



# Operating Budget Report

May FY2012

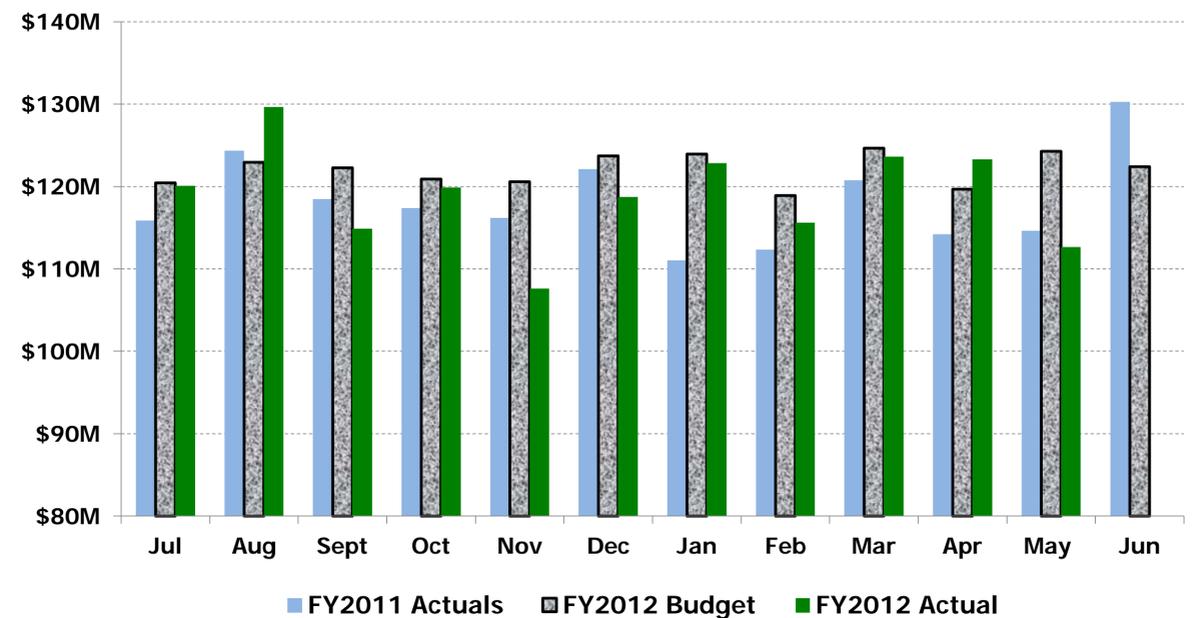
## Operating Budget (\$ in Millions)

MTD	May-FY2011		May - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 68,140	\$ 70,480	\$ 71,505	\$ (1,025)	-1%	
Expense	\$ 114,607	\$ 112,671	\$ 124,263	\$ 11,593	9%	
Subsidy	\$ 46,467	\$ 42,191	\$ 52,758	\$ 10,567	20%	
Cost Recovery	59%	63%	58%			

YTD	May-FY2011		May - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 729,672	\$ 733,145	\$ 740,000	\$ (6,855)	-1%	
Expense	\$ 1,287,169	\$ 1,308,740	\$ 1,342,201	\$ 33,461	2%	
Subsidy	\$ 557,497	\$ 575,595	\$ 602,201	\$ 26,606	4%	
Cost Recovery	57%	56%	55%			

## Operating Expenditures (\$ in Millions)



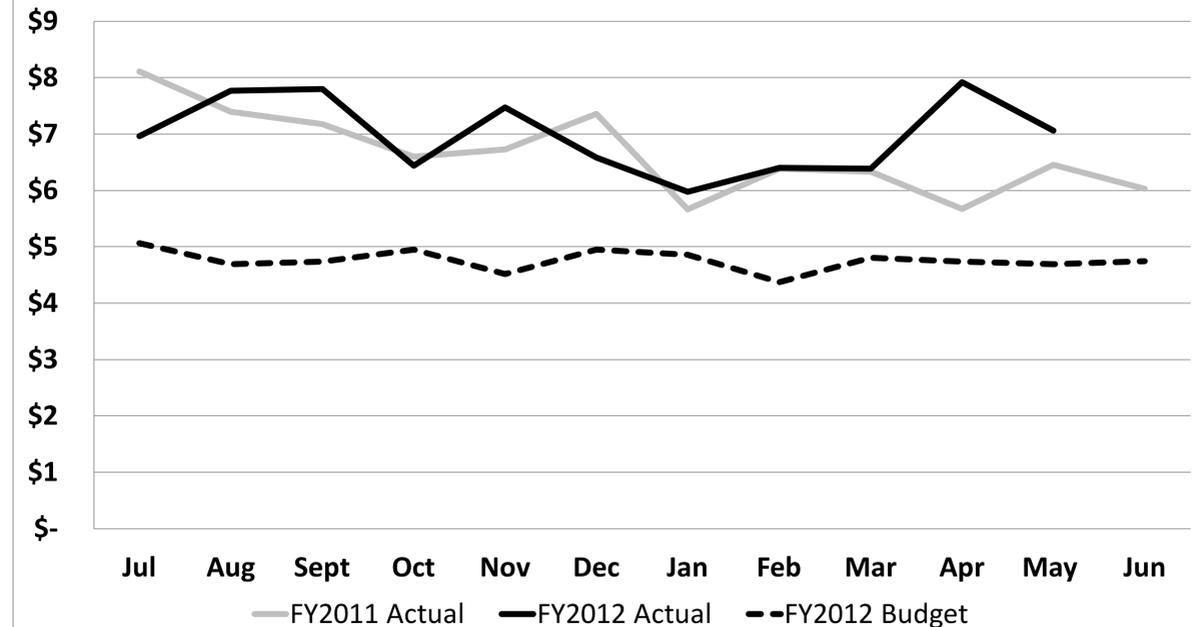
## Operating Program Highlights

As of May YTD, Metro is **favorable to budget** by \$26.6M, or 4%.

Year-to-date expenditures - \$33.5 M or 2.5% favorable to budget.

- Salary & wages below budget by \$17.3 M due to vacancies. \$3.1 M of paid leave was moved from operating to capital in the month of May to accurately distribute year-to-date paid leave
- Overtime is (\$24.4 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS
- Fringe benefits is \$8.0 M under budget due to lower than projected pension costs for most of Metro's pension plans (\$4.8M) as well as lower than anticipated health and welfare costs for Local 689 (\$5.3M). These favorable variances were partially offset by unfavorable health care costs for non-rep and Local 2 participants under the Cigna Health Plan (-\$2.1M). \$8.2 M of fringe costs were moved from operating to capital in the month of May to accurately distribute year-to-date FICA and allocated fringes
- Materials and Supply expenses (\$19.8 M) are unfavorable due to unanticipated expenses for bus parts, car maintenance and elevator/escalator.
- Service expenses of \$22.1 M were favorable due to \$8.4M savings in paratransit expenses, under utilization of the RCSC/RSMA Treasury contract, various JOC contracts

## 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

May FY2012

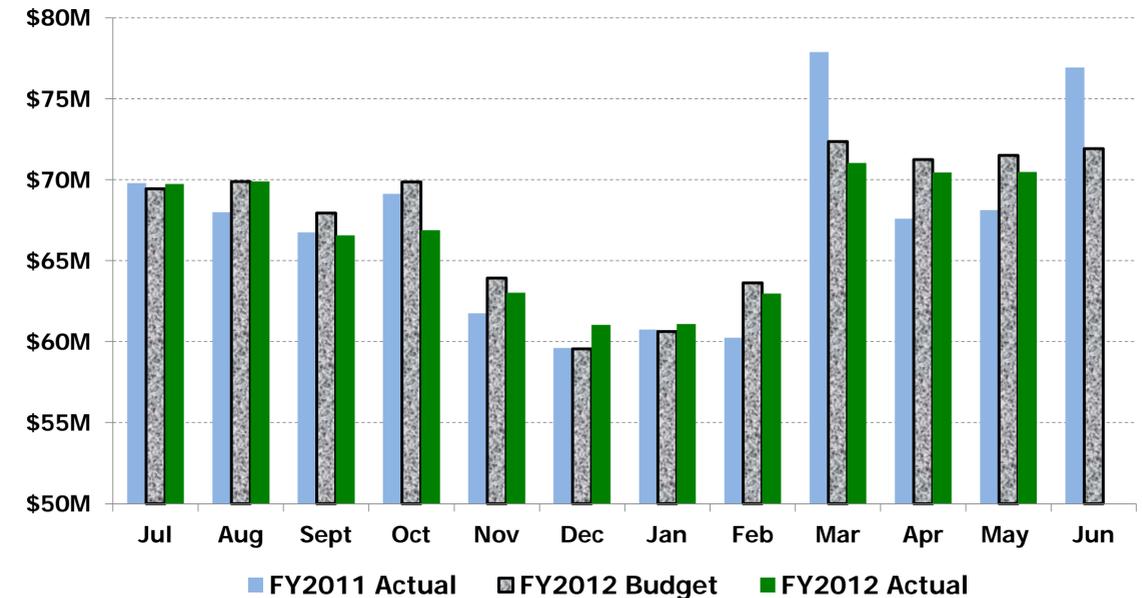
## Ridership (trips in thousands)

MTD	May- FY2011	May - FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	18,441	19,054	19,199	3%	-1%
Metrobus	11,009	11,446	11,310	4%	1%
MetroAccess	182	183	208	0%	-12%
<b>System Total</b>	<b>29,632</b>	<b>30,683</b>	<b>30,717</b>	<b>4%</b>	<b>0%</b>

YTD	May- FY2011	May - FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	197,074	198,775	200,662	1%	-1%
Metrobus	113,961	121,302	113,461	6%	7%
MetroAccess	2,157	1,911	2,252	-11%	-15%
<b>System Total</b>	<b>313,192</b>	<b>321,988</b>	<b>316,374</b>	<b>3%</b>	<b>2%</b>

## Revenue



## Revenue and Ridership Highlights

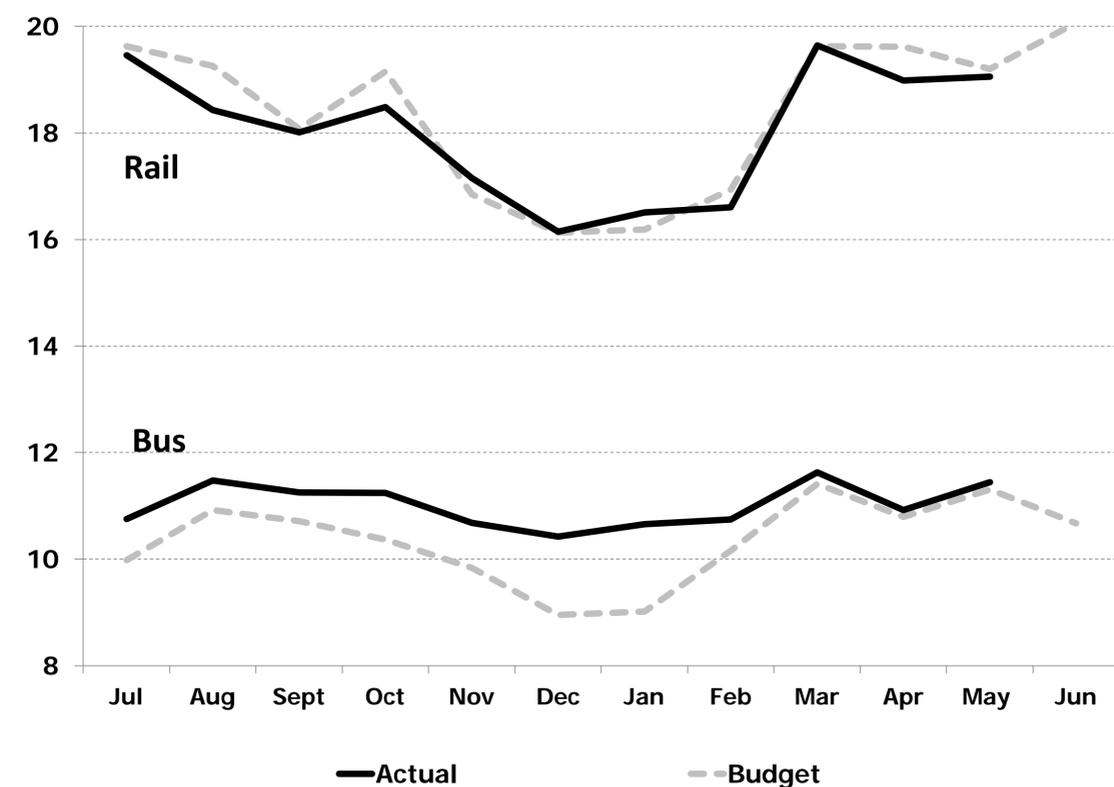
### Year-to-date Revenue

- Total revenue is (\$7 M) below budget, -1%; Passenger fares plus parking is (\$3 M) and non-transit revenue is (\$4 M) below budget
- Rail passenger fares are (\$10 M) below budget YTD, average fare YTD is \$2.61
- Bus passenger revenue YTD is \$8 M favorable to budget, and average fare is \$1.01 which is equal to budget
- MetroAccess is \$1.5 M above budget, average fare YTD is \$3.76
- While Parking revenue YTD is (\$2 M) below budget, the average fee is \$3.74, compared to a budget of \$3.71
- Other revenue is (\$4 M) below budget, mainly due to advertising revenue that will be received at the end of the fiscal year.

### Year-to-date Ridership

- Rail ridership YTD is 1% above prior year, though 1% below projection. May ridership was 3.3% above prior year, with the largest growth occurring during Saturday and Sunday
- Bus ridership YTD is 6% above prior year, and 7.8 M or 7% above budget, ridership is on target to return to the ridership levels of FY2008 and FY2009
- Access ridership YTD is 245,800 or 11.4% below prior year. Demand management initiatives and fare changes implemented February FY11 resulted in decreased ridership during the 4<sup>th</sup> quarter of FY11; May of FY12 was only 94 passenger trips greater than the prior year, reflecting the stabilization in trips after the initial decrease.

## Monthly Ridership for Rail and Bus (in Millions)





# Capital Program Report

May 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	\$692	\$551	\$304
FY2012 CIP	\$1,042	\$917	\$733	\$606	\$311

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	39	17
Reimbursable	100	100	79	21
<b>Total</b>	<b>\$213</b>	<b>\$213</b>	<b>\$118</b>	<b>\$95</b>

## Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2011 CIP	\$855	\$754	\$742	\$477	98%	63%
FY2012 CIP	\$1,042	\$917	\$824	\$601	90%	66%

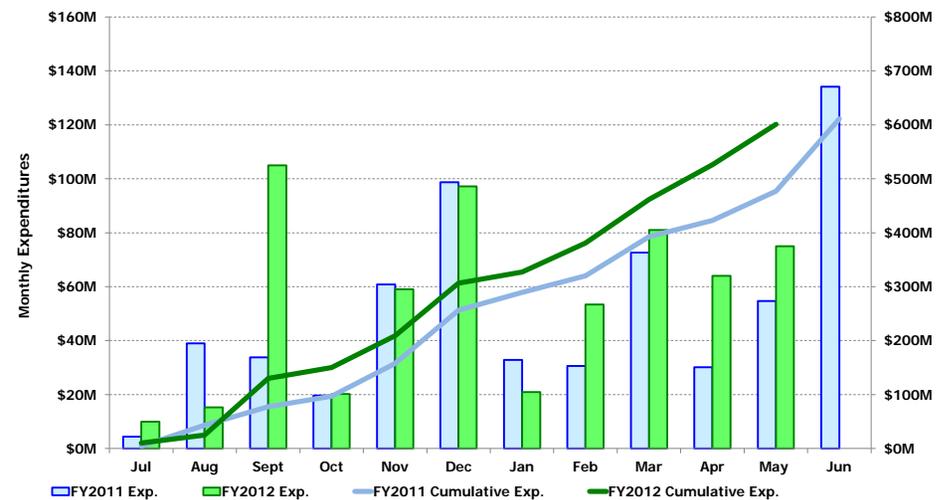
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$57	\$25	\$9	44%	16%
ARRA	56	55	40	99%	71%
Reimbursable	100	85	80	85%	80%
<b>Total</b>	<b>\$213</b>	<b>\$165</b>	<b>\$129</b>	<b>77%</b>	<b>60%</b>

## Capital Program Highlights

As of May 31, 2012:

- The Capital Improvement Program (CIP) has expended \$601 million in FY2012. This is 26% or \$124 million more than the same period in FY2011
- Received 100 of the 100 planned buses for FY2012 and placed 95 in service
- Received and placed in service all 15 of the 15 additional buses
- Received 51 of the 51 planned 30-foot Bus Rapid Transit (BRT) buses and placed nine in service
- Received 221 of the 221 planned paratransit vehicles for FY2012 and placed 198 in service
- Continued platform paving and leveling on the Red Line between Dupont Circle and Silver Spring stations;
- Purchased and installed in-ground lifts at various Metrobus facilities
- Continued installation of Redundant Comprehensive Radio Communication System
- Purchased and installed cameras at three bus garages
- Completed track rehabilitation work year-to-date which includes the following: welded 1,179 open joints; repaired 2,557 leaks; replaced 20,114 cross ties, 24,955 fasteners, 11.6 miles of running rail, and 33 turnouts
- Made the milestone payment for development costs on the 1000 Series Rail Car Replacement
- Purchased 89 Tivoli licenses for the backup of data for disaster recovery and
- Continued West Falls Church Rail Yard conversion to Metronet data network and voice communication system.

## CIP Expenditures (\$ in Millions)



## Capital Budget Reprogramming Status (\$ in millions)

There was no reprogramming done in May.



# HR Vacancy Report

May FY2012

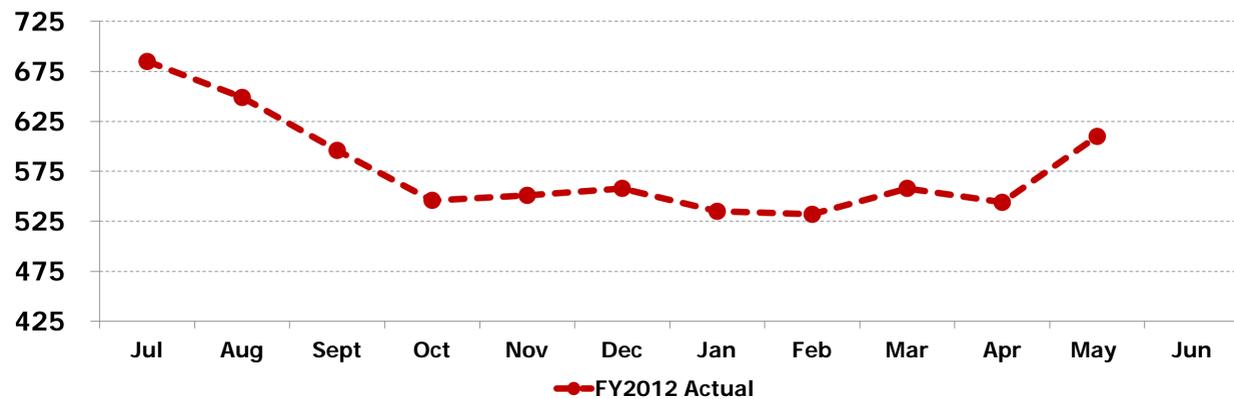
## Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Operating Positions</b>	10,250	610	6%	
<b>Departments with a large number of vacancies:</b>				
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%	

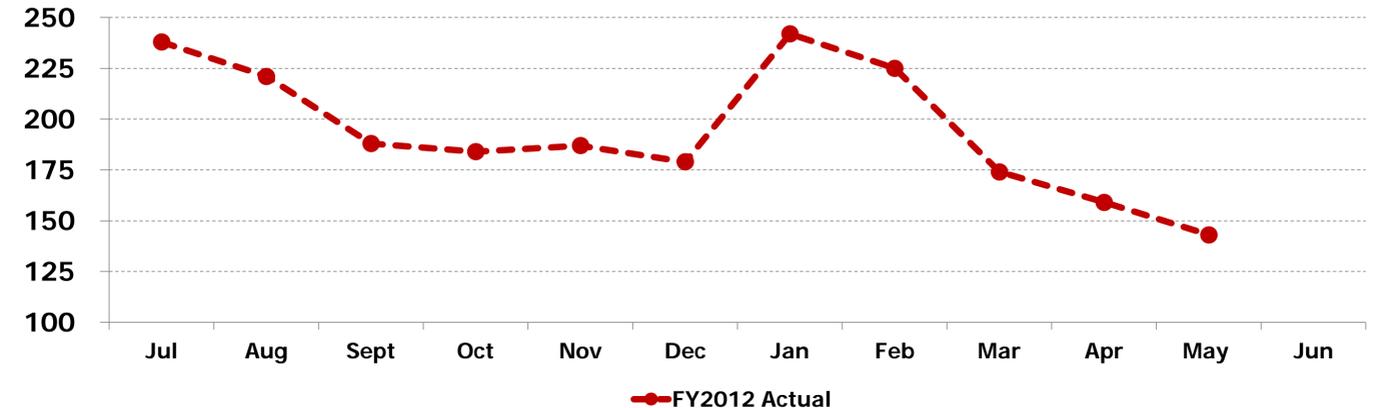
## Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Capital Positions</b>	1,201	143	12%	
<b>Departments with a large number of vacancies:</b>				
TIES	949	101	11%	Vacancy rate continues to drop as a result of targeted recruitment efforts.
Chief Financial Office	382	11	3%	
Information Technology	74	17	23%	IT reorganization, salary ranges too low creating difficulties in recruitment

**Operating Vacancy Trend**



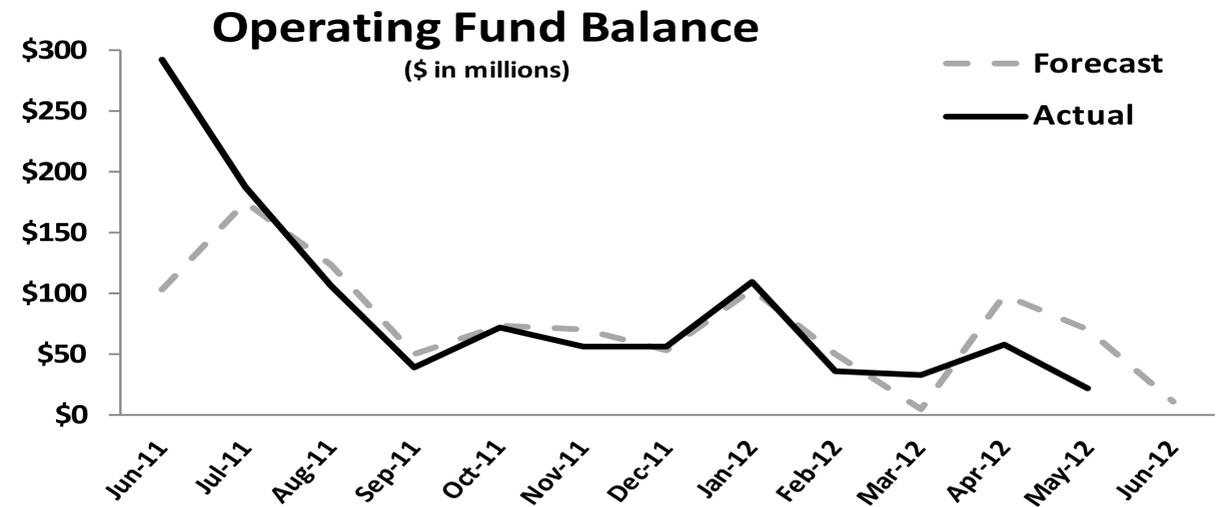
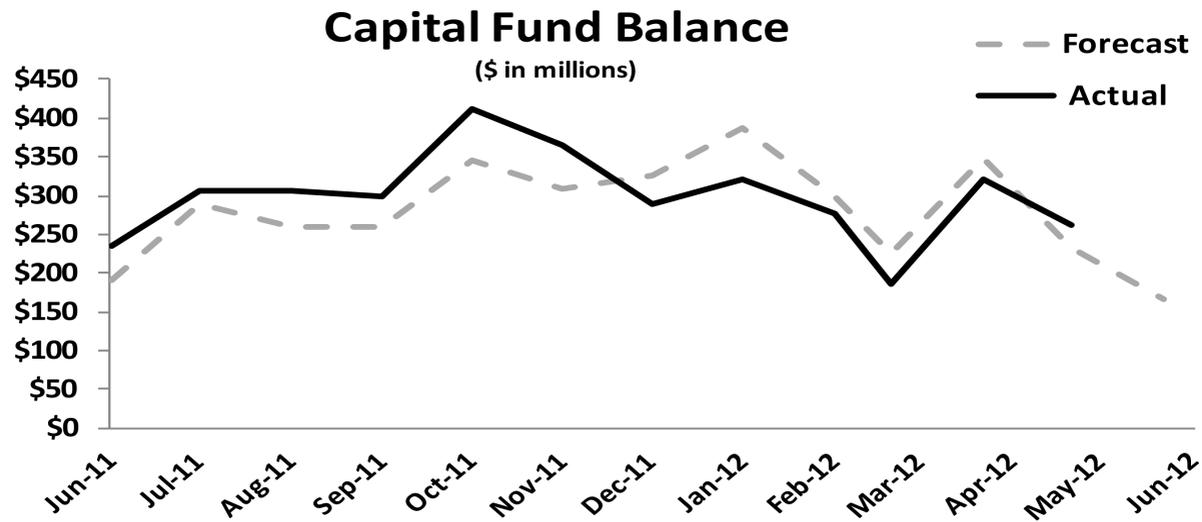
**Capital Vacancy Trend**





# Fund Balance Report

May FY2012

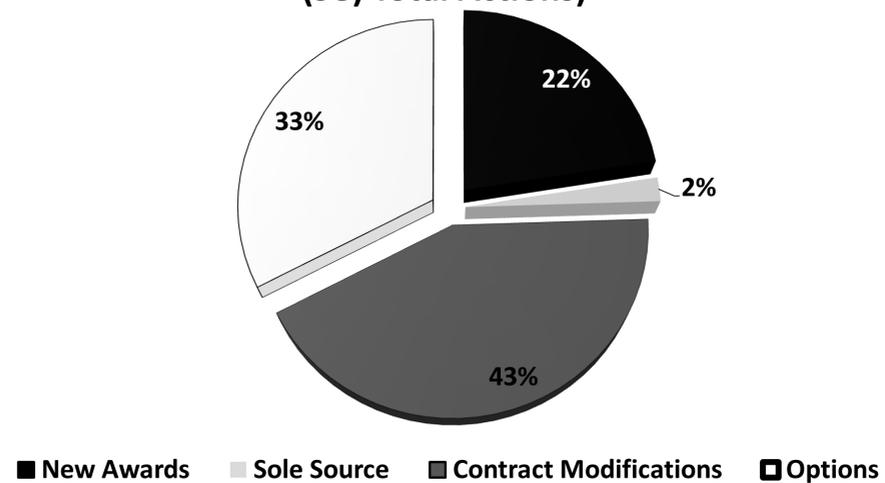


# Procurement Report

May FY2012

### April Solicitation Actions

(98) Total Actions



### Procurement Highlights:

\$14,013,960 operationally funded contract was awarded to Kone for Elevator/Escalator Maintenance

\$6,155,447 CIP funded contract was awarded to Plasser American Corporation for Ballast Removal Equipment.

# Operating Financials

May-12

FISCAL YEAR 2012

Dollars in Millions

## MONTHLY RESULTS:

## YEAR-TO-DATE RESULTS:

Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	Budget	Variance				Actual	Budget	Variance	
<b>REVENUES:</b>										
<b>Passenger Revenue</b>										
\$48.8	\$50.0	\$50.6	(\$0.6)	-1%	Metrorail	\$518.9	\$518.9	\$528.9	(\$10.0)	-2%
11.0	11.5	11.4	0.1	1%	Metrobus	120.3	122.1	114.2	7.9	7%
0.4	0.7	0.5	0.2	33%	MetroAccess	3.9	7.2	5.7	1.5	26%
4.0	3.9	4.3	(0.4)	-9%	Parking	39.5	41.8	43.8	(2.1)	-5%
<b>\$64.2</b>	<b>\$66.2</b>	<b>\$66.8</b>	<b>(\$0.6)</b>	<b>-1%</b>	<b>subtotal</b>	<b>\$682.6</b>	<b>\$690.0</b>	<b>\$692.7</b>	<b>(\$2.7)</b>	<b>0%</b>
<b>Non-Passenger Revenue</b>										
\$0.7	\$0.7	\$0.7	(\$0.0)	-3%	D.C. Schools	\$4.9	\$6.6	\$6.5	\$0.2	3%
1.5	1.1	1.5	(0.4)	-29%	Advertising	13.7	11.0	14.1	(3.1)	-22%
0.5	1.0	0.5	0.4	83%	Joint Dev/Property Rent	5.7	5.7	5.9	(0.2)	-4%
1.5	1.2	1.2	0.0	0%	Fiber Optic	13.2	13.1	13.6	(0.5)	-4%
(0.3)	0.3	0.6	(0.3)	-47%	Other	9.4	6.7	6.8	(0.0)	0%
0.0	(0.0)	0.0	(0.1)	-184%	Interest	0.2	(0.0)	0.5	(0.5)	-101%
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	
<b>\$4.0</b>	<b>\$4.3</b>	<b>\$4.7</b>	<b>(\$0.4)</b>	<b>-8%</b>	<b>subtotal</b>	<b>\$47.0</b>	<b>\$43.1</b>	<b>\$47.3</b>	<b>(\$4.2)</b>	<b>-9%</b>
<b>\$68.1</b>	<b>\$70.5</b>	<b>\$71.5</b>	<b>(\$1.0)</b>	<b>-1%</b>	<b>TOTAL REVENUE</b>	<b>\$729.7</b>	<b>\$733.1</b>	<b>\$740.0</b>	<b>(\$6.9)</b>	<b>-1%</b>
<b>EXPENSES:</b>										
\$51.4	\$50.8	\$56.5	\$5.7	10%	Salary/Wages	\$564.1	\$581.1	\$598.5	\$17.4	3%
\$6.5	\$7.1	\$4.7	(\$2.4)	-51%	Overtime	\$73.9	\$76.8	\$52.4	(\$24.4)	-47%
25.8	19.0	26.7	7.7	29%	Fringe Benefits	278.6	278.8	286.8	8.0	3%
15.3	15.9	17.0	1.1	6%	Services	162.7	162.4	184.5	22.1	12%
1.1	7.3	4.4	(2.9)	-65%	Supplies	61.1	67.3	47.5	(19.8)	-42%
8.0	6.7	8.2	1.5	19%	Power/Diesel/CNG	77.7	80.0	97.2	17.2	18%
3.0	2.8	3.7	1.0	26%	Utilities	30.9	30.0	43.5	13.5	31%
3.7	3.1	3.1	(0.0)	-1%	Insurance/Other	38.2	32.4	31.8	(0.6)	-2%
<b>\$114.6</b>	<b>\$112.7</b>	<b>\$124.3</b>	<b>\$11.6</b>	<b>9%</b>	<b>TOTAL EXPENSE</b>	<b>\$1,287.2</b>	<b>\$1,308.7</b>	<b>\$1,342.2</b>	<b>\$33.5</b>	<b>2%</b>
<b>\$46.5</b>	<b>\$42.2</b>	<b>\$52.8</b>	<b>\$10.6</b>	<b>20%</b>	<b>SUBSIDY</b>	<b>\$557.5</b>	<b>\$575.6</b>	<b>\$602.2</b>	<b>\$26.6</b>	<b>4%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

59%

63%

58%

**COST RECOVERY RATIO**

57%

56%

55%