



Operating Budget Report

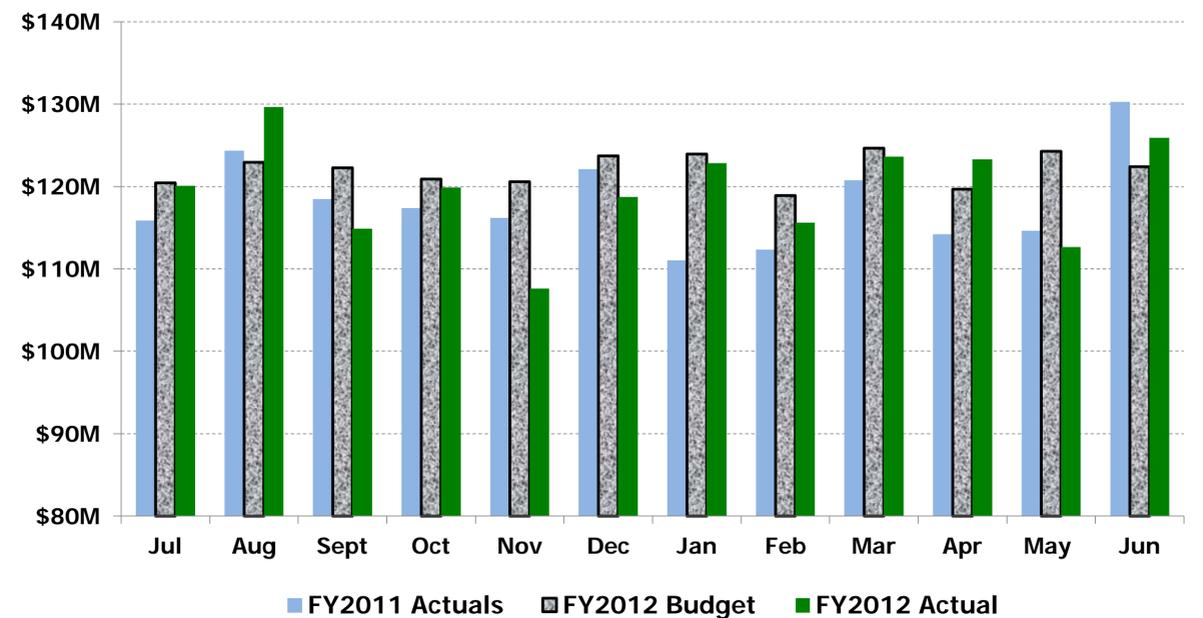
June FY2012

Operating Budget (\$ in Millions)

	Jun-11		Jun-12		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 212,640	\$ 217,643	\$ 214,671	\$ 2,973	1%	
Expense	\$ 359,102	\$ 361,882	\$ 366,332	\$ 4,450	1%	
Subsidy	\$ 146,462	\$ 144,238	\$ 151,661	\$ 7,423	5%	
Cost Recovery	59%	60%	59%			

YTD	FY2011		FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 806,571	\$ 809,894	\$ 811,920	\$ (2,026)	0%	
Expense	\$ 1,417,569	\$ 1,434,694	\$ 1,464,601	\$ 29,907	2%	
Subsidy	\$ 610,998	\$ 624,800	\$ 652,681	\$ 27,881	4%	
Cost Recovery	57%	56%	55%			

Operating Expenditures (\$ in Millions)



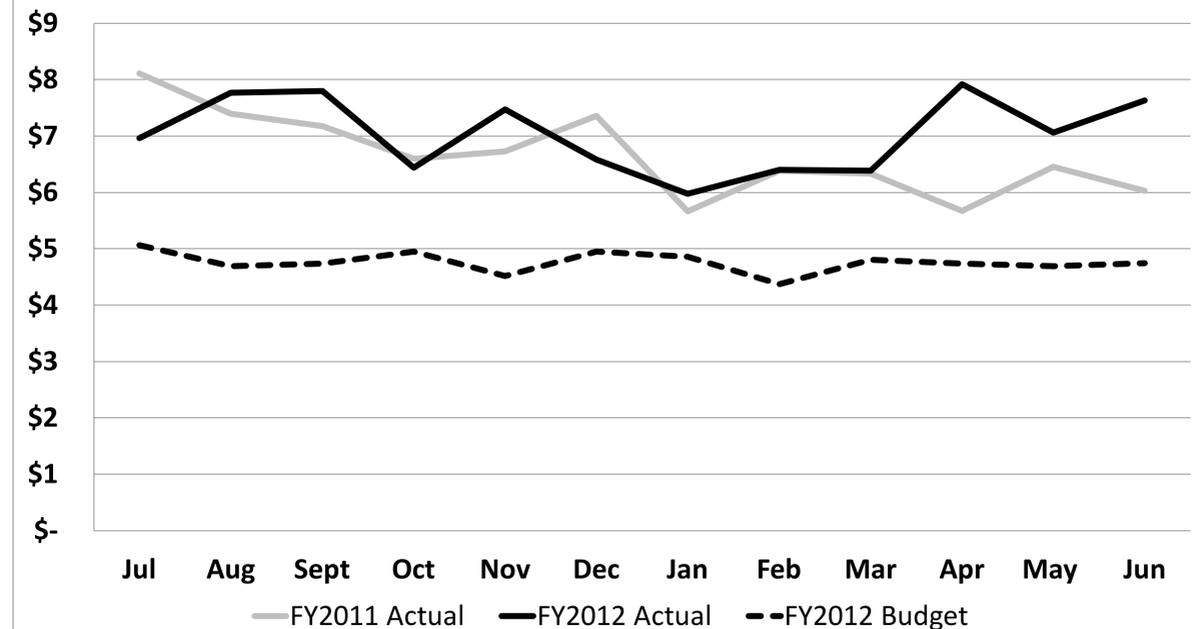
Operating Program Highlights

As of June YTD, Metro is **favorable to budget** by \$27.9M, or 4%.

Year-to-date expenditures - \$29.9 M or 2% favorable to budget.

- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$17.1 M and \$15.5 M respectively mostly due to actual rate favorability compared to budget
- Service expenses of \$21.1 M were favorable due to \$9.6M savings in paratransit expenses, under utilization of the RCSC/RSMA Treasury contract, various JOC contracts and Labor Relations expenses for arbitration negotiations.
- Materials and Supply expenses (\$22.3 M) are unfavorable mostly due to unanticipated expenses for bus parts, car maintenance and elevator/escalator.
- Fringe benefits is \$10.3 M under budget due to lower than projected pension costs for Metro's retirement plans (\$4.3M) lower than anticipated health and welfare costs (\$4.5M). In addition Metro experienced lower than expected worker's compensation costs (\$1.5M) due to a one-time retroactive credit from the D.C. Worker's Compensation Office
- Salary & wages below budget by \$16.3 M due to vacancies in DGMO and RAIL.
- Overtime is (\$27.3 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES) and RAIL

YTD Overtime Budget vs Actual (\$ in Millions)



Operating Budget Reprogramming Status

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury and \$1.15M from Access to PLJD for costs related to the installation of parking lot credit card readers. Other reprogramming is intra-departmental.



Revenue and Ridership Report

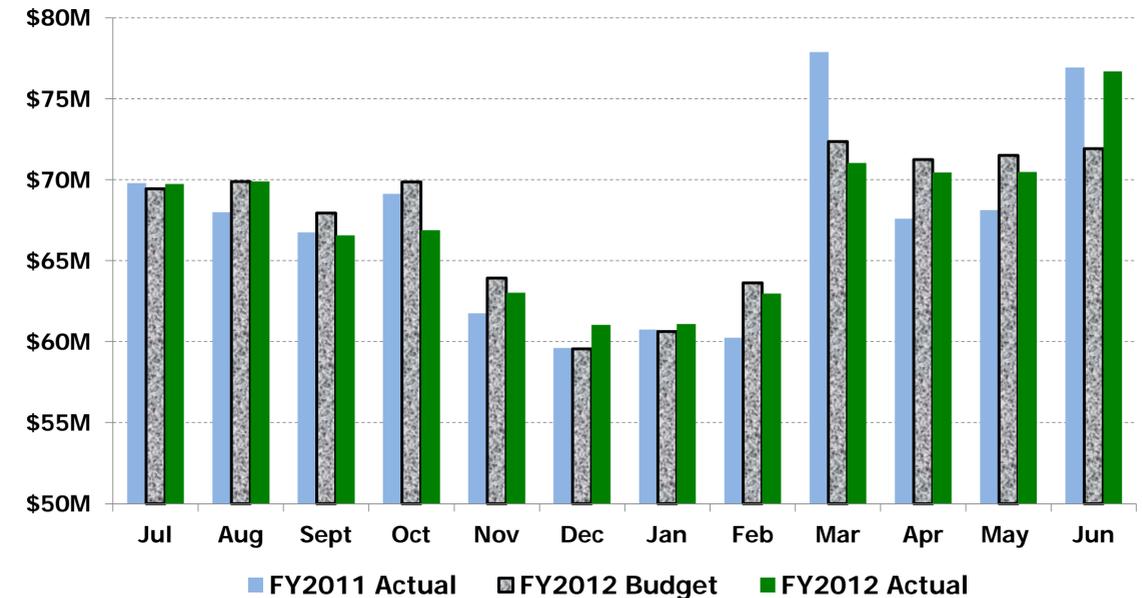
June FY2012

Ridership (trips in thousands)

	June-FY2011 Actual	June - FY2012 Actual	FY2012 Budget	Variance Prior Year	Variance Budget
Metrorail	57,711	57,506	58,891	-0.4%	-2.4%
Metrobus	32,953	33,307	32,771	1.1%	1.6%
MetroAccess	549	529	612	-3.6%	-13.6%
System Total	91,212	91,342	92,274	0.1%	-1%

YTD	FY2011 Actual	FY2012 Actual	FY2012 Budget	Variance Prior Year	Variance Budget
Metrorail	217,053	218,244	220,734	1%	-1%
Metrobus	125,089	132,220	124,131	6%	7%
MetroAccess	2,336	2,083	2,460	-11%	-15%
System Total	344,478	352,547	347,325	2%	2%

Revenue



Revenue and Ridership Highlights

Year-to-date Revenue

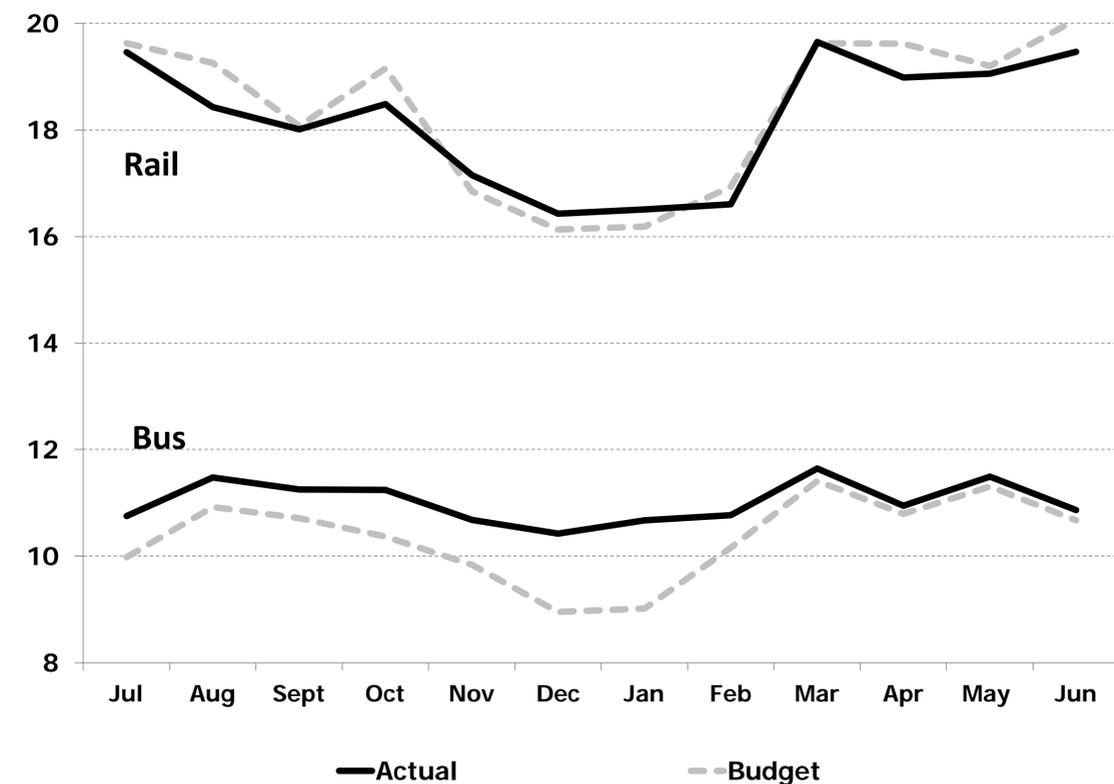
Total revenue is (\$2M) below budget, -0.3%; Passenger fares plus parking is (\$4M) below budget and non-transit revenue is \$2 M favorable to budget.

- **Bus passenger revenue** YTD is \$9 M favorable to budget, and average fare is \$1.01 which is equal to budget.
- **Rail passenger fares** are (\$5 M) below budget YTD, average fare YTD is \$2.61 .
- **MetroAccess** is \$1.6 M favorable to budget, average fare YTD is \$3.76.
- While **Parking revenue** YTD is (\$2 M) below budget, the average fee of \$3.73 exceeds the budget of \$3.71. Lower revenue is due to lower utilization (83% versus 84%).
- **Other revenue** is \$2M favorable to budget, mainly due to advertising revenue that was received in reconciliation of sold inventory.

Year-to-date Ridership

- **Bus ridership** YTD is 6% above prior year and 7% above budget; ridership nearly totals are returning to the levels of FY2008.
- **Rail ridership** YTD is 1% above prior year, though 1% below projection. Q4 ridership was marginally (0.4%) below prior year.
- **Access ridership** YTD is 253,337 or 11% below prior year. Demand management initiatives and fare changes implemented February FY11 resulted in decreased ridership; Q4 ridership was 19,922 passenger trips lower than Q4 prior year.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

June FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$855	\$754	\$792	\$625	\$230
FY2012 CIP	\$1,042	\$917	\$882	\$672	\$245

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	40	16
Reimbursable	100	100	100	0
Total	\$213	\$213	\$140	\$73

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2011 CIP	\$855	\$754	\$769	\$611	102%	81%
FY2012 CIP	\$1,042	\$917	\$761	\$770	83%	84%

	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$57	\$34	\$18	60%	32%
ARRA	56	42	42	75%	76%
Reimbursable	100	97	97	97%	97%
Total	\$213	\$173	\$157	81%	74%

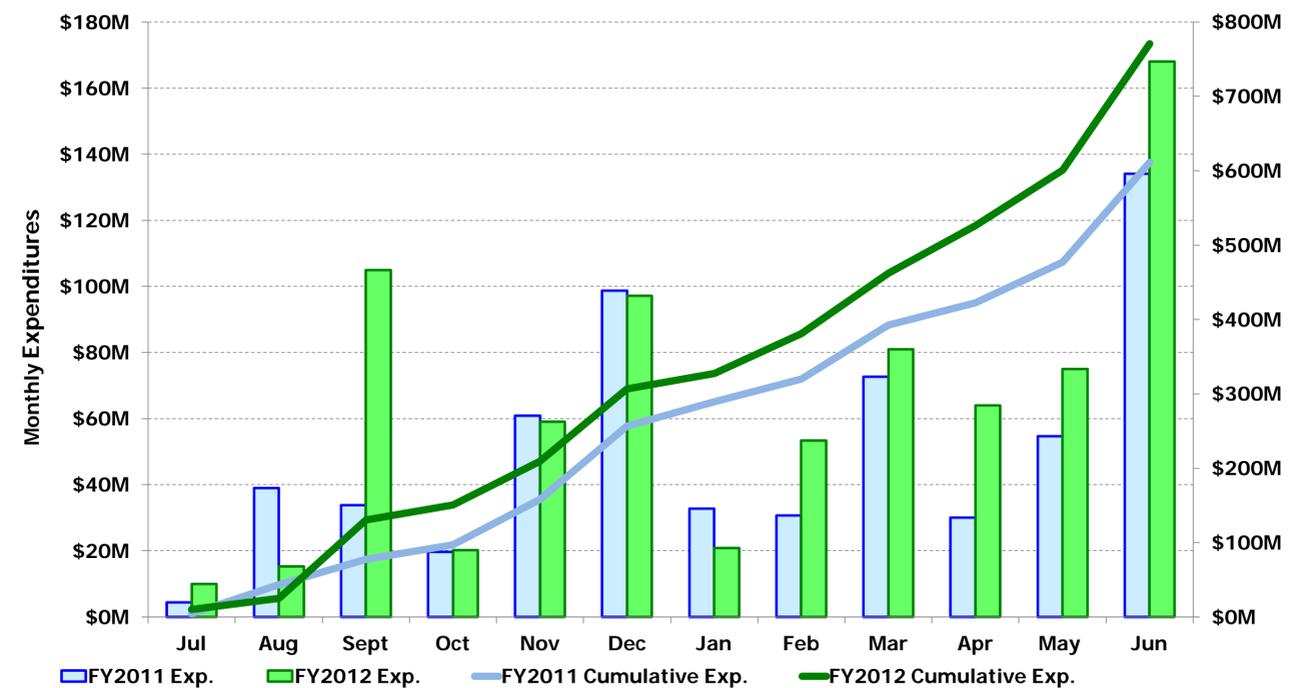
Capital Program Highlights

As of June 30, 2012:

The Capital Improvement Program (CIP) has invested \$770 million in FY2012. This is 26% or \$159 million more than the same period in FY2011

- Track rehabilitation work completed YTD include the following: welded 1,229 open joints; retrofitted 1,445 In ft of floating slabs; replaced 2,679 "High Voltage" roadway safety signs; rehabilitated 9,204 In ft of grout pads; tamped 44.2 miles of track; repaired 2,759 leaks; and replaced 20,936 cross ties, 25,401 fasteners, 11,162 insulators, 11.9 miles of running rail, 10,887 direct fixation fasteners, and 33 turnouts
- 166 of the 166 planned buses for FY2012 have been received and all are in service
- 221 of the 221 planned paratransit vehicles for FY2012 have been received and all are in service
- Performed platform paving and leveling on the Red Line between Dupont Circle and Silver Spring stations
- Continued installation of Redundant Comprehensive Radio Communication System

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status (\$ in millions)

From:

CIP0107 Red Line Rehabilitation Tier 1: (\$2.279)*

To:

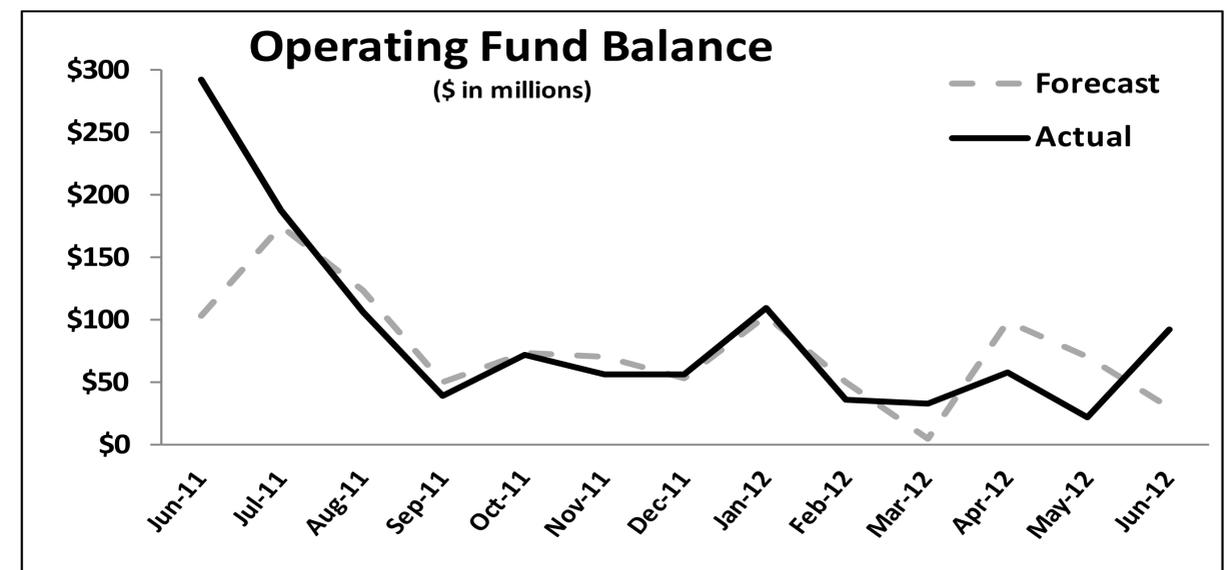
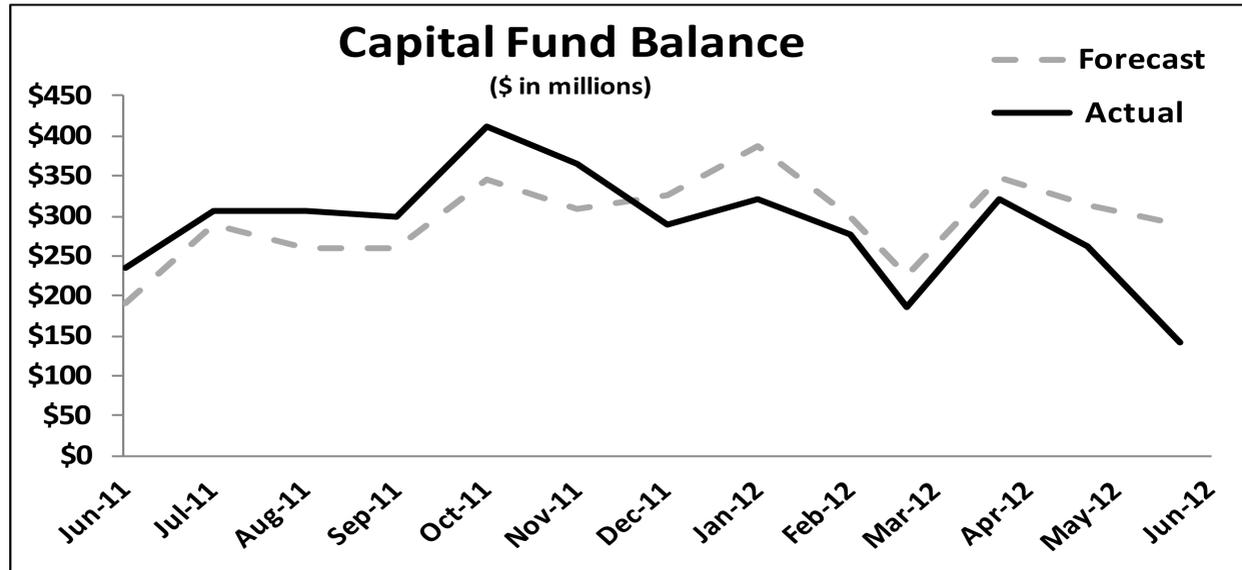
CIP0146 Mainline No. 8 Switch Replacement:	\$ 1.855
CIP0007 Bus Camera Installation:	\$ 0.280
CIP0077 Eight Car Train Power Upgrade:	\$ 0.139
CIP0076 100% Eight Car Train Power Upgrade:	\$ 0.006
Total:	\$ 2.279

*Rescission of previous reprogramming authority



Fund Balance Report

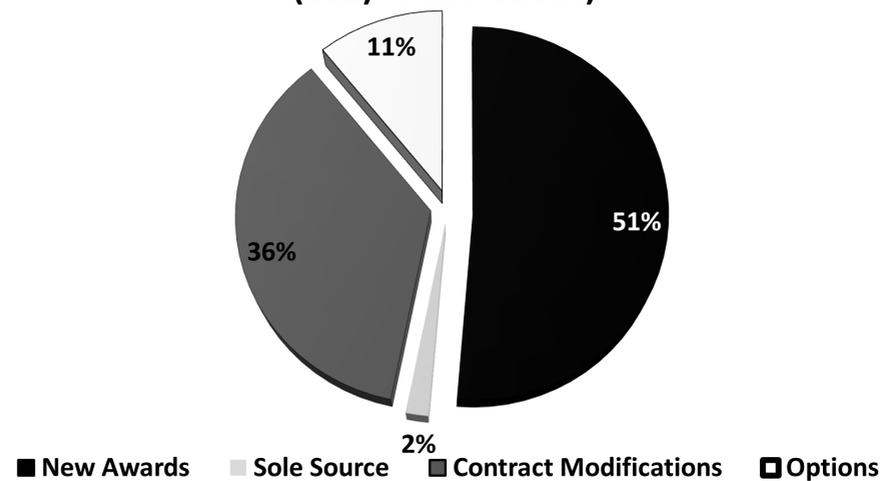
June FY2012



Procurement Report

June FY2012

Solicitation Actions (111) Total Actions



Procurement Highlights:

A \$1,752,895 operationally funded contract was awarded to ImmixTechnology, Inc. for PeopleSoft/Oracle Annual Maintenance

A \$2,254,156 capially funded contract was awarded to Atlantic Track for Composite Third Rail.



HR Vacancy Report

June FY2012

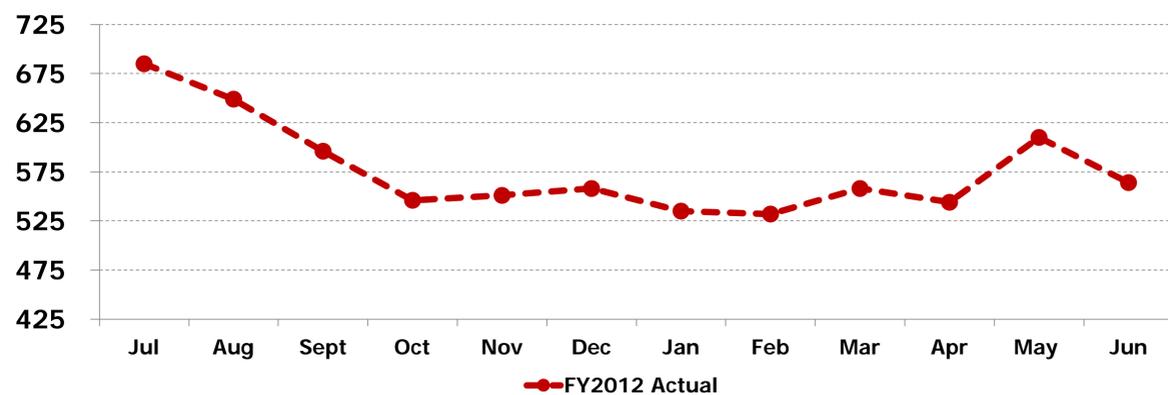
Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,250	564	6%	
Departments with a large number of vacancies:				
TIES	3,120	154	5%	
Bus Services	3,807	123	3%	
Rail Transportation	1,499	96	6%	
Information Technology	251	34	14%	
Metro Police Department	635	20	3%	

Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1,201	125	10%	
Departments with a large number of vacancies:				
TIES	949	81	9%	Vacancy rate continues to drop as a result of targeted recruitment efforts.
Chief Financial Office	50	11	22%	
Information Technology	74	18	24%	IT reorganization, salary ranges too low creating difficulties in recruitment

Operating Vacancy Trend



Capital Vacancy Trend

