Operating Budget Report

April FY2012

Operating Budget ($ in Millions)

<table>
<thead>
<tr>
<th>MTD</th>
<th>April-FY2011 Actual</th>
<th>April - FY2012 Budget</th>
<th>Variance FY12 $</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>$67,598</td>
<td>$70,465</td>
<td>$71,246</td>
<td>(781)</td>
</tr>
<tr>
<td>Expense</td>
<td>$114,227</td>
<td>$123,316</td>
<td>$119,668</td>
<td>(3,647)</td>
</tr>
<tr>
<td>Subsidy</td>
<td>$46,629</td>
<td>$52,851</td>
<td>$48,422</td>
<td>(4,429)</td>
</tr>
<tr>
<td>Cost Recovery</td>
<td>59%</td>
<td>57%</td>
<td>60%</td>
<td></td>
</tr>
</tbody>
</table>

YTD FY2011 Actual FY2012 Budget Variance FY12 $ 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 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.

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

Revenue (in $M)

<table>
<thead>
<tr>
<th>MTD</th>
<th>FY2011 Actual</th>
<th>FY2012 Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>19,291</td>
<td>19,620</td>
<td>-2%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>10,817</td>
<td>10,791</td>
<td>1%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>187</td>
<td>195</td>
<td>-7%</td>
</tr>
<tr>
<td>System Total</td>
<td>30,294</td>
<td>30,606</td>
<td>-1%</td>
</tr>
</tbody>
</table>

Ridership (in thousands)

<table>
<thead>
<tr>
<th>MTD</th>
<th>FY2011 Actual</th>
<th>FY2012 Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metrorail</td>
<td>178,633</td>
<td>181,463</td>
<td>1%</td>
</tr>
<tr>
<td>Metrobus</td>
<td>102,953</td>
<td>102,151</td>
<td>7%</td>
</tr>
<tr>
<td>MetroAccess</td>
<td>1,974</td>
<td>2,043</td>
<td>-12%</td>
</tr>
<tr>
<td>System Total</td>
<td>283,560</td>
<td>285,657</td>
<td>3%</td>
</tr>
</tbody>
</table>

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.
Capital Program Report

April FY2012

Sources of Funds ($ in Millions)

<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th>FY2011 CIP</th>
<th>FY2012 CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$853</td>
<td>$1,042</td>
</tr>
<tr>
<td>Forecast</td>
<td>$754</td>
<td>$805</td>
</tr>
<tr>
<td>Expenditure-Based Year to Date Sources of Funds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forecast</td>
<td>$525</td>
<td>$606</td>
</tr>
<tr>
<td>Obligated</td>
<td>$718</td>
<td>$782</td>
</tr>
<tr>
<td>Expended</td>
<td>$423</td>
<td>$526</td>
</tr>
<tr>
<td>% Obl.</td>
<td>95%</td>
<td>97%</td>
</tr>
<tr>
<td>% Exp.</td>
<td>56%</td>
<td>65%</td>
</tr>
<tr>
<td>To be Rec.</td>
<td>$327</td>
<td>$311</td>
</tr>
</tbody>
</table>

Uses of Funds ($ in Millions)

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th>FY2011 CIP</th>
<th>FY2012 CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety &amp; Security</td>
<td>$57</td>
<td>$20</td>
</tr>
<tr>
<td>Obligation-Based to Date Sources of Funds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARRA</td>
<td>$56</td>
<td>$55</td>
</tr>
<tr>
<td>Reimbursable</td>
<td>100</td>
<td>85</td>
</tr>
<tr>
<td>Total</td>
<td>$213</td>
<td>$160</td>
</tr>
</tbody>
</table>

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.
- 13 of the 15 additional 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 were started on the escalator at the Arlington Cemetery (2), Gallery Pl-Chinatown, 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 ln ft of floating slabs; replaced 2,021 “High Voltage” roadway safety signs; rehabilitated 7,477 ln 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.

CI P Expenditures ($ in Millions)

Capital Budget Reprogramming Status ($ in millions)

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)

TO:
- CIP0017 Rail Rehab Tier 1: Dupont to Silver Spring ($22.200)
### Operating Vacancies

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

### Capital Vacancies

<table>
<thead>
<tr>
<th>Budget Approved Positions</th>
<th>Total Number Vacant</th>
<th>Vacancy Rate</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Capital Positions</td>
<td>1,201</td>
<td>159</td>
<td>13%</td>
</tr>
<tr>
<td>Departments with a large number of vacancies:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIES</td>
<td>949</td>
<td>113</td>
<td>12%</td>
</tr>
<tr>
<td>Chief Financial Office</td>
<td>382</td>
<td>24</td>
<td>6%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>74</td>
<td>21</td>
<td>28%</td>
</tr>
</tbody>
</table>

### Operating Vacancy Trend

![Operating Vacancy Trend Graph](#)

### Capital Vacancy Trend

![Capital Vacancy Trend Graph](#)
**Fund Balance Report**

**Capital Fund Balance**

- **April FY2012**

**Operating Fund Balance**

- **April FY2012**

**Procurement Report**

**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 capitaly funded contract was awarded to Precision Engineering for Escalator Step Assemblies.
# Operating Financials

**April-12**  
**FISCAL YEAR 2012**  
Dollars in Millions

## MONTHLY RESULTS:

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Year Actual</th>
<th>Current Year Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$51.4</td>
<td>$49.7</td>
<td>$51.7</td>
</tr>
<tr>
<td></td>
<td>10.9</td>
<td>12.4</td>
<td>10.9</td>
</tr>
<tr>
<td></td>
<td>0.4</td>
<td>0.6</td>
<td>0.5</td>
</tr>
<tr>
<td></td>
<td>3.7</td>
<td>4.0</td>
<td>3.9</td>
</tr>
<tr>
<td></td>
<td>$66.4</td>
<td>$66.7</td>
<td>$67.0</td>
</tr>
</tbody>
</table>

**TOTAL REVENUE**  
$67.6  
$70.5  
$71.2  
($0.8)  
-1%

## YEAR-TO-DATE RESULTS:

<table>
<thead>
<tr>
<th>Prior Year Actual</th>
<th>Current Year Actual</th>
<th>Current Year Budget</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$49.7</td>
<td>$51.0</td>
<td>$52.4</td>
</tr>
<tr>
<td></td>
<td>$5.7</td>
<td>$7.9</td>
<td>$4.7</td>
</tr>
<tr>
<td></td>
<td>25.6</td>
<td>26.4</td>
<td>26.9</td>
</tr>
<tr>
<td></td>
<td>14.5</td>
<td>15.5</td>
<td>16.2</td>
</tr>
<tr>
<td></td>
<td>6.9</td>
<td>9.8</td>
<td>4.3</td>
</tr>
<tr>
<td></td>
<td>7.2</td>
<td>6.9</td>
<td>8.3</td>
</tr>
<tr>
<td></td>
<td>2.2</td>
<td>2.8</td>
<td>3.9</td>
</tr>
<tr>
<td></td>
<td>2.9</td>
<td>3.0</td>
<td>2.9</td>
</tr>
<tr>
<td></td>
<td>$114.2</td>
<td>$123.3</td>
<td>$119.7</td>
</tr>
</tbody>
</table>

**TOTAL EXPENSE**  
$117.26  
$1,196.1  
$1,217.9  
$21.9  
2%

## REVENUES:

### Passenger Revenue

- Metrorail: $470.1  
  $468.9  
  $478.3  
  ($9.4)  
  -2%
- Metrobus: 109.4  
  110.6  
  102.9  
  7.8  
  8%
- MetroAccess: 3.5  
  6.5  
  5.2  
  1.3  
  25%
- Parking: 35.5  
  37.8  
  39.5  
  (1.7)  
  -4%

**subtotal**  
$618.5  
$623.8  
$625.9  
($2.0)  
0%

### Non-Passenger Revenue

- D.C. Schools: $4.2  
  $5.9  
  $5.7  
  $0.2  
  3%
- Advertising: 12.1  
  9.9  
  12.6  
  (2.7)  
  -21%
- Joint Dev/Property Rent: 5.2  
  4.7  
  5.4  
  (0.7)  
  -12%
- Fiber Optic: 11.7  
  11.8  
  12.4  
  (0.5)  
  -4%
- Other: 9.7  
  6.4  
  6.1  
  0.3  
  5%
- Interest: 0.2  
  0.0  
  0.4  
  (0.4)  
  -93%
- SE Closure: 0.0  
  0.0  
  0.0  
  0.0
- SCR Funding: 0.0  
  0.0  
  0.0  
  0.0

**subtotal**  
$43.1  
$38.8  
$42.6  
($3.8)  
-9%

**TOTAL REVENUE**  
$661.5  
$662.7  
$668.5  
($5.8)  
-1%

## EXPENSES:

- Salary/Wages: $512.7  
  $531.1  
  $542.0  
  $10.9  
  2%
- Overtime: 67.4  
  69.7  
  47.7  
  ($22.0)  
  -46%
- Fringe Benefits: 252.9  
  259.0  
  260.2  
  1.2  
  0%
- Services: 147.4  
  146.5  
  167.5  
  21.0  
  13%
- Supplies: 60.0  
  59.9  
  43.1  
  (16.9)  
  -39%
- Power/Diesel/CNG: 69.8  
  73.3  
  89.0  
  15.7  
  18%
- Utilities: 28.0  
  27.4  
  39.7  
  12.4  
  31%
- Insurance/Other: 34.4  
  29.2  
  28.8  
  (0.4)  
  -1%

**TOTAL EXPENSE**  
$1,172.6  
$1,196.1  
$1,217.9  
$21.9  
2%

## SUBSIDY

$511.1  
$533.4  
$549.4  
$16.0  
3%

**Favorable/(Unfavorable)**

<table>
<thead>
<tr>
<th>59%</th>
<th>57%</th>
<th>60%</th>
</tr>
</thead>
</table>

**COST RECOVERY RATIO**  
56%  
55%  
55%  
Favorable/(Unfavorable)

7/9/2012