

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

	2011 Actual	2012 Budget	2012 Actual	Over/Under Budget	Change from Prior Year
Passenger Revenue:					
Cash, Tickets, Passes:	\$ 1,598,410	\$ 1,554,233	\$ 1,616,980	\$ 62,747	\$ 18,570
Unlimited Ride Passes:	\$ 1,601,091	\$ 1,641,248	\$ 1,657,167	\$ 15,920	\$ 56,077
Sub Total:	\$ 3,199,501	\$ 3,195,480	\$ 3,274,147	\$ 78,667	\$ 74,646
Misc Revenue:					
Advertising:	\$ 106,250	\$ 106,250	\$ 112,500	\$ 6,250	\$ 6,250
County:	\$ 872,750	\$ 882,500	\$ 882,500	\$ -	\$ 9,750
Other Operating:	\$ 3,057	\$ 2,400	\$ 27,625	\$ 25,225	\$ 24,567
Non-Operating:	\$ 4,665	\$ 19,125	\$ 21,408	\$ 2,283	\$ 16,742
Sub Total:	\$ 986,723	\$ 1,010,275	\$ 1,044,033	\$ 33,758	\$ 57,310
Local Subsidies:					
City of Madison:	\$ 2,114,688	\$ 2,176,372	\$ 2,176,372	\$ -	\$ 61,684
Est year-end appropriation (see note)	\$ -	\$ -	\$ 140,000	\$ 140,000	\$ 140,000
Funding Partners:	\$ 733,975	\$ 863,050	\$ 720,000	\$ (143,050)	\$ (13,975)
Sub Total:	\$ 2,848,663	\$ 3,039,422	\$ 3,036,372	\$ (3,050)	\$ 187,709
State Assistance:	\$ 4,507,325	\$ 4,152,000	\$ 4,151,333	\$ (667)	\$ (355,992)
Federal grant funding for capital maintenance	\$ 1,496,400	\$ 1,496,400	\$ 1,496,400	\$ -	\$ -
Total Revenue:	\$ 13,038,611	\$ 12,893,577	\$ 13,002,285	\$ 108,708	\$ (36,326)
Salaries:					
Salaries/Wages:	\$ 5,845,522	\$ 6,042,496	\$ 5,957,334	\$ (85,162)	\$ 111,812
OT:	\$ 347,836	\$ 371,490	\$ 506,195	\$ 134,705	\$ 158,359
Workers Comp:	\$ 49,252	\$ 55,075	\$ 49,395	\$ (5,680)	\$ 143
Benefits:					
Health:	\$ 1,473,713	\$ 1,320,216	\$ 1,378,089	\$ 57,873	\$ (95,624)
WI Retirement:	\$ 715,224	\$ 368,975	\$ 372,647	\$ 3,672	\$ (342,577)
Other:	\$ 795,907	\$ 681,150	\$ 690,266	\$ 9,116	\$ (105,640)
Sub Total:	\$ 9,227,455	\$ 8,839,402	\$ 8,953,927	\$ 114,525	\$ (273,528)
Utilities:					
Natural Gas:	\$ 122,498	\$ 166,800	\$ 90,399	\$ (76,401)	\$ (32,099)
Electricity:	\$ 71,461	\$ 77,125	\$ 68,851	\$ (8,274)	\$ (2,610)
Telephone:	\$ 2,756	\$ 3,825	\$ 4,287	\$ 462	\$ 1,531
Other:	\$ 488	\$ 8,100	\$ 9,000	\$ 900	\$ 8,512
Building & Grounds:					
Repairs/Maintenance:	\$ 65,591	\$ 61,575	\$ 22,043	\$ (39,532)	\$ (43,548)
Supplies:	\$ 41,694	\$ 52,000	\$ 43,466	\$ (8,534)	\$ 1,772
Services:	\$ 2,881	\$ 4,525	\$ 3,366	\$ (1,159)	\$ 485
Rolling Stock/Support Equipment:					
Equip. Repairs/Maintenance:	\$ 97,350	\$ 103,750	\$ 104,065	\$ 315	\$ 6,716
Parts:	\$ 169,097	\$ 177,475	\$ 162,566	\$ (14,909)	\$ (6,532)
Tires:	\$ 44,615	\$ 48,000	\$ 50,498	\$ 2,498	\$ 5,883
Equipment Supplies:	\$ 24,506	\$ 22,450	\$ 24,798	\$ 2,348	\$ 292
Fuels, Oils, & Lubricants:	\$ 805,137	\$ 1,032,300	\$ 1,059,758	\$ 27,458	\$ 254,622
Administrative:					
Insurance & Financial:	\$ 314,416	\$ 238,300	\$ 239,715	\$ 1,415	\$ (74,701)
Rentals/Leases:	\$ 40,823	\$ 44,725	\$ 41,701	\$ (3,024)	\$ 878
Training:	\$ 3,343	\$ 8,400	\$ 3,641	\$ (4,759)	\$ 298
Supplies, Equipment and Services:	\$ 112,910	\$ 122,625	\$ 110,487	\$ (12,138)	\$ (2,423)
Operations:					
Paratransit Providers:	\$ 1,060,822	\$ 1,086,150	\$ 1,129,877	\$ 43,727	\$ 69,055
GAS / RSVP / Exc Rides:	\$ 161,057	\$ 166,600	\$ 166,600	\$ -	\$ 5,543
Inter Departmental Charges:	\$ 275,268	\$ 249,625	\$ 217,739	\$ (31,886)	\$ (57,529)
Depreciation:	\$ 1,588,135	\$ 1,600,000	\$ 1,557,434	\$ (42,566)	\$ (30,700)
Interest and Bad Debt Expense:	\$ 69,431	\$ 87,800	\$ 85,400	\$ (2,400)	\$ 15,969
Total Operating Expenses:	\$ 14,301,734	\$ 14,201,552	\$ 14,149,618	\$ (51,934)	\$ (152,116)
Less Depreciation:	\$ (1,588,135)	\$ (1,600,000)	\$ (1,557,434)	\$ 42,566	\$ 30,700
Capital Debt:	\$ 257,050	\$ 289,500	\$ 289,500	\$ -	\$ 32,450
Fixed Assets:	\$ 77,634	\$ -	\$ -	\$ -	\$ (77,634)
Federal grant funding for fixed assets	\$ (62,107)	\$ -	\$ -	\$ -	\$ 62,107
Total Expenditures:	\$ 12,986,176	\$ 12,891,052	\$ 12,881,684	\$ (9,368)	\$ (104,492)
Reserves generated (used)	\$ 52,435	\$ 2,525	\$ 120,601	\$ 118,076	\$ 68,166

Note related to estimated year-end appropriation:

Certain changes were made to the approved budget which would result in Metro finishing 2012 with a net use of reserves. These involve reductions in certain expenses (primarily fuel and employee benefits) without a compensating reduction in revenue from funding partners. The difference between budgeted and actual revenue from funding partners will be reimbursed to Metro by the City of Madison by a year-end special appropriation.