

# **METRO**

Fiscal Year 2022

Monthly Performance Report

Revenue • Expense • Ridership • Performance

March 2022

(Second Quarter Fiscal Year-to-Date)



# **MONTHLY PERFORMANCE REPORT**

## **March 2022**

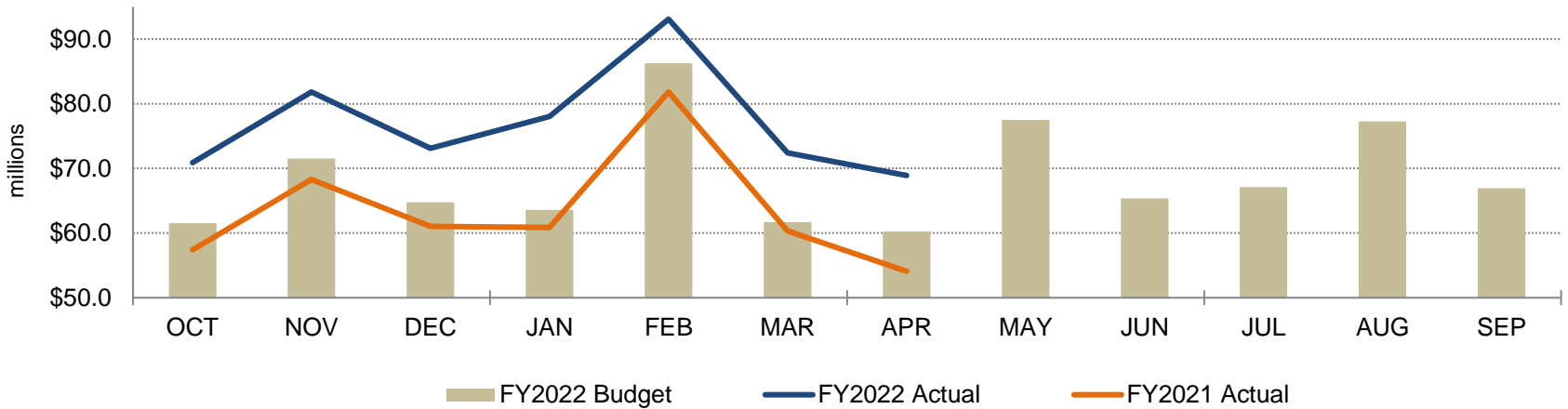
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## MONTHLY PERFORMANCE REPORT

April 2021

### Sales Tax Revenue



**Total FY2022 Sales Tax budget is \$823.8 million**

#### Budget to Actual FY2022

(\$ millions)

	Budget	Actual	Variance	%
October	61.5	70.9	9.4	15.2%
November	71.6	81.8	10.3	14.3%
December	64.8	73.1	8.3	12.9%
January	63.6	78.1	14.5	22.8%
February	86.3	93.1	6.8	7.9%
March	61.7	72.4	10.7	17.4%
<b>April</b>	<b>60.2</b>	<b>68.9</b>	<b>8.7</b>	<b>14.4%</b>
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 469.7</b>	<b>\$ 538.3</b>	<b>\$ 68.7</b>	<b>14.6%</b>

#### Prior Year vs. Current Year

(\$ millions)

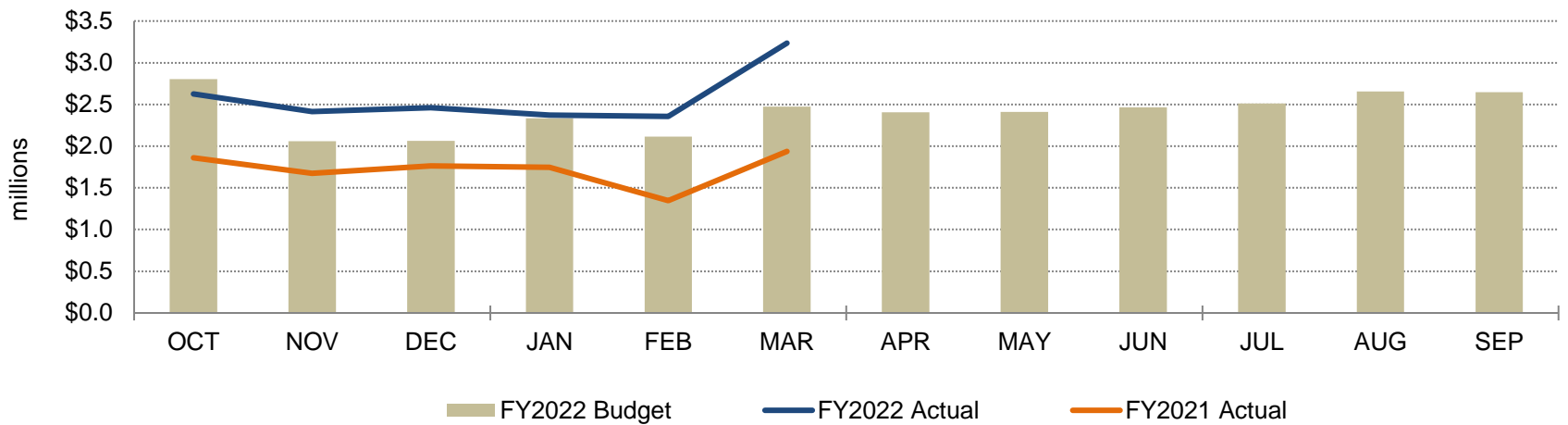
	Prior Year	Current Year	Variance	%
October	57.4	70.9	13.5	23.5%
November	68.3	81.8	13.5	19.8%
December	61.1	73.1	12.0	19.7%
January	60.9	78.1	17.2	28.2%
February	81.8	93.1	11.3	13.8%
March	60.3	72.4	12.1	20.1%
<b>April</b>	<b>54.1</b>	<b>68.9</b>	<b>14.8</b>	<b>27.4%</b>
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 443.9</b>	<b>\$ 538.3</b>	<b>\$ 94.4</b>	<b>21.3%</b>

Sales Tax revenue for the month of April 2021 of \$68.9 million is \$8.7 million or 14.6% over estimates.

Sales Tax revenue for the year-to-date through April 2021 of \$538.3 million is \$68.7 million or 14.6% over estimates.

## MONTHLY PERFORMANCE REPORT

**March 2022  
Fare Revenue**



**Total FY2022 Fare Revenue budget is \$28.9 million**

### Budget to Actual FY2022

(\$ millions)

	Budget	Actual	Variance	%
October	2.8	2.6	(0.2)	(7.1%)
November	2.1	2.4	0.3	14.3%
December	2.1	2.5	0.4	19.0%
January	2.3	2.4	0.1	4.3%
February	2.1	2.4	0.3	14.3%
<b>March</b>	<b>2.5</b>	<b>3.2</b>	<b>0.7</b>	<b>28.0%</b>
April	-	-	-	0.0%
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 13.9</b>	<b>\$ 15.5</b>	<b>\$ 1.6</b>	<b>11.5%</b>

### Prior Year vs. Current Year

(\$ millions)

	Prior Year	Current Year	Variance	%
October	1.9	2.6	0.7	36.8%
November	1.7	2.4	0.7	41.2%
December	1.8	2.5	0.7	38.9%
January	1.7	2.4	0.7	41.2%
February	1.3	2.4	1.1	84.6%
<b>March</b>	<b>1.9</b>	<b>3.2</b>	<b>1.3</b>	<b>67.0%</b>
April	-	-	-	0.0%
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 10.3</b>	<b>\$ 15.5</b>	<b>\$ 5.2</b>	<b>50.5%</b>

Fare Revenue for the month of March 2022 of \$3.2 million is \$0.7 million or 28.0% over budget.

Fare Revenue for the year-to-date through March 2022 of \$15.5 million is \$1.6 million or 11.5% over budget.

**MONTHLY PERFORMANCE REPORT**  
**March 2022**

**Service Related Grant Revenue**  
**Total FY2022 Service Related Grant budget is \$265.4 million**

	(\$ millions)			
	Budget	Actual	Variance	%
October	15.3	16.5	1.2	7.8%
November	15.3	(15.4)	(30.7)	(200.7%)
December	35.3	(0.4)	(35.7)	(101.1%)
January	15.3	0.3	(15.0)	(98.0%)
February	15.3	1.6	(13.7)	(89.5%)
<b>March (See Note A below)</b>	<b>35.3</b>	<b>0.2</b>	<b>(35.1)</b>	<b>(99.4%)</b>
April	-	-	-	0.0%
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 131.5</b>	<b>\$ 2.8</b>	<b>\$ (128.7)</b>	<b>(97.9%)</b>

Service Related Grant Revenue for the month of March 2022 of \$0.2 million is \$35.1 million or 99.4% under budget.

Service Related Grant Revenue for the year-to-date through March 2022 of \$2.8 million is \$128.7 million or 97.9% under budget.

**Note A:** In July 2021, METRO completed the steps needed to begin receiving \$299.9 Million in funding under FTA's American Rescue Plan Act (ARPA) formula grant program. The FY2022 Budget and Business Plan, formalized in September 2021, assumed grant revenue recognition and related drawdowns of cash from FTA of \$15 Million per month and \$10 Million per month in FY2023. Subsequent to year-end and after consultation with METRO's external auditors, Finance determined that the \$299.9 Million in ARPA funding should be recognized as revenue in FY2021, with drawdown of the full amount to occur in FY2022. This approach is consistent with recently issued authoritative literature and the opinion of our external auditors. The change in approach will result in a negative budget variance related to ARPA of \$180 Million in total for FY2022, since those grant related revenues were recognized in FY2021. Actual drawdowns of ARPA funds for FY2022 (\$299.9 Million), however, will significantly exceed the amount budgeted (\$180 Million). For the six months ended March 31, 2022, ARPA funds budgeted amounted to \$90 Million versus ARPA drawdowns of cash from FTA of \$176.2 Million.

**Capital Grant Revenue**  
**Total FY2022 Capital Grant budget is \$53.3 million**

	(\$ millions)			
	Budget	Actual	Variance	%
October	4.4	0.9	(3.5)	(79.5%)
November	4.4	8.7	4.3	97.7%
December	4.4	1.5	(2.9)	(65.9%)
January	4.4	0.9	(3.5)	(79.5%)
February	4.4	0.0	(4.4)	(100.0%)
<b>March</b>	<b>4.4</b>	<b>4.1</b>	<b>(0.3)</b>	<b>(6.8%)</b>
April	-	-	-	0.0%
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 26.7</b>	<b>\$ 16.2</b>	<b>\$ (10.5)</b>	<b>(39.3%)</b>

Capital Grant Revenue for the year-to-date through March 2022 of \$16.2 million is \$10.5 million under budget.

## MONTHLY PERFORMANCE REPORT

March 2022

### Interest & Miscellaneous Revenue

**Total FY2022 Interest & Miscellaneous Revenue budget is \$6.1 million**

(\$ millions)

	Budget	Actual	Variance	%
October	0.4	0.6	0.2	50.0%
November	0.3	0.5	0.2	66.7%
December	0.7	1.0	0.3	42.9%
January	0.3	0.7	0.4	133.3%
February	0.3	0.7	0.4	133.3%
<b>March</b>	<b>0.4</b>	<b>1.1</b>	<b>0.7</b>	<b>175.0%</b>
April	-	-	0.0	0.0%
May	-	-	0.0	0.0%
June	-	-	0.0	0.0%
July	-	-	0.0	0.0%
August	-	-	0.0	0.0%
September	-	-	0.0	0.0%
<b>FY2022 YTD</b>	<b>\$ 2.5</b>	<b>\$ 4.6</b>	<b>\$ 2.1</b>	<b>84.0%</b>

### Composition of Interest & Miscellaneous Revenue

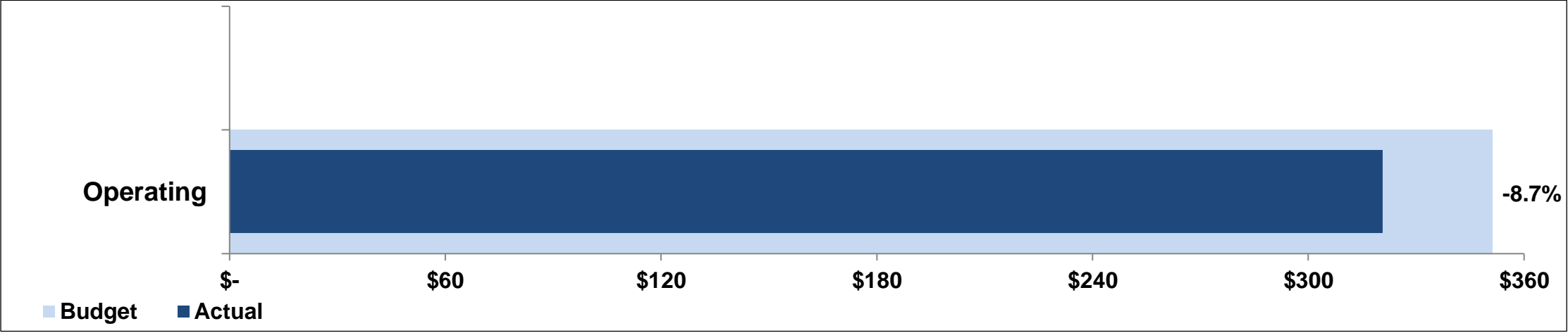
	<u>Year-to-Date Actual</u>		<u>Current Month Actual</u>	
	<u>\$ millions</u>	<u>% of Total</u>	<u>\$ millions</u>	<u>% of Total</u>
Interest Income	0.6	12.3%	0.2	17.0%
HOT Lanes Revenue	2.3	50.0%	0.4	39.5%
Inter Government Revenue	-	0.0%	-	0.0%
Other	1.7	37.6%	0.5	43.5%
<b>Total</b>	<b>\$ 4.6</b>	<b>100.0%</b>	<b>\$ 1.1</b>	<b>100.0%</b>

Interest & Misc. Revenue for the year-to-date of \$4.6 million through March 2022 is \$2.1 million or 84.0% over budget.

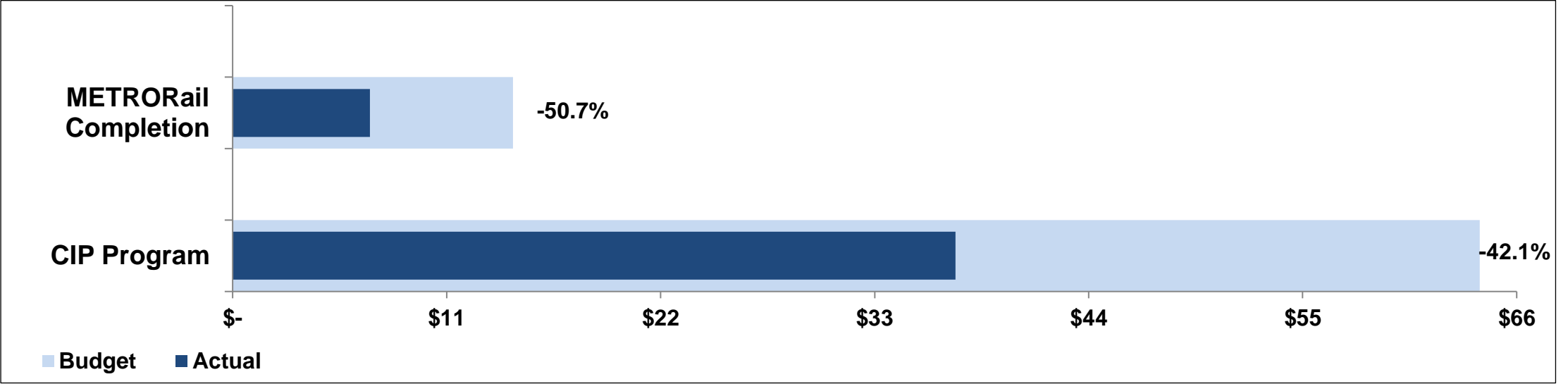
MONTHLY PERFORMANCE REPORT  
March 2022

Budget Summary  
(\$ millions)

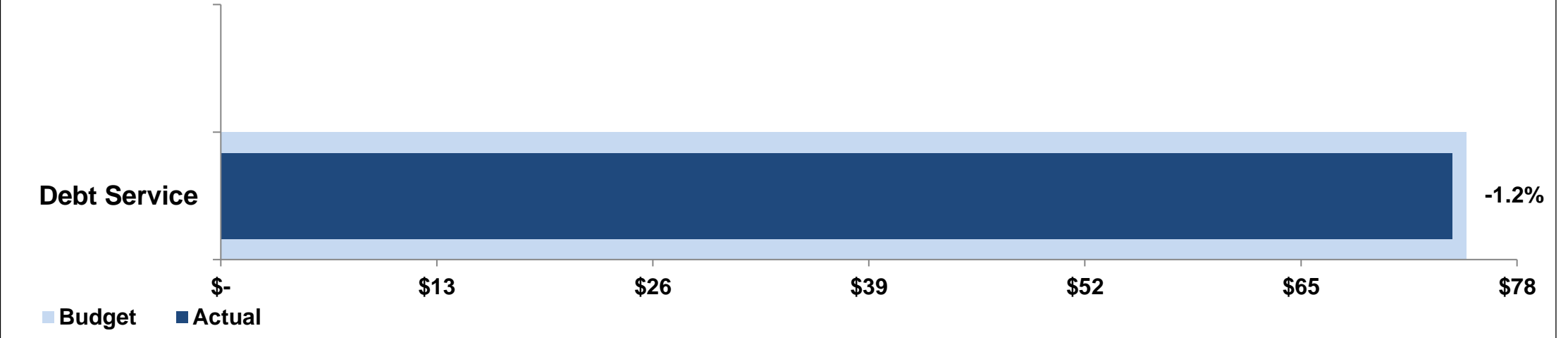
FY2022 Annual Operating Budget \$ 740.5  
FY2022 YTD Operating Budget \$ 351.2



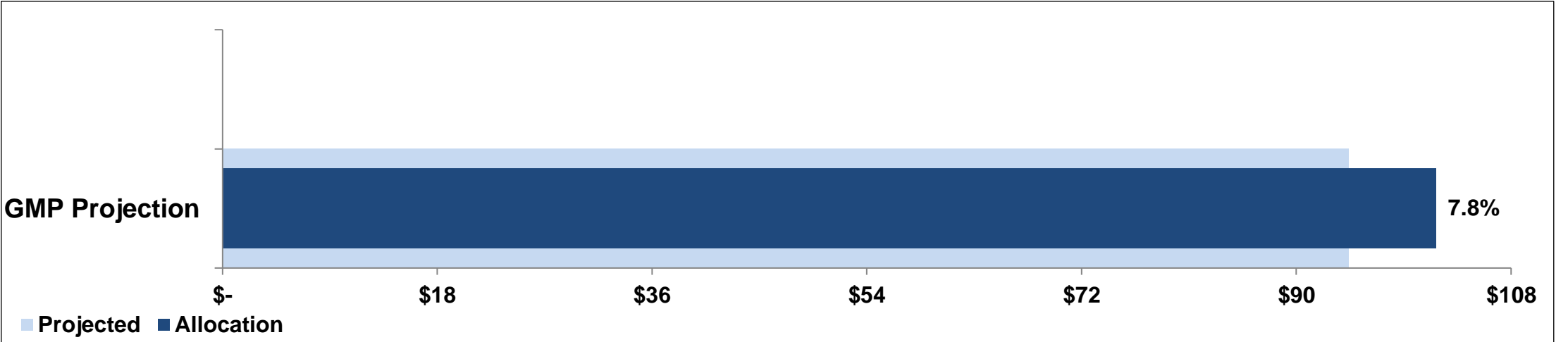
FY2022 Annual Capital Budget \$ 276.8  
FY2022 YTD Capital Budget \$ 78.5



FY2022 Annual Debt Service Budget \$ 125.0  
FY2022 YTD Debt Service Budget \$ 75.0



FY2022 Annual GMP Projected Allocation \$ 188.6  
FY2022 YTD GMP Projected Allocation \$ 94.4



# MONTHLY PERFORMANCE REPORT

March 2022

## Operating Expenses

### Comparison of Budget to Actual for the Month (March 2022)

	FY22 Annual Budget	March Budget	March Actual	\$ Variance (favorable)/unfavorable	% Variance
Labor & Fringe Benefits	\$ 413,876,388	\$ 34,227,138	\$ 33,509,595	\$ (717,543)	(2.1%)
Non-Labor	318,682,437	\$ 25,796,164	\$ 23,210,668	(2,585,496)	(10.0%)
<b>Subtotal Labor &amp; Non-Labor</b>	<b>732,558,825</b>	<b>60,023,302</b>	<b>56,720,264</b>	<b>(3,303,039)</b>	<b>(5.5%)</b>
Contingency	7,986,175	-	-	-	0.0%
<b>Total Operating Budget</b>	<b>\$ 740,545,000</b>	<b>\$ 60,023,302</b>	<b>\$ 56,720,264</b>	<b>\$ (3,303,039)</b>	<b>(5.5%)</b>

### Comparison of Budget to Actual Year-to-Date March 2022 (6 months)

	FY22 Annual Budget	Year-to-Date Budget	Year-to-Date Actual	\$ Variance (favorable)/unfavorable	% Variance
<b>Payroll &amp; Benefits</b>					
Wages	\$ 159,156,176	\$ 79,253,858	\$ 75,578,837	\$ (3,675,020)	(4.6%)
Union Fringe Benefits	88,464,698	43,925,507	41,877,377	(2,048,130)	(4.7%)
<b>Subtotal Union Labor</b>	<b>247,620,874</b>	<b>123,179,365</b>	<b>117,456,214</b>	<b>(5,723,150)</b>	<b>(4.6%)</b>
Salaries and Non-Union Wages	122,425,738	57,338,667	57,695,318	356,652	0.6%
Non-Union Fringe Benefits	54,166,287	26,135,405	25,355,389	(780,016)	(3.0%)
<b>Subtotal Non-Union Labor</b>	<b>176,592,024</b>	<b>83,474,072</b>	<b>83,050,707</b>	<b>(423,365)</b>	<b>(0.5%)</b>
Allocation to Capital & GMP	(10,336,511)	(5,079,948)	(4,142,832)	937,117	(18.4%)
<b>Subtotal Labor and Fringe Benefits</b>	<b>413,876,388</b>	<b>201,573,488</b>	<b>196,364,090</b>	<b>(5,209,399)</b>	<b>(2.6%)</b>
<b>Total Materials &amp; Supplies</b>					
Services	111,575,769	53,199,115	31,818,820	(21,380,295)	(40.2%)
Materials and Supplies	31,453,691	15,841,600	15,941,342	99,742	0.6%
Fuel and Utilities	36,726,477	18,545,576	17,496,840	(1,048,736)	(5.7%)
	<b>179,755,937</b>	<b>87,586,291</b>	<b>65,257,003</b>	<b>(22,329,289)</b>	<b>(25.5%)</b>
<b>Administration</b>					
Casualty and Liability	8,419,230	3,996,167	4,130,042	133,875	3.4%
Purchased Transportation	105,872,604	50,949,889	46,951,066	(3,998,823)	(7.8%)
Leases, Rentals and Misc.	25,674,177	7,594,043	8,020,164	426,121	5.6%
Allocation to Capital & GMP - Non-Labor	(1,039,510)	(516,070)	(153,145)	362,925	(70.3%)
	<b>138,926,500</b>	<b>62,024,029</b>	<b>58,948,128</b>	<b>(3,075,901)</b>	<b>(5.0%)</b>
<b>Subtotal Non-Labor</b>	<b>318,682,437</b>	<b>149,610,321</b>	<b>124,205,130</b>	<b>(25,405,190)</b>	<b>(17.0%)</b>
<b>Subtotal Labor and Non-Labor</b>	<b>732,558,825</b>	<b>351,183,809</b>	<b>320,569,220</b>	<b>(30,614,589)</b>	<b>(8.7%)</b>
Contingency	7,986,175	-	-	-	0.0%
<b>Subtotal Contingency</b>	<b>7,986,175</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Total Operating Budget</b>	<b>\$ 740,545,000</b>	<b>\$ 351,183,809</b>	<b>\$ 320,569,220</b>	<b>\$ (30,614,589)</b>	<b>(8.7%)</b>
<b>Non-Budgeted Expense</b>					
Gain/ Loss Disposal	-	-	(158,963)	(158,963)	0.0%
<b>Grand Total</b>	<b>\$ 740,545,000</b>	<b>\$ 351,183,809</b>	<b>\$ 320,410,257</b>	<b>\$ (30,773,552)</b>	<b>(8.8%)</b>

Operating Expenses for the month of March 2022 of \$56.7 million are \$3.3 million or 5.5% under budget.

Operating Expenses year-to-date through March 2022 of \$320.6 million are \$30.6 million or 8.7% under budget.



# MONTHLY PERFORMANCE REPORT

March 2022

## Major Operating Budget Variance Items - Categories with major variances

<u>Expense Type</u>	<u>FY2022 Budget</u>	<u>FY2022 Actual</u>	<u>Fiscal Year 2022</u>	
			<u>\$ Variance</u> <u>(under budget) / over budget</u>	
<b><u>Payroll &amp; Benefits</u></b>	<b>201,573,488</b>	<b>196,364,090</b>	<b>\$</b>	<b>(5,209,399)</b>
<b>Union Labor</b>				
Union Vacancies - Wages - Bus Transportation				(4,612,000)
Benefit Trust Contribution				(1,214,000)
Union Vacancies - Wages - Bus Maintenance				(1,174,000)
Union Vacancies - Wages - METRORail				(990,000)
Union Vacancies - Wages - Facilities Maintenance				(629,000)
Union Vacancies - Fringes - Uniform & Tool Allowance				(480,000)
Sick Leave Cash-Out				(235,000)
Workers Comp				(155,000)
Union Vacancies - Wages - Operations Training Division				(122,000)
Pension Union-Defined Contribution				(109,000)
<u>Offset by</u>				
Union Vacancies - Vacation Buyback				173,000
Overtime in Facilities Maintenance				251,000
Overtime in METRORail				780,000
Overtime in Bus Maintenance				1,080,000
Overtime in Bus Transportation				1,807,000
<b>Non-Union Labor</b>				
Savings in healthcare due to vacancies				(819,000)
Savings in base salaries due to vacancies				(549,000)
<u>Offset by</u>				
Overruns in overtime				973,000
<b><u>Total Materials &amp; Supplies</u></b>	<b>87,586,291</b>	<b>65,257,003</b>	<b>\$</b>	<b>(22,329,289)</b>
<b>Services</b>				
<u>Project Delivery &amp; Controls</u> - due to underruns in Contract and Contractual Support Services				(10,019,000)
<u>Operations &amp; Customer Service</u> - due to underruns in Support and Other Services (-\$1.9 million), Contract and Contractual Support Services (-\$1.5 million), BOF Maintenance (-\$512,000), Building & Grounds Maintenance (-\$435,000) and Security Services (-\$129,000)				(4,513,000)
<u>Marketing &amp; Communication Services</u> - due to underruns in Advertising (-\$2.5 million) and Contract and Contractual Support Services (-\$104,000)				(2,616,000)
<u>Planning</u> - due to underrun in Contract and Contractual Support Services				(954,000)
<u>Safety</u> - due to underruns in Contract and Contractual Support Services (-\$456,000), Education & Training (-\$176,000) and Incentive Program (-\$131,000)				(762,000)
<u>EVP, Administration</u> - due to underrun in Contract and Contractual Support Services				(595,000)
<u>Engineering</u> - due to underrun in Contract and Contractual Support Services				(417,000)
<u>Office of Innovation</u> - due to overrun in Contract and Contractual Support Services				(343,000)
<u>Finance</u> - due to underrun in Contract and Contractual Support Services				(212,000)
<u>Legal</u> - due to underrun in Legal Fees				(162,000)
<u>Human Resources</u> - due to underrun in Contract and Contractual Support Services				(121,000)
<u>Information Technology</u> - due to overruns in Equipment Repairs & Maintenance (+\$415,000) and Contract and Contractual Support Services (+\$114,000)				528,000
<u>General underspending in other areas Authority wide not mentioned above</u>				
Underspending in Support & Other Services throughout the Authority				(357,000)
Underspending in Education and Training throughout the Authority				(245,000)
Underspending in Equipment Repairs & Maintenance throughout the Authority				(188,000)
Underspending in Advertising throughout the Authority				(102,000)

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# MONTHLY PERFORMANCE REPORT

March 2022

## Major Operating Budget Variance Items - Categories with major variances

			Fiscal Year 2022	
			\$ Variance	
<u>Expense Type</u>	<u>FY2022 Budget</u>	<u>FY2022 Actual</u>	<u>(under budget) / over budget</u>	
<b>Materials and Supplies</b>				
<u>Underruns in -</u>				
Material price variances on production/refurbished orders and inventory revaluations and disposals			(1,895,000)	
Special Office Supplies			(420,000)	
Tech Equipment			(245,000)	
Tires & Tubes			(209,000)	
Other Supplies			(173,000)	
Minor Tools			(136,000)	
<u>Offset by miscellaneous overruns in -</u>				
Supplies - EDP				143,000
Propulsion				147,000
Parts - Exterior Body & Windows				183,000
Transmission				336,000
Bus Parts - Brakes				441,000
Other Parts				595,000
Bus Engines - mostly in Unit Overhaul				1,017,000
<b>Fuel and Utilities</b>				
<u>Underruns in -</u>				
Diesel Fuel and related taxes			(1,931,000)	
Propulsion Power			(107,000)	
Compressed Natural Gas			(105,000)	
<u>Offset by miscellaneous overruns in -</u>				
Telephone				148,000
Power				234,000
Gasoline				667,000
<b><u>Administration</u></b>	<b>62,024,029</b>	<b>58,948,128</b>	<b>\$ (3,075,901)</b>	
<b>Casualty &amp; Liability</b>				
Lower than expected premiums			(137,000)	
Higher than expected vehicle liability				102,000
Lower than expected subrogation				168,000
<b>Purchased Transportation</b>				
METROLift			(1,699,000)	
Northwest Contract			(1,297,000)	
Regional Vanpool			(677,000)	
Community Connector			(326,000)	
<b>Leases, Rentals, &amp; Miscellaneous</b>				
Underspending in discretionary (travel, memberships, etc.) and other miscellaneous items			(225,000)	
Higher than expected Information Technology Rent Software Payments				652,000

**MONTHLY PERFORMANCE REPORT**  
**March 2022**  
**Total Net Operating Budget / Expenses by Department**

<u>Authorized EOY Headcount</u>	<u>Department</u>	<u>Annual Budget</u>	<u>-----Year-to-Date-----</u>			<u>--Current Month--</u>
			<u>Budget</u>	<u>Expense</u>	<u>Variance</u>	<u>Variance</u>
<b>3,344</b>	<b>Operations &amp; Customer Service</b>	<b>498,274,666</b>	<b>246,545,750</b>	<b>235,962,896</b>	<b>(10,582,853)</b>	<b>(1,139,940)</b>
3,344	Operations & Customer Service	498,274,666	246,545,750	235,962,896	(10,582,853)	(1,139,940)
<b>78</b>	<b>Planning, Engineer, &amp; Construction</b>	<b>43,034,141</b>	<b>21,111,302</b>	<b>9,503,376</b>	<b>(11,607,926)</b>	<b>(666,528)</b>
8	EVP Office	445,280	202,981	482,302	279,321	66,997
23	Project Delivery & Controls	35,235,096	17,574,397	7,117,871	(10,456,526)	(913,876)
17	Planning	4,686,718	2,323,022	1,242,270	(1,080,752)	268,335
30	Engineering	2,667,047	1,010,901	660,932	(349,969)	(87,985)
<b>294</b>	<b>Administration</b>	<b>78,339,799</b>	<b>38,930,095</b>	<b>38,535,688</b>	<b>(394,406)</b>	<b>(173,370)</b>
2	EVP, Administration	3,077,718	1,969,580	1,179,151	(790,430)	280
75	Information Technology	26,248,487	13,650,713	15,583,462	1,932,749	(124,697)
56	Human Resources	27,034,972	13,207,184	12,438,811	(768,372)	(122,091)
126	Procurement & Materials	12,894,972	6,125,065	6,323,398	198,332	39,829
7	Transit Asset Management	956,491	433,318	389,987	(43,331)	(6,726)
28	Client & Vanpool Ridership Services	8,127,159	3,544,234	2,620,879	(923,355)	40,034
<b>9</b>	<b>Audit</b>	<b>1,389,663</b>	<b>677,931</b>	<b>559,597</b>	<b>(118,334)</b>	<b>(20,464)</b>
<b>19</b>	<b>Legal</b>	<b>4,531,140</b>	<b>2,625,981</b>	<b>2,312,045</b>	<b>(313,936)</b>	<b>31,915</b>
<b>78</b>	<b>Finance</b>	<b>11,752,501</b>	<b>5,668,582</b>	<b>5,122,455</b>	<b>(546,127)</b>	<b>(138,886)</b>
3	CFO	789,468	325,694	285,658	(40,036)	(1,259)
75	Finance	10,963,033	5,342,888	4,836,798	(506,090)	(137,628)
<b>5</b>	<b>Office of Innovation</b>	<b>1,783,986</b>	<b>900,351</b>	<b>567,804</b>	<b>(332,547)</b>	<b>(113,232)</b>
<b>49</b>	<b>Communications</b>	<b>18,528,716</b>	<b>7,497,371</b>	<b>4,073,811</b>	<b>(3,423,560)</b>	<b>(517,785)</b>
3	EVP, Communications	571,801	282,799	275,675	(7,124)	13,406
9	Press Office	14,605,793	5,672,554	2,410,879	(3,261,675)	(526,144)
26	Marketing & Communication Services	1,656,900	800,815	663,468	(137,347)	(17,711)
1	Partnership Promotions	1,199,606	599,624	586,013	(13,611)	14,357
10	Public Engagement	494,616	141,579	137,777	(3,803)	(1,694)
<b>388</b>	<b>METRO Police</b>	<b>34,845,206</b>	<b>16,784,486</b>	<b>14,859,902</b>	<b>(1,924,584)</b>	<b>(264,786)</b>
<b>82</b>	<b>Safety</b>	<b>17,773,146</b>	<b>8,574,729</b>	<b>7,303,994</b>	<b>(1,270,735)</b>	<b>(264,670)</b>
<b>15</b>	<b>Executive and Board</b>	<b>4,348,364</b>	<b>1,867,232</b>	<b>1,900,494</b>	<b>33,262</b>	<b>(35,282)</b>
	<b>Non Departmental</b>	<b>2,396,283</b>	<b>-</b>	<b>(133,311)</b>	<b>(133,311)</b>	<b>-</b>
<b>8</b>	<b>President &amp; CEO Contingency</b>	<b>23,547,390</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>Other (MTA Revenue/Expense)</b>	<b>-</b>	<b>-</b>	<b>467</b>	<b>467</b>	<b>(9)</b>
<b>4,369</b>	<b>Total Operating Budget</b>	<b>740,545,000</b>	<b>351,183,809</b>	<b>320,569,220</b>	<b>(30,614,589)</b>	<b>(3,303,039)</b>

**MONTHLY PERFORMANCE REPORT**  
**March 2022**  
**Total Net Operating Budget / Expenses by Department**  
**as of the end of March 2022 vs. March 2021**

<u>Department</u>	March 2022 -----Year-to-Date-----			March 2021 -----Year-to-Date-----		
	<u>Budget</u>	<u>Expense</u>	<u>Variance</u>	<u>Budget</u>	<u>Expense</u>	<u>Variance</u>
<b>Operations &amp; Customer Service</b>	<b>246,545,750</b>	<b>235,962,896</b>	<b>(10,582,853)</b>	<b>235,908,225</b>	<b>215,460,988</b>	<b>(20,447,237)</b>
Operations & Customer Service	246,545,750	235,962,896	(10,582,853)	235,908,225	215,460,988	(20,447,237)
<b>Planning, Engineering and Construction</b>	<b>21,111,302</b>	<b>9,503,376</b>	<b>(11,607,926)</b>	<b>5,118,021</b>	<b>4,297,174</b>	<b>(820,847)</b>
EVP Office	202,981	482,302	279,321	317,605	230,381	(87,225)
Project Delivery & Controls	17,574,397	7,117,871	(10,456,526)	1,729,710	1,818,719	89,009
Planning	2,323,022	1,242,270	(1,080,752)	1,187,021	1,617,808	430,787
Engineering	1,010,901	660,932	(349,969)	1,883,684	630,266	(1,253,418)
<b>Administration</b>	<b>38,930,095</b>	<b>38,535,688</b>	<b>(394,406)</b>	<b>38,348,620</b>	<b>34,883,098</b>	<b>(3,465,523)</b>
EVP, Administration	1,969,580	1,179,151	(790,430)	998,947	836,967	(161,980)
Information Technology	13,650,713	15,583,462	1,932,749	13,519,166	13,417,047	(102,120)
Human Resources	13,207,184	12,438,811	(768,372)	13,026,462	11,836,414	(1,190,048)
Procurement & Materials	6,125,065	6,323,398	198,332	6,181,242	5,909,451	(271,792)
Transit Asset Management	433,318	389,987	(43,331)	429,521	395,045	(34,476)
Client & Vanpool Rideship Services	3,544,234	2,620,879	(923,355)	4,193,281	2,488,174	
<b>Audit</b>	<b>677,931</b>	<b>559,597</b>	<b>(118,334)</b>	<b>636,700</b>	<b>556,576</b>	<b>(80,124)</b>
<b>Legal</b>	<b>2,625,981</b>	<b>2,312,045</b>	<b>(313,936)</b>	<b>1,827,784</b>	<b>1,464,723</b>	<b>(363,060)</b>
<b>Finance</b>	<b>5,668,582</b>	<b>5,122,455</b>	<b>(546,127)</b>	<b>5,548,373</b>	<b>4,907,816</b>	<b>(640,557)</b>
CFO	325,694	285,658	(40,036)	374,335	221,806	(152,529)
Finance	5,342,888	4,836,798	(506,090)	5,174,038	4,686,011	(488,028)
<b>Office of Innovation</b>	<b>900,351</b>	<b>567,804</b>	<b>(332,547)</b>	<b>346,771</b>	<b>343,828</b>	<b>(2,943)</b>
<b>Communications</b>	<b>7,497,371</b>	<b>4,073,811</b>	<b>(3,423,560)</b>	<b>5,769,604</b>	<b>3,262,442</b>	<b>(2,507,162)</b>
EVP, Communications	282,799	275,675	(7,124)	245,436	281,634	36,198
Press Office	5,672,554	2,410,879	(3,261,675)	569,051	478,611	(90,440)
Marketing & Communication Services	800,815	663,468	(137,347)	3,916,552	1,655,037	(2,261,515)
Partnership Promotions	599,624	586,013	(13,611)	265,899	163,184	(102,715)
Public Engagement	141,579	137,777	(3,803)	772,667	683,977	(88,691)
<b>METRO Police</b>	<b>16,784,486</b>	<b>14,859,902</b>	<b>(1,924,584)</b>	<b>15,874,993</b>	<b>14,392,094</b>	<b>(1,482,899)</b>
<b>Safety</b>	<b>8,574,729</b>	<b>7,303,994</b>	<b>(1,270,735)</b>	<b>7,814,791</b>	<b>6,439,526</b>	<b>(1,375,266)</b>
<b>Executive &amp; Board</b>	<b>1,867,232</b>	<b>1,900,494</b>	<b>33,262</b>	<b>2,502,312</b>	<b>1,868,423</b>	<b>(633,889)</b>
<b>Non-Departmental</b>	<b>-</b>	<b>(133,311)</b>	<b>(133,311)</b>	<b>-</b>	<b>(1,195,762)</b>	<b>(1,195,762)</b>
<b>President &amp; CEO Contingency</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other MTA Revenue / Expense</b>	<b>-</b>	<b>467</b>	<b>467</b>	<b>-</b>	<b>(245,067)</b>	<b>(245,067)</b>
<b>TOTAL OPERATING BUDGET</b>	<b>\$ 351,183,809</b>	<b>\$ 320,569,220</b>	<b>\$ (30,614,589)</b>	<b>\$ 319,696,194</b>	<b>\$ 286,435,858</b>	<b>\$ (33,260,337)</b>

**MONTHLY PERFORMANCE REPORT**  
**March 2022**  
**Capital, and Debt Service Expenses**  
**Budget vs. Actual - Month and Fiscal Year-to-Date**  
(\$ millions)

## Capital Budget

	FY2022 Annual Budget	<u>Month of March 2022</u>					<u>Fiscal Year to Date</u>				
		Budget	Actual	Variance			Budget	Actual	Variance		
				\$	%				\$	%	
METRORail Completion	\$ 39.1	\$ 2.9	\$ 1.7	\$ (1.2)	(41.4%)		\$ 14.4	\$ 7.1	\$ (7.3)	(50.7%)	
Capital Improvement Program	\$ 237.7	\$ 14.3	\$ 13.1	\$ (1.2)	(8.4%)		\$ 64.1	\$ 37.1	\$ (27.0)	(42.1%)	
<b>Total Capital</b>	<b>\$ 276.8</b>	<b>\$ 17.2</b>	<b>\$ 14.8</b>	<b>\$ (2.4)</b>	<b>(14.0%)</b>		<b>\$ 78.5</b>	<b>\$ 44.2</b>	<b>\$ (34.3)</b>	<b>(43.7%)</b>	

METRORail Completion expenses for the year-to-date through March 2022 of \$7.1 million are \$7.3 million or 50.7% under budget.

Other Capital Improvement Program expenses for the year-to-date through March 2022 of \$37.1 million are \$27.0 million or 42.1% under budget.

## Debt Service Budget

	FY2022 Annual Budget	<u>Month of March 2022</u>					<u>Fiscal Year to Date</u>				
		Budget	Actual	Variance			Budget	Actual	Variance		
				\$	%				\$	%	
<b>Debt Service</b>	<b>\$ 125.0</b>	<b>\$ 8.2</b>	<b>\$ 8.1</b>	<b>\$ (0.1)</b>	<b>(1.2%)</b>		<b>\$ 75.0</b>	<b>\$ 74.1</b>	<b>\$ (0.9)</b>	<b>(1.2%)</b>	

Debt Service expenses for the year-to-date through March 2022 of \$74.1 million are \$0.9 million under budget.

## General Mobility Transfers

**General Mobility Program Projections**  
**Projected Funding vs. Actual Allocation - Month and Fiscal Year-to-Date**  
(\$ millions)

	FY2022 Annual Projection	<u>Month of March 2022</u>					<u>Fiscal Year to Date</u>				
		Projection	Allocation	Variance			Projection	Allocation	Variance		
				\$	%				\$	%	
<b>General Mobility</b>	<b>\$ 188.6</b>	<b>\$ 14.2</b>	<b>\$ 15.5</b>	<b>\$ 1.3</b>	<b>9.2%</b>		<b>\$ 94.4</b>	<b>\$ 101.7</b>	<b>\$ 7.4</b>	<b>7.8%</b>	

Funds allocated to the General Mobility Fund totaling \$101.7 million for the year-to-date through March 2022 are \$7.4 million or 7.8% more than the amount projected.

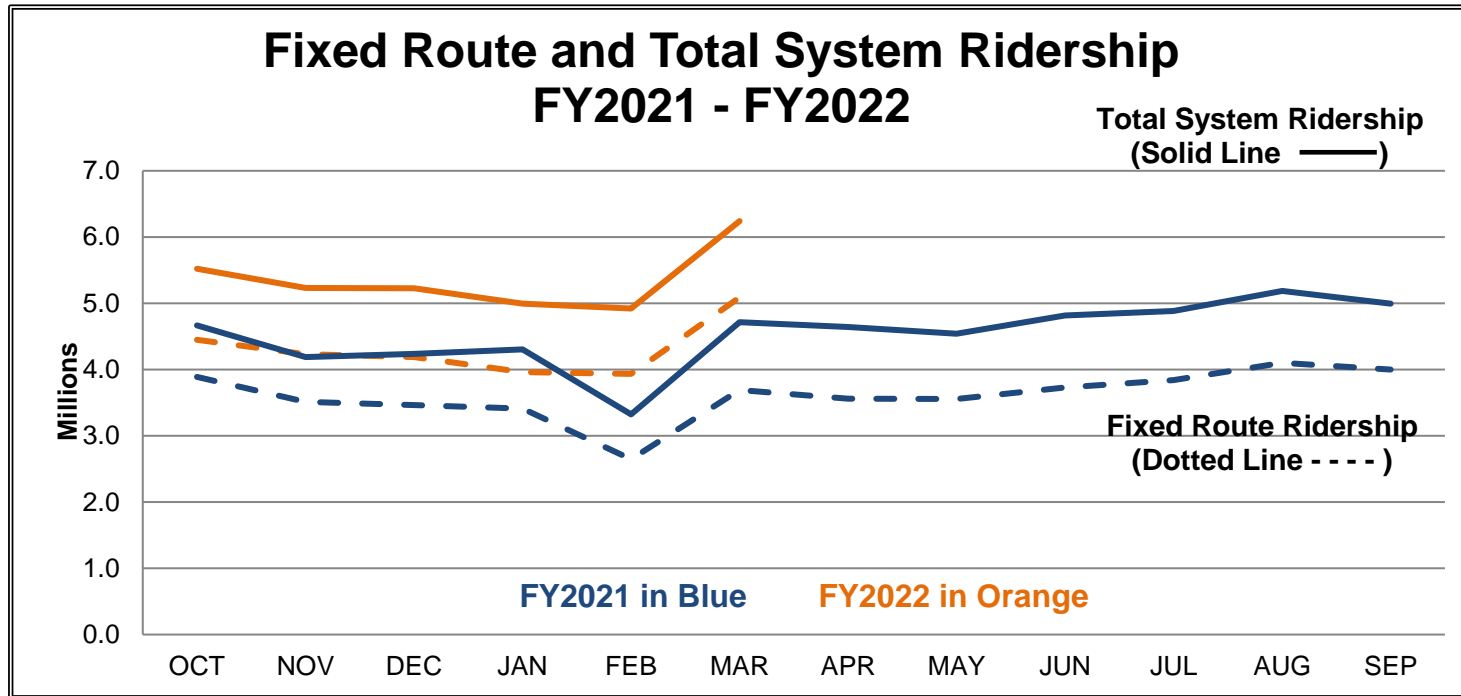
# MONTHLY PERFORMANCE REPORT

March 2022

## Ridership by Service Category

Service Category	Mar-21 Boardings	Mar-22 Boardings	Mar-22 vs. Mar-21	Mar-21 YTD Boardings	Mar-22 YTD Boardings	YTD % Change
						Mar-22 vs. Mar-21
Fixed Route Services						
Local Network						
Local Bus	2,872,497	3,422,448	19.1%	15,891,833	18,985,468	19.5%
METRORapid Silver Line	20,827	19,585	(6.0%)	116,293	120,713	3.8%
METRORail						
Red (North) Line	535,588	1,164,694	117.5%	3,101,906	4,536,527	46.2%
Green (East) Line	68,768	95,752	39.2%	418,309	515,021	23.1%
Purple (Southeast) Line	57,460	97,037	68.9%	347,015	523,309	50.8%
METRORail (all lines)	661,816	1,357,483	105.1%	3,867,230	5,574,857	44.2%
METRORail-Bus Bridge	47,059	12,554	(73.3%)	206,053	32,980	(84.0%)
METRORail total	708,875	1,370,037	93.3%	4,073,283	5,607,837	37.7%
Subtotal Local Network	3,602,199	4,812,070	33.6%	20,081,409	24,714,018	23.1%
Commuter						
Park & Ride	89,740	256,978	186.4%	534,835	1,117,407	108.9%
Subtotal Fixed Route Service	3,691,939	5,069,048	37.3%	20,616,244	25,831,425	25.3%
Disaster Events	0	0	0.0%	0	0	0.0%
Special Events	104	20,336	0.0%	912	23,022	2424.3%
Total Fixed Route	3,692,043	5,089,384	37.8%	20,617,156	25,854,447	25.4%
Customized Bus Services						
METROLift	109,629	124,643	13.7%	576,200	660,635	14.7%
METRO STAR Vanpool	23,968	39,673	65.5%	121,401	209,470	72.5%
Internal Service	0	0	0.0%	0	101	0.0%
Subtotal Customized Bus	133,597	164,316	23.0%	697,601	870,206	24.7%
HOV/HOT Carpools, Vanpools, and Non-METRO Buses	890,169	987,068	10.9%	4,121,544	5,407,416	31.2%
Total System	4,715,809	6,240,768	32.3%	25,436,301	32,132,069	26.3%

**MONTHLY PERFORMANCE REPORT**  
**March 2022**  
**Ridership by Service Category**



***Fixed Route ridership is reported on the same basis as in the National Transit Database***

***The Special Events category of ridership reflects customer service oriented short-term additional motor bus service provided for events at Reliant Park such as football games and RODEO Houston.***

Total fixed route ridership, excluding disaster and special events, for the month of March 2022 of 5.1 million is 1.4 million or 37.3% greater than last year.

Total fixed route ridership, excluding disaster and special events, for the year-to-date through March 2022 of 25.8 million is 5.2 million or 25.3% greater than last year.

METRORail ridership for the month of March 2022 of 1.4 million is 93.3% greater than last year.

METRORail ridership year-to-date through March 2022 of 5.6 million is 37.7% greater than last year.

**MONTHLY PERFORMANCE REPORT**  
**March 2022**  
**Performance Statistics**

Benchmark Met

Benchmark Missed

Fiscal Year 2022															
													Current Month Target	FY2022 YTD Actual	FY2022 YTD GOAL
SAFETY & SECURITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP			
Bus Accidents (Includes METROLift) Bus Accidents per 100,000 vehicle miles	41	31	37	35	25	39							≤ 49	208	≤ 266
	0.81	0.64	0.75	0.72	0.55	0.73							≤ 1.11	0.70	≤ 1.11
BRT Accidents BRT Accidents per 100,000 vehicle miles	0	0	0	0	0	0							≤ 1	0	≤ 2
	0.00	0.00	0.00	0.00	0.00	0.00							≤ 0.00	0.00	≤ 0.00
Rail Accidents Rail Accidents per 100,000 vehicle miles	9	10	8	13	12	8							≤ 8	60	≤ 51
	3.36	4.03	3.08	5.31	4.97	2.80							≤ 2.75	3.87	≤ 2.75
Group A Criminal Offenses Group A Criminal Offenses per 100,000 boardings	111	114	113	132	97	144							≤ 132	711	≤ 792
	2.01	2.18	2.16	2.64	1.97	2.31							≤ 2.10	2.21	≤ 2.10
Criminal Incidents - METRO Properties	89	96	94	103	74	119							≤ 170	575	≤ 1,020
													Current Month Target	FY2022 YTD Actual	FY2022 YTD GOAL
CUSTOMER SERVICE	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP			
Complaint Contacts per 100,000 Boardings	21.56	24.80	22.79	20.44	24.71	21.33							< 23.00	22.55	< 23.00
Commendations	168	201	162	230	142	241							≥ 150	1,144	≥ 900
Average Call Center Answer Delay (Sec.)	30	27	25	17	15	13							< 30	21	< 30

**Safety & Security**

- The number of Bus Accidents met the safety goal for both the month and the year-to-date.
- The number of BRT Accidents met the safety goal for both the month and the year-to-date.
- The number of Rail Accidents met the safety goal for the month but not the year-to-date.
- Group A Criminal Offenses met the benchmark for both the month and the year-to-date.
- Criminal Incidents on METRO Properties met the benchmark for both the month and the year-to-date.

**Customer Service**

- Complaint Contacts per 100,000 Boardings met the goal for both the month and the year-to-date.
- The number of Commendations did not meet the goal for the month but did for the year-to-date.
- The Average Call Center Answer Delay met the goal for both the month and the year-to-date.



# MONTHLY PERFORMANCE REPORT

March 2022

## Performance Statistics

Benchmark Met

Benchmark Missed

Fiscal Year 2022															
SERVICE & RELIABILITY	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Current Month Target	FY2022 YTD Actual	FY2022 YTD GOAL
On-Time Performance															
Bus - Local	68.0%	67.8%	68.2%	69.7%	68.1%	67.3%							≥ 71%	68.2%	≥ 70%
Bus - Park & Ride	82.2%	80.1%	80.0%	81.1%	82.9%	81.4%							≥ 77%	81.3%	≥ 76%
Bus - Weighted Average	71.9%	71.2%	71.5%	73.1%	72.6%	71.5%							≥ 73%	72.0%	≥ 72%
METROLift	87.2%	87.6%	89.4%	93.7%	90.9%	91.3%							≥ 90%	90.0%	≥ 90%
BRT - METRORapid Silver Line	94.5%	92.5%	94.0%	94.4%	94.0%	94.9%							≥ 90%	94.0%	90%
Rail - Red Line	93.2%	94.5%	94.5%	95.0%	95.5%	92.4%							≥ 93%	94.1%	≥ 93%
Rail - East End Green Line	98.1%	97.2%	97.6%	98.2%	98.0%	96.5%							≥ 95%	97.6%	≥ 95%
Rail - South East Purple Line	97.3%	95.0%	95.3%	95.3%	96.4%	96.0%							≥ 95%	95.9%	≥ 95%
MDBF (Mean Distance Between Mechanical Failures) - Buses	7,471	7,806	7,654	6,404	6,629	7,574							≥ 7,500	7,223	≥ 7,250
MDBF (Mean Distance Between Mechanical Failures) - METROLift	44,065	37,566	41,975	22,890	21,635	19,722							≥ 21,000	27,915	≥ 21,000
MDBF (Mean Distance Between Mechanical Failures) - METRORapid	5,369	12,081	5,399	5,431	1,540	3,080							≥ 4,000	3,897	≥ 4,000
MDBSI (Mean Distance Between Service Interruptions) - METRORail	15,759	16,562	17,325	20,415	21,946	25,987							≥ 15,000	19,117	≥ 15,000
Average Peak HOT Lanes Speed (miles per hour)															
I-45 North HOV	60	58	61	61	59	59							≥ 45	60	≥ 45
I-45 South HOV	60	59	60	60	59	59							≥ 45	60	≥ 45
US-290 HOV	67	66	68	69	68	68							≥ 45	68	≥ 45
US-59 North HOV	64	62	65	66	63	63							≥ 45	64	≥ 45
US-59 South HOV	56	56	57	58	56	57							≥ 45	57	≥ 45

### Bus On-Time Performance

- On-time performance for Local Bus routes did not meet the minimum performance standard for both the month and the year-to-date.
- On-time performance for Park & Ride routes met the minimum performance standard for both the month and the year-to-date.
- On-time performance for METROLift did not meet the minimum performance standard for the month but did for the year-to-date.

### METRORapid On-Time Performance

- BRT (Silver Line) met the minimum performance standard for both the month and the year-to-date.

### METRORail On-Time Performance

- Rail (Red Line) did not meet the benchmark for the month but did for the year-to-date.
- Rail (Green Line) met the benchmark for both the month and the year-to-date.
- Rail (Purple Line) met the benchmark for both the month and the year-to-date.

### Service Reliability

- The Mean Distance Between Mechanical Failures (MDBF) for Buses did not meet the minimum performance standard for both the and the year-to-date.
- The Mean Distance Between Mechanical Failures (MDBF) for METROLift did not meet the minimum performance standard for the month but did for the year-to-date.
- The Mean Distance Between Mechanical Failures (MDBF) for METRORapid did not meet the minimum performance standard for both the month and the year-to-date.
- The Mean Distance Between Service Interruptions (MDBSI) for METRORail met the minimum performance standard for both the month and year-to-date.

### HOT Lane Average Speed

- The average peak speed for all HOT Lanes met both the monthly and year-to-date goals.

## MONTHLY PERFORMANCE REPORT

March 2022

### Performance Statistic Definitions

**Bus and Rail Accidents** - An accident is a transit incident with passenger injuries that require immediate medical treatment away from the scene or a collision between a revenue vehicle and an object such that the amount of damage exceeds \$1,000. Bus accidents (which include METROLift) and rail accidents are reported separately and in terms of the absolute number of accidents and the relative number of accidents per 100,000 vehicle miles. Rail accidents reflect collisions between METRORail and other vehicles, pedestrians, or bicyclists. This definition has been revised beginning in FY2011 to include pedestrian accidents.

**Group A Criminal Incidents Offenses** - The Group A Offenses are based on the National Incident-Based Report System (NIBRS). Group A offenses consist of twenty-four (24) offense categories which address fifty-two (52) specific crimes. Group A offenses are more serious in nature and tend to be against persons or property and included: animal cruelty, arson, assault offenses, bribery, burglary/breaking & entering, counterfeiting/forgery, destruction/damage/vandalism of property, drug/narcotic offenses, embezzlement, extortion/blackmail, fraud offenses, gambling offenses, homicide offenses, human trafficking, kidnapping/ abduction, larceny/theft offenses, motor vehicle theft, pornography /obscene material, prostitution offenses, robbery, run aways/persons under 18, sex offenses, stolen property offenses and weapon law violations. This metric is reported both in terms of the absolute number of incidents and the number of incidents per 100,000 boarding's.

**Criminal Incidents - METRO Properties** - The total Criminal Incidents - METRO Properties is the number of incidents that occur on METRO property: Park & Ride, Transit Centers, On-board Buses and On-board Light Rail Vehicles (LRVs) and on LRV Platforms. This metric is reported in terms of the absolute number of incidents.

**Complaint Contacts** - Patrons may contact METRO's Customer Care Center to express dissatisfaction with METRO Operations. Contacts made via telephone and over the internet which result in a complaint record being generated in the Public Comment System are reported as the number of contacts per 100,000 boarding's.

**Commendations** - Patrons may contact METRO's Customer Care Center to recognize, compliment or praise a METRO employee or the METRO organization for exemplary work or performance. Contacts made via telephone, internet, email or mail which result in a commendation record being generated in the Public Comment System are reported as the absolute number of contacts received.

**Average Call Center Answer Delay** - METRO is committed to providing customers with accurate, customer-friendly bus and service information in a timely manner. Customers may obtain bus information over METRO's website and by telephone using an interactive voice response system without speaking to a representative and with no customer wait time. For those customers who prefer to speak with a representative, METRO's goal is to answer their calls in 105 seconds or less.

**On-Time Performance (OTP)** - A local bus is considered on-time if it does not leave early and is within a five (5) minute window after the scheduled departure time. A Park & Ride bus is considered on-time if it does not depart early (except in the morning when a bus can leave from a Park & Ride lot when full) and is within a five (5) minute window after the scheduled departure time, with measurements during peak hours. OTP is measured by the IVOMS system which calculates data to the second, and the five (5) minute window is defined as anything less than six (6) minutes. For Metrorail, a train departing from the beginning of the line or arriving at the end of the line less than five (5) minutes after the scheduled time is considered on-time. For METROLift, a trip is considered on-time if the vehicle arrives within 30 minutes of the scheduled pick-up time and no later than the appointment time.

**Mean Distance Between Mechanical Failures (MDBF)** - MDBF reflects any mechanical issue encountered during operation of the vehicle in revenue service that requires a maintenance action resulting from a mechanical failure. Mechanical failures include warranty and fleet defects but exclude accidents.

**Mean Distance Between Service Interruptions (MDBSI)** - Measures total revenue service miles traveled by Light Rail Vehicles (LRVs) between service interruptions that delay LRVs for one minute or more due to mechanical failures.

**Average Peak HOT Lane Speed** - HOT Lane speed is based on an average of measurements conducted during the AM and PM high-volume commuter periods. METRO's 45 mph benchmark is based on Federal statute 23 USC 166: HOV facilities, which sets 45 mph as a minimal acceptable rate of speed.

**MONTHLY PERFORMANCE REPORT**  
**March 2022**  
**Balance Sheet**

	March 31, 2021 (\$)	March 31, 2022 (\$)	Change (\$)
<b>Assets</b>			
Cash	1,042,382	10,631,659	9,589,278
Receivables	126,727,650	296,834,039	170,106,389
Inventory	43,445,604	44,205,171	759,566
Investments	574,816,172	826,792,390	251,976,218
Other Assets	5,933,445	7,637,179	1,703,734
Land & Improvements	354,924,942	379,505,629	24,580,687
Capital Assets, Net of Depreciation	2,353,279,076	2,251,594,273	(101,684,803)
<b>Total Assets</b>	<b>3,460,169,271</b>	<b>3,817,200,340</b>	<b>357,031,069</b>
Deferred Outflow of Resources <sup>1</sup>	135,108,120	189,372,315 <sup>2</sup>	54,264,195
	<b>3,595,277,391</b>	<b>4,006,572,655</b>	<b>411,295,265</b>
<b>Liabilities</b>			
Trade Payables	29,846,733	52,562,698	22,715,965
Accrued Payroll	32,313,820	30,619,212	(1,694,608)
Debt Payable	1,189,309,981	1,076,066,881	(113,243,100)
Debt Interest Payable	-	-	-
Pension and OPEB Liabilities	889,874,775	966,140,436	76,265,661
Other Liabilities	146,300,005	139,042,025	(7,257,980)
<b>Total Liabilities</b>	<b>2,287,645,314</b>	<b>2,264,431,252</b>	<b>(23,214,063)</b>
Net Assets - Retained Earnings	1,307,632,076	1,742,141,403	434,509,327
<b>Total Liabilities and Net Assets</b>	<b>3,595,277,391</b>	<b>4,006,572,655</b>	<b>411,295,265</b>

Notes:

- <sup>1</sup> A deferred outflow of resources is defined by the Governmental Accountability Standards Board as "a consumption of net assets by the government that is applicable to a future reporting period," and a deferred inflow of resources is defined as "an acquisition of net assets by the government that is applicable to a future reporting period."
- <sup>2</sup> The deferred outflow for FY2022 includes [1] Mark-to-Market (MTM) values of outstanding diesel fuel SWAP agreements at the fiscal year end (\$7,127,948), [2] Non Union Pension Plan (\$17,722,107), [3] Union Pension Plan (\$14,785,592), [4] Bonds (\$3,637,683), [5] Non Union OPEB (\$15,775,029) and [6] Union OPEB (\$130,323,957). These items will be recognized as expenses in future periods to which they relate.

**MONTHLY PERFORMANCE REPORT**  
**Budget Change Request Report**  
**Operating Budget - \$740.5 million**  
**Second Quarter - Fiscal Year 2022**

<b>Date</b>	<b>Type</b>	<b>Description</b>	<b>Amount</b>
January	Technical/ Administrative	Respreads Safety's audit funds to better align with expected activity	20,000
January	Technical/ Administrative	Reallocation of Non-Departmental funds to Office of Innovation to cover invoices for the Houston Shuttle of the Future contract as part of the AV Pilot Project	600,000
February	Technical/ Administrative	Funds promotional salary upgrade differential of Fare Collection Program Manager, Application Systems Analyst Lead, Business Technology Analyst Lead positions in Information Technology	31,707
February	Technical/ Administrative	Reallocation of Bus Maintenance funds to cover installation of Video Conferencing in the Maintenance Conference Room and Farebox Meeting/Breakroom area	12,110
February	Technical/ Administrative	Reallocation of Safety payroll & benefits funds to support market adjustments and promotional upgrades of Claims employees	44,200
February	Budget	Reallocation of Bus Transportation funds to cover purchase of 30 rugged laptops for Street Supervisors vehicles	128,403
February	Technical/ Administrative	Reallocation of Rail Vehicle Maintenance funds to cover safety-related track work	256,488
February	Technical/ Administrative	Reallocation of Operations Engineering funds to cover evaluation of current ARGP System and requirement for upgrading in order to provide METRO with a sustainable system	200,000
February	Budget	Reallocation of Government & Public Affairs funds to transfer one (1) headcount from Client & Vanpool Ridership Services to Public Engagement	53,543
February	Technical/ Administrative	Respreads Regional Vanpools funds to better align with expected activity and reflect actual service level trend and postponed advertising and promotional campaigns	1,127,026
March	Budget	Funds promotional salary upgrade differential of Mgr Labor Relations Position (EHS) position	19,594
March	Technical/ Administrative	Reallocation of Rail Vehicle Maintenance funds to cover 15 % increase in Rail Operations' monthly allotment for freight and additional funds for Warranty Specialist's freight PO	50,000
March	Technical/ Administrative	Reallocation of Electronic Maintenance funds to cover purchase of tools	25,000
March	Technical/ Administrative	Reallocation of Facilities Maintenance payroll & benefits funds to Operations Management Support to support a reorganization	640,742
March	Technical/ Administrative	Reallocation of Operations & Customer Service funds to move two (2) Facilities Maintenance headcount into correct organizational structure	89,084
<b>Second Quarter Total</b>			<b>\$ 3,297,897</b>

**Notes:**

Tech/Admin changes are changes within the original scope of the budgets and do not represent a change in the Authority's work plan or priorities.

**MONTHLY PERFORMANCE REPORT**  
**Budget Change Request Report**  
**Capital Budget - \$276.8 million**  
**Second Quarter - Fiscal Year 2022**

Date	Type	Description	Amount
January	Budget	Electric Bus Battery Charger Stations: Electric Bus - Facility Upgrades. Total FY2022 project cost (\$1.595M), for the design of substation pads and electrical infrastructure to prepare four locations for Electric Bus charging equipment, specifically Polk, West and Kashmere BOFs, plus the TMC Transit Center	1,595,000
February	Budget	MFRI Security Fence Installation: Field Service Center perimeter security fence & gates. This project will secure the FSC property by installing 1000 LF of perimeter iron fencing, with three access controlled vehicle and a pedestrian gate. Each entry shall have access control and an intercom	300,000
February	Budget	METROLift Vans: Inter-department BCR transfer total \$422k from available projects to cover the cost of 45 METROLift van came in above budget	422,000
March	Budget	Before & After Study Budget: Re-allocating FY22 Approved budget from FFGA Close-out for North & Southeast Before Study Phase 2	100,000
March	Budget	NL Bike/Sidewalk - Calvacade: Intra-Department Capital Budget Transfer of Funds. Capital budget is within the FFGA Close-out WBS Project for North Bike Lanes project per the FTA Cost to Complete is being transferred to actual project WBS Project Code for project completion	1,022,202
March	Budget	KA-BOF Security Fence Installation: This project will secure the Kashmere Bus Operating Facility property by installing perimeter iron fencing, with two access controlled vehicle and two pedestrian gates with access control and intercom	230,000
March	Budget	Mobile Restrooms: This project transfers the cost of two mobile restroom units for METRO Operators from Operating to Capital	83,000
March	Budget	1900 Main - IT Computer Room A/C Replacement: This project has the objective of replacing the existing computer room air conditioning (CRAC) # 7.5 in the main METRO IT data center	100,000
March	Budget	Polk HVAC Unit -RTU 50 Ton Replacement: \$85K added cost to previously approved \$190K project (FY2022 CBR #1) for Polk roof top HVAC unit (RTU) that needs to be replaced due to age and lack of replacement refrigerant	85,000
March	Budget	Fallbrook Heaters & Boilers Replacement: \$100K replacement of Heaters & Boiler Storage Tanks at Fallbrook need replacement/upgrade. Two Boiler Storage Tanks and 2 Heater Units. Tanks along with several Connectors, Valves and Pipes will be upgraded	100,000
March	Budget	SAPSBP: This BCR is in response to the CBR#7 which approved moving budget from SAPSBP in FY22 to help fund other high priority capital projects, the SAPSBP project is moving slower than anticipated and will not be spending it entire budget this FY, budget will be returned in FY23	2,000,000
March	Budget	Emergency & Community Svcs Center(E&CSC): This project effort involves the acquisition of Real Estate for the Emergency & Community Services Center for a cost of \$12.35M for the land & existing parking structure, as a component of a multi-year \$48.6M facility adjacent to the 1900 Main Administration Building. The project currently involves \$5.9M in grant funding for future construction effort only. The funding source for this FY2022 Real Estate acquisition budget will be the Unspecified MFRI Allowance	12,346,869
March	Budget	LRV Lifts: Portable LRV Lift Replacements at the ROC and S&I are at end of useful life. Portable lifts are required for H2 LRVs, with S&I Portable lifts damaged beyond repair and need replacment. Also includes replacement LRV Car Body Lift Inserts (full fleet) for Truck overhaul program	1,500,000
March	Budget	TVM Refurbish: Inter-Department transfer budget for ITS Electronic Department to Refurbish (9) TMV at RL and (1) TVM at Green Line from available budget VP.442Z08 (Axles Replacement)	65,000
March	Budget	West Belfort P&R: Transfer of funds from West Belfort Park & Ride Lot to Non-Obligated Capital Project Fund per the approval of CBR #7	3,830,685
March-22	Budget	Automated Fare Collection System: Increased scope of Automated Fare Collection System from \$31.237M to \$72.834M. Replace obsolete fare collection system including back-end software and onboard hardware since current systems are beyond end of life & failing and have to be replaced. TTL added cost (\$41.597M), with a FY2022 increase of (\$10.512M)	10,512,000
<b>Second Quarter Total</b>			<b>\$ 34,291,756</b>

**Notes:**

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