



Operating Budget Report

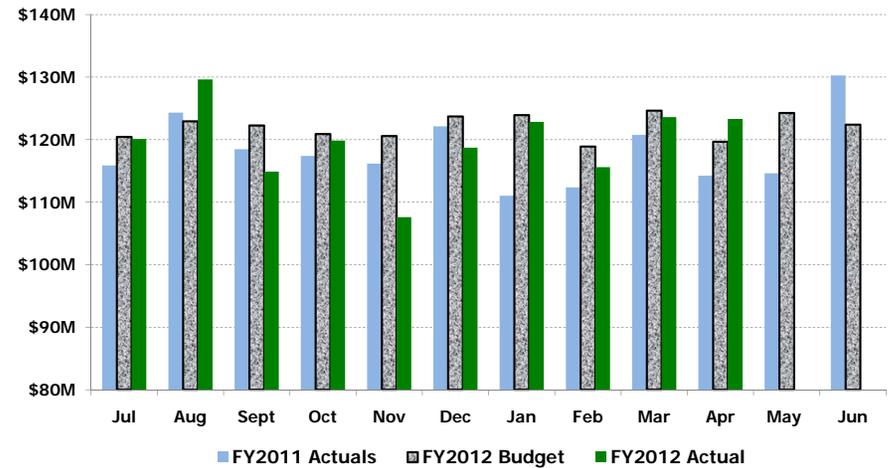
April FY2012

Operating Budget (\$ in Millions)

MTD	April-FY2011		April - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 67,598	\$ 70,465	\$ 71,246	\$ (781)	-1%	
Expense	\$ 114,227	\$ 123,316	\$ 119,668	\$ (3,647)	-3%	
Subsidy	\$ 46,629	\$ 52,851	\$ 48,422	\$ (4,429)	-9%	
Cost Recovery	59%	57%	60%			

YTD	FY2011		FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 661,532	\$ 662,666	\$ 668,495	\$ (5,829)	-1%	
Expense	\$ 1,172,593	\$ 1,196,069	\$ 1,217,938	\$ 21,869	2%	
Subsidy	\$ 511,062	\$ 533,403	\$ 549,443	\$ 16,039	3%	
Cost Recovery	56%	55%	55%			

Operating Expenditures (\$ in Millions)



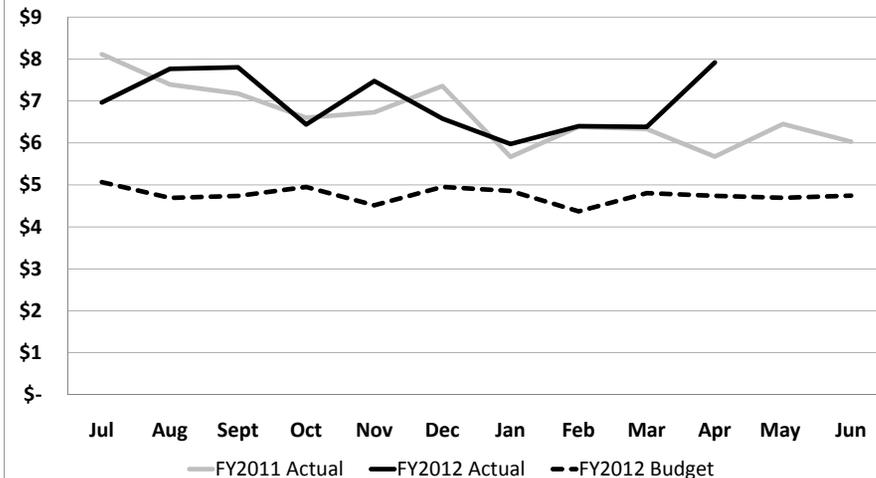
Operating Program Highlights

As of April YTD, Metro is **favorable to budget** by \$16.0M, or 3%.

Year-to-date expenditures - \$21.9 M or 1.8% favorable to budget.

- Salary & wages below budget by \$11.7 M due to vacancies.
- Overtime is (\$22.0 M) over budget and fringe benefits is \$324 K under budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS.
- Materials and Supply expenses (\$16.9 M) are unfavorable due to unanticipated expenses for bus parts, a lag in capitalization of brake and elevator/escalator parts and a system material expense issue that is being researched. It is expected that some of these expenses will be capitalized.
- Service expenses of \$21.0 M were favorable due to \$8.8M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are not likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$15.7 M and \$12.4 M respectively.

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

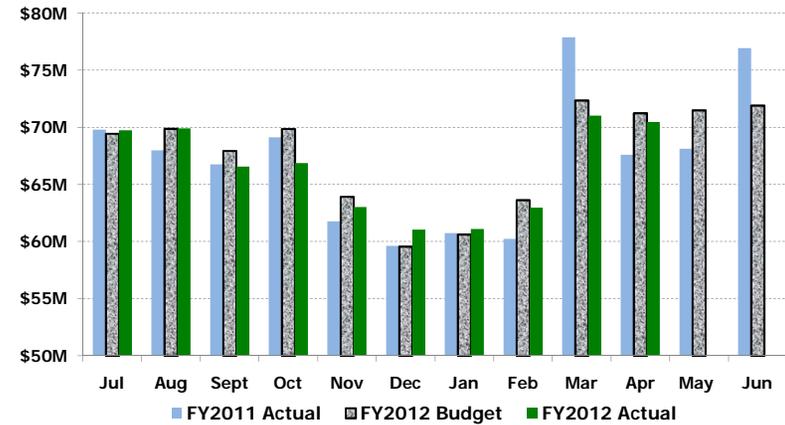
April FY2012

Ridership (trips in thousands)

MTD	April - FY2011	April - FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	19,291	18,982	19,620	-2%	-3%
Metrobus	10,817	10,926	10,791	1%	1%
MetroAccess	187	174	195	-7%	-11%
System Total	30,294	30,083	30,606	-1%	-2%

YTD	FY2011	FY2012		Variance	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	178,633	179,720	181,463	1%	-1%
Metrobus	102,953	109,836	102,151	7%	8%
MetroAccess	1,974	1,728	2,043	-12%	-15%
System Total	283,560	291,285	285,657	3%	2%

Revenue



Revenue and Ridership Highlights

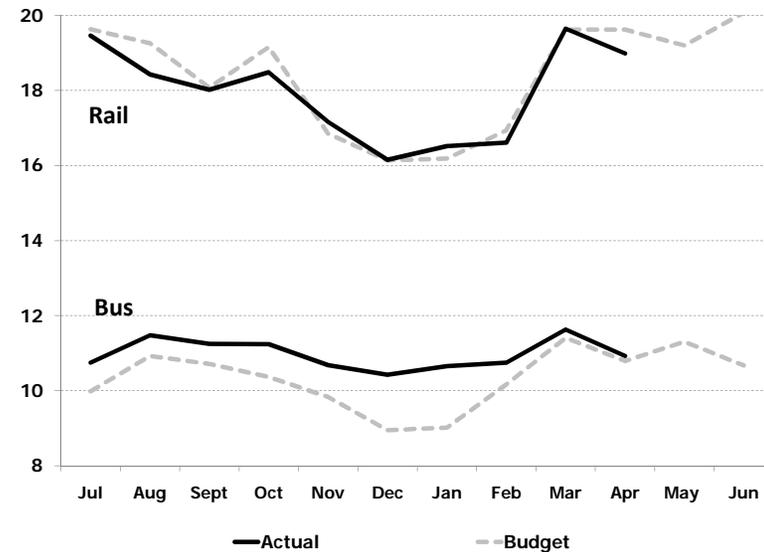
Year-to-date Revenue

- Total revenue is (\$5.8 M) below budget, -1%; Passenger fares plus parking is (\$2 M) and non-transit revenue is (\$3.8 M) below budget
- Rail passenger fares are (\$9.4 M) below budget YTD due to lower than expect ridership; Parking revenue YTD is (\$1.7 M) below budget; for the first month this fiscal year, parking revenue was above budget by 2% in April; average fare YTD is \$2.61
- Bus passenger revenue YTD is \$7.8 M favorable. After reviewing a process implemented in July, Accounting is using a new report for 7-day Bus Pass revenue; as a result \$1.2 M was applied in April to Bus revenue to reconcile prior months' pass revenue in deferred, this increased average fare YTD to \$1.01
- MetroAccess is \$1.3 M above budget; average fare YTD is \$3.75.
- Other revenue is (\$3.8 M) below to budget, mostly 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. April experienced an increase in mid-day and evening ridership, while a slight decrease in peak period trips; Ridership reflects the 5-week Cherry Blossom Celebration and school spring breaks
- Bus ridership** YTD is 7% above prior year, and 7.7 M or 8% above budget. While average weekday ridership continues to be strong, trips on Sundays in April for both Rail and Bus decreased compared to prior year.
- Access ridership** YTD is 246,000 or 12.5% below prior year. April was 7% below prior year. Average weekday passenger trips is 6,923.

Monthly Ridership for Rail and Bus (in Millions)





Capital Program Report

April FY2012

Sources of Funds (\$ in Millions)

	Expenditure-Based Year to Date Sources of Funds				
	Budget	Forecast	Awarded	Received	To be Rec.
FY2011 CIP	\$853	\$754	\$691	\$525	\$327
FY2012 CIP	\$1,042	\$805	\$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	72	28
Total	\$213	\$213	\$111	\$102

Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	% Obl.	% Exp.
FY2011 CIP	\$853	\$754	\$718	\$423	95%	56%
FY2012 CIP	\$1,042	\$805	\$782	\$526	97%	65%

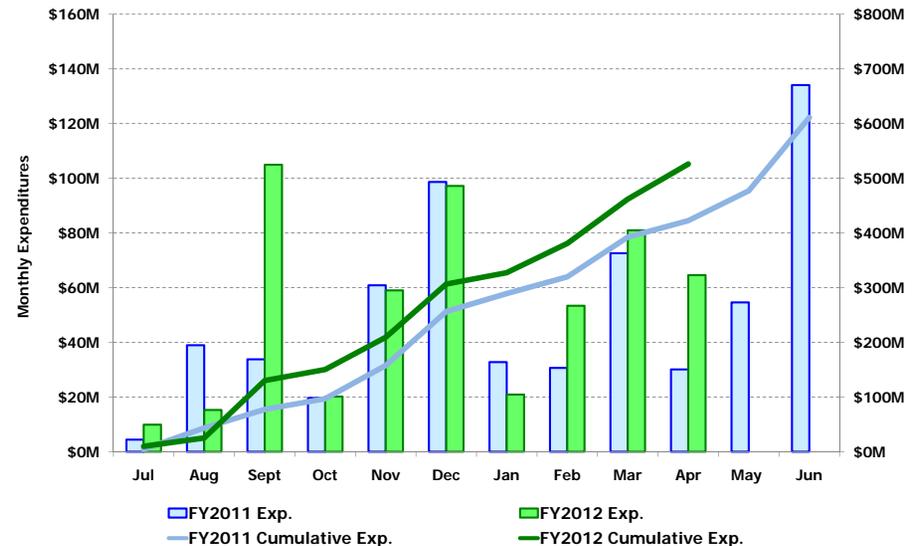
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	% Obl.	% Exp.
Safety & Security	\$57	\$20	\$6	35%	11%
ARRA	56	55	40	99%	71%
Reimbursable	100	85	76	85%	76%
Total	\$213	\$160	\$122	75%	57%

Capital Program Highlights

As of April 30, 2012:

- The Capital Improvement Program (CIP) has expended \$526 million in FY2012. This is 24% or \$103 million more than the same period in FY2011
- Board increased GM/CEO reprogramming authority by 1.65% or \$14.6 million and the GM/CEO rescinded \$7.6 million
- 95 of the 100 planned buses for FY2012 have been received and placed in service
- 15 of the 15 additional buses have been received
- 13 of the 51 30-foot BRT buses have been received
- 145 of the 221 planned paratransit vehicles for FY2012 have been received and 110 are in service
- Continued Red Line rehabilitation between Dupont Circle and Silver Spring stations
- Major repairs were completed on the elevator at the L'Enfant Plaza Station while rehabilitation/modernizations on elevators at the Cleveland Park (2), Congress Heights, and Metro Center Stations are ongoing.
- Major repairs were started on the escalator at the Gallery Pl-Chinatown Station and are ongoing at seven stations, including Tenleytown-AU and Virginia Square-GMU. Major repairs were completed on escalators at seven stations, including Silver Spring and U-Street African-American Civil War Memorial/Cardozo. Rehabilitation/modernizations were started on the escalator at the Rosslyn Station and are ongoing at 11 stations, including Pentagon City and Potomac Avenue. Rehabilitation/modernizations were completed at the Arlington Cemetery (2), Gallery Pl-Chinatown, and Wheaton Stations.
- Track rehabilitation work completed YTD include the following: welded 1,123 open joints; retrofitted 1,375 In ft of floating slabs; replaced 2,021 "High Voltage" roadway safety signs; rehabilitated 7,477 In ft of grout pads; tamped 37.5 miles of track; repaired 2,399 leaks; and replaced 17,450 cross ties, 24,179 fasteners, 8,732 insulators, 11 miles of running rail, 10,363 direct fixation fasteners, and 25 turnouts
- Purchased additional licenses to support the Geographic Information System
- Purchased equipment necessary to increase the capacity on storage arrays and servers

CIP Expenditures (\$ in Millions)



Capital Budget Reprogramming Status (\$ in millions)

Approved in April 2012:

FROM:

CIP0048	Sensitive Data Protection Technology	(\$2.200)
CIP0080	Jackson Graham Building Renovations	(\$3.000)
CIP0086	Shepherd Parkway Bus Facility	(\$14.600)
CIP0093	Integrating Regional NEXTFARE Systems	(\$1.500)
CIP0132	Elevator/Escalator Repairables	(\$0.900)
		(\$22.200)

TO:

CIP0107	Rail Rehab Tier 1: Dupont to Silver Spring	\$22.200
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HR Vacancy Report

April FY2012

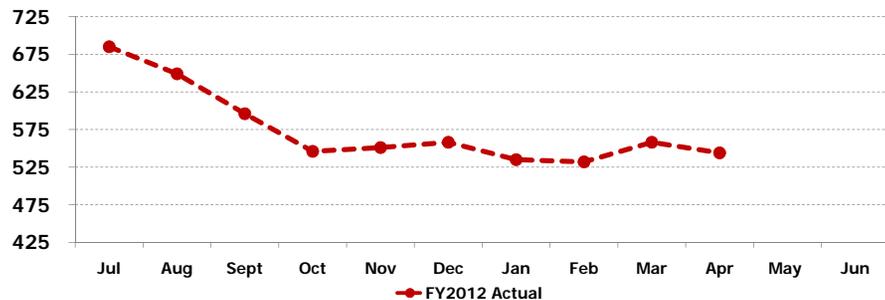
Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Operating Positions	10,250	544	5%	
Departments with a large number of vacancies:				
TIES	3,120	157	5%	
Bus Services	3,807	112	3%	
Rail Transportation	1,499	90	6%	
Information Technology	251	34	14%	
Metro Police Department	635	33	5%	

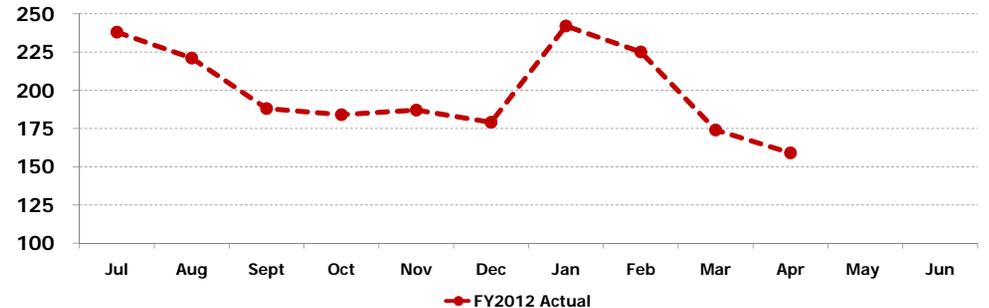
Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
Total Capital Positions	1,201	159	13%	
Departments with a large number of vacancies:				
TIES	949	113	12%	Vacancy rate continues to drop as a result of targeted recruitment efforts.
Chief Financial Office	382	24	6%	
Information Technology	74	21	28%	IT reorganization, salary ranges too low creating difficulties in recruitment

Operating Vacancy Trend



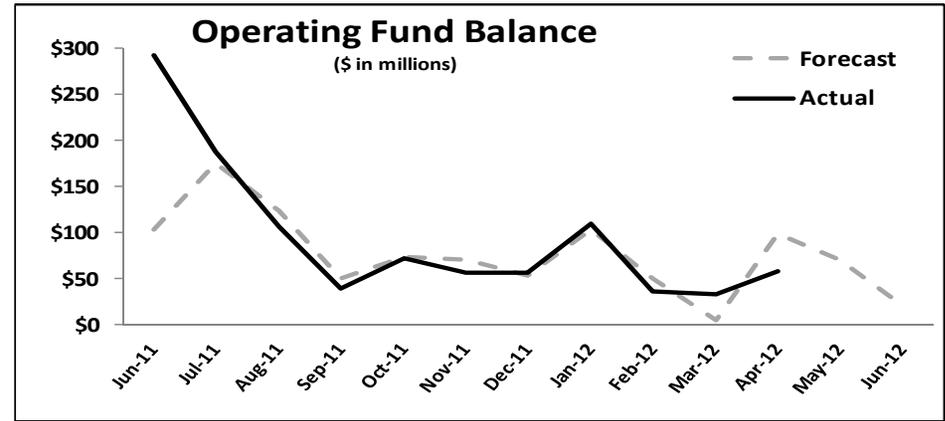
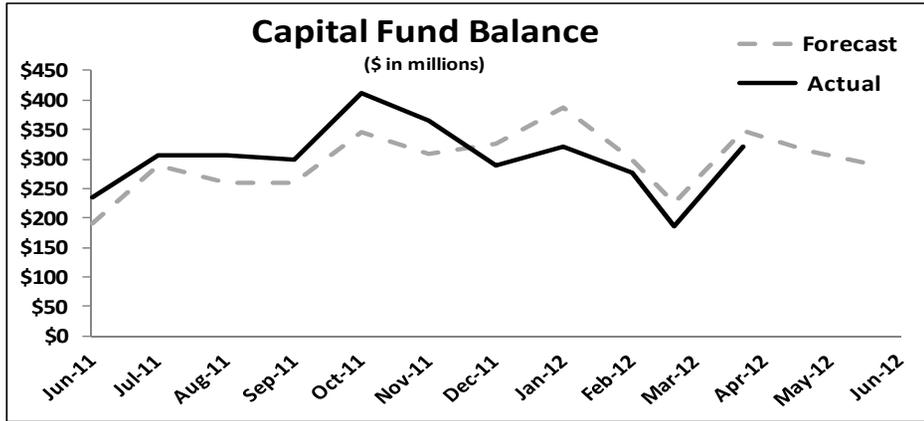
Capital Vacancy Trend





Fund Balance Report

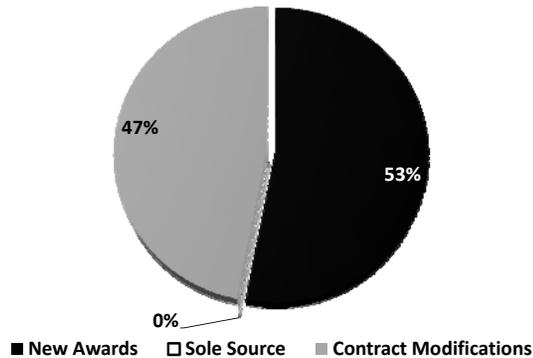
April FY2012



Procurement Report

April FY2012

April Solicitation Actions (49 Total Actions)



Procurement Highlights:

A \$30,000,000 operationally funded COG contract was awarded to Mansfield Oil for Ultra Low Sulfur Diesel Fuel, WMATA is the sponsor agency

A \$5,750,000 capially funded contract was awarded to Precision Engineering for Escalator Step Assemblies.

Operating Financials

April-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	
REVENUES:										
Passenger Revenue										
\$51.4	\$49.7	\$51.7	(\$2.0)	-4%	Metrorail	\$470.1	\$468.9	\$478.3	(\$9.4)	-2%
10.9	12.4	10.9	1.5	14%	Metrobus	109.4	110.6	102.9	7.8	8%
0.4	0.6	0.5	0.1	26%	MetroAccess	3.5	6.5	5.2	1.3	25%
3.7	4.0	3.9	0.1	2%	Parking	35.5	37.8	39.5	(1.7)	-4%
\$66.4	\$66.7	\$67.0	(\$0.3)	0%	subtotal	\$618.5	\$623.8	\$625.9	(\$2.0)	0%
Non-Passenger Revenue										
(\$1.2)	\$0.6	\$0.6	(\$0.0)	-5%	D.C. Schools	\$4.2	\$5.9	\$5.7	\$0.2	3%
1.5	1.1	1.2	(0.1)	-11%	Advertising	12.1	9.9	12.6	(2.7)	-21%
0.3	0.5	0.5	(0.1)	-16%	Joint Dev/Property Rent	5.2	4.7	5.4	(0.7)	-12%
1.1	1.2	1.2	(0.1)	-5%	Fiber Optic	11.7	11.8	12.4	(0.5)	-4%
(0.7)	0.4	0.6	(0.2)	-31%	Other	9.7	6.4	6.1	0.3	5%
0.0	0.0	0.0	(0.0)	-63%	Interest	0.2	0.0	0.4	(0.4)	-93%
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	
\$1.2	\$3.7	\$4.2	(\$0.5)	-12%	subtotal	\$43.1	\$38.8	\$42.6	(\$3.8)	-9%
\$67.6	\$70.5	\$71.2	(\$0.8)	-1%	TOTAL REVENUE	\$661.5	\$662.7	\$668.5	(\$5.8)	-1%
EXPENSES:										
\$49.3	\$51.0	\$52.4	\$1.4	3%	Salary/Wages	\$512.7	\$531.1	\$542.0	\$10.9	2%
\$5.7	\$7.9	\$4.7	(\$3.2)	-66%	Overtime	\$67.4	\$69.7	\$47.7	(\$22.0)	-46%
25.6	26.4	26.9	0.5	2%	Fringe Benefits	252.9	259.0	260.2	1.2	0%
14.5	15.5	16.2	0.7	4%	Services	147.4	146.5	167.5	21.0	13%
6.9	9.8	4.3	(5.5)	-128%	Supplies	60.0	59.9	43.1	(16.9)	-39%
7.2	6.9	8.3	1.4	17%	Power/Diesel/CNG	69.8	73.3	89.0	15.7	18%
2.2	2.8	3.9	1.1	27%	Utilities	28.0	27.4	39.7	12.4	31%
2.9	3.0	2.9	(0.2)	-6%	Insurance/Other	34.4	29.2	28.8	(0.4)	-1%
\$114.2	\$123.3	\$119.7	(\$3.6)	-3%	TOTAL EXPENSE	\$1,172.6	\$1,196.1	\$1,217.9	\$21.9	2%
\$46.6	\$52.9	\$48.4	(\$4.4)	-9%	SUBSIDY	\$511.1	\$533.4	\$549.4	\$16.0	3%

Favorable/(Unfavorable)

Favorable/(Unfavorable)

59%

57%

60%

COST RECOVERY RATIO

56%

55%

55%