



Agenda Item No. (10)

To: Finance-Auditing Committee/Committee of the Whole
Meeting of October 27, 2022

From: Jennifer Mennucci, Director of Budget and Electronic Revenue
Joseph M. Wire, Auditor-Controller
Denis J. Mulligan, General Manager

Subject: **STATUS REPORT ON THE FY 22/23 BUDGET**

Recommendation

This is an informational report and requires no action.

Summary

Attached is a tracking report of the efforts to balance the FY 22/23 budget. The tracking document shows how the District is using one-time federal COVID relief funds and managing its expenses to balance the FY 22/23 budget. The tracking report will be updated each month until no longer needed.

Please note in this month's report are the following:

1. Monthly revenue data for actuals is current through September 30, 2022.
2. The remaining balance of the "Second Tranche" of ARP and a portion of the "Third Tranche" will be used to fund FY 22/23. The remaining balance of the "Third Tranche" will be used in FY 23/24 and future fiscal years. Updated Graph to reflect change in expenses and the usage of one-time federal funding and FY 22/23 Adopted Budget.

The report also records the actual monthly difference in bridge patronage and transit ridership recovery rates. The data is summarized in Attachment B.

Fiscal Impact

There is no fiscal impact associated with this document, it is for informational purposes only.

Attachments: A. FY 22/23 Budget Tracking Report
B. FY 22/23 Bridge, Bus, & Ferry Monthly Projections
C. Transit Funding & Expense Comparison

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| <u>Description</u> | <u>Annualized Value</u> | <u>Change Compared to FY22/23 Budget</u> | <u>Cumulative Change VS. \$75 M Needed to Balance FY 22/23 Budget</u> |
|--|-------------------------|--|---|
| AMOUNT NEEDED TO BALANCE ADOPTED FY 22/23 BUDGET | | | (\$75,073,600) |
| <u>Implemented Changes to Reduce Expenses or Increase Revenues</u> | | | |
| 1 FY 22/23 ARP "second tranche" approved by MTC on October 27th, 2021* | \$43,838,300 | \$43,838,300 | (\$31,235,300) |
| 2 FY 22/23 ARP "third tranche" allocated by the FTA on March 23, 2022* | \$27,088,200 | \$27,088,200 | (\$4,147,100) |
| 3 Tolls and Transit Fares -- FY 22/23 Budget VS Actual Revenues (through September 30, 2022) | \$ 4,147,100 | \$4,147,100 | \$0 |
| 3A Adopted Budget FY 22/23 Total Tolls vs Actual FY 22/23 | \$ 1,548,700 | \$ 1,548,700 | |
| 3B Adopted Budget FY 22/23 Total Bus Fares vs Actual FY 22/23 | \$ 642,600 | \$ 642,600 | |
| 3C Adopted Budget FY 22/23 Total Ferry Fares vs Actual FY 22/23 | \$ 1,955,800 | \$ 1,955,800 | |
| CURRENT BALANCE DIFFERENCE | | | \$0 |

* MTC allocated \$43,855,222 for ARP II and FTA allocated \$75 million in ARP III funding. Spent \$16,900 of ARP II in FY22. The remaining balance of ARP II of \$43,838,322 and ARP III will be carried over to FY23/24 and future fiscal years

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Attachment B – FY 22/23 Bridge, Bus, & Ferry Monthly Projections

Bridge Current Projected Recovery Rates

Current Bridge Recovery Rate

| | July | August | September | October | November | December |
|-----------------------------|---------------------|---------------------|---------------------|----------------|-----------------|-----------------|
| Recovery Rate | 84% | 81% | 82% | 81% | 88% | 86% |
| Actual Rate | 80% | 83% | 84% | | | |
| Projected Bridge SB Traffic | 1,442,600 | 1,427,838 | 1,372,163 | 1,388,094 | 1,362,140 | 1,334,868 |
| Actual Bridge SB Traffic | 1,379,116 | 1,456,006 | 1,409,294 | | | |
| Projected Bridge Revenue | \$12,269,317 | \$12,143,758 | \$11,670,246 | \$11,805,739 | \$11,585,001 | \$11,353,049 |
| Actual Bridge Revenue | <u>\$12,051,411</u> | <u>\$12,765,299</u> | <u>\$12,815,323</u> | | | |
| Increase (Decrease) | \$(217,906) | \$621,541 | \$1,145,077 | | | |
| | January | February | March | April | May | June |
| Recovery Rate | 75% | 79% | 80% | 81% | 84% | 85% |
| Actual Rate | | | | | | |
| Projected Bridge SB Traffic | 1,180,436 | 1,135,428 | 1,334,209 | 1,351,609 | 1,458,075 | 1,462,109 |
| Actual Bridge SB Traffic | | | | | | |
| Projected Bridge Revenue | \$10,039,605 | \$9,656,819 | \$11,347,452 | \$11,495,431 | \$12,400,927 | \$12,435,240 |
| Actual Bridge Revenue | | | | | | |
| Increase (Decrease) | | | | | | |

Bus Current Projected Recovery Rates

Current Bus Recovery Rate

| | July | August | September | October | November | December |
|-------------------------|------------------|------------------|------------------|----------------|-----------------|-----------------|
| Recovery Rate | 32% | 30% | 32% | 32% | 36% | 35% |
| Actual Rate | 41% | 43% | 43% | | | |
| Projected Bus Ridership | 84,795 | 83,198 | 84,498 | 86,601 | 84,510 | 78,742 |
| Actual Bus Ridership | 109,093 | 121,184 | 115,109 | | | |
| Projected Bus Revenue | \$429,100 | \$421,000 | \$427,600 | \$438,200 | \$427,600 | \$398,400 |
| Actual Bus Revenue | <u>\$606,324</u> | <u>\$681,813</u> | <u>\$632,140</u> | | | |
| Increase (Decrease) | \$177,224 | \$260,813 | \$204,540 | | | |
| | January | February | March | April | May | June |
| Recovery Rate | 27% | 28% | 30% | 30% | 30% | 33% |
| Actual Rate | | | | | | |
| Projected Bus Ridership | 67,861 | 63,852 | 77,584 | 80,691 | 82,419 | 82,767 |
| Actual Bus Ridership | | | | | | |
| Projected Bus Revenue | \$343,400 | \$323,100 | \$392,600 | \$408,300 | \$417,000 | \$418,800 |
| Actual Bus Revenue | | | | | | |
| Increase (Decrease) | | | | | | |

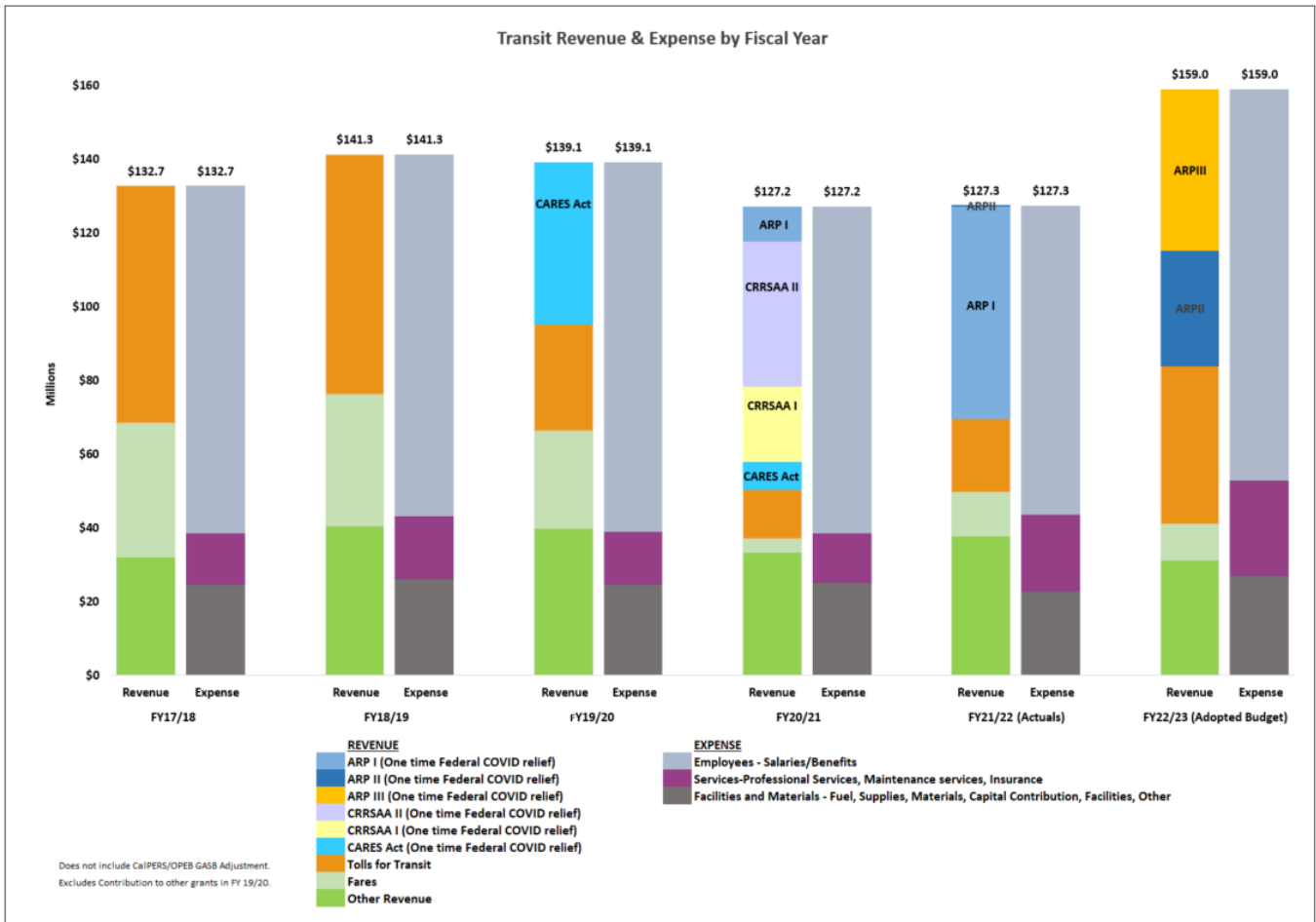
Ferry Current Projected Recovery Rates

Current Ferry Recovery Rate

| | July | August | September | October | November | December |
|---------------------------|--------------------|--------------------|--------------------|----------------|-----------------|-----------------|
| Recovery Rate | 25% | 17% | 20% | 19% | 21% | 21% |
| Actual Rate | 49% | 48% | 50% | | | |
| Projected Ferry Ridership | 63,352 | 44,569 | 44,496 | 41,911 | 35,751 | 34,028 |
| Actual Ferry Ridership | 121,856 | 123,908 | 108,920 | | | |
| Projected Ferry Revenue | \$594,800 | \$418,500 | \$417,800 | \$393,500 | \$335,700 | \$319,500 |
| Actual Ferry Revenue | <u>\$1,217,231</u> | <u>\$1,148,306</u> | <u>\$1,021,315</u> | | | |
| Increase (Decrease) | \$622,431 | \$729,806 | \$603,515 | | | |
| | | | | | | |
| | January | February | March | April | May | June |
| Recovery Rate | 18% | 23% | 23% | 23% | 27% | 29% |
| Actual Rate | | | | | | |
| Projected Ferry Ridership | 32,014 | 34,145 | 42,982 | 50,209 | 57,670 | 63,805 |
| Actual Ferry Ridership | | | | | | |
| Projected Ferry Revenue | \$300,600 | \$320,600 | \$403,600 | \$471,400 | \$541,500 | \$599,100 |
| Actual Ferry Revenue | | | | | | |
| Increase (Decrease) | | | | | | |

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Attachment C – Transit Funding & Expense Comparison



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