



OPERATING BUDGET REPORT

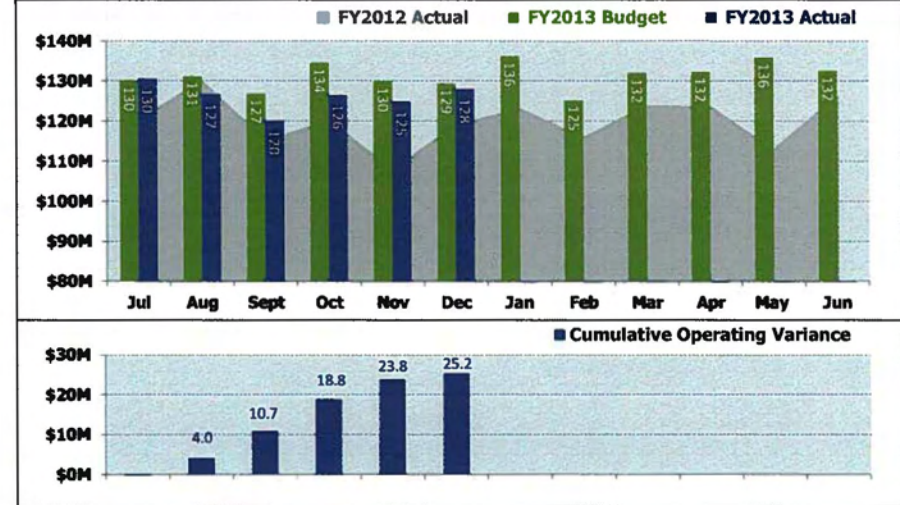
December FY2013

OPERATING BUDGET (\$ in Millions)

MTD	Dec-FY2012		Dec-FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 61.0		\$ 59.3	\$ 63.5	\$ (4.2)	-6.6%
Expense	\$ 118.7		\$ 127.9	\$ 129.4	\$ 1.4	1.1%
Subsidy	\$ 57.7		\$ 68.6	\$ 65.9	\$ (2.7)	-4.1%
Cost Recovery	51.4%		46.4%	49.1%		

YTD	FY2012		FY2013		Variance FY13	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 397.1		\$ 412.4	\$ 432.6	\$ (20.3)	-4.7%
Expense	\$ 710.8		\$ 756.2	\$ 781.4	\$ 25.2	3.2%
Subsidy	\$ 313.7		\$ 343.8	\$ 348.8	\$ 5.0	1.4%
Cost Recovery	55.9%		54.5%	55.4%		

OPERATING EXPENDITURES (\$ in Millions)



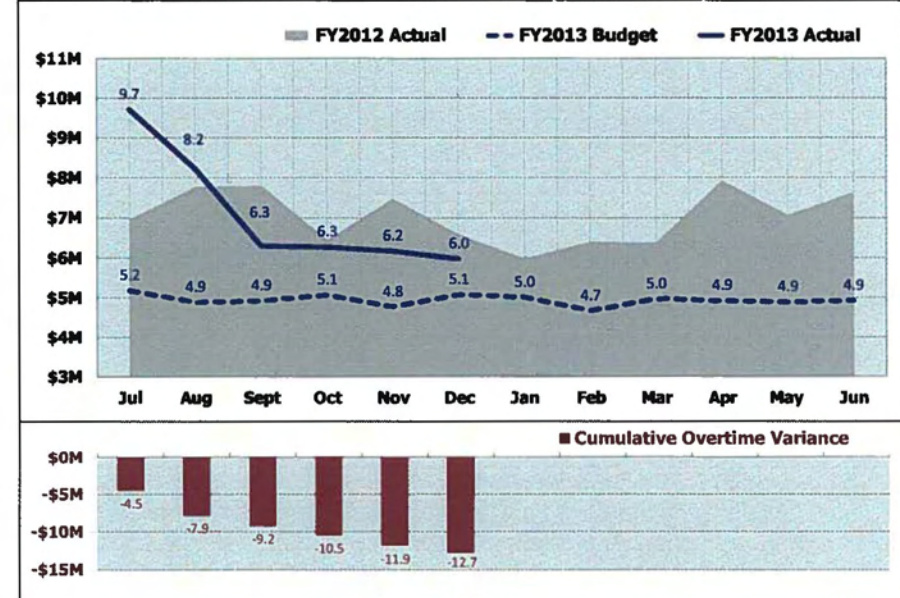
OPERATING PROGRAM HIGHLIGHTS

As of December YTD, Metro is **favorable to budget** by \$5.0M, or 1.4%.

Year-to-date expenditures \$25.2M or 3.2% favorable to budget.

- Salary & wages below budget by \$16.0M due to vacancies. BUS and Accounting completed entries in December to capitalize BUS labor.
- Overtime is (\$12.7M) 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 \$4.5M under budget due to lower than projected pension costs (\$3.3M), mostly due to the timing of the increased contributions to the Transit Employees Retirement Plan, and a surplus in FICA Expense (\$1.2M).
- Materials and Supply expenses are (\$5.8M) unfavorable mostly due to overruns in Bus material usage (\$3.6M unfavorable) and higher than expected expenses in CMNT 2K, 3K and 5K maintenance. BUS and Accounting completed entries in December to capitalize BUS parts.
- Service expenses were \$17.4M 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 \$7.9M due to lower than projected power consumption and favorable diesel rates in Metro hedges.

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





REVENUE AND RIDERSHIP REPORT

December FY2013

RIDERSHIP (trips in Thousands)

MTD	Dec-FY2012		Dec-FY2013		Variance FY13	
	Actual	Budget	Actual	Budget	Prior Year	Budget
Metro rail	16,427	15,674	14,619	15,674	-11.0%	-6.7%
Metro bus	10,426	9,752	9,254	9,752	-11.2%	-5.1%
Metro Access	169	176	159	176	-6.3%	-9.7%
System Total	27,023	25,602	24,032	25,602	-11.1%	-6.1%

YTD	FY2012		FY2013		Variance FY13	
	Actual	Budget	Actual	Budget	Prior Year	Budget
Metro rail	107,968	108,315	101,912	108,315	-5.6%	-5.9%
Metro bus	65,827	65,212	63,838	65,212	-3.0%	-2.1%
Metro Access	1,030	1,114	997	1,114	-3.2%	-10.5%
System Total	174,824	174,641	166,747	174,641	-4.6%	-4.5%

REVENUE AND RIDERSHIP HIGHLIGHTS

Year-to-date Revenue

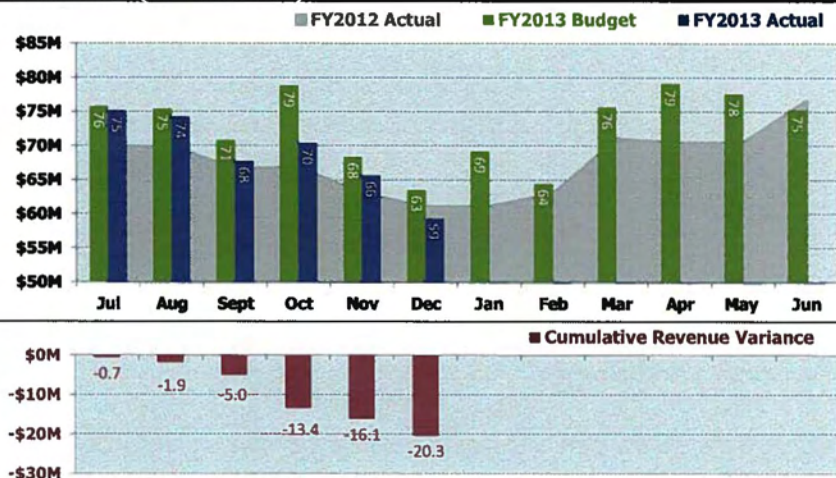
Total operating revenue is (\$20.3M) below budget, or -4.7%. Passenger revenues plus parking is (\$19.0M) below budget, while non-transit revenue is (\$1.2M) below budget.

- Rail passenger fare revenue** is (\$15.2M) below budget YTD as a result of lower rail ridership; average fare YTD is \$2.88, which reflects the impact of the July fare increase and is just slightly above the budgeted average fare for FY13 of \$2.87. The impact of Hurricane Sandy in October and the unanticipated federal Christmas Eve holiday is approximately \$5 million in lost rail revenue.
- Bus passenger revenue** is (\$2.3M) below budget YTD due to a combination of factors: slightly decreased ridership, a slightly lower average fare, and the Hurricane Sandy shutdown and Christmas Eve holiday. Average fare YTD is \$1.06, slightly below the budgeted average fare for FY13 of \$1.07. The impact of Sandy and Christmas Eve is estimated at \$1 million in lost bus revenue.
- Metro Access revenue** is at budget YTD; although ridership is below budget, actual average fare is higher at \$3.91 versus \$3.50 budget.
- Parking revenue** is below budget YTD by (\$1.5M) or -6.4%, slightly greater than the overall reduction in rail ridership.
- Other revenue** is (\$1.2M) below budget, with positive variances in advertising revenue outweighed by negative variances in joint development and other revenues.

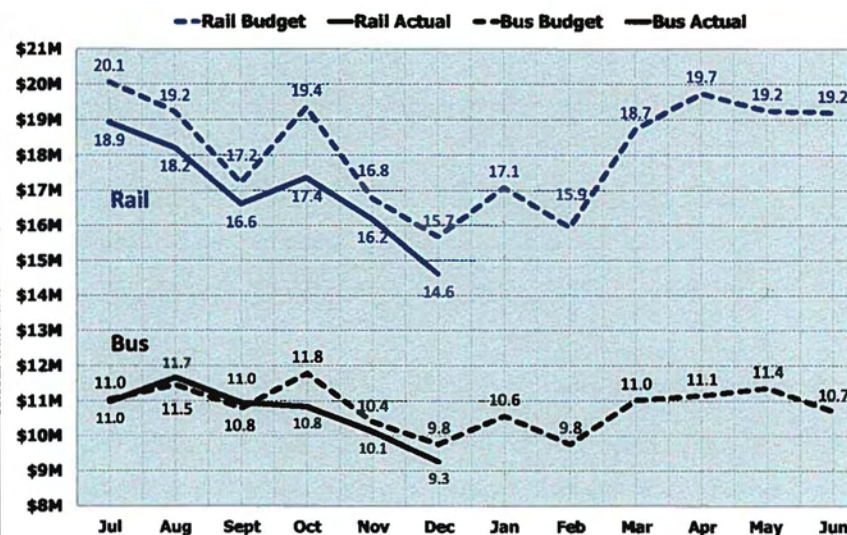
Year-to-date Ridership

- Rail ridership** YTD is (6.4M) below budget, or -5.9%; rail ridership YTD is also down (6.1M) compared to the same period in FY12. The portion of the ridership loss attributable to Hurricane Sandy and the Christmas Eve holiday is approximately 1.8M trips.
- Bus ridership** is (1.4M) below budget YTD, or -2.1%; bus ridership YTD is also down (2.0M) compared to the same period in FY12. However, if not for Hurricane Sandy and Christmas Eve, bus ridership would be within 0.6 percent of budget.
- Metro Access ridership** is -10.5% below budget YTD; Access ridership YTD is also down -3.2% compared to the same period in FY12.

REVENUE (in Millions)



MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





CAPITAL PROGRAM REPORT

December 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	\$ 363	\$ 357	\$ 685
FY2013 CIP	\$ 1,073	\$ 975	\$ 377	\$ 346	\$ 727

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$ 38	\$ 38	\$ -	\$ 38
ARRA	\$ 8	\$ 8	\$ 2	\$ 6
Reimbursable	\$ 57	\$ 57	\$ 13	\$ 44
Total	\$ 104	\$ 104	\$ 15	\$ 89

USES OF FUNDS (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2012 CIP	\$ 1,042	\$ 917	\$ 699	\$ 307	76.2%	33.5%
FY2013 CIP	\$ 1,073	\$ 975	\$ 572	\$ 341	58.6%	34.9%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$ 39	\$ 39	\$ 11	99.7%	27.2%
ARRA	\$ 9	\$ 8	\$ 2	92.9%	21.2%
Reimbursable	\$ 57	\$ 52	\$ 23	92.7%	41.2%
Total	\$ 104	\$ 99	\$ 36	95.4%	34.3%

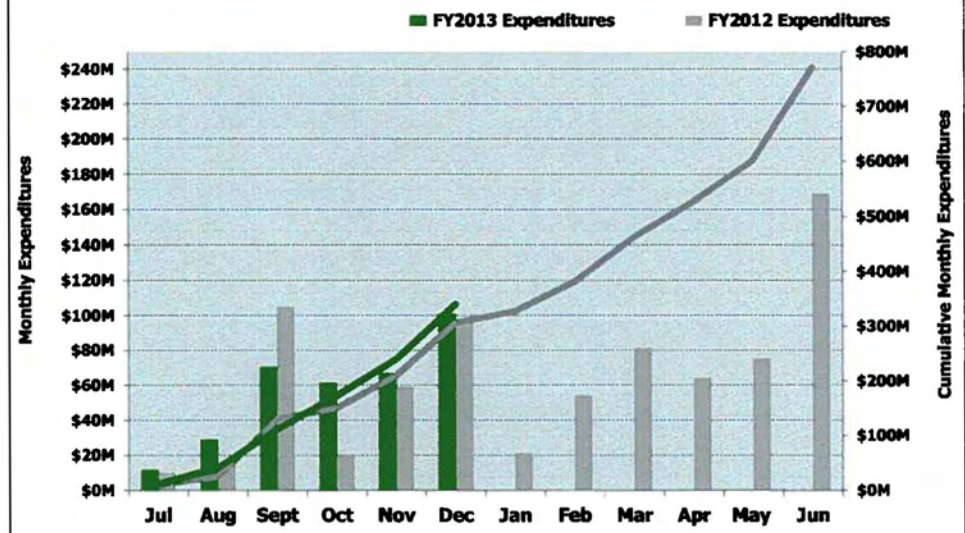
CAPITAL PROGRAM HIGHLIGHTS

As of December 31, 2012:

The Capital Improvement Program (CIP) has expended \$341 million in FY2013. This is \$34 million more than the same period in FY2012. Accomplishments include:

- 37 of the planned 96 forty-foot hybrid/electric buses have been received and placed in service.
- A contract has been awarded for the planned purchase of 138 paratransit vans.
- 20 of the 54 planned FY2013 escalator rehabilitations/modernizations are complete.
- Four of the 25 planned FY2013 elevator rehabilitations/modernizations are complete.
- Five of the 12 planned full station enhancement projects are complete; Six of the planned 12 mini station enhancements are complete and one full enhancement and five mini-station enhancement projects are underway.
- Track rehabilitation work completed includes the following: welded 326 open weld joints, retrofitted 465 linear feet of floating slabs, rehabilitated 6,102 linear feet of grout pads, tamped 15.08 miles of track, repaired 866 leaks, and replaced 5.61 miles of running rail, 7,522 cross ties, 14,403 fasteners, 3,394 insulators, 422 safety signs, six yard turnouts, and 2,522 direct fixation fasteners.

CIP EXPENDITURES (\$ in Millions)



CAPITAL BUDGET REPROGRAMMING STATUS (\$ in Millions)

Category	Budget	Forecast	Awarded	Received	To be Rec.
Total	\$ 1,073	\$ 975	\$ 377	\$ 346	\$ 727

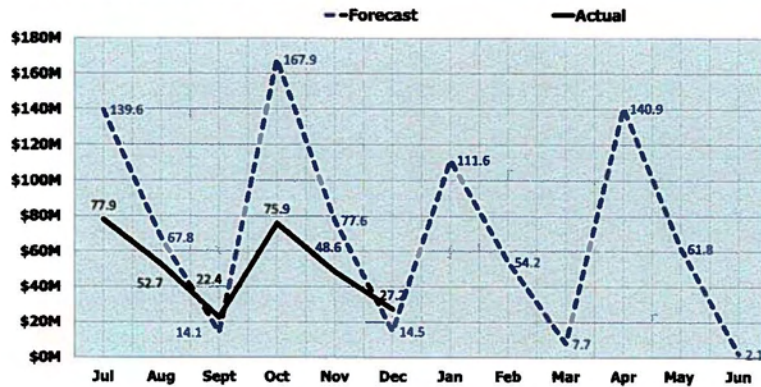


FUND BALANCE & PROCUREMENT

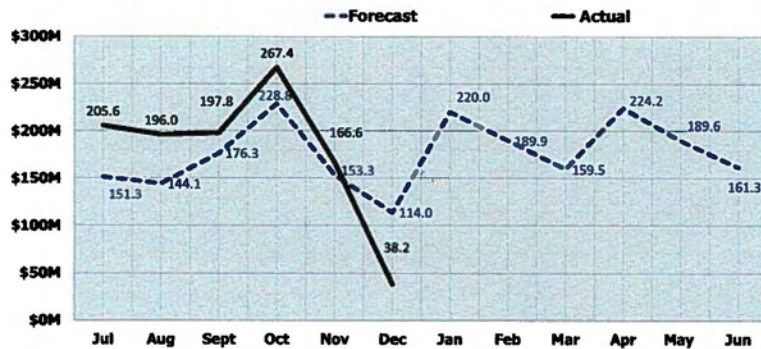
December FY2013

FUND BALANCE

OPERATING FUND BALANCE

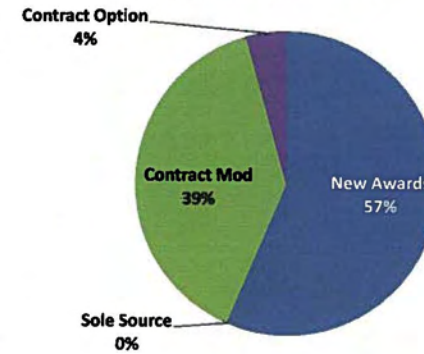


CAPITAL FUND BALANCE



PROCUREMENT

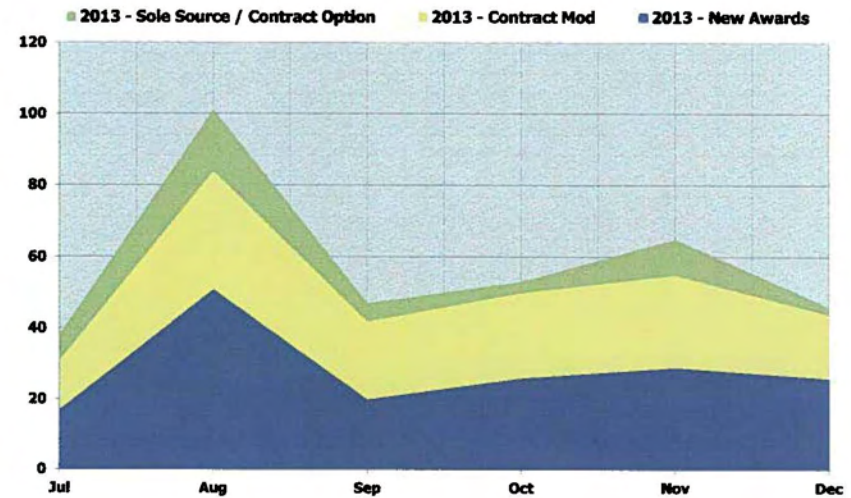
DECEMBER SOLICITATION ACTIONS (46 TOTAL ACTIONS)



Procurement Highlights:

A \$1,692,054 capital funded contract was awarded to IBM for PLM Software.

A \$1,801,302 capital funded task order was issued with Notice to Proceed, to Gannett Fleming-Parsons for Tactical Asset Management.





OPERATING FINANCIALS

December FY2013

MONTHLY RESULTS					FISCAL YEAR 2013 Dollars in Millions	YEAR-TO-DATE RESULTS				
Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance			Actual	Budget	Variance		
	\$42.8	\$41.8	\$44.7	(\$2.9)	-6.5%	Passenger Revenue				
	10.2	9.8	10.4	(0.6)	-5.9%	\$281.0	\$293.8	\$309.0	(\$15.2)	-4.9%
	0.6	0.6	0.6	0.0	2.2%	65.7	67.9	70.1	(2.3)	-3.3%
	3.9	3.2	3.7	(0.6)	-15.1%	3.9	3.9	3.9	0.0	0.1%
	\$57.5	\$55.4	\$59.5	(\$4.1)	-6.8%	22.6	22.2	23.7	(1.5)	-6.4%
						\$373.1	\$387.7	\$406.8	(\$19.0)	-4.7%
	\$0.6	\$0.7	\$0.7	\$0.0	0.0%	Non-Passenger Revenue				
	1.1	1.2	0.8	0.5	60.7%	\$3.3	\$3.5	\$3.5	\$0.0	0.0%
	0.4	0.3	0.7	(0.3)	-51.0%	5.6	8.4	7.4	1.0	12.9%
	1.1	1.2	1.2	(0.0)	-0.3%	3.2	2.7	4.0	(1.3)	-32.8%
	0.3	0.4	0.6	(0.2)	-37.4%	7.2	7.3	7.2	0.0	0.4%
	0.0	0.0	0.0	(0.0)	-80.0%	4.6	2.7	3.5	(0.8)	-22.0%
	0.0	0.0	0.0	0.0		0.0	0.0	0.2	(0.1)	-77.3%
	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
	\$3.5	\$3.9	\$4.0	(\$0.1)	-2.9%	\$24.0	\$24.6	\$25.9	(\$1.2)	-4.8%
	\$61.0	\$59.3	\$63.5	(\$4.2)	-6.6%	TOTAL REVENUE				
	\$54.5	\$55.1	\$57.4	\$2.2	3.9%	\$397.1	\$412.4	\$432.6	(\$20.3)	-4.7%
	6.6	6.0	5.1	(0.9)	-17.7%	Salary/Wages				
	24.1	30.7	29.6	(1.1)	-3.6%	\$318.8	\$335.2	\$351.3	\$16.0	4.6%
	15.1	17.7	17.6	(0.1)	-0.5%	43.0	42.6	29.9	(12.7)	-42.6%
	5.7	5.1	5.1	(0.0)	-0.3%	154.7	170.3	174.8	4.5	2.6%
	7.0	7.2	8.3	1.0	12.4%	86.2	90.7	108.1	17.4	16.1%
	2.9	2.9	3.7	0.8	21.3%	29.7	36.5	30.7	(5.8)	-18.9%
	2.7	3.2	2.6	(0.6)	-21.4%	45.3	43.7	48.8	5.1	10.4%
	\$118.7	\$127.9	\$129.4	\$1.4	1.1%	15.8	17.1	19.9	2.8	14.1%
	\$57.7	\$68.6	\$65.9	(\$2.7)	-4.1%	17.3	20.1	18.0	(2.1)	-11.7%
						TOTAL EXPENSE				
						\$710.8	\$756.2	\$781.4	\$25.2	3.2%
						SUBSIDY				
						\$313.7	\$343.8	\$348.8	\$5.0	1.4%

Favorable/(Unfavorable)

Favorable/(Unfavorable)