

# **METRO**

Fiscal Year 2022

## Monthly Performance Report

Revenue • Expense • Ridership • Performance

April 2022



# **MONTHLY PERFORMANCE REPORT**

## **April 2022**

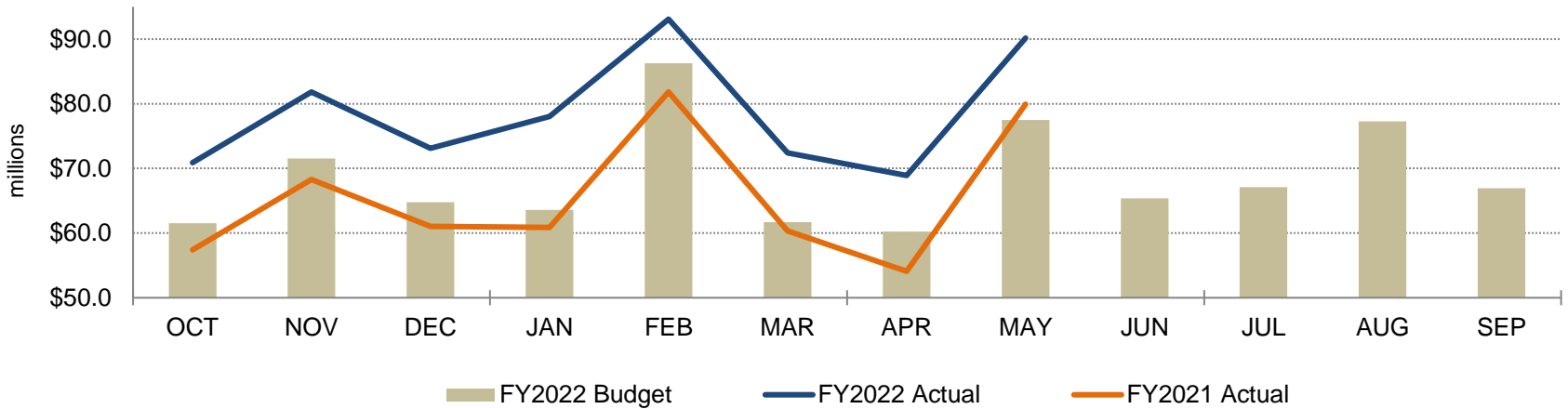
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## MONTHLY PERFORMANCE REPORT

May 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%
April	60.2	68.9	8.7	14.4%
<b>May</b>	<b>77.5</b>	<b>90.2</b>	<b>12.7</b>	<b>16.4%</b>
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 547.1</b>	<b>\$ 628.5</b>	<b>\$ 81.4</b>	<b>14.9%</b>

#### Prior Year vs. Current Year

(\$ millions)

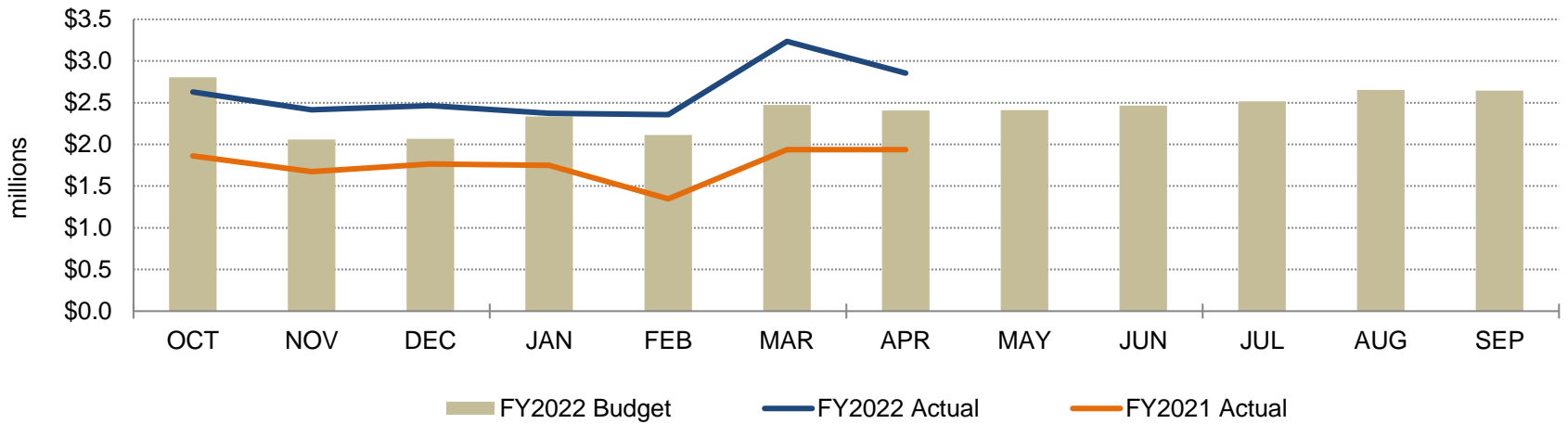
	Prior Year	Current Year	Variance	%
October	57.4	70.9	13.5	23.5%
November	68.3	81.8	13.5	19.8%
December	61.1	73.1	12.0	19.7%
January	60.9	78.1	17.2	28.2%
February	81.8	93.1	11.3	13.8%
March	60.3	72.4	12.1	20.1%
April	54.1	68.9	14.8	27.4%
<b>May</b>	<b>79.9</b>	<b>90.2</b>	<b>10.3</b>	<b>12.8%</b>
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 523.8</b>	<b>\$ 628.5</b>	<b>\$ 104.7</b>	<b>20.0%</b>

Sales Tax revenue for the month of May 2021 of \$90.2 million is \$12.7 million or 16.4% over estimates.

Sales Tax revenue for the year-to-date through May 2021 of \$628.5 million is \$81.4 million or 14.9% over estimates.

## MONTHLY PERFORMANCE REPORT

**April 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%
March	2.5	3.2	0.7	28.0%
<b>April</b>	<b>2.4</b>	<b>2.9</b>	<b>0.5</b>	<b>20.8%</b>
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 16.3</b>	<b>\$ 18.3</b>	<b>\$ 2.0</b>	<b>12.3%</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%
March	1.9	3.2	1.3	67.0%
<b>April</b>	<b>1.9</b>	<b>2.9</b>	<b>1.0</b>	<b>52.6%</b>
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 12.3</b>	<b>\$ 18.3</b>	<b>\$ 6.0</b>	<b>48.8%</b>

Fare Revenue for the month of April 2022 of \$2.9 million is \$0.5 million or 20.8% over budget.

Fare Revenue for the year-to-date through April 2022 of \$18.3 million is \$2.0 million or 12.3% over budget.

## MONTHLY PERFORMANCE REPORT

April 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%)
March	35.3	0.2	(35.1)	(99.4%)
<b>April (See Note A below)</b>	<b>15.3</b>	<b>0.0</b>	<b>(15.3)</b>	<b>(100.0%)</b>
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 146.8</b>	<b>\$ 2.8</b>	<b>\$ (144.0)</b>	<b>(98.1%)</b>

Service Related Grant Revenue for the month of April 2022 of \$0.0 million is \$15.3 million or 100.0% under budget.

Service Related Grant Revenue for the year-to-date through April 2022 of \$2.8 million is \$144.0 million or 98.1% 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 seven months ended April 30, 2022, ARPA funds budgeted amounted to \$105 Million versus ARPA drawdowns of cash from FTA of \$191.2 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%)
March	4.4	4.1	(0.3)	(6.8%)
<b>April</b>	<b>4.4</b>	<b>1.1</b>	<b>(3.3)</b>	<b>(75.0%)</b>
May	-	-	-	0.0%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
<b>FY2022 YTD</b>	<b>\$ 31.1</b>	<b>\$ 17.3</b>	<b>\$ (13.8)</b>	<b>(44.5%)</b>

Capital Grant Revenue for the year-to-date through April 2022 of \$17.3 million is \$13.8 million under budget.

# MONTHLY PERFORMANCE REPORT

## April 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%
March	0.4	1.1	0.7	175.0%
<b>April</b>	<b>0.6</b>	<b>1.1</b>	<b>0.5</b>	<b>83.4%</b>
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>\$ 3.1</b>	<b>\$ 5.6</b>	<b>\$ 2.5</b>	<b>80.6%</b>

### Composition of Interest & Miscellaneous Revenue

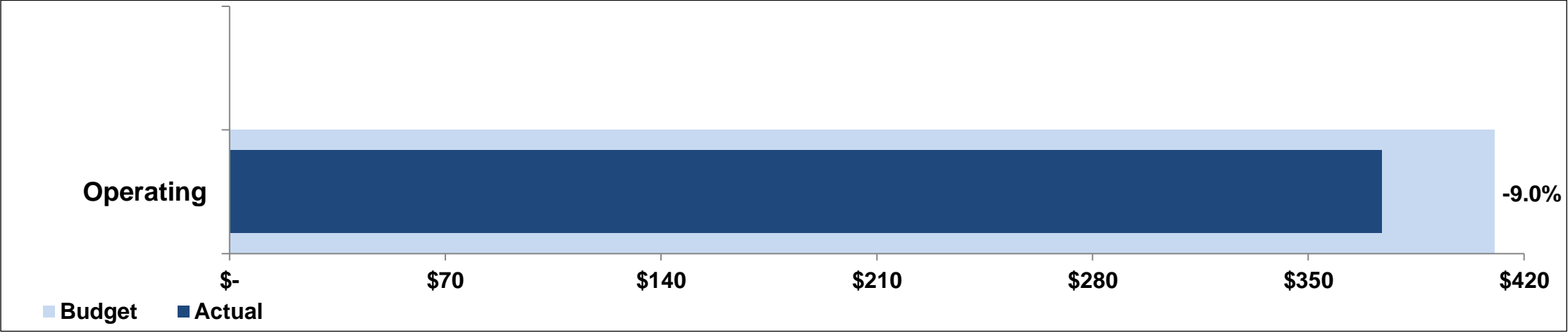
	<u>Year-to-Date Actual</u>		<u>Current Month Actual</u>	
	<u>\$ millions</u>	<u>% of Total</u>	<u>\$ millions</u>	<u>% of Total</u>
Interest Income	0.9	15.8%	0.3	30.9%
HOT Lanes Revenue	2.8	49.7%	0.5	48.0%
Inter Government Revenue	-	0.0%	-	0.0%
Other	1.9	34.5%	0.2	21.1%
<b>Total</b>	<b>\$ 5.6</b>	<b>100.0%</b>	<b>\$ 1.1</b>	<b>100.0%</b>

Interest & Misc. Revenue for the year-to-date of \$5.6 million through April 2022 is \$2.5 million or 80.6% over budget.

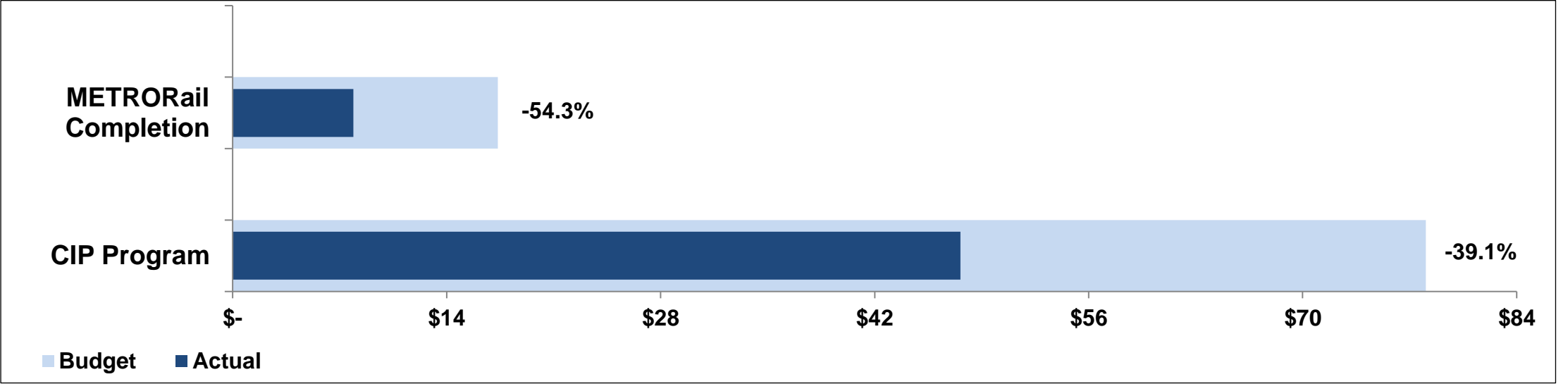
**MONTHLY PERFORMANCE REPORT**  
**April 2022**

**Budget Summary**  
**(\$ millions)**

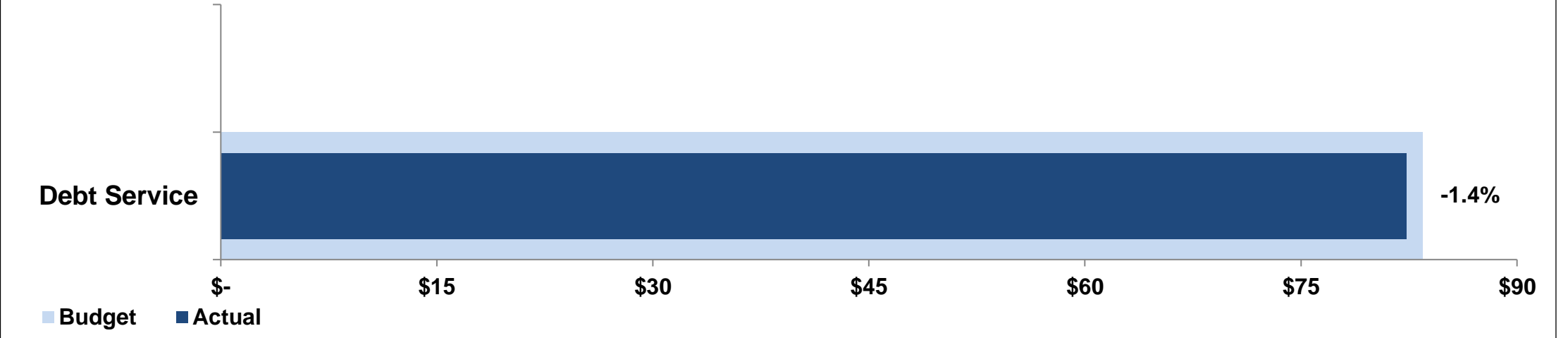
**FY2022 Annual Operating Budget**                **\$ 740.5**  
**FY2022 YTD Operating Budget**            **\$ 410.5**



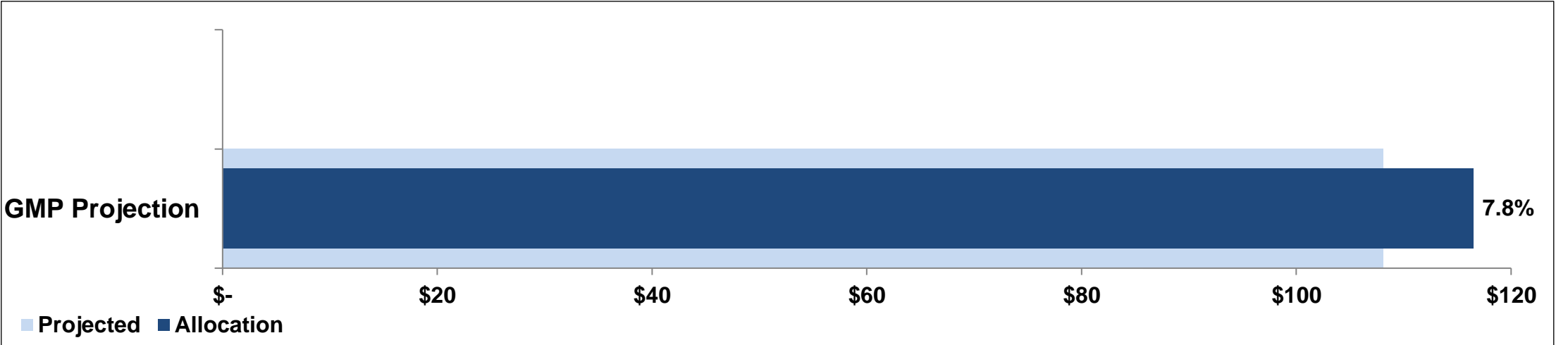
**FY2022 Annual Capital Budget**                **\$ 276.8**  
**FY2022 YTD Capital Budget**                **\$ 95.4**



**FY2022 Annual Debt Service Budget**            **\$ 125.0**  
**FY2022 YTD Debt Service Budget**            **\$ 83.5**



**FY2022 Annual GMP Projected Allocation**    **\$ 188.6**  
**FY2022 YTD GMP Projected Allocation**    **\$ 108.1**



# MONTHLY PERFORMANCE REPORT

April 2022

## Operating Expenses

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

	FY22 Annual Budget	April Budget	April Actual	\$ Variance (favorable)/unfavorable	% Variance
Labor & Fringe Benefits	\$ 414,976,388	\$ 35,087,746	\$ 30,857,334	\$ (4,230,413)	(12.1%)
Non-Labor	317,582,437	\$ 24,179,154	\$ 22,251,740	(1,927,414)	(8.0%)
<b>Subtotal Labor &amp; Non-Labor</b>	<b>732,558,825</b>	<b>59,266,900</b>	<b>53,109,073</b>	<b>(6,157,827)</b>	<b>(10.4%)</b>
Contingency	7,986,175	-	-	-	0.0%
<b>Total Operating Budget</b>	<b>\$ 740,545,000</b>	<b>\$ 59,266,900</b>	<b>\$ 53,109,073</b>	<b>\$ (6,157,827)</b>	<b>(10.4%)</b>

### Comparison of Budget to Actual Year-to-Date April 2022 (7 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	\$ 92,534,389	\$ 87,566,035	\$ (4,968,354)	(5.4%)
Union Fringe Benefits	88,464,698	51,258,557	48,976,973	(2,281,583)	(4.5%)
<b>Subtotal Union Labor</b>	<b>247,620,874</b>	<b>143,792,946</b>	<b>136,543,009</b>	<b>(7,249,937)</b>	<b>(5.0%)</b>
Salaries and Non-Union Wages	123,447,569	68,070,153	67,404,327	(665,826)	(1.0%)
Non-Union Fringe Benefits	54,244,456	30,741,188	28,184,935	(2,556,253)	(8.3%)
<b>Subtotal Non-Union Labor</b>	<b>177,692,024</b>	<b>98,811,341</b>	<b>95,589,262</b>	<b>(3,222,080)</b>	<b>(3.3%)</b>
Allocation to Capital & GMP	(10,336,511)	(5,943,053)	(4,910,847)	1,032,206	(17.4%)
<b>Subtotal Labor and Fringe Benefits</b>	<b>414,976,388</b>	<b>236,661,235</b>	<b>227,221,423</b>	<b>(9,439,811)</b>	<b>(4.0%)</b>
<b>Total Materials &amp; Supplies</b>					
Services	111,587,629	61,881,869	38,813,814	(23,068,055)	(37.3%)
Materials and Supplies	31,453,691	18,373,863	18,726,209	352,346	1.9%
Fuel and Utilities	36,726,477	21,470,033	20,506,436	(963,597)	(4.5%)
	<b>179,767,797</b>	<b>101,725,765</b>	<b>78,046,460</b>	<b>(23,679,305)</b>	<b>(23.3%)</b>
<b>Administration</b>					
Casualty and Liability	8,419,230	4,731,428	4,571,129	(160,299)	(3.4%)
Purchased Transportation	105,872,604	59,490,278	55,045,151	(4,445,127)	(7.5%)
Leases, Rentals and Misc.	24,562,317	8,370,478	9,025,849	655,371	7.8%
Allocation to Capital & GMP - Non-Labor	(1,039,510)	(528,475)	(231,720)	296,755	(56.2%)
	<b>137,814,640</b>	<b>72,063,709</b>	<b>68,410,410</b>	<b>(3,653,299)</b>	<b>(5.1%)</b>
<b>Subtotal Non-Labor</b>	<b>317,582,437</b>	<b>173,789,474</b>	<b>146,456,870</b>	<b>(27,332,605)</b>	<b>(15.7%)</b>
<b>Subtotal Labor and Non-Labor</b>	<b>732,558,825</b>	<b>410,450,709</b>	<b>373,678,293</b>	<b>(36,772,416)</b>	<b>(9.0%)</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>\$ 410,450,709</b>	<b>\$ 373,678,293</b>	<b>\$ (36,772,416)</b>	<b>(9.0%)</b>
<b>Non-Budgeted Expense</b>					
Gain/ Loss Disposal	-	-	(72,241)	(72,241)	0.0%
<b>Grand Total</b>	<b>\$ 740,545,000</b>	<b>\$ 410,450,709</b>	<b>\$ 373,606,052</b>	<b>\$ (36,844,657)</b>	<b>(9.0%)</b>

Operating Expenses for the month of April 2022 of \$53.1 million are \$6.2 million or 10.4% under budget.

Operating Expenses year-to-date through April 2022 of \$373.7 million are \$36.8 million or 9.0% under budget.

# MONTHLY PERFORMANCE REPORT

April 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>236,661,235</b>	<b>227,221,423</b>	<b>\$</b>	<b>(9,439,811)</b>
<b>Union Labor</b>				
Union Vacancies - Wages - Bus Transportation				(5,626,000)
Union Vacancies - Wages - Bus Maintenance				(1,453,000)
Benefit Trust Contribution				(1,405,000)
Union Vacancies - Wages - METRORail				(1,150,000)
Union Vacancies - Wages - Facilities Maintenance				(724,000)
Union Vacancies - Fringes - Uniform & Tool Allowance				(574,000)
Sick Leave Cash-Out				(236,000)
Workers Comp				(226,000)
Union Vacancies - Wages - Operations Training Division				(123,000)
<u>Offset by</u>				
Union Vacancies - Vacation Buyback				210,000
Overtime in Facilities Maintenance				288,000
Overtime in METRORail				874,000
Overtime in Bus Maintenance				1,137,000
Overtime in Bus Transportation				1,853,000
<b>Non-Union Labor</b>				
Savings in healthcare due to vacancies				(2,324,000)
Savings in base salaries due to vacancies				(1,736,000)
<u>Offset by</u>				
Overruns in overtime				935,000
<b><u>Total Materials &amp; Supplies</u></b>	<b>101,725,765</b>	<b>78,046,460</b>	<b>\$</b>	<b>(23,679,305)</b>
<b>Services</b>				
<u>Project Delivery &amp; Controls</u> - due to underruns in Contract and Contractual Support Services				(10,878,000)
<u>Operations &amp; Customer Service</u> - due to underruns in Contract and Contractual Support Services (-\$1.5 million), Support and Other Services (-\$1.1 million), BOF Maintenance (-\$675,000), Building & Grounds Maintenance (-\$620,000) and Security Services (-\$146,000)				(4,044,000)
<u>Marketing &amp; Communication Services</u> - due to underruns in Advertising (-\$3.4 million), Contract and Contractual Support Services (-\$154,000) and Equipment Repairs & Maintenance (-\$111,000)				(3,653,000)
<u>Planning</u> - due to underrun in Contract and Contractual Support Services				(1,064,000)
<u>Safety</u> - due to underruns in Contract and Contractual Support Services (-\$381,000), Education & Training (-\$210,000) and Incentive Program (-\$124,000)				(715,000)
<u>EVP, Administration</u> - due to underrun in Contract and Contractual Support Services				(519,000)
<u>Engineering</u> - due to underrun in Contract and Contractual Support Services				(498,000)
<u>Office of Innovation</u> - due to overrun in Contract and Contractual Support Services				(423,000)
<u>Legal</u> - due to underruns in Legal Fees (-\$188,000) and Support and Other Services (-\$100,000)				(288,000)
<u>Finance</u> - due to underrun in Contract and Contractual Support Services				(216,000)
<u>Human Resources</u> - due to underrun in Contract and Contractual Support Services				(147,000)
<u>Client &amp; Vanpool Ridership Services</u> - due to underrun in Contract and Contractual Support Services				(111,000)
<u>Information Technology</u> - due to overruns in Contract and Contractual Support Services (+\$317,000) and Equipment Repairs & Maintenance (+\$350,000)				667,000
<u>General underspending in other areas Authority wide not mentioned above</u>				
Underspending in Support & Other Services throughout the Authority				(454,000)
Underspending in Education and Training throughout the Authority				(257,000)
Underspending in Promotion throughout the Authority				(132,000)
Underspending in Advertising throughout the Authority				(118,000)
Underspending in Equipment Repairs & Maintenance throughout the Authority				(104,000)

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# MONTHLY PERFORMANCE REPORT

April 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			(2,413,000)	
Special Office Supplies			(483,000)	
Tech Equipment			(241,000)	
Tires & Tubes			(155,000)	
Minor Tools			(137,000)	
Postage			(107,000)	
<u>Offset by miscellaneous overruns in -</u>				
Exhaust System Parts				106,000
Bus Batteries				117,000
Chassis				124,000
Propulsion				156,000
Parts - Exterior Body & Windows				226,000
Transmission				421,000
Bus Parts - Brakes				547,000
Other Parts				661,000
Bus Engines - mostly in Unit Overhaul				1,330,000
<b>Fuel and Utilities</b>				
<u>Underruns in -</u>				
Diesel Fuel and related taxes			(2,289,000)	
Propulsion Power			(101,000)	
<u>Offset by miscellaneous overruns in -</u>				
Telephone				173,000
Power				352,000
Gasoline				955,000
<b><u>Administration</u></b>	<b>72,063,709</b>	<b>68,410,410</b>	<b>\$ (3,653,299)</b>	
<b>Casualty &amp; Liability</b>				
Lower than expected premiums			(227,000)	
Higher than expected vehicle liability			(100,000)	
Lower than expected subrogation				166,000
<b>Purchased Transportation</b>				
METROLift			(1,933,000)	
Northwest Contract			(1,466,000)	
Regional Vanpool			(664,000)	
Community Connector			(382,000)	
<b>Leases, Rentals, &amp; Miscellaneous</b>				
Underspending in discretionary (travel, memberships, etc.) and other miscellaneous items			(294,000)	
Higher than expected Information Technology Rent Software Payments				953,000

**MONTHLY PERFORMANCE REPORT**  
**April 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>3,343</b>	<b>Operations &amp; Customer Service</b>	<b>498,649,002</b>	<b>288,291,263</b>	<b>275,724,248</b>	<b>(12,567,015)</b>	<b>(1,984,162)</b>
3,343	Operations & Customer Service	498,649,002	288,291,263	275,724,248	(12,567,015)	(1,984,162)
<b>78</b>	<b>Planning, Engineer, &amp; Construction</b>	<b>43,034,141</b>	<b>24,775,687</b>	<b>11,950,664</b>	<b>(12,825,022)</b>	<b>(1,217,096)</b>
8	EVP Office	445,280	243,420	568,071	324,651	45,331
23	Project Delivery & Controls	35,235,096	20,529,054	9,142,788	(11,386,266)	(929,741)
17	Planning	4,686,718	2,713,211	1,477,498	(1,235,713)	(154,962)
30	Engineering	2,667,047	1,290,001	762,308	(527,694)	(177,725)
<b>294</b>	<b>Administration</b>	<b>78,370,403</b>	<b>44,860,783</b>	<b>44,261,996</b>	<b>(598,786)</b>	<b>(204,380)</b>
2	EVP, Administration	3,077,718	2,105,665	1,380,139	(725,526)	64,903
75	Information Technology	26,248,487	15,466,124	17,659,735	2,193,611	260,862
56	Human Resources	27,050,932	15,502,182	14,388,044	(1,114,138)	(345,766)
126	Procurement & Materials	12,909,616	7,237,402	7,329,399	91,996	(106,336)
7	Transit Asset Management	956,491	510,030	459,218	(50,812)	(7,481)
28	Client & Vanpool Ridership Services	8,127,159	4,039,379	3,045,462	(993,917)	(70,563)
<b>9</b>	<b>Audit</b>	<b>1,389,663</b>	<b>795,242</b>	<b>649,391</b>	<b>(145,851)</b>	<b>(27,517)</b>
<b>19</b>	<b>Legal</b>	<b>4,531,140</b>	<b>2,941,807</b>	<b>2,593,634</b>	<b>(348,173)</b>	<b>(34,237)</b>
<b>78</b>	<b>Finance</b>	<b>11,752,501</b>	<b>6,687,368</b>	<b>5,908,396</b>	<b>(778,973)</b>	<b>(232,846)</b>
3	CFO	789,468	438,623	325,240	(113,383)	(73,347)
75	Finance	10,963,033	6,248,745	5,583,156	(665,589)	(159,499)
<b>5</b>	<b>Office of Innovation</b>	<b>1,783,986</b>	<b>1,036,147</b>	<b>621,271</b>	<b>(414,876)</b>	<b>(82,329)</b>
<b>49</b>	<b>Communications</b>	<b>18,528,716</b>	<b>9,216,738</b>	<b>4,580,503</b>	<b>(4,636,236)</b>	<b>(1,212,676)</b>
3	EVP, Communications	571,801	329,863	311,443	(18,420)	(11,296)
9	Press Office	14,605,793	7,051,746	2,681,144	(4,370,602)	(1,108,927)
26	Marketing & Communication Services	1,656,900	938,586	781,090	(157,496)	(20,149)
1	Partnership Promotions	1,199,606	696,473	647,909	(48,564)	(34,952)
10	Public Engagement	494,616	200,070	158,916	(41,154)	(37,352)
<b>388</b>	<b>METRO Police</b>	<b>34,845,206</b>	<b>19,612,339</b>	<b>17,091,543</b>	<b>(2,520,796)</b>	<b>(596,212)</b>
<b>83</b>	<b>Safety</b>	<b>17,798,896</b>	<b>10,063,620</b>	<b>8,630,272</b>	<b>(1,433,348)</b>	<b>(162,613)</b>
<b>15</b>	<b>Executive and Board</b>	<b>4,348,364</b>	<b>2,169,715</b>	<b>2,201,122</b>	<b>31,407</b>	<b>(1,855)</b>
	<b>Non Departmental</b>	<b>3,065,593</b>	<b>-</b>	<b>(535,215)</b>	<b>(535,215)</b>	<b>(401,904)</b>
<b>8</b>	<b>President &amp; CEO Contingency</b>	<b>22,447,390</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>Other (MTA Revenue/Expense)</b>	<b>-</b>	<b>-</b>	<b>469</b>	<b>469</b>	<b>2</b>
<b>4,369</b>	<b>Total Operating Budget</b>	<b>740,545,000</b>	<b>410,450,709</b>	<b>373,678,293</b>	<b>(36,772,416)</b>	<b>(6,157,827)</b>

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

<u>Department</u>	<u>April 2022</u>			<u>April 2021</u>		
	<u>-----Year-to-Date-----</u>			<u>-----Year-to-Date-----</u>		
	<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>288,291,263</b>	<b>275,724,248</b>	<b>(12,567,015)</b>	<b>275,303,783</b>	<b>250,456,003</b>	<b>(24,847,780)</b>
Operations & Customer Service	288,291,263	275,724,248	(12,567,015)	275,303,783	250,456,003	(24,847,780)
<b>Planning, Engineering and Construction</b>	<b>24,775,687</b>	<b>11,950,664</b>	<b>(12,825,022)</b>	<b>11,075,573</b>	<b>5,052,227</b>	<b>(6,023,346)</b>
EVP Office	243,420	568,071	324,651	390,316	261,923	(128,394)
Project Delivery & Controls	20,529,054	9,142,788	(11,386,266)	2,189,361	2,179,446	(9,916)
Planning	2,713,211	1,477,498	(1,235,713)	1,314,566	1,878,193	563,627
Engineering	1,290,001	762,308	(527,694)	7,181,330	732,666	(6,448,664)
<b>Administration</b>	<b>44,860,783</b>	<b>44,261,996</b>	<b>(598,786)</b>	<b>44,915,891</b>	<b>39,656,385</b>	<b>(5,259,506)</b>
EVP, Administration	2,105,665	1,380,139	(725,526)	1,175,109	1,028,622	(146,486)
Information Technology	15,466,124	17,659,735	2,193,611	15,874,684	14,954,032	(920,653)
Human Resources	15,502,182	14,388,044	(1,114,138)	15,200,034	13,612,884	(1,587,150)
Procurement & Materials	7,237,402	7,329,399	91,996	7,219,462	6,738,162	(481,299)
Transit Asset Management	510,030	459,218	(50,812)	506,231	458,791	(47,440)
Client & Vanpool Rideship Services	4,039,379	3,045,462	(993,917)	4,940,371	2,863,893	
<b>Audit</b>	<b>795,242</b>	<b>649,391</b>	<b>(145,851)</b>	<b>751,100</b>	<b>640,566</b>	<b>(110,535)</b>
<b>Legal</b>	<b>2,941,807</b>	<b>2,593,634</b>	<b>(348,173)</b>	<b>2,167,051</b>	<b>1,760,481</b>	<b>(406,570)</b>
<b>Finance</b>	<b>6,687,368</b>	<b>5,908,396</b>	<b>(778,973)</b>	<b>6,527,084</b>	<b>5,685,036</b>	<b>(842,048)</b>
CFO	438,623	325,240	(113,383)	503,417	282,720	(220,697)
Finance	6,248,745	5,583,156	(665,589)	6,023,668	5,402,316	(621,351)
<b>Office of Innovation</b>	<b>1,036,147</b>	<b>621,271</b>	<b>(414,876)</b>	<b>417,859</b>	<b>394,011</b>	<b>(23,848)</b>
<b>Communications</b>	<b>9,216,738</b>	<b>4,580,503</b>	<b>(4,636,236)</b>	<b>6,956,750</b>	<b>3,834,315</b>	<b>(3,122,436)</b>
EVP, Communications	329,863	311,443	(18,420)	278,010	276,190	(1,820)
Press Office	7,051,746	2,681,144	(4,370,602)	664,955	589,741	(75,214)
Marketing & Communication Services	938,586	781,090	(157,496)	4,793,832	2,003,112	(2,790,720)
Partnership Promotions	696,473	647,909	(48,564)	322,937	181,642	(141,295)
Public Engagement	200,070	158,916	(41,154)	897,018	783,631	(113,387)
<b>METRO Police</b>	<b>19,612,339</b>	<b>17,091,543</b>	<b>(2,520,796)</b>	<b>18,853,604</b>	<b>16,500,768</b>	<b>(2,352,836)</b>
<b>Safety</b>	<b>10,063,620</b>	<b>8,630,272</b>	<b>(1,433,348)</b>	<b>9,100,526</b>	<b>7,646,235</b>	<b>(1,454,291)</b>
<b>Executive &amp; Board</b>	<b>2,169,715</b>	<b>2,201,122</b>	<b>31,407</b>	<b>2,909,449</b>	<b>2,136,465</b>	<b>(772,984)</b>
<b>Non-Departmental</b>	<b>-</b>	<b>(535,215)</b>	<b>(535,215)</b>	<b>-</b>	<b>(1,187,399)</b>	<b>(1,187,399)</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>469</b>	<b>469</b>	<b>-</b>	<b>(313,763)</b>	<b>(313,763)</b>
<b>TOTAL OPERATING BUDGET</b>	<b>\$ 410,450,709</b>	<b>\$ 373,678,293</b>	<b>\$ (36,772,416)</b>	<b>\$ 378,978,671</b>	<b>\$ 332,261,329</b>	<b>\$ (46,717,341)</b>

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

## Capital Budget

	FY2022 Annual Budget	<u>Month of April 2022</u>					<u>Fiscal Year to Date</u>				
		Budget	Actual	Variance			Budget	Actual	Variance		
				\$	%				\$	%	
METRORail Completion	\$ 39.1	\$ 2.9	\$ 0.8	\$ (2.1)	(72.4%)		\$ 17.3	\$ 7.9	\$ (9.4)	(54.3%)	
Capital Improvement Program	\$ 237.7	\$ 14.0	\$ 10.5	\$ (3.5)	(25.0%)		\$ 78.1	\$ 47.6	\$ (30.5)	(39.1%)	
<b>Total Capital</b>	<b>\$ 276.8</b>	<b>\$ 17.0</b>	<b>\$ 11.3</b>	<b>\$ (5.7)</b>	<b>(33.5%)</b>		<b>\$ 95.4</b>	<b>\$ 55.5</b>	<b>\$ (39.9)</b>	<b>(41.8%)</b>	

METRORail Completion expenses for the year-to-date through April 2022 of \$7.9 million are \$9.4 million or 54.3% under budget.

Other Capital Improvement Program expenses for the year-to-date through April 2022 of \$47.6 million are \$30.5 million or 39.1% under budget.

## Debt Service Budget

	FY2022 Annual Budget	<u>Month of April 2022</u>					<u>Fiscal Year to Date</u>				
		Budget	Actual	Variance			Budget	Actual	Variance		
				\$	%				\$	%	
<b>Debt Service</b>	<b>\$ 125.0</b>	<b>\$ 8.5</b>	<b>\$ 8.2</b>	<b>\$ (0.3)</b>	<b>(3.5%)</b>		<b>\$ 83.5</b>	<b>\$ 82.3</b>	<b>\$ (1.2)</b>	<b>(1.4%)</b>	

Debt Service expenses for the year-to-date through April 2022 of \$82.3 million are \$1.2 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 April 2022</u>					<u>Fiscal Year to Date</u>				
		Projection	Allocation	Variance			Projection	Allocation	Variance		
				\$	%				\$	%	
<b>General Mobility</b>	<b>\$ 188.6</b>	<b>\$ 13.7</b>	<b>\$ 14.8</b>	<b>\$ 1.1</b>	<b>8.0%</b>		<b>\$ 108.1</b>	<b>\$ 116.5</b>	<b>\$ 8.4</b>	<b>7.8%</b>	

Funds allocated to the General Mobility Fund totaling \$116.5 million for the year-to-date through April 2022 are \$8.4 million or 7.8% more than the amount projected.

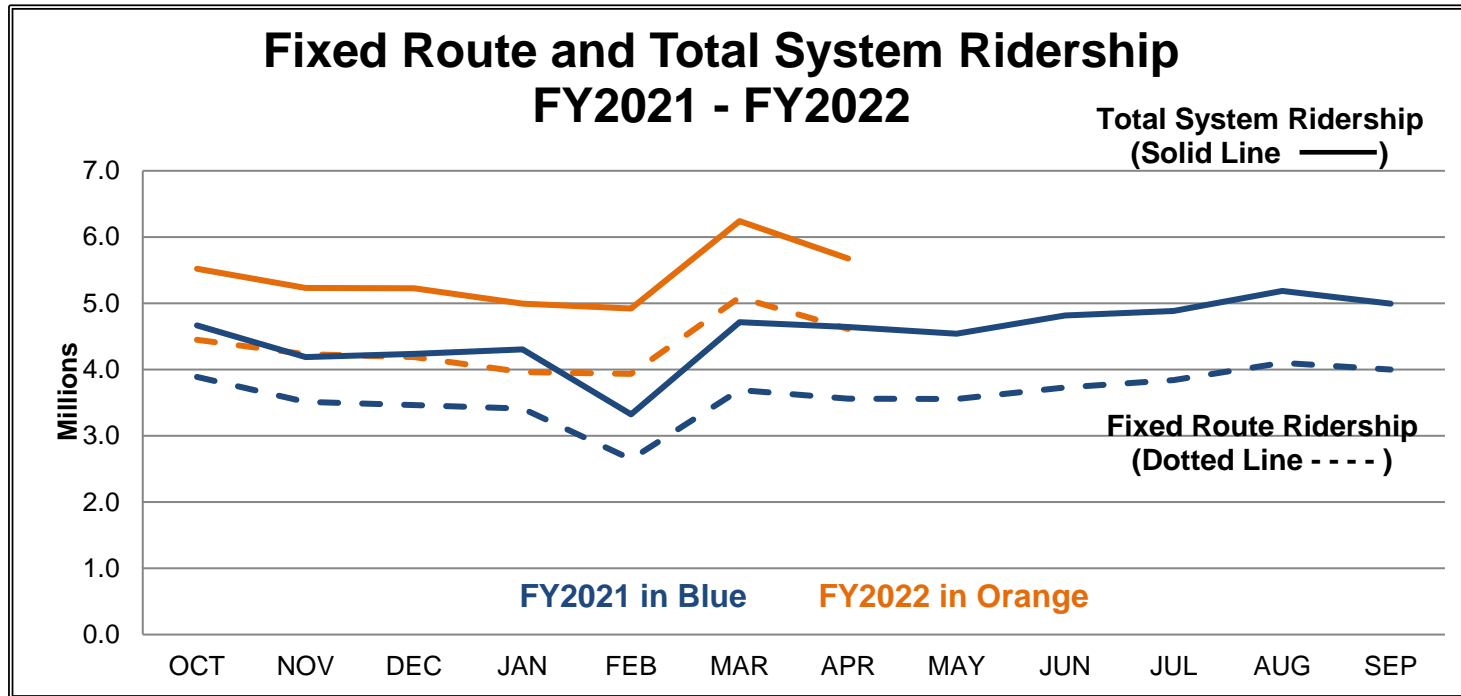
# MONTHLY PERFORMANCE REPORT

April 2022

## Ridership by Service Category

Service Category	Apr-21 Boardings	Apr-22 Boardings	Apr-22 vs. Apr-21	Apr-21 YTD Boardings	Apr-22 YTD Boardings	YTD % Change
						Apr-22 vs. Apr-21
Fixed Route Services						
Local Network						
Local Bus	2,776,706	3,434,815	23.7%	18,668,539	22,420,283	20.1%
METRORapid Silver Line	19,960	22,793	14.2%	136,253	143,506	5.3%
METRORail						
Red (North) Line	496,518	717,376	44.5%	3,598,424	5,253,903	46.0%
Green (East) Line	69,992	91,962	31.4%	488,301	606,983	24.3%
Purple (Southeast) Line	57,794	98,172	69.9%	404,809	621,481	53.5%
METRORail (all lines)	624,304	907,510	45.4%	4,491,534	6,482,367	44.3%
METRORail-Bus Bridge	47,895	0	(100.0%)	253,948	32,980	(87.0%)
METRORail Total	672,199	907,510	35.0%	4,745,482	6,515,347	37.3%
Subtotal Local Network	3,468,865	4,365,118	25.8%	23,550,274	29,079,136	23.5%
Commuter						
Park & Ride	92,153	249,780	171.0%	626,988	1,367,187	118.1%
Subtotal Fixed Route Service	3,561,018	4,614,898	29.6%	24,177,262	30,446,323	25.9%
Disaster Events	0	0	0.0%	0	0	0.0%
Special Events	1,013	594	(41.4%)	1,925	23,616	1126.8%
Total Fixed Route	3,562,031	4,615,492	29.6%	24,179,187	30,469,939	26.0%
Customized Bus Services						
METROLift	109,711	123,319	12.4%	685,911	783,954	14.3%
METRO STAR Vanpool	24,826	36,257	46.0%	146,227	245,727	68.0%
Internal Service	0	0	0.0%	0	101	0.0%
Subtotal Customized Bus	134,537	159,576	18.6%	832,138	1,029,782	23.8%
HOV/HOT Carpools, Vanpools, and Non-METRO Buses	944,152	901,236	(4.5%)	5,065,696	6,308,652	24.5%
Total System	4,640,720	5,676,304	22.3%	30,077,021	37,808,373	25.7%

**MONTHLY PERFORMANCE REPORT**  
**April 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 April 2022 of 4.6 million is 1.1 million or 29.6% greater than last year.

Total fixed route ridership, excluding disaster and special events, for the year-to-date through April 2022 of 30.4 million is 6.3 million or 25.9% greater than last year.

METRORail ridership for the month of April 2022 of 0.9 million is 35.0% greater than last year.

METRORail ridership year-to-date through April 2022 of 6.5 million is 37.3% greater than last year.

**MONTHLY PERFORMANCE REPORT**  
**April 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	50						≤ 49	258	≤ 315
	0.81	0.64	0.75	0.72	0.55	0.73	0.97						≤ 1.11	0.74	≤ 1.11
BRT Accidents BRT Accidents per 100,000 vehicle miles	0	0	0	0	0	0	0						≤ 0	0	≤ 2
	0.00	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	9						≤ 8	69	≤ 59
	3.36	4.03	3.08	5.31	4.97	2.81	3.52						≤ 2.75	3.83	≤ 2.75
Group A Criminal Offenses Group A Criminal Offenses per 100,000 boardings	111	114	113	132	97	144	147						≤ 132	858	≤ 924
	2.01	2.18	2.16	2.64	1.97	2.31	2.59						≤ 2.10	2.27	≤ 2.10
Criminal Incidents - METRO Properties	89	96	94	103	74	119	115						≤ 170	690	≤ 1,190
													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	23.61						< 22.00	22.71	< 22.86
Commendations	168	201	162	230	142	241	200						≥ 150	1,344	≥ 1050
Average Call Center Answer Delay (Sec.)	30	27	25	17	15	13	16						< 30	20	< 30

**Safety & Security**

- The number of Bus Accidents did not meet the safety goal for the month but did for 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 did not meet the safety goal for both the month and the year-to-date.
- Group A Criminal Offenses did not meet the benchmark for the month but did for 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 did not meet the goal for the month but did for the year-to-date.
- The number of Commendations met the goal for both the month and 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

April 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
<b>On-Time Performance</b>															
Bus - Local	68.0%	67.8%	68.2%	69.7%	68.1%	67.3%	67.0%						≥ 71%	68.0%	≥ 70%
Bus - Park & Ride	82.2%	80.1%	80.0%	81.1%	82.9%	81.4%	82.3%						≥ 77%	81.4%	≥ 76%
Bus - Weighted Average	71.9%	71.2%	71.5%	73.1%	72.6%	71.5%	71.6%						≥ 73%	71.9%	≥ 72%
METROLift	87.2%	87.6%	89.4%	93.7%	90.9%	91.3%	88.5%						≥ 90%	89.8%	90%
BRT - METRORapid Silver Line	94.5%	92.5%	94.0%	94.4%	94.0%	94.9%	96.7%						≥ 90%	94.4%	90%
Rail - Red Line	93.2%	94.5%	94.5%	95.0%	95.5%	92.4%	93.4%						≥ 93%	94.0%	≥ 93%
Rail - East End Green Line	98.1%	97.2%	97.6%	98.2%	98.0%	96.5%	97.7%						≥ 95%	97.6%	≥ 95%
Rail - South East Purple Line	97.3%	95.0%	95.3%	95.3%	96.4%	96.0%	95.3%						≥ 95%	95.8%	≥ 95%
MDBF (Mean Distance Between Mechanical Failures) - Buses	7,471	7,806	7,654	6,404	6,629	7,574	8,119						≥ 7,500	7,337	≥ 7,286
MDBF (Mean Distance Between Mechanical Failures) - METROLift	44,065	37,566	41,975	22,890	21,635	20,027	18,938						≥ 21,000	25,835	≥ 21,000
MDBF (Mean Distance Between Mechanical Failures) - METRORapid	5,369	12,081	5,399	5,431	1,540	3,080	3,282						≥ 4,000	3,802	≥ 4,000
MDBSI (Mean Distance Between Service Interruptions) - METRORail	15,759	16,562	17,325	20,415	21,946	25,883	14,218						≥ 15,000	18,215	≥ 15,000
<b>Average Peak HOT Lanes Speed (miles per hour)</b>															
I-45 North HOV	60	58	61	61	59	59	59						≥ 45	60	≥ 45
I-45 South HOV	60	59	60	60	59	59	59						≥ 45	59	≥ 45
US-290 HOV	67	66	68	69	68	68	68						≥ 45	68	≥ 45
US-59 North HOV	64	62	65	66	63	63	62						≥ 45	64	≥ 45
US-59 South HOV	56	56	57	58	56	57	56						≥ 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 both the month and 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) met the benchmark for both the month and 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 met the minimum performance standard for both the month 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 did not meet the minimum performance standard for the month but did for the 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

April 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**  
**April 2022**  
**Balance Sheet**

	April 30, 2021 (\$)	April 30, 2022 (\$)	Change (\$)
<b>Assets</b>			
Cash	4,820,907	7,462,045	2,641,138
Receivables	124,371,987	300,089,343	175,717,356
Inventory	43,022,938	44,661,165	1,638,227
Investments	568,883,206	832,736,207	263,853,001
Other Assets	8,698,634	6,976,396	(1,722,238)
Land & Improvements	354,132,237	378,732,763	24,600,526
Capital Assets, Net of Depreciation	2,349,706,949	2,249,189,047	(100,517,902)
<b>Total Assets</b>	<b>3,453,636,859</b>	<b>3,819,846,967</b>	<b>366,210,108</b>
Deferred Outflow of Resources <sup>1</sup>	135,108,120	189,372,315 <sup>2</sup>	54,264,195
	<b>3,588,744,979</b>	<b>4,009,219,282</b>	<b>420,474,303</b>
<b>Liabilities</b>			
Trade Payables	25,657,907	32,113,592	6,455,685
Accrued Payroll	32,140,370	30,829,708	(1,310,663)
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	146,286,794	139,045,339	(7,241,455)
<b>Total Liabilities</b>	<b>2,283,269,828</b>	<b>2,244,195,956</b>	<b>(39,073,872)</b>
Net Assets - Retained Earnings	1,305,475,150	1,765,023,326	459,548,176
<b>Total Liabilities and Net Assets</b>	<b>3,588,744,979</b>	<b>4,009,219,282</b>	<b>420,474,303</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.