



ITEM ID: 2023-178-0

TRANSMITTAL DATE: April 21, 2023

MEETING DATE: April 28, 2023

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Financial Results for the Eight Months Ending February 2023 - Ridership and Revenue Recovery and Operating Statements

Issue

In 2020, in response to the effects of the COVID-19 pandemic and the related decline in Metrolink ridership, the Authority developed a forecast for ridership and associated revenue recovery for FY21. This forecast has subsequently been updated, informed by economic data gathered from federal, state and private sources, with the most recent update produced in November 2021. This November 2021 update was the forecast used to produce the FY23 Budget.

Monthly reports to the Board will continue for as long as the effects of the pandemic and post pandemic issues significantly impact the financial position of the Authority.

Recommendation

Receive and file.

Strategic Commitment

This report aligns with the Strategic Business Plan commitment of:

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees. Staff has reduced the monthly cycle time to bring financial information to our stakeholders and will keep striving to continue process cycle

time reductions and improved presentations of financial data.

Background

On June 25, 2022, the SCRRA Board of Directors adopted the FY23 Operating Budget. On October 28, 2022, that budget was amended by the Board to reflect Revenue of \$66.5M, Expense of \$296.3M, and Support of \$229.8M.

This item will report on the ridership and revenue recovery as measured against FY2018-19 Revenue, which was the last full year of operations pre-pandemic. Comparisons and variance are shown between the forecast and actual recovery. As stated, the November 2021 Ridership Recovery Forecast is the basis on which Farebox Revenue was budgeted for FY23.

Needless to say, when the November 2021 Forecast was produced, there was no indication of the historic global pandemic that would strike less than four months later or its seismic effect on traditional work patterns and Metrolink ridership. The evolution of these new patterns led to staff engaging Sperry Capital and KPMG to lend assistance and additional expertise to our ridership forecasting.

Sperry Capital and KPMG provided an analysis depicting best-case, mid-case, and worse-case scenarios. The analysis was presented to the Board on February 24, 2023, with a conservative staff recommendation that the worse-case scenario be used in the creation of the FY24 Budget.

For FY23, staff will continue to report the status of the ridership recovery forecast and revenue plan as adopted in the FY23 Budget versus actual.

Discussion

Metrolink

Revenue

Through February 2023, the Authority's Farebox Revenue actuals lagged the Revenue as Budgeted for FY 23.

Fiscal Year-to-Date through February, revenue is budgeted at \$29.9M or 59% recovery, while the actual revenue is \$20.4M, a 40% recovery. The fiscal year-to-date variance creates a year-to-date Farebox Revenue shortfall from budget of \$9.5M.

A chart of Revenue by Line through February 2023 is included as Attachment A. The chart displays the percent of the total Farebox Revenue contributed by each of the Operating Lines, and the percentage by which each line is unfavorable from Budget.

Ridership

Fiscal Year-to-Date through February, ridership recovery was forecast at 58% or 4.6M boardings, while the actual recovery fiscal Year-to-Date is 42% or 3.3M boardings, creating a

ridership shortfall of 1.3M boardings.

A chart of Ridership by Line through February 2023 is included as Attachment B The chart displays the percent of the total Ridership achieved by each of the Operating Lines, and the percentage by which each line is unfavorable from Forecast.

An Operating Statement for the eight months ended February 28 is included in this package as Attachment C. This operating statement is based on accruals.

Operating Revenue is \$32.7M, under budget \$10.1M. Expenses are \$170.4M, under budget by \$25.7M. Support required is \$137.8M, under budget by \$15.6M

Arrow Service

Revenue

Through February 2023, which includes four months of fiscal FY23 revenue service, the Arrow Service has a shortfall from the Budgeted Farebox Revenue.

Fiscal Year-to-date through February 2023 revenue is budgeted at \$432K, while the actual revenue is \$76K. The fiscal Year-to-Date Farebox Revenue shortfall from budget is \$347K.

Ridership

Fiscal Year-to-date through February ridership is forecast at 150K, while the actual boardings are 35K.

Staff is meeting with SBCTA to determine a method and assumptions which will produce a more accurate forecast.

An Operating Statement through fiscal February 2023 shown on Attachment D reflects:

Revenue totals \$76K, under budget by \$347K.
Expenses are \$6.2M, under budget by \$3.7M.
Support required is under budget by \$3.4M.

Next Steps

Staff will continue to report monthly on the Revenue and Ridership Recovery and Financial Results.

Prepared by: Christine J. Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

Attachment A - Revenue by Line Feb 23

Attachment B - Ridership by Line Feb 23

Attachment C - Metrolink Operating Statement - Excludes Arrow Feb 23

Attachment D - Operating Statement - Arrow Only Feb 23

Presentation - Financial Results for the Eight Months Ending February 2023 - Ridership and Revenue Recovery and Operating Statements