

JULY HIGHLIGHTS

Ridership and Revenue

Metrorail

Ridership was 19.4 million, or 0.4 million below budget, but was up 0.5 million compared to the same month in FY13.

- Adjusting for weekdays, ridership was almost identical to last July.
- Ridership on July 4th was up 39,000 (7.7 percent) compared to last year, but ridership on July 5th was down approximately 180,000 (23.2 percent) compared to the other Fridays in the month, as many riders took a long holiday weekend.
- Weekday ridership continued to show moderate weakness, down 2.2 percent to budget and 1.1 percent to July 2012. However, if July 5th is excluded, weekdays were flat versus last year.
- Weekend ridership was up compared to July 2012 – Saturdays by 7.5 percent and Sundays by 2.7 percent. Weekend weather was good for July, and track work was primarily focused outside of the downtown core.

Metrobus

Ridership for July was 11.6 million, which was at budget; bus ridership was also up 0.6 million compared to the same month in FY13.

- As with rail, weekend growth was stronger than weekday growth. Average weekend ridership was up 7.8 percent over last year, while weekday ridership was up 1.9 percent.

Access

Ridership for July was 179,000, which was 4,000 above budget; Access ridership was also up 14,000 compared to July 2012.

- The Access customer base (as measured by registrants) grew steadily in FY13, and these added registrants may now be translating into additional ridership. Staff will monitor these trends over the coming months.

Revenue

Passenger revenues plus parking were \$1.5 million above budget, while non-transit revenue was at budget.

- Rail passenger fare revenue was \$1.4 million above budget (due to an underestimate of rail average fare that is limited to July), while bus, Access, and parking were all at or slightly above budget. Accounting changes implemented in FY2014 have resulted in the recognition of additional revenue from unused fare media that is now attributed to bus and parking in addition to rail.
- A positive variance in advertising (\$0.2 million above budget) was balanced by smaller negative variances in rent, Neutral Host, and other miscellaneous sources.

Operating

At the end of July, Metro had a positive net position to budget of \$4.7 million, or 7.4 percent. Expenditures were \$3.1 million or 2.2% favorable to budget.

Salary & wages

- Salary & wages were unfavorable to budget by \$704,000 or 1.1 percent mainly due to an over-accrual of labor expenses offset by vacancies. The over-accrual will be corrected in August.
- July overtime expenses were \$1.7 million lower than the same month last year. Efforts toward Silver Line readiness and Car Maintenance (CMNT) work on the 2K, 3K and 5K railcars contributed to an unfavorability of \$2.8 million above budget. Staff coverage of fourth of July celebrations and special events at the Verizon Center also contributed to the overrun. Over the last ten months we have increased our investment in railcar maintenance to prepare for the introduction of revenue service on the Silver Line. When the Silver Line opens in 2014, railcars in service will increase to 954 from the FY2013 level of 878.
- Fringe benefits were \$336,000 favorable due to timing of payments to the Local 922 Health and Welfare Trust. All other fringe benefit accounts are on target for the month.

Materials and Supply

- Materials and Supply expenses were \$2.9 million favorable mainly due to a \$6.3 million credit for Silver Line assets, offset by CMNT 2K, 3K and 5K maintenance of \$3.4 million, BUS overruns of \$791,000 as a result of pending capitalization, accidents and vandalism. Other favorability occurred in Financial Services, Communications (CSCM) and the Office of the Deputy General Manager-Operations (DGMO).

Service expenses

- Service expenses were \$2.1 million favorable due to timing of job order contracts for Transit Infrastructure and Engineering Services (TIES) of \$947,000, timing of contract services procurements for IT \$655,000, BUS \$520,000, DGMO \$256,000, CSCM \$166,000, and System Safety and Environmental Management (SAFE) \$120,000 (offset by unfavorability in paratransit expenses of \$807,000). Paratransit fuel was inadvertently booked in services; this will be corrected in August.

Propulsion / Diesel and Utilities

- Propulsion/Diesel and Utilities were favorable to budget by \$2.3 million due to lower than projected power consumption and favorable diesel rates in Metro hedges. The passage of the American Taxpayer Relief Act of 2012 included a Compressed Natural Gas (CNG) credit which will have an estimated favorable impact of \$3.3 million on Metro's FY2014 expenditures; a \$5.0 million CNG credit has been received for FY12 and FY13 refunds.

Capital

Bus Acquisition

- A multi-year contract was awarded for the procurement of replacement buses. The FY2014 order includes 85 forty-foot hybrid/electric buses.

Access Vehicle Replacement

- The last 24 vehicles of the 138 planned for procurement in FY2013 are in service. A contract has been awarded for the procurement of 120 Ford E-350 Braun Para Transit vans.

Escalator Rehabilitation

- Five of the 37 planned FY2014 escalator rehabilitations/modernizations are complete and six are in progress. Three escalator replacements at Pentagon Station are in progress. Six additional escalator replacements at Van Ness-UDC, Georgia Ave-Petworth, Friendship Heights, Bethesda, Glenmont, and Mt. Vernon Sq./7th St. Convention Center under the replacement contract are also planned for FY2014.
- Three of the 22 planned FY2014 elevator rehabilitations/modernizations are complete and five are in progress.

Station Rehabilitation

- Two of the twelve planned full station enhancement projects are in progress and two of the twelve planned mini station enhancements are in progress.

Track Rehabilitation

- Welded 85 open weld joints, rehabilitated 945 linear feet of grout pads, tamped 1.4 miles of track, repaired 157 leaks, and replaced 0.31 miles of running rail, 1.11 miles of third rail, 1,680 cross ties, 1,530 fasteners, 536 insulators, and 139 safety signs.

Procurement

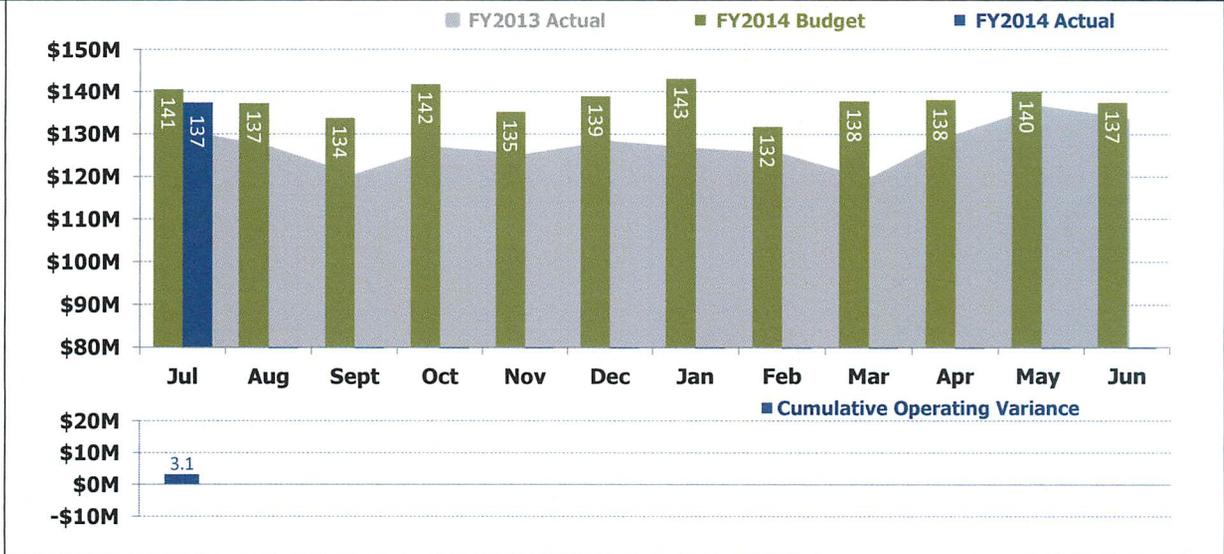
- A \$59,965,615 federally-funded contract was awarded to North American Bus Industries (NABI) for 85 Heavy-Duty Transit BRT Low Floor Buses.
- A \$2,609,317 contract was awarded to New Flyer for Bus Midlife Overhaul.



OPERATING BUDGET REPORT

July FY2014

OPERATING EXPENDITURES (\$ in Millions)

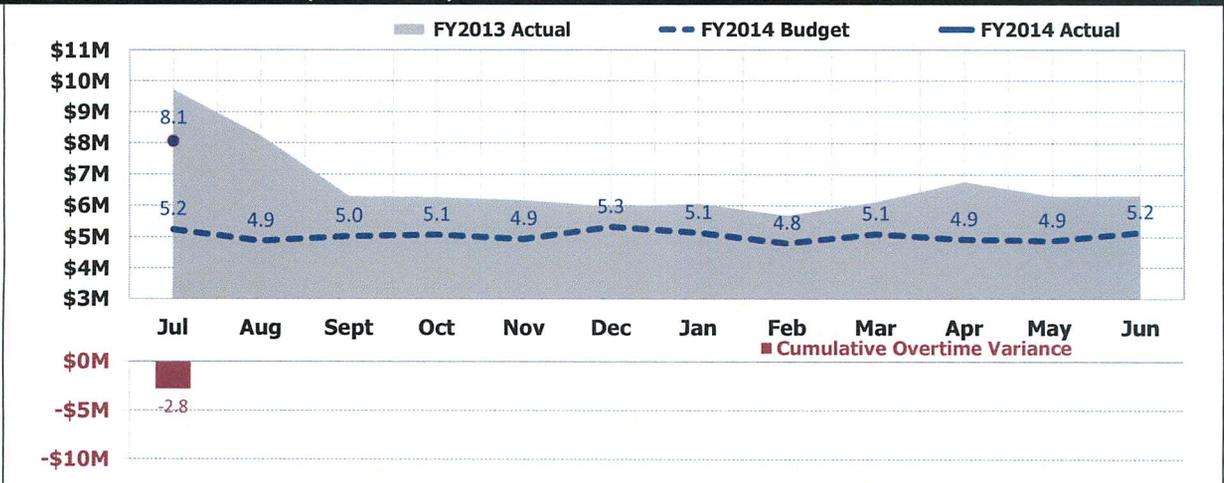


OPERATING BUDGET (\$ in Millions)

MTD	Jul-FY2013		Jul-FY2014		Variance FY14	
	Actual		Actual	Budget	\$	Percent
Revenue	\$ 75.1		\$ 78.7	\$ 77.1	\$ 1.6	2.0%
Expense	\$ 135.5		\$ 137.4	\$ 140.5	\$ 3.1	2.2%
Subsidy	\$ 60.4		\$ 58.7	\$ 63.4	\$ 4.7	7.4%
Cost Recovery	55.4%		57.3%	54.9%		

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YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)

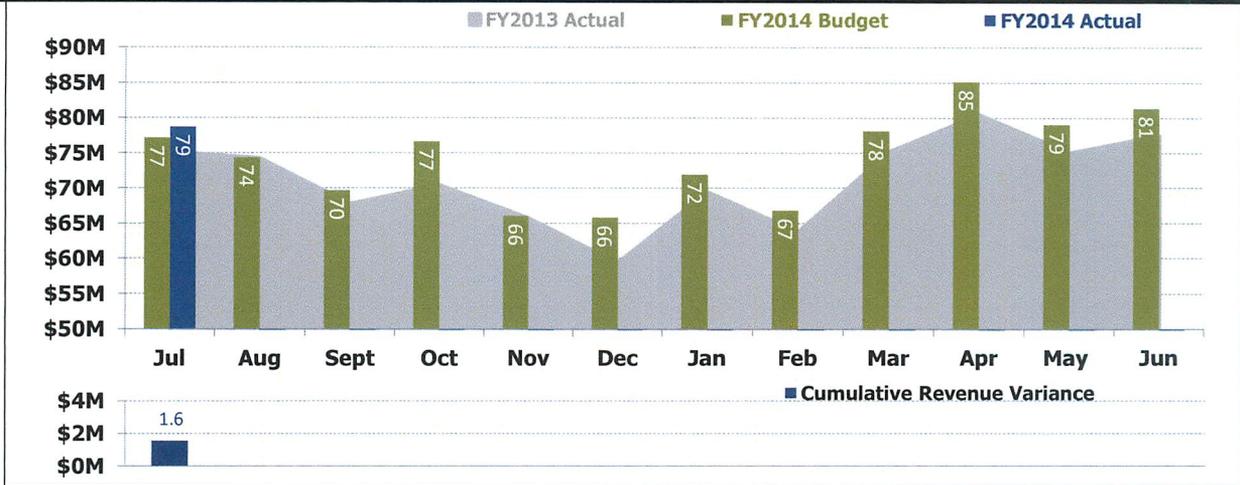




REVENUE AND RIDERSHIP REPORT

July FY2014

REVENUE (in Millions)

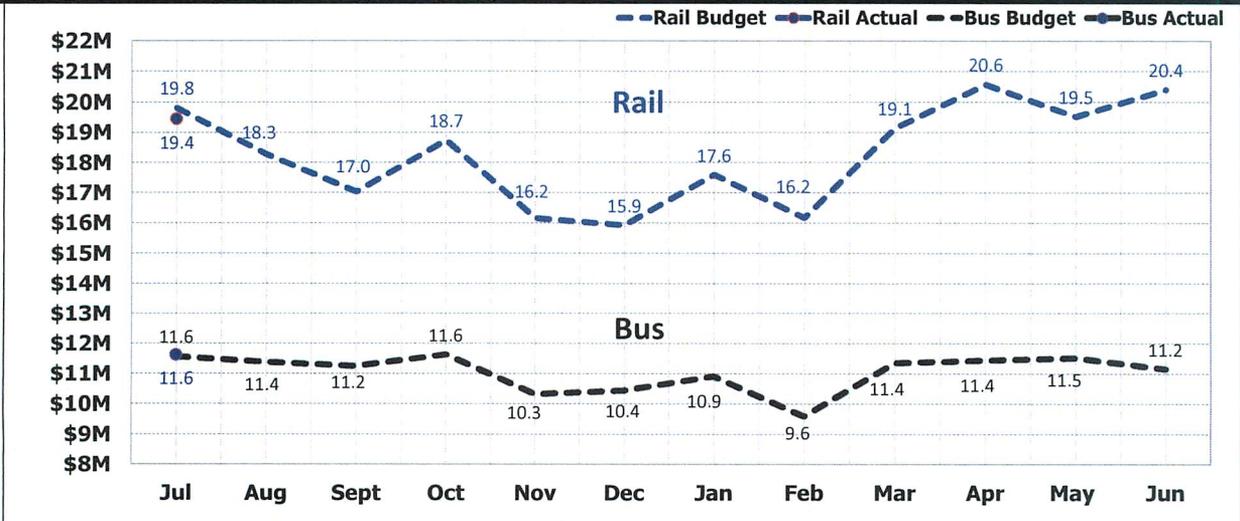


RIDERSHIP (trips in Thousands)

MTD	Jul-FY2013	Jul-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metro rail	18,934	19,448	19,802	2.7%	-1.8%
Metrobus	11,019	11,623	11,564	5.5%	0.5%
MetroAccess	164	179	175	8.7%	2.3%
System Total	30,117	31,249	31,541	3.8%	-0.9%

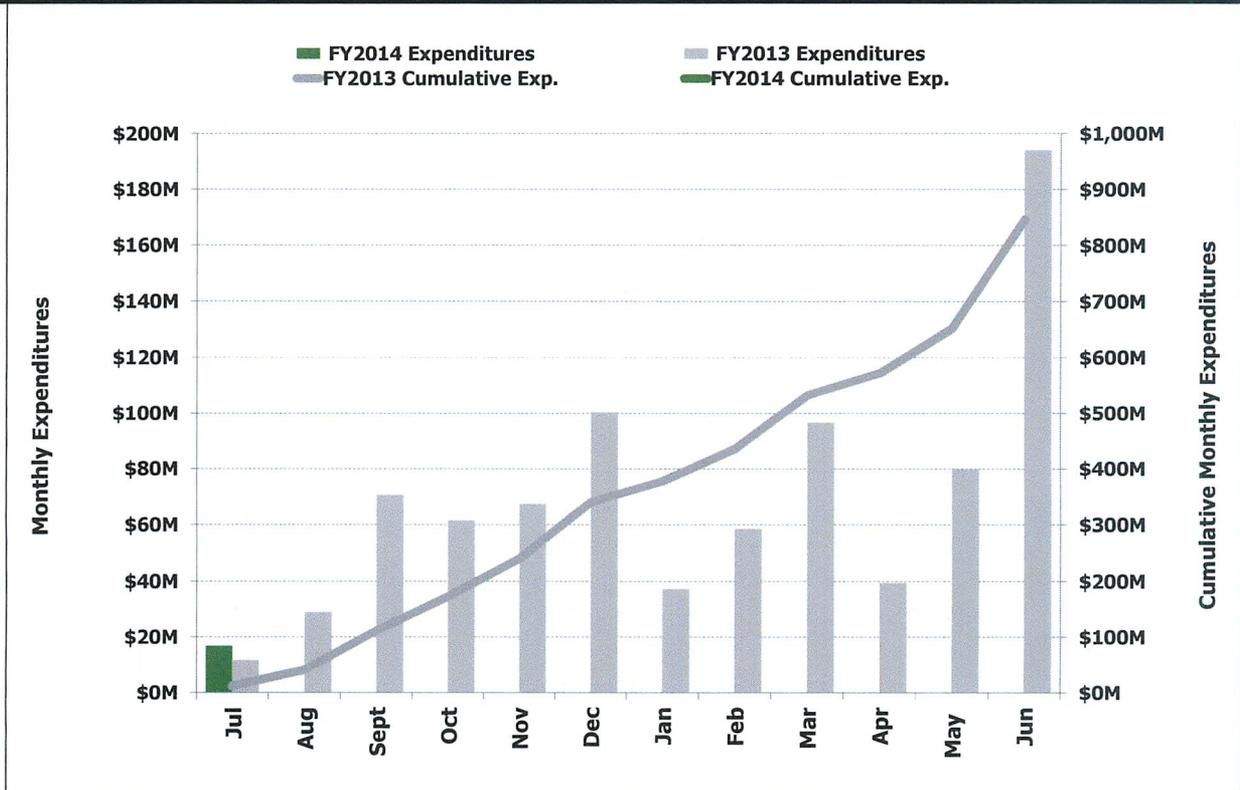
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MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)





CIP EXPENDITURES (\$ in Millions)

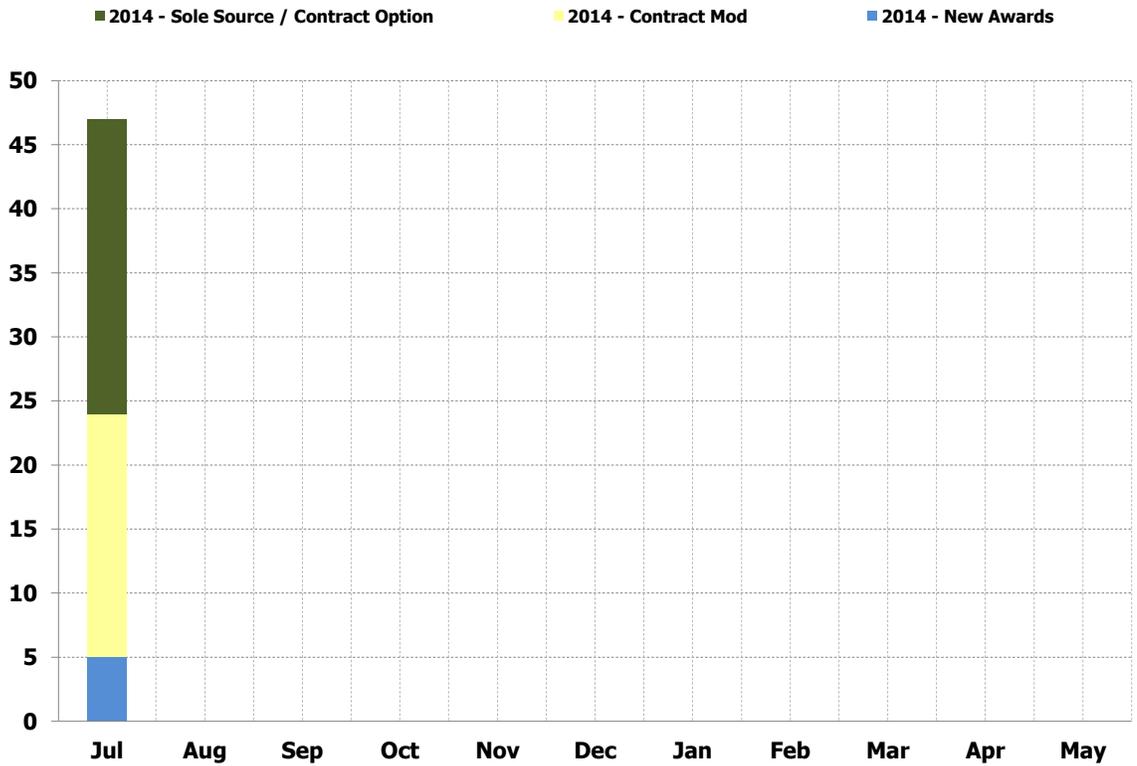
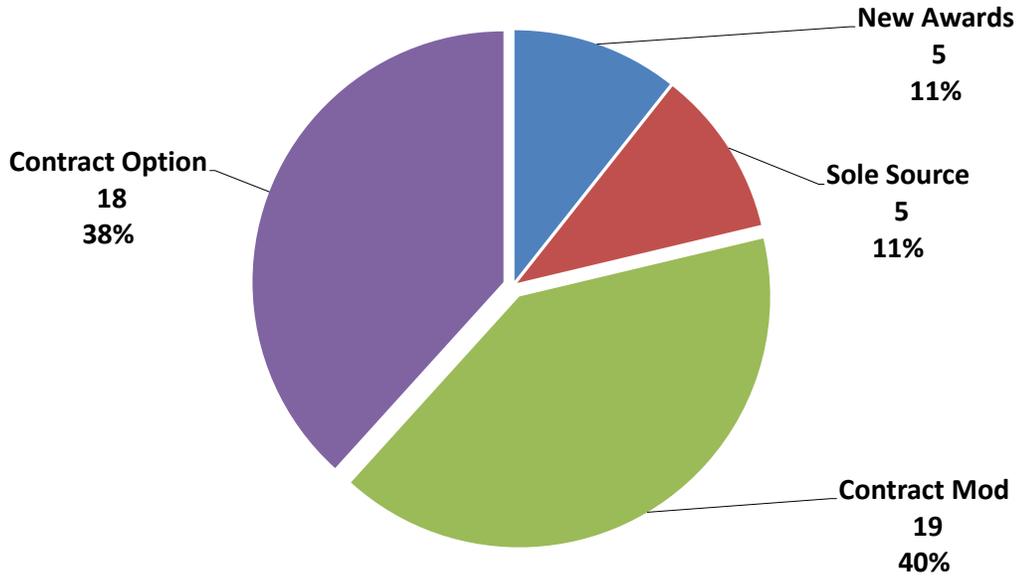


USES OF FUNDS (\$ in Millions)

	Budget	Forecast	Expended	% Exp.
FY2014 CIP	\$ 996	\$ 996	\$ 17	2%
Safety & Security	10	-	-	0%
ARRA	2	-	0	1%
Reimbursable	69	-	1	1%
Total	\$ 1,077	\$ 996	\$ 17	2%

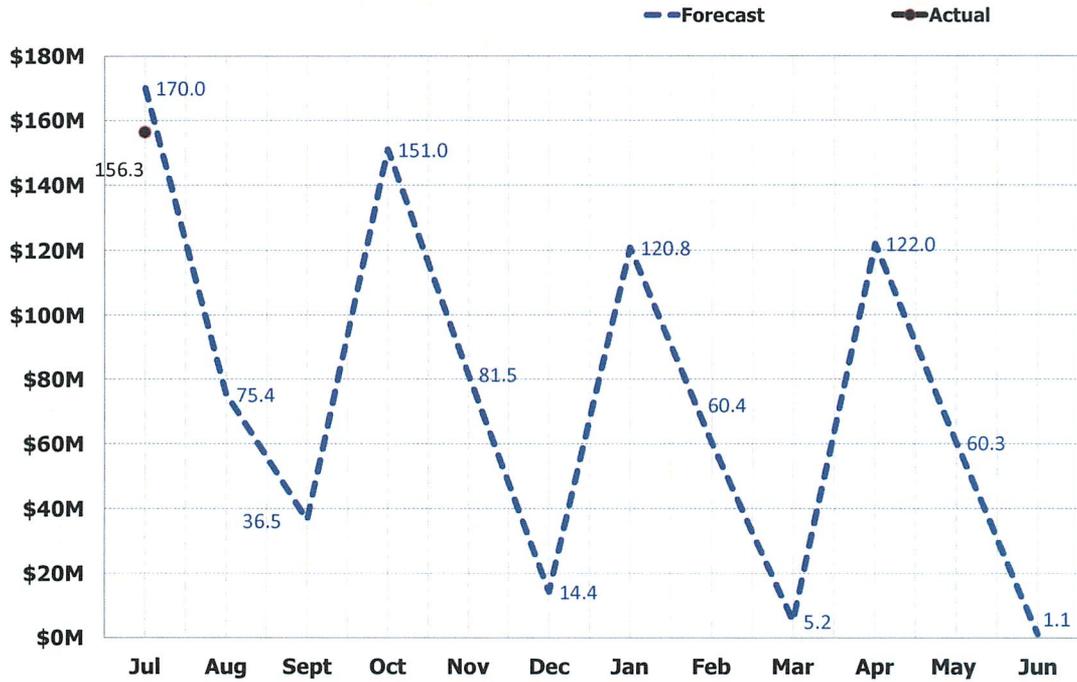
PROCUREMENT

**JULY SOLICITATION ACTIONS
(47 TOTAL ACTIONS)**

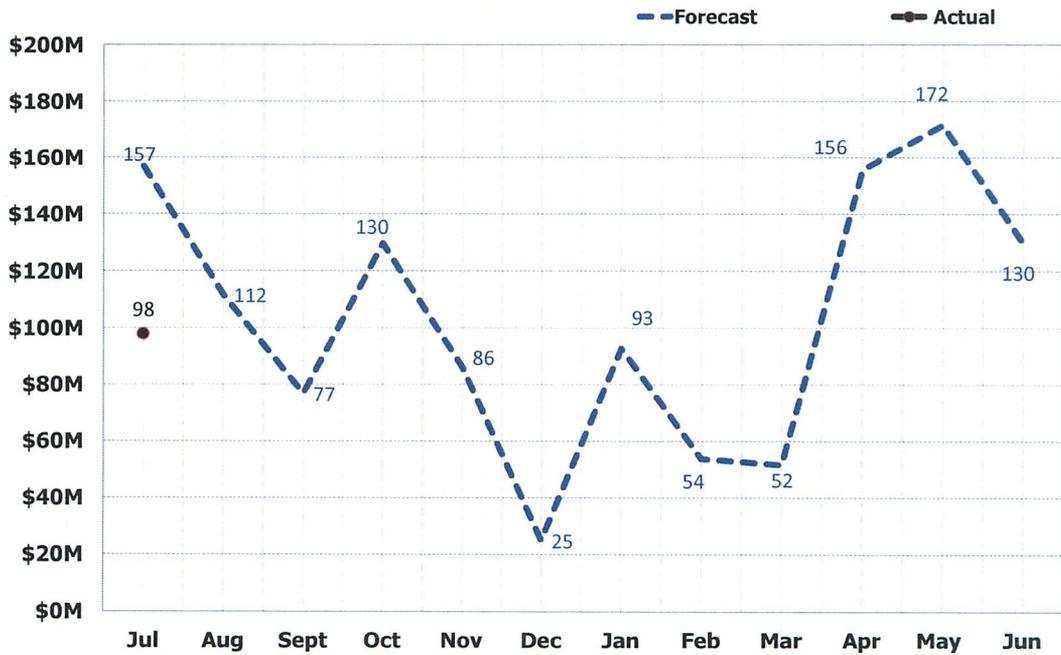




OPERATING FUND BALANCE



CAPITAL FUND BALANCE





OPERATING FINANCIALS

July FY2014

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		
\$54.4	\$56.7	\$55.4	\$1.4	2.4%	Passenger Revenue	\$54.4	\$56.7	\$55.4	\$1.4	2.4%
11.9	12.6	12.6	0.0	0.0%	Metrarail	11.9	\$12.6	12.6	0.0	0.0%
0.7	0.7	0.7	0.0	5.4%	Metrobus	0.7	\$0.7	0.7	0.0	5.4%
3.8	4.0	3.9	0.1	3.0%	MetroAccess	3.8	\$4.0	3.9	0.1	3.0%
\$70.8	\$74.1	\$72.6	\$1.5	2.1%	Parking	\$70.8	\$74.1	\$72.6	\$1.5	2.1%
					subtotal					
\$0.2	\$0.6	\$0.6	(\$0.0)	-0.1%	Non-Passenger Revenue	\$0.2	\$0.6	\$0.6	(\$0.0)	-0.1%
1.6	1.8	1.6	0.2	14.0%	D.C. Schools	1.6	1.8	1.6	0.2	14.0%
0.4	0.4	0.5	(0.1)	-23.1%	Advertising	0.4	0.4	0.5	(0.1)	-23.1%
1.2	1.3	1.2	0.1	5.6%	Joint Dev/Property Rent	1.2	1.3	1.2	0.1	5.6%
1.0	0.5	0.6	(0.1)	-19.4%	Fiber Optic	1.0	0.5	0.6	(0.1)	-19.4%
0.0	0.0	0.0	(0.0)	-77.7%	Other	0.0	0.0	0.0	(0.0)	-77.7%
0.0	0.0	0.0	0.0		Interest	0.0	0.0	0.0	0.0	
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
					SCR Funding	0.0	0.0	0.0	0.0	
\$4.3	\$4.6	\$4.5	\$0.0	0.9%	subtotal	\$4.3	\$4.6	\$4.5	\$0.0	0.9%
\$75.1	\$78.7	\$77.1	\$1.6	2.0%	TOTAL REVENUE	\$75.1	\$78.7	\$77.1	\$1.6	2.0%
\$56.7	\$65.0	\$64.3	(\$0.7)	-1.1%	Salary/Wages	\$56.7	\$65.0	\$64.3	(\$0.7)	-1.1%
\$9.7	\$8.1	\$5.2	(\$2.8)	-53.8%	Overtime	\$9.7	\$8.1	\$5.2	(\$2.8)	-53.8%
32.8	31.6	32.0	0.3	1.0%	Fringe Benefits	32.8	31.6	32.0	0.3	1.0%
13.8	15.0	17.1	2.1	12.3%	Services	13.8	15.0	17.1	2.1	12.3%
8.5	3.4	6.3	2.9	46.5%	Supplies	8.5	3.4	6.3	2.9	46.5%
7.5	7.5	9.5	2.0	21.4%	Power/Diesel/CNG	7.5	7.5	9.5	2.0	21.4%
2.6	3.0	3.3	0.3	7.8%	Utilities	2.6	3.0	3.3	0.3	7.8%
3.9	3.9	2.9	(1.0)	-34.5%	Insurance/Other	3.9	3.9	2.9	(1.0)	-34.5%
\$135.5	\$137.4	\$140.5	\$3.1	2.2%	TOTAL EXPENSE	\$135.5	\$137.4	\$140.5	\$3.1	2.2%
\$60.4	\$58.7	\$63.4	\$4.7	7.4%	SUBSIDY	\$60.4	\$58.7	\$63.4	\$4.7	7.4%

Favorable/(Unfavorable)

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