Operating Budget Report
May FY2012

### Operating Budget ($ in Millions)

<table>
<thead>
<tr>
<th>Category</th>
<th>May-FY2011 Actual</th>
<th>May - FY2012 Actual</th>
<th>Variance FY2012</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>$68,140</td>
<td>$70,480</td>
<td>$71,505</td>
<td>(1,025)</td>
</tr>
<tr>
<td><strong>Expense</strong></td>
<td>$114,607</td>
<td>$112,671</td>
<td>$124,263</td>
<td>11,593</td>
</tr>
<tr>
<td><strong>Subsidy</strong></td>
<td>$46,467</td>
<td>$42,191</td>
<td>$52,758</td>
<td>10,567</td>
</tr>
<tr>
<td><strong>Cost Recovery</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>FY2011 Actual</th>
<th>FY2012 Budget</th>
<th>FY2012 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>$729,672</td>
<td>$733,145</td>
<td>$740,000</td>
</tr>
<tr>
<td><strong>Expense</strong></td>
<td>$1,287,169</td>
<td>$1,308,740</td>
<td>$1,342,201</td>
</tr>
<tr>
<td><strong>Subsidy</strong></td>
<td>$557,497</td>
<td>$575,595</td>
<td>$602,201</td>
</tr>
<tr>
<td><strong>Cost Recovery</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>YTD Overtime Budget vs Actual ($ in Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$9</td>
</tr>
<tr>
<td>Aug</td>
<td>$8</td>
</tr>
<tr>
<td>Sep</td>
<td>$7</td>
</tr>
<tr>
<td>Oct</td>
<td>$6</td>
</tr>
<tr>
<td>Nov</td>
<td>$5</td>
</tr>
<tr>
<td>Dec</td>
<td>$4</td>
</tr>
<tr>
<td>Jan</td>
<td>$3</td>
</tr>
<tr>
<td>Feb</td>
<td>$2</td>
</tr>
<tr>
<td>Mar</td>
<td>$1</td>
</tr>
<tr>
<td>Apr</td>
<td>$0</td>
</tr>
<tr>
<td>May</td>
<td>$0</td>
</tr>
<tr>
<td>Jun</td>
<td>$0</td>
</tr>
</tbody>
</table>

### Operating Program Highlights

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

- **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.

### 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 Highlights**

**Year-to-date Revenue**
- Total revenue is ($7M) below budget, -1%; Passenger fares plus parking is ($3M) and non-transit revenue is ($4M) below budget.
- Rail passenger fares are ($10M) below budget YTD, average fare YTD is $2.61
- Bus passenger revenue YTD is $8M favorable to budget, and average fare is $1.01 which is equal to budget.
- MetroAccess is $1.5M above budget, average fare YTD is $3.76
- While Parking revenue YTD is ($2M) below budget, the average fee is $3.74, compared to a budget of $3.71
- Other revenue is ($4M) 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 7.8M 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 4th 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.
**Capital Program Report**

**May FY2012**

### 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.
- 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.

### Sources of Funds ($ in Millions)

<table>
<thead>
<tr>
<th></th>
<th>FY2011 CIP</th>
<th>FY2012 CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$855</td>
<td>$1,042</td>
</tr>
<tr>
<td>Forecast</td>
<td>$754</td>
<td>$917</td>
</tr>
<tr>
<td>Awarded</td>
<td>$692</td>
<td>$733</td>
</tr>
<tr>
<td>Received</td>
<td>$551</td>
<td>$606</td>
</tr>
<tr>
<td>To be Rec.</td>
<td>$304</td>
<td>$311</td>
</tr>
</tbody>
</table>

### Uses of Funds ($ in Millions)

<table>
<thead>
<tr>
<th></th>
<th>FY2011 CIP</th>
<th>FY2012 CIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$855</td>
<td>$1,042</td>
</tr>
<tr>
<td>Forecast</td>
<td>$754</td>
<td>$917</td>
</tr>
<tr>
<td>Obligated</td>
<td>$742</td>
<td>$824</td>
</tr>
<tr>
<td>Expended</td>
<td>$477</td>
<td>$601</td>
</tr>
<tr>
<td>% Obl.</td>
<td>98%</td>
<td>90%</td>
</tr>
<tr>
<td>% Exp.</td>
<td>63%</td>
<td>66%</td>
</tr>
</tbody>
</table>

### Obligation-Based to Date Sources of Funds

<table>
<thead>
<tr>
<th></th>
<th>Safety &amp; Security</th>
<th>ARRA</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget</td>
<td>$57</td>
<td>56</td>
<td>100</td>
<td>$213</td>
</tr>
<tr>
<td>Awarded</td>
<td>$57</td>
<td>56</td>
<td>100</td>
<td>$213</td>
</tr>
<tr>
<td>Received</td>
<td>0</td>
<td>39</td>
<td>79</td>
<td>$118</td>
</tr>
<tr>
<td>To be Rec.</td>
<td>$57</td>
<td>17</td>
<td>21</td>
<td>$95</td>
</tr>
</tbody>
</table>

### CIP Expenditures ($ in Millions)

- **FY2011 Exp.**
  - Jul: $0M
  - Aug: $40M
  - Sept: $100M
  - Oct: $60M
  - Nov: $0M
  - Dec: $0M
  - Jan: $0M
  - Feb: $0M
  - Mar: $0M
  - Apr: $200M
  - May: $500M
  - Jun: $700M

- **FY2012 Exp.**
  - Jul: $0M
  - Aug: $100M
  - Sept: $200M
  - Oct: $400M
  - Nov: $600M
  - Dec: $800M
  - Jan: $1,000M
  - Feb: $1,200M
  - Mar: $1,400M
  - Apr: $1,600M
  - May: $1,800M
  - Jun: $2,000M

### Safety & Security

- Reimbursable
  - FY2011: $57M
  - FY2012: $57M

- ARRA
  - FY2012: $56M

- Obligated
  - FY2011: $57M
  - FY2012: $56M

- Expended
  - FY2011: $9M
  - FY2012: $855M

There was no reprogramming done in May.
### 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><strong>Total Operating Positions</strong></td>
<td>10,250</td>
<td>610</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Departments with a large number of vacancies:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIES</td>
<td>3,120</td>
<td>154</td>
<td>5%</td>
</tr>
<tr>
<td>Bus Services</td>
<td>3,807</td>
<td>123</td>
<td>3%</td>
</tr>
<tr>
<td>Rail Transportation</td>
<td>1,499</td>
<td>96</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>20</td>
<td>3%</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><strong>Total Capital Positions</strong></td>
<td>1,201</td>
<td>143</td>
<td>12%</td>
</tr>
<tr>
<td><strong>Departments with a large number of vacancies:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIES</td>
<td>949</td>
<td>101</td>
<td>11%</td>
</tr>
<tr>
<td>Chief Financial Office</td>
<td>382</td>
<td>11</td>
<td>3%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>74</td>
<td>17</td>
<td>23%</td>
</tr>
</tbody>
</table>

Vacancy rate continues to drop as a result of targeted recruitment efforts.

IT reorganization, salary ranges too low creating difficulties in recruitment.

### Operating Vacancy Trend

![Operating Vacancy Trend Graph](image)

### Capital Vacancy Trend

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

**May FY2012**

#### Capital Fund Balance
($ in millions)

- **Forecast**
- **Actual**

### Procurement Report

**May FY2012**

#### 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.

#### April Solicitation Actions

- Total Actions: 98

- **New Awards**: 33%
- **Sole Source**: 43%
- **Contract Modifications**: 22%
- **Options**: 2%
## Operating Financials
### May-12
#### FISCAL YEAR 2012
Dollars in Millions

### MONTHLY RESULTS:

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year</th>
<th>Variance</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actual</td>
<td>Budget</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### REVENUES:

**Passenger Revenue**

- **Metrorail**
  - Prior Year Actual: $48.8
  - Current Year Actual: $50.0
  - Variance: ($0.6) -1%
- **Metrobus**
  - Prior Year Actual: 11.0
  - Current Year Actual: 11.5
  - Variance: 0.5 0.1 1%
- **MetroAccess**
  - Prior Year Actual: 0.4
  - Current Year Actual: 0.7
  - Variance: 0.3 0.2 33%
- **Parking**
  - Prior Year Actual: 4.0
  - Current Year Actual: 3.9
  - Variance: ($0.1) -9%

**subtotal**

- Prior Year: $64.2
- Current Year: $66.2
- Variance: ($0.6) -1%

### Non-Passenger Revenue

- **D.C. Schools**
  - Prior Year Actual: 0.7
  - Current Year Actual: 0.7
  - Variance: ($0.0) -3%
- **Advertising**
  - Prior Year Actual: 1.5
  - Current Year Actual: 1.1
  - Variance: 0.4 -29%
- **Joint Dev/Property Rent**
  - Prior Year Actual: 0.5
  - Current Year Actual: 0.7
  - Variance: 0.2 0.3 33%
- **Fiber Optic**
  - Prior Year Actual: 1.5
  - Current Year Actual: 1.2
  - Variance: ($0.3) -9%

**subtotal**

- Prior Year: $4.0
- Current Year: $4.3
- Variance: ($0.4) -8%

### TOTAL REVENUE

- Prior Year: $68.1
- Current Year: $70.5
- Variance: $2.4 3%

### EXPENSES:

- **Salary/Wages**
  - Prior Year Actual: $51.4
  - Current Year Actual: $50.8
  - Variance: $0.6 10%
- **Overtime**
  - Prior Year Actual: $6.5
  - Current Year Actual: $7.1
  - Variance: ($0.6) -51%
- **Fringe Benefits**
  - Prior Year Actual: $25.8
  - Current Year Actual: $26.7
  - Variance: $0.9 33%
- **Services**
  - Prior Year Actual: 15.3
  - Current Year Actual: 17.0
  - Variance: 1.7 11%
- **Supplies**
  - Prior Year Actual: 1.1
  - Current Year Actual: 3.4
  - Variance: 2.3 206%
- **Power/Diesel/CNG**
  - Prior Year Actual: 1.1
  - Current Year Actual: 1.5
  - Variance: 0.4 36%
- **Utilities**
  - Prior Year Actual: 3.0
  - Current Year Actual: 3.7
  - Variance: 0.7 23%
- **Insurance/Other**
  - Prior Year Actual: 3.7
  - Current Year Actual: 3.1
  - Variance: ($0.6) -16%

**TOTAL EXPENSE**

- Prior Year: $114.6
- Current Year: $124.3
- Variance: $9.7 8%

### SUBSIDY

- Prior Year: $55.7
- Current Year: $60.2
- Variance: $4.5 8%

### COST RECOVERY RATIO

<table>
<thead>
<tr>
<th>Favorable/(Unfavorable)</th>
<th>59%</th>
<th>63%</th>
<th>58%</th>
</tr>
</thead>
</table>

###年度结果

<table>
<thead>
<tr>
<th>前年</th>
<th>当年</th>
<th>变动</th>
</tr>
</thead>
<tbody>
<tr>
<td>实际</td>
<td>预算</td>
<td>实际</td>
</tr>
</tbody>
</table>

###收入

**乘客收入**

- **地铁**
  - 前年实际: $48.8
  - 当年实际: $50.0
  - 变动: ($0.6) -1%
- **地铁巴士**
  - 前年实际: 11.0
  - 当年实际: 11.5
  - 变动: 0.5 0.1 1%
- **地铁访问**
  - 前年实际: 0.4
  - 当年实际: 0.7
  - 变动: 0.3 0.2 33%
- **停车**
  - 前年实际: 4.0
  - 当年实际: 3.9
  - 变动: ($0.1) -9%

**小计**

- 前年: $64.2
- 当年: $66.2
- 变动: ($0.6) -1%

**非乘客收入**

- **DC学校**
  - 前年实际: 0.7
  - 当年实际: 0.7
  - 变动: ($0.0) -3%
- **广告**
  - 前年实际: 1.5
  - 当年实际: 1.1
  - 变动: 0.4 -29%
- **联合开发/财产租赁**
  - 前年实际: 0.5
  - 当年实际: 0.7
  - 变动: 0.2 0.3 33%
- **光纤**
  - 前年实际: 1.5
  - 当年实际: 1.2
  - 变动: ($0.3) -9%

**小计**

- 前年: $4.0
- 当年: $4.3
- 变动: ($0.4) -8%

**总收入**

- 前年: $68.1
- 当年: $70.5
- 变动: $2.4 3%

###费用

- **工资/薪金**
  - 前年实际: $51.4
  - 当年实际: $50.8
  - 变动: $0.6 10%
- **加班费**
  - 前年实际: $6.5
  - 当年实际: $7.1
  - 变动: ($0.6) -51%
- **福利**
  - 前年实际: $25.8
  - 当年实际: $26.7
  - 变动: $0.9 33%
- **服务**
  - 前年实际: 15.3
  - 当年实际: 17.0
  - 变动: 1.7 11%
- **材料**
  - 前年实际: 1.1
  - 当年实际: 3.4
  - 变动: 2.3 206%
- **电力/柴油/天然气**
  - 前年实际: 1.1
  - 当年实际: 1.5
  - 变动: 0.4 36%
- **公用事业**
  - 前年实际: 3.0
  - 当年实际: 3.7
  - 变动: 0.7 23%
- **保险/其他**
  - 前年实际: 3.7
  - 当年实际: 3.1
  - 变动: ($0.6) -16%

**总费用**

- 前年: $114.6
- 当年: $124.3
- 变动: $9.7 8%

**补贴**

- 前年: $55.7
- 当年: $60.2
- 变动: $4.5 8%

**成本回收比率**

<table>
<thead>
<tr>
<th>资金回收率</th>
<th>59%</th>
<th>63%</th>
<th>58%</th>
</tr>
</thead>
</table>