

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

	2011 Actual	2012 Budget	2012 Actual	Over/Under Budget	Change from Prior Year
Passenger Revenue:					
Cash, Tickets, Passes:	\$ 2,639,786	\$ 2,618,094	\$ 2,614,132	\$ (3,962)	\$ (25,654)
Unlimited Ride Passes:	\$ 2,624,040	\$ 2,682,199	\$ 2,736,393	\$ 54,194	\$ 112,353
Sub Total:	\$ 5,263,826	\$ 5,300,292	\$ 5,350,524	\$ 50,232	\$ 86,698
Misc Revenue:					
Advertising:	\$ 177,083	\$ 177,083	\$ 187,500	\$ 10,417	\$ 10,417
County:	\$ 1,454,583	\$ 1,470,833	\$ 1,470,833	\$ -	\$ 16,250
Other Operating:	\$ 6,409	\$ 4,000	\$ 30,814	\$ 26,814	\$ 24,405
Non-Operating:	\$ 28,691	\$ 31,875	\$ 35,343	\$ 3,468	\$ 6,652
Sub Total:	\$ 1,666,766	\$ 1,683,792	\$ 1,724,490	\$ 40,699	\$ 57,724
Local Subsidies:					
City of Madison:	\$ 3,469,939	\$ 3,456,773	\$ 3,456,773	\$ -	\$ (13,167)
Est year-end appropriation (see note)	\$ -	\$ -	\$ 230,000	\$ 230,000	\$ 230,000
Funding Partners:	\$ 1,223,291	\$ 1,438,417	\$ 1,200,000	\$ (238,417)	\$ (23,291)
Sub Total:	\$ 4,693,231	\$ 4,895,189	\$ 4,886,773	\$ (8,417)	\$ 193,542
State Assistance:	\$ 7,512,208	\$ 6,920,000	\$ 6,916,667	\$ (3,333)	\$ (595,542)
Federal grant funding for capital maintenance	\$ 2,496,556	\$ 2,494,000	\$ 2,494,000	\$ -	\$ (2,556)
Total Revenue:	\$ 21,632,588	\$ 21,293,273	\$ 21,372,454	\$ 79,181	\$ (260,134)
Salaries:					
Salaries/Wages:	\$ 9,625,304	\$ 10,059,043	\$ 9,852,021	\$ (207,022)	\$ 226,717
OT:	\$ 547,991	\$ 589,260	\$ 901,551	\$ 312,291	\$ 353,560
Workers Comp:	\$ 80,994	\$ 91,792	\$ 85,863	\$ (5,928)	\$ 4,870
Benefits:					
Health:	\$ 2,443,638	\$ 2,200,360	\$ 2,287,053	\$ 86,692	\$ (156,585)
WI Retirement:	\$ 1,174,320	\$ 614,958	\$ 622,629	\$ 7,671	\$ (551,691)
Other:	\$ 1,319,001	\$ 1,135,250	\$ 1,153,049	\$ 17,799	\$ (165,953)
Sub Total:	\$ 15,191,248	\$ 14,690,663	\$ 14,902,166	\$ 211,502	\$ (289,083)
Utilities:					
Natural Gas:	\$ 157,559	\$ 189,040	\$ 100,867	\$ (88,173)	\$ (56,692)
Electricity:	\$ 114,173	\$ 128,542	\$ 109,043	\$ (19,499)	\$ (5,131)
Telephone:	\$ 5,539	\$ 6,375	\$ 7,289	\$ 914	\$ 1,750
Other:	\$ 12,719	\$ 13,500	\$ 12,002	\$ (1,498)	\$ (716)
Building & Grounds:					
Repairs/Maintenance:	\$ 71,058	\$ 66,658	\$ 27,423	\$ (39,235)	\$ (43,634)
Supplies:	\$ 120,686	\$ 94,958	\$ 66,526	\$ (28,432)	\$ (54,160)
Services:	\$ 4,702	\$ 7,542	\$ 5,813	\$ (1,729)	\$ 1,111
Rolling Stock/Support Equipment:					
Equip. Repairs/Maintenance:	\$ 158,417	\$ 172,917	\$ 167,144	\$ (5,773)	\$ 8,727
Parts:	\$ 290,243	\$ 295,792	\$ 309,265	\$ 13,473	\$ 19,022
Tires:	\$ 76,590	\$ 80,000	\$ 83,625	\$ 3,625	\$ 7,035
Equipment Supplies:	\$ 33,279	\$ 37,417	\$ 35,412	\$ (2,004)	\$ 2,133
Fuels, Oils, & Lubricants:	\$ 1,540,917	\$ 1,720,500	\$ 1,746,611	\$ 26,111	\$ 205,694
Administrative:					
Insurance & Financial:	\$ 541,244	\$ 410,787	\$ 414,567	\$ 3,780	\$ (126,677)
Rentals/Leases:	\$ 68,034	\$ 74,542	\$ 69,245	\$ (5,297)	\$ 1,211
Training:	\$ 3,392	\$ 14,000	\$ 8,778	\$ (5,222)	\$ 5,386
Supplies, Equipment and Services:	\$ 197,729	\$ 204,375	\$ 180,244	\$ (24,131)	\$ (17,485)
Operations:					
Paratransit Providers:	\$ 1,766,800	\$ 1,810,250	\$ 1,871,659	\$ 61,409	\$ 104,859
GAS / RSVP / Exc Rides:	\$ 267,335	\$ 277,667	\$ 277,667	\$ -	\$ 10,331
Inter Departmental Charges:	\$ 384,847	\$ 364,708	\$ 339,946	\$ (24,762)	\$ (44,901)
Depreciation:	\$ 2,647,151	\$ 2,666,667	\$ 2,650,377	\$ (16,289)	\$ 3,227
Interest and Bad Debt Expense:	\$ 115,718	\$ 146,333	\$ 142,333	\$ (4,000)	\$ 26,616
Total Operating Expenses:	\$ 23,769,379	\$ 23,473,232	\$ 23,528,003	\$ 54,771	\$ (241,376)
Less Depreciation:	\$ (2,647,151)	\$ (2,666,667)	\$ (2,650,377)	\$ 16,289	\$ (3,227)
Capital Debt:	\$ 428,416	\$ 482,500	\$ 482,500	\$ -	\$ 54,084
Fixed Assets:	\$ 77,634	\$ -	\$ -	\$ -	\$ (77,634)
Federal grant funding for fixed assets	\$ (62,107)	\$ -	\$ -	\$ -	\$ 62,107
Total Expenditures:	\$ 21,566,171	\$ 21,289,065	\$ 21,360,125	\$ 71,060	\$ (206,046)
Reserves generated (used)	\$ 66,416	\$ 4,208	\$ 12,329	\$ 8,120	\$ (54,087)

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.