

**FIXED ROUTE**  
**Operating Statistics For Periods Ending 3/31/2009 & 3/31/2010**

CURRENT MONTH			YEAR TO DATE			
Actual 2009	Actual 2010	Variance 2009 to 2010		Actual 2009	Actual 2010	Variance 2009 to 2010
			<b>Service Supplied</b>			
482,234	<b>516,100</b>	33,866	Total (Vehicle) Miles *	1,373,056	<b>1,440,132</b>	67,076
32,653	<b>34,688</b>	2,035	Revenue Hours	92,774	<b>96,344</b>	3,570
36,842	<b>38,859</b>	2,017	Total (Vehicle) Hours *	104,348	<b>107,903</b>	3,555
			<i>Ridership</i>			
1,254,640	<b>1,303,075</b>	48,435	Revenue Passengers	3,566,348	<b>3,654,654</b>	88,306
79,443	<b>68,110</b>	(11,333)	Transfers	228,702	<b>196,442</b>	(32,260)
<u>12,452</u>	<u>14,364</u>	<u>1,912</u>	Non-Revenue Rides	<u>37,288</u>	<u>39,516</u>	<u>2,228</u>
1,346,535	<b>1,385,549</b>	<b>39,014</b>	Total Passengers	3,832,338	<b>3,890,612</b>	58,274
			<b>Service Quality</b>			
2,738	<b>2,949</b>	211	Trips using Lifts	7,008	<b>7,349</b>	341
10	<b>14</b>	4	Passenger Accidents	25	<b>28</b>	3
			<i>Vehicle Accidents:</i>			
2	<b>2</b>	0	Chargeable **	11	<b>9</b>	(2)
7	<b>6</b>	(1)	Non-chargeable **	51	<b>14</b>	(37)
1	<b>3</b>	<u>2</u>	Preventable **	<u>9</u>	<u>20</u>	<u>11</u>
10	<b>11</b>	1	Total Vehicle Accidents **	71	<b>43</b>	(28)
			<b>Fleet/Maintenance</b>			
64	<b>70</b>	6	Road Calls	199	<b>169</b>	(30)
80	<b>86</b>	6	Actual Inspections	229	<b>240</b>	11
80	<b>86</b>	6	Scheduled Inspections	229	<b>240</b>	11

Note: N/A means the information was not available at the time of this report. YTD would also be incorrect.

\* Vehicle Miles and Hours are for fixed route service only.

\*\* Staff continues to refine updated accident reporting process.

**ROUTE PRODUCTIVITY COMPARISON--YEAR TO DATE--March 2010 vs. March 2009**  
**(Routes sorted in order of 2010 passengers per revenue hour productivity)**

ROUTE	RIDERSHIP, 2010 vs. 2009 Year to Date			Productivity, Trips per Revenue Hour				ROUTE KEY
	2010	2009	% change	2010	2009	% Change	Routes < 60% of system avg.	
80 UW CAMPUS	535,309	575,366	-7.0%	107.54	118.86	-9.5%		<b>Core Routes</b> operate every day, from early a.m. to late p.m.: <b>2, 3, 4, 5, 6, 7, 13</b> (3 operates weekdays only; 7 operates wkends & holidays only).
85 UW CAMPUS-PARK ST CIRCULATOR	108,013	104,352	3.5%	90.24	89.43	0.9%		
90-93 SUPPLEMENTARY SCHOOL SERVICE	347,459	359,331	-3.3%	66.45	69.80	-4.8%		
22 MENDOTA LOOP & 28 NTP-WTP COMMUTER	160,969	161,213	-0.2%	51.49	51.21	0.5%		<b>Commuter Routes</b> operate on weekdays during peak hours: <b>11, 12, 14, 15, 25, 27, 28, 29, 37, 38, 44, 47, 48, 55, 56, 57</b> <b>58, 71, 72, 74</b>
81-82 UW LATE NITE CIRCULATORS	80,696	100,607	-19.8%	51.35	68.23	-24.7%		
2 WTP-NTP	304,264	296,413	2.6%	47.96	46.78	2.5%		
71 MIDDLETON-CAPITOL SQUARE VIA MARSHALL PARK COMMUTER	22,617	24,072	-6.0%	47.31	50.03	-5.4%		<b>Peripheral Routes</b> operate from transfer points to outlying areas: <b>20, 21, 22, 24, 26, 30, 32, 33, 36, 40, 50, 51, 52, 73, 78</b>
50 WTP-SCHROEDER-RAYMOND LOOP	48,102	43,516	10.5%	46.07	43.53	5.8%		
9 ETP - UW CAMPUS & 33 HIESTAND LOOP (peak hour trips on 9 began Aug. 24, 2009)	60,474	50,105	20.7%	44.78	47.07	-4.9%		
4 NTP-STP	200,253	211,331	-5.2%	42.77	44.07	-2.9%		<b>Connector Routes</b> connect transfer points throughout the day: <b>16, 17, 18.</b>
84 EAGLE HEIGHTS EXPRESS (began operating August 25, 2008)	5,795	5,982	-3.1%	41.25	42.58	-3.1%		
6 CITY VIEW DR-WTP & 67 WTP-WEST TOWNE	392,064	361,040	8.6%	38.79	36.90	5.1%		
72 MIDDLETON-CAPITOL SQUARE VIA BRANCH COMMUTER	35,632	35,309	0.9%	37.49	37.52	-0.1%		<b>Circulator Routes</b> <b>1, 9, 10, 34</b>
29 SHERMAN COMMUTER ("School day" trip discontinued October 4, 2008)	7,305	8,225	-11.2%	37.29	43.07	-13.4%		
3 WTP-ETP	154,845	159,484	-2.9%	36.51	36.94	-1.1%		
37 & 38 PFLAUM RD-SHEBOYGAN AVE COMMUTER (revised Oct. '08 & Aug '09)	112,610	107,773	4.5%	36.17	36.00	0.5%		<b>Other routes:</b> <b>8</b> operates between the Capitol Square and Spring Harbor, weekends only. <b>19</b> operates like a core route between the Capitol Square and Allied Drive on weekdays. <b>39</b> operates as a commuter route during peak hours; operates like a circulator route midday. <b>59</b> operates weekdays & holidays between the WTP and Fitchburg. <b>67</b> connects with route 6 at the West Transfer Point; operates to/from West Towne Mall. <b>63 and 68</b> operate between the West Transfer Point and Prairie Town Center on weekends. <b>70</b> operates like a core route between the Capitol Square & Middleton on weekdays.
56 & 57 PILGRIM-REETZ COMMUTER & MUIR FIELD COMMUTER	70,931	67,163	5.6%	35.24	35.31	-0.2%		
40 STP - ARBOR HILLS LOOP	41,899	42,506	-1.4%	34.55	35.57	-2.8%		
14 & 15 RICHMOND HILL-WEXFORD RIDGE/JUNCTION RIDGE	233,413	205,765	13.4%	34.28	32.26	6.2%		<b>UW Campus Circulators</b> <b>80, 81, 82, 84, 85</b>
1 CAP SQUARE - UW	8,234	9,558	-13.9%	34.05	37.60	-9.4%		
44 & 48 STP-UW CAMPUS & FITCHBURG COMMUTER RTES	32,578	30,554	6.6%	33.50	32.42	3.3%		
16 STP - ETP	99,206	94,883	4.6%	32.56	32.17	1.2%		<b>School Day Supplemental Routes</b> <b>90, 91, 92, 93</b>
21 LAKEVIEW LOOP	49,187	51,066	-3.7%	32.19	36.68	-12.2%		
5 ETP-STP, 13 STP-CAP SQUARE & 18 STP-WTP	273,490	253,134	8.0%	31.61	29.40	7.5%		
11 & 12 WTP-DUTCH MILL-CAP SQUARE	38,157	34,026	12.1%	29.38	26.12	12.5%		
55 VERONA - WTP COMMUTER	9,950	9,607	3.6%	29.08	28.29	2.8%		
19 RED ARROW TR-CAP SQUARE	50,633	53,936	-6.1%	27.09	29.12	-7.0%		
58 GREENTREE COMMUTER	19,433	19,737	-1.5%	26.34	26.75	-1.5%		
32 ACEWOOD-THOMPSON LOOP	13,730	10,329	32.9%	26.15	19.76	32.4%		
27 NTP - UW CAMPUS COMMUTER	11,881	13,112	-9.4%	26.04	28.66	-9.1%		
51 WTP-MUIR FIELD LOOP	16,853	15,529	8.5%	25.90	25.08	3.3%		
47 ARBOR HILLS COMMUTER	20,604	19,932	3.4%	25.72	24.88	3.4%		
52 WTP-FITCHBURG	15,608	14,460	7.9%	22.76	22.21	2.5%	x	
70 MIDDLETON-CAPITOL SQUARE	36,521	37,210	-1.9%	22.42	23.77	-5.7%	x	
17 ETP-NTP, 20 NTP-EAST TOWNE & 30 ETP-EAST TOWNE	123,818	122,636	1.0%	22.22	22.62	-1.8%	x	
7 WTP-ETP (Weekends & Holidays Only)	31,619	34,230	-7.6%	21.65	22.30	-2.9%	x	
8 CAP SQUARE-SPRING HARBOR (Weekends & Holidays Only)	8,344	7,818	6.7%	19.77	18.53	6.7%	x	
10 SCHENK/ATWOOD - UW CAMPUS (began August 24, 2009)	18,092	NA	NA	18.43	NA	NA	x	
34 ETP-MATC & 39 ETP - DAIRY DRIVE (peak service on 34 began Aug. 24, 2009)	17,487	12,766	37.0%	18.23	17.83	2.3%	x	
73 WTP-OLD SAUK TRAILS	31,192	29,647	5.2%	17.34	16.61	4.4%	x	
63 & 68 WTP-PRAIRIE TWN CTR (Weekends & Holidays only)	13,427	14,260	-5.8%	16.74	16.31	2.6%	x	
74 MIDDLETON LOOP	7,580	7,716	-1.8%	16.57	16.59	-0.2%	x	
36 CITY VIEW LOOP (Began Oct. 5, 2008; formerly part of Route 6)	11,984	11,553	3.7%	16.25	15.30	6.2%	x	
25 AMERICAN CENTER COMMUTER	2,497	2,413	3.5%	14.23	16.92	-15.9%	x	
78 MIDDLETON-WTP (Began Oct. 5, 2008; Saturdays only)	2,596	2,060	26.0%	12.05	9.57	25.9%	x	
59 FITCHBURG - WTP (weekend & holiday route, began August 23, 2009)	2,300	NA	NA	5.46	NA	NA	x	
26 AMERICAN CENTER LOOP (Began Oct. 5, 2008)	624	573	8.9%	4.55	3.97	14.8%	x	
UNKNOWN ROUTE & ROAD BUS *	338	40	745.0%	NA	NA	NA		
<b>SYSTEM TOTAL</b>	<b>3,890,612</b>	<b>3,832,338</b>	<b>1.5%</b>	<b>40.38</b>	<b>41.31</b>	<b>-2.3%</b>	<b>24.23</b>	
<b>TOTAL WITHOUT CAMPUS CIRCULATORS (Routes 80-85)</b>	<b>3,160,799</b>	<b>3,052,013</b>	<b>3.6%</b>	<b>35.73</b>	<b>35.84</b>	<b>-0.33%</b>	<b>21.44</b>	

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NOTE 2: Metro service did not operate on December 9, 2009 because of a severe weather event.

\* Unknown Route refers to ridership data that isn't assigned to a route by the farebox (generally seen when farebox goes into "fallback mode").

Road buses are "extras" put into service to handle overloads.

ROUTE PERFORMANCE, Year to Date - Mar 2010

ROUTE	RIDERSHIP			Passengers/rev. hour	
	2010	2009	% change	2010	2009
1 CAP SQUARE - UW	8,234	9,558	-13.9%	34.05	37.60
2 WTP-NTP	304,264	296,413	2.6%	47.96	46.78
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78 MIDDLETON-WTP (Began Oct. 5, 2008; Saturdays only)	2,596	2,060	26.0%	12.05	9.57
<b>MIDDLETON ROUTES TOTAL</b>	<b>136,138</b>	<b>136,014</b>	<b>0.1%</b>	<b>24.62</b>	<b>24.94</b>
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<b>SYSTEM TOTAL</b>	<b>3,890,612</b>	<b>3,832,338</b>	<b>1.5%</b>	<b>40.38</b>	<b>41.31</b>

<b>TOTAL WITHOUT CAMPUS CIRCULATORS (Routes 80-85)</b>	<b>3,160,799</b>	<b>3,052,013</b>	<b>3.6%</b>	<b>35.73</b>	<b>35.84</b>
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**ParaTransit**  
**Operating Statistics For Periods Ending 3/31/2009 & 3/31/2010**

CURRENT MONTH			YEAR TO DATE			
Actual 2009	Actual 2010	Variance 2009 to 2010		Actual 2009	Actual 2010	Variance 2009 to 2010
			<b>Service Supplied Data</b>			
1,168	1,158	(10)	No. of Clients riding the System	1,337	1,381	44
			<i>Ridership</i>			
6,356	5,938	(418)	Directly Operated Service	16,565	15,576	(989)
<u>18,883</u>	<u>19,331</u>	448	ADA Contracted Services	<u>53,204</u>	<u>54,283</u>	1,079
25,239	25,269	30	Total ADA Ridership *	69,769	69,859	90
1,767	2,001	234	Group Access *	4,799	5,535	736
557	483	(74)	Total No-shows	1,635	1,256	(379)
			<b>Service Quality Data</b>			
2	1	(1)	Passenger Accidents	6	1	(5)
			<i>Vehicle Accidents:</i>			
1	0	(1)	Chargeable **	5	2	(3)
0	0	0	Non-chargeable **	3	2	(1)
<u>0</u>	<u>1</u>	1	Preventable **	0	2	2
1	1	0	Total Vehicle Accidents **	8	6	(2)
			<b>Fleet/Maintenance Data</b>			
0	1	1	Road Calls	7	9	2
13	13	0	Actual Inspections	30	31	1
14	13	(1)	Scheduled Inspections	29	31	2

Note: N/A means the information was not available at the time of this report. The YTD would also be incorrect as it

\* ADA Ridership does not include Group Access.

\*\* Staff continues to refine updated accident reporting process.

**Paratransit Performance Indicators  
March, 2010**

**Metro Plus YTD**                      **Fixed Route YTD**  
**Mar. 2009**    **Mar. 2010**                      **Mar. 2009**    **Mar. 2010**

**Revenue Indicators**

Operating Revenue/ Operating Cost  
Passenger Revenue/ Total Passenger Trips

*Financial Data not available at time of printing*

**Expense Indicators**

Operating Cost/Passenger Trip

<b>Operations</b>	<b>Metro Plus</b>			
	<b>Mar. 2009</b>	<b>Mar. 2010</b>	<b>YTD 2009</b>	<b>YTD 2010</b>
Total Trips	25,239	25,269	69,769	69,859
Rides Cancelled	3,842	3,926	12,176	10,926
Cancellation Rate	15.2%	15.5%	17.5%	15.6%
No Shows	557	483	1,596	1,256
No Shows/Rides Provided	2.2%	1.9%	2.3%	1.8%
Number of Clients Provided Service	1,168	1,158	1,404	1,381
Average Trips/Client	21.6	21.8	49.7	50.6
DDS Trips	14,318	15,638	38,730	42,765
Subscription Trips	15,312	15,591	40,625	42,294
DDS Subscription Trips	9,557	10,604	25,307	28,776
D2D Trips	19,179	19,072	52,377	52,330
Lv Attended Trips	6,275	6,531	17,157	17,967
Maintenance Inspections Conducted/Scheduled	92.9%	100.0%	97.2%	100.0%

<b>Number of Trips by Provider YTD</b>	<b>Metro Direct</b>	<b>Cap. Express</b>	<b>Badger</b>	<b>Trans. Sol.</b>	<b>Badger Bus</b>	<b>Total</b>
Ambulatory	8,624	267	12,728	13,432	13,408	48,459
Non-Ambulatory	6,952	470	-	2,265	11,713	21,400
Percentage	22.30%	1.05%	18.22%	22.47%	35.96%	100.00%

<b>Customer Service YTD</b>	<b>Metro Direct</b>	<b>Cap. Express</b>	<b>Badger</b>	<b>Transit Sol</b>	<b>Badger Bus</b>	<b>Total</b>
Rides Provided	15,576	737	12,728	15,697	25,121	69,859
Customer Complaints	31	11	11	29	101	152
Customer Compliments	2	1	0	4	14	19
Customer Suggestions	0	0	0	0	2	2
Complaints/1000 passenger trips	1.99	14.93	0.86	1.85	4.02	2.18
Late Service Reports (2)	108	35	33	44	189	301
Late Service Reports/1000 passenger trips	6.93	47.49	2.59	2.80	7.52	4.31

<b>On-Time Performance, Mar. 2010</b>	<b>Metro Direct</b>	<b>Cap. Express</b>	<b>Badger</b>	<b>Transit Sol.</b>	<b>Badger Bus</b>
	92%	96%	96%	98%	96%

<b>ADA Certifications, March 2010</b>	<b>Clients</b>	<b>1-19 Trips</b>	<b>&gt;20 - 40&lt;</b>	<b>&lt;40 Trips/mc</b>	<b>TTL Trips</b>
Category 1	1,417	235	180	210	17,569
Category 2	37	0	0	0	0
Category 2/3	84	13	2	1	236
Category 3	2,402	415	91	46	7,441
<b>Total</b>	<b>3,940</b>				<b>25,246</b>

Monthly New Certification 46  
Monthly Denied Applications 1

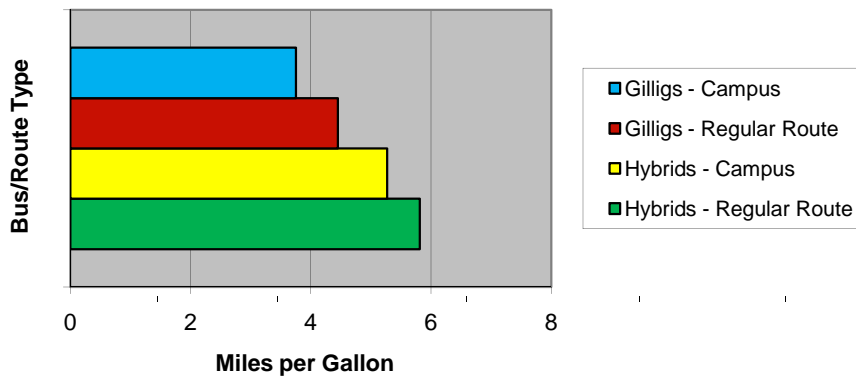
(1) Passenger Revenue does not include Group Access revenue.  
(2) Late Service Reports are based on passenger feedback. Not all late reports are chargeable to the vendor.

**NOTE: Reported expenses do not include depreciation, debt principal, or fixed assets.**

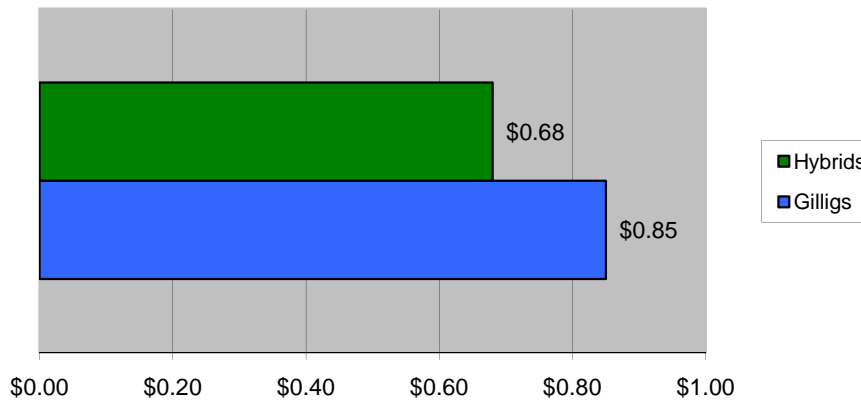
Hybrid/Diesel Comparison - January 1 through March 31, 2010

Bus Type/Year	Bus #	Mileage	Fuel	Fuel Cost*	Parts	Labor	CPM**	MPG	
Gilligs (2006)	917-921	52,784	11,851	\$33,214	\$4,218	\$7,640	\$0.85	4.45	
Hybrids (2007)	001-005	42,164	7,540	\$20,938	\$1,958	\$5,717	\$0.68	5.59	
<b>Bus Mileage Comparison Campus vs. Regular Route</b>							<b>Hybrids</b>		
							<b>Route</b>	<b>Mileage</b>	<b>Fuel</b>
	<b>Bus</b>	<b>Campus MPG^</b>	<b>Regular MPG</b>						
Gillig	917 - 921	3.75	4.45				<b>Campus</b>	15,865	3,013
Hybrids	004-005	5.27					<b>Regular</b>	26,299	4,527
Hybrids	001-003		5.81						

Miles per Gallon by Bus and Route Type - 2009



Cost Per Mile: Gilligs vs. Hybrids



\*ULSD Fuel Price \$1.97 per gallon for the period.

\*\*Cost Per Mile (CPM) = fuel + parts + labor / miles

^Gillig MPG are a snapshot from the last quarter of 2007.

**Madison Metro Transit**  
**Unaudited Financial Performance Report**  
**Year-to-Date through December 31**  
**All Modes**

		2008 Actual	2009 Budget	2009 Actual	Over/Under Budget	Change from Prior Year
<b>Passenger Revenue:</b>						
	Cash, Tickets, Passes:	\$ 5,097,404	\$ 6,440,195	\$ 5,671,811	\$ (768,384)	\$ 574,407
	Unlimited Ride Passes:	\$ 4,262,055	\$ 4,773,100	\$ 4,646,766	\$ (126,334)	\$ 384,711
	Other:	\$ 42,935	\$ 42,500	\$ 10,687	\$ (31,813)	\$ (32,248)
	<b>Sub Total:</b>	<b>\$ 9,402,394</b>	<b>\$ 11,255,795</b>	<b>\$ 10,329,264</b>	<b>\$ (926,531)</b>	<b>\$ 926,870</b>
<b>Misc Revenue:</b>						
	Advertising:	\$ 418,328	\$ 300,000	\$ 392,980	\$ 92,980	\$ (25,348)
	County:	\$ 3,324,928	\$ 3,419,400	\$ 3,483,465	\$ 64,065	\$ 158,537
	Other Operating:	\$ 28,027	\$ 92,000	\$ 48,562	\$ (43,438)	\$ 20,535
	Non-Operating:	\$ 130,945	\$ 55,900	\$ 70,897	\$ 14,997	\$ (60,048)
	<b>Sub Total:</b>	<b>\$ 3,902,228</b>	<b>\$ 3,867,300</b>	<b>\$ 3,995,904</b>	<b>\$ 128,604</b>	<b>\$ 93,676</b>
<b>Local Subsidies:</b>						
	City of Madison:	\$ 9,832,083	\$ 10,176,375	\$ 10,177,350	\$ 975	\$ 345,267
	Funding Partners:	\$ 3,097,251	\$ 3,023,773	\$ 3,142,168	\$ 118,396	\$ 44,917
	<b>Sub Total:</b>	<b>\$ 12,929,334</b>	<b>\$ 13,200,148</b>	<b>\$ 13,319,518</b>	<b>\$ 119,371</b>	<b>\$ 390,184</b>
<b>State Assistance:</b>						
		\$ 16,763,289	\$ 17,158,400	\$ 17,167,320	\$ 8,920	\$ 404,031
<b>Federal grant funding for capital maintenance</b>						
		\$ 5,681,854	\$ 5,823,900	\$ 5,824,984	\$ 1,084	\$ 143,130
	<b>Total Revenue:</b>	<b>\$ 48,679,099</b>	<b>\$ 51,305,543</b>	<b>\$ 50,636,991</b>	<b>\$ (668,552)</b>	<b>\$ 1,957,891</b>
<b>Salaries:</b>						
	Salaries/Wages:	\$ 21,493,594	\$ 23,009,555	\$ 22,610,786	\$ (398,769)	\$ 1,117,192
	OT:	\$ 1,594,898	\$ 1,482,487	\$ 1,940,284	\$ 457,797	\$ 345,386
	Workers Comp:	\$ 153,058	\$ 148,876	\$ 207,918	\$ 59,041	\$ 54,860
<b>Benefits:</b>						
	Health:	\$ 4,628,239	\$ 4,720,428	\$ 4,710,109	\$ (10,319)	\$ 81,871
	WI Retirement:	\$ 2,464,167	\$ 2,596,867	\$ 2,557,955	\$ (38,911)	\$ 93,788
	Other:	\$ 3,495,059	\$ 3,310,177	\$ 3,097,924	\$ (212,253)	\$ (397,135)
	<b>Sub Total:</b>	<b>\$ 33,829,015</b>	<b>\$ 35,268,390</b>	<b>\$ 35,124,977</b>	<b>\$ (143,414)</b>	<b>\$ 1,295,962</b>
<b>Utilities:</b>						
	Natural Gas:	\$ 412,731	\$ 590,800	\$ 294,179	\$ (296,621)	\$ (118,553)
	Electricity:	\$ 280,629	\$ 319,200	\$ 267,032	\$ (52,168)	\$ (13,598)
	Telephone:	\$ 13,875	\$ 21,800	\$ 6,557	\$ (15,243)	\$ (7,318)
	Other:	\$ 25,493	\$ 23,000	\$ 35,570	\$ 12,570	\$ 10,077
<b>Building &amp; Grounds:</b>						
	Repairs/Maintenance:	\$ 145,815	\$ 110,900	\$ 104,396	\$ (6,504)	\$ (41,419)
	Supplies:	\$ 97,795	\$ 70,600	\$ 123,676	\$ 53,076	\$ 25,882
	Services:	\$ 16,686	\$ 18,800	\$ 16,863	\$ (1,937)	\$ 177
<b>Rolling Stock/Support Equipment:</b>						
	Equip. Repairs/Maintenance:	\$ 214,326	\$ 213,100	\$ 263,620	\$ 50,520	\$ 49,294
	Parts:	\$ 738,697	\$ 857,000	\$ 815,909	\$ (41,091)	\$ 77,211
	Tires:	\$ 155,337	\$ 160,000	\$ 169,875	\$ 9,875	\$ 14,538
	Equipment Supplies:	\$ 120,713	\$ 159,100	\$ 193,759	\$ 34,659	\$ 73,046
	Fuels, Oils, & Lubricants:	\$ 4,367,485	\$ 4,716,516	\$ 4,423,754	\$ (292,762)	\$ 56,269
<b>Administrative:</b>						
	Insurance & Financial:	\$ 985,830	\$ 1,006,800	\$ 761,093	\$ (245,707)	\$ (224,737)
	Rentals/Leases:	\$ 85,342	\$ 105,600	\$ 154,484	\$ 48,884	\$ 69,141
	Training:	\$ 20,889	\$ 44,000	\$ 35,501	\$ (8,499)	\$ 14,612
	Supplies, Equipment and Services:	\$ 503,893	\$ 550,300	\$ 559,486	\$ 9,186	\$ 55,593
<b>Operations:</b>						
	Paratransit Providers:	\$ 4,211,542	\$ 4,021,400	\$ 4,042,588	\$ 21,188	\$ (168,954)
	GAS / RSVP / Exc Rides:	\$ 580,973	\$ 638,600	\$ 616,911	\$ (21,689)	\$ 35,938
<b>Inter Departmental Charges:</b>						
		\$ 752,018	\$ 628,400	\$ 768,423	\$ 140,023	\$ 16,405
<b>Depreciation:</b>						
		\$ 5,430,244	\$ 5,225,000	\$ 5,427,865	\$ 202,865	\$ (2,379)
<b>Interest and Bad Debt Expense:</b>						
		\$ 400,290	\$ 470,000	\$ 437,916	\$ (32,084)	\$ 37,626
	<b>Total Operating Expenses:</b>	<b>\$ 53,389,618</b>	<b>\$ 55,219,306</b>	<b>\$ 54,644,433</b>	<b>\$ (574,873)</b>	<b>\$ 1,254,815</b>
<b>Less Depreciation:</b>						
		\$ (5,430,244)	\$ (5,225,000)	\$ (5,427,865)	\$ (202,865)	\$ 2,379
<b>Capital Debt:</b>						
		\$ 884,304	\$ 880,000	\$ 961,066	\$ 81,066	\$ 76,763
<b>Local share of prepaid lease</b>						
		\$ -	\$ -	\$ -	\$ -	\$ -
<b>Fixed Assets:</b>						
		\$ 390,081	\$ 639,100	\$ 812,995	\$ 173,895	\$ 422,913
<b>Federal grant funding for fixed assets</b>						
		\$ (297,393)	\$ (519,300)	\$ (747,937)	\$ (228,637)	\$ (450,544)
	<b>Total Expenditures:</b>	<b>\$ 48,936,366</b>	<b>\$ 50,994,106</b>	<b>\$ 50,242,691</b>	<b>\$ (751,415)</b>	<b>\$ 1,306,326</b>
	<b>Reserves generated (used)</b>	<b>\$ (257,267)</b>	<b>\$ 311,436</b>	<b>\$ 394,299</b>	<b>\$ 82,863</b>	<b>\$ 651,566</b>