



# Operating Budget Report

January FY2012

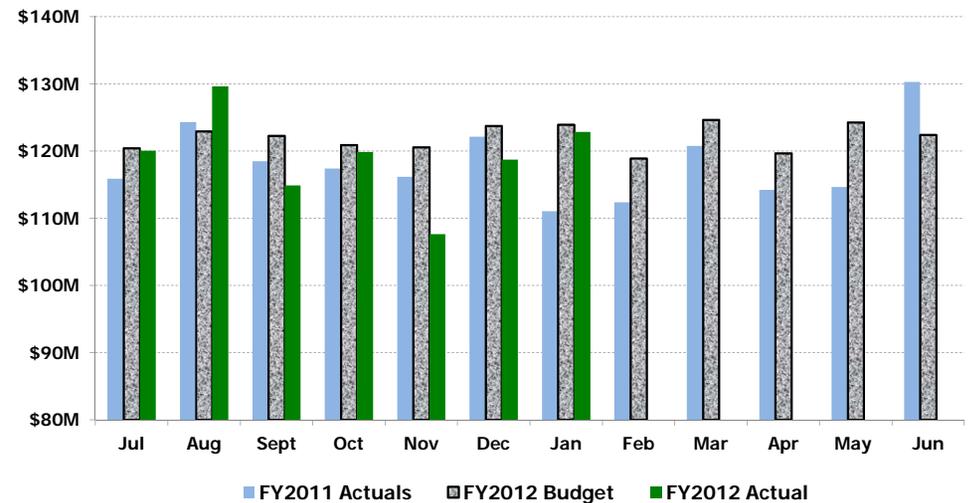
## Operating Budget (\$ in Millions)

MTD	Jan-FY2011		Jan - FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 61	\$ 61	\$ 61	\$ 0	1%	
Expense	\$ 111	\$ 123	\$ 124	\$ 1	1%	
Subsidy	\$ 50	\$ 62	\$ 63	\$ 2	2%	
Cost Recovery	55%	50%	49%			

YTD	FY2011		FY2012		Variance FY12	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 456	\$ 458	\$ 461	\$ (3)	-1%	
Expense	\$ 825	\$ 834	\$ 855	\$ 21	2%	
Subsidy	\$ 370	\$ 375	\$ 393	\$ 18	5%	
Cost Recovery	55%	55%	54%		1%	

## Operating Expenditures (\$ in Millions)



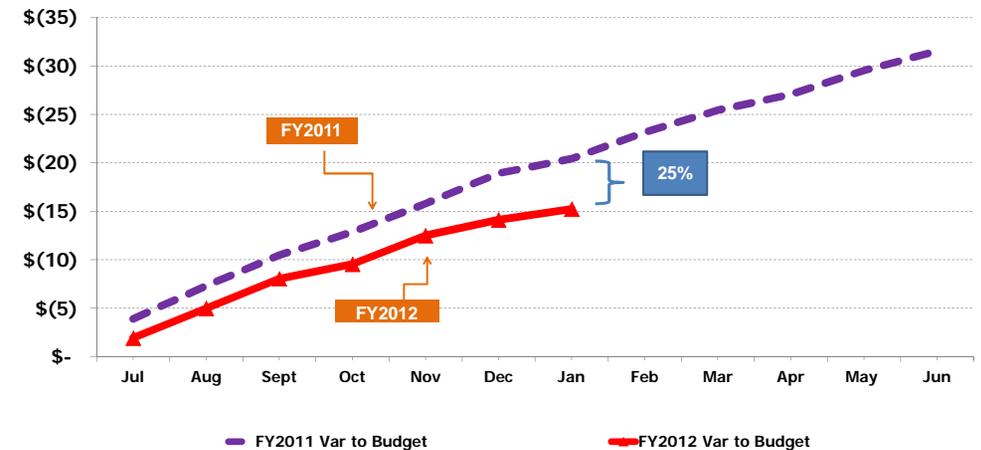
## Operating Program Highlights

As of January YTD, Metro is **favorable to budget** by \$18M, or 5%

Year-to-date expenditures - \$21.2 M or 2.5% favorable to budget

- Salary & wages below budget by \$8.9 M due to vacancies
- Overtime (\$15.3 M) and fringe benefits (\$1.6 M) over budget due to vacancies, leave coverage, and extensive rail work in Transit Infrastructure and Engineering Services (TIES), RAIL and BUS
- Materials and Supply expenses (\$5.2 M) unfavorable due to under-budgeted expenses for bus parts and a lag in capitalization of brake and elevator parts. Costs for brake and elevator parts will be capitalized in the coming months.
- Service expenses of \$15.9 M were favorable due to \$6.5M savings in paratransit expenses, timing delays in some TIES contract utilization, and timing of contracts by Labor Relations for arbitration negotiations. These costs are likely to be incurred before the end of the fiscal year.
- Propulsion/Diesel and Utilities/Insurance/Other were below budget by \$11.1 M and \$7.3 M respectively

## YTD Overtime Variance to Budget (Cumulative, in \$ Millions)



## Operating Budget Reprogramming Status

January: \$800,000 reprogramming of operating funds between accounts within the DGMO department

Year-to-date: \$300,000 was reprogrammed from the Treasury Office to Counsel for the purpose of funding outside legal fees for Treasury. Other reprogramming is intra-departmental.



# Revenue and Ridership Report

January FY2012

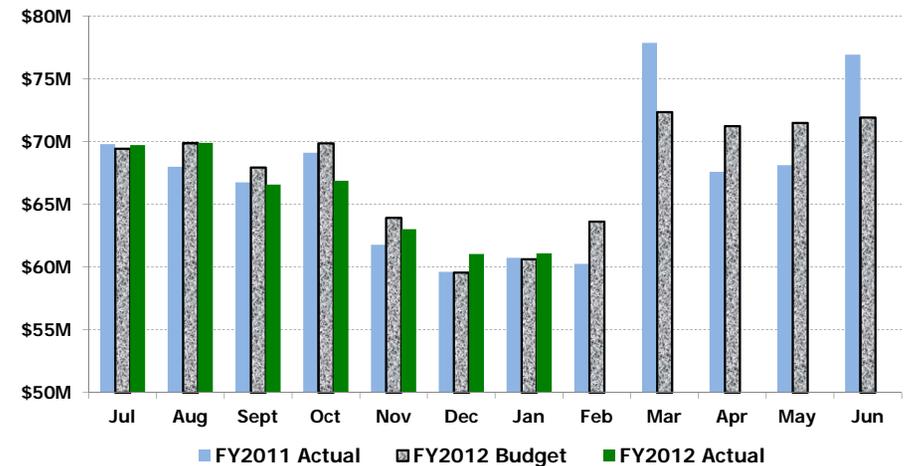
## Ridership (trips in thousands)

MTD	Jan - FY2012	Jan - FY2012	Variance	Variance	
	Actual	Actual			Budget
Metrorail	15,967	16,512	16,187	3%	2%
Metrobus	9,302	10,603	9,018	14%	18%
MetroAccess	182	169	191	-7%	-11%
<b>System Total</b>	<b>25,452</b>	<b>27,284</b>	<b>25,395</b>	<b>7%</b>	<b>7%</b>

YTD	FY2011	FY2012	Variance	Variance	
	Actual	Actual			Budget
Metrorail	123,676	124,200	125,286	0%	-1%
Metrobus	70,742	76,416	69,790	8%	9%
MetroAccess	1,393	1,198	1,438	-14%	-17%
<b>System Total</b>	<b>195,811</b>	<b>201,814</b>	<b>196,514</b>	<b>3%</b>	<b>3%</b>

## Revenue



## Revenue and Ridership Highlights

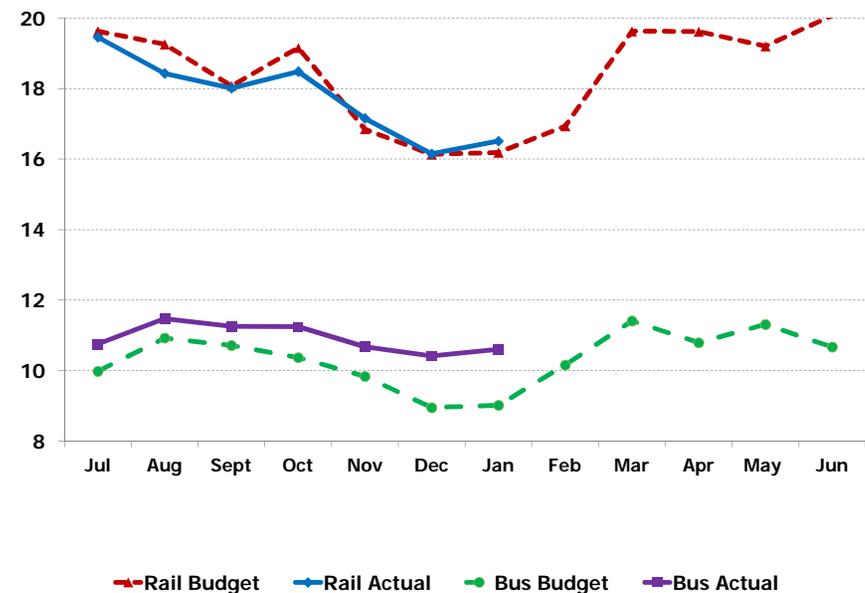
### Year-to-date Revenue

- Total revenue is (\$3.1 M) below budget, an improvement of \$0.4 M due to favorable revenue in bus passenger fares
- While Rail passenger fares are (\$6.5 M) below budget YTD, January was above budget by \$31,000, which is the second month in a row of favorable performance.
- Bus passenger revenue YTD is \$5.9 M favorable as reflected in the strong ridership numbers
- MetroAccess is \$872,000 above budget, while parking revenue is \$1.3 M below budget
- Other revenue is (\$2 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** in January showed a third month of continued improvement, exceeding projection by 323,000 trips. The largest increases passenger trips were during the AM peak and evening periods compared to the prior year. The midday period had a slight decrease. YTD ridership is 0.9% below projection.
- **Bus ridership** YTD is 6.6 M or 9.5% above budget, and 5.7 M or 8% above prior year. Average weekday ridership has been strong at 437,000 trips per day.
- Both Rail and Bus ridership were strong in January due to continued favorable weather. January this year had only 7 days of temperatures below 40°F, compared to January 2011 that had 20 days below 40°F, and 14 days of temperatures above 50°F. The warm temperatures encouraged people to utilize public transit.

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





# Capital Program Report

January 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	\$225	\$395	\$457
FY2012 CIP	\$1,042	\$917	\$528	\$435	\$607

	Obligation-Based to Date Sources of Funds			
	Budget	Awarded	Received	To be Rec.
Safety & Security	\$57	\$57	\$0	\$57
ARRA	56	56	34	22
Reimbursable	100	100	26	75
<b>Total</b>	<b>\$213</b>	<b>\$213</b>	<b>\$60</b>	<b>\$153</b>

## Uses of Funds (\$ in Millions)

	Expenditure-Based Year to Date Uses of Funds					
	Budget	Forecast	Obligated	Expended	Obl. Rate	Exp. Rate
FY2011 CIP	\$853	\$754	\$617	\$289	82%	38%
FY2012 CIP	\$1,042	\$917	\$764	\$327	83%	36%

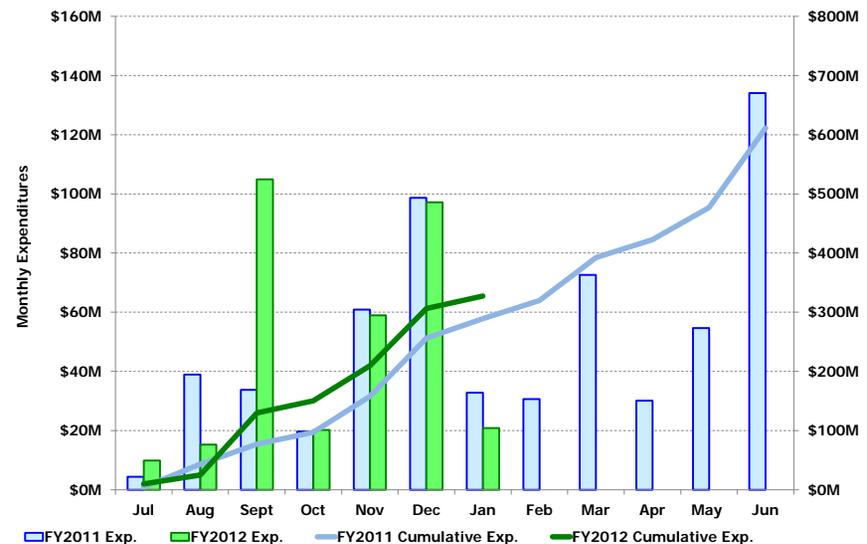
	Obligation-Based to Date Uses of Funds				
	Budget	Obligated	Expended	Obl. Rate	Exp. Rate
Safety & Security	\$57	\$10	\$2	17%	3%
ARRA	56	55	36	98%	64%
Reimbursable	100	85	45	84%	45%
<b>Total</b>	<b>\$213</b>	<b>\$149</b>	<b>\$82</b>	<b>70%</b>	<b>39%</b>

## Capital Program Highlights

As of January 31<sup>st</sup>,

- The Capital Improvement Program (CIP) has expended \$327 million in FY2012. This is \$38 million, or 13 percent, more than the same period in FY2011.
- 95 of the 115 FY2012 replacement buses have been received of which 75 have been placed into service. Delivery of an additional 51 30-foot BRT Buses will commence in March. In addition, all 52 of the FY2011 replacements buses have been received as well.
- Major repairs were completed on escalators at the Addison Road-Seat Pleasant, Columbia Heights, Eastern Market, Grosvenor-Strathmore, Federal Triangle, Metro Center, and Stadium-Armory Metrorail stations.
- Rehabilitation/modernizations were completed on escalators at the Dupont Circle (2), Judiciary Square, and Metro Center Metrorail stations.
- Station rehabilitations were completed at the Grosvenor-Strathmore Metrorail station.
- Track rehabilitation work completed YTD include the following: welded 626 open joints; retrofitted 1,375 In ft of floating slabs; replaced 1,020 "High Voltage" roadway safety signs; rehabilitated 6,904 In ft of grout pads; tamped 26 miles of track; repaired 1,028 leaks; and replaced 12,061 cross ties, 5,903 fasteners, 5,422 insulators, 7.6 miles ft of running rail, 13,162 direct fixation fasteners, 20 turnouts

## CIP Expenditures (\$ in Millions)



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

### Approved in January:

#### FROM-

CIP0131: Credit Facility	(\$1.907)
CIP0086: Shepherd Parkway Bus Facility	(2.840)
	<u>(\$4.747)</u>

#### TO-

CIP0097: Open Bankcard & Automatic Fare Collections Systems	\$0.490
CIP0132: Elevator/Escalator Repairables	1.917
CIP0074: Installation of Parking Lot Credit Card Readers	2.340
	<u>\$4.747</u>



# HR Vacancy Report

January FY2012

## Operating Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Operating Positions</b>	10,250	535	5%	

### Departments with a large number of vacancies:

Transit Infra. & Engineering Services	3,120	143	5%	
Bus Services	3,807	112	3%	
Rail Transportation	1,499	113	8%	Rail hiring process is dependent on progress in Bus filling positions.
Information Technology	251	50	20%	
Metro Police Department	635	27	4%	

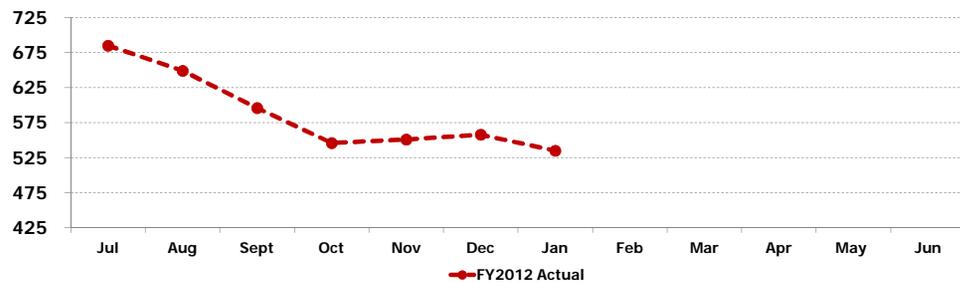
## Capital Vacancies

	Budget Approved Positions	Total Number Vacant	Vacancy Rate	Discussion
<b>Total Capital Positions</b>	1,201	242	20%	Reflects GM authorized increased headcount*

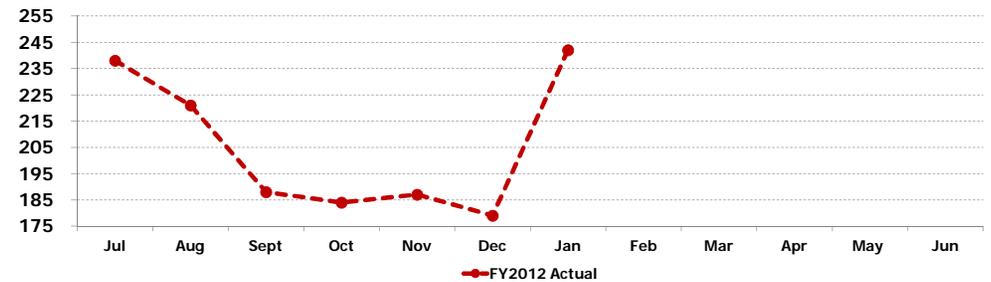
### Departments with a large number of vacancies:

Transit Infra. & Engineering Services	949	177	19%	
Information Technology	37	23	62%	Initiative to convert contract positions to full-time employees is ongoing
Procurement Capital Support	24	24	100%	Recruitment process has been initiated

### Operating Vacancy Trend



### Capital Vacancy Trend



\*GM authorized 86 additional TIES headcount associated with ramp up of capital program. Recruiting will begin immediately with goal of filling positions by July 1, 2012.

# Operating Financials

January-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>										
\$42.0	\$42.7	\$42.7	\$0.0	0%	Metrorail	\$324.6	\$323.7	\$330.2	(\$6.5)	-2%
10.5	10.5	9.1	1.4	15%	Metrobus	76.4	76.1	70.3	5.9	8%
0.3	0.6	0.5	0.2	34%	MetroAccess	2.4	4.5	3.7	0.9	24%
3.3	3.6	4.1	(0.5)	-11%	Parking	24.0	26.2	27.5	(1.3)	-5%
<b>\$56.0</b>	<b>\$57.5</b>	<b>\$56.3</b>	<b>\$1.1</b>	<b>2%</b>	<b>subtotal</b>	<b>\$427.4</b>	<b>\$430.6</b>	<b>\$431.6</b>	<b>(\$1.0)</b>	<b>0%</b>
<b>Non-Passenger Revenue</b>										
\$0.7	\$0.6	\$0.7	(\$0.1)	-11%	D.C. Schools	\$3.8	\$3.9	\$3.6	\$0.3	7%
1.5	1.1	1.2	(0.1)	-11%	Advertising	7.5	6.7	9.0	(2.3)	-26%
0.7	0.4	0.5	(0.1)	-28%	Joint Dev/Property Rent	3.5	3.6	3.8	(0.2)	-4%
1.3	1.1	1.2	(0.1)	-9%	Fiber Optic	8.3	8.3	8.7	(0.4)	-4%
0.4	0.5	0.6	(0.2)	-25%	Other	4.7	5.1	4.3	0.8	19%
0.0	0.0	0.0	(0.0)	-86%	Interest	0.2	0.0	0.3	(0.3)	-93%
0.0	0.0	0.0	0.0		SE Closure	0.0	0.0	0.0	0.0	
0.1	0.0	0.0	0.0		SCR Funding	0.5	0.0	0.0	0.0	
<b>\$4.7</b>	<b>\$3.6</b>	<b>\$4.3</b>	<b>(\$0.7)</b>	<b>-15%</b>	<b>subtotal</b>	<b>\$28.4</b>	<b>\$27.6</b>	<b>\$29.7</b>	<b>(\$2.0)</b>	<b>-7%</b>
<b>\$60.7</b>	<b>\$61.1</b>	<b>\$60.6</b>	<b>\$0.5</b>	<b>1%</b>	<b>TOTAL REVENUE</b>	<b>\$455.8</b>	<b>\$458.2</b>	<b>\$461.3</b>	<b>(\$3.1)</b>	<b>-1%</b>
<b>EXPENSES:</b>										
\$49.0	\$54.2	\$54.6	\$0.4	1%	Salary/Wages	\$362.2	\$373.0	\$381.9	\$8.9	2%
\$5.7	\$6.0	\$4.9	(\$1.1)	-24%	Overtime	\$49.0	\$49.0	\$33.8	(\$15.3)	-45%
26.0	27.2	27.4	0.2	1%	Fringe Benefits	176.2	181.9	180.3	(1.6)	-1%
15.4	15.8	16.3	0.5	3%	Services	104.7	102.0	117.9	15.9	14%
4.3	5.8	4.4	(1.3)	-30%	Supplies	41.5	35.5	30.3	(5.2)	-17%
4.4	7.0	9.2	2.2	24%	Power/Diesel/CNG	47.8	52.2	63.3	11.1	18%
3.2	3.9	4.3	0.4	9%	Utilities	19.7	19.7	27.1	7.4	27%
3.1	3.0	2.9	(0.1)	-5%	Insurance/Other	24.2	20.3	20.2	(0.1)	-1%
<b>\$111.0</b>	<b>\$122.8</b>	<b>\$123.9</b>	<b>\$1.1</b>	<b>1%</b>	<b>TOTAL EXPENSE</b>	<b>\$825.3</b>	<b>\$833.6</b>	<b>\$854.7</b>	<b>\$21.2</b>	<b>2%</b>
<b>\$50.3</b>	<b>\$61.8</b>	<b>\$63.3</b>	<b>\$1.5</b>	<b>2%</b>	<b>SUBSIDY</b>	<b>\$369.5</b>	<b>\$375.4</b>	<b>\$393.5</b>	<b>\$18.1</b>	<b>5%</b>

Favorable/(Unfavorable)

Favorable/(Unfavorable)

55%

50%

49%

**COST RECOVERY RATIO**

55%

55%

54%