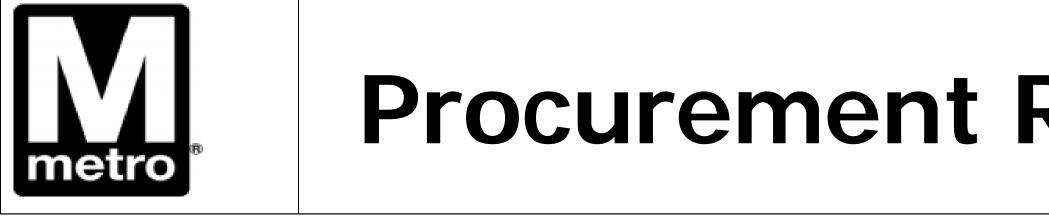
August FY2013

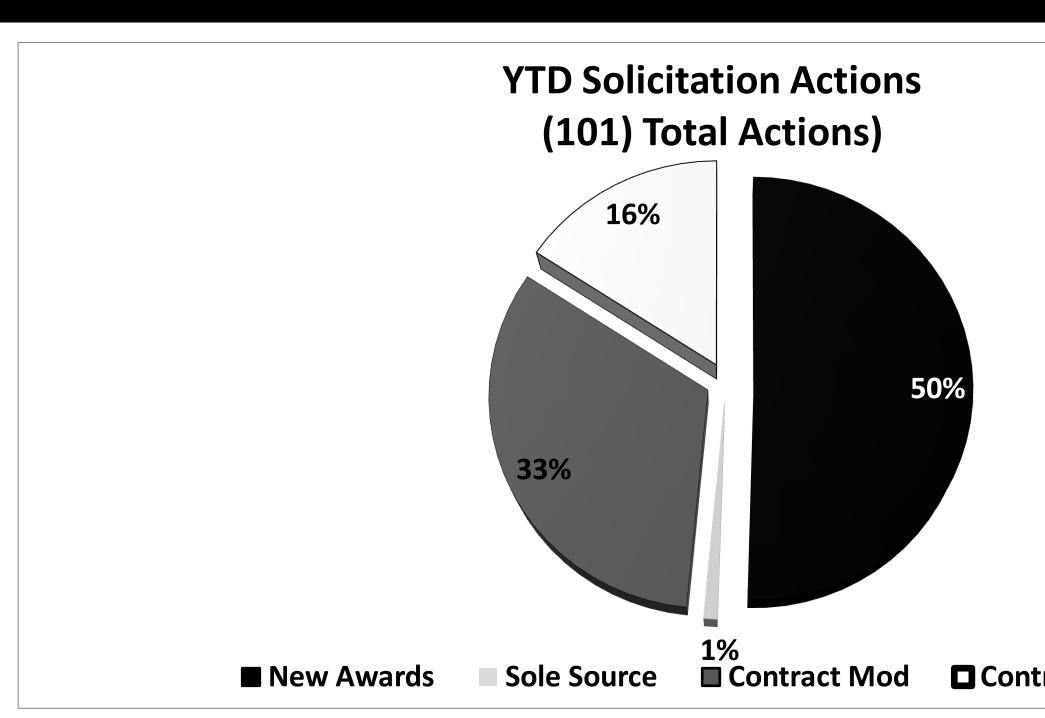




Fund Balance Report







August FY2013

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.

Contract Option

Operating Financials August-12 FISCAL YEAR 2013 Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year		Current Yea				Prior Year		Current Year		
Actual	Actual	Budget	Variar	nce		Actual	Actual	Budget	Varian	ce
					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 Revenu	е				
\$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		(\$3.3)	-68%	Overtime	\$14.7	\$17.9	\$10.1	(\$7.9)	-78%
27.6	28.4		(0.4)	-1%	Fringe Benefits	54.7	56.2	56.5	0.4	1%
14.4	13.0		4.9	27%	Services	27.1	26.9	35.6	8.8	25%
8.5	5.0		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%
			avorable/(Ur					-	avorable/(Unfa	
			ζ-							
54%	59%	58%			COST RECOVERY RATIO	56%	58%	58%		
54%	59%	58%			COST RECOVERY RATIO	56%	58%	58%		

9/28/2012



Operating Budget Report

Operating Budget (\$ in Millions)											
	J	uly-FY2012		July-F	Y20′	13		Variance	e FY13		
MTD		Actual		Actual		Budget		\$	Percent		
Revenue	\$	70	\$	75	\$	76	\$	(1)	-1%		
Expense	\$	120	\$	130	\$	130	\$	(0)	0%		
Subsidy	\$	50	\$	55	\$	54	\$	(1)	-2%		
Cost Recovery	\$	1	\$	1	\$	1					
VTD		FY2012		FY2	FY2013 Vari				nce FY13		
YTD		Actual		Actual		Budget		\$	Percent		
Revenue	\$	70	\$	75	\$	76	\$	(1)	-1%		
Expense	\$	120	\$	130	\$	130	\$	(0)	0%		
Subsidy	\$	50	\$	55	\$	54	\$	(1)	-2%		
Cost Recovery		58%		58%		58%					

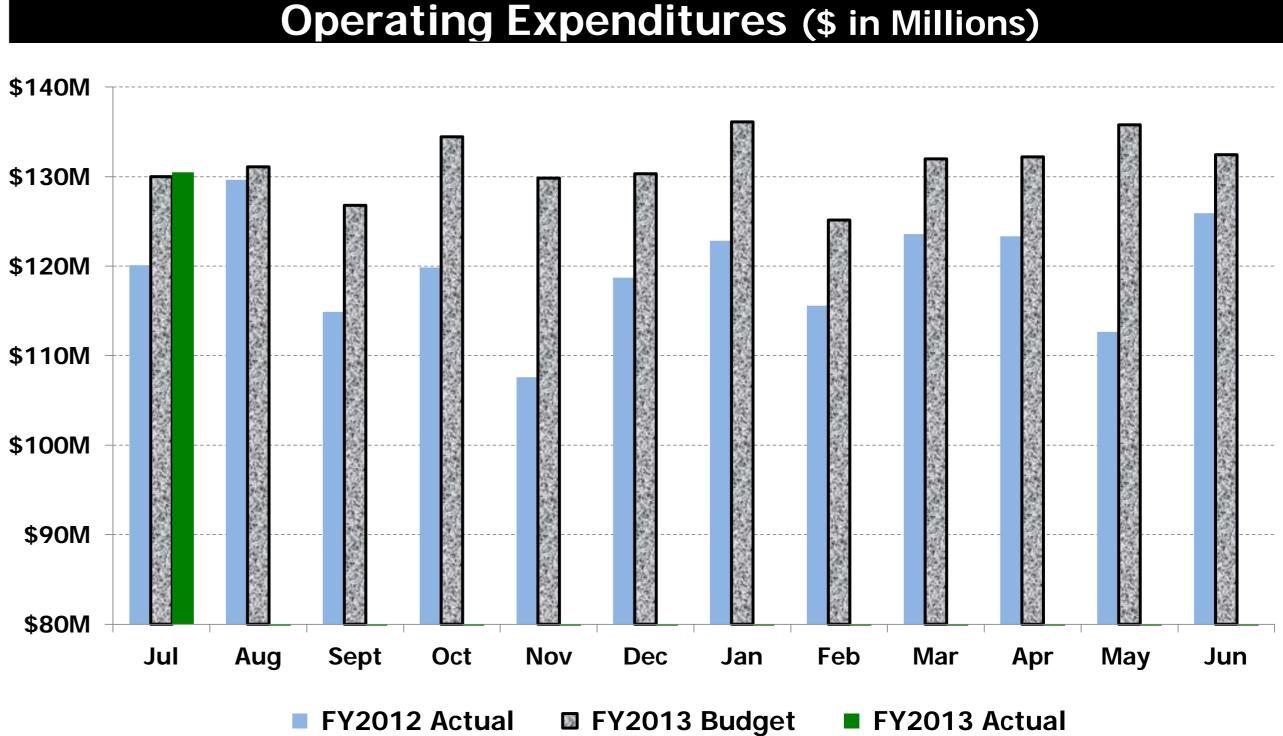
Operating Program Highlights

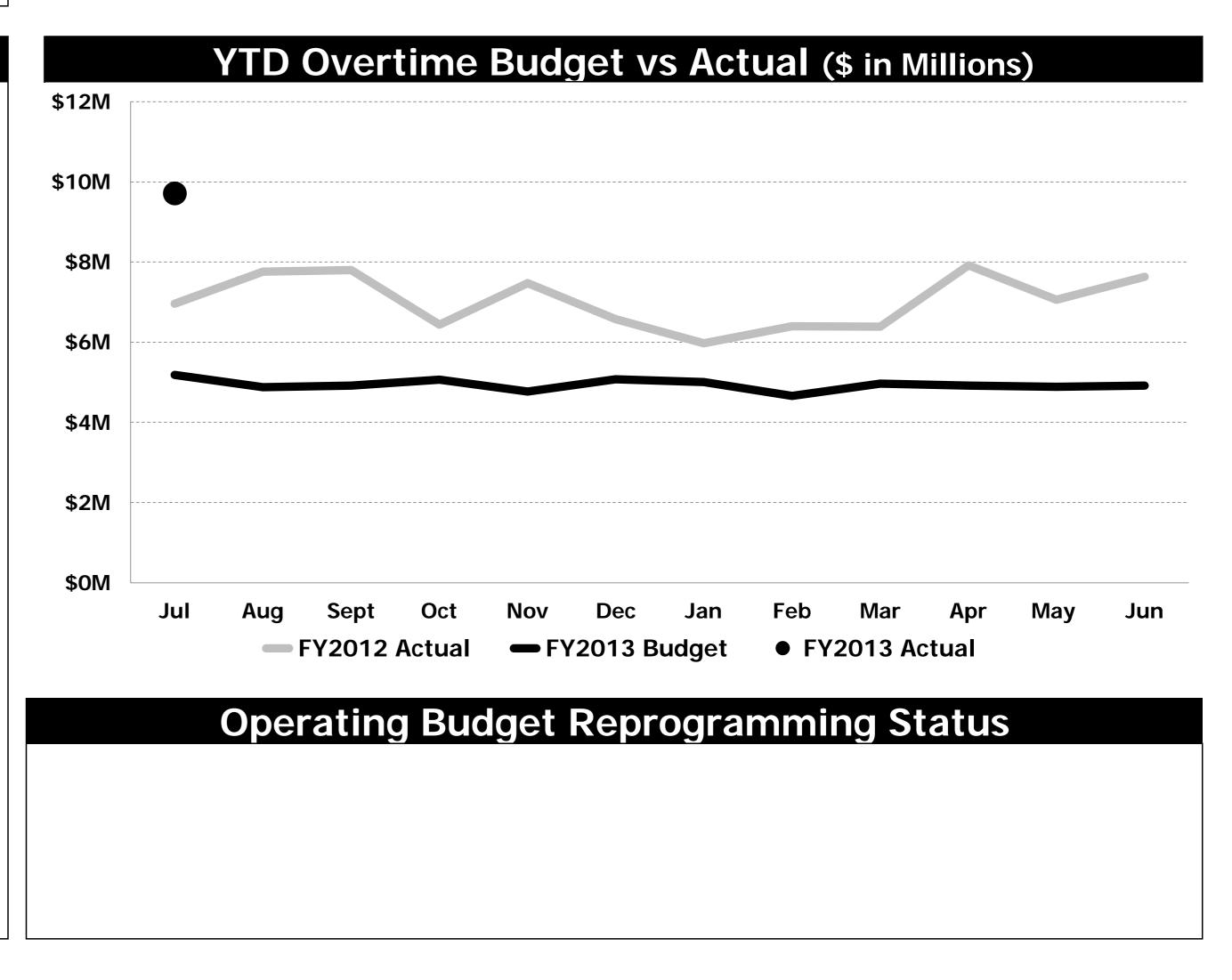
Through the end of July, Metro was unfavorable to budget by \$1.1 million

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

July FY2013







Revenue and Ridership Report

Ridership (trips in thousands)											
July-FY2012 Actual	Varia Prior Year	iance Budget									
19,458	18,934	20,070	-2.7%	-5.7%							
10,661	10,958	11,046	2.8%	-0.8%							
167	164	187	-1.4%	-12.1%							
30,286	30,056	31,303	-0.8%	-4.0%							
FY2012			Variance Prior Year Budget								
	July-FY2012 Actual 19,458 10,661 167 30,286	July-FY2012 Actual July-FY Actual 19,458 18,934 10,661 10,958 167 164 30,286 30,056 FY2012 FY2012 Yuly-FY2012 Yuly-FY2012	July-FY2012 July-FY2013 Actual Budget 19,458 18,934 20,070 10,661 10,958 11,046 167 164 187 30,286 30,056 31,303 FY2012 FY2012 FY2U13	July-FY2012 Actual July-FY2013 Actual Waria Budget Prior Year 19,458 18,934 20,070 -2.7% 10,661 10,958 11,046 2.8% 167 164 187 -1.4% 30,286 30,056 31,303 -0.8%							

	FY2012	FY20	013	Variance			
YTD	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 and Ridership Highlights

Year-to-date Revenue

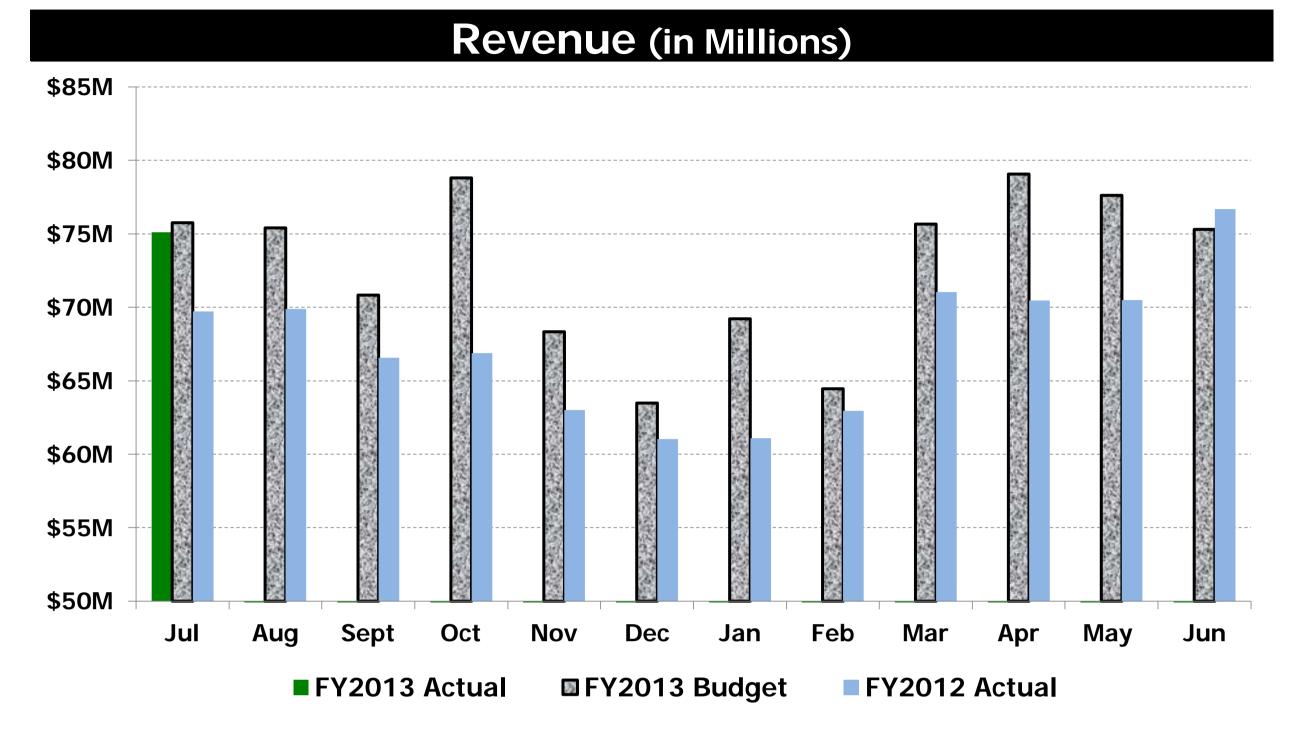
Total operating revenue is (\$0.7M) below budget, or -0.9%. Passenger fares plus parking is (\$1.3M) below budget, while non-transit revenue is \$0.7M favorable to budget.

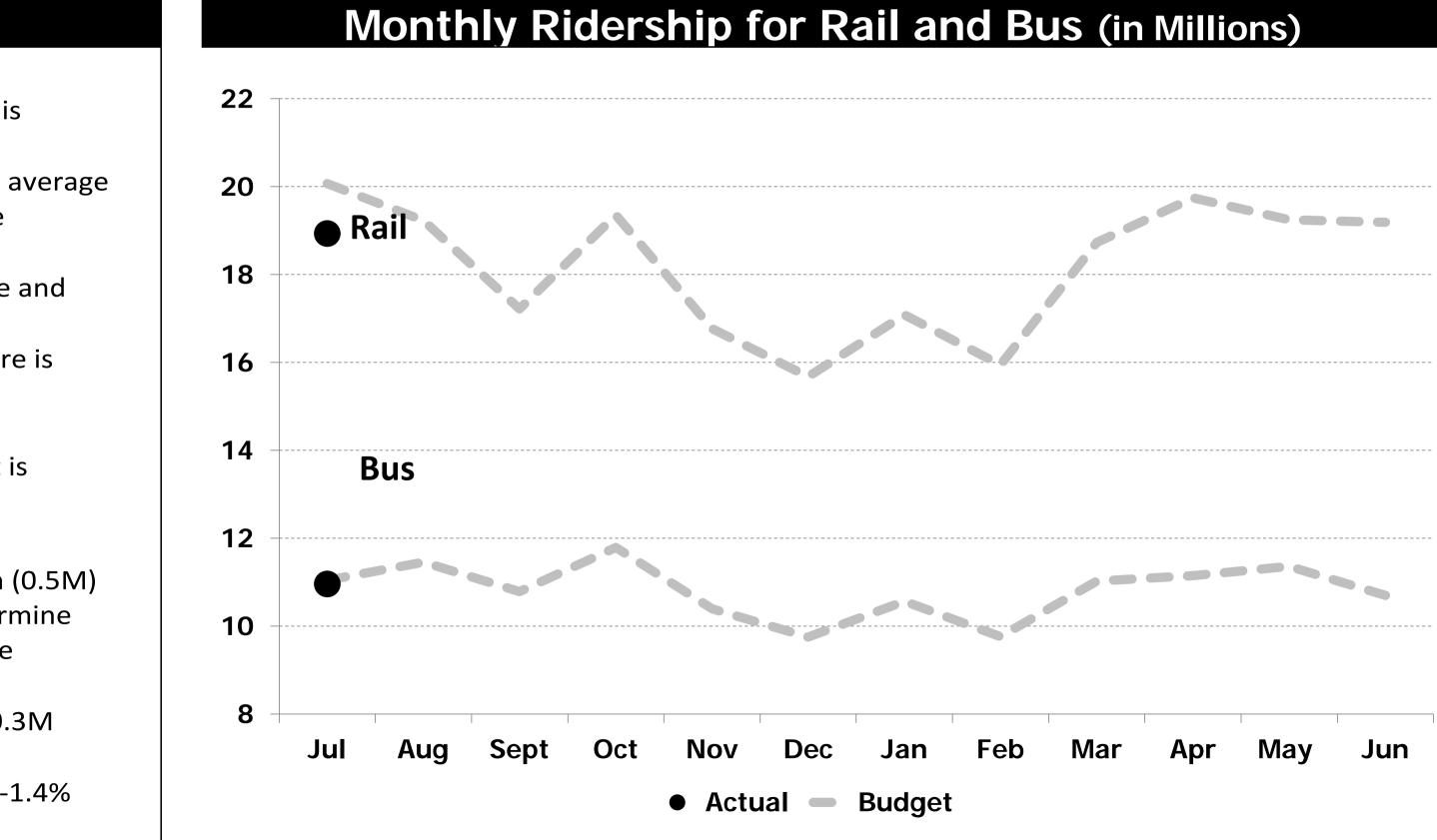
- Rail passenger revenue is (\$0.9M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.88, which reflects the impact of the fare increase in July and is above the budgeted average fare of \$2.76.
- Bus passenger revenue is (\$0.3M) below budget YTD as a result of a lower average 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.

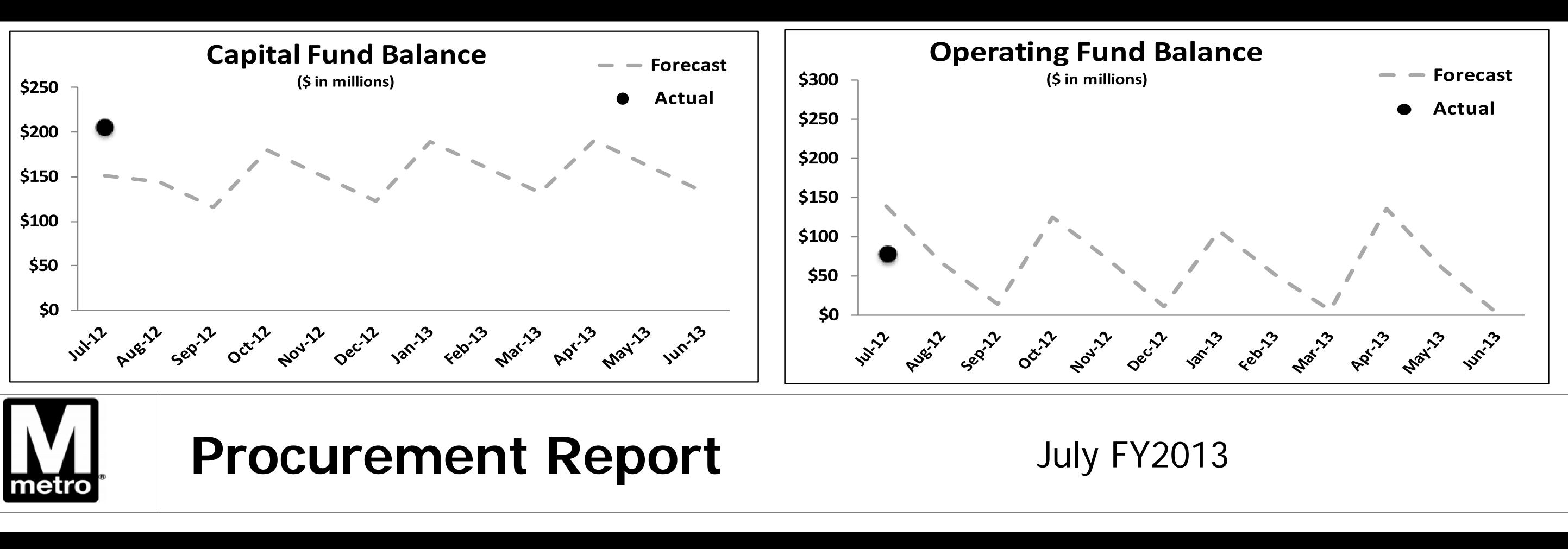
July FY2013



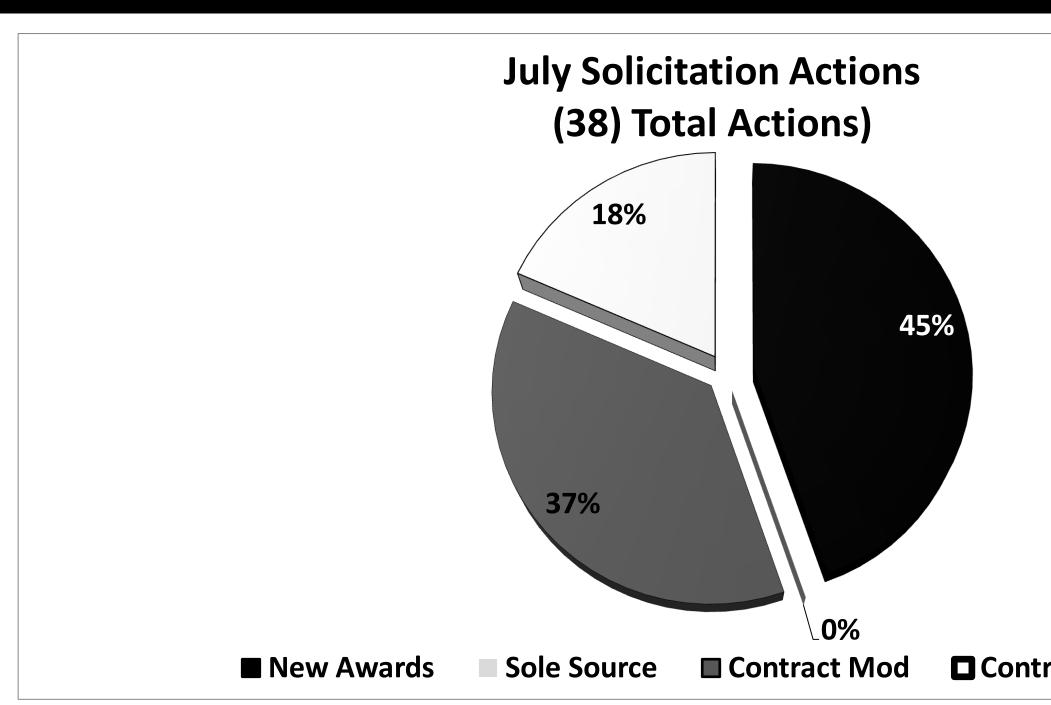




Fund Balance Report







July FY2013

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

Contract Option

Operating Financials July-12 FISCAL YEAR 2012 Dollars in Millions

MONTHLY RESULTS:

YEAR-TO-DATE RESULTS:

Prior Year		Current Yea	ar			Prior Year		Current Year		
Actual	Actual	Budget	Varian	се		Actual	Actual	Budget	Varian	се
					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 Revenu	e				
\$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	^{\$3.2} 28.6	0.7	3%	Fringe Benefits	27.1	27.8	28.6	(\$4.3)	-077 39
12.7	13.8	17.7	3.9	22%	Services	12.7	13.8	17.7	3.9	229
7.2	8.5	5.0	(3.5)	-71%	Supplies	7.2	8.5	5.0	(3.5)	-719
8.0	7.5	8.3	0.8	9%	Power/Diesel/CNG	8.0	7.5	8.3	0.8	99
2.6	2.6	3.3	0.7	22%	Utilities	2.6	2.6	3.3	0.7	229
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%
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9/28/2012