

Operating Budget Report

July FY2013

Operating Budget (\$ in Millions)

MTD Revenue Expense Subsidy	July-FY2012		July-FY2013				Variance FY13		
שוואו		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		, ,	

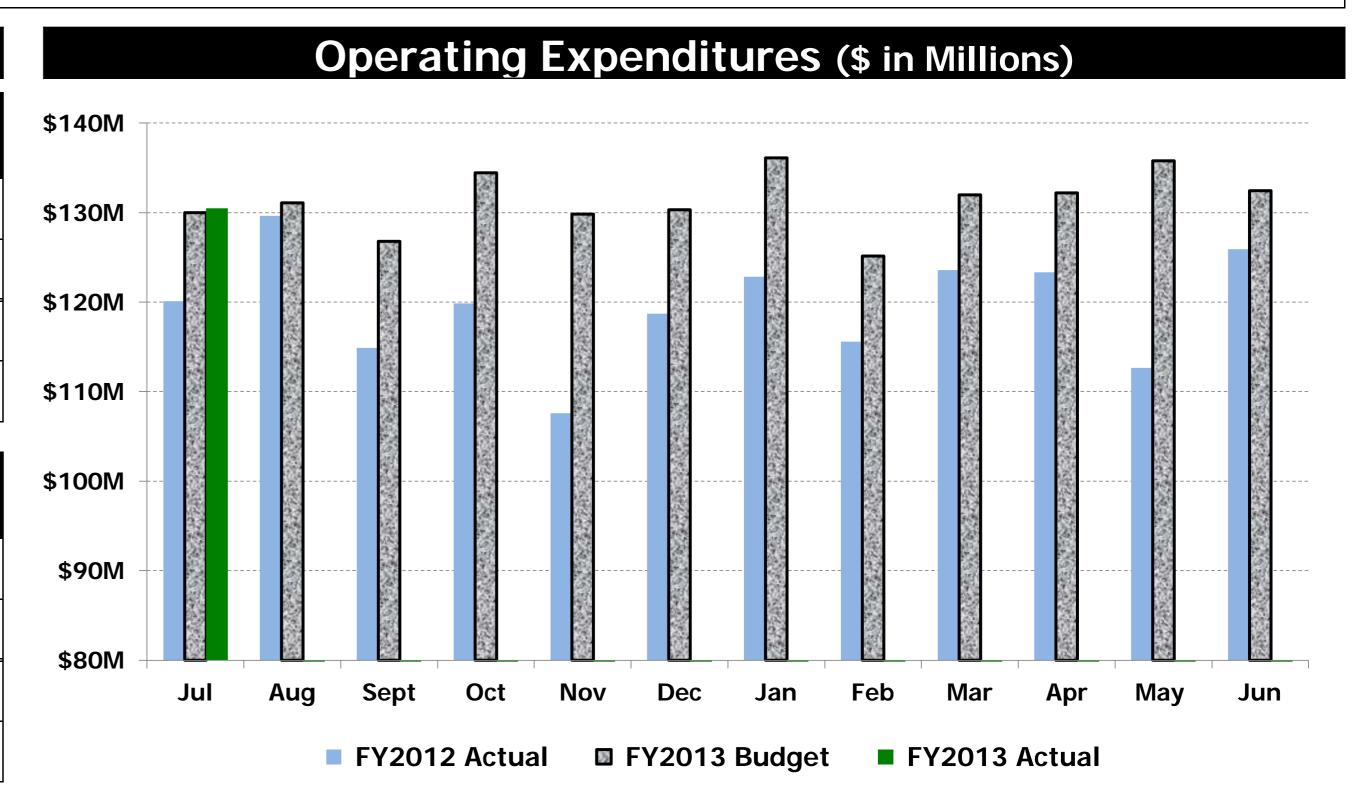
YTD	FY2012	FY2013				Variance FY13		
שוז	Actual		Actual		Budget		\$	Percent
Revenue	\$ 70	\$	75	\$	76	\$	(1)	-1%
Expense	\$ 120	\$	130	\$	130	\$	(0)	0%
Subsidy	\$ 50	\$	55	\$	54	\$	(1)	-2%
Cost Recovery	58%		58%		58%			

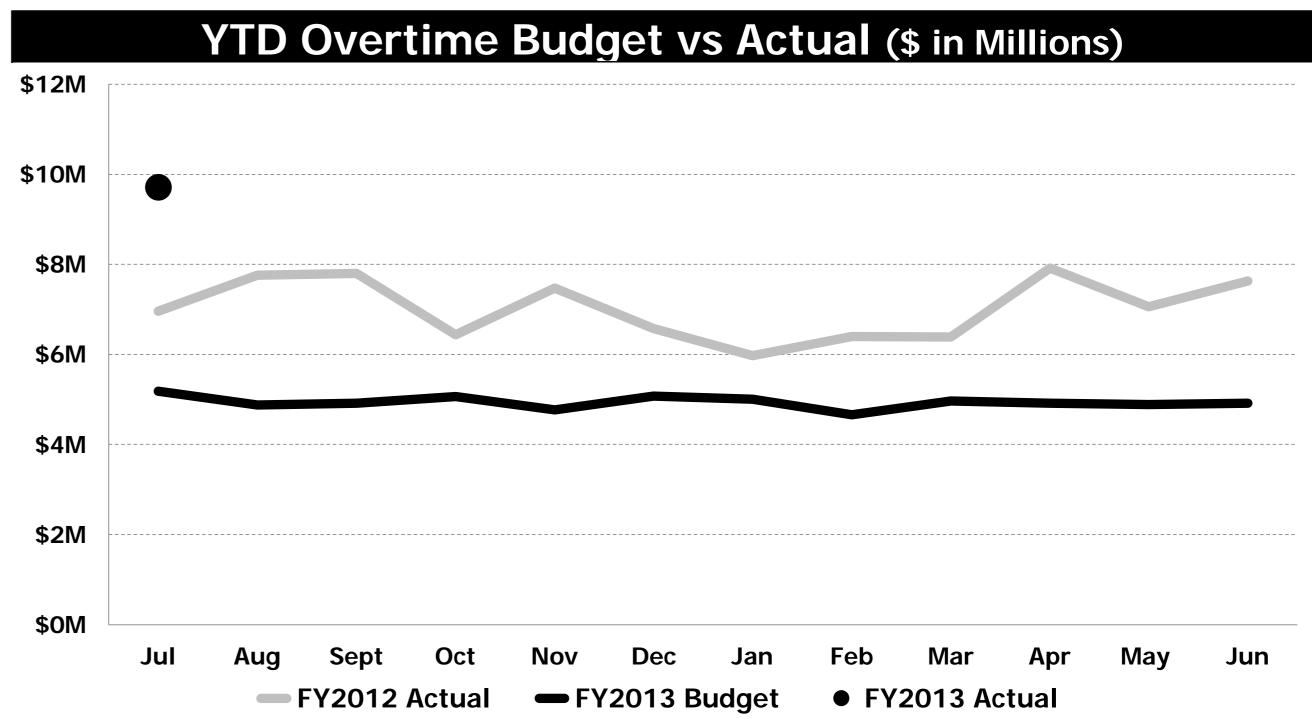


Through the end of July, Metro was unfavorable to budget by \$1.1 million

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





Operating Budget Reprogramming Status



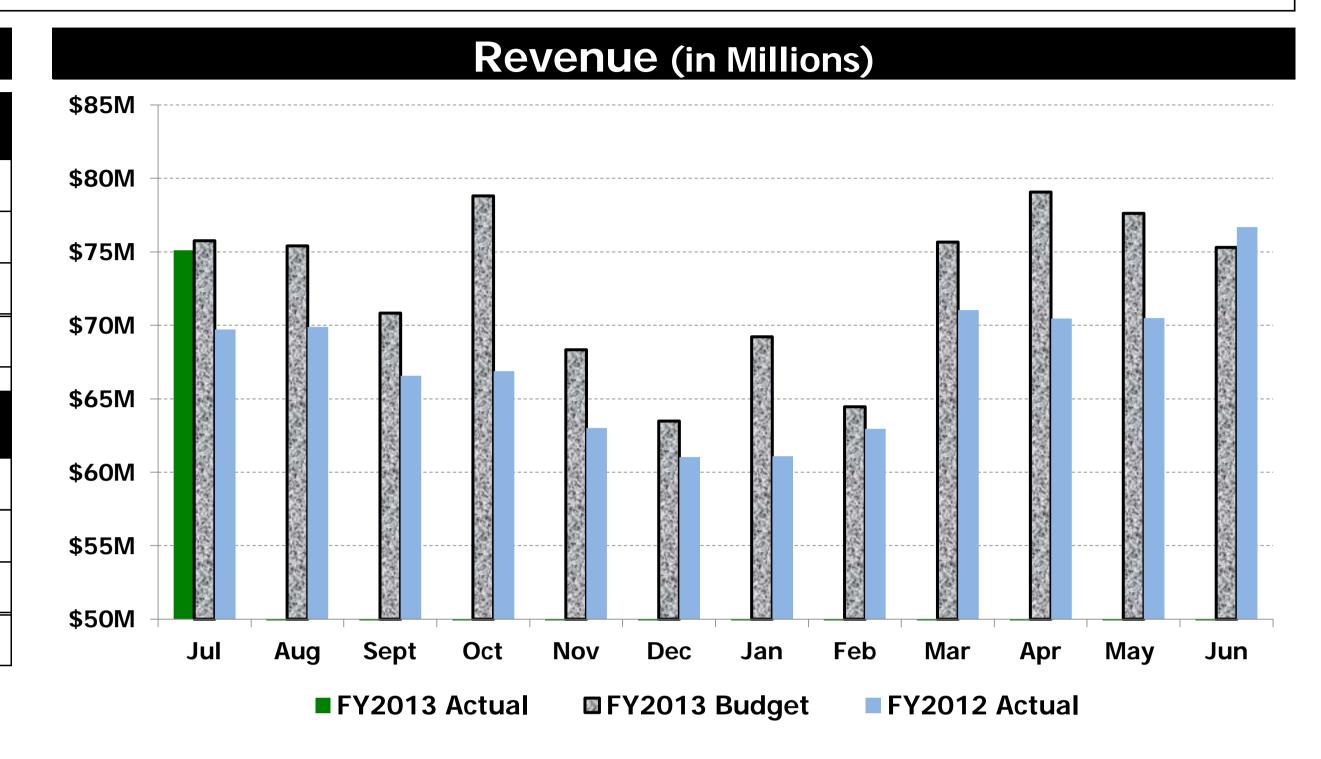
Revenue and Ridership Report

July FY2013

Ridership ((trips in thousand	ds)
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	July-FY2012	July-F\	/2013	Vari	ance
MTD	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%

	FY2012	FY20	013	Vari	ance
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System Total	30,286	30,056	31,303	-0.8%	-4.0%
System rotal	30,200	30,036	31,303	-0.0%	-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

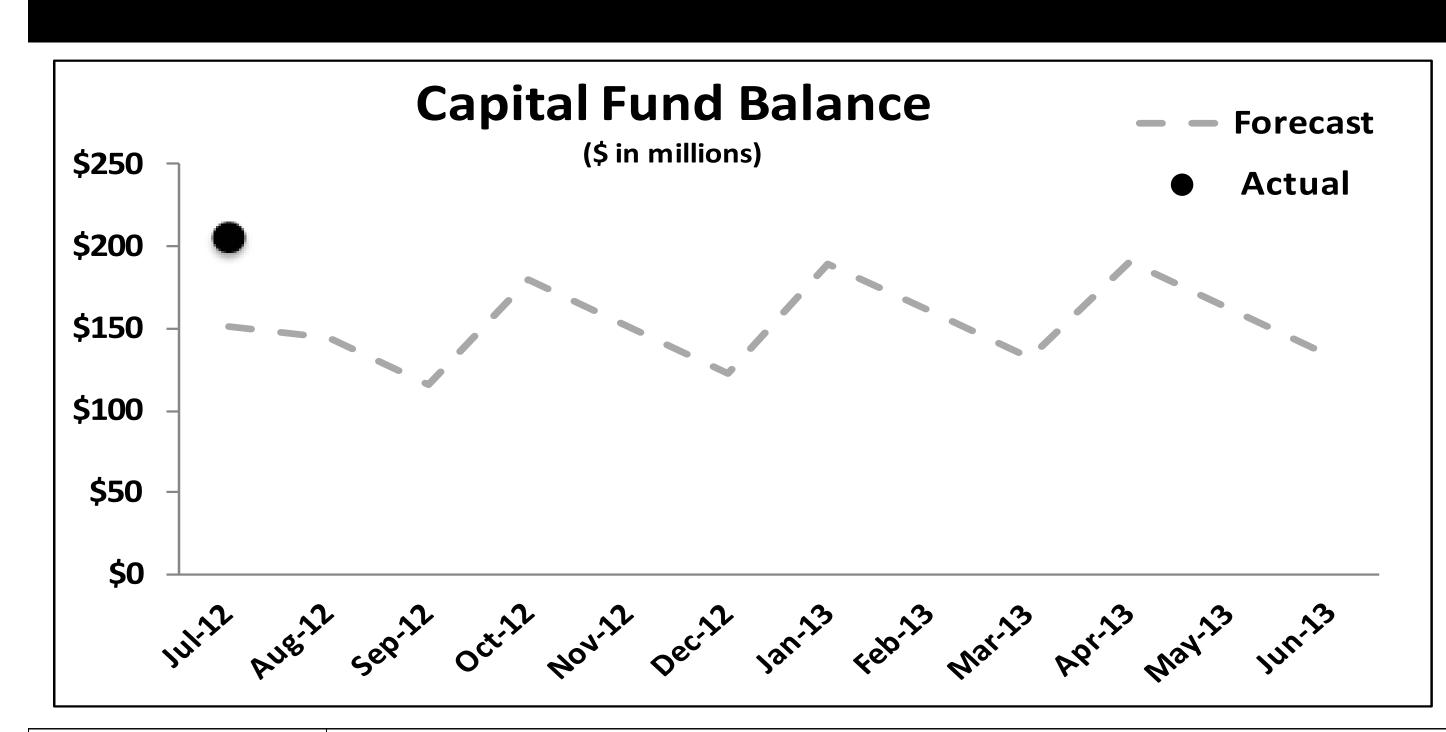
- Rail ridership YTD is (1.1M) below budget YTD, or -5.7%; rail ridership YTD is also down (0.5M) compared to the same period in FY12. The decline is due to a confluence of factors, including weekend closures and reduced event ridership. Metro will continue to monitor ridership to determine the impact 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.

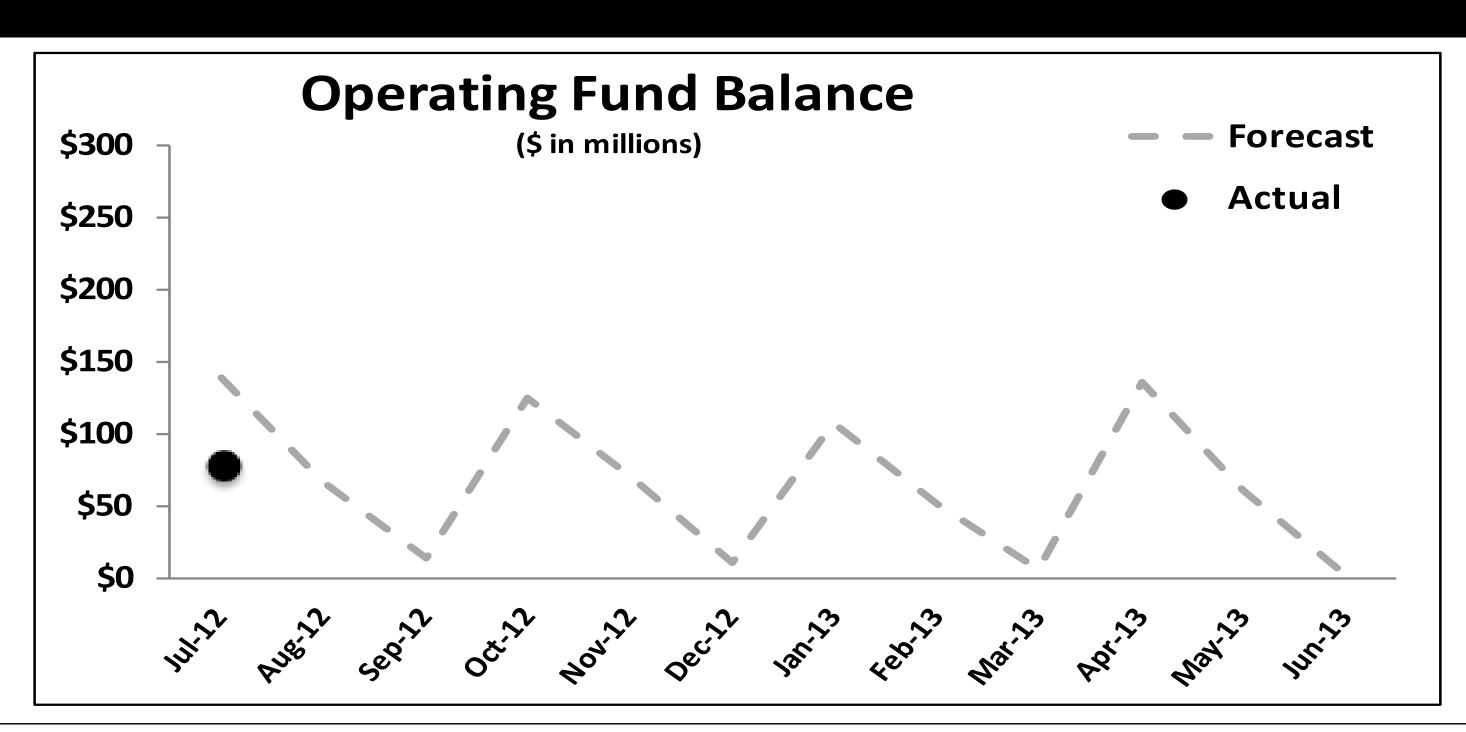
Monthly Ridership for Rail and Bus (in Millions) **22** 20 Rail 18 16 14 Bus 12 10 Feb Mar Sept Oct Apr Jul Aug Nov Jan ActualBudget



Fund Balance Report

July FY2013

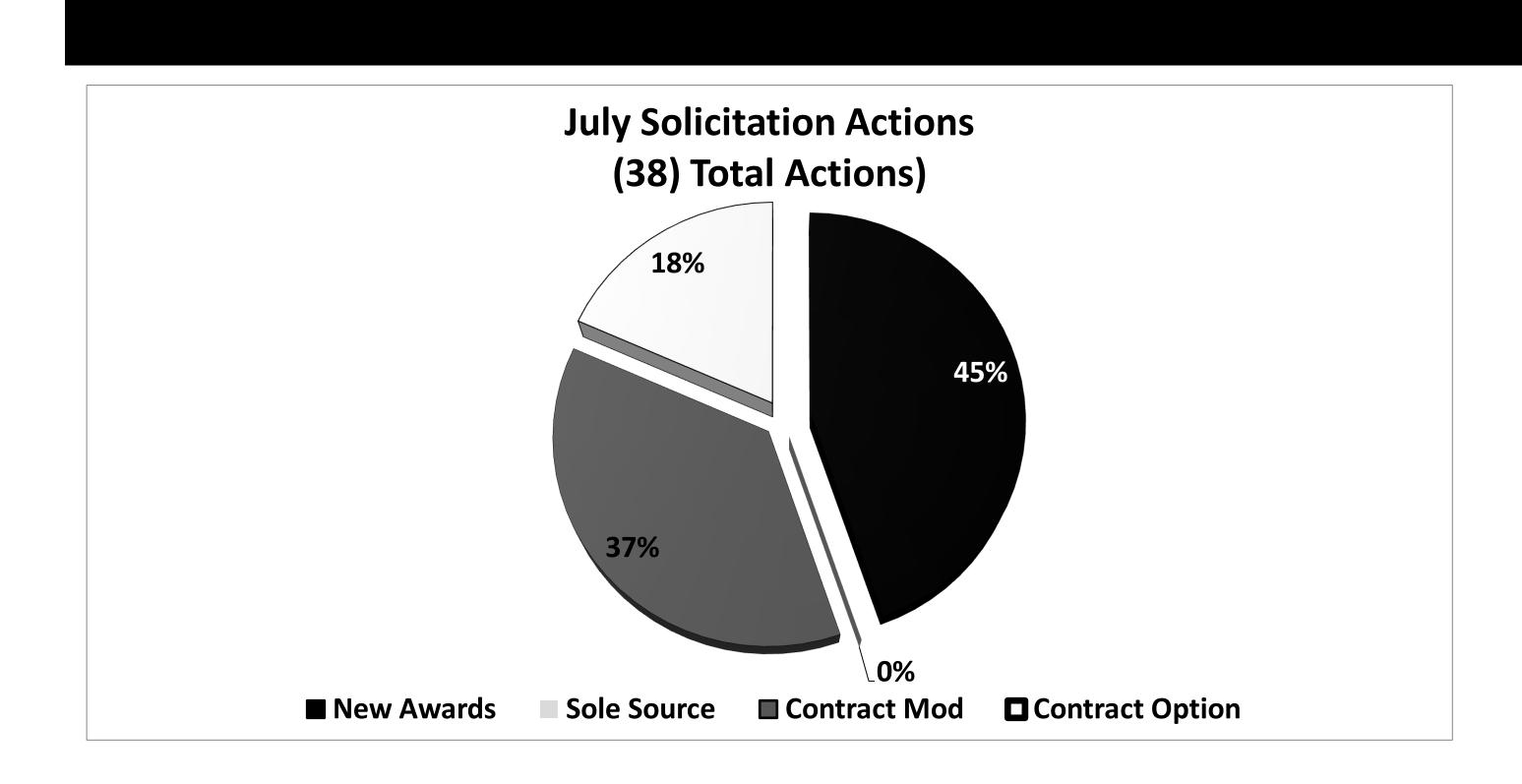






Procurement Report

July FY2013



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

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YEAR-TO-DATE RESULTS:

Prior Year		Current Yea	r			Prior Year		Current Year		
Actual	Actual	Budget	Variance	•		Actual	Actual	Budget	Varian	ce
_					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	Э				
\$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	8.0	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	(8.0)	-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%