

METRO

Fiscal Year 2022

Monthly Performance Report

Revenue • Expense • Ridership • Performance

May 2022



MONTHLY PERFORMANCE REPORT

May 2022

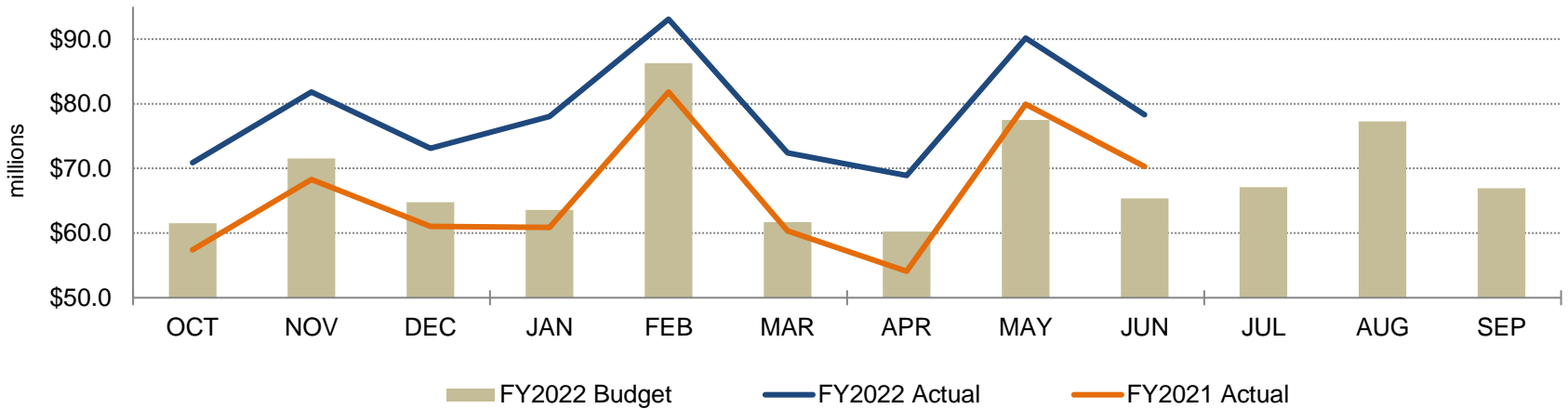
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MONTHLY PERFORMANCE REPORT

June 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%
May	77.5	90.2	12.7	16.4%
June	65.4	78.3	12.9	19.7%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
FY2022 YTD	\$ 612.5	\$ 706.8	\$ 94.3	15.4%

Prior Year vs. Current Year

(\$ millions)

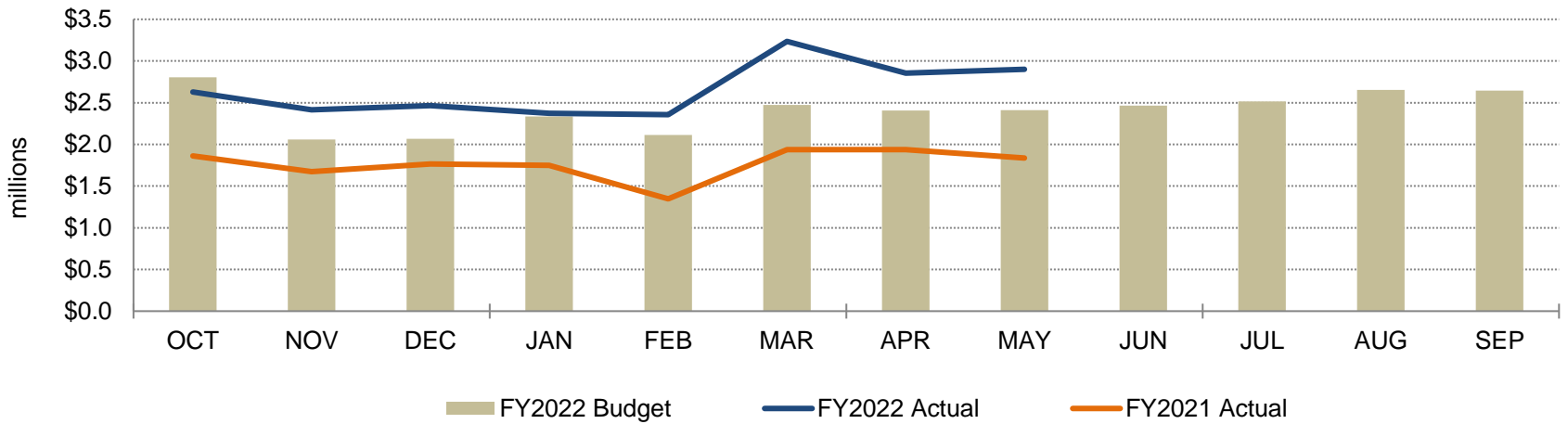
	Prior Year	Current Year	Variance	%
October	57.4	70.9	13.5	23.5%
November	68.3	81.8	13.5	19.8%
December	61.1	73.1	12.0	19.7%
January	60.9	78.1	17.2	28.2%
February	81.8	93.1	11.3	13.8%
March	60.3	72.4	12.1	20.1%
April	54.1	68.9	14.8	27.4%
May	79.9	90.2	10.3	12.8%
June	70.3	78.3	8.0	11.4%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
FY2022 YTD	\$ 594.1	\$ 706.8	\$ 112.7	19.0%

Sales Tax revenue for the month of June 2021 of \$78.3 million is \$12.9 million or 19.7% over estimates.

Sales Tax revenue for the year-to-date through June 2021 of \$706.8 million is \$94.3 million or 15.4% over estimates.

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May 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%
April	2.4	2.9	0.5	20.8%
May	2.4	2.9	0.5	20.8%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
FY2022 YTD	\$ 18.7	\$ 21.2	\$ 2.5	13.4%

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	68.4%
April	1.9	2.9	1.0	52.6%
May	1.8	2.9	1.1	61.1%
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
FY2022 YTD	\$ 14.1	\$ 21.2	\$ 7.1	50.4%

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

Fare Revenue for the year-to-date through May 2022 of \$21.2 million is \$2.5 million or 13.4% over budget.

MONTHLY PERFORMANCE REPORT

May 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%)
April	15.3	0.0	(15.3)	(100.0%)
May (See Note A below)	15.3	1.8	(13.5)	(88.2%)
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
FY2022 YTD	\$ 162.0	\$ 4.6	\$ (157.4)	(97.2%)

Service Related Grant Revenue for the month of May 2022 of \$1.8 million is \$13.5 million or 88.2% under budget.

Service Related Grant Revenue for the year-to-date through May 2022 of \$4.6 million is \$157.4 million or 97.2% 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 eight months ended May 31, 2022, ARPA funds budgeted amounted to \$120 Million versus ARPA drawdowns of cash from FTA of \$206.2 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%)
April	4.4	1.1	(3.3)	(75.0%)
May	4.4	0.1	(4.3)	(97.7%)
June	-	-	-	0.0%
July	-	-	-	0.0%
August	-	-	-	0.0%
September	-	-	-	0.0%
FY2022 YTD	\$ 35.5	\$ 17.3	\$ (18.2)	(51.3%)

Capital Grant Revenue for the year-to-date through May 2022 of \$17.3 million is \$18.2 million under budget.

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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%
April	0.6	1.1	0.5	83.4%
May	0.5	1.2	0.7	140.0%
June	-	-	0.0	0.0%
July	-	-	0.0	0.0%
August	-	-	0.0	0.0%
September	-	-	0.0	0.0%
FY2022 YTD	\$ 3.5	\$ 6.8	\$ 3.3	94.3%

Composition of Interest & Miscellaneous Revenue

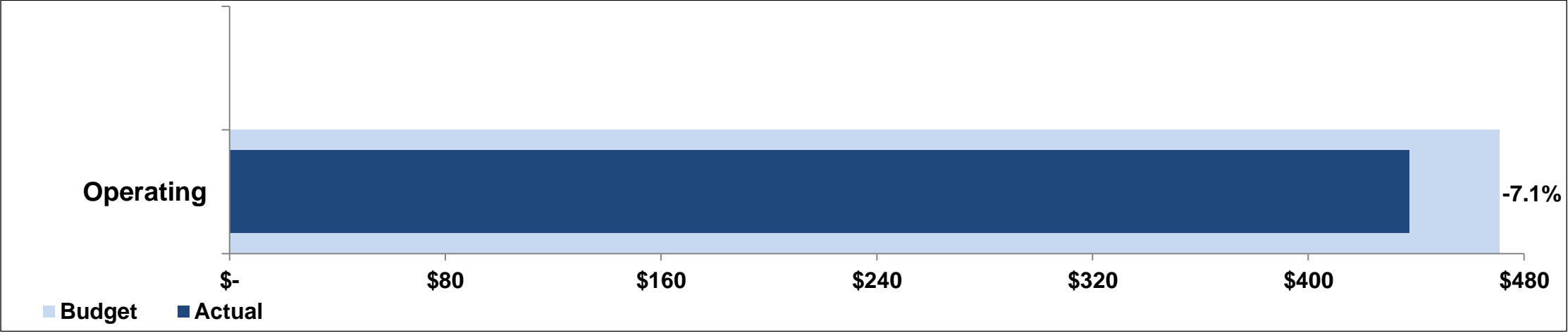
	<u>Year-to-Date Actual</u>		<u>Current Month Actual</u>	
	<u>\$ millions</u>	<u>% of Total</u>	<u>\$ millions</u>	<u>% of Total</u>
Interest Income	1.3	18.7%	0.4	32.8%
HOT Lanes Revenue	3.3	47.7%	0.4	38.5%
Inter Government Revenue	-	0.0%	-	0.0%
Other	2.3	33.5%	0.3	28.8%
Total	\$ 6.8	100.0%	\$ 1.2	100.0%

Interest & Misc. Revenue for the year-to-date of \$6.8 million through May 2022 is \$3.3 million or 94.3% over budget.

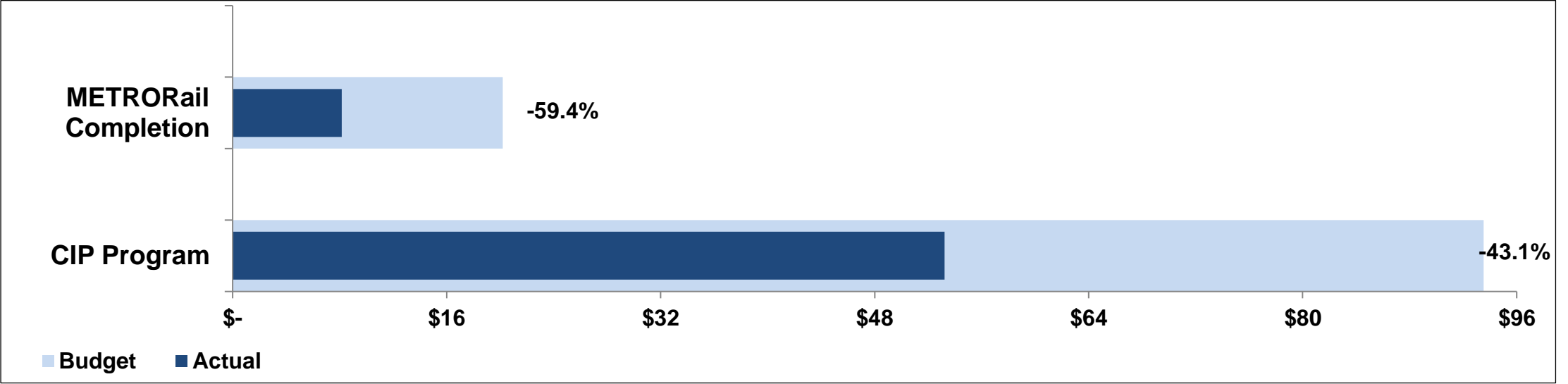
MONTHLY PERFORMANCE REPORT
May 2022

Budget Summary
(\$ millions)

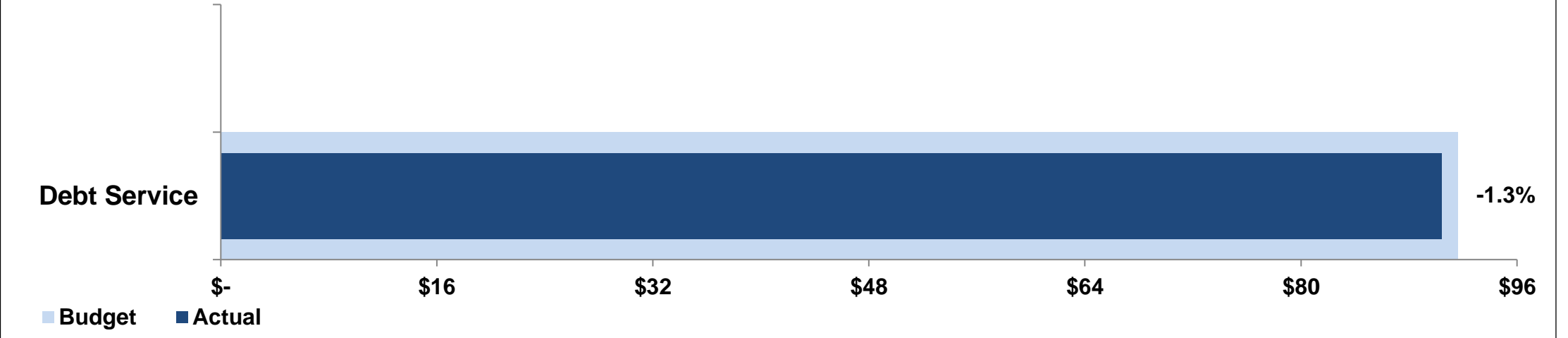
FY2022 Annual Operating Budget **\$ 740.5**
FY2022 YTD Operating Budget **\$ 470.8**



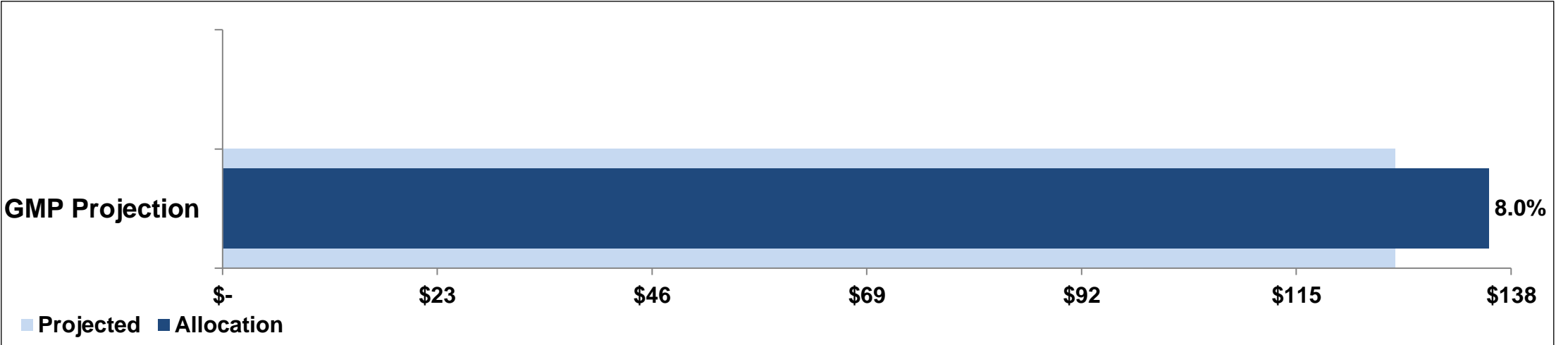
FY2022 Annual Capital Budget **\$ 276.8**
FY2022 YTD Capital Budget **\$ 113.7**



FY2022 Annual Debt Service Budget **\$ 125.0**
FY2022 YTD Debt Service Budget **\$ 91.6**



FY2022 Annual GMP Projected Allocation **\$ 188.6**
FY2022 YTD GMP Projected Allocation **\$ 125.6**



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Operating Expenses

Comparison of Budget to Actual for the Month (May 2022)

	FY22 Annual Budget	May Budget	May Actual	\$ Variance (favorable)/unfavorable	% Variance
Labor & Fringe Benefits	\$ 414,976,388	\$ 35,395,818	\$ 32,756,391	\$ (2,639,427)	(7.5%)
Non-Labor	317,582,437	\$ 24,997,071	\$ 30,840,629	5,843,558	23.4%
Subtotal Labor & Non-Labor	732,558,825	60,392,889	63,597,020	3,204,131	5.3%
Contingency	7,986,175	-	-	-	0.0%
Total Operating Budget	\$ 740,545,000	\$ 60,392,889	\$ 63,597,020	\$ 3,204,131	5.3%

Comparison of Budget to Actual Year-to-Date May 2022 (8 months)

	FY22 Annual Budget	Year-to-Date Budget	Year-to-Date Actual	\$ Variance (favorable)/unfavorable	% Variance
<u>Payroll & Benefits</u>					
Wages	\$ 159,156,176	\$ 106,005,953	\$ 100,360,901	\$ (5,645,052)	(5.3%)
Union Fringe Benefits	88,464,698	58,480,440	55,733,298	(2,747,141)	(4.7%)
Subtotal Union Labor	247,620,874	164,486,393	156,094,200	(8,392,194)	(5.1%)
Salaries and Non-Union Wages	123,447,569	78,973,644	77,307,067	(1,666,577)	(2.1%)
Non-Union Fringe Benefits	54,244,456	35,429,088	32,319,050	(3,110,037)	(8.8%)
Subtotal Non-Union Labor	177,692,024	114,402,732	109,626,117	(4,776,615)	(4.2%)
Allocation to Capital & GMP	(10,336,511)	(6,832,073)	(5,742,503)	1,089,570	(15.9%)
Subtotal Labor and Fringe Benefits	414,976,388	272,057,053	259,977,815	(12,079,238)	(4.4%)
<u>Total Materials & Supplies</u>					
Services	111,662,930	70,934,596	53,321,011	(17,613,584)	(24.8%)
Materials and Supplies	31,378,390	21,037,783	21,623,320	585,537	2.8%
Fuel and Utilities	36,726,477	24,433,663	23,562,478	(871,185)	(3.6%)
	179,767,797	116,406,042	98,506,809	(17,899,233)	(15.4%)
<u>Administration</u>					
Casualty and Liability	8,419,230	5,466,982	5,003,992	(462,990)	(8.5%)
Purchased Transportation	105,872,604	68,192,140	63,866,916	(4,325,224)	(6.3%)
Leases, Rentals and Misc.	24,562,317	9,259,812	10,151,502	891,690	9.6%
Allocation to Capital & GMP - Non-Labor	(1,039,510)	(538,430)	(231,720)	306,710	(57.0%)
	137,814,640	82,380,504	78,790,690	(3,589,814)	(4.4%)
Subtotal Non-Labor	317,582,437	198,786,546	177,297,499	(21,489,047)	(10.8%)
Subtotal Labor and Non-Labor	732,558,825	470,843,598	437,275,314	(33,568,285)	(7.1%)
Contingency	7,986,175	-	-	-	0.0%
Subtotal Contingency	7,986,175	-	-	-	0.0%
Total Operating Budget	\$ 740,545,000	\$ 470,843,598	\$ 437,275,314	\$ (33,568,285)	(7.1%)
<u>Non-Budgeted Expense</u>					
Gain/ Loss Disposal	-	-	37,174	37,174	0.0%
Grand Total	\$ 740,545,000	\$ 470,843,598	\$ 437,312,487	\$ (33,531,111)	(7.1%)

Operating Expenses for the month of May 2022 of \$63.6 million are \$3.2 million or 5.3% over budget.

Operating Expenses year-to-date through May 2022 of \$437.3 million are \$33.6 million or 7.1% under budget.

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Major Operating Budget Variance Items - Categories with major variances

<u>Expense Type</u>	Fiscal Year 2022		
	\$ Variance (under budget) / over budget		
	<u>FY2022 Budget</u>	<u>FY2022 Actual</u>	
<u>Payroll & Benefits</u>	\$ 272,057,053	\$ 259,977,815	\$ (12,079,238)
Union Labor			
Union Vacancies - Wages - Bus Transportation			(6,380,000)
Union Vacancies - Wages - Fleet Services			(1,767,000)
Benefit Trust Contribution			(1,612,000)
Union Vacancies - Wages - METRORail			(1,295,000)
Union Vacancies - Wages - Facilities Maintenance			(808,000)
Union Vacancies - Fringes - Uniform & Tool Allowance			(486,000)
Workers Comp			(306,000)
Union - Fringes - Savings driven by vacancies			(231,000)
Union Vacancies - Wages - Other areas not listed individually			(131,000)
Sick Leave Cash-Out			(122,000)
Pension Union-Defined Contribution			(111,000)
<u>Offset by</u>			
Union Vacancies - Vacation Buyback			252,000
Overtime in Facilities Maintenance			320,000
Overtime in METRORail			993,000
Overtime in Fleet Services			1,341,000
Overtime in Bus Transportation			1,962,000
Non-Union Labor			
Savings in base salaries due to vacancies			(3,083,000)
Savings in healthcare due to vacancies			(2,617,000)
Savings in retiree health benefits			(181,000)
<u>Offset by</u>			
Overruns in overtime			1,105,000
<u>Total Materials & Supplies</u>	\$ 116,406,042	\$ 98,506,809	\$ (17,899,233)
Services			
<u>Project Delivery & Controls</u> - due to underruns in Contract and Contractual Support Services			(8,177,000)
<u>Marketing & Communication Services</u> - due to underruns in Advertising (-\$4.4 million), Contract and Contractual Support Services (-\$204,000) and Equipment Repairs & Maintenance (-\$132,000)			(4,766,000)
<u>Operations & Customer Service</u> - due to underruns in Contract and Contractual Support Services (-\$1.6 million), Support and Other Services (-\$1.1 million), Building & Grounds Maintenance (-\$714,000), BOF Maintenance (-\$702,000) and Security Services (-\$134,000)			(4,270,000)
<u>Planning</u> - due to underrun in Contract and Contractual Support Services			(1,214,000)
<u>Safety</u> - due to underruns in Contract and Contractual Support Services (-\$614,000), Education & Training (-\$222,000) and Incentive Program (-\$127,000)			(964,000)
<u>EVP, Administration</u> - due to underrun in Contract and Contractual Support Services			(575,000)
<u>Engineering</u> - due to underrun in Contract and Contractual Support Services			(527,000)
<u>Office of Innovation</u> - due to underrun in Contract and Contractual Support Services			(503,000)
<u>Legal</u> - due to underruns in Support and Other Services (-\$122,000) and Legal Fees (-\$108,000)			(230,000)
<u>Finance</u> - due to underrun in Contract and Contractual Support Services			(227,000)
<u>Human Resources</u> - due to underrun in Contract and Contractual Support Services			(163,000)
<u>Client & Vanpool Ridership Services</u> - due to underrun in Contract and Contractual Support Services			(127,000)
<u>Information Technology</u> - due to overruns in Contract and Contractual Support Services (+\$191,000) and Equipment Repairs & Maintenance (+\$402,000)			583,000
<u>Non Departmental</u> - due to overrun in Legal Fees			5,051,000
<u>General underspending in other areas Authority wide not mentioned above</u>			
Underspending in Support & Other Services throughout the Authority			(481,000)
Underspending in Education and Training throughout the Authority			(286,000)
Underspending in Equipment Repairs & Maintenance throughout the Authority			(137,000)
Underspending in Promotion throughout the Authority			(123,000)
Underspending in Contract and Contractual Support Services throughout the Authority			(107,000)

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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>	
Materials and Supplies				
<u>Underruns in -</u>				
Material price variances on production/refurbished orders and inventory revaluations and disposals			(2,843,999)	
Special Office Supplies			(491,000)	
Tech Equipment			(245,000)	
Tires & Tubes			(226,000)	
Other Supplies			(193,000)	
Minor Tools			(121,000)	
Postage			(114,000)	
<u>Offset by miscellaneous overruns in -</u>				
Chassis				126,000
Exhaust System Parts				149,000
Bus Batteries				167,000
Propulsion				180,000
Parts - Exterior Body & Windows				291,000
Transmission				513,000
Bus Parts - Brakes				630,000
Other Parts				893,000
Bus Engines - mostly in Unit Overhaul				1,558,000
Fuel and Utilities				
<u>Underruns in -</u>				
Diesel Fuel and related taxes			(2,380,000)	
Propulsion Power			(271,000)	
<u>Offset by miscellaneous overruns in -</u>				
Power				361,000
Gasoline				1,379,000
<u>Administration</u>	\$ 82,380,504	\$ 78,790,690	\$ (3,589,814)	
Casualty & Liability				
Lower than expected premiums			(314,000)	
Higher than expected vehicle liability			(240,000)	
Purchased Transportation				
METROLift			(1,733,000)	
Northwest Contract			(1,521,000)	
Regional Vanpool			(630,000)	
Community Connector			(441,000)	
Leases, Rentals, & Miscellaneous				
Underspending in discretionary (travel, memberships, etc.) and other miscellaneous items			(331,000)	
Higher than expected Information Technology Rent Software Payments				1,329,000

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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>
3,399	Operations & Customer Service	525,699,934	348,072,489	332,831,700	(15,240,789)	(1,559,635)
2	Deputy CEO	624,117	418,758	384,010	(34,748)	(11,678)
3,341	Operations & Customer Service	498,024,885	329,870,040	316,095,953	(13,774,086)	(1,230,142)
56	Human Resources	27,050,932	17,783,691	16,351,737	(1,431,954)	(317,816)
78	Planning, Engineer, & Construction	43,034,141	28,532,450	18,021,427	(10,511,022)	2,314,000
8	EVP Office	555,280	391,967	671,224	279,257	(45,395)
23	Project Delivery & Controls	35,235,096	23,488,869	14,782,194	(8,706,676)	2,679,591
17	Planning	4,576,718	3,107,557	1,676,230	(1,431,327)	(195,614)
30	Engineering	2,667,047	1,544,056	891,780	(652,276)	(124,582)
238	Administration	51,323,568	33,323,309	33,753,567	430,257	(85,095)
2	EVP, Administration	3,077,718	2,417,670	1,459,750	(957,920)	(232,393)
75	Information Technology	26,248,487	17,408,060	19,830,390	2,422,329	228,718
126	Procurement & Materials	12,909,616	8,367,150	8,418,174	51,024	(40,972)
7	Transit Asset Management	956,491	613,974	524,510	(89,464)	(38,652)
28	Client & Vanpool Ridership Services	8,131,257	4,516,455	3,520,743	(995,712)	(1,795)
9	Audit	1,437,663	915,254	738,607	(176,647)	(30,796)
19	Legal	4,531,140	3,265,073	2,962,911	(302,162)	46,011
78	Finance	11,752,501	7,665,112	6,613,661	(1,051,451)	(272,478)
3	CFO	789,468	483,519	249,064	(234,454)	(121,071)
75	Finance	10,963,033	7,181,594	6,364,597	(816,997)	(151,407)
5	Office of Innovation	1,783,986	1,175,551	680,823	(494,728)	(79,852)
49	Communications	18,528,716	11,092,818	5,235,681	(5,857,137)	(1,220,901)
3	EVP, Communications	571,801	378,282	351,615	(26,667)	(8,247)
9	Press Office	14,605,793	8,605,602	3,064,739	(5,540,863)	(1,170,261)
26	Marketing & Communication Services	1,656,900	1,082,207	898,621	(183,586)	(26,090)
1	Partnership Promotions	1,199,606	802,481	734,169	(68,312)	(19,748)
10	Public Engagement	494,616	224,246	186,536	(37,710)	3,444
388	METRO Police	34,845,206	22,530,020	19,566,415	(2,963,605)	(442,808)
83	Safety	17,798,896	11,764,777	9,903,829	(1,860,948)	(427,599)
15	Executive and Board	4,348,364	2,506,745	2,457,591	(49,153)	(80,560)
	Non Departmental	3,013,495	-	4,508,630	4,508,630	5,043,845
8	President & CEO Contingency	22,447,390	-	-	-	-
	Other (MTA Revenue/Expense)	-	-	469	469	-
4,369	Total Operating Budget	740,545,000	470,843,598	437,275,314	(33,568,285)	3,204,131

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

<u>Department</u>	<u>May 2022</u>			<u>May 2021</u>		
	<u>-----Year-to-Date-----</u>	<u>-----Year-to-Date-----</u>	<u>-----Year-to-Date-----</u>	<u>-----Year-to-Date-----</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>
Operations & Customer Service	348,072,489	332,831,700	(15,240,789)	332,475,435	301,822,982	(30,652,453)
Deputy CEO	418,758	384,010	(34,748)	388,548	380,022	(8,527)
Operations & Customer Service	329,870,040	316,095,953	(13,774,086)	314,679,176	285,839,665	(28,839,510)
Human Resources	17,783,691	16,351,737	(1,431,954)	17,407,711	15,603,295	(1,804,416)
Planning, Engineering and Construction	28,532,450	18,021,427	(10,511,022)	11,729,470	6,391,857	(5,337,613)
EVP Office	391,967	671,224	279,257	461,791	343,018	(118,773)
Project Delivery & Controls	23,488,869	14,782,194	(8,706,676)	2,655,446	3,022,232	366,786
Planning	3,107,557	1,676,230	(1,431,327)	1,412,198	2,208,836	796,638
Engineering	1,544,056	891,780	(652,276)	7,200,036	817,772	(6,382,264)
Administration	33,323,309	33,753,567	430,257	33,034,403	29,550,836	(3,483,567)
EVP, Administration	2,417,670	1,459,750	(957,920)	1,352,515	1,314,665	(37,850)
Information Technology	17,408,060	19,830,390	2,422,329	17,075,734	16,708,028	(367,706)
Procurement & Materials	8,367,150	8,418,174	51,024	8,283,272	7,715,694	(567,578)
Transit Asset Management	613,974	524,510	(89,464)	583,268	538,804	(44,465)
Client & Vanpool Rideship Services	4,516,455	3,520,743	(995,712)	5,739,614	3,273,646	(2,465,968)
Audit	915,254	738,607	(176,647)	869,795	738,954	(130,841)
Legal	3,265,073	2,962,911	(302,162)	2,509,533	2,042,597	(466,936)
Finance	7,665,112	6,613,661	(1,051,451)	7,464,356	6,495,966	(968,390)
CFO	483,519	249,064	(234,454)	562,646	298,912	(263,734)
Finance	7,181,594	6,364,597	(816,997)	6,901,710	6,197,054	(704,656)
Office of Innovation	1,175,551	680,823	(494,728)	488,082	456,884	(31,198)
Communications	11,092,818	5,235,681	(5,857,137)	8,402,231	4,428,252	(3,973,979)
EVP, Communications	378,282	351,615	(26,667)	325,136	339,494	14,358
Press Office	8,605,602	3,064,739	(5,540,863)	761,721	665,044	(96,678)
Marketing & Communication Services	1,082,207	898,621	(183,586)	5,940,887	2,337,576	(3,603,311)
Partnership Promotions	802,481	734,169	(68,312)	345,624	203,179	(142,445)
Public Engagement	224,246	186,536	(37,710)	1,028,863	882,959	(145,904)
METRO Police	22,530,020	19,566,415	(2,963,605)	21,880,153	18,833,300	(3,046,854)
Safety	11,764,777	9,903,829	(1,860,948)	10,603,616	8,800,964	(1,802,653)
Executive & Board	2,506,745	2,457,591	(49,153)	3,344,475	2,462,974	(881,501)
Non-Departmental	-	4,508,630	4,508,630	-	(1,187,399)	(1,187,399)
President & CEO Contingency	-	-	-	-	-	-
Other MTA Revenue / Expense	-	469	469	-	(419,950)	(419,950)
TOTAL OPERATING BUDGET	\$ 470,843,598	\$ 437,275,314	\$ (33,568,285)	\$ 432,801,550	\$ 380,418,216	\$ (52,383,334)

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

Capital Budget

	FY2022		Month of May 2022				Fiscal Year to Date			
	Annual		Budget	Actual	Variance		Budget	Actual	Variance	
	Budget				\$	%			\$	%
METRORail Completion	\$ 39.1	\$ 2.9	\$ 0.3	\$ (2.6)	(89.7%)		\$ 20.2	\$ 8.2	\$ (12.0)	(59.4%)
Capital Improvement Program	\$ 237.7	\$ 15.7	\$ 5.6	\$ (10.1)	(64.3%)		\$ 93.5	\$ 53.2	\$ (40.3)	(43.1%)
Total Capital	\$ 276.8	\$ 18.6	\$ 5.9	\$ (12.7)	(68.3%)		\$ 113.7	\$ 61.4	\$ (52.3)	(46.0%)

METRORail Completion expenses for the year-to-date through May 2022 of \$8.2 million are \$12.0 million or 59.4% under budget.

Other Capital Improvement Program expenses for the year-to-date through May 2022 of \$53.2 million are \$40.3 million or 43.1% under budget.

Debt Service Budget

	FY2022		Month of May 2022				Fiscal Year to Date			
	Annual		Budget	Actual	Variance		Budget	Actual	Variance	
	Budget				\$	%			\$	%
Debt Service	\$ 125.0	\$ 8.2	\$ 8.1	\$ (0.1)	(1.2%)		\$ 91.6	\$ 90.4	\$ (1.2)	(1.3%)

Debt Service expenses for the year-to-date through May 2022 of \$90.4 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		Month of May 2022				Fiscal Year to Date			
	Annual		Projection	Allocation	Variance		Projection	Allocation	Variance	
	Projection				\$	%			\$	%
General Mobility	\$ 188.6	\$ 17.5	\$ 19.0	\$ 1.5	8.6%		\$ 125.6	\$ 135.6	\$ 10.0	8.0%

Funds allocated to the General Mobility Fund totaling \$135.6 million for the year-to-date through May 2022 are \$10.0 million or 8.0% more than the amount projected.

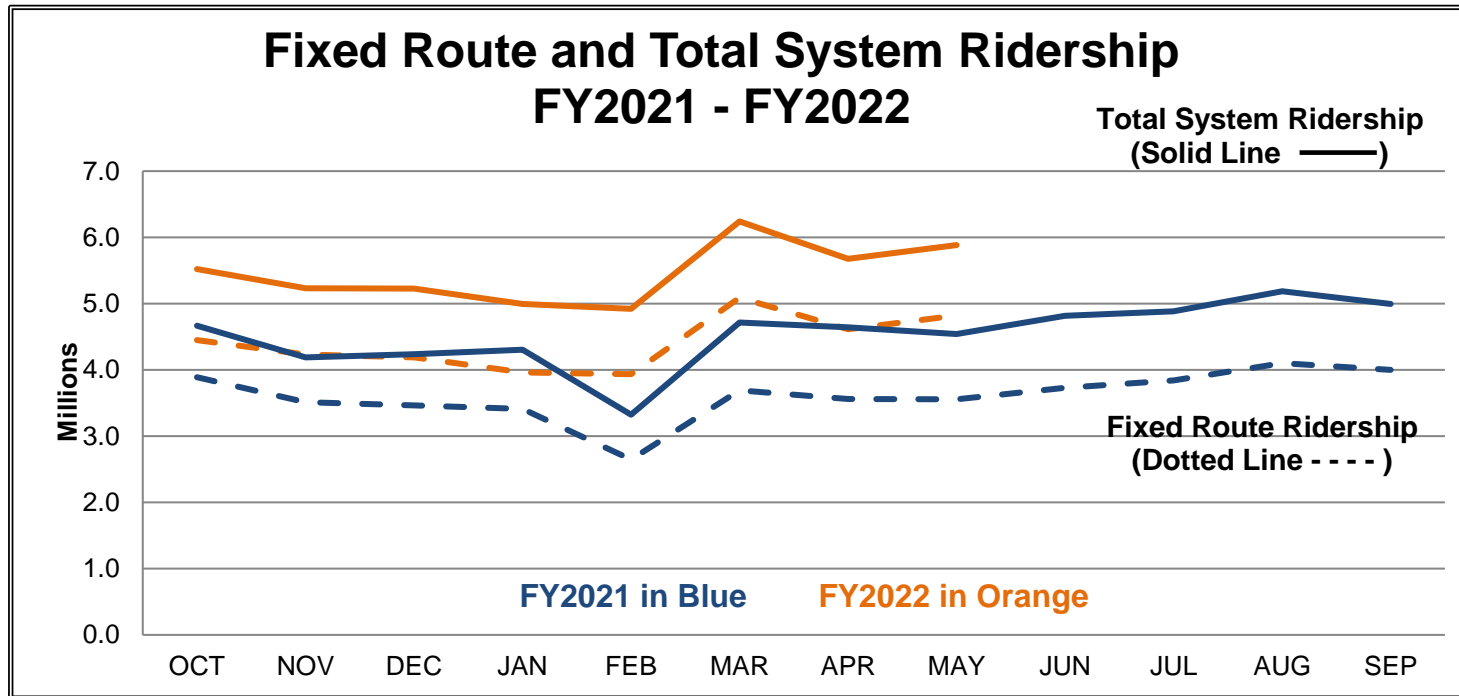
MONTHLY PERFORMANCE REPORT

May 2022

Ridership by Service Category

Service Category	May-21 Boardings	May-22 Boardings	May-22 vs. May-21	May-21 YTD Boardings	May-22 YTD Boardings	YTD % Change May-22 vs. May-21
Fixed Route Services						
<u>Local Network</u>						
Local Bus	2,753,742	3,598,254	30.7%	21,422,281	26,018,537	21.5%
METRORapid Silver Line	20,215	21,051	4.1%	156,468	164,557	5.2%
<u>METRORail</u>						
Red (North) Line	539,255	763,305	41.5%	4,137,679	6,017,208	45.4%
Green (East) Line	71,790	99,623	38.8%	560,091	706,606	26.2%
Purple (Southeast) Line	57,064	90,964	59.4%	461,873	712,445	54.3%
METRORail (all lines)	668,109	953,892	42.8%	5,159,643	7,436,259	44.1%
METRORail-Bus Bridge	20,683	0	(100.0%)	274,631	32,980	(88.0%)
METRORail Total	688,792	953,892	38.5%	5,434,274	7,469,239	37.4%
Subtotal Local Network	3,462,749	4,573,197	32.1%	27,013,023	33,652,333	24.6%
<u>Commuter</u>						
Park & Ride	91,857	247,610	169.6%	718,845	1,614,797	124.6%
Subtotal Fixed Route Service	3,554,606	4,820,807	35.6%	27,731,868	35,267,130	27.2%
Disaster Events	0	0	0.0%	0	0	0.0%
Special Events	124	348	180.6%	2,049	23,964	1069.5%
Total Fixed Route	3,554,730	4,821,155	35.6%	27,733,917	35,291,094	27.2%
Customized Bus Services						
METROLift	106,970	125,401	17.2%	792,881	909,355	14.7%
METRO STAR Vanpool	21,533	38,022	76.6%	167,760	285,611	70.2%
Internal Service	0	0	0.0%	0	101	0.0%
Subtotal Customized Bus	128,503	163,423	27.2%	960,641	1,195,067	24.4%
HOV/HOT Carpools, Vanpools, and Non-METRO Buses	858,320	901,236	5.0%	5,924,016	7,209,888	21.7%
Total System	4,541,553	5,885,814	29.6%	34,618,574	43,696,049	26.2%

MONTHLY PERFORMANCE REPORT
May 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 May 2022 of 4.8 million is 1.3 million or 35.6% greater than last year.

Total fixed route ridership, excluding disaster and special events, for the year-to-date through May 2022 of 35.3 million is 7.5 million or 27.2% greater than last year.

METRORail ridership for the month of May 2022 of 1.0 million is 38.5% greater than last year.

METRORail ridership year-to-date through May 2022 of 7.5 million is 37.4% greater than last year.

MONTHLY PERFORMANCE REPORT
May 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	46					≤ 48	304	≤ 363
	0.81	0.64	0.75	0.72	0.55	0.73	0.98	0.90					≤ 1.11	0.76	≤ 1.11
BRT Accidents BRT Accidents per 100,000 vehicle miles	0	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	≤ 0.00
Rail Accidents Rail Accidents per 100,000 vehicle miles	9	10	8	13	12	8	9	5					≤ 8	74	≤ 67
	3.36	4.03	3.08	5.31	4.97	2.81	3.52	1.90					≤ 2.75	3.58	≤ 2.75
Group A Criminal Offenses Group A Criminal Offenses per 100,000 boardings	111	114	113	132	97	144	147	127					≤ 132	985	≤ 1,056
	2.01	2.18	2.16	2.64	1.97	2.31	2.59	2.16					≤ 2.10	2.25	≤ 2.10
Criminal Incidents - METRO Properties	89	96	94	103	74	119	115	89					≤ 170	779	≤ 1,360
													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	23.60	23.31					< 22.00	22.79	< 22.75
Commendations	168	201	162	230	142	241	200	235					≥ 150	1,579	≥ 1200
Average Call Center Answer Delay (Sec.)	30	27	25	17	15	13	16	17					< 30	20	< 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 did not meet the goal for both the month and 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

May 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%	67.0%	67.5%					≥ 71%	67.9%	≥ 71%
Bus - Park & Ride	82.2%	80.1%	80.0%	81.1%	82.9%	81.4%	82.3%	82.8%					≥ 77%	81.6%	≥ 77%
Bus - Weighted Average	71.9%	71.2%	71.5%	73.1%	72.6%	71.5%	71.6%	72.1%					≥ 73%	71.9%	≥ 73%
METROLift	87.2%	87.6%	89.4%	93.7%	90.9%	91.3%	88.5%	89.4%					≥ 90%	89.8%	≥ 90%
BRT - METRORapid Silver Line	94.5%	92.5%	94.0%	94.4%	94.0%	94.9%	96.7%	96.4%					≥ 90%	94.7%	≥ 90%
Rail - Red Line	93.2%	94.5%	94.5%	95.0%	95.5%	92.4%	93.4%	94.7%					≥ 93%	94.1%	≥ 93%
Rail - East End Green Line	98.1%	97.2%	97.6%	98.2%	98.0%	96.5%	97.7%	97.3%					≥ 95%	97.6%	≥ 95%
Rail - South East Purple Line	97.3%	95.0%	95.3%	95.3%	96.4%	96.0%	95.3%	95.2%					≥ 95%	95.7%	≥ 95%
MDBF (Mean Distance Between Mechanical Failures) - Buses	7,471	7,806	7,654	6,404	6,629	7,574	8,119	7,228					≥ 6,000	7,323	≥ 7,125
MDBF (Mean Distance Between Mechanical Failures) - METROLift	44,065	37,566	41,975	22,890	21,635	20,322	18,247	20,819					≥ 21,000	24,945	≥ 21,000
MDBF (Mean Distance Between Mechanical Failures) - METRORapid	5,369	12,081	5,399	5,431	1,540	3,080	3,282	3,725					≥ 4,000	3,793	≥ 4,000
MDBSI (Mean Distance Between Service Interruptions) - METRORail	15,759	16,562	17,325	20,415	21,946	25,883	14,218	17,552					≥ 15,000	18,127	≥ 15,000
Average Peak HOT Lanes Speed (miles per hour)															
I-45 North HOV	60	58	61	61	59	59	59	59					≥ 45	60	≥ 45
I-45 South HOV	60	59	60	60	59	59	59	60					≥ 45	60	≥ 45
US-290 HOV	67	66	68	69	68	68	68	68					≥ 45	68	≥ 45
US-59 North HOV	64	62	65	66	63	63	62	62					≥ 45	63	≥ 45
US-59 South HOV	56	56	57	58	56	57	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 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 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 and 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

May 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
May 2022
Balance Sheet

	May 31, 2021 (\$)	May 31, 2022 (\$)	Change (\$)
Assets			
Cash	3,737,196	16,971,892	13,234,696
Receivables	118,793,982	272,731,924	153,937,942
Inventory	42,949,700	44,598,414	1,648,715
Investments	565,904,284	834,195,537	268,291,253
Other Assets	8,101,975	6,284,966	(1,817,009)
Land & Improvements	353,339,533	377,959,896	24,620,364
Capital Assets, Net of Depreciation	2,342,469,128	2,238,502,679	(103,966,448)
Total Assets	3,435,295,797	3,791,245,310	355,949,513
Deferred Outflow of Resources ¹	135,108,120	189,372,315 ²	54,264,195
	3,570,403,917	3,980,617,625	410,213,709
Liabilities			
Trade Payables	27,561,805	45,099,371	17,537,566
Accrued Payroll	30,997,595	33,573,943	2,576,348
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	146,199,693	138,729,891	(7,469,803)
Total Liabilities	2,283,943,850	2,259,610,521	(24,333,329)
Net Assets - Retained Earnings	1,286,460,067	1,721,007,104	434,547,037
Total Liabilities and Net Assets	3,570,403,917	3,980,617,625	410,213,709

Notes:

- ¹ 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."
- ² 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.