



Washington Metropolitan Area Transit Authority

The Best Ride in the Nation

Approved Fiscal 2009 Annual Budget



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General Manager's Message

Last year, Metro defined its new vision. We will be "The Best Ride in the Nation." Defining the vision is just the beginning. Achieving the vision will be a huge challenge.

Metro's annual budget is a crucial factor in our ability to be "The Best Ride in the Nation". Although Metro avoided a fare increase in the fiscal year (FY) 2008 budget, we experienced financial challenges when developing the FY 2009 budget. Due to economic pressures such as inflation in fuel and electricity costs, Metro faced the prospect of a \$109 million FY 2009 budget deficit. We had reached a critical crossroad where we had to decide whether to ask for a fare increase or cut service.

After an extensive public hearing process in November of 2007, a fare increase took effect on January 6, 2008. A recurring theme from the public hearings was that our customers wanted better service. We listened to our customers and developed the FY 2009 budget with \$21 million in service improvements spread across rail, bus, and paratransit. These funds will help to improve on-time performance and reduce overcrowding on buses, increase rail service by expanding the use of eight-car trains, continue maintenance of the rail system and escalators, and provide door-to-door service to paratransit customers.

Along with a focus on service, the FY 2009 budget is about safety and security. This budget will enhance safety by funding the installation of safety warning strobe lights on Metrobuses that serve Maryland and Virginia (the program was started in the District of Columbia in 2007). Metro also plans to hold more pedestrian safety outreach programs and hopes to participate in a Federal Transit Administration track walker safety protection program.

The FY 2009 budget will enhance security by allowing the Metro Transit Police Department to increase their force by 25 officers and three sergeants. The officers will primarily perform undercover operations and work the more than 200 special events held in the region each year. These additional employees will alleviate the need to move officers from their regular patrols to cover the special events and improve safety and security throughout the system

Our vision guides us in everything we do, from our daily operations to the development of our annual budget. I am pleased to present a balanced budget for FY 2009, which I assure you will move us toward providing our customers with the best ride in the nation. I trust you will find this a useful document and that it addresses any questions you may have about our mission and budget.



John B. Catoe, Jr.
General Manager



Chapter 1. Introduction to the Washington Metropolitan Area Transit Authority

Metro Profile

History in Brief

Metro was created in 1967 by interstate compact. Construction of the Metrorail system began in 1969 and the first phase of Metrorail operation began in 1976.

Metro added a second transit service to its network in 1973 when, under direction from the U.S. Congress, it acquired four area bus systems and created Metrobus.

In 1994, Metro added a third transit service when it began providing MetroAccess, a paratransit service for people with disabilities unable to use fixed route transit service.

Metro completed the originally planned 103-mile Metrorail system in early 2001. In 2004, Metro expanded the system, opening the Blue Line extension to Largo Town Center and New York Ave-Florida Ave-Gallaudet U station on the Red Line. The expansion brought the Metrorail system to its current 106 miles.

Metro Facts

- Metro maintains the second largest rail system and the fifth largest bus system in the nation.
- Average weekday passenger trips on Metrorail and Metrobus total nearly 1.2 million.
- Metrorail and Metrobus serve a population of over 3.5 million within a 1,500 square-mile area.
- Metro has spurred over \$25 billion of economic development at or adjacent to Metro property.

Metro Provides Three Services

Metro is a very large organization—it has over 10,000 employees and a nearly \$2 billion budget. Metro provides three transit services: Metrorail, Metrobus, and MetroAccess.

- The Metrorail system operates a fleet of over 1,100 rail cars and provides over 200 million passenger trips annually.
- The Metrobus system operates a fleet of 1,500 buses and provides over 130 million passenger trips annually.
- MetroAccess operates a fleet of over 300 vans and sedans and provides 1.6 million passenger trips annually.

Metro's Strategic Plan

Vision: The Best Ride in the Nation

Mission: Provide the nation's best transit service to our customers and improve the quality of life in the Washington metropolitan area.

Values:

- Safety and Security
- Professionalism
- Integrity
- Continuous Improvement
- Respect for All

Goals:

- Retain and attract the best and the brightest
- Create a safety culture
- Deliver quality service
- Use every resource wisely
- Maintain and enhance Metro's image

Metro Board of Directors and Agency Oversight

Board of Directors

Metro is governed by a Board of Directors consisting of 12 members. The Board is comprised of six voting and six alternate members. Maryland, the District of Columbia and Virginia each appoint two voting members and two alternates.



Christopher Zimmerman, Chairman has served on the Board as Principal Director representing Arlington County, VA, since January 1998. He has served on the Arlington County Board since 1996.



Jim Graham, Vice Chairman, joined the Board in January 1999 and represents the District of Columbia as a Principal Director. Mr. Graham serves on the Council of the District of Columbia, representing Ward I.



Peter Benjamin, Second Vice Chairman joined the Board in April 2007 as Principal Director, representing Montgomery County and the State of Maryland. Mr. Benjamin previously served as Metro's Chief Financial Officer from 1993-2006.



Catherine Hudgins joined the Board in January 2004 as an Alternate Director, representing Fairfax County, VA. She now serves as Principal Director. Ms. Hudgins was elected to the Fairfax County Board of Supervisors in November 1999.



Emeka C. Moneme joined the Board in February 2007 as Principal Director, representing the District of Columbia. Mr. Moneme serves as the Director of the District Department of Transportation.



Elizabeth M. Hewlett joined the Metro Board in April 2007 as Principal Director, representing Prince George's County and the State of Maryland. She is currently a principal in the law firm of Shipley & Horne, P.A.



William D. Euille joined the Board in July 2000 as Alternate Director representing the City of Alexandria, VA. Mr. Euille is currently the Mayor of Alexandria.



Marion Barry joined the Board in January 2005 as Alternate Director for the District of Columbia. Mr. Barry serves on the Council of the District of Columbia, representing Ward 8.



Gordon Linton joined the Board in May 2004 as Alternate Director representing Montgomery County, MD. Mr. Linton is a Senior Advisor and Vice President of Business Development with WageWorks, Inc.



Jeffrey C. McKay joined the Board in January 2008, as Alternate Director from Fairfax County, VA. Mr. McKay currently serves as the Lee District Supervisor.



Anthony R. Giancola joined the Board in February 2007, as Alternate Director representing the District of Columbia. Since 1993, he has served as the Executive Director of the National Association of County Engineers.



Marcell Solomon joined the Board in March 2003 as an Alternate Director from Prince George's County, MD. Mr. Solomon currently practices law at Solomon & Martin in Greenbelt, MD.

Agency Oversight

Riders' Advisory Council

On December 15, 2005, the Metro Board appointed a Riders' Advisory Council (RAC). The council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member RAC includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Elderly and Disabled Transportation Advisory Committee. Nancy Iacomini currently serves as RAC chairman.

Jurisdictional Coordinating Committee

The Jurisdictional Coordinating Committee (JCC) consists of staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro staff. Meeting agendas are established by Metro staff and the JCC chairman and include items referred by the Board or Metro staff as well as items requested by JCC members. Lynn River, representing Arlington County, currently serves as JCC chairman.

Elderly and Disabled Transportation Advisory Committee

Metro's Elderly and Disabled Transportation Advisory Committee was created to address the needs of senior citizens and customers with disabilities. Its efforts have resulted in numerous service upgrades including gap reducers, which make it easier for customers who use wheelchairs to board Metrorail trains. Patrick Sheehan currently serves as chairman.

Organization Chart

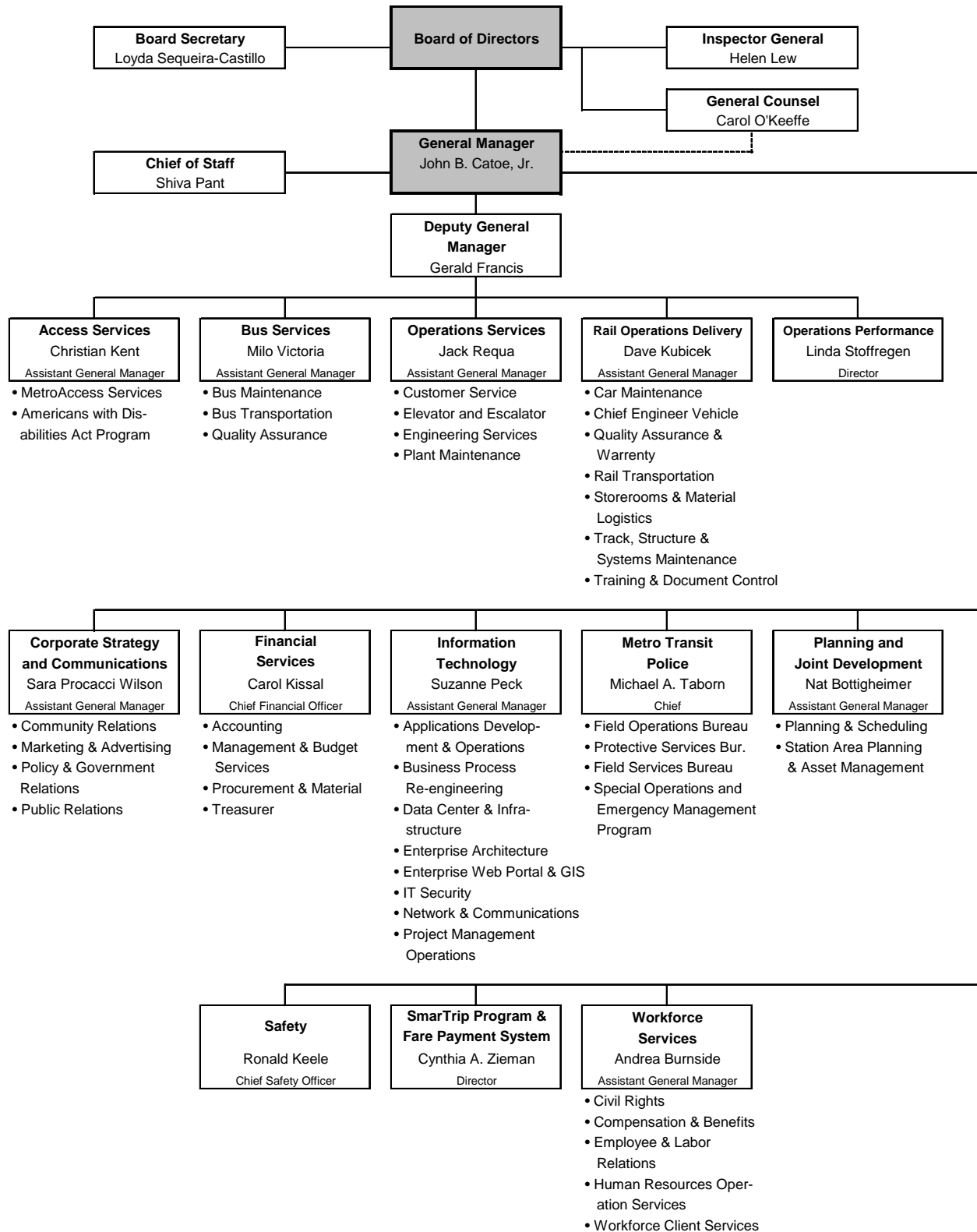


Table 1.1
Summary of Funded Positions by Department

<u>Department</u>	<u>Positions</u>
Access Services	47
Board Secretary	5
Bus Services	4,019
Corporate Strategy & Communications	84
Deputy General Manager	7
Financial Services	355
General Counsel	44
General Manager	8
Information Technology	206
Inspector General	29
Metro Transit Police	578
Operations Services	1,288
Planning & Joint Development	120
Rail Operations Delivery	4,247
Safety	60
Workforce Services	135
<hr/>	
Total	11,232

How to Contact Metro

By mail or in person:

Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

To reach Metro headquarters at the Jackson Graham Building, take the Red, Green or Yellow lines to Gallery Pl-Chinatown station. Use the Arena exit. Walk two blocks east on F Street to 5th Street. Or, ride Metrobus routes D1, D3, D6, P6, 70, 71, 80 or X2.

By website:

<http://www.wmata.com>

By email:

csvc@wmata.com
Customer assistance

By telephone:

Metro general information

202/962-1234
Administrative offices and general information
Weekdays: 8:30 a.m. to 5 p.m.

Customer assistance

202/637-1328
Suggestions, commendations, comments

Customer information

202/637-7000 (TTY 638-3780)
Metrobus and rail schedules, fares, parking, Bike-On-Rail program and more

Metrorail line managers

Contact Metrorail line managers with questions or concerns on their respective lines
Red Line Manager Belynda Jones redline@wmata.com or 301/562-4605
Blue/Orange Line Manager Charles Dziduch blue-orangeline@wmata.com or 301/562-4606
Yellow/Green Line Manager Rita Davis yellow-greenline@wmata.com or 301/562-4607

MetroAccess

301/562-5360 (TTY 301/588-7535) or toll free at 800/523-7009
MetroAccess ADA Paratransit Service

Transit police

202/962-2121





Chapter 2. Budget Summary

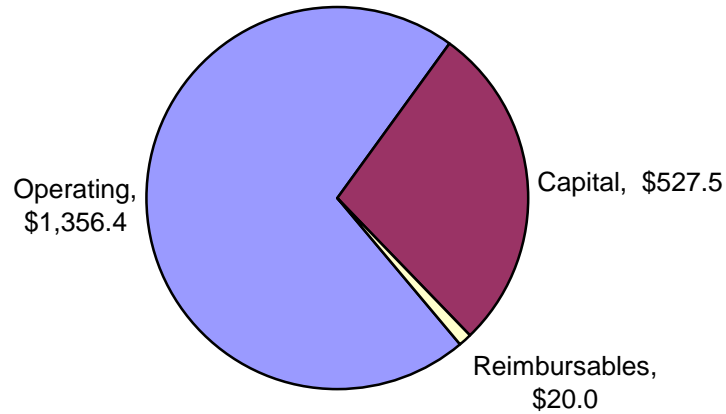
Metro's annual budget is actually three budgets: an operating budget, a capital budget and a reimbursable projects budget. The focus of the operating budget is on the people, supplies and services needed to operate Metrobus, Metrorail, and MetroAccess. Budgetary issues for the operating budget center on the cost of continuing operations, expanding services to meet growing demand, and improving efficiency of service. Funding for the operating budget comes primarily from passenger fares and subsidies from Metro's state and local government partners.

The capital budget focuses on the assets and infrastructure needed to support bus, rail, and paratransit services. Assets and infrastructure include Metro's buses, rail cars, stations, track, maintenance facilities, power systems, etc. Budgetary issues for the capital budget center on the condition of the current assets and infrastructure and what is needed to maintain them in safe and reliable condition. Funding for the capital budget comes from federal grants, Metro's state and local government partners, and debt issuances.

The reimbursable projects are those unique services or programs for which separate funding has been arranged. The most common of these projects are expanded bus services paid for by one of Metro's state and local government partners. Other reimbursable projects include capital improvements made to Metrorail stations funded by a local government.

Metro's approved fiscal 2009 annual budget, totaling approximately \$1.9 billion, is presented in summary form on the remaining pages of Chapter 2. More detailed information on the operating budget is found in Chapters 3 and 4, and in Appendix A. The capital budget is described in detail in Chapter 5 and in Appendix B. Chapter 6 provides additional information on the reimbursable projects.

Approved Fiscal 2009 Annual Budget
(in millions)



Source of Funding for Fiscal 2009 Annual Budget
(in millions)

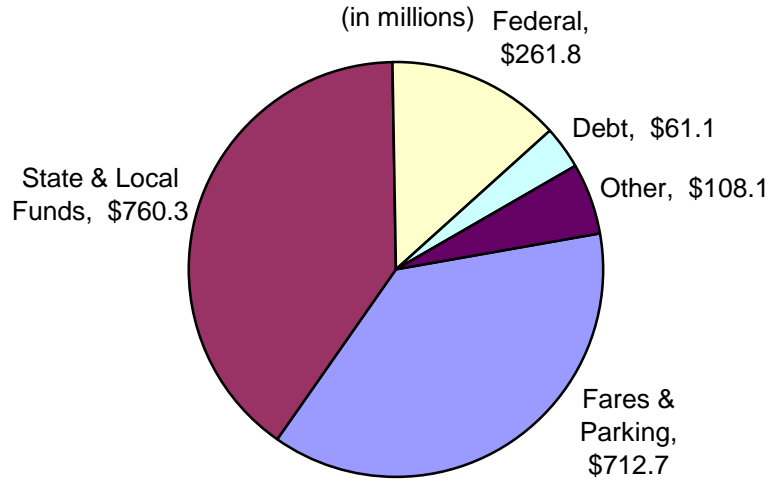


Table 2.1
Summary of Expenses/Expenditures by Program

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Bud./Est.</u>	Fiscal 2009 <u>Approved</u>
Operating Budget				
• Metrobus	\$ 398.8	\$ 419.2	\$ 452.8	\$ 500.2
• Metrorail	597.6	633.7	638.1	761.3
• MetroAccess	52.3	57.7	62.8	67.5
Subtotal	\$ 1,048.7	\$ 1,110.6	\$ 1,153.7	\$ 1,329.0
• Debt Service	27.5	27.5	27.5	27.5
Subtotal	\$ 1,076.2	\$ 1,138.2	\$ 1,181.3	\$ 1,356.5
Capital Budget				
• Infrastructure Renewal Program	115.5	130.9	247.6	357.4
• Eight-Car Train Initiative	83.6	196.7	192.1	51.7
• Bus Improvement Initiative	4.1	26.4	30.8	7.2
• Program Management	188.0	171.9	179.3	87.0
• Debt Service	0.3	2.2	13.0	13.2
• Metro Matters Security Program	8.5	7.0	11.0	11.0
Subtotal	\$ 400.1	\$ 535.1	\$ 673.8	\$ 527.5
Reimbursable Projects				
• Reimbursable Projects	897.8	111.1	393.6	20.0
Subtotal	\$ 897.8	\$ 111.1	\$ 393.6	\$ 20.0
Total	\$ 2,374.1	\$ 1,784.4	\$ 2,248.7	\$ 1,904.0

Table 2.2
Summary of Funding by Program and Source

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Bud./Est.</u>	Fiscal 2009 <u>Approved</u>
Operating Budget				
• Passenger Fares & Parking	\$ 548.7	\$ 556.3	\$ 579.3	\$ 711.6
• State and Local Funds	459.4	508.4	527.4	562.7
• Business Revenues	49.1	55.5	57.0	59.6
• Other Sources	19.0	18.0	17.6	22.6
Subtotal	\$ 1,076.2	\$ 1,138.2	\$ 1,181.3	\$ 1,356.5
Capital Budget				
• Federal Funds	190.4	190.9	249.8	261.8
• State and Local Funds	115.6	158.1	166.4	178.7
• Other Sources	6.0	6.0	6.0	26.0
• Debt	88.1	180.2	251.6	61.1
Subtotal	\$ 400.1	\$ 535.1	\$ 673.8	\$ 527.5
Reimbursable Projects				
• Sponsoring Agency	897.8	111.1	393.6	20.0
Subtotal	\$ 897.8	\$ 111.1	\$ 393.6	\$ 20.0
Total	\$ 2,374.1	\$ 1,784.4	\$ 2,248.7	\$ 1,904.0

Table 2.3
Summary of Operating Budget Expenses

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Budget</u>	Fiscal 2009 <u>Approved</u>
Metrobus				
• Salaries, Wages & Benefits	\$ 323.2	\$ 344.7	\$ 379.8	\$ 382.1
• Materials, Supplies & Fuel	63.8	62.6	64.2	79.0
• Services	15.8	15.8	18.0	24.3
• Utilities & Other	14.0	14.1	17.3	32.9
• Preventive Maint. & Other Credits	(18.0)	(18.0)	(26.5)	(18.1)
Subtotal	\$ 398.8	\$ 419.2	\$ 452.8	\$ 500.2
Metrorail				
• Salaries, Wages & Benefits	456.6	486.7	499.4	539.1
• Materials, Supplies & Fuel	75.8	78.9	86.1	109.7
• Services	34.7	33.9	46.9	56.6
• Utilities & Other	36.7	40.3	48.0	62.5
• Preventive Maint. & Other Credits	(6.2)	(6.1)	(42.3)	(6.6)
Subtotal	\$ 597.6	\$ 633.7	\$ 638.1	\$ 761.3
MetroAccess				
• Salaries, Wages & Benefits	0.5	0.5	2.8	3.9
• Materials, Supplies & Fuel	0.1	0.1	0.1	0.2
• Services	51.2	56.6	59.9	62.6
• Utilities & Other	0.5	0.5	0.6	0.8
• Reimbursement			(0.6)	
Subtotal	\$ 52.3	\$ 57.7	\$ 62.8	\$ 67.5
Subtotal	\$ 1,048.7	\$ 1,110.7	\$ 1,153.8	\$ 1,329.0
Debt Service	27.5	27.5	27.5	27.5
Total	\$ 1,076.2	\$ 1,138.2	\$ 1,181.3	\$ 1,356.5

Table 2.4
Summary of Operating Budget Funding

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Budget</u>	Fiscal 2009 <u>Approved</u>
Passenger Fares & Parking				
• Passenger Fares	\$ 510.1	\$ 517.1	\$ 539.3	\$ 660.1
• Parking	38.6	39.2	40.0	51.5
Subtotal	\$ 548.7	\$ 556.3	\$ 579.3	\$ 711.6
State and Local Funds				
• Operating Subsidy	431.9	480.9	499.9	535.2
• Debt Service	27.5	27.5	27.5	27.5
Subtotal	\$ 459.4	\$ 508.4	\$ 527.4	\$ 562.7
Business Revenues				
• Advertising	30.0	33.0	38.0	39.0
• Bus Charters	2.0	1.7	2.0	
• Joint Development	7.8	10.5	7.2	7.2
• Fiber Optic Tunnel Leases	9.3	10.3	9.8	13.4
Subtotal	\$ 49.1	\$ 55.5	\$ 57.0	\$ 59.6
Other Sources				
• Other Sources	15.8	13.5	13.0	17.9
• Interest Earnings	3.2	4.5	4.6	4.7
Subtotal	\$ 19.0	\$ 18.0	\$ 17.6	\$ 22.6
Total	\$ 1,076.2	\$ 1,138.2	\$ 1,181.3	\$ 1,356.5

Table 2.5
Summary of Capital Budget Expenditures

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Estimate</u>	Fiscal 2009 <u>Approved</u>
Infrastructure Renewal Program				
• Bus & Rail Rolling Stock	\$ 50.9	\$ 16.1	\$ 20.9	\$ 135.3
• Passenger & Maint. Facilities	20.7	45.9	85.1	62.0
• Track, Structures & Systems	20.8	39.6	77.1	63.2
• Information Technology	2.4	8.6	43.8	14.4
• Preventive Maintenance	20.7	20.7	20.7	20.7
• <u>Urgent Capital Needs</u>				61.8
Subtotal	\$ 115.5	\$ 130.9	\$ 247.6	\$ 357.4
Eight-Car Train Initiative				
• Rail Cars	6.1	69.9	101.8	8.0
• Facilities	51.6	70.1	41.0	12.3
• <u>Systems</u>	25.9	56.7	49.3	31.4
Subtotal	\$ 83.6	\$ 196.7	\$ 192.1	\$ 51.7
Bus Improvement Initiative				
• Buses	0.2	9.5	1.5	
• Garage	1.1	9.1	21.5	2.8
• <u>Customer Facilities</u>	2.8	7.8	7.8	4.4
Subtotal	\$ 4.1	\$ 26.4	\$ 30.8	\$ 7.2
Program Management				
• Program & Credit Support	6.8	7.5	14.8	14.5
• <u>Financing Expenses</u>	181.2	164.4	164.5	72.5
Subtotal	188.0	171.9	179.3	87.0
Debt Service	0.3	2.2	13.0	13.2
Metro Matters Security Program	8.5	7.0	11.0	11.0
Total	\$ 400.1	\$ 535.1	\$ 673.8	\$ 527.5

Table 2.6
Summary of Capital Budget Funding

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Estimate</u>	Fiscal 2009 <u>Approved</u>
Federal Funds				
• Federal Formula Grants	\$ 169.4	\$ 183.9	\$ 202.3	\$ 214.5
• Federal Discretionary Funds	12.5		36.5	36.3
• <u>Federal Security Grants</u>	8.5	7.0	11.0	11.0
Subtotal	\$ 190.4	\$ 190.9	\$ 249.8	\$ 261.8
State and Local Funds	115.6	158.1	166.4	178.7
Other Sources	6.0	6.0	6.0	26.0
Debt	88.1	180.2	251.6	61.1
Total	\$ 400.1	\$ 535.1	\$ 673.8	\$ 527.5

Table 2.7
Summary of Reimbursable Project Expenses by Sponsor

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Budget</u>	Fiscal 2009 <u>Approved</u>
District of Columbia				
• D.C. Circulator Bus Service and Buses	\$ 17.4	\$ 5.5	\$ 12.9	\$ 11.3
• New York Ave. Metrorail In-Fill Station	103.2	5.3		
• Southeast Bus Garage Replacement			58.6	
• Washington Convention Center Station Improvements	29.8			
• All Others	12.5	12.0	5.5	5.1
Subtotal	\$ 162.9	\$ 22.8	\$ 77.0	\$ 16.4
Maryland				
• College Park Parking Facility	17.3			
• Metrorail Blue Line Extension to Largo Town Center	439.8	14.6	9.5	0.1
• New Carrollton Parking Facility	22.4			
• White Flint Parking Facility	16.1	1.2		
• All Others	4.0	5.2	5.4	
Subtotal	\$ 499.6	\$ 21.0	\$ 14.9	\$ 0.1
Virginia				
• Ballston-MU Metrorail Station Improvements	13.8	0.6	(0.8)	
• Dulles Corridor Metrorail Project	51.8	4.5	272.6	
• Franconia-Springfield Parking Facility	16.6			
• Huntington Parking Facility	0.9	15.3		
• King Street Metrorail Station Improvements	15.5	0.6		
• Vienna Parking Facility	26.2			
• West Falls Church Parking Facility	16.6			
• All Others	4.2	2.4	11.2	0.5
Subtotal	\$ 145.6	\$ 23.4	\$ 283.0	\$ 0.5
WMATA and All Jurisdictional Partners				
• 6000-Series Rail Car Procurement	63.3	38.4		
• Project Development	10.3	1.4	3.0	3.0
• All Others	16.1	4.1	15.7	
Subtotal	\$ 89.7	\$ 43.9	\$ 18.7	\$ 3.0
Total	\$ 897.8	\$ 111.1	\$ 393.6	\$ 20.0

Table 2.9
Summary of State and Local Funding to WMATA for FY 2009

(dollars in millions)

	Operating Budget					Total
	Operating Subsidy	Debt Service	Capital Budget	Reimbursable Projects		
District of Columbia						
District of Columbia Government	\$ 203.0	\$ 10.3	\$ 65.4	\$ 16.4	\$	295.2
Maryland						
Montgomery County	90.4	4.9	30.4	0.5		126.2
Prince George's County	115.8	4.9	33.7	0.7		155.0
Maryland Dept. of Transportation				0.1		0.1
Subtotal	\$ 206.2	\$ 9.8	\$ 64.1	\$ 1.3	\$	281.3
Virginia						
Alexandria	19.9	1.4	7.9	0.1		29.4
Arlington County	33.9	2.7	15.5	0.3		52.4
City of Fairfax	1.1	-	0.3	0.0		1.5
Fairfax County	69.7	3.2	24.8	0.4		98.1
Falls Church	1.5	-	0.5	0.5		2.5
Subtotal	\$ 126.1	\$ 7.3	\$ 49.1	\$ 1.3	\$	183.9
Total	\$ 535.2	\$ 27.5	\$ 178.7	\$ 18.9	\$	760.3



Chapter 3. Budget Assumptions and Statistics

This chapter provides information on some of the most important factors that contribute to the fiscal 2009 annual budget. These factors include: ridership and passenger revenues, wages and fringe benefits, debt service costs, and employee statistics. Also included is an explanation of the allocation of the operating subsidy and capital budget contribution provided to Metro by state and local government partners.

Ridership and Revenue

Approved operating revenue for Fiscal 2009 is \$793.7 million. The major components are \$618.9 million in passenger revenue, and \$133.8 million in non-passenger revenue, which includes \$9.0 million in Safe Clean Reliable Funding that is earmarked for safety and customer service initiatives on the bus and rail systems. For the first time in FY09, the approved budget also includes several additional revenue categories which are unique to this fiscal year. The new revenue categories include a fare increase reserve from FY08 of \$36.2 million in rail, parking and bus revenue, as well as \$4.8 million additional bus operating revenue to offset the additional bus miles that will be incurred for the additional deadheading that is forecasted due to the replacement of the Southeastern Bus Garage. For the first time in FY09, the approved budget also includes \$0.6 million in additional bus passenger revenue for the transfer of reimbursable bus projects to the operating budget.

I. PASSENGER REVENUES

The greatest influence on Metrorail and Metrobus passenger revenues in FY09 is the increase in passenger fares and parking fees enacted by the WMATA Board in December 2007. At that time, the Board approved fare and parking fee increases totaling \$109 million over 18 months, 6 months in FY08 and the entire year in FY09. A total of \$36.2 million in revenue from the portion of the fare increase collected in FY08 was reserved for use in FY09. Some of the changes associated with this fare increase included an increase in peak period rail fares up to \$4.50, increasing the cash fare on Metrobus by \$0.10 and increasing parking fees \$0.75.

Total approved passenger revenue for FY09 is \$618.9 million. The modal components include \$111 million in bus passenger revenue and \$504.0 million in rail passenger revenue. MetroAccess revenue for the year is budgeted at \$3.9 million.

In addition, this budget transfers the status of several former Metrobus reimbursable routes into non-regional routes. The routes that are included in this transfer to non-regional status are; Charles County route W19, Crofton route B29, Greenbelt – BWI route B30, and the SE Shuttle. Including these routes in the operating budget increased bus passenger revenues by \$0.6 million in FY09. Metrobus routes J4 and 79 have been transferred to the regional Metrobus budget.

Total ridership on the rail system for the year is projected at 221.8 million trips. This is an increase of approximately 6.5 million trips over the actual ridership for FY08 of 215.3

million trips. Total rail ridership for FY08 increased almost 5.6 million trips over the budgeted ridership, even though the fare increase was expected to have a dampening effect on rail ridership growth. For the first half of FY08, before the fare increase was implemented, rail ridership grew over 3%, slightly over 2 percentage points above the budgeted ridership of 1%. This trend of year-over-year growth of over 3 percent continued even after the fare increase was implemented on January 8, 2008, resulting in rail ridership for FY08 of 215.3 million trips, 3.7 percent above the total for FY07.

In FY09, rail ridership is projected to grow 3.0 percent above the FY08 ridership to 221.8 million trips. On Metrobus, ridership in FY08 remained as essentially as budgeted, ending the year at 132.8 million trips, and is expected to grow an additional 1% in FY09 to 134.3 million trips. MetroAccess ridership is expected to increase 16% in FY09 to 1.8 million trips.

Passenger Revenue (1,000)

	<u>Metrorail</u>	<u>Metrobus</u>	<u>MetroAccess</u>
Fiscal 2009 Base (including fare increase)	\$517,625.0	\$97,351.8	\$3,900.0
Fare Integration	<u>(\$13,600.0)</u>	<u>13,600.0</u>	
Fiscal 2009 Approved Passenger Revenue	\$504,025.0	\$110,951.8	\$3,900.0
Projected Ridership (in millions of trips)	221.8	134.3	1.8

II. OTHER PASSENGER REVENUE-DISTRICT OF COLUMBIA SCHOOL SUBSIDY

The total District of Columbia School Subsidy for FY09 is \$5.0 million, \$2.9 million for Metrobus and \$2.1 million for Metrorail.

III. FARE INCREASE RESERVE

Per agreement with the WMATA Board, revenue from the January 6, 2008 fare increase that was collected in FY08 was separated from the FY08 passenger and parking revenues. On a monthly basis beginning in January 2008, and for the balance of that fiscal year, \$5.1 million of rail passenger revenue, \$1.0 million in parking revenue and \$0.06 million in bus revenue was deducted from the actual revenue reported to the Board. This revenue for six months totaled \$36.2 million, \$30.1 million in rail revenue, \$5.7 million parking revenue, and \$0.4 million in bus revenue, and this revenue was reserved to cover FY09 expenses.

IV. PARKING

The parking revenue for FY09 is \$51.5 million. This approved revenue reflects the increases in parking fees that went into effect with the fare increase on January 6, 2008, along with increases in the reserved parking charges as well as the increase in the hourly rate for parking meters.

V. CHARTER

Due to revised Federal Transit Administration (FTA) regulations implemented in April 2008, WMATA is severely restricted from providing charter services. This line item historically contributed approximately \$2 million annually to the operating budget, but was eliminated from the budget in FY09.

VI. ADVERTISING

The FY09 advertising revenue is \$39 million. This reflects the amount in the Minimum Annual Guarantee between WMATA and the contractor of \$37 million, plus an estimated \$2 million for the continuation of the new advertising activities which began in FY08. This initiative is designed to add new items to WMATA's advertising inventory, including station pylons and pillars, floor graphics, trash receptacles, larger backlit dioramas, and advertising on interior railcar doors, ceilings and walls as well web-based advertising.

VII. JOINT DEVELOPMENT

The FY09 Joint Development revenue allocated to the operating budget is \$7.2 million.

VIII. OTHER REVENUE

Other revenues included in the FY09 budget are vending, pay telephones, cellular telephones, bike locker revenue and subrogation collections. These revenue sources combined, contribute \$3.8 million to the FY09 non-passenger revenues.

IX. EMPLOYEE PARKING

Employee parking revenue for FY09 is \$0.218 million. The JGB employee parking fee component of this budget item increased approximately 16 percent in January 2008 to reflect parking fees at the JGB which are consistent with increases in parking fees at Metrorail parking facilities.

X. INTEREST REVENUE

For FY09, the approved budget for interest revenue is \$4.7 million. The investment income is allocated to the rail and bus modes using the jurisdiction subsidy distribution of 36% and 64%, respectively.

XI. FIBER OPTICS

Initiated in September 1986, the WMATA Fiber Optic Program was designed to allow for the installation, operation and maintenance of a fiber optic-based telecommunication network utilizing the excess capacity within the WMATA right-of-way. As part of the compensation package, WMATA receives, in a separate fiber optic cable, a number of fibers for its own use. For FY09, fiber optic revenue is expected to be \$13.4 million. Fiber optics revenue increased \$3.6 million over the budgeted revenue for FY08, reflecting renegotiated contracts between WMATA and several fiber optics companies.

Table 3.1
Revenue Comparison by Operating Unit: FY 2006 - 2009
(dollars in thousands)

	<u>Actual 2006</u>	<u>Actual 2007</u>	<u>Approved Budget 2008</u>	<u>Approved Budget 2009</u>	<u>Change</u>
Metrobus					
Passenger	103,855.6	104,619.8	108,442.8	110,951.8	2,509.0
Other Passenger	3,357.5	2,685.9	2,866.2	2,866.2	0.0
Fare Increase Reserve	0.0	0.0	0.0	400.0	400.0
Parking	7.2	0.0	0.0	0.0	0.0
Charter	2,048.7	1,745.4	2,000.0	0.0	(2,000.0)
Advertising	21,000.0	23,067.0	25,460.0	26,130.0	670.0
Joint Development	0.0	0.0	0.0	0.0	0.0
Other	3,981.9	3,714.7	3,619.7	8,419.7	4,800.0
Employee Parking	19.9	16.0	90.0	104.4	14.4
Interest	1,969.7	3,717.3	2,919.8	3,003.0	83.2
Fiber Optics	0.0	0.0	0.0	0.0	0.0
Subtotal	\$136,240.6	\$139,566.2	\$145,398.5	\$151,875.1	\$6,476.6
Metrorail					
Passenger	398,547.8	404,837.8	422,456.6	504,025.0	81,568.4
Other Passenger	1,362.6	1,962.6	2,133.8	2,133.8	0.0
Fare Increase Reserve	0.0	0.0	0.0	35,800.0	35,800.0
Parking	38,580.8	39,173.4	40,000.0	51,500.0	11,500.0
Charter	0.0	0.6	0.0	0.0	0.0
Advertising	9,000.0	9,933.0	12,540.0	12,870.0	330.0
Joint Development	7,824.6	10,483.4	7,219.9	7,219.9	0.0
Other	11,371.4	9,669.0	9,206.8	9,206.8	0.0
Employee Parking	124.9	125.4	90.0	104.4	14.4
Interest	1,264.0	817.1	1,650.2	1,697.0	46.8
Fiber Optics	9,283.0	10,293.6	9,800.0	13,400.0	3,600.0
Subtotal	\$477,359.0	\$487,295.9	\$505,097.3	\$637,956.9	\$132,859.6
Metro Access					
Passenger	2,993.5	2,949.8	3,400.0	3,900.0	500.0
Other Passenger	0.0	0.0	0.0	0.0	0.0
Fare Increase Reserve	0.0	0.0	0.0	0.0	0.0
Parking	0.0	0.0	0.0	0.0	0.0
Charter	0.0	0.0	0.0	0.0	0.0
Advertising	0.0	0.0	0.0	0.0	0.0
Joint Development	0.0	0.0	0.0	0.0	0.0
Other	252.2	0.0	0.0	0.0	0.0
Employee Parking	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Fiber Optics	0.0	0.0	0.0	0.0	0.0
Subtotal	\$3,245.7	\$2,949.8	\$3,400.0	\$3,900.0	\$500.0
Total					
Passenger	505,396.9	512,407.5	534,299.4	618,876.8	84,577.4
Other Passenger	4,720.1	4,648.5	5,000.0	5,000.0	0.0
Fare Increase Reserve	0.0	0.0	0.0	36,200.0	36,200.0
Parking	38,588.1	39,173.4	40,000.0	51,500.0	11,500.0
Charter	2,048.7	1,746.0	2,000.0	0.0	(2,000.0)
Advertising	30,000.0	33,000.0	38,000.0	39,000.0	1,000.0
Joint Development	7,824.6	10,483.4	7,219.9	7,219.9	0.0
Other	15,605.5	13,383.7	12,826.5	17,626.5	4,800.0
Employee Parking	144.9	141.4	180.0	208.8	28.8
Interest	3,233.7	4,534.4	4,570.0	4,700.0	130.0
Fiber Optics	9,283.0	10,293.6	9,800.0	13,400.0	3,600.0
Grand Total	\$616,845.3	\$629,811.9	\$653,895.8	\$793,732.0	\$139,836.2

Metro Fares and Fees Effective January 6, 2008

Metrorail Fares	Fares / Fees
Regular Fares	
• Increase boarding charge by 30 cents	\$1.65
• Increase charge for composite miles between 3 and 6 by 4 cents	\$0.26
• Increase charge for composite miles over 6 by 3.5 cents	\$0.23
• Increase maximum regular fare by 60 cents	\$4.50
• Increase the charge for senior/disabled to one-half regular fare	\$0.80-\$2.25
Reduced Fares	
• Charge for first 7 composite miles remains the same	\$1.35
• Charge for composite miles between 7 and 10 remains the same	\$1.85
• Charge for composite miles greater than 10 remains the same	\$2.35
Passes	
• After one year transition, rail-to-bus transfers issued on SmarTrip cards only	n/a
• Increase price of the one day pass	\$7.80
• Increase price of the weekly short trip pass	\$26.40
• Increase price of the weekly fast pass	\$39.00
• Eliminate the Metro passport	n/a
• Increase the price of the SmartStudent pass	\$26.00
• Increase price of transit link card on MARC and VRE	\$80.00
• Increase price of transit link card on MTA	\$135.00
Other Rail	
• Increase the charge for DC student farecards/10 trips	\$8.00
Metrobus Fares and Fees	
• Increase cash boarding charge by 10 cents	\$1.35
• Increase cash boarding charge for express bus by 10 cents	\$3.10
• Boarding charge with SmarTrip remains the same	\$1.25
• Charge for senior/disabled remains the same	\$0.60
• After one year transition, bus-to-bus transfers issued on SmartTrip cards only	n/a
Other Bus	
• Eliminate regional one day pass	n/a
• Price of the weekly flash pass remains the same	\$11.00
• Price of the weekly senior flash pass remains the same	\$6.00
• Price of the weekly disabled flash pass remains the same	\$6.00
• Charge for DC student tokens remains the same	\$6.25
MetroAccess Fares	
• MetroAccess fare remains the same	\$2.50
• Supplemental zone fares remain the same	\$1.00-\$4.00
Parking Fees	
• Increase parking fee	Increase \$0.75
• Increase monthly reserved parking fee by \$10.00	\$55.00
• Increase the rate for parking meters to \$1.00 for 60 minutes	\$1.00
• Increase New Carrollton county garage base and surcharge fees	\$70.00/\$15.00
Other Fees	
• Bicycle locker rental rate remains the same	\$70.00 (annual)
• Increase contract and bus charter rates by 20 percent	Varies

Table 3.2
Ridership by Service: FY 2006 - FY 2009
(trips in thousands)

		FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>
Metrorail Ridership	(a)	199,278	207,906	215,315	221,828
Metrobus Ridership	(b)	128,416	131,490	132,849	134,278
MetroAccess Ridership	(c)	1,746	1,648	1,483	1,800
Total		329,440	341,044	349,647	357,906

- Notes: (a) Metrorail ridership is based on linked trips.
(b) Metrobus ridership is based on unlinked trips.
(c) MetroAccess ridership is based on trips completed.

Debt Service

In October 2003, the Authority issued \$163,495,000 of Gross Revenue Transit Refunding Bonds, Series-2003, to refund the callable portion of the Authority's outstanding Gross Revenue Transit Refunding Bonds, Series-1993. The final maturity for the 1993 bonds is FY2011 and FY2015 for the 2003 bonds. The annual jurisdictional debt service payment on these two bond series is \$27,484,194.

In November 2003, the Authority issued \$35,640,000 of Gross Revenue Transit Bonds, Series 2003-B. The bonds provide for semi-annual payments of interest and annual principal payments, with final maturity in FY2011. Annual debt service is approximately \$6 million, to be paid from passenger fares. The proceeds of the bonds were used to accelerate the vertical transportation modernization program. The vertical transportation modernization program is an integral part of the Authority's Capital Improvement Program designed to provide for system-wide escalator maintenance, escalator rehabilitation and elevator rehabilitation. The terms of the new bond issuances are set forth in the Gross Revenue Transit Bond Refunding Resolution and Official Statement and the Gross Revenue Transit Bond Resolution and Official Statement.

Additionally, the Authority has entered into a \$330 million commercial paper program to provide funds for the Metro Matters Program. Payment of all maturing commercial paper is guaranteed by an irrevocable letter of credit. This is included in the financing cost section of the Metro Matters Program.

Table 3.3
Gross Revenue Transit Refunding Bonds

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
Gross Revenue Transit Refunding Bonds:			
Series 1993			
Due to Bondholders 7/1/2008	\$ 10,235,000	\$ 973,950	\$ 11,208,950
Due to Bondholders 1/1/2009	-	666,900	666,900
	<u>\$ 10,235,000</u>	<u>\$ 1,640,850</u>	<u>\$ 11,875,850</u>
Series 2003			
Due to Bondholders 7/1/2008	210,000	2,317,394	2,527,394
Due to Bondholders 1/1/2009	10,755,000	2,315,031	13,070,031
	<u>\$ 10,965,000</u>	<u>\$ 4,632,425</u>	<u>\$ 15,597,425</u>
Subtotal			27,473,275
Applied for future payments			10,919
Total			<u>\$ 27,484,194</u>
Gross Revenue Transit Bonds:			
Series 2003B			
Due to Bondholders 7/1/2008	5,180,000	408,250	5,588,250
Due to Bondholders 1/1/2009		278,750	408,250
Total	5,180,000	687,000	5,996,500

Table 3.4
Statement of Debt Service Principal and Interest

Period Ending	Gross Revenue Transit Refunding Bonds						Gross Revenue Transit Bonds Elevator and Escalator					
	Series 1993		Series 2003		Series 2003 B		Principal	Interest	Debt Service			
	Principal	Interest	Principal	Interest	Principal	Interest						
1/1/2004	---	\$1,264,500	---	---	---	---	---	---	---	---	---	---
7/1/2004	---	\$1,264,500	---	\$7,730,000	\$4,741,545	---	\$5,060,000	\$937,132	\$5,997,132	---	---	---
1/1/2005	---	\$1,264,500	---	\$9,100,000	\$3,373,806	---	---	---	---	---	---	---
7/1/2005	---	\$1,264,500	---	\$9,190,000	\$3,282,806	---	\$4,570,000	\$712,675	\$5,282,675	---	---	---
1/1/2006	---	\$1,264,500	---	\$9,280,000	\$3,190,906	---	---	---	---	---	---	---
7/1/2006	---	\$1,264,500	---	\$9,465,000	\$3,005,306	---	\$4,745,000	\$626,525	\$626,525	---	---	---
1/1/2007	---	\$1,264,500	---	\$9,655,000	\$2,816,006	---	---	---	---	---	---	---
7/1/2007	\$9,685,000	\$1,264,500	---	\$210,000	\$2,574,631	---	\$4,935,000	\$531,625	\$531,625	---	---	---
1/1/2008	---	\$973,950	---	\$10,195,000	\$2,572,269	---	---	---	---	---	---	---
7/1/2008	\$10,235,000	\$973,950	\$11,208,950	\$210,000	\$2,317,394	\$2,527,394	\$5,180,000	\$408,250	\$5,588,250	\$408,250	\$278,750	\$5,852,750
1/1/2009	---	\$666,900	\$666,900	\$10,755,000	\$2,315,031	\$13,070,031	\$5,440,000	\$278,750	\$5,718,750	\$278,750	\$142,750	\$5,852,750
7/1/2009	\$10,810,000	\$666,900	\$11,476,900	\$215,000	\$2,046,156	\$2,261,156	---	---	---	---	---	---
1/1/2010	---	\$342,600	\$342,600	\$11,350,000	\$2,042,931	\$13,392,931	---	---	---	---	---	---
7/1/2010	\$11,420,000	\$342,600	\$11,762,600	\$215,000	\$1,759,181	\$1,974,181	---	---	---	---	---	---
1/1/2011	---	---	---	\$11,985,000	\$1,755,956	\$13,740,956	---	---	---	---	---	---
7/1/2011	---	---	---	\$12,175,000	\$1,561,200	\$13,736,200	---	---	---	---	---	---
1/1/2012	---	---	---	\$12,480,000	\$1,256,825	\$13,736,825	---	---	---	---	---	---
7/1/2012	---	---	---	\$12,795,000	\$944,825	\$13,739,825	---	---	---	---	---	---
1/1/2013	---	---	---	\$7,680,000	\$624,950	\$8,304,950	---	---	---	---	---	---
7/1/2013	---	---	---	\$7,460,000	\$432,950	\$7,892,950	---	---	---	---	---	---
1/1/2014	---	---	---	\$5,670,000	\$283,750	\$5,953,750	---	---	---	---	---	---
7/1/2014	---	---	---	\$5,680,000	\$142,000	\$5,822,000	---	---	---	---	---	---
	\$42,150,000	\$14,082,900	\$56,232,900	\$163,495,000	\$43,040,426	\$206,535,426	\$35,640,000	\$6,338,282	\$41,978,282	\$6,338,282	\$41,978,282	\$41,978,282

Fringe Benefits

Fringe benefit costs at WMATA comprise the normal business personnel-related expenses incurred by an employer that are above and beyond the cost of employee pay. WMATA's fringe benefits are comprised of the insurance and retirement plans required to attract and maintain a large professional workforce, plus government mandated costs such as unemployment insurance, workers' compensation coverage and payroll taxes.

All fringe benefits at WMATA fall into one of three categories of cost. The first category is allocated fringe benefits, which are calculated on an Authority-wide basis and then charged out to all offices and all modes. Health insurance, life insurance, and pension costs are all examples of allocated fringe benefits. These fringe benefit expenses are allocated to each office based upon the budgeted payroll per office and then allocated by mode based on the budgeted payroll by mode. The fiscal 2009 total budget for allocated fringe benefits is \$253.6 million.

Second, unallocated fringe benefits (also referred to as "other" fringe benefits) are budgeted by office in amounts specific to the needs of each office. These "other" fringes are typically items such as tool allowances and work uniforms. Detail on the \$4.3 million fiscal 2009 total for this expense is shown in each office budget where this cost occurs.

The third category of fringe benefit expense is workers' compensation assessments. The fiscal 2009 budget requirement of \$2.3 million is largely determined by governmental requirements. This line item expense is budgeted in the Office of Safety/Workers Compensation Administration.

In total for fiscal 2009, fringe benefit costs are:

Allocated Fringe Benefits	\$253,608,977
Other Fringe Benefits	4,260,700
Workers' Compensation	<u>2,300,000</u>
Total Fringe Benefits	<u>\$260,169,677</u>

Table 3.5
Personnel and Fringe Benefits by Union

	Non-Union	AFL-CIO OPIEU Local-2	FOP Transit Police	Local 639 Special Police	SALARY TOTAL	AFL-CIO ATU Local-689	Teamsters Local-922	HOURLY TOTAL	AUTHORITY TOTAL
POSITIONS:									
Full Time	1,718	771	376	89	2,954	7,756	359	8,115	11,069
Part Time	0	0	n/a	n/a	0	155	8	163	163
	1,718	771	376	89	2,954	7,911	367	8,278	11,232
FULL-TIME EQUIVALENTS:									
Full Time	1,718.00	771.00	376.00	89.00	2,954.00	7,756.00	359.00	8,115.00	11,069.00
Part Time	0.00	0.00	0.00	0.00	0.00	77.50	4.00	81.50	81.50
	1,718.00	771.00	376.00	89.00	2,954.00	7,833.50	363.00	8,196.50	11,150.50
PAYROLL COSTS:									
Full Time Pay	\$141,628,157	\$59,543,726	\$25,262,929	\$3,006,715	\$229,441,526	\$426,143,753	\$18,946,274	\$445,090,027	\$674,531,553
Part Time Pay	\$0	\$0	\$0	\$0	\$0	\$7,151,432	\$474,645	\$7,626,077	\$7,626,077
Overtime Pay	\$4,873,077	\$1,624,359	\$4,304,148	\$345,466	\$11,147,050	\$61,010,776	\$2,724,293	\$63,735,069	\$74,882,119
Less: Turnover Savings	(\$5,661,816)	(\$2,374,310)	(\$1,004,516)	(\$91,320)	(\$9,131,961)	(\$8,172,158)	(\$118,442)	(\$8,290,600)	(\$17,422,561)
Budgeted Payroll	\$140,839,418	\$58,793,775	\$28,562,561	\$3,260,861	\$231,456,615	\$486,133,803	\$22,026,770	\$508,160,573	\$739,617,188
ALLOCATED FRINGE BENEFITS									
Budgeted By Position:									
CIGNA PPO	\$11,493,300	\$4,969,500			\$16,462,800			\$0	\$16,462,800
Kaiser Permanente	\$4,395,200	\$2,115,600			\$6,510,800			\$0	\$6,510,800
MAMS Health Plan	\$964,400	\$556,600		\$484,400	\$2,005,400			\$0	\$2,005,400
Blue Cross	\$376,400		\$3,387,700		\$3,764,100			\$0	\$3,764,100
Health Trusts					\$0	\$72,723,019	\$3,823,000	\$76,546,019	\$76,546,019
Dental	\$637,200	\$293,100		\$19,200	\$949,500			\$0	\$949,500
Retiree Health	\$6,452,529	\$1,952,272	\$935,603	\$0	\$9,340,403	\$26,338,200	\$608,140	\$26,946,340	\$36,286,743
Health Insurance	\$24,319,029	\$9,887,072	\$4,323,303	\$503,600	\$39,033,003	\$99,061,219	\$4,431,140	\$103,492,359	\$142,525,362
Budgeted By Payroll:									
FICA Taxes	\$10,703,800	\$4,468,300	\$2,170,800	\$249,500	\$17,592,400	\$36,946,200	\$1,674,000	\$38,620,200	\$56,212,600
Defined Benefit Pensions	\$11,327,485	\$4,237,280	\$5,079,000	\$300,000	\$20,943,765	\$24,224,250	\$3,740,000	\$27,964,250	\$48,908,015
Defined Contrib Pensions	\$1,750,000	\$1,750,000			\$3,500,000			\$0	\$3,500,000
Life Insurance	\$764,800	\$321,500	\$181,900	\$16,200	\$1,284,400			\$0	\$1,284,400
Long Term Disability	\$513,600	\$256,200	\$0	\$0	\$769,800			\$0	\$769,800
Accident Insurance	\$0	\$0	\$8,800	\$0	\$8,800			\$0	\$8,800
Unemployment	\$76,200	\$31,800	\$15,400	\$1,800	\$125,200	\$262,900	\$11,900	\$274,800	\$400,000
Taxes / Pension / Other	\$25,135,885	\$11,065,080	\$7,455,900	\$567,500	\$44,224,365	\$61,433,350	\$5,425,900	\$66,859,250	\$111,083,615
ALLOCATED FRINGE BENEFITS	\$49,454,914	\$20,952,152	\$11,779,203	\$1,071,100	\$83,257,368	\$160,494,569	\$9,857,040	\$170,351,609	\$253,608,977
Unallocated Fringe Benefits									
Workers' Compensation	\$651,700	\$292,500	\$142,600	\$33,800	\$1,120,600	\$3,000,900	\$139,200	\$3,140,100	\$4,260,700
	\$438,000	\$182,800	\$88,800	\$10,100	\$719,700	\$1,511,700	\$68,500	\$1,580,200	\$2,300,000
TOTAL FRINGE BENEFITS:									\$260,169,677

Allocated Fringe Benefits Budgeting Rates:									
Average Annual Pay	\$82,000	\$76,300	\$76,000	\$36,600	\$78,400	\$62,100	\$60,700	\$62,000	\$66,300
Full Fringe Rate	35%	36%	41%	33%	36%	33%	45%	34%	34%
Variable Cost on Payroll	18.2%	19.1%	26.4%	17.7%	19.4%	12.9%	24.9%	13.5%	15.3%
Fixed Cost Per F.T.E.	\$14,200	\$12,800	\$11,500	\$5,700	\$13,200	\$12,600	\$12,200	\$12,600	\$12,800

Union Statistics

The fiscal 2009 budget contains 11,232 authorized positions of which 85% or 9,514 are members of the five union locals on the property, representing employees loosely categorized by job function. Two of these locals represent the hourly wage work force, one local represents a portion of the professional and administrative work force, and two other locals cover the police and security positions. The remaining classifications of administrative and management employees are not covered by union contracts.

The following terms are widely used to describe the various unions and employees at Metro:

Hourly (Wage) Employee Unions:

- Local 689: Amalgamated Transit Union, (except Landover hourly)
- Local 922: Teamsters Union at Landover Bus Garage.

Salary Employee Unions:

- Local 2: Office and Professional Employees International Union.
- FOP: Transit Police Officers.
- Local 639: Teamsters representing Special Police Officers.

Non-Represented Employees (i.e., not represented by a union):

Salaried positions in the management, administrative, supervisory or clerical work force that have been exempted from union participation.

Union Category	FY 2009 Positions	Distribution
Local 689.....	7,911.....	71%
Local 922.....	<u>367</u>	<u>3%</u>
Union Wage Subtotal.....	8,278.....	74%
Local 2.....	771.....	7%
FOP - MTPD.....	376.....	3%
Local 639-Sp Police.....	<u>89</u>	<u>1%</u>
Union Salaried Subtotal..	1,236.....	11%
Union Subtotal.....	9,514.....	85%
Non-Union	1,718.....	15%
Total Positions.....	11,232.....	100%

Indirect Cost Allocation

All of WMATA's expenses can be classified as either direct costs or indirect costs. Direct costs relate to specific and identifiable work projects, or to the direct provision of transit services. Direct costs would include such expenses as bus operator salaries, electricity for rail operations, etc. Indirect costs are incurred for a common purpose benefiting more than one objective. Such costs include those arising from the administrative and internal services units of WMATA, such as the accounting and procurement offices, or from the corporate leadership units, such as the general manager and Board of Directors.

For the purposes of financial reporting and grant applications, indirect costs are allocated to the operating units and the capital improvement program.

Table 3.6
Direct and Indirect Cost Allocation: FY 2009

	Operating Expense	Reimbursable Operating Expense	Capital Improve- ment Program Expense	Total Expense
WMATA Expense	\$ 1,247,883,898	\$ 12,465,674	\$ 72,371,562	\$ 1,332,721,134
Contractor Expense	-	-	431,387,940	431,387,940
[A] DIRECT COST	<u>\$ 1,247,883,898</u>	<u>\$ 12,465,674</u>	<u>\$ 503,759,502</u>	<u>\$ 1,764,109,074</u>
[B] INDIRECT COST	\$ 81,090,603	\$ -	\$ 14,201,541	\$ 95,292,144
Subtotal	<u>\$ 1,328,974,501</u>	<u>\$ 12,465,674</u>	<u>\$ 517,961,042</u>	<u>\$ 1,859,401,217</u>
Debt Service	27,484,194			27,484,194
Total Cost	<u><u>\$ 1,356,458,695</u></u>	<u><u>\$ 12,465,674</u></u>	<u><u>\$ 517,961,042</u></u>	<u><u>\$ 1,886,885,411</u></u>
[B/A] INDIRECT COST RATIO	6.50%	0.0%	2.82%	5.40%

Allocation of State and Local Support

State and local funds account for approximately 40% of the funding for WMATA's annual operating and capital budgets. A series of calculations and contractual agreements allocate this support among WMATA's jurisdictional funding partners.

Operating Budget

The operating budget subsidy is allocated to the jurisdictional funding partners using six subsidy allocation formulas:

1. Regional bus subsidy allocation
2. Non-regional bus subsidy allocations
3. Rail maximum fare subsidy allocation
4. Rail base subsidy allocation
5. Paratransit subsidy allocation
6. Debt service allocation.

Formulas 1 and 2: Regional and Non-Regional Bus Subsidy Allocations

The Metrobus subsidy is allocated using two distribution formulas. All bus routes are classified as being either regional or non-regional, based on route characteristics. Regional bus routes generally provide transportation between jurisdictions. Regional bus routes also may include bus routes that serve major activity centers that operate on major arterial streets, and carry high volumes of riders either in one jurisdiction or in multiple jurisdictions. The following are the specific criteria used by the Regional Mobility Panel to classify bus routes.

- Interjurisdictional routes are defined as regional. Defining characteristics are that interjurisdictional routes:
 - Cross a jurisdictional (independent city, county, state) boundary; and
 - Penetrate at least two jurisdictions by more than one-half mile in each; and
 - Operate "open door" (allows boarding and alighting) over at least a portion of the line in two or more jurisdictions.
- If a route does not qualify as regional under the interjurisdictional definition, then it must meet at least two of the following three criteria to be regional:
 - Arterial Streets. Operates for a considerable distance on an arterial street and a substantial portion (usually a majority) of riders use stops on the

arterial street. Routes which operate for a short distance on an arterial incidental to their service area are not included.

- Regional Activity Center. Serves one or more regional activity centers. A conservative definition of regional activity centers is used, including only those where there is virtually universal agreement as to their regional character. Routes which feed Metrorail stations, but which do not directly serve any regional activity center are not considered to be regional.
- Cost Effectiveness. Annual boardings per annual platform hour greater than 30 applied consistently in all jurisdictions.

Routes which do not meet the criteria described above are classified as non-regional. Regional and non-regional bus subsidy is allocated to the jurisdictions using the following formulas.

- **Regional Bus Subsidy Allocation.** The distribution of regional bus subsidy to the jurisdictions is based on a weighted, four factor formula in the following proportions:

- | | |
|--------------------------------|-----|
| 1. density weighted population | 25% |
| 2. revenue hours | 25% |
| 3. revenue miles | 35% |
| 4. average weekday ridership | 15% |

Density weighted population is determined by taking the urbanized area population distribution for the compact area (50% weighting) and combining that with the weighted population density (urbanized population divided by area). Basically, the formula prorates the urbanized population distribution by people per square mile.

The revenue hours factor is determined by taking the annual revenue hours assigned to each jurisdiction divided by the total regional revenue hours. The revenue miles factor is determined by taking total revenue miles (end-of-year schedule) assigned to each jurisdiction divided by the total regional revenue miles. Ridership is determined by taking the average weekday ridership (May sample) for each jurisdiction divided by the total average weekday ridership.

- **Non-Regional Bus Subsidy Allocation.** The distribution of non-regional bus subsidy to the jurisdictions is computed as follows:

1. Identify the costs of all Metrobus service, regional and non-regional.
2. Identify the costs which would accrue for regional Metrobus service if no non-regional bus service were provided.
3. Determine the costs of non-regional service by subtracting the regional Metrobus costs from the costs of all Metrobus service.
4. Divide the costs of non-regional service as computed in step three by total platform hours for non-regional service.
5. Identify the non-regional platform hours for each jurisdiction.
6. Multiply the platform hours for each jurisdiction by the hourly rate.

7. Determine the revenue for each jurisdiction.
8. Subtract from costs the revenue as determined in step seven.

Formulas 3 and 4: Rail Maximum Fare and Base Subsidy Allocations

The rail subsidy consists of two components: the maximum fare component and the base rail component. The total maximum fare subsidy is deducted from the total rail subsidy, and the result is allocated based on the base subsidy formula.

- **Maximum Fare Subsidy Allocation.** The maximum fare portion of the rail subsidy is designed to recognize the “taper” and “cap” features of the Metrorail fare structure. The taper feature is reflected in the diminishing cost per mile for trips greater than six miles; and the cap is reflected in the maximum fare of \$4.50. The subsidy for the maximum fare is calculated as the difference between the regular fare that would have been paid if the taper and cap features were not available, and the actual fare paid with the taper and cap.

Once the maximum fare subsidy is calculated, the benefiting jurisdictions are allocated one-half the calculated amount, based on the percent of riders from the individual jurisdiction who benefit from the taper and cap. These percentages are calculated from the data taken from the Metrorail Passenger Survey. The remaining half of the maximum fare subsidy is incorporated into the rail base subsidy.

- **Rail Base Subsidy Allocation.** The base subsidy allocation for Metrorail service is based on three elements in equal proportions:
 1. density weighted population 33.3%
 2. number of rail stations 33.3%
 3. average weekly ridership 33.3%

Density weighted population is determined by taking the urbanized area population distribution for the compact area (50% weighted) and combining that with the weighted population density (urbanized population divided by area). This calculation is the same for the regional bus subsidy allocation as well as the rail base subsidy allocation. The rail stations factor is calculated by taking the number of stations, or portions of stations, assigned to each jurisdiction, divided by the total number of stations in the system. Ridership is calculated by taking the system average weekday ridership (May sample) times the jurisdictional ridership distribution, as determined by the rail passenger survey. Only persons who reside in the compact area are included in the distribution.

Formula 5: Paratransit Subsidy Allocation

Paratransit subsidy is allocated to the jurisdictions using a two factor formula with sub-allocations used for the Virginia jurisdictions.

1. Direct Costs. The contract carriers' actual per trip, reservation and eligibility charges will be allocated directly to the jurisdictions.
2. Overhead Costs. All other (non-direct) costs of the paratransit program will be allocated in proportion to the direct costs.

Virginia sub-allocations of direct costs requires that per trip charges be adjusted to reflect the average time of trips provided for each jurisdiction. Overhead costs assigned to Virginia jurisdictions will be sub-allocated based on the direct cost allocation as calculated above.

Formula 6: Debt Service Allocation

Debt service charges are allocated to the jurisdictions based on the rail construction formula for the Adopted Regional System, using data developed for the Proposed Financial Plan, August 1978. The local shares remain as set forth in the Ancillary Bond Repayment Agreements, and were not revised as the data used for the rail construction was updated.

Capital Budget

WMATA's jurisdictional partners support the capital budget by providing the required local match on federal formula grants and federal discretionary funding, and by providing an "over-match" which allows WMATA to have a larger capital budget than would otherwise be possible with only federal funding and required local matches. The allocation of this support (both the match and the over-match) to the specific jurisdictions is governed by the Metro Matters Funding Agreement which was adopted by the local jurisdictions and the WMATA Board of Directors in October 2004.

Under the terms of the Metro Matters Funding Agreement, each jurisdiction's percent contribution, as determined by the formula used to compute the WMATA fiscal 2005 capital budget, would remain static through WMATA's fiscal 2010. The fiscal 2005 (or pre-Metro Matters) formula allocated Metrobus and Metrorail infrastructure renewal program (IRP) costs as follows:

- Metrobus-related IRP costs were distributed using a projection of weekday revenue bus miles by jurisdiction
- Metrorail-related IRP costs were distributed using the past five year average of rail operating assistance percentages.

Table 3.7
Summary of State and Local Operating Requirements

	District of Columbia	Montgomery County	Prince Georges County	City of Alexandria	Arlington County	Fairfax City	Fairfax County	Falls Church	Total
Metrobos Operating Subsidy									
Regional Bus Subsidy	\$ 115,854,356	\$ 41,218,223	\$ 44,583,322	\$ 12,990,002	\$ 20,555,082	\$ 522,137	\$ 33,381,491	\$ 1,132,251	\$ 270,236,900
Non-Regional Bus Subsidy	32,773,861	8,166,129	23,875,251	875,245	1,302,680	-	11,052,227	-	78,045,400
Subtotal	\$ 148,628,217	\$ 49,384,352	\$ 68,458,573	\$ 13,865,247	\$ 21,857,762	\$ 522,137	\$ 44,433,718	\$ 1,132,251	\$ 348,282,300
Percent of Total	42.7%	14.2%	19.7%	4.0%	6.3%	0.1%	12.8%	0.3%	100%
Metrorail Operating Subsidy									
Base Allocation	40,700,439	22,051,682	21,273,406	5,373,761	11,283,830	351,800	16,619,626	295,205	117,949,700
Max. Fare Subsidy	263,643	3,110,261	769,041	97,448	51,441	44,026	1,045,057	8,444	5,389,400
Subtotal	\$ 40,964,082	\$ 25,161,943	\$ 22,042,447	\$ 5,471,209	\$ 11,335,271	\$ 395,826	\$ 17,664,683	\$ 303,649	\$ 123,339,100
Percent of Total	33.2%	20.4%	17.9%	4.4%	9.2%	0.3%	14.3%	0.2%	100%
MetroAccess Subsidy									
Subtotal	13,443,074	15,863,582	25,248,360	600,735	701,189	132,695	7,565,419	66,080	63,621,100
Percent of Total	21.1%	24.9%	39.7%	0.9%	1.1%	0.2%	11.9%	0.1%	100%
Subtotal Operating Subsidy									
	\$ 203,035,373	\$ 90,409,877	\$ 115,749,380	\$ 19,937,191	\$ 33,894,222	\$ 1,050,658	\$ 69,663,820	\$ 1,501,981	\$ 535,242,500
Debt Service	10,331,300	4,867,500	4,872,900	1,418,200	2,740,200	46,700	3,168,900	38,500	27,484,200
Total Approved Subsidy									
	\$ 213,366,673	\$ 95,277,377	\$ 120,622,280	\$ 21,355,391	\$ 36,634,422	\$ 1,097,358	\$ 72,832,720	\$ 1,540,481	\$ 562,726,700
Percent of Total	37.9%	16.9%	21.4%	3.8%	6.5%	0.2%	12.9%	0.3%	100%

Table 3.8
Summary of State and Local Contributions for Capital

Jurisdiction	FY 2009 Contribution	Percent of Total	Federal Formula Grants		Federal Discretionary	Local Additional Funds	Total
			Section 5307	Section 5309			
Estimated Federal Funding for FY 2009:							
			\$ 127,790,000	\$ 86,667,000	\$ 35,000,000		
			Rate required for local match: 20.0%	20.0%	40.0%		
			Local match required (see below): \$ 31,947,500	\$ 21,666,750	\$ 23,333,000		
			Required Local Match Distributed by Jurisdiction				
District of Columbia	\$ 65,435,000	36.625%	\$ 11,700,772	\$ 7,935,447	\$ 8,545,710	\$ 37,253,071	\$ 65,435,000
Maryland:							
Montgomery County	30,445,000	17.041%	5,444,173	3,692,231	3,976,177	17,332,419	30,445,000
Prince Georges County	33,654,000	18.837%	6,017,951	4,081,366	4,395,237	19,159,446	33,654,000
Subtotal: MD	\$ 64,099,000	35.878%	\$ 11,462,124	\$ 7,773,597	\$ 8,371,414	\$ 36,491,865	\$ 64,099,000
Virginia:							
Alexandria	7,924,000	4.435%	1,416,872	960,920	1,034,819	4,511,389	7,924,000
Arlington County	15,527,000	8.691%	2,776,557	1,883,057	2,027,871	8,839,515	15,527,000
City of Fairfax	346,000	0.193%	61,659	41,817	45,033	197,491	346,000
Fairfax County	24,828,000	13.897%	4,439,744	3,011,028	3,242,587	14,134,641	24,828,000
Falls Church	502,000	0.281%	89,772	60,884	65,566	285,778	502,000
Subtotal: VA	\$ 49,127,000	27.497%	\$ 8,784,604	\$ 5,957,706	\$ 6,415,876	\$ 27,968,814	\$ 49,127,000
Total	\$ 178,661,000	100.000%	\$ 31,947,500	\$ 21,666,750	\$ 23,333,000	\$ 101,713,750	\$ 178,661,000

Also called the "over-match"

Calculation of Local Match	
Federal estimate:	\$ 127,790,000
Local match:	\$ 31,947,500
Total of grant application:	\$ 159,737,500
Local match as percent of total grant application:	20.000%
Federal estimate:	\$ 86,667,000
Local match:	\$ 21,666,750
Total of grant application:	\$ 108,333,750
Local match as percent of total grant application:	20.000%

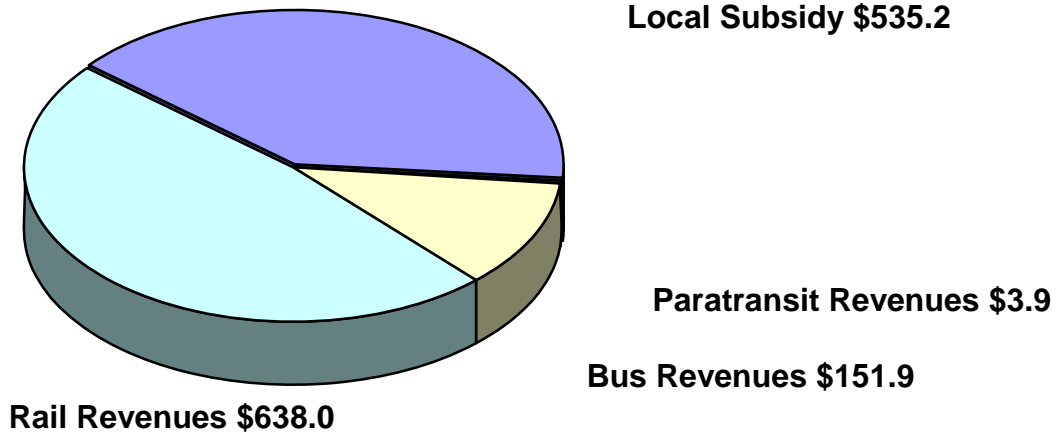


Chapter 4. Operating Budget by Operating Unit

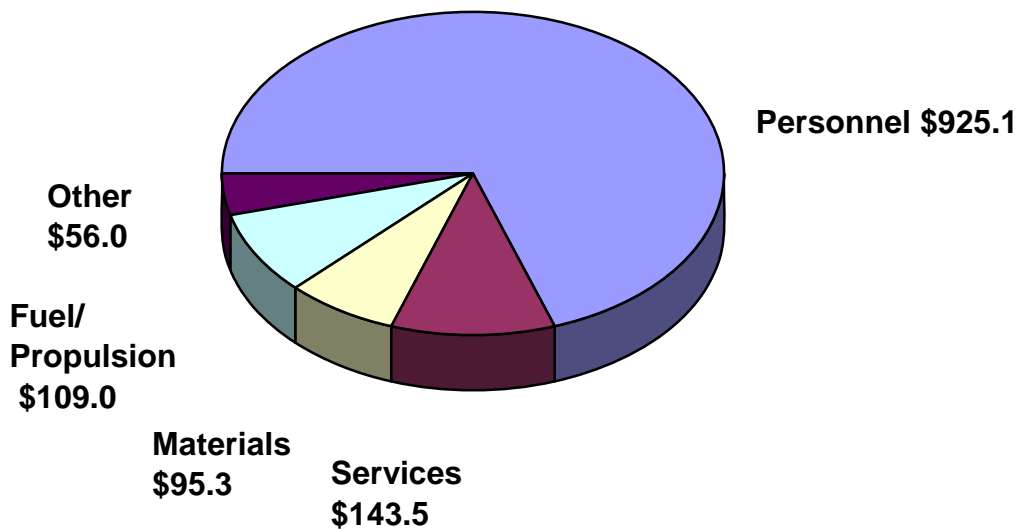
This chapter provides information on Metro's three primary services – Metrobus, Metrorail and MetroAccess. Operating expenses, anticipated revenues and subsidy are provided for each service. Operating expenses for each service include its share of administrative costs. More specific department-by-department data is provided in Appendix A.

Operating Budget Fiscal 2009 Approved: \$1,328.9 Million

Where it Comes From



Where it Goes



\$ Millions

Note: Excludes Reimbursable Operating Projects.

Table 4.1
Revenue, Expenses and Subsidy by Account

(dollars in thousands)

	<u>Total Fiscal</u> <u>2009</u>	<u>Metrobus</u>	<u>Metrorail</u>	<u>MetroAccess</u>
REVENUES				
Passenger	\$618,876.8	\$110,951.8	\$504,025.0	\$3,900.0
Other Passenger	\$5,000.0	\$2,866.2	\$2,133.8	\$0.0
Carryover	\$36,200.0	\$400.0	\$35,800.0	\$0.0
Parking	\$51,500.0	\$0.0	\$51,500.0	\$0.0
Charter	\$0.0	\$0.0	\$0.0	\$0.0
Advertising	\$39,000.0	\$26,130.0	\$12,870.0	\$0.0
Joint Development	\$7,219.9	\$0.0	\$7,219.9	\$0.0
Other	\$17,626.5	\$8,419.7	\$9,206.8	\$0.0
Employee Parking	\$208.8	\$104.4	\$104.4	\$0.0
Interest	\$4,700.0	\$3,003.0	\$1,697.0	\$0.0
Fiber Optics	\$13,400.0	\$0.0	\$13,400.0	\$0.0
Total Revenues	\$793,732.0	\$151,875.1	\$637,956.9	\$3,900.0
EXPENSES				
Personnel	\$925,081.1	\$382,059.5	\$539,130.2	\$3,891.4
Services	\$143,536.3	\$24,308.6	\$56,618.0	\$62,609.7
Materials & Supplies	\$79,860.4	\$33,559.7	\$46,059.3	\$241.4
Fuel & Propulsion Power	\$108,984.9	\$45,389.7	\$63,595.2	\$0.0
Utilities	\$42,776.2	\$8,135.8	\$34,560.7	\$79.7
Casualty & Liability	\$43,298.6	\$21,500.9	\$21,689.7	\$108.0
Leases & Rentals	\$4,526.3	\$1,306.3	\$2,678.2	\$541.8
Miscellaneous	\$5,550.7	\$1,969.4	\$3,532.2	\$49.1
Preventive Maint./Reimb.	(\$24,640.0)	(\$18,072.5)	(\$6,567.5)	\$0.0
Total Expenses	\$1,328,974.5	\$500,157.4	\$761,296.0	\$67,521.1
GROSS SUBSIDY	\$535,242.5	\$348,282.2	\$123,339.1	\$63,621.1
Cost Recovery Ratio	59.73%	30.37%	83.80%	5.78%

Table 4.2
Revenue, Expenses and Subsidy
Subsidized by Account

(dollars in thousands)

	Actual <u>2006</u>	Actual <u>2007</u>	Approved Budget <u>2008</u>	Approved Budget <u>2009</u>	<u>Change</u>
REVENUES					
Passenger	505,396.9	512,407.5	534,299.4	618,876.8	84,577.4
Other Passenger	4,720.1	4,648.5	5,000.0	5,000.0	0.0
Carryover	0.0	0.0	0.0	36,200.0	36,200.0
Parking	38,588.1	39,173.4	40,000.0	51,500.0	11,500.0
Charter	2,048.7	1,746.0	2,000.0	0.0	(2,000.0)
Advertising	30,000.0	33,000.0	38,000.0	39,000.0	1,000.0
Joint Development	7,824.6	10,483.4	7,219.9	7,219.9	0.0
Other	15,605.5	13,383.7	12,826.5	17,626.5	4,800.0
Employee Parking	144.9	141.4	180.0	208.8	28.8
Interest	3,233.7	4,534.4	4,570.0	4,700.0	130.0
Fiber Optics	9,283.0	10,293.6	9,800.0	13,400.0	3,600.0
Total Revenues	\$616,845.3	\$629,811.9	\$653,895.8	\$793,732.0	\$139,836.2
EXPENSES					
Personnel	780,339.3	831,982.8	882,000.7	925,081.1	43,080.4
Services	101,665.2	106,343.3	124,857.9	143,536.3	18,678.4
Materials & Supplies	70,908.8	67,889.5	73,176.4	79,860.4	6,684.1
Fuel & Propulsion Power	68,815.0	73,718.1	77,259.3	108,984.9	31,725.6
Utilities	30,920.0	32,074.1	37,366.3	42,776.2	5,409.9
Casualty & Liability	10,901.6	12,736.3	18,003.8	43,298.6	25,294.8
Leases & Rentals	4,625.5	5,950.9	5,616.3	4,526.3	(1,090.1)
Miscellaneous	4,749.5	4,110.6	4,954.5	5,550.7	596.2
Preventive Maint./Reimb.*	(24,196.8)	(24,064.1)	(69,436.0)	(24,640.0)	44,796.0
Total Expenses	\$1,048,728.1	\$1,110,741.5	\$1,153,799.2	\$1,328,974.5	\$175,175.3
GROSS SUBSIDY	\$431,882.8	\$480,929.6	\$499,903.4	\$535,242.5	\$35,339.1
Cost Recovery Ratio	58.82%	56.70%	56.67%	59.73%	79.83%

* In FY 2008, Preventive Maintenance/Reimbursement includes a \$40M building construction settlement

Table 4.3
Four-Year Operating Expenses
Subsidized Authority-Wide
(dollars in thousands)

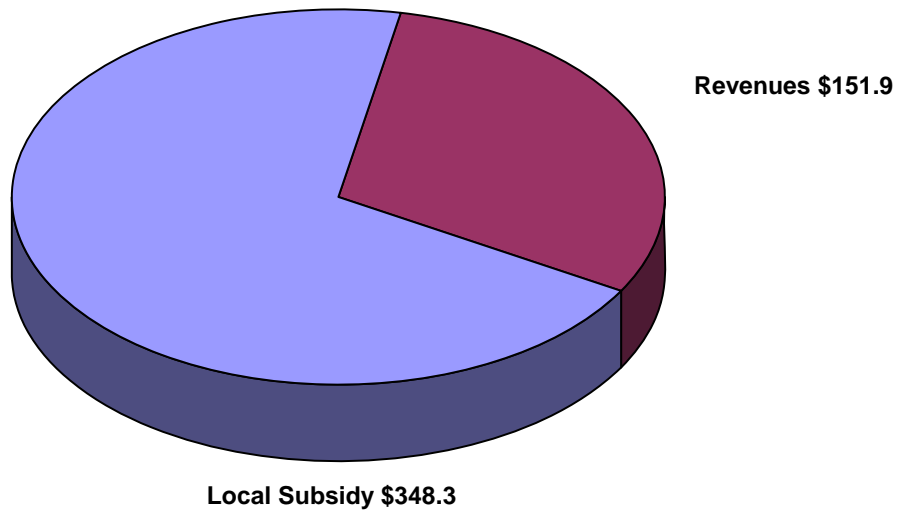
	Actual 2006	Actual 2007	Approved Budget 2008	Approved Budget 2009	Change
Salaries(Total)	\$167,232.9	\$174,740.0	\$178,778.6	\$200,176.1	\$21,397.4
Full-Time Salaries	152,865.2	160,018.9	170,362.3	198,689.0	28,326.8
Salary Lapse	0.0	0.0	0.0	(8,079.6)	(8,079.6)
Overtime Salaries	14,367.7	14,721.1	8,416.4	9,566.6	1,150.3
Wages(Total)	\$424,782.1	\$440,878.4	\$459,348.5	\$484,006.4	\$24,657.9
Operator/StaMgr Wages	164,185.8	171,758.5	191,938.8	201,360.1	9,421.3
Operator/StaMgr Overtime	40,347.7	39,593.7	34,481.1	37,986.0	3,504.8
Full Time Wages	192,314.3	204,719.1	215,681.5	233,769.9	18,088.4
Wage Lapse	0.0	0.0	0.0	(7,752.1)	(7,752.1)
Overtime Wages	27,934.4	24,807.2	17,247.1	18,642.4	1,395.4
TOTAL SALARIES AND WAGES	\$592,015.0	\$615,618.4	\$638,127.1	\$684,182.4	\$46,055.3
Fringes(Total)	\$188,324.3	\$216,364.4	\$243,873.6	\$240,898.7	(\$2,974.9)
Fringe Health	110,906.0	116,866.5	0.0	234,587.2	234,587.2
Fringe Pension	23,021.6	36,919.2	0.0	0.0	0.0
Other Fringe Benefits	46,900.0	49,088.0	225,023.6	4,011.4	(221,012.1)
Workers Compensation	7,496.8	13,490.6	18,850.0	2,300.0	(16,550.0)
TOTAL PERSONNEL COST	\$780,339.3	\$831,982.8	\$882,000.7	\$925,081.1	\$43,080.4
Services(Total)	\$101,665.2	\$106,343.3	\$124,857.9	\$143,536.3	\$18,678.4
Management Fee	4,220.1	3,915.7	5,175.4	4,835.1	(340.3)
Professional & Technical	8,774.5	8,002.2	16,371.5	20,493.0	4,121.5
Temporary Help	1,336.1	1,684.6	1,740.3	1,929.4	189.0
Contract Maintenance	21,796.2	21,893.6	27,031.6	33,785.6	6,754.0
Custodial Services	(5.2)	21.1	0.6	0.0	(0.6)
Paratransit	50,948.5	56,410.2	58,439.1	62,036.8	3,597.7
Other	14,595.0	14,415.9	16,099.5	20,456.4	4,356.9
Materials & Supplies(Total)	\$70,908.8	\$67,889.5	\$73,176.4	\$79,860.4	\$6,684.1
Fuel and Lubricants	3,515.4	3,352.5	3,477.3	3,689.7	212.4
Tires	2,253.1	2,472.9	5,076.3	5,723.5	647.2
Other	65,140.2	62,064.1	64,622.7	70,447.1	5,824.4
Fuel & Propulsion(Total)	\$68,815.0	\$73,718.1	\$77,259.3	\$108,984.9	\$31,725.6
Diesel Fuel	25,812.5	25,356.8	26,284.7	39,358.6	13,074.0
Propulsion Power	36,300.6	39,364.0	45,614.1	63,595.2	17,981.1
Clean Natural Gas	6,701.8	8,997.2	5,360.5	6,031.1	670.6
Utilities(Total)	\$30,920.0	\$32,074.1	\$37,366.3	\$42,776.2	\$5,409.9
Electricity and Gas	24,495.6	25,554.8	29,666.3	37,479.9	7,813.5
Utilities - Other	6,424.4	6,519.3	7,699.9	5,296.4	(2,403.6)
Casualty & Liability(Total)	\$10,901.6	\$12,736.3	\$18,003.8	\$43,298.6	\$25,294.8
Insurance	7,471.3	7,791.8	8,138.3	9,359.0	1,220.7
Claims	3,430.4	4,944.5	9,865.6	33,939.6	24,074.0
Leases(Total)	\$4,625.5	\$5,950.9	\$5,616.3	\$4,526.3	(\$1,090.1)
Property	1,933.8	2,431.6	2,126.2	1,738.4	(387.8)
Equipment	2,691.6	3,519.3	3,490.2	2,787.9	(702.3)
Miscellaneous(Total)	\$4,749.5	\$4,110.6	\$4,954.5	\$5,550.7	\$596.2
Dues And Subscriptions	188.3	369.7	557.4	540.6	(16.7)
Conferences and Meetings	580.6	277.7	404.1	520.1	116.0
Business Travel/Public Hrg	545.5	546.2	417.9	723.1	305.2
Interview & Relocation	59.0	114.1	87.5	88.6	1.1
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	2,659.1	1,983.8	2,532.3	2,640.8	108.5
Other	717.2	819.0	955.4	1,037.5	82.2
Reimbursements(Total)	(\$24,196.8)	(\$24,064.1)	(\$69,436.0)	(\$24,640.0)	\$44,796.0
Reimbursements	(24,196.8)	(24,064.1)	(69,436.0)	(24,640.0)	44,796.0
TOTAL NONPERSONNEL COST	\$268,388.7	\$278,758.7	\$271,798.5	\$403,893.4	\$132,094.9
					0.0
TOTAL COST	\$1,048,728.1	\$1,110,741.5	\$1,153,799.2	\$1,328,974.5	\$175,175.3

Operating Budget by Operating Unit: Metrobus

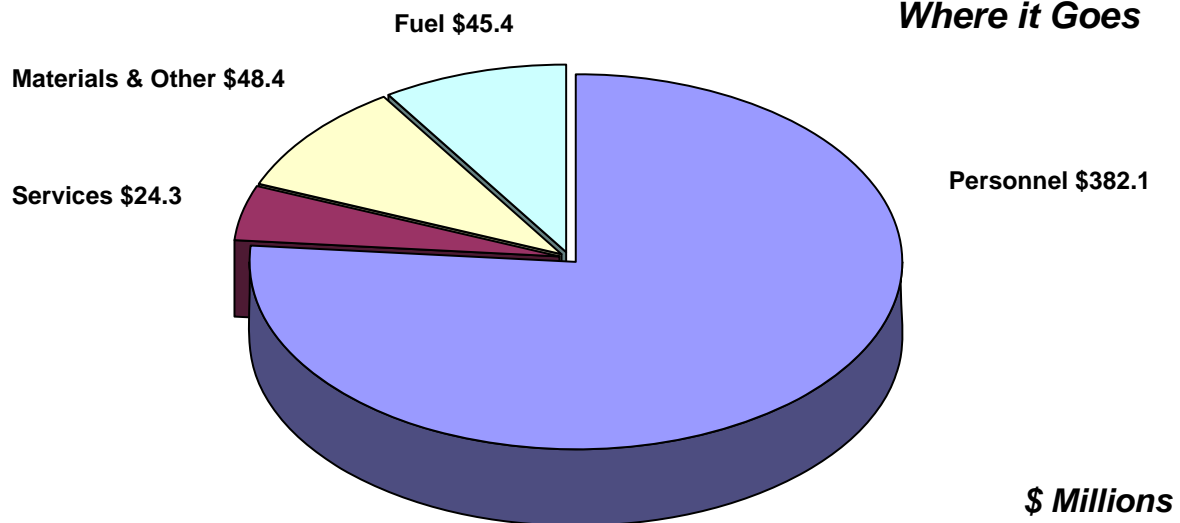
Metrobus

Fiscal 2009 Approved: \$500.2 Million

Where it Comes From



Where it Goes



\$ Millions

Table 4.4
Revenue, Expense and Funding Source
Metrobus by Account

(dollars in thousands)

	Actual <u>2006</u>	Actual <u>2007</u>	Approved Budget <u>2008</u>	Approved Budget <u>2009</u>	Change
REVENUES					
Passenger	103,855.6	104,619.8	108,442.8	110,951.8	2,509.0
Other Passenger	3,357.5	2,685.9	2,866.2	2,866.2	0.0
Carryover	0.0	0.0	0.0	400.0	400.0
Parking	7.2	0.0	0.0	0.0	0.0
Charter	2,048.7	1,745.4	2,000.0	0.0	(2,000.0)
Advertising	21,000.0	23,067.0	25,460.0	26,130.0	670.0
Other	3,981.9	3,714.7	3,619.7	8,419.7	4,800.0
Employee Parking	19.9	16.0	90.0	104.4	14.4
Interest	1,969.7	3,717.3	2,919.8	3,003.0	83.2
Total Revenues	\$136,240.6	\$139,566.2	\$145,398.5	\$151,875.1	\$6,476.6
EXPENSES					
Personnel	323,208.8	344,734.1	379,793.8	382,059.5	2,265.7
Services	15,820.1	15,823.0	18,045.0	24,308.6	6,263.6
Materials & Supplies	29,944.1	28,278.4	32,539.1	33,559.7	1,020.7
Fuel & Propulsion Power	33,859.4	34,346.9	31,645.2	45,389.7	13,744.5
Utilities	7,685.5	6,988.0	8,066.8	8,135.8	69.0
Casualty & Liability **	2,994.9	3,827.6	5,643.6	21,500.9	15,857.3
Leases & Rentals	1,288.3	1,596.4	1,871.1	1,306.3	(564.8)
Miscellaneous	2,036.7	1,646.1	1,736.8	1,969.4	232.5
Preventive Maint./Reimb.	(18,015.9)	(18,000.0)	(26,497.5)	(18,072.5)	8,425.0
Total Expenses	\$398,821.9	\$419,240.5	\$452,843.8	\$500,157.4	\$47,313.6
GROSS SUBSIDY	\$262,581.3	\$279,674.3	\$307,445.2	\$348,282.2	\$40,837.0
Cost Recovery Ratio	34.16%	33.29%	32.11%	30.37%	

* Actuals include any charges to Joint Allocated and Non-regional Distribution operating units

** In FY 2009, Casualty & Liability now includes both Third Party Claims and Workers Compensation

Table 4.5
Multi-Year Operating Expenses
Metrobus by Account
(dollars in thousands)

	Actual 2006	Actual 2007	Approved Budget 2008	Approved Budget 2009	Change
Salaries(Total)	\$49,725.3	\$50,285.1	\$57,129.8	\$56,890.2	(\$239.5)
Full-Time Salaries	48,237.7	48,316.6	55,434.7	56,903.2	1,468.5
Salary Lapse	0.0	0.0	0.0	(2,164.2)	(2,164.2)
Overtime Salaries	1,487.6	1,968.5	1,695.1	2,151.3	456.2
Wages(Total)	\$196,824.8	\$203,182.0	\$217,360.9	\$226,265.2	\$8,904.3
Operator/StaMgr Wages	110,878.1	111,833.6	125,162.3	134,973.8	9,811.5
Operator/StaMgr Overtime	22,805.7	23,868.5	20,944.3	19,982.8	(961.5)
Full Time Wages	55,515.1	59,692.4	64,753.0	66,614.0	1,861.0
Wage Lapse	0.0	0.0	0.0	(2,076.3)	(2,076.3)
Overtime Wages	7,626.0	7,787.5	6,501.2	6,770.9	269.7
TOTAL SALARIES AND WAGES	\$246,550.1	\$253,467.1	\$274,490.7	\$283,155.4	\$8,664.8
Fringes(Total)	\$76,658.7	\$91,267.0	\$105,303.2	\$98,904.1	(\$6,399.1)
Fringe Health	44,866.3	47,913.0	0.0	96,238.1	96,238.1
Fringe Pension	9,159.6	14,766.3	0.0	0.0	0.0
Other Fringe Benefits	18,592.8	21,064.5	95,878.2	1,866.0	(94,012.2)
Workers Compensation	4,040.0	7,523.2	9,425.0	800.0	(8,625.0)
TOTAL PERSONNEL COST	\$323,208.8	\$344,734.1	\$379,793.8	\$382,059.5	\$2,265.7
Services(Total)	\$15,820.1	\$15,823.0	\$18,045.0	\$24,308.6	\$6,263.6
Management Fee	0.0	15.6	0.0	0.0	0.0
Professional & Technical	3,324.5	3,635.5	5,827.8	7,398.5	1,570.7
Temporary Help	423.1	320.5	518.3	593.7	75.4
Contract Maintenance	6,123.6	7,428.5	7,037.1	10,118.6	3,081.6
Custodial Services	0.3	0.0	0.0	0.0	0.0
Paratransit	0.0	137.3	0.0	0.0	0.0
Other	5,948.6	4,285.6	4,661.9	6,197.8	1,535.9
Materials & Supplies(Total)	\$29,944.1	\$28,278.4	\$32,539.1	\$33,559.7	\$1,020.7
Fuel and Lubricants	2,308.4	2,090.2	2,086.2	2,212.1	125.9
Tires	2,206.7	2,364.7	4,950.5	5,597.6	647.1
Other	25,429.0	23,823.5	25,502.4	25,750.0	247.6
Fuel & Propulsion(Total)	\$33,859.4	\$34,346.9	\$31,645.2	\$45,389.7	\$13,744.5
Diesel Fuel	25,807.9	25,349.2	26,284.7	39,358.6	13,074.0
Propulsion Power	1,349.7	0.4	0.0	0.0	0.0
Clean Natural Gas	6,701.8	8,997.2	5,360.5	6,031.1	670.6
Utilities(Total)	\$7,685.5	\$6,988.0	\$8,066.8	\$8,135.8	\$69.0
Electricity and Gas	5,247.8	5,126.3	5,757.8	6,723.5	965.7
Utilities - Other	2,437.7	1,861.7	2,309.0	1,412.3	(896.7)
Casualty & Liability(Total)	\$2,994.9	\$3,827.6	\$5,643.6	\$21,500.9	\$15,857.3
Insurance	1,965.8	2,040.8	2,081.5	2,393.8	312.2
Claims	1,029.1	1,786.8	3,562.1	19,107.2	15,545.1
Leases(Total)	\$1,288.3	\$1,596.4	\$1,871.1	\$1,306.3	(\$564.8)
Property	807.7	971.5	1,081.6	757.1	(324.5)
Equipment	480.6	624.9	789.5	549.2	(240.3)
Miscellaneous(Total)	\$2,036.7	\$1,646.1	\$1,736.8	\$1,969.4	\$232.5
Dues And Subscriptions	67.0	127.9	191.1	185.6	(5.5)
Conferences and Meetings	133.5	96.5	142.1	172.0	29.9
Business Travel/Public Hrg	126.4	114.2	90.2	148.9	58.7
Interview & Relocation	8.0	38.8	31.7	31.7	0.0
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1,384.0	924.1	970.4	1,045.1	74.7
Other	318.0	344.5	311.4	386.1	74.7
Reimbursements(Total)	(\$18,015.9)	(\$18,000.0)	(\$26,497.5)	(\$18,072.5)	\$8,425.0
Reimbursements	(18,015.9)	(18,000.0)	(26,497.5)	(18,072.5)	8,425.0
TOTAL NONPERSONNEL COST	\$75,613.1	\$74,506.3	\$73,050.0	\$118,097.8	\$45,047.9
					0.0
TOTAL COST	\$398,821.9	\$419,240.5	\$452,843.8	\$500,157.4	\$47,313.6

Table 4.6
Metrobus Statistics: FY 2005 - FY 2009

	FY2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Approved	FY 2009 Approved
STATISTICS:					
Total Bus Miles (000s)	47,026	47,369	47,671	50,291	50,682
Revenue (budget) Bus Miles (000s)	38,459	38,365	38,431	39,258	39,690
Total Passengers (000s)	127,906	131,106	131,490	133,901	134,368
Bus Fleet Size (Year End)	1,440	1,440	1,475	1,487	1,507
Total Passenger Revenue (000s)	\$100,598	\$107,213	\$107,306	\$111,309	\$113,916
Total Operating Revenue (000s)	\$128,731	\$134,192	\$137,821	\$145,399	\$148,773
Total Operating Expenses (000s)	\$387,407	\$397,351	\$418,468	\$452,844	\$497,599
Total Operating Assistance (000s)	\$258,676	\$262,581	\$279,674	\$307,445	\$348,826
RATIOS:					
Operating Cost Per Total Bus Mile	8.24	8.39	8.78	9.00	9.82
Passengers Per Bus	88.82	91.05	89.15	90.05	89.16
Passengers Per Scheduled Bus Mile	3.33	3.42	3.42	3.41	3.39
Operating Cost Per Passenger	\$3.03	\$3.03	\$3.18	\$3.38	\$3.70
Operating Subsidy Per Passenger	\$2.02	\$2.00	\$2.13	\$2.30	\$2.60
Average Passenger Fare *	\$0.79	\$0.82	\$0.82	\$0.83	\$0.85
Percentage of Operating Cost Recovered from Passenger Revenues	26.0%	27.0%	25.6%	24.6%	22.9%
Percentage of Operating Cost Recovered from all Operating Revenues	33.2%	33.8%	32.9%	32.1%	29.9%

* Average is lower than base fare due to transfers and flash pass impact.

Table 4.7
Active Bus Fleet: FY 2009

	<u>MAXIMUM SCHEDULED FLEET</u>	<u>TOTAL ACTIVE FLEET</u>
Fiscal 2008 End of Year	1,271	1,487
Fiscal 2009 End of Year	1,281	1,507

Table 4.8
Average Age of Bus Fleet at End of FY 2009

<u>MANUFACTURER</u>	<u>YEAR ENTERED SERVICE</u>	<u>NUMBER OF BUSES</u>	<u>AVERAGE AGE</u>
METRO FLXIBLE	1993	12	16
METRO FLXIBLE	1994	138	15
ORION (V)	1997	263	12
ORION V)	2000	132	9
ORION (VI)	2000	100	9
NEW CNG	2001	100	8
NEW CNG	2002	64	7
NEOPLAN	2003	21	6
THOMAS	2003	4	6
ORION VII - CNG	2005	250	4
HYBRID ELECTRIC	2006	50	3
CLEAN DIESEL	2006	117	3
NEW FLYER - CNG	2007	25	2
TAGS	2007	6	2
NABI	2008	22	1
NEW FLYER - HYBRID	2008	103	1
NEW FLYER - HYBRID	2009	58	
NEW FLYER - HYBRID	2009	22	
NEW FLYER - HYBRID	2009	20	
TOTAL *		1,507	7.0

Note:

* Includes 20 contingency buses in accordance with fleet plan.

Table 4.9
Bus Fleet Size by Garage: FY 2009

Garage	Fiscal 2009 Maximum Scheduled Fleet *	Total Fleet	Spare Ratio
Bladensburg	249	273	9.6%
Northern	154	177	14.9%
Western	113	140	23.9%
Southern Avenue Annex	111	125	12.6%
Arlington	82	96	17.1%
Four Mile Run	190	221	16.3%
Royal	67	82	22.4%
Landover	142	177	24.6%
Montgomery	173	216	24.9%
SYSTEM TOTAL	1,281	1,507	17.6%

* Maximum Scheduled Fleet Includes 25 Strategic Buses

Table 4.10
Comparison of Bus Miles Operated: FY 2007 - FY 2009

	FY 2007 APPROVED	FY 2008 APPROVED	FY 2009 PROPOSED
Total Scheduled	48,141,487	49,071,724	49,612,427
Strategic	335,300	340,000	340,000
Sub-Contract	150,000	150,000	-
Special Service	100,000	100,000	100,000
Change-Offs	260,864	270,900	266,000
Yard Work	453,008	463,358	467,258
Missed Trips	(105,000)	(105,000)	(104,000)
Total Unscheduled	1,194,172	1,219,258	1,069,258
TOTAL MILES	49,335,659	50,290,982	50,681,685
Estimated Articulated Bus included in above	2,597,410	2,597,410	2,597,410

Table 4.11
Bus Operator Payhours: FY 2009

Category	FY2009 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + OT)	4,830,560	\$24.02	\$116,007,778
Subtotal:	4,830,560		\$116,007,778
Non-Scheduled OT/Special Event	148,273	\$24.02	\$3,560,834
Contract/Subcontract	0	\$24.02	\$0
Standing Extra	37,572	\$24.02	\$902,306
Strategic	79,065	\$24.02	\$1,898,777
Utility	97,122	\$24.02	\$2,332,423
Training	201,478	\$24.02	\$4,838,573
Miscellaneous	133,336	\$24.02	\$3,202,116
Guarantees	103,887	\$24.02	\$2,494,887
Funeral Leave	7,595	\$24.02	\$182,397
Jury Duty	4,954	\$24.02	\$118,972
Vacation	382,489	\$24.02	\$9,185,622
Sick	217,703	\$24.02	\$5,228,222
Holiday	235,992	\$24.02	\$5,667,440
Subtotal:	1,649,466		\$39,612,568
Grand Total:	6,480,026	\$24.02	\$155,620,346

Table 4.12
Metrobus Route Summary: FY 2009

	Annual Platform Hours		
	Total Service FY2007	Total Service FY2008	Total Service FY2009
Regional Routes			
District of Columbia	1,530,651	1,541,272	1,604,118
Maryland	794,094	802,985	828,900
Virginia	670,537	682,654	695,785
Totals for Regional:	2,995,282	3,026,911	3,128,803
Non-Regional Routes			
District of Columbia	383,997	395,331	410,432
Maryland	323,763	342,285	389,966
Virginia	122,547	128,012	137,854
Totals for Non-Regional:	830,307	865,627	938,252
Reimbursable Routes			
District of Columbia	75,571	74,873	-
Maryland	58,947	41,580	-
Virginia	50,607	18,743	5,998
Totals for Reimbursable:	185,125	135,195	5,998
TOTAL METROBUS ROUTES	4,010,714	4,027,734	4,073,053

Regional and Non-Regional Metrobus Routes

Metrobus routes are designated as either regional or non-regional. The cost of providing Metrobus service on regional routes is allocated to all of the Metro contributing jurisdictions. Costs associated with non-regional are allocated to a greater degree to the jurisdiction receiving the benefit of the non-regional route.

The Metro Board of Directors approves the designation of regional or non-regional Metrobus routes. The factors used in making the determination of regional and non-regional routes are:

- the alignment of inter-jurisdictional routes,
- routes operating on arterial streets,
- routes that serve specific regional activity centers, and
- route cost effectiveness.

Regional routes, due to their higher ridership and longer distances, have a lower operating cost than non-regional routes. The cost of providing service on the regional routes is allocated to the Metro contributing jurisdictions in accordance with the Metro Compact. The marginal operating cost difference between a non-regional route and the average operating cost on all regional routes is allocated to the contributing jurisdiction which receives the benefit of that non-regional route.

Metrobus operating cost is measured in terms of cost per platform hour. Platform hours represent the amount of time between when a bus leaves its maintenance and storage facility and when it returns at the end of the day. For the approved FY 2009 budget, the cost per platform hour for regional routes is \$132.23; for non-regional routes the cost per hour platform is \$102.41.

The following tables show the Metrobus regional and non-regional routes by major jurisdictions.

Table 4.13
Metrobus Regional and Non-Regional Route Summary

REGIONAL ROUTES

<u>DISTRICT OF</u> <u>COLUMBIA ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL</u> <u>SERVICE</u> <u>FY2008</u>	<u>ADDITIONAL</u> <u>SERVICE</u> <u>CHANGES</u>	<u>TOTAL</u>
42	MT PLEASANT	62,879	(41,824)	21,055
30,32,34,35,36	PENNSYLVANIA AVE	162,326	(727)	161,599
5A	DC-DULLES	21,098	42,428	63,526
52,53,54	14TH ST	99,112	(1,137)	97,975
60,64	FORT TOTTEN-PETWORTH	20,406	449	20,855
62	TAKOMA PETWORTH	19,332	1,064	20,396
66,68	PETWORTH-11TH ST	31,902	1,437	33,339
70,71	GEORGIA AVE-7TH ST	97,544	1,802	99,346
79	GEORGIA AVE - METRO EXTRA	0	22,459	22,459
80	NORTH CAPITOL ST	60,983	(248)	60,735
90,92,93	U ST-GARFIELD	111,872	(3,057)	108,815
94	STANTON ROAD	12,153	(539)	11,614
96,97	EAST CAPITOL ST-CARDOZO	49,717	10,704	60,421
A2,3,6,7,8,42,46,48	ANACOSTIA-CONGRESS HEIGHTS	77,600	1,838	79,438
A4,A5	ANACOSTIA-FORT DRUM	24,786	353	25,139
A9	SOUTH CAPITOL ST	6,536	12	6,548
B2	BLADENSBURG RD-SOUSA BRIDGE	55,931	(200)	55,731
D1,3,6	SIBLEY HOSPITAL-STADIUM/ARMORY	66,927	431	67,358
D5	MACARTHUR BLVD-GEORGETOWN	3,909	(257)	3,652
E2,E3,E4	MILITARY RD-CROSSTOWN	48,701	230	48,931
G2	P ST-LEDROIT PARK	26,291	143	26,434
G8	RHODE ISLAND AVE	34,357	162	34,519
H1	BROOKLAND-POTOMAC PARK	4,939	(25)	4,914
H2, H3,H4	CROSSTOWN	50,768	(417)	50,351
L1,L2,L4	CONNECTICUT AVE	40,512	2,840	43,352
N2,N3,N4,N6	MASSACHUSETTS AVE	40,051	3,857	43,908
N22	NAVY YARD SHUTTLE	14,581	15,489	30,070
S1	16TH ST-POTOMAC PARK	9,888	(241)	9,647
S2,S4	16TH ST	108,879	2,757	111,636
U2	MINNESOTA AVE-ANACOSTIA	11,934	-	11,934
V5	FAIRFAX VILLAGE-L'ENFANT PLAZA	5,253	222	5,475
V7,V8,V9	MINNESOTA AVE-M ST	42,745	2,012	44,757
W4	DEANWOOD-ALABAMA AVE	41,211	398	41,609
X1, X3	BENNING RD	10,677	20	10,697
X2	BENNING RD-H ST	65,472	411	65,883
TOTAL D.C. REGIONAL		1,541,272	62,846	1,604,118

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

NON-REGIONAL ROUTES

DISTRICT OF COLUMBIA ROUTES	LINE NAME	ANNUAL PLATFORM HOURS		
		TOTAL SERVICE FY2008	ADDITIONAL SERVICE CHANGES	TOTAL
79	GEORGIA AVE - METRO EXTRA	-	11,800	11,800
98	WOODLEY PARK-U ST LOOP	6,269	(20)	6,249
B8,B9	FORT LINCOLN SHUTTLE	6,472	(102)	6,370
D2	GLOVER PARK-DUPONT CIRCLE	18,473	(49)	18,424
D4	IVY CITY-UNION STATION	16,414	(23)	16,391
D8	HOSPITAL CENTER	40,380	3,170	43,550
E6	CHEVY CHASE	5,745	(0)	5,745
H6	BROOKLAND-FORT LINCOLN LOOP	18,998	(27)	18,971
H8,H9	PARK RD-BROOKLAND	32,660	463	33,123
K1	TAKOMA-WALTER REED	3,769	0	3,769
K2	TAKOMA-FORT TOTTEN	3,896	459	4,355
M2	FAIRFAX VILLAGE-NAYLOR ROAD	2,045	(166)	1,879
M4	NEBRASKA AVE	10,715	(0)	10,715
M6	FAIRFAX VILLAGE	14,415	416	14,831
M8,M9	CONGRESS HEIGHTS SHUTTLE	8,027	(165)	7,862
N8	VAN NESS-WESLEY HEIGHTS LOOP	10,501	0	10,501
P1,P2,P6	ANACOSTIA-ECKINGTON	40,426	3,062	43,488
U4	SHERIFF RD-RIVER TERRACE	11,754	840	12,594
U5,U6	MAYFAIR-MARSHALL HEIGHTS	29,646	136	29,782
U8	CAPITOL HEIGHTS-BENNING HEIGHTS	30,284	5,676	35,960
W2,W3	S.E. COMMUNITY HOSPITAL-ANACOSTIA	37,644	167	37,811
W6,8	GARFIELD-ANACOSTIA LOOP	28,890	763	29,653
X8	MARYLAND AVE	8,682	(14)	8,668
SCHOOL (VARIOUS)	VARIOUS	9,226	515	9,741
TOTAL DC NON-REGIONAL		395,331	15,101	410,432

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

REGIONAL ROUTES

<u>MARYLAND ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL SERVICE FY2008</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
81,82,83,86	COLLEGE PARK	49,154	(1,265)	47,889
84,85	RHODE ISLAND AVE-NEW CARROLLTON	17,056	1	17,057
A11,A12	M L KING JR HWY	33,843	(40)	33,803
C2,C4	GREENBELT-TWINBROOK	87,229	12,374	99,603
C7,C9	GREENBELT-GLENMONT	8,027	(0)	8,027
C8	COLLEGE PARK-WHITE FLINT	18,593	293	18,886
C11,C13	CLINTON	4,781	148	4,929
C12,C14	HILLCREST HEIGHTS	10,555	(37)	10,518
D12,D13,D14	OXON HILL-SUITLAND	45,911	691	46,602
F1,F2	CHILLUM RD	20,473	(27)	20,446
F4,F6	PRINCE GEORGE'S-SILVER SPRING	52,090	1,660	53,750
H11,12,13	MARLOW HEIGHTS-TEMPLE HILLS	15,642	(17)	15,625
J1,J2,J3	BETHESDA-SILVER SPRING	57,785	(174)	57,611
J4	COLLEGE PARK - BETHESDA	0	10,379	10,379
K6	NEW HAMPSHIRE AVE-MARYLAND	40,666	945	41,611
K11,K12,K13	FORESTVILLE	19,383	(177)	19,206
P12	EASTOVER-ADDISON RD	44,636	1,511	46,147
P17,18,19	OXON HILL-FORT WASHINGTON	24,041	1,528	25,569
Q2	VEIRS MILL RD	75,982	(6,218)	69,764
R1,2,5	RIGGS RD	24,980	4,155	29,135
T18	ANNAPOLIS RD	21,351	201	21,552
V11,V12	DISTRICT HEIGHTS-SUITLAND	16,351	(20)	16,331
W13,W14	BOCK ROAD	15,305	(724)	14,581
W15	CAMP SPRINGS-INDIAN HEAD HWY	4,743	(255)	4,488
Y5,7,8,9	GEORGIA AVE-MARYLAND	57,911	1,173	59,084
Z8	FAIRLAND	36,496	(189)	36,307
TOTAL MARYLAND REGIONAL		802,985	25,915	828,900

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

NON-REGIONAL ROUTES

<u>MARYLAND ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL SERVICE FY2008</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
87,88	LAUREL EXPRESS	9,818	1	9,818
89,89M	LAUREL	8,229	0	8,229
B21,B22	BOWIE STATE UNIVERSITY	7,349	(0)	7,349
B24,B25	BOWIE-BELAIR	10,613	(0)	10,613
B27	BOWIE-NEW CARROLLTON	3,473	(0)	3,473
B29,31	CROFTON-NEW CARROLLTON		3,231	3,231
B30	GREENBELT-BWI AIRPORT		17,470	17,470
C21,22,26,29	CENTRAL AVENUE	27,215	(85)	27,130
C28	POINTER RIDGE	6,018	(13)	6,005
F8	PRINCE GEORGE'S-LANGLEY PARK	18,044	(25)	18,019
F12	ARDWICK INDUSTRIAL PARK SHUTTLE	6,865	0	6,865
F13	CHEVERLY-WASH BUSINESS PARK	8,933	0	8,933
F14	SHERIFF RD-CAPITOL HEIGHTS	20,197	0	20,197
J5	TWINBROOK-SILVER SPRING	4,136	(10)	4,126
J7,9	I-270 EXPRESS	7,829	536	8,364
J11,12,13	MARLBORO PIKE	13,114	(440)	12,674
L7,L8	CONNECTICUT AVE-MARYLAND	23,070	0	23,070
NH1	NATIONAL HARBOR		16,103	16,103
R3	GREENBELT-FORT TOTTEN	11,958	3,291	15,249
R4	QUEENS CHAPEL RD	23,995	(11,972)	12,023
R12	KENILWORTH AVE-NEW CARROLLTON	15,455	10,172	25,627
T2	RIVER RD	20,234	(250)	19,984
T16,17	GREENBELT	17,319	1	17,319
V14,15	DISTRICT HEIGHTS-SEAT PLEASANT	16,834	97	16,931
W19	CHARLES COUNTY/ INDIAN HEAD EXPRESS		10,328	10,328
Z2	COLESVILLE RD-ASHTON	15,739	(176)	15,563
Z6	CALVERTON-WESTFARM	22,351	(69)	22,282
Z9,29	LAUREL-BURTONSVILLE EXPRESS	10,358	245	10,603
Z11,13	BRIGGS CHANEY EXPRESS	13,140	(752)	12,388
TOTAL MARYLAND NON-REGIONAL		342,285	47,681	389,966

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

REGIONAL ROUTES

<u>VIRGINIA ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL SERVICE FY2008</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
1BDEFZ	WILSON BLVD-FAIRFAX	42,134	(4,761)	37,373
1C	FAIR OAKS - DUNN LORING		17,568	17,568
2ABCG	WASHINGTON BLVD	35,547	(59)	35,488
2T	TYSONS CORNER-DUNN LORING	14,580	(17)	14,563
3ABE	LEE HWY	29,734	1,749	31,483
3T	PIMMIT HILLS	17,070	(376)	16,694
3Y	LEE HWY-FARRAGUT SQUARE	2,802	(2)	2,800
4ABEHS	PERSHING DR-ARLINGTON BLVD	23,135	6	23,140
7ABCEHPWX	LINCOLNIA-NORTH FAIRLINGTON	42,324	(63)	42,261
8SWXZ	FOXCHASE-SEMINARY VALLEY	12,870	15	12,885
9AE	HUNTINGTON-PENTAGON	23,827	(116)	23,711
R99(REX)	RICHMOND HIGHWAY EXPRESS	33,783	(213)	33,570
10AE	HUNTING TOWERS-PENTAGON	22,929	(55)	22,874
10B	HUNTING TOWERS-BALLSTON	29,035	(148)	28,887
11Y	MT VERNON EXPRESS	4,366	(39)	4,327
13ABG	NAT AIRPORT-PENTAGON-WASHINGTON	12,284	18	12,302
15KL	CHAIN BRIDGE ROAD	10,702	(0)	10,702
16ABDEFJ	COLUMBIA PIKE	56,752	(5)	56,747
16GHKW	COLUMBIA HEIGHTS WEST - PENTAGON CITY	33,622	1,743	35,365
16L	ANNANDALE-SKYLINE CITY-PENTAGON	1,714	(23)	1,691
16Y	COLUMBIA PIKE - FARRAGUT SQUARE	7,496	1,735	9,231
22A	BARCROFT-S. FAIRLINGTON	14,633	(11)	14,622
23AC	MCLEAN-CRYSTAL CITY	43,252	4,493	47,745
24P	BALLSTON-PENTAGON	7,102	(378)	6,724
25AFGJPR	BALLSTON-BRADLEE PENTAGON	18,864	(52)	18,812
25B	LANDMARK-BALLSTON	15,493	(34)	15,459
28AB	ALEXANDRIA-TYSONS CORNER	38,482	525	39,007
28FG	SKYLINE CITY	4,374	(13)	4,361
28T	TYSONS CORNER-WEST FALLS CHURCH	9,672	(0)	9,672
29CEGHX	ANNANDALE	20,443	(132)	20,311
29KN	ALEXANDRIA-FAIRFAX	20,310	(28)	20,282
38B	BALLSTON-FARRAGUT SQUARE	24,806	322	25,128
TOTAL VIRGINIA REGIONAL		674,137	21,648	695,785

NON-REGIONAL ROUTES

<u>VIRGINIA ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL SERVICE FY2008</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
2W *	VIENNA-OAKTON	2,244	(561)	1,683
9S	CRYSTAL CITY-POTOMAC YARD	8,517	1,012	9,529
12CD *	CENTREVILLE NORTH	6,801	(1,681)	5,120
12A,E,F,G *	CENTREVILLE SOUTH	11,047	(2,761)	8,285
12LM *	L RKY RUN-VIENNA	4,786	(1,197)	3,590
12RS *	SULLY STATION-VIENNA	7,109	(1,778)	5,332
17ABFM	KINGS PARK	21,695	(8,672)	13,023
17GHKL	KINGS PARK EXPRESS	15,869	5,750	21,619
18EF	SPRINGFIELD	4,445	0	4,445
18GHJ	ORANGE HUNT	9,226	0	9,226
18PRS	BURKE CENTRE	16,761	(51)	16,710
20FWX *	CHANTILLY-GREENBRIAR	7,140	(1,757)	5,384
21ABCDF	LANDMARK-PENTAGON	9,761	23	9,784
22B	PENTAGON-ARMY NAVY DRIVE-SHIRLEY PARK	7,387	18	7,405
24T	MCLEAN HAM-E FALLS CHURCH	3,741	0	3,741
S80, S91	SPRING CIRCULATOR-METRO PARK SHUTTLE (TAGS)	0	12,821	12,821
SCHOOL (VARIOUS)	VARIOUS	0	158	158
TOTAL VIRGINIA NON-REGIONAL		136,529	1,325	137,854

* On March 29, 2009 routes will be operated by Fairfax Connector



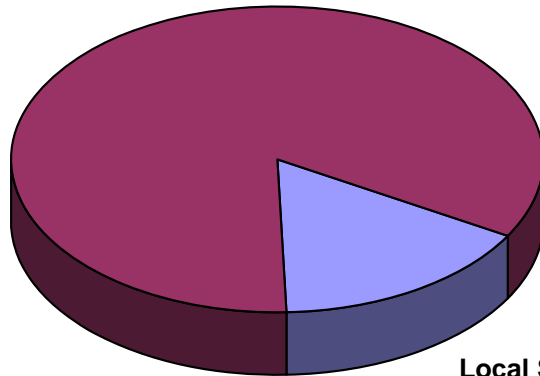
Operating Budget by Operating Unit: Metrorail

Metrorail

Fiscal 2009 Approved: \$761.3 Million

Where it Comes From

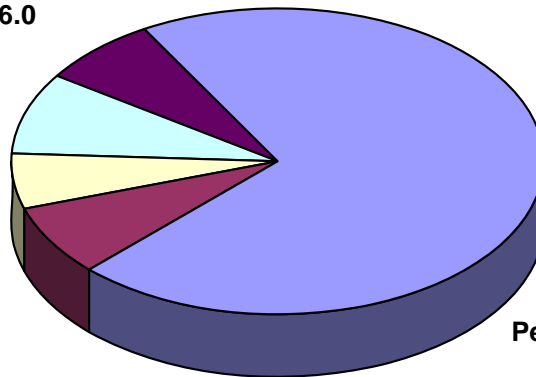
Revenues \$638.0



Local Subsidy \$123.3

Where it Goes

Other \$56.0
Propulsion \$63.6
Materials \$46.0
Services \$56.6



Personnel \$539.1

\$ Millions

Table 4.14
Revenue, Expense and Subsidy
Metrorail by Account

(dollars in thousands)

	Actual <u>2006</u>	Actual <u>2007</u>	Approved Budget <u>2008</u>	Approved Budget <u>2009</u>	Change
REVENUES					
Passenger	398,547.8	404,837.8	422,456.6	504,025.0	81,568.4
Other Passenger	1,362.6	1,962.6	2,133.8	2,133.8	0.0
Carryover	0.0	0.0	0.0	35,800.0	35,800.0
Parking	38,580.8	39,173.4	40,000.0	51,500.0	11,500.0
Advertising	9,000.0	9,933.0	12,540.0	12,870.0	330.0
Joint Development	7,824.6	10,483.4	7,219.9	7,219.9	0.0
Other	11,371.4	9,669.0	9,206.8	9,206.8	0.0
Employee Parking	124.9	125.4	90.0	104.4	14.4
Interest	1,264.0	817.1	1,650.2	1,697.0	46.8
Fiber Optics	9,283.0	10,293.6	9,800.0	13,400.0	3,600.0
Total Revenues	\$477,359.0	\$487,295.9	\$505,097.3	\$637,956.9	\$132,859.6
EXPENSES					
Personnel	456,638.0	486,735.7	499,449.5	539,130.2	39,680.6
Services	34,656.6	33,877.6	46,943.7	56,618.0	9,674.3
Materials & Supplies	40,887.6	39,558.6	40,499.2	46,059.3	5,560.2
Fuel & Propulsion Power	34,955.5	39,371.1	45,614.1	63,595.2	17,981.1
Utilities	23,181.8	25,002.2	29,182.6	34,560.7	5,378.1
Casualty & Liability	7,906.8	8,896.2	12,338.5	21,689.7	9,351.3
Leases & Rentals	2,880.4	3,863.4	3,222.1	2,678.2	(543.9)
Miscellaneous	2,700.1	2,441.2	3,186.4	3,532.2	345.8
Preventive Maint./Reimb.	(6,180.9)	(6,064.0)	(42,310.3)	(6,567.5)	35,742.9
Total Expenses	\$597,625.8	\$633,681.8	\$638,125.6	\$761,296.0	\$123,170.4
GROSS SUBSIDY	\$120,266.8	\$146,385.9	\$133,028.3	\$123,339.1	(\$9,689.2)
Cost Recovery Ratio	79.88%	76.90%	79.15%	83.80%	

Table 4.15
Multi-Year Operating Expenses
Metrorail by Account

(dollars in thousands)

	Actual <u>2006</u>	Actual <u>2007</u>	Approved Budget <u>2008</u>	Approved Budget <u>2009</u>	Change
Salaries(Total)	\$117,130.2	\$124,083.4	\$119,649.9	\$140,421.1	\$20,771.3
Full-Time Salaries	104,262.2	111,342.9	112,928.7	138,828.7	25,900.0
Salary Lapse	0.0	0.0	0.0	(5,822.9)	(5,822.9)
Overtime Salaries	12,868.0	12,740.5	6,721.2	7,415.3	694.1
Wages(Total)	\$227,943.5	\$237,689.4	\$241,975.9	\$257,737.6	\$15,761.7
Operator/StaMgr Wages	53,307.6	59,924.9	66,776.5	66,386.3	(390.2)
Operator/StaMgr Overtime	17,542.0	15,725.1	13,536.8	18,003.2	4,466.4
Full Time Wages	136,786.7	145,020.3	150,916.7	167,152.3	16,235.6
Wage Lapse	0.0	0.0	0.0	(5,675.6)	(5,675.6)
Overtime Wages	20,307.2	17,019.1	10,745.8	11,871.4	1,125.6
TOTAL SALARIES AND WAGES	\$345,073.7	\$361,772.9	\$361,625.7	\$398,158.7	\$36,533.0
Fringes(Total)	\$111,564.4	\$124,962.8	\$137,823.8	\$140,971.5	\$3,147.7
Fringe Health	65,963.0	68,881.8	0.0	137,327.2	137,327.2
Fringe Pension	13,845.3	22,129.0	0.0	0.0	0.0
Other Fringe Benefits	28,299.3	27,988.4	128,398.8	2,144.2	(126,254.5)
Workers Compensation	3,456.8	5,963.7	9,425.0	1,500.0	(7,925.0)
TOTAL PERSONNEL COST	\$456,638.0	\$486,735.7	\$499,449.5	\$539,130.2	\$39,680.6
Services(Total)	\$34,656.6	\$33,877.6	\$46,943.7	\$56,618.0	\$9,674.3
Management Fee	4,220.1	3,900.0	5,175.4	4,835.1	(340.3)
Professional & Technical	5,434.7	4,262.4	9,586.4	12,832.1	3,245.6
Temporary Help	912.5	1,360.9	1,212.8	1,326.2	113.4
Contract Maintenance	15,557.5	14,436.4	19,944.8	23,627.7	3,682.9
Custodial Services	(5.5)	21.1	0.6	0.0	(0.6)
Paratransit	0.0	0.0	0.0	0.0	0.0
Other	8,537.2	9,896.8	11,023.7	13,996.9	2,973.3
Materials & Supplies(Total)	\$40,887.6	\$39,558.6	\$40,499.2	\$46,059.3	\$5,560.2
Fuel and Lubricants	1,207.0	1,262.3	1,391.1	1,477.6	86.5
Tires	46.5	108.2	125.8	125.9	0.1
Other	39,634.1	38,188.0	38,982.2	44,455.8	5,473.6
Fuel & Propulsion(Total)	\$34,955.5	\$39,371.1	\$45,614.1	\$63,595.2	\$17,981.1
Diesel Fuel	4.6	7.5	0.0	0.0	0.0
Propulsion Power	34,950.9	39,363.6	45,614.1	63,595.2	17,981.1
Clean Natural Gas	0.0	0.0	0.0	0.0	0.0
Utilities(Total)	\$23,181.8	\$25,002.2	\$29,182.6	\$34,560.7	\$5,378.1
Electricity and Gas	19,216.3	20,384.9	23,861.2	30,694.1	6,832.8
Utilities - Other	3,965.5	4,617.2	5,321.4	3,866.7	(1,454.7)
Casualty & Liability(Total)	\$7,906.8	\$8,896.2	\$12,338.5	\$21,689.7	\$9,351.3
Insurance	5,505.5	5,751.0	6,056.7	6,965.3	908.5
Claims	2,401.2	3,145.2	6,281.7	14,724.5	8,442.8
Leases(Total)	\$2,880.4	\$3,863.4	\$3,222.1	\$2,678.2	(\$543.9)
Property	666.6	971.5	523.8	440.5	(83.3)
Equipment	2,213.8	2,891.9	2,698.3	2,237.7	(460.6)
Miscellaneous(Total)	\$2,700.1	\$2,441.2	\$3,186.4	\$3,532.2	\$345.8
Dues And Subscriptions	120.8	241.0	364.3	349.4	(14.9)
Conferences and Meetings	436.8	166.7	248.7	323.2	74.5
Business Travel/Public Hrg	418.3	427.8	322.6	566.5	243.9
Interview & Relocation	51.0	75.0	55.6	56.7	1.1
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1,274.1	1,056.7	1,558.4	1,592.2	33.8
Other	399.0	474.0	636.8	644.3	7.5
Reimbursements(Total)	(\$6,180.9)	(\$6,064.0)	(\$42,310.3)	(\$6,567.5)	\$35,742.9
Reimbursements	(6,180.9)	(6,064.0)	(42,310.3)	(6,567.5)	35,742.9
TOTAL NONPERSONNEL COST	\$140,987.8	\$146,946.2	\$138,676.1	\$222,165.9	\$83,489.8
TOTAL COST	\$597,625.8	\$633,681.8	\$638,125.6	\$761,296.0	\$123,170.4

Table 4.16
Metrorail Statistics: FY 2003 - FY 2009

(in thousands)

	FY 2005 <u>Actual</u>	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Approved</u>	FY 2009 <u>Approved</u>
STATISTICS:					
Total Railcar Miles	64,235	65,389	69,002	76,741	82,015
Revenue Railcar Miles	62,153	63,577	67,030	75,141	80,415
Total Passengers	195,186	205,604	207,907	209,721	217,468
Total Passenger Revenue	\$373,330	\$399,910	\$406,800	\$424,590	\$506,159
Total Operating Revenue	\$439,724	\$477,359	\$487,296	\$505,097	\$598,557
Total Operating Expense	\$547,719	\$597,586	\$633,678	\$638,125	\$758,722
Total Operating Assistance	\$107,995	\$120,267	\$146,386	\$133,028	\$160,165
RATIOS:					
Passengers Per Revenue Railcar Mile	3.14	3.23	3.10	2.79	2.70
Operating Cost Per Total Railcar Mile	\$8.53	\$9.14	\$9.18	\$8.32	\$9.25
Operating Cost Per Passenger	\$2.81	\$2.91	\$3.05	\$3.04	\$3.49
Operating Subsidy Per Passenger	\$0.55	\$0.58	\$0.70	\$0.63	\$0.74
Average Passenger Fare	\$1.91	\$1.95	\$1.96	\$2.02	\$2.33
Percentage of Operating Cost Recovered from Passenger Revenues	68.2%	66.9%	64.2%	66.5%	66.7%
Percentage of Operating Cost Recovered from all Operating Revenues	80.3%	79.9%	76.9%	79.2%	78.9%

Table 4.17
Payhours for Rail Operators and Station Managers: FY 2009

Category	FY2009 Train Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	960,566	\$25.45	\$24,446,405
Scheduled P/T (1)	46,800	\$32.86	\$1,537,848
New Car Testing	38,255	\$25.45	\$973,590
Interlocking Pay Hours	101,987	\$30.56	3,116,732
Subtotal:	1,147,608		\$30,074,574
NonScheduled Overtime/Special Event	153,550	\$41.17	\$6,321,654
Standing Extra	1,004	\$25.45	\$25,552
Utility	54,570	\$34.45	\$1,879,937
Training	86,145	\$25.45	\$2,192,390
Retraining	26,430	\$25.45	\$669,485
Misc.	6,740	\$25.45	\$171,533
Funeral/Other	1,904	\$25.45	\$47,946
Vacation	119,176	\$25.45	\$3,033,029
Sick	37,104	\$25.45	\$944,297
Holiday	69,600	\$25.45	\$1,771,320
Subtotal:	556,223		\$17,057,141
Total:	1,703,831		\$47,131,716

Category	FY2009 Station Manager Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	932,450	\$27.46	\$25,605,077
Scheduled P/T (1)	37,399	\$29.58	\$1,106,262
Subtotal:	969,849		\$26,711,339
NonScheduled Overtime/Special Event	84,531	\$41.33	\$3,493,666
Standing Extra	1,210	\$27.46	\$33,227
Utility	13,610	\$34.45	\$468,865
Training	35,560	\$27.46	\$976,478
Retraining	10,405	\$27.46	\$285,725
Misc.	4,537	\$27.46	\$124,586
Funeral/Other	2,120	\$27.46	\$58,215
Vacation	108,400	\$27.46	\$2,974,887
Sick	36,900	\$27.46	\$1,013,274
Holiday	68,902	\$27.46	\$1,892,045
Subtotal:	366,175		\$11,320,967
Total:	1,336,024		\$38,032,306

GRAND TOTAL **\$85,164,022**

(1) Maximum 30 hours work week

Table 4.18
Rail Car Miles

	<u>FISCAL 2008*</u>	<u>FISCAL 2009*</u>
Red Line	26,534,962	26,534,962
Blue Line	11,892,925	11,892,925
Orange Line	13,791,442	13,791,442
Yellow Line	5,165,744	5,165,744
Green Line	8,459,084	8,459,084
Verizon Arena	1,711,283	1,711,283
Ridership Pattern	325,000	-
Gap Trains	500,000	300,000
National Baseball	486,000	486,000
Six-Car vs Four-Car off Peak		4,142,000
6000 / Metro Matter Car Deployment	3,865,400 (a)	7,931,600
Sub-Total Revenue Miles	<u>72,731,840</u>	<u>80,415,040</u>
Start-Up/Car Testing	200,000	200,000
Revenue Collection	700,000	700,000
Other	<u>700,000</u>	<u>700,000</u>
Total Car Miles	74,331,840	82,015,040

**Note: Includes Miles for Red Line Turn Back and Yellow Line Extension*

(a) FY08 revised to reflect 6000 railcar Deployment Delay

Table 4.19
Rail Service Levels: FY 2006 - FY 2009

<u>Rail Lines</u>	<u>FY 2006 Actual</u>	<u>FY 2007 Actual</u>	<u>FY 2008 Approved</u>	<u>FY 2009 Approved</u>
Red Line	Glenmont/Shady Grove Silver Spring/Grosvenor	Glenmont/Shady Grove Silver Spring/Grosvenor	Glenmont/Shady Grove Silver Spring/Grosvenor	Glenmont/Shady Grove Silver Spring/Grosvenor
Blue Line	Largo/Franconia- Springfield	Largo/Franconia- Springfield	Largo/Franconia- Springfield	Largo/Franconia- Springfield
Orange Line	New Carrollton/Vienna	New Carrollton/Vienna	New Carrollton/Vienna	New Carrollton/Vienna
Yellow Line	Huntington/Mt. Vernon Square	Huntington/Mt. Vernon Square	Huntington/Mt. Vernon Square	Huntington/Mt. Vernon Square
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.
<u>RUSH HOURS TRAINS</u>				
Red Line	44	44	44	44
Blue Line	23	23	23	23
Orange Line	32	32	31	31
Yellow Line	10	10	10	10
Green Line				
Greenbelt to Branch Ave.	20	20	20	20
Gap	4	4	4	4
Start-up	1	1	1	1
TOTAL	134	134	133	133

Table 4.20
Rail Service Levels: FY 2005 - FY 2009

	FY 2005 <u>Actual</u>	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Approved</u>	FY 2009 <u>Approved</u>
<u>RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS)</u>					
Red Line:					
Glenmont-Shady Grove	5	5	5	5	5
Silver Spring-Grosvenor	2.5	2.5	2.5	2.5	2.5
Orange Line *	6	6	6	6	6
Blue Line	6	6	6	6	6
Yellow Line *	6	6	6	6	6
Green Line	6	6	6	6	6

NON-RUSH HOUR--MIDDAY-WEEKDAY-SAT/SUN--MINUTES BETWEEN TRAINS

Red Line:					
Glenmont-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15	12/12/15
Silver Spring-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15	12/12/15
Orange Line	12/12/15	12/12/15	12/12/15	12/12/15	12/12/15
Blue Line	12/12/15	12/12/15	12/12/15	12/12/15	12/12/15
Yellow Line	12/12/15	12/12/15	12/12/15	12/12/15	12/12/15
Green Line	12/12/15	12/12/15	12/12/15	12/12/15	12/12/15

*During times of observed peaking in ridership, tripper trains are operated.

Table 4.21
Rail Service Levels: FY 2005 - FY 2009

	FY 2005 <u>Actual</u>	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Approved</u>	FY 2009 <u>Approved</u>
<u>PEAK SCHEDULED RAILCARS</u>					
Red Line	264	264	264	276	278
Blue Line	120	120	120	124	138
Orange Line	190	190	190	200	198
Yellow Line	56	56	56	60	60
Green Line	120	120	120	130	128
6000-Series *	-	56	56	56	92
Option Cars	-	-	60	20	-
Gap	30	30	30	8	18
Total Scheduled Car	780	836	896	874	912
Spares (20%)	156	162	174	174	182
Revenue Collection	4	4	4	4	4
Total Car Requirement	940	1,002	1,074	1,052	1,098
<u>HOURS OF OPERATION</u>					
Weekday (Mon-Thur)	19	19	19	19	19
Friday	22	22	22	22	22
Saturday	20	20	20	20	20
Sunday	17	17	17	17	17
<u>DAYS OF OPERATION</u>					
Weekday	251	251	250	251	251
Saturday	60	60	58	57	57
Sunday	54	54	57	58	58

* As of December 2007, 62 of the 154 6000-series cars were deployed for revenue services. The FY 2009 budget assumes that 154 of the 184 6000-series rail cars will be deployed for revenue services.

Table 4.22
Rail Service Levels: FY 2005 - FY 2009

	FY 2005 <u>Actual</u>	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Approved</u>	FY 2009 <u>Approved</u>
<u>CARS PER TRAIN RUSH HOUR</u>					
Red Line	44-6's	44-6's	44-6's	38-6's/6-8's	37-6's/7-8's
Blue Line	9-4's/14-6's	9-4's/14-6's	9-4's/14-6's	7-4's/16-6's	23-6's
Orange Line	1-4's/31-6's	1-4's/31-6's	1-4's/31-6's	24-6's/7-8's	21-6's/9-8's
Yellow Line	2-4's/8-6's	2-4's/8-6's	2-4's/8-6's	10-6's	10-6's
Green Line	20-6's	20-6's	20-6's	15-6's/5-8's	12-6's/7-8's
Gap	4's-6's	4's-6's	4's-6's	4's-6's	4's-6's
<u>CARS PER TRAIN WEEKDAY BASE/NIGHT (AFTER 8 P.M.)</u>					
Red Line (A)	4/4	4/4	4/4	6/4	6/4
Blue Line	4/4	4/4	4/4	4/4	6/4
Orange Line (A)	4/4	4/4	4/4	6/4	6/4
Yellow Line	4/4	4/4	4/4	4/4	6/4
Green Line	4/4	4/4	4/4	6/4	6/4

Table 4.23
Park and Ride Facilities: FY 2009

Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<u>Montgomery County</u>				
Grosvenor	1,894	\$4.75	\$3.25	\$1.50
White Flint	1,270	\$4.75	\$3.25	\$1.50
Twinbrook	1,097	\$4.75	\$3.25	\$1.50
Rockville	524	\$4.75	\$3.25	\$1.50
Shady Grove	5,745	\$4.75	\$3.25	\$1.50
Glenmont	1,781	\$4.75	\$3.25	\$1.50
Wheaton	977	\$4.00	\$3.25	\$0.75
Forest Glen	596	\$4.75	\$3.25	\$1.50
<u>Prince George's County</u>				
New Carrollton	3,519	\$4.25	\$3.50	\$0.75
Landover	1,866	\$4.25	\$3.50	\$0.75
Cheverly	500	\$4.25	\$3.50	\$0.75
Addison Road	1,268	\$4.25	\$3.50	\$0.75
Capitol Heights	372	\$4.25	\$3.50	\$0.75
Greenbelt	3,399	\$4.25	\$3.50	\$0.75
College Park	1,820	\$4.25	\$3.50	\$0.75
Prince George's Plaza	1,068	\$4.25	\$3.50	\$0.75
West Hyattsville	453	\$4.25	\$3.50	\$0.75
Southern Avenue	1,980	\$4.25	\$3.50	\$0.75
Naylor Road	368	\$4.25	\$3.50	\$0.75
Suitland	1,890	\$4.25	\$3.50	\$0.75
Branch Avenue	3,072	\$4.25	\$3.50	\$0.75
Largo Town Center	2,200	\$4.25	\$3.50	\$0.75
Morgan Blvd	608	\$4.25	\$3.50	\$0.75
<u>District of Columbia</u>				
Deanwood	194	\$4.25	\$4.25	
Minnesota Avenue	333	\$3.25	\$3.25	
Rhode Island Avenue	340	\$4.25	\$4.25	
Fort Totten	408	\$4.25	\$4.25	
Anacostia	808	\$4.25	\$4.25	
<u>Northern Virginia</u>				
Huntington, N	3,026	\$4.50	\$3.25	\$1.25
West Falls Church	2,009	\$4.50	\$3.25	\$1.25
Dunn Loring	1,326	\$4.50	\$3.25	\$1.25
Vienna	5,169	\$4.50	\$3.25	\$1.25
Franconia-Springfield	5,069	\$4.50	\$3.25	\$1.25
Van Dorn Street	361	\$4.50	\$4.00	\$0.50
East Falls Church	422	\$4.50	\$3.50	\$1.00
Grand Totals	57,732			

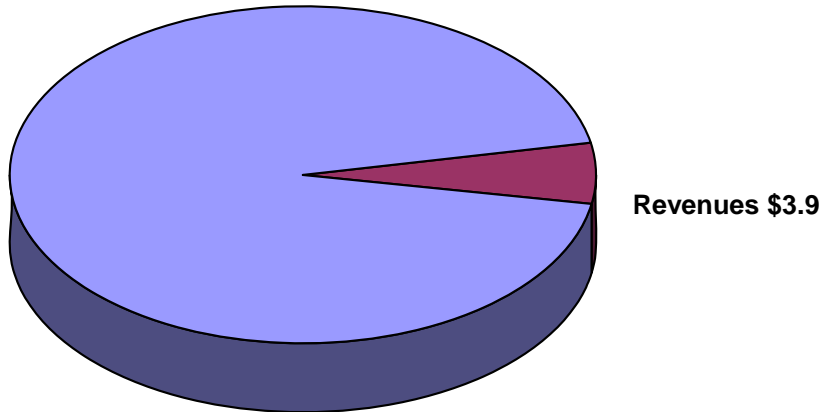
Operating Budget by Operating Unit: MetroAccess

MetroAccess

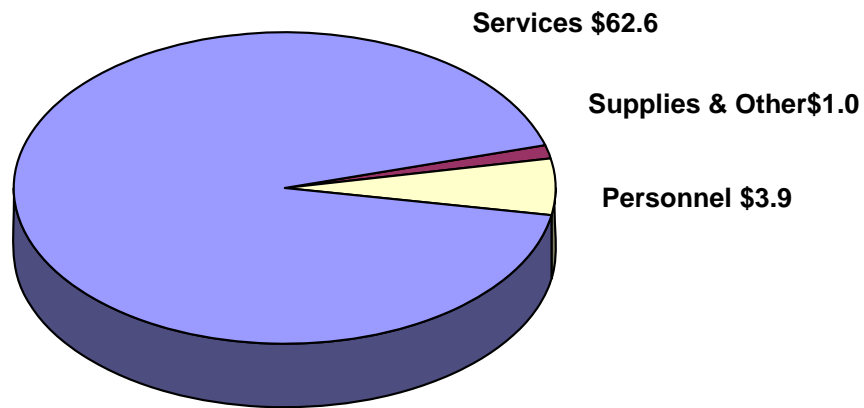
Fiscal 2009 Approved: \$67.5 Million

Where it Comes From

Local Subsidy \$63.6



Where it Goes



\$ Millions

Table 4.24
Revenue, Expense and Subsidy
MetroAccess by Account

(dollars in thousands)

	Actual <u>2006</u>	Actual <u>2007</u>	Approved Budget <u>2008</u>	Approved Budget <u>2009</u>	Change
REVENUES					
Passenger	2,993.5	2,949.8	3,400.0	3,900.0	500.0
Other	252.2	0.0	0.0	0.0	0.0
Total Revenues	\$3,245.7	\$2,949.8	\$3,400.0	\$3,900.0	\$500.0
EXPENSES					
Personnel	492.5	513.0	2,757.4	3,891.4	1,134.0
Services	51,188.5	56,642.6	59,869.3	62,609.7	2,740.5
Materials & Supplies	77.1	52.5	138.1	241.4	103.2
Fuel & Propulsion Power	0.1	0.1	0.0	0.0	0.0
Utilities	52.7	84.0	117.0	79.7	(37.2)
Casualty & Liability	0.0	12.5	21.8	108.0	86.2
Leases & Rentals	456.8	491.1	523.2	541.8	18.6
Miscellaneous	12.7	23.3	31.3	49.1	17.8
Preventive Maint./Reimb.	0.0	0.0	(628.1)	0.0	628.1
Total Expenses	\$52,280.3	\$57,819.2	\$62,829.9	\$67,521.1	\$4,691.3
GROSS SUBSIDY	\$49,034.7	\$54,869.4	\$59,429.9	\$63,621.1	\$4,191.3
Cost Recovery Ratio	6.21%	5.10%	5.41%	5.78%	

Table 4.25
Multi-Year Operating Expense
MetroAccess by Account
(dollars in thousands)

	Actual 2006	Actual 2007	Approved Budget 2008	Approved Budget 2009	Change
Salaries(Total)	\$377.4	\$371.4	\$1,999.0	\$2,864.7	\$865.7
Full-Time Salaries	365.3	359.4	1,998.9	2,957.2	958.3
Salary Lapse	0.0	0.0	0.0	(92.6)	(92.6)
Overtime Salaries	12.1	12.1	0.1	0.0	(0.0)
Wages(Total)	\$13.9	\$7.0	\$11.8	\$3.6	(\$8.1)
Operator/StaMgr Wages	0.2	0.0	0.0	0.0	0.0
Operator/StaMgr Overtime	0.0	0.0	0.0	0.0	0.0
Full Time Wages	12.5	6.4	11.7	3.6	(8.1)
Wage Lapse	0.0	0.0	0.0	(0.1)	(0.1)
Overtime Wages	1.2	0.6	0.0	0.1	0.1
TOTAL SALARIES AND WAGES	\$391.3	\$378.5	\$2,010.7	\$2,868.3	\$857.6
Fringes(Total)	\$101.2	\$134.5	\$746.7	\$1,023.1	\$276.5
Fringe Health	76.7	71.7	0.0	1,021.9	1,021.9
Fringe Pension	16.6	24.0	0.0	0.0	0.0
Other Fringe Benefits	7.9	35.1	746.7	1.2	(745.4)
Workers Compensation	0.0	3.7	0.0	0.0	0.0
TOTAL PERSONNEL COST	\$492.5	\$513.0	\$2,757.4	\$3,891.4	\$1,134.0
Services(Total)	\$51,188.5	\$56,642.6	\$59,869.3	\$62,609.7	\$2,740.5
Management Fee	0.0	0.1	0.0	0.0	0.0
Professional & Technical	15.3	104.4	957.3	262.4	(694.8)
Temporary Help	0.5	3.1	9.2	9.5	0.2
Contract Maintenance	115.1	28.7	49.7	39.3	(10.4)
Custodial Services	0.0	0.0	0.0	0.0	0.0
Paratransit	50,948.5	56,272.8	58,439.1	62,036.8	3,597.7
Other	109.2	233.5	413.9	261.7	(152.3)
Materials & Supplies(Total)	\$77.1	\$52.5	\$138.1	\$241.4	\$103.2
Fuel and Lubricants	0.0	0.0	0.0	0.0	0.0
Tires	0.0	0.0	0.0	0.0	0.0
Other	77.1	52.5	138.1	241.4	103.2
Fuel & Propulsion(Total)	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0
Diesel Fuel	0.1	0.1	0.0	0.0	0.0
Propulsion Power	0.0	0.0	0.0	0.0	0.0
Clean Natural Gas	0.0	0.0	0.0	0.0	0.0
Utilities(Total)	\$52.7	\$84.0	\$117.0	\$79.7	(\$37.2)
Electricity and Gas	31.5	43.6	47.3	62.3	15.0
Utilities - Other	21.2	40.4	69.6	17.4	(52.2)
Casualty & Liability(Total)	\$0.0	\$12.5	\$21.8	\$108.0	\$86.2
Insurance	0.0	0.0	0.0	0.0	0.0
Claims	0.0	12.5	21.8	108.0	86.2
Leases(Total)	\$456.8	\$491.1	\$523.2	\$541.8	\$18.6
Property	459.5	488.7	520.8	540.8	20.0
Equipment	(2.7)	2.4	2.4	1.0	(1.4)
Miscellaneous(Total)	\$12.7	\$23.3	\$31.3	\$49.1	\$17.8
Dues And Subscriptions	0.4	0.8	2.0	5.7	3.7
Conferences and Meetings	10.4	14.5	13.3	24.9	11.5
Business Travel/Public Hrg	0.8	4.3	5.0	7.6	2.6
Interview & Relocation	0.0	0.3	0.2	0.2	0.0
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	0.9	2.9	3.5	3.5	(0.0)
Other	0.1	0.5	7.2	7.2	(0.0)
Reimbursements(Total)	\$0.0	\$0.0	(\$628.1)	\$0.0	\$628.1
Reimbursements	0.0	0.0	(628.1)	0.0	628.1
TOTAL NONPERSONNEL COST	\$51,787.8	\$57,306.2	\$60,072.5	\$63,629.7	\$3,557.2
TOTAL COST	\$52,280.3	\$57,819.2	\$62,829.9	\$67,521.1	\$4,691.3



Chapter 5. Capital Budget

In October 2004, Metro adopted the Metro Matters Program, a long-term financial agreement with the local jurisdictions for critical capital priorities and infrastructure renewal projects. Because the Metro Matters Program has a defined six-year spending plan, this approved budget is for only FY 2009 and FY 2010, the remaining years. Currently, the Planning Department, in conjunction with the Office of Management and Budget Services and project managers, are assembling information about existing capital assets and determining future capital needs. The Planning Department will produce a draft of Metro's next Ten-Year Capital Improvement Plan in Fall 2008.

In Spring 2008, staff discussed with the Board of Directors urgent capital needs totaling \$489 million over six years. At the Board's request, staff identified alternatives for funding the first two years of these projects (FY 2009 and FY 2010), which totaled \$157 million. Specifically, staff identified \$109 million in Metro Matters funds, which would be reallocated to these higher-priority projects. The capital budget presented here incorporates the first two years of the urgent capital needs projects. The remaining years of these projects (FY 2011 to FY 2014) are to be incorporated into the long-term Capital Improvement Program being developed by the Planning Department. The remaining funds (\$48 million) would be incorporated into the Metro Matters debt strategy should they be needed.

Metro's approved capital budget for FY 2009 is \$528 million. The capital improvement program (CIP) consists of four program elements (A-D).

A. Infrastructure Renewal Program (IRP). The purpose of the IRP is to maintain, rehabilitate, and replace Metro's infrastructure and rolling stock. Infrastructure components supported by the IRP include:

- stations and passenger parking facilities,
- elevators and escalators,
- tracks, tunnels, aerial guideways,
- bus and rail car maintenance and storage facilities,
- communications, power, and train control systems,
- computer systems and support equipment (vehicle washers, lifts, etc.), and
- warehouses, fueling stations, and other support facilities.

B. Eight-Car Train Capital Initiative. This program element allows Metrorail to have fifty percent of its peak hour trains operating in an eight-car configuration.

Eight-car train operations will significantly increase the passenger-carrying capacity of the Metrorail system, and reduce crowding on the station platforms. To achieve these goals, WMATA is procuring 184 6000-series rail cars (of which 122 are funded by the Metro Matters Program), and expanding and making other necessary improvements to the Brentwood, Greenbelt, and Shady Grove rail yards and maintenance facilities. In addition, power distribution and train control (specifically precision stopping control) systems are being upgraded to accommodate the larger train configurations. Fifty percent eight-car train operations are expected to be achieved by December 2008.

- C. **Bus Improvement Capital Initiative.** An important component of Metro's strategic plan is the improvement of the Metrobus system. In order to expand and improve service to Metrobus riders, WMATA is procuring expansion buses, and constructing a new bus storage and maintenance facility in Fairfax County, Virginia. This new bus facility, being constructed on West Ox Road, will be a joint-use facility along with the Fairfax County government.
- D. **Program Management.** Program Management funds general and program administration costs for the CIP, and financing costs for long and short-term borrowing.

Funds to support the Metro capital improvement program come from three primary sources: federal funds, state and local contributions, and long and short-term borrowing. Federal funds include two Federal Transit Administration formula grants, discretionary funds authorized by Congress, and Homeland Security grants. More detailed information about the CIP is found in Appendix B of this document.

Table 5.1
Capital Improvement Program: FY 2009-2010
(dollars in millions)

	FY 2009 Budget	FY 2010 Projection
CIP Program Elements		
A. Infrastructure Renewal Program		
• Rolling Stock: Bus	\$ 124,777	\$ 61,500
• Rolling Stock: Rail	10,548	8,420
• Passenger Facilities	35,847	26,662
• Maintenance Facilities	26,114	20,491
• Systems	28,837	25,727
• Track and Structures	34,377	25,659
• Information Technology	14,425	10,000
• Preventive Maintenance	20,700	20,700
• Urgent Capital Needs	61,800	95,200
Subtotal	\$ 357,425	\$ 294,359
B. Eight-Car Train Capital Initiative		
• Rail Cars	8,029	11,119
• Facilities	12,300	3,124
• Systems	31,428	5,222
Subtotal	\$ 51,757	\$ 19,465
C. Bus Improvement Capital Initiative		
• Buses	-	-
• Garage	2,850	-
• Customer Facilities	4,350	5,243
Subtotal	\$ 7,200	\$ 5,243
D. Program Management		
• Credit Facility	3,000	2,000
• System Expansion Planning	-	-
• Program Mgmt. & Support	11,458	6,415
• Financing Expenses	72,469	6,000
Subtotal	\$ 86,927	\$ 14,415
Subtotal Elements A-D	\$ 503,309	\$ 333,482
E. Debt Service		
• Long-Term Debt Service	-	-
• Short-Term Financing	13,200	138,762
Total	\$ 516,509	\$ 472,244
• Security Program	11,000	-
Grand Total	\$ 527,509	\$ 472,244

Table 5.2
Sources of Funds for Capital Improvement Program:
FY 2009-2010
(dollars in millions)

	FY 2009 Budget	FY 2010 Projection
Federal Funds:		
• Federal Formula Grant Funds:		
- Section 5307 Federal Grant	\$ 127,790	\$ 135,457
- Section 5309 Federal Grant	86,667	91,867
Subtotal - Fed. Formula Grants	\$ 214,457	\$ 227,324
• Federal Bus Funds	1,310	-
• Federal Discretionary / SAFETEA-LU	35,000	34,000
Subtotal: Federal Funds	\$ 250,767	\$ 261,324
State and Local Funds:		
• District of Columbia	\$ 65,435	\$ 72,525
• Montgomery County	30,445	33,744
• Prince Georges County	33,654	37,301
Maryland Subtotal	\$ 64,099	\$ 71,045
• Alexandria	7,924	8,782
• Arlington County	15,527	17,210
• City of Fairfax	0,346	0,383
• Fairfax County	24,828	27,519
• Falls Church	0,502	0,556
• Virginia Subtotal	\$ 49,127	\$ 54,450
Subtotal: State and Local Funds	\$ 178,661	\$ 198,020
Other Sources		
• Misc. Internal CIP Funding Sources	26,000	6,000
• Long-Term Debt	-	-
• Short-Term Borrowing	61,081	6,900
Subtotal	\$ 87,081	\$ 12,900
• Prior Year Balance	-	-
Total	\$ 516,509	\$ 472,244
• Security Program	11,000	-
Grand Total	\$ 527,509	\$ 472,244

Metro Matters Annual Work Plan: FY 2009

The Metro Matters Program, begun in Metro's FY 2005, has a total multi-year budget of \$3.9 billion, including debt service and security projects. Although most project work will be completed during the funded six-year period FY 2005 to FY 2010, repaying the necessary debt, including long-term bonds, will extend for multiple years into the future. This section provides the FY 2009 Metro Matters Annual Work Plan. Although special emphasis is placed on FY 2009, data for all years of the Metro Matters program is provided.

Table 5.3
Metro Matters Program Costs: FY 2005-2024
(dollars in millions - expenditure basis, except where noted)

	FY 2005		FY 2006		FY 2007		FY 2008		Annual Work Plan Year:		Total All Years	
	Actual	Estimate	Actual	Estimate	Actual	Estimate	Actual	Estimate	FY 2009 Budget	FY 2010 Projection		FY 2011-24 Projection
A. Infrastructure Renewal Program												
• Rolling Stock: Bus	\$ 20,908	\$ 18,384	\$ 50,507	\$ 15,810	\$ 15,810	\$ 18,384	\$ 124,777	\$ 61,500	\$ 291,886	\$ 13,605	\$ 305,491	
• Rolling Stock: Rail	2,622	2,560	0,402	0,344	0,344	2,560	10,548	8,420	24,896	0,810	25,706	
• Passenger Facilities	60,616	48,737	16,130	31,170	31,170	48,737	35,847	26,662	219,162	52,996	272,158	
• Maintenance Facilities	32,822	36,459	4,574	14,744	14,744	36,459	26,114	20,491	135,204	38,014	173,218	
• Systems	73,033	41,860	10,125	17,064	17,064	41,860	28,837	25,727	196,646	179,129	375,775	
• Track and Structures	19,710	35,176	10,704	22,500	22,500	35,176	34,377	25,659	148,126	28,871	176,997	
• Information Technology	4,242	43,770	2,423	8,637	8,637	43,770	14,425	10,000	83,497	8,208	83,497	
• Preventive Maintenance	20,700	20,700	20,700	20,700	20,700	20,700	20,700	20,700	124,200	124,200	124,200	
• Urgent Capital Needs	30,700	20,700	20,700	20,700	20,700	20,700	61,800	95,200	157,000	157,000	157,000	
• Transfer to Beyond MM									30,700		30,700	
Subtotal	\$ 265,353	\$ 247,646	\$ 115,565	\$ 130,969	\$ 130,969	\$ 247,646	\$ 357,425	\$ 294,359	\$ 1,411,317	\$ 313,425	\$ 1,724,742	
B. Eight-Car Train Capital Initiative												
• Rail Cars	23,960	101,771	6,084	69,919	69,919	101,771	8,029	11,119	220,882	8,208	229,090	
• Facilities		40,993	51,637	70,115	70,115	40,993	12,300	3,124	178,169		178,169	
• Systems	2,776	49,380	25,859	56,676	56,676	49,380	31,428	5,222	171,341		171,341	
Subtotal	\$ 26,736	\$ 192,144	\$ 83,580	\$ 196,710	\$ 196,710	\$ 192,144	\$ 51,757	\$ 19,465	\$ 570,392	\$ 8,208	\$ 578,600	
C. Bus Improvement Capital Initiative												
• Buses		1,455	0,214	9,471	9,471	1,455			11,140	83,469	94,609	
• Garage		21,500	1,071	9,064	9,064	21,500	2,850	3,124	34,485	1,515	36,000	
• Customer Facilities		7,799	2,797	7,811	7,799		4,350	5,243	28,000		28,000	
Subtotal	\$ -	\$ 30,754	\$ 4,082	\$ 26,346	\$ 26,346	\$ 30,754	\$ 7,200	\$ 5,243	\$ 73,625	\$ 84,984	\$ 158,609	
D. Program Management												
• Credit Facility	0,573	3,000	1,049	1,433	1,433	3,000	3,000	2,000	11,055		11,055	
• System Expansion Planning	1,533	1,014		0,453	0,453	1,014			3,000		3,000	
• Program Mgmt. & Support	9,834	10,687	5,770	5,592	5,592	10,687	11,458	6,415	49,756	5,290	55,046	
• Financing Expenses	6,000	164,542	181,232	164,410	164,410	164,542	72,469	6,000	594,653		594,653	
Subtotal	\$ 17,940	\$ 179,243	\$ 188,051	\$ 171,888	\$ 171,888	\$ 179,243	\$ 86,927	\$ 14,415	\$ 658,464	\$ 5,290	\$ 663,754	
Subtotal Elements A-D	\$ 310,029	\$ 649,787	\$ 391,278	\$ 525,913	\$ 525,913	\$ 649,787	\$ 503,309	\$ 333,482	\$ 2,713,798	\$ 411,907	\$ 3,125,705	
E. Financials												
• Long-Term Debt Service		13,000	0,337	2,205	2,205	13,000	13,200	138,762	167,504	570,893	570,893	
• Short-Term Financing		13,000	0,337	2,205	2,205	13,000	13,200	138,762	167,504	570,893	570,893	
Subtotal	\$ -	\$ 26,000	\$ 0,337	\$ 4,410	\$ 4,410	\$ 26,000	\$ 26,400	\$ 277,524	\$ 335,008	\$ 1,141,786	\$ 1,141,786	
Total	\$ 310,029	\$ 675,787	\$ 391,615	\$ 528,118	\$ 528,118	\$ 675,787	\$ 516,509	\$ 472,244	\$ 2,881,302	\$ 982,800	\$ 3,864,102	
• Security Program		11,000	8,500	7,000	7,000	11,000	11,000	11,000	37,500		37,500	
Grand Total	\$ 310,029	\$ 686,787	\$ 400,115	\$ 535,118	\$ 535,118	\$ 686,787	\$ 527,509	\$ 472,244	\$ 2,918,802	\$ 982,800	\$ 3,901,602	

Table 5.4
Metro Matters Integrated Financial Plan: FY 2005-2024
(dollars in millions)

	FY 2005		FY 2006		FY 2007		FY 2008		Annual Work Plan Year:		FY 2010 Protection	Subtotal FY 2005-10	FY 2011-24 Protection	Total All Years
	Actual	Actual	Actual	Actual	Estimate	FY 2009 Budget	FY 2010 Protection							
▲ Federal Funds:														
• Federal Formula Grant Funds:														
> Section 5307 Grant	\$ 100.206	\$ 110.986	\$ 113.491	\$ 120.557					\$ 127.790	\$ 135.457	\$ 40.000	\$ 708.487	\$ 40.000	\$ 748.487
> Section 5309 Grant	59.236	58.419	70.359	81.761					86.667	91.867		448.309		448.309
Subtotal - Formula Grants	\$ 159.442	\$ 169.405	\$ 183.850	\$ 202.318					\$ 214.457	\$ 227.324	\$ 40.000	\$ 1,156.796	\$ 40.000	\$ 1,196.796
• Federal Bus Funds		12.510		1.490					1.310			15.310		15.310
• Federal Discretionary Funds				35.000					35.000	34.000		104.000		104.000
Subtotal: Federal Funds	\$ 159.442	\$ 181.915	\$ 183.850	\$ 238.808					\$ 250.767	\$ 261.324	\$ 40.000	\$ 1,276.106	\$ 40.000	\$ 1,316.106
▲ State and Local Funds:														
• District of Columbia	\$ 37.611	\$ 48.352	\$ 51.880	\$ 60.351					\$ 65.435	\$ 72.525	\$ 345.303	\$ 336.154	\$ 345.303	\$ 681.457
• Montgomery County	17.221	16.258	30.377	28.080					30.445	33.744		156.125	160.659	316.784
• Prince Georges County	19.675	14.707	36.844	31.040					33.654	37.301		173.221	177.594	350.815
Maryland Subtotal	\$ 36.896	\$ 30.965	\$ 67.221	\$ 59.120					\$ 64.099	\$ 71.045	\$ 338.253	\$ 329.346	\$ 338.253	\$ 667.599
• Alexandria	4.259	5.855	6.282	7.600					7.924	8.782		40.702	41.812	82.514
• Arlington County	8.281	11.474	12.311	14.756					15.527	17.210		79.559	81.939	161.498
• City of Fairfax	0.181	0.255	0.274	0.319					0.346	0.383		1.758	1.824	3.582
• Fairfax County	13.335	18.346	19.685	23.781					24.828	27.519		127.494	131.020	258.514
• Falls Church	0.269	0.371	0.398	0.480					0.502	0.556		2.576	2.649	5.225
Virginia Subtotal	\$ 26.325	\$ 36.301	\$ 38.950	\$ 46.936					\$ 49.127	\$ 54.450	\$ 259.244	\$ 252.089	\$ 259.244	\$ 511.333
Subtotal: State and Local Funds	\$ 100.832	\$ 115.618	\$ 158.051	\$ 166.407					\$ 178.661	\$ 198.020	\$ 942.800	\$ 917.589	\$ 942.800	\$ 1,860.389
▲ Misc. Internal CIP Funding Sources	24.228	6.000	6.000	6.000					26.000	6.000		74.228		74.228
▲ Financials														
• Long-Term Debt														
• Short-Term Borrowing	25.527	88.082	180.217	251.572					61.081	6.900		613.379	445.875	445.875
Subtotal: Financial Sources	\$ 25.527	\$ 88.082	\$ 180.217	\$ 251.572					\$ 61.081	\$ 6.900	\$ -	\$ 613.379	(445.875)	167.504
Total	\$ 310.029	\$ 391.615	\$ 528.118	\$ 662.787					\$ 516.509	\$ 472.244	\$ 982.800	\$ 2,881.302	\$ 982.800	\$ 3,864.102
▲ Security Program		8.500	7.000	11.000					11.000			37.500		37.500
Grand Total	\$ 310.029	\$ 400.115	\$ 535.118	\$ 673.787					\$ 527.509	\$ 472.244	\$ 982.800	\$ 2,918.802	\$ 982.800	\$ 3,901.602

Table 5.5
Metro Matters Security Program: Revised and Original
(dollars in millions)

The Metro Matters Funding Agreement adopted by the WMATA Board of Directors and the contributing jurisdictions in FY 2005, included a Security Program that was to be entirely funded by the federal government. This was incorporated into the agreement though federal funds were not identified at the time. In the intervening period, WMATA staff have sought federal security funding. To date this effort has resulted in significantly less funding than was hoped for. For this reason, a revised Metro Matters Security Program is presented. Please note that this does not include federal security grants received by WMATA prior to the adoption of the Metro Matters Funding Agreement in October, 2004.

Revised Metro Matters Security Program

	Annual Work Plan Year:					Subtotal FY 2005-10	FY 2010 Projection	FY 2011-24 Projection	Total All Years
	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Estimate	FY 2009 Budget				
Security Program									
• Alternative Operations Control Center	\$ -	\$ 0.559	\$ 2.400	\$ 9.541	11.000	5.500		\$ 12.500	\$ 25.000
• Other Security Initiatives									
Total	\$ -	\$ 0.559	\$ 2.900	\$ 17.541	\$ 11.000	\$ 5.500	\$ -	\$ 37.500	\$ 37.500
Source of Funds									
U.S. Dept. of Homeland Security Grants (a)									
• Transit Security		\$ 8.500	\$ 7.000	\$ 6.000	\$ 6.000			\$ 20.500	\$ 20.500
• Urban Area Security Initiative (UASI)					5.000			17.000	17.000
Total	\$ -	\$ 8.500	\$ 7.000	\$ 11.000	\$ 11.000	\$ -	\$ -	\$ 37.500	\$ 37.500

(a) Under U.S. Department of Homeland Security grant regulations, grants may be expended over a period of 18 to 24 months. For this reason, source and use of funds may not equal on an annual basis. For budgeting purposes the source of funds amount is used as the amount for the approved budget. Beginning in FY08, a portion of the funds will be used for the reimbursement of operational spending related to training and law enforcement activities that are now allowable expenses under the DHS TSQP.

Original Metro Matters Security Program Proposed in the Funding Agreement

	Annual Work Plan Year:					Subtotal FY 2005-10	FY 2010	FY 2011-24 Projection	Total
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009				
Security Program									
• Alternative Operations Control Center	\$ 2.300	\$ 17.600	\$ 22.700	\$ 17.900	\$ 2.000	\$ 62.500		\$ 62.500	\$ 81.000
• Other Security Initiatives	7.150	20.900	22.900	16.900	8.300	81.000	4.850		81.000
Total	\$ 9.450	\$ 38.500	\$ 45.600	\$ 34.800	\$ 10.300	\$ 143.500	\$ 4.850	\$ -	\$ 143.500
Source of Funds									
• Federal funds to be determined	\$ 143.500	\$ -	\$ -	\$ -	\$ -	\$ 143.500	\$ -	\$ -	\$ 143.500



Chapter 6. Reimbursable Projects

Reimbursable projects are those unique services, programs, or projects for which separate funding have been arranged. The most common of these projects are expanded bus services and capital improvements paid for by one of Metro's state and local government partners.

Table 6.1
Summary of Reimbursable Project Expenses by Sponsor: FY 2009

	Fiscal 2009 <u>Budget</u>	Project- Generated <u>Revenues</u>	<u>Subsidy</u>	Cost Recovery <u>Rate</u>
District of Columbia				
District of Columbia Government				
• D.C. Bus Circulator	\$ 9,683,100	\$ 960,000	\$ 8,723,100	10%
• D.C. Bus Circulator Expansion (N-22 and 98 U-Street Link)	1,616,900	149,000	1,467,900	9%
• Southeast Bus Garage Redeploy- ment Expenses	4,800,000	-	4,800,000	0%
• Transportation Technology School	334,000	-	334,000	0%
Subtotal	\$ 16,434,000	\$ 1,109,000	\$ 15,325,000	7%
Maryland				
Maryland Department of Transportation				
• Largo Metrorail Extension	133,000	-	133,000	0%
Subtotal	\$ 133,000	\$ -	\$ 133,000	0%
Virginia				
City of Falls Church				
• Falls Church Bus Service (GEORGE, Routes 26-A, E, W)	483,000	18,000	465,000	4%
Subtotal	\$ 483,000	\$ 18,000	\$ 465,000	4%
WMATA and All Jurisdictional Partners				
• Project Development	3,000,000	-	3,000,000	0%
Subtotal	\$ 3,000,000	\$ -	\$ 3,000,000	0%
Total	\$ 20,050,000	\$ 1,127,000	\$ 18,923,000	6%

District of Columbia

DC Bus Circulator.

The FY 2009 budget is \$9,683,100, with the estimate of \$960,000 in revenue, resulting in an \$8,723,100 annual subsidy. Metro serves as the manager for this contract service. The DC Circulator is a partnership between the District Department of Transportation, Washington Metropolitan Area Transit Authority, and DC Surface Transit, Inc. This project operates twenty nine buses, serving as an express bus service connecting Georgetown, Downtown, Union Station, and the Southwest Waterfront. WMATA serves as the contract manager, verifying the provision of service, and providing technical advice. The costs for operating and managing the contract service are fully reimbursed by the District of Columbia.

DC Bus Circulator Expansion (N-22 and the 98, U St Link)

The FY 2009 budget is \$1,616,900 with the estimate of \$149,000 in revenue, resulting in a \$1,467,900 annual subsidy. This changes the DC Circulator's service. The DC Circulator's service will take over two Metrobus routes in the spring of 2009. The Metrobus N-22 will be changed to the Circulator "Union Station to the Ballpark" route with service to the National Visitors' Center and Barracks Row. The Metrobus U-Street Link or route 98 will be changed to the Circulator "Adam's Morgan to Woodley Park" route, servicing the Shaw/Howard University neighborhood, the U Street corridor and Adam's Morgan. Additionally, service to the Smithsonian/National Gallery of Art Loop will return to the Mall area seven days per week, rather than service on weekends only.

Southeast Bus Garage Redeployment Expenses

Due to the closing of the Southeast Bus Garage, Metrobuses from that facility have been redeployed to other Metrobus facilities. Additional operating expenses arising from the redeployment are to be paid by the District of Columbia under an agreement with WMATA. An account of \$4.8 million is being established in FY 2009 to pay for these expenses until such time that the Southeast Bus Garage property is sold, a new site is obtained, and a new garage constructed.

Transportation Technology School

The FY 2009 budget is \$334,000 with a subsidy of \$334,000. This cooperative effort between DC Public Schools and Metro is designed to prepare Cardozo High School graduates for application into Metro's Technical Skills Program, other school-to work training programs, or other electro-mechanical entry-level employment. This program will accommodate 18 students per class year (a total of 36 students), with two program instructors from Metro.

Maryland

Largo Metrorail Extension

Although the 3.1 mile extension of the Blue Line from Addison Road to Largo Town

Center was completed in December 2004, certain contractual issues remained to be resolved with contractors. In FY 2009, the project budget will increase by \$133,000 from \$469.5 million to \$469.6 million, to fund the remaining legal fees related to the appeal of the contractor LGS, Inc. This increase is being funded by the Maryland Department of Transportation.

Virginia

Falls Church Bus Service (GEORGE, Routes 26-A, E, W)

The FY 2009 budget is \$483,000 with an estimate of \$18,000 in revenue, resulting in a \$465,000 annual subsidy. This was a new experimental service using four clean diesel buses in the City of Falls Church. The agreement is between the Northern Virginia Transportation Commission (NVTC), the City of Falls Church, and Metro. Metro operates and maintains the buses by providing one additional mechanic and four operators.

All Jurisdictional Partners

Project Development

This \$3.0 million annual program funds planning studies for new transit services for high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development in the District of Columbia, Maryland, and Virginia. Each jurisdiction contributes proportionately to the program.

Table 6.2
Summary of Reimbursable Project Expenses by Sponsor: FY 2006-2009

(dollars in millions)

	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Budget</u>	FY 2009 <u>Budget</u>
District of Columbia				
District of Columbia Government				
• Anacostia Light Rail Project	\$ 5.364	\$ 1.964		
• D.C. Alternatives Analysis	6.782	0.212		
• D.C. Bus Circulator Service	5.500	5.500	6.589	9.683
• D.C. Bus Circulator Service Expansions			0.264	1.617
• D.C. Bus Circulator Buses and Equipment	11.927		6.000	
• D.C. Public Schools Student Smart Card			0.390	
• Georgia Ave. Rapid Bus (MetroExtra Route 79)			1.435	
• Metrorail Yellow Line Service Extension to Fort Totten		2.750	3.159	
• Navy Yard Metrorail Station Improvements	0.011	6.517		
• New York Ave. Metrorail In-Fill Station	103.200	5.290		
• Southeast Bus Garage Redeployment Expenses				4.800
• Southeast Bus Garage Replacement			58.610	
• Southeast Shuttle Bus Project		0.243	0.256	
• Transportation Technology School	0.300	0.302	0.318	0.334
• Washington Convention Center Station Improvements	29.822			
Subtotal	\$ 162.906	\$ 22.778	\$ 77.021	\$ 16.434
Maryland				
Maryland Department of Transportation				
• Charles Co. Bus Service: Indian Head Express (Route W19)	0.994	1.039	1.193	
• College Park-Bethesda Bus Service (Route J4)	0.615	0.661	0.728	
• College Park Parking Facility	17.305			
• Crofton-New Carrollton Bus Service (Route B31)	0.313	0.284	0.301	
• Greenbelt-BWI Airport Bus Service (Route B30)	1.519	1.401	1.689	
• Metrorail Blue Line Extension to Largo Town Center	439.814	14.644	9.500	0.133
• Metrorail Red Line Turnbacks at Grosvenor Station		1.095	1.538	
• New Carrollton Parking Facility	22.371			
Montgomery County				
• Glenmont Parking Facility	0.486	0.683		
• White Flint Parking Facility	16.139	1.227		
Subtotal	\$ 499.556	\$ 21.034	\$ 14.949	\$ 0.133

Table 6.2 (continued)
Summary of Reimbursable Project Expenses by Sponsor: FY 2006-2009

(dollars in millions)

	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Budget</u>	FY 2009 <u>Budget</u>
Virginia				
Alexandria, City of				
• King Street Metrorail Station Improvements	15.547	0.614		
Arlington County				
• Ballston-MU Metrorail Station Improvements	13.827	0.641	(0.800)	
• Maintenance of Pike Ride Signals	0.003	0.003	0.003	
• Rosslyn Metrorail Station Access Improvements	1.969	0.049		
• Rosslyn Metrorail Station New Entrance			3.013	
• Shirlington Bus Transit Facility	1.173	1.147		
City of Falls Church				
• Falls Church Bus Service (GEORGE, Routes 26-A,E,W)	0.303	0.331	0.373	0.483
Fairfax County				
• Huntington Parking Facility	0.942	15.340		
• Springfield Bus Circulator & Shuttle Service (Routes S-80, S-91)	0.643	0.765	0.786	
• Vienna Parking Facility	26.163			
Virginia Dept. of Rail & Public Transportation (VDRPT)				
• Franconia-Springfield Parking Facility	16.592			
• Royal Street Bus Garage Replacement Study			4.260	
• West Falls Church Parking Facility	16.616			
VDRPT & Metropolitan Washington Airports Authority				
• Dulles Corridor Metrorail Project	51.843	4.516	272.850	
Virginia Department of Transportation (VDOT)				
• Fiber Optic Cable Agreement			2.500	
Subtotal	\$ 145.621	\$ 23.406	\$ 282.985	\$ 0.483
WMATA and All Jurisdictional Partners				
• 6000-Series Rail Car Procurement	63.257	38.433		
• Core Capacity Buses	3.713			
• Project Development	10.316	1.368	3.000	3.000
• Relocation of TSSM Function from Twinbrook to Shady Grove			1.000	
• Solar Power Equipment Project			14.670	
Subtotal	\$ 77.286	\$ 39.801	\$ 18.670	\$ 3.000
Miscellaneous Projects with Various Sponsors	12.432	4.068		
Total	\$ 897.801	\$ 111.087	\$ 393.625	\$ 20.050





Appendix A. Department Budgets

This appendix provides detailed line-item budgets for each department in the fiscal 2009 operating budget.

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Note: Historical data (FY 2006-2008) presented may not accurately reflect the Departments' previous budget/actual due to corporate reorganization. It does not affect the total for the Authority.

In the following tables which display "operating cost by *mode*," mode and operating unit are synonymous.

OPERATING COST BY MODE
All Departments
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$200,176	\$56,890	\$140,421	\$2,865
Full-Time Salaries	\$198,689	\$56,903	\$138,829	\$2,957
Salary Lapse	-\$8,080	-\$2,164	-\$5,823	-\$93
Overtime Salaries	\$9,567	\$2,151	\$7,415	\$0
Wages(Total)	\$484,006	\$226,265	\$257,738	\$4
Operator/StaMgr Wages	\$201,360	\$134,974	\$66,386	\$0
Operator/StaMgr Overtime	\$37,986	\$19,983	\$18,003	\$0
Full Time Wages	\$233,770	\$66,614	\$167,152	\$4
Wage Lapse	-\$7,752	-\$2,076	-\$5,676	\$0
Overtime Wages	\$18,642	\$6,771	\$11,871	\$0
TOTAL SALARIES AND WAGES	\$684,182	\$283,155	\$398,159	\$2,868
Fringes(Total)	\$240,899	\$98,904	\$140,971	\$1,023
Fringe Health	\$133,032	\$54,575	\$77,877	\$580
Fringe Pension	\$49,189	\$20,180	\$28,795	\$214
Other Fringe Benefits	\$56,378	\$23,349	\$32,800	\$229
Workers Compensation	\$2,300	\$800	\$1,500	\$0
TOTAL PERSONNEL COST	\$925,081	\$382,060	\$539,130	\$3,891
Services(Total)	\$143,536	\$24,309	\$56,618	\$62,610
Management Fee	\$4,835	\$0	\$4,835	\$0
Professional & Technical	\$20,493	\$7,398	\$12,832	\$262
Temporary Help	\$1,929	\$594	\$1,326	\$9
Contract Maintenance	\$33,786	\$10,119	\$23,628	\$39
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$62,037	\$0	\$0	\$62,037
Other	\$20,456	\$6,198	\$13,997	\$262
Materials & Supplies(Total)	\$79,860	\$33,560	\$46,059	\$241
Fuel and Lubricants	\$3,690	\$2,212	\$1,478	\$0
Tires	\$5,724	\$5,598	\$126	\$0
Other	\$70,447	\$25,750	\$44,456	\$241
Fuel & Propulsion(Total)	\$108,985	\$45,390	\$63,595	\$0
Diesel Fuel	\$39,359	\$39,359	\$0	\$0
Propulsion Power	\$63,595	\$0	\$63,595	\$0
Clean Natural Gas	\$6,031	\$6,031	\$0	\$0
Utilities(Total)	\$42,776	\$8,136	\$34,561	\$80
Electricity and Gas	\$37,480	\$6,723	\$30,694	\$62
Utilities - Other	\$5,296	\$1,412	\$3,867	\$17
Casualty & Liability(Total)	\$43,299	\$21,501	\$21,690	\$108
Insurance	\$9,359	\$2,394	\$6,965	\$0
Claims	\$33,940	\$19,107	\$14,724	\$108
Leases(Total)	\$4,526	\$1,306	\$2,678	\$542
Property	\$1,738	\$757	\$440	\$541
Vehicles				
Equipment	\$2,788	\$549	\$2,238	\$1
Miscellaneous(Total)	\$5,551	\$1,969	\$3,532	\$49
Dues And Subscriptions	\$541	\$186	\$349	\$6
Conferences and Meetings	\$520	\$172	\$323	\$25
Business Travel/Public Hrg	\$723	\$149	\$566	\$8
Interview & Relocation	\$89	\$32	\$57	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,641	\$1,045	\$1,592	\$3
Other	\$1,038	\$386	\$644	\$7
Reimbursements(Total)	-\$24,640	-\$18,073	-\$6,567	\$0
Reimbursements	-\$24,640	-\$18,073	-\$6,567	\$0
TOTAL NONPERSONNEL COST	\$403,893	\$118,098	\$222,166	\$63,630
TOTAL COST	\$1,328,975	\$500,157	\$761,296	\$67,521

MULTI-YEAR OPERATING COST COMPARISON
All Departments

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$164,766	\$167,406	\$179,103	\$200,176	\$21,073
Full-Time Salaries	\$150,480	\$152,972	\$170,686	\$198,689	\$28,003
Salary Lapse	\$0	\$0	\$0	-\$8,080	-\$8,080
Overtime Salaries	\$14,286	\$14,434	\$8,416	\$9,567	\$1,150
Wages (Total)	\$395,024	\$411,048	\$459,836	\$484,006	\$24,171
Operator/StaMgr Wages	\$145,030	\$155,332	\$192,262	\$201,360	\$9,098
Operator/StaMgr Overtime	\$36,533	\$36,134	\$34,596	\$37,986	
Full Time Wages	\$186,473	\$195,917	\$215,485	\$233,770	\$18,285
Wage Lapse	\$0	\$0	\$0	-\$7,752	-\$7,752
Overtime Wages	\$26,988	\$23,665	\$17,493	\$18,642	\$1,150
TOTAL SALARIES AND WAGES	\$559,790	\$578,454	\$638,938	\$684,182	\$45,244
Fringes (Total)	\$177,157	\$211,098	\$244,337	\$240,899	-\$3,439
Fringe Health	\$110,906	\$115,883	\$129,849	\$133,032	\$3,183
Fringe Pension	\$23,012	\$36,805	\$43,196	\$49,189	
Other Fringe Benefits	\$36,445	\$46,008	\$52,443	\$56,378	\$3,935
Workers Compensation	\$6,794	\$12,401	\$18,850	\$2,300	-\$16,550
TOTAL PERSONNEL COST	\$736,947	\$789,552	\$883,276	\$925,081	\$41,805
Services (Total)	\$101,331	\$105,394	\$125,068	\$143,536	\$18,469
Management Fee	\$4,220	\$3,916	\$5,175	\$4,835	-\$340
Professional & Technical	\$8,774	\$8,002	\$16,641	\$20,493	\$3,852
Temporary Help	\$1,336	\$1,685	\$1,722	\$1,929	\$207
Contract Maintenance	\$21,616	\$21,289	\$27,021	\$33,786	\$6,764
Custodial Services	-\$5	\$21	\$1	\$0	-\$1
Paratransit	\$50,948	\$56,410	\$58,439	\$62,037	\$3,598
Other	\$14,442	\$14,072	\$16,068	\$20,456	\$4,389
Materials & Supplies (Total)	\$68,102	\$63,923	\$73,353	\$79,860	\$6,508
Fuel and Lubricants	\$3,274	\$3,151	\$3,477	\$3,690	\$212
Tires	\$1,868	\$2,127	\$5,105	\$5,724	\$619
Other	\$62,960	\$58,646	\$64,771	\$70,447	\$5,676
Fuel & Propulsion (Total)	\$63,219	\$68,672	\$77,419	\$108,985	\$31,566
Diesel Fuel	\$21,387	\$21,634	\$26,349	\$39,359	\$13,009
Propulsion Power	\$36,301	\$39,364	\$45,614	\$63,595	\$17,981
Clean Natural Gas	\$5,531	\$7,674	\$5,456	\$6,031	\$575
Utilities (Total)	\$30,920	\$32,073	\$37,380	\$42,776	\$5,396
Electricity and Gas	\$24,496	\$25,555	\$29,666	\$37,480	\$7,814
Utilities - Other	\$6,424	\$6,518	\$7,714	\$5,296	-\$2,417
Casualty & Liability (Total)	\$10,902	\$12,736	\$18,004	\$43,299	\$25,295
Insurance	\$7,471	\$7,792	\$8,138	\$9,359	\$1,221
Claims	\$3,430	\$4,945	\$9,866	\$33,940	\$24,074
Leases (Total)	\$4,625	\$5,951	\$5,571	\$4,526	-\$1,045
Property	\$1,934	\$2,432	\$1,784	\$1,738	-\$46
Equipment	\$2,692	\$3,519	\$3,787	\$2,788	-\$999
Miscellaneous (Total)	\$4,749	\$4,111	\$4,838	\$5,551	\$713
Dues And Subscriptions	\$188	\$370	\$557	\$541	-\$17
Conferences and Meetings	\$581	\$278	\$368	\$520	\$152
Business Travel/Public Hrg	\$545	\$546	\$422	\$723	\$302
Interview & Relocation	\$59	\$114	\$88	\$89	\$1
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$2,659	\$1,984	\$2,490	\$2,641	\$151
Other	\$717	\$819	\$913	\$1,038	\$124
Reimbursements (Total)	-\$24,197	-\$24,064	-\$70,026	-\$24,640	\$45,386
Reimbursements	-\$24,197	-\$24,064	-\$70,026	-\$24,640	\$45,386
TOTAL NONPERSONNEL COST	\$259,651	\$268,796	\$271,606	\$403,893	\$132,288
TOTAL COST	\$996,598	\$1,058,348	\$1,154,881	\$1,328,975	\$174,093

OPERATING COST BY MODE
General Manager Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$608	\$213	\$394	\$1
Full-Time Salaries	\$608	\$213	\$394	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$608	\$213	\$394	\$1
Fringes(Total)	\$310	\$112	\$197	\$1
Fringe Health	\$220	\$79	\$140	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$90	\$33	\$58	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$918	\$325	\$592	\$2
Services(Total)	\$24	\$9	\$16	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$24	\$9	\$16	\$0
Materials & Supplies(Total)	\$9	\$3	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9	\$3	\$5	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$511	\$208	\$302	\$1
Dues And Subscriptions	\$230	\$83	\$146	\$1
Conferences and Meetings	\$95	\$34	\$61	\$0
Business Travel/Public Hrg	\$17	\$6	\$11	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$169	\$84	\$85	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$544	\$220	\$323	\$1
TOTAL COST	\$1,462	\$544	\$915	\$3

MULTI-YEAR OPERATING COST COMPARISON
General Manager Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$893	\$580	\$451	\$608	\$157
Full-Time Salaries	\$890	\$573	\$451	\$608	\$157
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$3	\$7	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$30	\$0	-\$30
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$30	\$0	-\$30
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$893	\$580	\$481	\$608	\$127
Fringes (Total)	\$346	\$262	\$246	\$310	\$64
Fringe Health	\$0	\$0	\$156	\$220	\$64
Fringe Pension	\$34	\$52	\$0	\$0	\$0
Other Fringe Benefits	\$312	\$210	\$90	\$90	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,239	\$842	\$727	\$918	\$191
Services (Total)	\$73	\$228	\$256	\$24	-\$231
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$15	\$201	\$229	\$0	-\$229
Temporary Help	\$31	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$27	\$27	\$27	\$24	-\$3
Materials & Supplies (Total)	\$18	\$3	\$10	\$9	-\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$18	\$3	\$10	\$9	-\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$5	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$5	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$4	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$4	\$0	\$0	\$0
Miscellaneous (Total)	\$63	\$196	\$339	\$511	\$172
Dues And Subscriptions	\$4	\$118	\$221	\$230	\$9
Conferences and Meetings	\$50	\$31	\$101	\$95	-\$6
Business Travel/Public Hrg	\$9	\$10	\$16	\$17	\$1
Interview & Relocation	\$0	\$38	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$1	\$169	\$168
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$155	\$437	\$605	\$544	-\$61
TOTAL COST	\$1,394	\$1,279	\$1,331	\$1,462	\$130

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$2,044	\$739	\$1,304	\$1
Full-Time Salaries	\$2,154	\$779	\$1,374	\$1
Salary Lapse	-\$110	-\$40	-\$70	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,044	\$739	\$1,304	\$1
Fringes(Total)	\$719	\$260	\$459	\$0
Fringe Health	\$719	\$260	\$459	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,764	\$1,000	\$1,763	\$2
Services(Total)	\$279	\$101	\$178	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$260	\$94	\$166	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$8	\$3	\$5	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$11	\$4	\$7	\$0
Materials & Supplies(Total)	\$21	\$8	\$14	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$21	\$8	\$14	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$32	\$8	\$24	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$1	\$0	\$1	\$0
Business Travel/Public Hrg	\$31	\$8	\$23	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$332	\$117	\$216	\$0
TOTAL COST	\$3,096	\$1,116	\$1,978	\$2

MULTI-YEAR OPERATING COST COMPARISON
Inspector General Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$1,532	\$1,298	\$2,001	\$2,044	\$44
Full-Time Salaries	\$1,532	\$1,298	\$2,001	\$2,154	\$153
Salary Lapse	\$0	\$0	\$0	-\$110	-\$110
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,532	\$1,298	\$2,001	\$2,044	\$44
Fringes (Total)	\$540	\$447	\$696	\$719	\$24
Fringe Health	\$0	\$0	\$696	\$719	\$24
Fringe Pension	\$40	\$37	\$0	\$0	\$0
Other Fringe Benefits	\$501	\$411	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,072	\$1,746	\$2,697	\$2,764	\$67
Services (Total)	\$16	\$13	\$2	\$279	\$277
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$260	\$260
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$0	\$0	\$8	\$8
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$15	\$13	\$2	\$11	\$9
Materials & Supplies (Total)	\$15	\$10	\$17	\$21	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$15	\$10	\$17	\$21	\$4
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$58	\$32	\$16	\$32	\$17
Dues And Subscriptions	\$0	\$0	\$2	\$1	-\$1
Conferences and Meetings	\$0	\$0	\$1	\$1	\$0
Business Travel/Public Hrg	\$57	\$31	\$13	\$31	\$18
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$89	\$55	\$34	\$332	\$298
TOTAL COST	\$2,161	\$1,800	\$2,731	\$3,096	\$365

OPERATING COST BY MODE
General Counsel Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$3,164	\$1,129	\$2,029	\$7
Full-Time Salaries	\$3,293	\$1,175	\$2,111	\$7
Salary Lapse	-\$128	-\$46	-\$82	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,164	\$1,129	\$2,029	\$7
Fringes(Total)	\$1,054	\$381	\$671	\$2
Fringe Health	\$1,049	\$379	\$668	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$2	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,219	\$1,509	\$2,700	\$9
Services(Total)	\$1,407	\$441	\$964	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$988	\$357	\$629	\$2
Temporary Help	\$25	\$9	\$16	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$394	\$75	\$318	\$1
Materials & Supplies(Total)	\$88	\$38	\$50	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$88	\$38	\$50	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$12,413	\$4,295	\$8,011	\$108
Insurance	\$0	\$0	\$0	\$0
Claims	\$12,413	\$4,295	\$8,011	\$108
Leases(Total)	\$57	\$21	\$36	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$57	\$21	\$36	\$0
Miscellaneous(Total)	\$98	\$35	\$62	\$0
Dues And Subscriptions	\$68	\$25	\$43	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$8	\$3	\$5	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$19	\$7	\$12	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$14,064	\$4,830	\$9,123	\$111
TOTAL COST	\$18,282	\$6,339	\$11,823	\$120

MULTI-YEAR OPERATING COST COMPARISON
General Counsel Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$3,008	\$2,838	\$3,021	\$3,164	\$143
Full-Time Salaries	\$3,004	\$2,830	\$3,021	\$3,293	\$272
Salary Lapse	\$0	\$0	\$0	-\$128	-\$128
Overtime Salaries	\$4	\$8	\$0	\$0	\$0
Wages (Total)	\$1	\$6	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1	\$6	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,009	\$2,844	\$3,021	\$3,164	\$143
Fringes (Total)	\$1,084	\$999	\$1,055	\$1,054	-\$1
Fringe Health	\$0	\$0	\$1,050	\$1,049	-\$1
Fringe Pension	\$90	\$103	\$0	\$0	\$0
Other Fringe Benefits	\$994	\$896	\$5	\$5	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,093	\$3,844	\$4,076	\$4,219	\$142
Services (Total)	\$249	\$724	\$1,285	\$1,407	\$122
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$193	\$576	\$966	\$988	\$22
Temporary Help	\$28	\$18	\$17	\$25	\$8
Contract Maintenance	\$1	\$0	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$27	\$129	\$302	\$394	\$92
Materials & Supplies (Total)	\$95	\$70	\$111	\$88	-\$23
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$95	\$70	\$111	\$88	-\$23
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$2	\$3	\$0	-\$3
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$2	\$3	\$0	-\$3
Casualty & Liability (Total)	\$0	\$4,945	\$9,866	\$12,413	\$2,548
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$4,945	\$9,866	\$12,413	\$2,548
Leases (Total)	\$51	\$51	\$63	\$57	-\$6
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$51	\$51	\$63	\$57	-\$6
Miscellaneous (Total)	\$67	\$67	\$99	\$98	-\$1
Dues And Subscriptions	\$39	\$45	\$68	\$68	\$0
Conferences and Meetings	\$1	\$2	\$2	\$2	\$0
Business Travel/Public Hrg	\$14	\$11	\$8	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$13	\$10	\$20	\$19	-\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$463	\$5,858	\$11,427	\$14,064	\$2,637
TOTAL COST	\$4,557	\$9,701	\$15,503	\$18,282	\$2,779

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$292	\$106	\$186	\$0
Full-Time Salaries	\$301	\$109	\$192	\$0
Salary Lapse	-\$9	-\$3	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$292	\$106	\$186	\$0
Fringes(Total)	\$101	\$36	\$64	\$0
Fringe Health	\$101	\$36	\$64	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$392	\$142	\$250	\$0
Services(Total)	\$58	\$21	\$37	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$5	\$9	\$0
Temporary Help	\$15	\$5	\$10	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$30	\$11	\$19	\$0
Materials & Supplies(Total)	\$7	\$2	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$2	\$4	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$125	\$45	\$80	\$0
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$23	\$8	\$14	\$0
Business Travel/Public Hrg	\$13	\$5	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$79	\$28	\$50	\$0
Other	\$6	\$2	\$4	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$191	\$68	\$121	\$1
TOTAL COST	\$583	\$210	\$372	\$1

MULTI-YEAR OPERATING COST COMPARISON
Board Secretary Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$231	\$188	\$318	\$292	-\$26
Full-Time Salaries	\$231	\$185	\$318	\$301	-\$17
Salary Lapse	\$0	\$0	\$0	-\$9	-\$9
Overtime Salaries	\$0	\$3	\$0	\$0	\$0
Wages (Total)	\$0	\$10	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$10	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$231	\$198	\$318	\$292	-\$26
Fringes (Total)	\$83	\$72	\$110	\$101	-\$10
Fringe Health	\$0	\$0	\$110	\$101	-\$10
Fringe Pension	\$4	\$9	\$0	\$0	\$0
Other Fringe Benefits	\$78	\$63	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$313	\$270	\$428	\$392	-\$36
Services (Total)	\$283	-\$66	\$58	\$58	\$1
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$237	-\$87	\$13	\$14	\$1
Temporary Help	\$0	\$0	\$16	\$15	-\$1
Contract Maintenance	\$17	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$29	\$21	\$28	\$30	\$1
Materials & Supplies (Total)	\$23	\$4	\$15	\$7	-\$9
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$23	\$4	\$15	\$7	-\$9
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$352	\$40	\$124	\$125	\$1
Dues And Subscriptions	\$1	\$0	\$6	\$5	-\$1
Conferences and Meetings	\$242	\$18	\$21	\$23	\$1
Business Travel/Public Hrg	\$9	\$8	\$13	\$13	\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$100	\$14	\$78	\$79	\$0
Other	\$0	\$0	\$6	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$659	-\$22	\$197	\$191	-\$6
TOTAL COST	\$972	\$248	\$625	\$583	-\$42

OPERATING COST BY MODE
Operations Administration Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$620	\$254	\$366	\$0
Full-Time Salaries	\$620	\$254	\$366	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$620	\$254	\$366	\$0
Fringes(Total)	\$207	\$85	\$122	\$0
Fringe Health	\$207	\$85	\$122	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$828	\$339	\$488	\$0
Services(Total)	\$232	\$88	\$144	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$9	\$4	\$5	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$222	\$84	\$139	\$0
Materials & Supplies(Total)	\$37	\$10	\$26	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$37	\$10	\$26	\$1
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$19	\$7	\$12	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$5	\$3	\$1	\$0
Business Travel/Public Hrg	\$13	\$3	\$9	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$2	\$0	\$1	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$288	\$105	\$182	\$1
TOTAL COST	\$1,116	\$444	\$671	\$1

MULTI-YEAR OPERATING COST COMPARISON
Operations Administration Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$0	\$0	\$329	\$620	\$291
Full-Time Salaries	\$0	\$0	\$329	\$620	\$291
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$0	\$0	\$329	\$620	\$291
Fringes (Total)	\$0	\$0	\$114	\$207	\$94
Fringe Health	\$0	\$0	\$114	\$207	\$94
Fringe Pension	\$0	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$0	\$0	\$443	\$828	\$385
Services (Total)	\$0	\$0	\$29	\$232	\$203
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$9	\$9	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$20	\$222	\$203
Materials & Supplies (Total)	\$0	\$0	\$42	\$37	-\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$42	\$37	-\$4
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$3	\$0	-\$3
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$3	\$0	-\$3
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$0	\$0	\$16	\$19	\$3
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$5	\$5	\$0
Business Travel/Public Hrg	\$0	\$0	\$10	\$13	\$3
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$2	\$2	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$0	\$0	\$90	\$288	\$198
TOTAL COST	\$0	\$0	\$533	\$1,116	\$583

OPERATING COST BY MODE
Access Services Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$2,793	\$0	\$0	\$2,793
Full-Time Salaries	\$2,883	\$0	\$0	\$2,883
Salary Lapse	-\$89	\$0	\$0	-\$89
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,793	\$0	\$0	\$2,793
Fringes(Total)	\$996	\$0	\$0	\$996
Fringe Health	\$996	\$0	\$0	\$996
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,790	\$0	\$0	\$3,790
Services(Total)	\$62,543	\$0	\$0	\$62,543
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$247	\$0	\$0	\$247
Temporary Help	\$9	\$0	\$0	\$9
Contract Maintenance	\$1	\$0	\$0	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$62,037	\$0	\$0	\$62,037
Other	\$250	\$0	\$0	\$250
Materials & Supplies(Total)	\$187	\$0	\$0	\$187
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$187	\$0	\$0	\$187
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$541	\$0	\$0	\$541
Property	\$541	\$0	\$0	\$541
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$44	\$0	\$0	\$44
Dues And Subscriptions	\$4	\$0	\$0	\$4
Conferences and Meetings	\$24	\$0	\$0	\$24
Business Travel/Public Hrg	\$7	\$0	\$0	\$7
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2	\$0	\$0	\$2
Other	\$6	\$0	\$0	\$6
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$63,315	\$0	\$0	\$63,315
TOTAL COST	\$67,105	\$0	\$0	\$67,105

MULTI-YEAR OPERATING COST COMPARISON
Access Services Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$976	\$1,343	\$1,919	\$2,793	\$874
Full-Time Salaries	\$949	\$1,319	\$1,919	\$2,883	\$964
Salary Lapse	\$0	\$0	\$0	-\$89	-\$89
Overtime Salaries	\$27	\$24	\$0	\$0	\$0
Wages (Total)	\$0	\$1	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$1	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$976	\$1,344	\$1,919	\$2,793	\$874
Fringes (Total)	\$319	\$457	\$714	\$996	\$283
Fringe Health	\$0	\$0	\$714	\$996	\$283
Fringe Pension	\$15	\$24	\$0	\$0	\$0
Other Fringe Benefits	\$303	\$433	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,295	\$1,801	\$2,633	\$3,790	\$1,157
Services (Total)	\$51,515	\$56,835	\$59,826	\$62,543	\$2,717
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$6	\$102	\$953	\$247	-\$707
Temporary Help	\$39	\$27	\$9	\$9	\$0
Contract Maintenance	\$150	\$16	\$39	\$1	-\$38
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$50,948	\$56,410	\$58,439	\$62,037	\$3,598
Other	\$372	\$280	\$386	\$250	-\$136
Materials & Supplies (Total)	\$101	\$48	\$188	\$187	-\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$101	\$48	\$188	\$187	-\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$10	\$41	\$0	-\$41
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$10	\$41	\$0	-\$41
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$455	\$518	\$520	\$541	\$21
Property	\$459	\$518	\$520	\$541	\$21
Equipment	-\$4	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$13	\$15	\$30	\$44	\$14
Dues And Subscriptions	\$0	\$0	\$3	\$4	\$1
Conferences and Meetings	\$11	\$10	\$12	\$24	\$12
Business Travel/Public Hrg	\$2	\$4	\$7	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$2	\$2	\$0
Other	\$0	\$0	\$6	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$52,084	\$57,426	\$60,606	\$63,315	\$2,710
TOTAL COST	\$53,379	\$59,227	\$63,238	\$67,105	\$3,867

OPERATING COST BY MODE
Bus Services Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$29,556	\$28,565	\$981	\$9
Full-Time Salaries	\$29,637	\$28,659	\$968	\$10
Salary Lapse	-\$903	-\$869	-\$34	\$0
Overtime Salaries	\$822	\$775	\$47	\$0
Wages(Total)	\$213,942	\$212,422	\$1,520	\$0
Operator/StaMgr Wages	\$135,274	\$134,974	\$300	\$0
Operator/StaMgr Overtime	\$19,980	\$19,980	\$0	\$0
Full Time Wages	\$54,272	\$53,075	\$1,197	\$0
Wage Lapse	-\$1,572	-\$1,537	-\$35	\$0
Overtime Wages	\$5,989	\$5,931	\$58	\$0
TOTAL SALARIES AND WAGES	\$243,498	\$240,988	\$2,501	\$9
Fringes(Total)	\$84,241	\$83,342	\$895	\$3
Fringe Health	\$82,708	\$81,821	\$883	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,533	\$1,521	\$12	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$327,739	\$324,330	\$3,397	\$13
Services(Total)	\$7,023	\$5,235	\$1,788	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$175	\$162	\$13	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6,271	\$4,501	\$1,770	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$577	\$572	\$5	\$0
Materials & Supplies(Total)	\$30,492	\$28,390	\$2,102	\$0
Fuel and Lubricants	\$3,473	\$2,179	\$1,294	\$0
Tires	\$5,724	\$5,598	\$126	\$0
Other	\$21,295	\$20,614	\$682	\$0
Fuel & Propulsion(Total)	\$48,390	\$48,390	\$0	\$0
Diesel Fuel	\$39,359	\$39,359	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$9,031	\$9,031	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$468	\$468	\$0	\$0
Property	\$419	\$419	\$0	\$0
Vehicles				
Equipment	\$48	\$48	\$0	\$0
Miscellaneous(Total)	\$145	\$139	\$6	\$0
Dues And Subscriptions	\$10	\$4	\$6	\$0
Conferences and Meetings	\$11	\$11	\$0	\$0
Business Travel/Public Hrg	\$2	\$2	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$122	\$121	\$0	\$0
Reimbursements(Total)	-\$18,075	-\$18,075	\$0	\$0
Reimbursements	-\$18,075	-\$18,075	\$0	\$0
TOTAL NONPERSONNEL COST	\$68,442	\$64,546	\$3,896	\$0
TOTAL COST	\$396,182	\$388,876	\$7,293	\$13

MULTI-YEAR OPERATING COST COMPARISON
Bus Services Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$13,387	\$15,619	\$23,101	\$29,556	\$6,456
Full-Time Salaries	\$12,855	\$14,945	\$22,673	\$29,637	\$6,964
Salary Lapse	\$0	\$0	\$0	-\$903	-\$903
Overtime Salaries	\$532	\$675	\$428	\$822	\$394
Wages (Total)	\$155,205	\$161,160	\$200,047	\$213,942	\$13,895
Operator/StaMgr Wages	\$91,525	\$95,109	\$124,672	\$135,274	\$10,602
Operator/StaMgr Overtime	\$18,972	\$20,365	\$20,754	\$19,980	-\$774
Full Time Wages	\$38,849	\$39,602	\$49,022	\$54,272	\$5,250
Wage Lapse	\$0	\$0	\$0	-\$1,572	-\$1,572
Overtime Wages	\$5,859	\$6,084	\$5,598	\$5,989	\$391
TOTAL SALARIES AND WAGES	\$168,591	\$176,779	\$223,147	\$243,498	\$20,351
Fringes (Total)	\$53,561	\$57,136	\$78,849	\$84,241	\$5,392
Fringe Health	\$0	\$0	\$77,509	\$82,708	\$5,199
Fringe Pension	\$66	\$107	\$0	\$0	-\$41
Other Fringe Benefits	\$53,495	\$57,029	\$1,340	\$1,533	\$193
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$222,152	\$233,915	\$301,996	\$327,739	\$25,743
Services (Total)	\$3,243	\$3,751	\$4,619	\$7,023	\$2,404
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$30	\$15	\$255	\$175	-\$80
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,983	\$3,526	\$4,165	\$6,271	\$2,105
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$230	\$211	\$199	\$577	\$378
Materials & Supplies (Total)	\$25,476	\$23,322	\$29,740	\$30,492	\$752
Fuel and Lubricants	\$3,135	\$2,954	\$3,228	\$3,473	\$245
Tires	\$1,868	\$2,126	\$5,105	\$5,724	\$619
Other	\$20,473	\$18,243	\$21,408	\$21,295	-\$112
Fuel & Propulsion (Total)	\$26,899	\$29,298	\$34,805	\$48,390	\$13,584
Diesel Fuel	\$21,380	\$21,623	\$26,349	\$39,359	\$13,009
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$5,519	\$7,674	\$8,456	\$9,031	\$575
Utilities (Total)	\$0	\$79	\$77	\$0	-\$77
Electricity and Gas	\$0	\$2	\$0	\$0	\$0
Utilities - Other	\$0	\$77	\$77	\$0	-\$77
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$406	\$457	\$665	\$468	-\$197
Property	\$405	\$435	\$618	\$419	-\$199
Equipment	\$1	\$22	\$47	\$48	\$2
Miscellaneous (Total)	\$214	\$219	\$126	\$145	\$19
Dues And Subscriptions	\$2	\$4	\$10	\$10	\$0
Conferences and Meetings	\$41	\$46	\$11	\$11	\$1
Business Travel/Public Hrg	\$37	\$22	\$2	\$2	\$0
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$135	\$148	\$103	\$122	\$19
Reimbursements (Total)	-\$18,015	-\$18,000	-\$18,075	-\$18,075	\$0
Reimbursements	-\$18,015	-\$18,000	-\$18,075	-\$18,075	\$0
TOTAL NONPERSONNEL COST	\$38,223	\$39,126	\$51,956	\$68,442	\$16,486
TOTAL COST	\$260,375	\$273,041	\$353,953	\$396,182	\$42,229

OPERATING COST BY MODE
Operations Services Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$20,348	\$2,770	\$17,577	\$0
Full-Time Salaries	\$20,375	\$2,741	\$17,634	\$0
Salary Lapse	-\$674	-\$93	-\$581	\$0
Overtime Salaries	\$647	\$122	\$525	\$0
Wages(Total)	\$45,606	\$6,424	\$39,182	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$44,748	\$6,189	\$38,559	\$0
Wage Lapse	-\$1,570	-\$204	-\$1,365	\$0
Overtime Wages	\$2,427	\$439	\$1,989	\$0
TOTAL SALARIES AND WAGES	\$65,954	\$9,195	\$56,759	\$0
Fringes(Total)	\$23,055	\$3,147	\$19,908	\$0
Fringe Health	\$22,754	\$3,081	\$19,673	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$301	\$66	\$235	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$89,009	\$12,342	\$76,667	\$0
Services(Total)	\$19,312	\$3,114	\$16,173	\$24
Management Fee	\$4,835	\$0	\$4,835	\$0
Professional & Technical	\$845	\$54	\$791	\$0
Temporary Help	\$1,737	\$520	\$1,217	\$0
Contract Maintenance	\$10,895	\$2,357	\$8,513	\$24
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$999	\$182	\$817	\$0
Materials & Supplies(Total)	\$10,336	\$2,401	\$7,934	\$2
Fuel and Lubricants	\$33	\$33	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10,303	\$2,368	\$7,933	\$2
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$2,848	\$805	\$2,043	\$0
Electricity and Gas	\$130	\$53	\$77	\$0
Utilities - Other	\$2,718	\$751	\$1,967	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$827	\$345	\$482	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$827	\$345	\$482	\$0
Miscellaneous(Total)	\$446	\$130	\$315	\$1
Dues And Subscriptions	\$27	\$12	\$15	\$0
Conferences and Meetings	\$15	\$6	\$9	\$0
Business Travel/Public Hrg	\$95	\$13	\$82	\$0
Interview & Relocation	\$2	\$0	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$12	\$0	\$12	\$0
Other	\$295	\$99	\$195	\$1
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$33,769	\$6,795	\$26,947	\$27
TOTAL COST	\$122,777	\$19,137	\$103,614	\$27

MULTI-YEAR OPERATING COST COMPARISON
Operations Services Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$18,758	\$18,839	\$23,578	\$20,348	-\$3,230
Full-Time Salaries	\$17,337	\$17,464	\$23,034	\$20,375	-\$2,659
Salary Lapse	\$0	\$0	\$0	-\$674	-\$674
Overtime Salaries	\$1,421	\$1,375	\$543	\$647	\$103
Wages (Total)	\$42,574	\$38,476	\$43,492	\$45,606	\$2,114
Operator/StaMgr Wages	\$34	\$47	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$103	\$0	\$0	\$0
Full Time Wages	\$37,834	\$34,871	\$41,026	\$44,748	\$3,723
Wage Lapse	\$0	\$0	\$0	-\$1,570	-\$1,570
Overtime Wages	\$4,706	\$3,455	\$2,466	\$2,427	-\$39
TOTAL SALARIES AND WAGES	\$61,332	\$57,315	\$67,070	\$65,954	-\$1,116
Fringes (Total)	\$21,034	\$18,530	\$23,960	\$23,055	-\$906
Fringe Health	\$7	\$6	\$23,666	\$22,754	-\$912
Fringe Pension	\$206	\$257	\$0	\$0	\$0
Other Fringe Benefits	\$20,821	\$18,268	\$294	\$301	\$7
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$82,365	\$75,845	\$91,030	\$89,009	-\$2,021
Services (Total)	\$16,664	\$15,067	\$20,447	\$19,312	-\$1,136
Management Fee	\$4,276	\$3,913	\$5,175	\$4,835	-\$340
Professional & Technical	\$322	-\$296	\$800	\$845	\$46
Temporary Help	\$1,135	\$1,254	\$1,537	\$1,737	\$201
Contract Maintenance	\$10,179	\$9,854	\$12,047	\$10,895	-\$1,153
Custodial Services	\$1	\$5	\$1	\$0	-\$1
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$751	\$337	\$888	\$999	\$111
Materials & Supplies (Total)	\$9,269	\$8,574	\$9,658	\$10,336	\$678
Fuel and Lubricants	\$32	\$16	\$32	\$33	\$1
Tires	\$0	\$1	\$0	\$0	\$0
Other	\$9,237	\$8,557	\$9,626	\$10,303	\$677
Fuel & Propulsion (Total)	\$7	\$11	\$0	\$0	\$0
Diesel Fuel	\$7	\$11	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$2,293	\$2,026	\$2,788	\$2,848	\$60
Electricity and Gas	\$63	\$122	\$71	\$130	\$59
Utilities - Other	\$2,230	\$1,904	\$2,717	\$2,718	\$1
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$719	\$715	\$645	\$827	\$182
Property	\$40	\$4	\$0	\$0	\$0
Equipment	\$679	\$711	\$645	\$827	\$182
Miscellaneous (Total)	\$398	\$379	\$478	\$446	-\$31
Dues And Subscriptions	\$5	\$9	\$42	\$27	-\$15
Conferences and Meetings	\$6	\$10	\$19	\$15	-\$4
Business Travel/Public Hrg	\$39	\$58	\$90	\$95	\$6
Interview & Relocation	\$3	\$0	\$1	\$2	\$1
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$23	\$12	-\$11
Other	\$344	\$302	\$303	\$295	-\$8
Reimbursements (Total)	-\$3	\$0	\$0	\$0	\$0
Reimbursements	-\$3	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$29,347	\$26,771	\$34,017	\$33,769	-\$248
TOTAL COST	\$111,712	\$102,616	\$125,046	\$122,777	-\$2,269

OPERATING COST BY MODE
Rail Operations Delivery Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$50,814	\$794	\$50,020	\$0
Full-Time Salaries	\$50,243	\$796	\$49,447	\$0
Salary Lapse	-\$1,585	-\$34	-\$1,551	\$0
Overtime Salaries	\$2,156	\$32	\$2,124	\$0
Wages(Total)	\$211,573	\$2,361	\$209,211	\$0
Operator/StaMgr Wages	\$66,086	\$0	\$66,086	\$0
Operator/StaMgr Overtime	\$18,006	\$3	\$18,003	\$0
Full Time Wages	\$121,962	\$2,301	\$119,661	\$0
Wage Lapse	-\$4,031	-\$137	-\$3,894	\$0
Overtime Wages	\$9,549	\$194	\$9,355	\$0
TOTAL SALARIES AND WAGES	\$262,387	\$3,156	\$259,231	\$0
Fringes(Total)	\$91,293	\$939	\$90,354	\$0
Fringe Health	\$89,993	\$935	\$89,058	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,301	\$4	\$1,296	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$353,681	\$4,095	\$349,585	\$0
Services(Total)	\$9,842	\$106	\$9,737	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,100	\$0	\$1,100	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$7,919	\$104	\$7,815	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$820	\$2	\$819	\$0
Materials & Supplies(Total)	\$31,416	\$694	\$30,721	\$0
Fuel and Lubricants	\$182	\$0	\$182	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$31,234	\$694	\$30,539	\$0
Fuel & Propulsion(Total)	\$63,595	\$0	\$63,595	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$63,595	\$0	\$63,595	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$39,115	\$7,169	\$31,882	\$63
Electricity and Gas	\$37,350	\$6,670	\$30,618	\$62
Utilities - Other	\$1,765	\$499	\$1,265	\$1
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$1,035	\$338	\$697	\$0
Property	\$778	\$338	\$440	\$0
Vehicles				
Equipment	\$257	\$0	\$257	\$0
Miscellaneous(Total)	\$293	\$11	\$282	\$0
Dues And Subscriptions	\$5	\$0	\$4	\$0
Conferences and Meetings	\$39	\$2	\$38	\$0
Business Travel/Public Hrg	\$184	\$3	\$182	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$6	\$0	\$6	\$0
Other	\$58	\$6	\$52	\$0
Reimbursements(Total)	-\$2,700	\$0	-\$2,700	\$0
Reimbursements	-\$2,700	\$0	-\$2,700	\$0
TOTAL NONPERSONNEL COST	\$142,596	\$8,318	\$134,215	\$63
TOTAL COST	\$496,277	\$12,413	\$483,800	\$64

MULTI-YEAR OPERATING COST COMPARISON
Rail Operations Delivery

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$43,671	\$46,060	\$44,623	\$50,814	\$6,191
Full-Time Salaries	\$38,462	\$40,726	\$42,669	\$50,243	\$7,574
Salary Lapse	\$0	\$0	\$0	-\$1,585	-\$1,585
Overtime Salaries	\$5,208	\$5,334	\$1,953	\$2,156	\$202
Wages (Total)	\$180,448	\$196,221	\$202,459	\$211,573	\$9,113
Operator/StaMgr Wages	\$53,392	\$60,087	\$66,689	\$66,086	-\$603
Operator/StaMgr Overtime	\$17,561	\$15,665	\$13,842	\$18,006	\$4,164
Full Time Wages	\$95,230	\$107,312	\$113,116	\$121,962	\$8,847
Wage Lapse	\$0	\$0	\$0	-\$4,031	-\$4,031
Overtime Wages	\$14,265	\$13,156	\$8,813	\$9,549	\$737
TOTAL SALARIES AND WAGES	\$224,119	\$242,281	\$247,082	\$262,387	\$15,305
Fringes (Total)	\$74,564	\$77,628	\$86,760	\$91,293	\$4,534
Fringe Health	\$7	\$13	\$85,666	\$89,993	\$4,327
Fringe Pension	\$346	\$415	\$0	\$0	\$0
Other Fringe Benefits	\$74,211	\$77,201	\$1,094	\$1,301	\$207
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$298,682	\$319,909	\$333,842	\$353,681	\$19,838
Services (Total)	\$8,525	\$4,706	\$8,600	\$9,842	\$1,243
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$847	-\$129	\$610	\$1,100	\$490
Temporary Help	\$3	\$17	\$3	\$3	\$0
Contract Maintenance	\$5,205	\$4,590	\$7,641	\$7,919	\$278
Custodial Services	\$1	\$16	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$2,470	\$211	\$345	\$820	\$475
Materials & Supplies (Total)	\$26,989	\$26,545	\$27,520	\$31,416	\$3,896
Fuel and Lubricants	\$103	\$180	\$216	\$182	-\$34
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$26,886	\$26,365	\$27,303	\$31,234	\$3,930
Fuel & Propulsion (Total)	\$36,313	\$39,364	\$45,614	\$63,595	\$17,981
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$36,301	\$39,364	\$45,614	\$63,595	\$17,981
Clean Natural Gas	\$12	\$0	\$0	\$0	\$0
Utilities (Total)	\$28,345	\$29,607	\$34,249	\$39,115	\$4,866
Electricity and Gas	\$24,397	\$25,420	\$29,595	\$37,350	\$7,755
Utilities - Other	\$3,949	\$4,187	\$4,654	\$1,765	-\$2,889
Casualty & Liability (Total)	\$0	\$16	\$0	\$0	\$0
Insurance	\$0	\$16	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$1,178	\$1,858	\$902	\$1,035	\$133
Property	\$706	\$1,187	\$646	\$778	\$132
Equipment	\$473	\$671	\$256	\$257	\$1
Miscellaneous (Total)	\$201	\$180	\$124	\$293	\$169
Dues And Subscriptions	\$5	\$12	\$3	\$5	\$1
Conferences and Meetings	\$61	\$23	\$26	\$39	\$14
Business Travel/Public Hrg	\$98	\$126	\$73	\$184	\$112
Interview & Relocation	\$15	\$3	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$6	\$6	\$0
Other	\$21	\$16	\$16	\$58	\$42
Reimbursements (Total)	-\$2,700	-\$2,700	-\$2,700	-\$2,700	\$0
Reimbursements	-\$2,700	-\$2,700	-\$2,700	-\$2,700	\$0
TOTAL NONPERSONNEL COST	\$98,851	\$99,577	\$114,309	\$142,596	\$28,288
TOTAL COST	\$397,534	\$419,486	\$448,151	\$496,277	\$48,126

OPERATING COST BY MODE
Corporate Strategy and Communication Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$5,520	\$2,145	\$3,374	\$1
Full-Time Salaries	\$5,830	\$2,267	\$3,562	\$1
Salary Lapse	-\$353	-\$138	-\$215	\$0
Overtime Salaries	\$43	\$15	\$28	\$0
Wages(Total)	\$668	\$0	\$668	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$692	\$0	\$692	\$0
Wage Lapse	-\$42	\$0	-\$42	\$0
Overtime Wages	\$18	\$0	\$18	\$0
TOTAL SALARIES AND WAGES	\$6,188	\$2,145	\$4,042	\$1
Fringes(Total)	\$2,233	\$778	\$1,455	\$0
Fringe Health	\$2,215	\$771	\$1,444	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$19	\$7	\$11	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,422	\$2,923	\$5,497	\$1
Services(Total)	\$3,468	\$1,304	\$2,163	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$749	\$117	\$632	\$0
Temporary Help	\$28	\$12	\$16	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,690	\$1,175	\$1,515	\$0
Materials & Supplies(Total)	\$1,320	\$184	\$1,136	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,320	\$184	\$1,136	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$1,237	\$4	\$1,232	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$1,237	\$4	\$1,232	\$0
Miscellaneous(Total)	\$2,288	\$899	\$1,389	\$0
Dues And Subscriptions	\$37	\$9	\$28	\$0
Conferences and Meetings	\$115	\$42	\$73	\$0
Business Travel/Public Hrg	\$75	\$19	\$56	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,026	\$816	\$1,210	\$0
Other	\$35	\$13	\$22	\$0
Reimbursements(Total)	-\$3,867	\$0	-\$3,867	\$0
Reimbursements	-\$3,867	\$0	-\$3,867	\$0
TOTAL NONPERSONNEL COST	\$4,445	\$2,392	\$2,053	\$0
TOTAL COST	\$12,867	\$5,315	\$7,550	\$1

MULTI-YEAR OPERATING COST COMPARISON
Corporate Strategy and Communication Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$5,154	\$5,145	\$5,603	\$5,520	-\$83
Full-Time Salaries	\$5,072	\$5,083	\$5,538	\$5,830	\$292
Salary Lapse	\$0	\$0	\$0	-\$353	-\$353
Overtime Salaries	\$82	\$62	\$65	\$43	-\$22
Wages (Total)	\$1,203	\$1,302	\$690	\$668	-\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1,188	\$1,283	\$652	\$692	\$40
Wage Lapse	\$0	\$0	\$0	-\$42	-\$42
Overtime Wages	\$15	\$20	\$38	\$18	-\$20
TOTAL SALARIES AND WAGES	\$6,357	\$6,447	\$6,293	\$6,188	-\$105
Fringes (Total)	\$2,216	\$2,223	\$2,194	\$2,233	\$40
Fringe Health	\$0	\$2	\$2,194	\$2,215	\$21
Fringe Pension	\$146	\$164	\$0	\$0	\$0
Other Fringe Benefits	\$2,070	\$2,057	\$0	\$19	\$19
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,573	\$8,671	\$8,487	\$8,422	-\$65
Services (Total)	\$2,272	\$1,924	\$3,659	\$3,468	-\$191
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$392	\$614	\$703	\$749	\$47
Temporary Help	\$20	\$13	\$26	\$28	\$2
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$1,861	\$1,297	\$2,930	\$2,690	-\$240
Materials & Supplies (Total)	\$838	\$1,045	\$1,294	\$1,320	\$26
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$838	\$1,045	\$1,294	\$1,320	\$26
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$40	\$40	\$0	-\$40
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$40	\$40	\$0	-\$40
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$737	\$1,094	\$1,240	\$1,237	-\$3
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$737	\$1,094	\$1,240	\$1,237	-\$3
Miscellaneous (Total)	\$1,987	\$1,764	\$1,959	\$2,288	\$329
Dues And Subscriptions	\$21	\$21	\$25	\$37	\$13
Conferences and Meetings	\$38	\$53	\$35	\$115	\$80
Business Travel/Public Hrg	\$36	\$23	\$50	\$75	\$25
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$1,888	\$1,648	\$1,835	\$2,026	\$191
Other	\$4	\$19	\$14	\$35	\$20
Reimbursements (Total)	-\$3,479	-\$3,364	-\$3,863	-\$3,867	-\$4
Reimbursements	-\$3,479	-\$3,364	-\$3,863	-\$3,867	-\$4
TOTAL NONPERSONNEL COST	\$2,355	\$2,505	\$4,329	\$4,445	\$116
TOTAL COST	\$10,928	\$11,176	\$12,816	\$12,867	\$51

OPERATING COST BY MODE
Financial Services Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$15,359	\$5,325	\$10,019	\$15
Full-Time Salaries	\$15,624	\$5,421	\$10,188	\$15
Salary Lapse	-\$494	-\$166	-\$327	\$0
Overtime Salaries	\$230	\$70	\$159	\$0
Wages(Total)	\$6,760	\$1,772	\$4,985	\$2
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,580	\$1,719	\$4,859	\$2
Wage Lapse	-\$292	-\$66	-\$226	\$0
Overtime Wages	\$471	\$119	\$352	\$0
TOTAL SALARIES AND WAGES	\$22,119	\$7,097	\$15,005	\$17
Fringes(Total)	\$7,723	\$2,473	\$5,244	\$6
Fringe Health	\$7,679	\$2,462	\$5,211	\$6
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$43	\$10	\$33	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$29,842	\$9,570	\$20,249	\$23
Services(Total)	\$10,652	\$2,701	\$7,939	\$12
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,906	\$709	\$1,194	\$3
Temporary Help	\$19	\$7	\$12	\$0
Contract Maintenance	\$148	\$53	\$95	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$8,578	\$1,931	\$6,639	\$8
Materials & Supplies(Total)	\$1,117	\$237	\$879	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,117	\$237	\$879	\$2
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$32	\$11	\$20	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$32	\$11	\$20	\$0
Miscellaneous(Total)	\$592	\$129	\$461	\$1
Dues And Subscriptions	\$66	\$24	\$41	\$1
Conferences and Meetings	\$26	\$13	\$13	\$0
Business Travel/Public Hrg	\$188	\$57	\$130	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$35	\$13	\$22	\$0
Other	\$277	\$23	\$254	\$0
Reimbursements(Total)	\$3	\$3	\$0	\$0
Reimbursements	\$3	\$3	\$0	\$0
TOTAL NONPERSONNEL COST	\$12,395	\$3,081	\$9,299	\$15
TOTAL COST	\$42,236	\$12,651	\$29,548	\$38

MULTI-YEAR OPERATING COST COMPARISON
Financial Services Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$13,387	\$13,439	\$14,326	\$15,359	\$1,033
Full-Time Salaries	\$13,147	\$13,109	\$14,250	\$15,624	\$1,373
Salary Lapse	\$0	\$0	\$0	-\$494	-\$494
Overtime Salaries	\$240	\$330	\$75	\$230	\$154
Wages (Total)	\$8,685	\$9,195	\$8,337	\$6,760	-\$1,578
Operator/StaMgr Wages	-\$2	\$6	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$1	\$0	\$0	\$0
Full Time Wages	\$7,989	\$8,486	\$7,840	\$6,580	-\$1,260
Wage Lapse	\$0	\$0	\$0	-\$292	-\$292
Overtime Wages	\$699	\$702	\$498	\$471	-\$26
TOTAL SALARIES AND WAGES	\$22,073	\$22,633	\$22,663	\$22,119	-\$544
Fringes (Total)	\$7,522	\$7,472	\$7,901	\$7,723	-\$178
Fringe Health	\$3	\$0	\$7,858	\$7,679	-\$178
Fringe Pension	\$217	\$267	\$0	\$0	\$0
Other Fringe Benefits	\$7,257	\$7,205	\$43	\$43	\$0
Workers Compensation	\$45	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$29,595	\$30,105	\$30,564	\$29,842	-\$723
Services (Total)	\$6,337	\$8,349	\$7,850	\$10,652	\$2,802
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	-\$59	\$331	\$267	\$1,906	\$1,639
Temporary Help	\$21	\$216	\$18	\$19	\$1
Contract Maintenance	\$62	\$129	\$81	\$148	\$68
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$6,313	\$7,673	\$7,485	\$8,578	\$1,093
Materials & Supplies (Total)	\$1,076	\$2,452	\$1,188	\$1,117	-\$71
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$1,076	\$2,452	\$1,188	\$1,117	-\$71
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$25	\$15	\$0	-\$15
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$25	\$15	\$0	-\$15
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$33	\$42	\$39	\$32	-\$7
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$33	\$42	\$39	\$32	-\$7
Miscellaneous (Total)	\$365	\$518	\$570	\$592	\$22
Dues And Subscriptions	\$75	\$31	\$49	\$66	\$17
Conferences and Meetings	\$25	\$14	\$31	\$26	-\$4
Business Travel/Public Hrg	\$84	\$129	\$71	\$188	\$117
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$12	\$11	\$25	\$35	\$10
Other	\$169	\$333	\$394	\$277	-\$117
Reimbursements (Total)	\$0	\$0	\$2	\$3	\$1
Reimbursements	\$0	\$0	\$2	\$3	\$1
TOTAL NONPERSONNEL COST	\$7,811	\$11,386	\$9,664	\$12,395	\$2,731
TOTAL COST	\$37,406	\$41,491	\$40,228	\$42,236	\$2,008

OPERATING COST BY MODE
Information Technology Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$11,548	\$4,175	\$7,361	\$12
Full-Time Salaries	\$12,277	\$4,438	\$7,825	\$13
Salary Lapse	-\$729	-\$264	-\$465	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$2,535	\$917	\$1,617	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,547	\$921	\$1,625	\$1
Wage Lapse	-\$153	-\$55	-\$97	\$0
Overtime Wages	\$141	\$51	\$90	\$0
TOTAL SALARIES AND WAGES	\$14,083	\$5,092	\$8,978	\$14
Fringes(Total)	\$4,998	\$1,807	\$3,186	\$5
Fringe Health	\$4,998	\$1,807	\$3,186	\$5
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$19,081	\$6,899	\$12,164	\$19
Services(Total)	\$13,791	\$4,993	\$8,778	\$20
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,720	\$990	\$1,724	\$5
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$8,451	\$3,053	\$5,383	\$14
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,621	\$949	\$1,670	\$1
Materials & Supplies(Total)	\$2,596	\$1,019	\$1,528	\$49
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2,596	\$1,019	\$1,528	\$49
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$813	\$162	\$635	\$16
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$813	\$162	\$635	\$16
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$15	\$6	\$10	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$12	\$4	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$1	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$17,216	\$6,180	\$10,951	\$85
TOTAL COST	\$36,297	\$13,078	\$23,115	\$104

MULTI-YEAR OPERATING COST COMPARISON
Information Technology Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$6,415	\$7,360	\$8,328	\$11,548	\$3,219
Full-Time Salaries	\$6,367	\$7,125	\$8,328	\$12,277	\$3,949
Salary Lapse	\$0	\$0	\$0	-\$729	-\$729
Overtime Salaries	\$48	\$235	\$0	\$0	\$0
Wages (Total)	\$573	\$622	\$548	\$2,535	\$1,987
Operator/StaMgr Wages	-\$1	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$510	\$534	\$548	\$2,547	\$1,999
Wage Lapse	\$0	\$0	\$0	-\$153	-\$153
Overtime Wages	\$64	\$88	\$0	\$141	\$141
TOTAL SALARIES AND WAGES	\$6,988	\$7,982	\$8,876	\$14,083	\$5,207
Fringes (Total)	\$2,435	\$2,737	\$3,088	\$4,998	\$1,910
Fringe Health	\$0	\$3	\$3,088	\$4,998	\$1,910
Fringe Pension	\$143	\$204	\$0	\$0	\$0
Other Fringe Benefits	\$2,292	\$2,530	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$9,423	\$10,718	\$11,965	\$19,081	\$7,117
Services (Total)	\$4,042	\$3,844	\$5,841	\$13,791	\$7,950
Management Fee	\$0	-\$6	\$0	\$0	\$0
Professional & Technical	\$623	\$715	\$2,733	\$2,720	-\$13
Temporary Help	\$4	\$0	-\$3	\$0	\$3
Contract Maintenance	\$2,838	\$3,129	\$2,953	\$8,451	\$5,498
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$576	\$5	\$158	\$2,621	\$2,462
Materials & Supplies (Total)	\$660	\$715	\$1,117	\$2,596	\$1,479
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$660	\$715	\$1,117	\$2,596	\$1,479
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$47	\$6	\$813	\$807
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$47	\$6	\$813	\$807
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$666	\$920	\$1,164	\$0	-\$1,164
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$666	\$920	\$1,164	\$0	-\$1,164
Miscellaneous (Total)	\$45	\$52	\$15	\$15	\$1
Dues And Subscriptions	\$0	\$2	\$0	\$0	\$0
Conferences and Meetings	\$2	\$2	\$2	\$2	\$0
Business Travel/Public Hrg	\$43	\$47	\$12	\$12	\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,413	\$5,577	\$8,142	\$17,216	\$9,073
TOTAL COST	\$14,837	\$16,296	\$20,107	\$36,297	\$16,190

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$40,413	\$3,428	\$36,985	\$0
Full-Time Salaries	\$36,886	\$2,436	\$34,451	\$0
Salary Lapse	-\$2,091	-\$131	-\$1,960	\$0
Overtime Salaries	\$5,618	\$1,124	\$4,494	\$0
Wages(Total)	\$274	\$207	\$67	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$238	\$178	\$60	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$36	\$29	\$7	\$0
TOTAL SALARIES AND WAGES	\$40,687	\$3,635	\$37,052	\$0
Fringes(Total)	\$14,209	\$1,286	\$12,922	\$0
Fringe Health	\$13,938	\$1,232	\$12,706	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$270	\$54	\$216	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$54,896	\$4,921	\$49,975	\$0
Services(Total)	\$1,029	\$206	\$823	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$37	\$7	\$30	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$1	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$987	\$197	\$789	\$0
Materials & Supplies(Total)	\$1,198	\$237	\$961	\$0
Fuel and Lubricants	\$1	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,197	\$237	\$960	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$4	\$1	\$3	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$4	\$1	\$3	\$0
Miscellaneous(Total)	\$61	\$12	\$49	\$0
Dues And Subscriptions	\$6	\$1	\$5	\$0
Conferences and Meetings	\$40	\$8	\$32	\$0
Business Travel/Public Hrg	\$8	\$2	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,292	\$456	\$1,836	\$0
TOTAL COST	\$57,188	\$5,377	\$51,811	\$0

MULTI-YEAR OPERATING COST COMPARISON
Metro Transit Police Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$33,452	\$34,918	\$37,373	\$40,413	\$3,040
Full-Time Salaries	\$26,975	\$28,908	\$32,074	\$36,886	\$4,813
Salary Lapse	\$0	\$0	\$0	-\$2,091	-\$2,091
Overtime Salaries	\$6,478	\$6,010	\$5,300	\$5,618	\$318
Wages (Total)	\$258	\$323	\$252	\$274	\$22
Operator/StaMgr Wages	\$0	-\$9	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$215	\$352	\$222	\$238	\$16
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$44	-\$19	\$30	\$36	\$5
TOTAL SALARIES AND WAGES	\$33,711	\$35,242	\$37,626	\$40,687	\$3,061
Fringes (Total)	\$11,170	\$11,392	\$13,279	\$14,209	\$929
Fringe Health	\$8	\$25	\$13,066	\$13,938	\$872
Fringe Pension	\$19	\$29	\$0	\$0	\$0
Other Fringe Benefits	\$11,143	\$11,337	\$213	\$270	\$57
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$44,881	\$46,633	\$50,905	\$54,896	\$3,991
Services (Total)	\$1,023	\$933	\$993	\$1,029	\$36
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$29	\$31	\$38	\$37	\$0
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$1	\$18	\$5	\$5	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$994	\$885	\$950	\$987	\$36
Materials & Supplies (Total)	\$959	\$685	\$1,036	\$1,198	\$162
Fuel and Lubricants	\$4	\$1	\$1	\$1	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$955	\$683	\$1,034	\$1,197	\$162
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$67	\$65	\$98	\$0	-\$98
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$67	\$65	\$98	\$0	-\$98
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$2	\$1	\$4	\$4	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$2	\$1	\$4	\$4	\$0
Miscellaneous (Total)	\$33	\$29	\$33	\$61	\$29
Dues And Subscriptions	\$3	\$5	\$6	\$6	\$0
Conferences and Meetings	\$23	\$19	\$11	\$40	\$29
Business Travel/Public Hrg	\$1	-\$1	\$8	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$6	\$6	\$7	\$7	\$0
Reimbursements (Total)	\$0	\$0	-\$1,000	\$0	\$1,000
Reimbursements	\$0	\$0	-\$1,000	\$0	\$1,000
TOTAL NONPERSONNEL COST	\$2,084	\$1,714	\$1,164	\$2,292	\$1,128
TOTAL COST	\$46,965	\$48,347	\$52,068	\$57,188	\$5,119

OPERATING COST BY MODE
Planning and Joint Development Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$4,991	\$2,535	\$2,454	\$2
Full-Time Salaries	\$5,164	\$2,627	\$2,535	\$2
Salary Lapse	-\$225	-\$105	-\$120	\$0
Overtime Salaries	\$52	\$13	\$39	\$0
Wages(Total)	\$2,566	\$2,133	\$433	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,648	\$2,201	\$447	\$0
Wage Lapse	-\$93	-\$77	-\$16	\$0
Overtime Wages	\$11	\$9	\$2	\$0
TOTAL SALARIES AND WAGES	\$7,557	\$4,668	\$2,888	\$2
Fringes(Total)	\$2,654	\$1,633	\$1,020	\$0
Fringe Health	\$2,647	\$1,628	\$1,018	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$7	\$5	\$2	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$10,211	\$6,301	\$3,908	\$2
Services(Total)	\$1,350	\$147	\$1,202	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,042	\$24	\$1,017	\$0
Temporary Help	\$2	\$1	\$1	\$0
Contract Maintenance	\$36	\$23	\$13	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$270	\$99	\$170	\$1
Materials & Supplies(Total)	\$217	\$81	\$136	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$217	\$81	\$136	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$164	\$62	\$102	\$0
Dues And Subscriptions	\$38	\$8	\$29	\$0
Conferences and Meetings	\$65	\$22	\$43	\$0
Business Travel/Public Hrg	\$30	\$10	\$21	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$8	\$1	\$8	\$0
Other	\$22	\$21	\$1	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,731	\$290	\$1,440	\$1
TOTAL COST	\$11,942	\$6,592	\$5,348	\$3

MULTI-YEAR OPERATING COST COMPARISON
Planning and Joint Development Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$5,517	\$5,505	\$4,788	\$4,991	\$204
Full-Time Salaries	\$5,459	\$5,465	\$4,756	\$5,164	\$408
Salary Lapse	\$0	\$0	\$0	-\$225	-\$225
Overtime Salaries	\$58	\$40	\$31	\$52	\$21
Wages (Total)	\$2,484	\$2,292	\$2,521	\$2,566	\$45
Operator/StaMgr Wages	\$0	\$23	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$1	\$0	\$0	\$0
Full Time Wages	\$2,324	\$2,092	\$2,472	\$2,648	\$176
Wage Lapse	\$0	\$0	\$0	-\$93	-\$93
Overtime Wages	\$159	\$177	\$49	\$11	-\$38
TOTAL SALARIES AND WAGES	\$8,001	\$7,797	\$7,309	\$7,557	\$249
Fringes (Total)	\$2,786	\$2,779	\$2,565	\$2,654	\$89
Fringe Health	\$3	\$1	\$2,558	\$2,647	\$89
Fringe Pension	\$142	\$176	\$0	\$0	\$0
Other Fringe Benefits	\$2,640	\$2,602	\$7	\$7	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$10,787	\$10,576	\$9,874	\$10,211	\$337
Services (Total)	\$466	\$1,111	\$1,340	\$1,350	\$9
Management Fee	-\$56	\$0	\$0	\$0	\$0
Professional & Technical	\$293	\$763	\$1,034	\$1,042	\$8
Temporary Help	\$5	\$0	\$2	\$2	\$0
Contract Maintenance	\$36	\$20	\$35	\$36	\$1
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$188	\$327	\$270	\$270	\$0
Materials & Supplies (Total)	\$320	\$216	\$281	\$217	-\$64
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$320	\$216	\$281	\$217	-\$64
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$3	\$38	\$33	\$0	-\$33
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$3	\$38	\$33	\$0	-\$33
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$57	\$84	\$111	\$164	\$53
Dues And Subscriptions	\$10	\$14	\$37	\$38	\$1
Conferences and Meetings	\$4	\$16	\$31	\$65	\$34
Business Travel/Public Hrg	\$22	\$30	\$14	\$30	\$17
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$19	\$19	\$8	\$8	\$0
Other	\$2	\$5	\$21	\$22	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$846	\$1,449	\$1,765	\$1,731	-\$34
TOTAL COST	\$11,633	\$12,025	\$11,639	\$11,942	\$303

OPERATING COST BY MODE
Safety Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$4,088	\$1,693	\$2,384	\$11
Full-Time Salaries	\$4,329	\$1,797	\$2,519	\$12
Salary Lapse	-\$241	-\$104	-\$135	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$82	\$28	\$54	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$82	\$28	\$54	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$4,170	\$1,721	\$2,437	\$12
Fringes(Total)	\$3,848	\$1,403	\$2,441	\$4
Fringe Health	\$1,536	\$595	\$937	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$12	\$8	\$4	\$0
Workers Compensation	\$2,300	\$800	\$1,500	\$0
TOTAL PERSONNEL COST	\$8,018	\$3,124	\$4,878	\$16
Services(Total)	\$7,250	\$3,955	\$3,294	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$5,595	\$3,162	\$2,432	\$0
Temporary Help	\$20	\$10	\$9	\$0
Contract Maintenance	\$29	\$14	\$15	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,606	\$769	\$837	\$0
Materials & Supplies(Total)	\$494	\$130	\$364	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$494	\$130	\$364	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$30,885	\$17,206	\$13,679	\$0
Insurance	\$9,359	\$2,394	\$6,965	\$0
Claims	\$21,526	\$14,812	\$6,714	\$0
Leases(Total)	\$4	\$0	\$3	\$0
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$4	\$0	\$3	\$0
Miscellaneous(Total)	\$23	\$10	\$13	\$0
Dues And Subscriptions	\$8	\$4	\$4	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$13	\$5	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$38,656	\$21,302	\$17,353	\$1
TOTAL COST	\$46,674	\$24,426	\$22,231	\$16

MULTI-YEAR OPERATING COST COMPARISON
Safety Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$4,227	\$4,350	\$3,520	\$4,088	\$568
Full-Time Salaries	\$4,227	\$4,338	\$3,520	\$4,329	\$809
Salary Lapse	\$0	\$0	\$0	-\$241	-\$241
Overtime Salaries	\$0	\$12	\$0	\$0	\$0
Wages (Total)	\$1,139	\$1,195	\$1,459	\$82	-\$1,377
Operator/StaMgr Wages	\$82	\$69	\$900	\$0	-\$900
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1,056	\$1,126	\$559	\$82	-\$477
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$1	\$1	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$5,366	\$5,545	\$4,980	\$4,170	-\$809
Fringes (Total)	\$8,595	\$14,262	\$20,257	\$3,848	-\$16,410
Fringe Health	\$1	\$5	\$1,395	\$1,536	\$140
Fringe Pension	\$86	\$89	\$0	\$0	\$0
Other Fringe Benefits	\$1,759	\$1,766	\$12	\$12	\$0
Workers Compensation	\$6,748	\$12,401	\$18,850	\$2,300	-\$16,550
TOTAL PERSONNEL COST	\$13,961	\$19,806	\$25,237	\$8,018	-\$17,219
Services (Total)	\$2,785	\$4,840	\$6,322	\$7,250	\$927
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2,677	\$2,698	\$4,608	\$5,595	\$987
Temporary Help	\$0	\$0	\$21	\$20	-\$1
Contract Maintenance	\$15	\$0	\$32	\$29	-\$3
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$92	\$2,142	\$1,661	\$1,606	-\$55
Materials & Supplies (Total)	\$289	\$565	\$713	\$494	-\$218
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$289	\$565	\$713	\$494	-\$218
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$27	\$12	\$0	-\$12
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$27	\$12	\$0	-\$12
Casualty & Liability (Total)	\$10,902	\$7,776	\$8,138	\$30,885	\$22,747
Insurance	\$7,471	\$7,776	\$8,138	\$9,359	\$1,221
Claims	\$3,430	\$0	\$0	\$21,526	\$21,526
Leases (Total)	\$1	\$1	\$6	\$4	-\$3
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$1	\$1	\$6	\$4	-\$3
Miscellaneous (Total)	\$27	\$74	\$69	\$23	-\$46
Dues And Subscriptions	-\$7	\$52	\$51	\$8	-\$43
Conferences and Meetings	\$11	\$11	\$7	\$2	-\$5
Business Travel/Public Hrg	\$23	\$10	\$10	\$13	\$2
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$14,003	\$13,282	\$15,260	\$38,656	\$23,395
TOTAL COST	\$27,964	\$33,088	\$40,497	\$46,674	\$6,176

OPERATING COST BY MODE
Workforce Services Summary
APPROVED FY 2009 BUDGET

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<i>(Dollars in Thousands)</i>				
Salaries(Total)	\$8,015	\$3,019	\$4,985	\$11
Full-Time Salaries	\$8,465	\$3,191	\$5,263	\$11
Salary Lapse	-\$450	-\$172	-\$278	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,015	\$3,019	\$4,985	\$11
Fringes(Total)	\$3,257	\$1,221	\$2,032	\$5
Fringe Health	\$2,827	\$1,066	\$1,758	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$430	\$155	\$274	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$11,273	\$4,240	\$7,017	\$15
Services(Total)	\$5,277	\$1,890	\$3,381	\$6
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$4,815	\$1,716	\$3,095	\$5
Temporary Help	\$71	\$30	\$42	\$0
Contract Maintenance	\$13	\$5	\$8	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$377	\$140	\$237	\$1
Materials & Supplies(Total)	\$325	\$125	\$200	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$325	\$125	\$200	\$1
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$323	\$118	\$204	\$1
Property	\$0	\$0	\$0	\$0
Vehicles				
Equipment	\$323	\$118	\$204	\$1
Miscellaneous(Total)	\$694	\$267	\$425	\$2
Dues And Subscriptions	\$36	\$13	\$23	\$0
Conferences and Meetings	\$55	\$19	\$35	\$0
Business Travel/Public Hrg	\$25	\$9	\$16	\$0
Interview & Relocation	\$86	\$32	\$54	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$473	\$187	\$284	\$1
Other	\$19	\$7	\$12	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$6,619	\$2,400	\$4,210	\$9
TOTAL COST	\$17,891	\$6,640	\$11,227	\$24

MULTI-YEAR OPERATING COST COMPARISON
Workforce Services Summary

<i>(Dollars in Thousands)</i>	Actual 2006	Actual 2007	Working Budget 2008	Approved Budget 2009	Change
Salaries (Total)	\$5,699	\$5,598	\$5,824	\$8,015	\$2,191
Full-Time Salaries	\$5,604	\$5,521	\$5,804	\$8,465	\$2,661
Salary Lapse	\$0	\$0	\$0	-\$450	-\$450
Overtime Salaries	\$95	\$77	\$20	\$0	-\$20
Wages (Total)	\$2	\$13	-\$1	\$0	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$2	\$13	-\$1	\$0	\$1
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$5,701	\$5,611	\$5,823	\$8,015	\$2,192
Fringes (Total)	\$2,500	\$2,247	\$2,549	\$3,257	\$708
Fringe Health	\$0	\$0	\$2,119	\$2,827	\$708
Fringe Pension	\$200	\$199	\$0	\$0	\$0
Other Fringe Benefits	\$2,300	\$2,048	\$430	\$430	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,201	\$7,858	\$8,372	\$11,273	\$2,901
Services (Total)	\$4,013	\$3,000	\$3,939	\$5,277	\$1,338
Management Fee	\$0	\$9	\$0	\$0	\$0
Professional & Technical	\$3,386	\$2,468	\$3,432	\$4,815	\$1,382
Temporary Help	\$52	\$139	\$78	\$71	-\$6
Contract Maintenance	\$124	\$2	\$13	\$13	\$1
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$451	\$383	\$417	\$377	-\$39
Materials & Supplies (Total)	\$838	\$334	\$424	\$325	-\$99
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$838	\$334	\$424	\$325	-\$99
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$277	\$22	\$14	\$0	-\$14
Electricity and Gas	\$0	\$11	\$0	\$0	\$0
Utilities - Other	\$277	\$11	\$14	\$0	-\$14
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$378	\$289	\$323	\$323	\$0
Property	\$325	\$288	\$0	\$0	\$0
Equipment	\$53	\$0	\$323	\$323	\$0
Miscellaneous (Total)	\$787	\$447	\$732	\$694	-\$38
Dues And Subscriptions	\$27	\$58	\$35	\$36	\$1
Conferences and Meetings	\$60	\$17	\$54	\$55	\$1
Business Travel/Public Hrg	\$20	\$5	\$25	\$25	\$0
Interview & Relocation	\$22	\$68	\$86	\$86	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$640	\$292	\$512	\$473	-\$40
Other	\$18	\$7	\$19	\$19	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$6,293	\$4,092	\$5,432	\$6,619	\$1,187
TOTAL COST	\$14,494	\$11,950	\$13,804	\$17,891	\$4,087



Appendix B. Capital Project Budgets

This appendix provides summarized information on the projects found in the FY 2009 Capital Budget, on-going reimbursable projects, and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

Metro Matters Program Costs: FY 2005 - 2010
Summary of Capital Projects
(Dollars in Thousands)

Description	FY05-10 Program Costs						Total All Years
	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	
Infrastructure Renewal Program (IRP):							
<u>Rolling Stock: Bus</u>							
Bladensburg Maintenance Facility	282	0	0	0	0	0	282
Advanced Technology Diesel Replacement	0	25,023	15,810	72	0	0	40,905
Bus Replacement	20,011	0	0	17,600	0	0	37,611
Hybrid/Diesel Bus Replacement	615	25,484	0	712	124,777	61,501	213,088
Subtotal	\$20,908	\$50,507	\$15,810	\$18,384	\$124,777	\$61,501	\$291,886
<u>Rolling Stock: Rail</u>							
2000/3000 Series RailCar Rehab	2,622	402	344	2,221	10,548	4,420	20,557
4000 Series Rail Car Rehab	0	0	0	0	0	3,000	3,000
9000 Series Railcar Procurement	0	0	0	0	0	1,000	1,000
Rail Car Enhancements	0	0	0	339	0	0	339
Subtotal	\$2,622	\$402	\$344	\$2,560	\$10,548	\$8,420	\$24,896
<u>Passenger Facilities</u>							
Escalator Rehabilitation	11,591	81	514	1,048	0	3,600	16,834
Elevator / Escalator Maintn	14,250	2,240	6,290	8,389	5,599	2,310	39,078
Elevator Rehabilitation	2,921	146	287	2,431	1,009	0	6,794
Station Enhancement Program	5,936	5,514	6,523	6,764	6,545	6,676	37,958
Parking Lot Rehabilitation	12,022	1,981	8,900	12,607	3,841	2,009	41,359
Station & Tunnel Rehab	5,570	1,481	1,525	6,955	2,900	1,883	20,314
Fire System Rehabilitation	2,564	2,473	4,584	5,262	10,953	9,184	35,021
Station Chiller Rehabilitation	2,622	1,452	1,360	3,138	4,000	1,000	13,572
Drainage Pumping/Sewer Rehab	3,139	763	1,187	2,142	1,000	0	8,232
Subtotal	\$60,616	\$16,130	\$31,170	\$48,737	\$35,847	\$26,662	\$219,162
<u>Maintenance Facilities</u>							
Environment Assessment	350	189	188	349	1,021	232	2,329
Emergency Construction Bus	2,985	478	767	2,100	0	0	6,330
Rail/Bus Str, Offices, Yards	5,979	1,068	3,330	4,106	2,460	2,650	19,593
Repairsables	4,116	596	1,992	8,520	4,593	4,645	24,462
Non-Revenue Vehicles	2,527	85	870	1,634	1,763	1,538	8,418
Support Equipment Other Office	1,565	1,224	1,788	1,340	1,000	1,000	7,917
Support Equipment - IT	1,580	0	0	2,225	1,500	1,500	6,805
Support Equipment - MTPD	0	0	0	2,363	2,000	2,000	6,363
Bus Support Equipment	1,197	229	1,002	1,072	1,008	1,286	5,794
Rail Support Equipment	3,396	469	1,269	3,897	3,513	2,887	15,431
Bus Lifts/Work Equipment	4,867	82	1,823	1,612	500	0	8,884
Bus Washer Rehabilitation	995	0	1,110	354	0	0	2,459

Metro Matters Program Costs: FY 2005 - 2010
Summary of Capital Projects
(Dollars in Thousands)

Description	FY05-10 Program Costs										Total All Years		
	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate		FY09 Budget	FY10 Projection
Rail Car Washer Rehabilitation	0	0	86	2,281	1,552	0	0	0	2,281	1,552	0	0	3,918
Rail Work Equipment Rehab	1,465	153	519	540	448	0	1,800	0	4,066	4756	2,753	0	3,125
Locomotives and Prime Movers	1,800	0	0	4,066	4,756	2,753	0	0	0	0	0	0	13,375
Subtotal	\$32,822	\$4,574	\$14,744	\$36,459	\$26,114	\$20,491							\$135,204
Systems													
Train Communications Upgrade	19,237	2,725	5,584	13,536	6,415	3,505	0	0	0	0	0	0	51,002
AC Power Control Systems	231	0	0	0	0	0	0	0	0	0	0	0	231
Mid-Life Rehabilitation ATC	12,963	2,540	3,127	6,991	5,933	8,261	0	0	0	0	0	0	39,815
Mid-Life Rehab AC/TPSS/TBS	2,136	1,737	4,045	3,149	2,165	1,924	0	0	0	0	0	0	15,156
Traction Power Switchgear	27,670	1,638	1,574	6,600	6,000	6,000	0	0	0	0	0	0	49,482
UPS System Replacement	2,195	184	469	1,594	987	1,222	0	0	0	0	0	0	6,651
Electrical Systems Rehab	4,734	1,301	1,636	1,581	1,337	915	0	0	0	0	0	0	11,504
Fare Collection Equipment	3,866	0	629	6,409	5,000	3,900	0	0	0	0	0	0	19,804
Regional SmartTrip System	0	0	0	2,000	1,000	0	0	0	0	0	0	0	3,000
Subtotal	\$73,033	\$10,125	\$17,064	\$41,860	\$28,837	\$25,727							\$196,646
Track and Structure													
ROW Structural Rehabilitation	9,892	4,022	5,125	13,277	15,278	5,313	0	0	0	0	0	0	52,906
ROW Floating Slabs	512	695	887	1,050	1,099	1,156	0	0	0	0	0	0	5,399
ROW Track Rehabilitation	7,238	3,942	13,719	17,344	15,000	16,000	0	0	0	0	0	0	73,243
Station Tunnel Leak Mitigation	2,068	2,046	2,769	3,505	3,000	3,190	0	0	0	0	0	0	16,579
Subtotal	\$19,710	\$10,704	\$22,500	\$35,176	\$34,377	\$25,659							\$148,126
Information Technology (IT)													
Data Center & Infrastructure	0	0	0	4,250	1,350	2,000	0	0	0	0	0	0	7,600
Network & Communication	0	0	0	15,900	1,000	1,000	0	0	0	0	0	0	17,900
IT Security	0	0	0	1,000	1,925	1,000	0	0	0	0	0	0	3,925
Application Development & Operations	0	0	0	16,600	5,100	2,000	0	0	0	0	0	0	23,700
Enterprise Web Portal & GIS	0	0	0	2,800	4,400	2,000	0	0	0	0	0	0	9,200
Business Process Reengineering	0	0	0	0	0	500	0	0	0	0	0	0	500
Enterprise Architecture Reengineering	0	0	0	1,760	650	1,000	0	0	0	0	0	0	3,410
IT Infrastructure Support	4,242	2,321	7,476	0	0	0	0	0	0	0	0	0	14,039
IT Renewal Program	0	101	320	0	0	0	0	0	0	0	0	0	421
Other Projects	0	0	0	300	0	500	0	0	0	0	0	0	800
Information Technology (IT)	4,242	2,423	7,796	42,610	14,425	10,000	0	0	0	0	0	0	81,495
ROCS Upgrade Program (IRPG)	0	0	840	1,160	0	0	0	0	0	0	0	0	2,000
Subtotal	\$4,242	\$2,423	\$8,637	\$43,770	\$14,425	\$10,000							\$83,497

Metro Matters Program Costs: FY 2005 - 2010
Summary of Capital Projects
(Dollars in Thousands)

Description	FY05-10 Program Costs							Total All Years
	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection		
<u>Preventive Maintenance</u>								
Preventive Maintenance	20,700	20,700	20,700	20,700	20,700	20,700	20,700	124,200
Subtotal	\$20,700	\$20,700	\$20,700	\$20,700	\$20,700	\$20,700	\$20,700	\$124,200
<u>Urgent Capital Needs</u>								
Urgent Capital Needs	0	0	0	0	0	61,800	95,200	157,000
Subtotal	\$0	\$0	\$0	\$0	\$0	\$61,800	\$95,200	\$157,000
<u>Transfer to Beyond MM</u>								
Transfer to Beyond MM	30,700	0	0	0	0	0	0	30,700
Subtotal	\$30,700	\$0	\$0	\$0	\$0	\$0	\$0	\$30,700
Total: Infrastructure Renewal Program (IRP)								
	\$265,353	\$115,565	\$130,969	\$247,646	\$357,425	\$294,359		\$1,411,317
<u>Eight-Car Train Capital Initiative:</u>								
<u>Rail Cars</u>								
6000 Series Rail Car - Option	23,960	6,084	69,919	101,771	8,029	11,119	11,119	220,882
Subtotal	\$23,960	\$6,084	\$69,919	\$101,771	\$8,029	\$11,119		\$220,882
<u>Facilities</u>								
Rail Yard Mainten & Storage	0	51,637	70,115	40,993	12,300	3,124	3,124	178,169
Subtotal	\$0	\$51,637	\$70,115	\$40,993	\$12,300	\$3,124		\$178,169
<u>Systems</u>								
Traction Power	2,776	25,639	54,367	47,000	30,000	5,222	5,222	165,004
Precision Stopping	0	220	2,310	2,380	1,428	0	0	6,339
Subtotal	\$2,776	\$25,859	\$56,676	\$49,380	\$31,428	\$5,222		\$171,341
Total: Eight-Car Train Capital Initiative								
	\$26,736	\$83,580	\$196,710	\$192,144	\$51,757	\$19,465		\$570,392

Metro Matters Program Costs: FY 2005 - 2010
Summary of Capital Projects
(Dollars in Thousands)

Description	FY05-10 Program Costs							Total All Years
	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection		
Bus Improvement Capital Initiative:								
Buses								
Bus Procurement	0	214	9,471	1,455	0	0	11,140	
Subtotal	\$0	\$214	\$9,471	\$1,455	\$0	\$0	\$11,140	
Garage								
West Ox Bus Garage	0	1,071	9,064	21,500	2,850	0	34,485	
Subtotal	\$0	\$1,071	\$9,064	\$21,500	\$2,850	\$0	\$34,485	
Customer Facilities								
Customer Facilities	0	2,797	7,811	7,799	4,350	5,243	28,000	
Subtotal	\$0	\$2,797	\$7,811	\$7,799	\$4,350	\$5,243	\$28,000	
Total: Bus Improvement Train Capital Initiative								
	\$0	\$4,082	\$26,346	\$30,754	\$7,200	\$5,243	\$73,625	
Total: Capital Projects								
	\$292,089	\$203,227	\$354,024	\$470,545	\$416,382	\$319,066	\$2,055,333	
Program Management:								
Project Management								
Program Management	9,834	5,770	5,580	10,592	11,403	6,359	49,538	
Program Administration	1,533	0	453	1,014	0	0	3,000	
System Expansion Planning	0	0	12	95	55	56	218	
Financing Costs	6,000	6,000	6,000	6,000	6,000	6,000	36,000	
Vertical Transportation Bonds	0	175,232	158,410	158,542	66,469	0	558,653	
Financing Costs - TIFIA	573	1,049	1,433	3,000	3,000	2,000	11,055	
MM Credit Facilities	17,940	188,051	171,888	179,243	86,927	14,415	658,464	
Program Management	\$17,940	\$188,051	\$171,888	\$179,243	\$86,927	\$14,415	\$658,464	
Subtotal	\$17,940	\$188,051	\$171,888	\$179,243	\$86,927	\$14,415	\$658,464	
Total: Program Management								
	\$17,940	\$188,051	\$171,888	\$179,243	\$86,927	\$14,415	\$658,464	
Total:								
	\$310,029	\$391,278	\$525,913	\$649,787	\$503,309	\$333,482	\$2,713,798	

Metro Matters Program Costs: FY 2005 - 2010
Summary of Capital Projects
(Dollars in Thousands)

Description	FY05-10 Program Costs						Total All Years
	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	
Debt Service							
<u>Debt Service</u>	0	337	2,205	13,000	13,200	138,762	167,504
Subtotal	\$0	\$337	\$2,205	\$13,000	\$13,200	\$138,762	\$167,504
Total: Debt Service	\$0	\$337	\$2,205	\$13,000	\$13,200	\$138,762	\$167,504
Security Program							
<u>Security Program</u>	0	8,500	7,000	11,000	11,000	0	37,500
Subtotal	\$0	\$8,500	\$7,000	\$11,000	\$11,000	\$0	\$37,500
Total: Security Program	\$0	\$8,500	\$7,000	\$11,000	\$11,000	\$0	\$37,500
Total: All Capital Needs	\$310,029	\$400,115	\$535,118	\$673,787	\$527,509	\$472,244	\$2,918,802

FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Rolling Stock: Bus

Scope / Project Description

This project funds timely replacement of WMATA's bus fleet in order to maintain a 7.5 year average fleet age. Only vehicles that meet strict air-quality standards are procured. The current fleet consists of approximately 1,500 buses. These include the 442 buses added thus far via this program (275 CNGs; 117 clean diesels; and 50 diesel-electric hybrids).

Manager(s): Phillip Wallace, BMNT

Actual and Planned Expenditures

(dollars in millions)

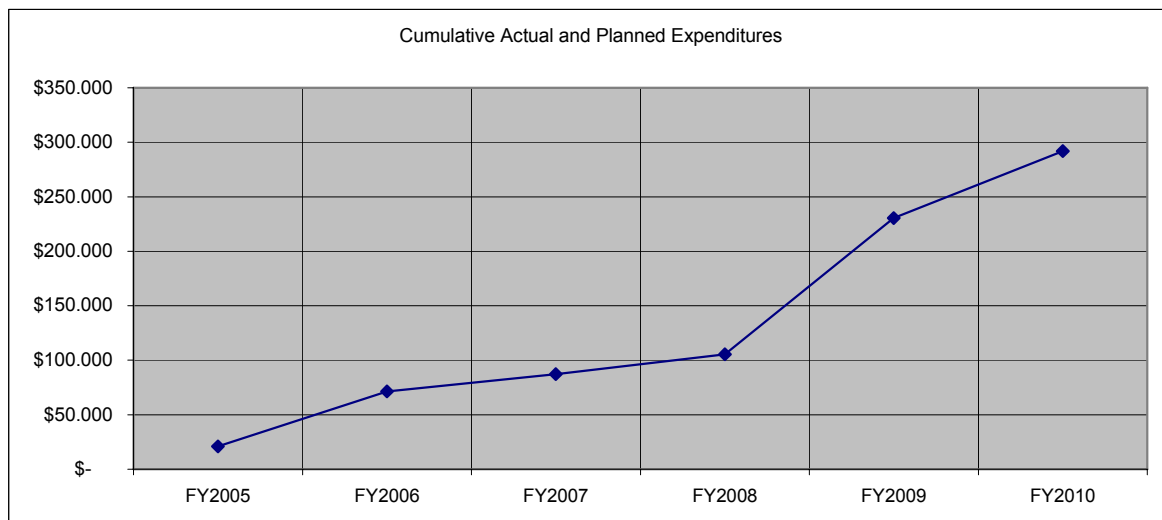
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 20.908	\$ 50.507	\$ 15.810	\$ 18.384	\$ 124.777	\$ 61.500	\$ 291.886

Accomplishments / Goals

- FY 2006 - 206 buses placed in service: 131 CNGs; 25 Clean Diesels; and 50 Diesel-electric Hybrids
- FY 2007 - 236 buses placed in service: 144 CNGs; and 92 Clean Diesels

Planned Activities

- Procurement of 225 additional buses prior to FY 2011, subject to availability of funding:
 - FY 2008 - Delivery of 22 sixty foot (60') articulated CNG buses
 - FY 2009 - 2010 - Delivery of 161, forty-two-foot (42'), 20 - thirty-seven foot (37'), and 22 sixty-two foot (62') Diesel-electric Hybrid buses



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Rolling Stock: Rail

Scope / Project Description

By the end of 2009, WMATA's rail car fleet will consist of over 1,100 revenue vehicles. This program funds timely planning for performing mid-life overhaul, enhancement, and replacement programs to maintain the rail fleet in a state of good repair and provide customers with "the best ride in the nation".

Manager(s): Michael Hiller, CENV
Randy Pozzi, CENV

Actual and Planned Expenditures

(dollars in millions)

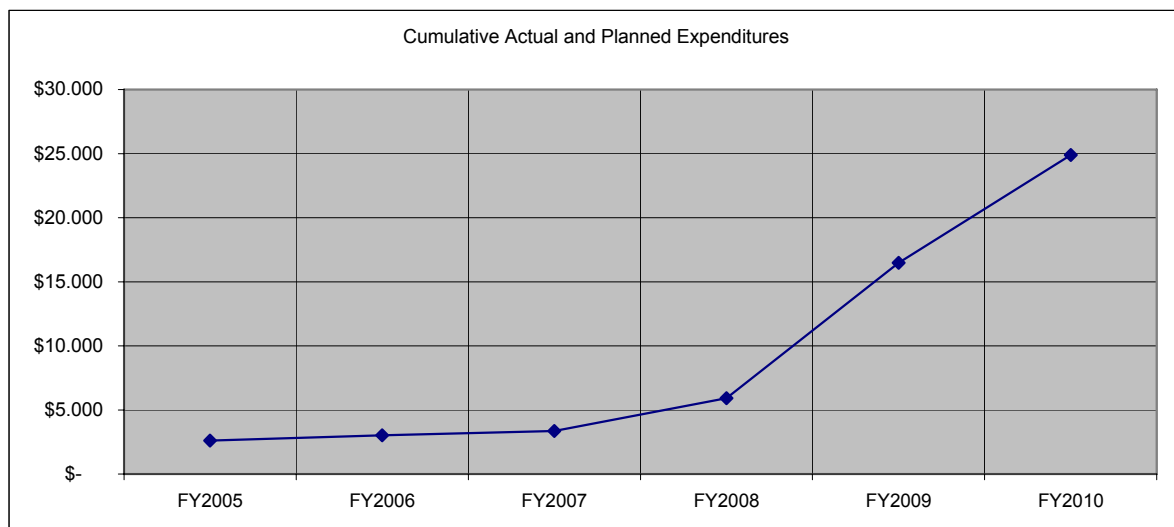
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 2.622	\$ 0.402	\$ 0.344	\$ 2.560	\$ 10.548	\$ 8.420	\$ 24.896

Accomplishments / Goals

- The midlife overhaul program for the 2000/3000-series Breda rail cars is nearly complete and will extend the operable life of these 364 units by 20 years.

Planned Activities

- FY 2008-2009 - Rewind the 1000-series Rohr Car AC Traction Motors and retrofit and/or replace rail car related equipment to will improve accessibility, safety, diagnostic capability, maintenance, appearance and reliability of the rail car fleet.
- FY 2010 - Begin preliminary engineering for the rehabilitation of the 100 Breda 4000 Series Rail Cars, which will shortly reach their mid-life. Begin preliminary engineering for the replacement of the 300 Rohr 1000 Series Rail Cars, which will shortly reach their life expectancy.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Passenger Facilities

Scope / Project Description

Supports providing safe, clean, reliable, and comfortable service by maintaining Metrorail passenger facilities in a state of good repair. The program emphasizes mechanical and paving projects with rehabilitation driven by life-cycle and condition assessment. It provides for improvements and upgrade to station cooling, fire suppression, and drainage pumping systems; and parking facilities and access roads. It also funds elevator and escalator modernization. The WMATA transit system contains the largest amount of vertical transportation equipment in the US with 269 elevators and 589 escalators.

Manager(s): David Couch, ESVC
David Lacosse, ELES

Actual and Planned Expenditures

(dollars in millions)

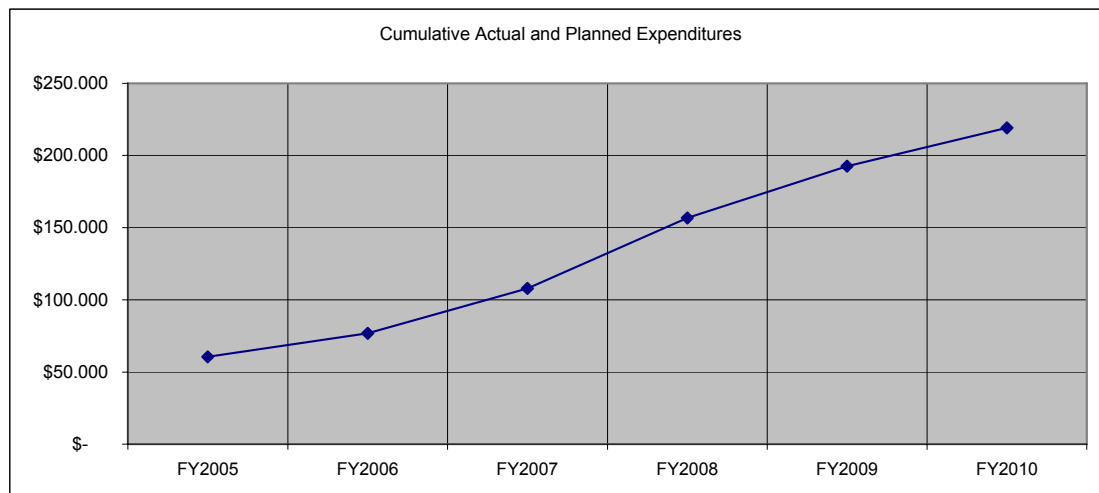
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 60.616	\$ 16.130	\$ 31.170	\$ 48.737	\$ 35.847	\$ 26.662	\$ 219.162

Accomplishments / Goals

- Since the beginning of FY05 92 escalators and 58 elevators have been rehabilitated. In FY08 8 escalators and 16 elevators have been rehabilitated.
- Completed rehabilitation of Vienna North garage and awarded contract for rehabilitation of five garages.
- Completed one of ten phases at Shady Grove. Mobilized at Glenmont garage.
- Repaved 10 parking lots/ Kiss & Ride/Bus Loops on an annual basis
- Rehabilitated 13 drainage pumping stations and replaced 19 sewage ejectors.
- Replaced 61 dry standpipe systems in the tunnels and wet standpipe systems in 10 stations.
- Overhauled seven chillers and 233 tunnel ventilation fans, replaced 53 tunnel access doors, replaced

Planned Activities

- Rehabilitation of 70 solid balustrade platform escalators commenced in April 2008.
- Contract for an additional 50-65 elevator modernizations is planned for advertisement in Summer 2008.
- FY09 complete parking garage rehabilitation at Wheaton, Addison Road , Shady Grove and Glenmont garages. Mobilize at Prince George Plaza garage (PG).
- Rehabilitate 18 drainage pumping stations and replace dampers at 49 vent and fan shafts.
- Replace wet/dry standpipe systems at 35 stations and replace 72 dry standpipe systems in the tunnels.
- Overhaul 25 chiller units at 17 locations.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Maintenance Facilities

Scope / Project Description

Funds interior and exterior structural system renovation and upgrade of all rail and bus facilities along with shop fixtures and equipment. This program also funds replacement of non-revenue service vehicles. The program emphasizes mechanical and electrical projects with rehabilitation driven by life-cycle and condition assessment. It provides for heavy-duty bus and rail maintenance and cleaning equipment; improvements and upgrade of environmental systems, including underground storage tanks, fueling systems, hazardous material, and waste product management; as well as emergency repairs and other unplanned construction and improvements.

Manager(s): David Couch, ESVC
Phillip Wallace, BMNT

Actual and Planned Expenditures

(dollars in millions)

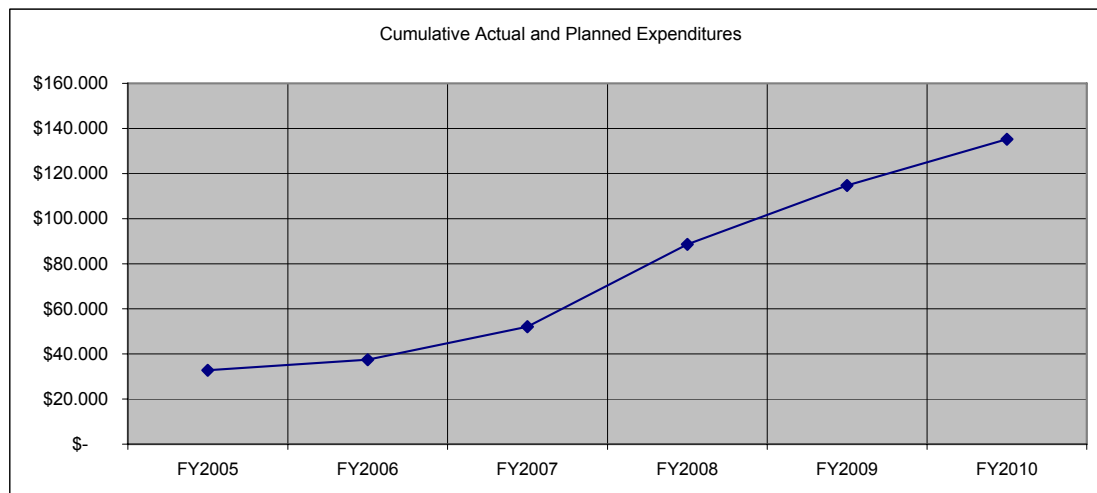
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 32.822	\$ 4.574	\$ 14.744	\$ 36.459	\$ 26.114	\$ 20.491	\$ 135.204

Accomplishments / Goals

- Replaced In-ground Bus Lifts, completing two of three phases. The third phase is 70% complete.
- Rehab and facility upgrade projects at the Revenue Collection Facility (RCF), four rail and three bus facilities
- Replaced heating boilers at two bus facilities and equipment at one rail and two bus facilities
- Replaced Diesel Exhaust Extraction systems at nine bus maintenance facilities and complete bus wash systems at three bus maintenance facilities, Upgraded Bus Wash Systems at four bus maintenance facilities
- Rehabilitated four railcar wheel truing machines, Installed one new wheel truing machine
- Completed seven environmental related tasks per year.

Planned Activities

- Heating boiler replacements at two bus facilities.
- Complete Phase three of bus In-ground lift replacement program
- Complete rehabilitation of three railcar wash systems and HVAC upgrades in two train wash systems.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Systems

Scope / Project Description

Funds upgrades and replacement of rail communications, fare collection, and MetroRail power and automatic train control (ATC) systems. The traction power system is comprised of 106 power substations and 101 tie breaker stations. These components make up the bulk of the hardware needed to supply electrical power to MetroRail's third rail. Vital communications systems supported include fire alarm, public address and closed-circuit TV. Power and ATC system upgrades are required in order to safely operate the system and permit an increase in train length from four- and six- to eight-car trains.

Manager(s): David Couch, ESVC
Gregory Garbeck, SMRT

Actual and Planned Expenditures

(dollars in millions)

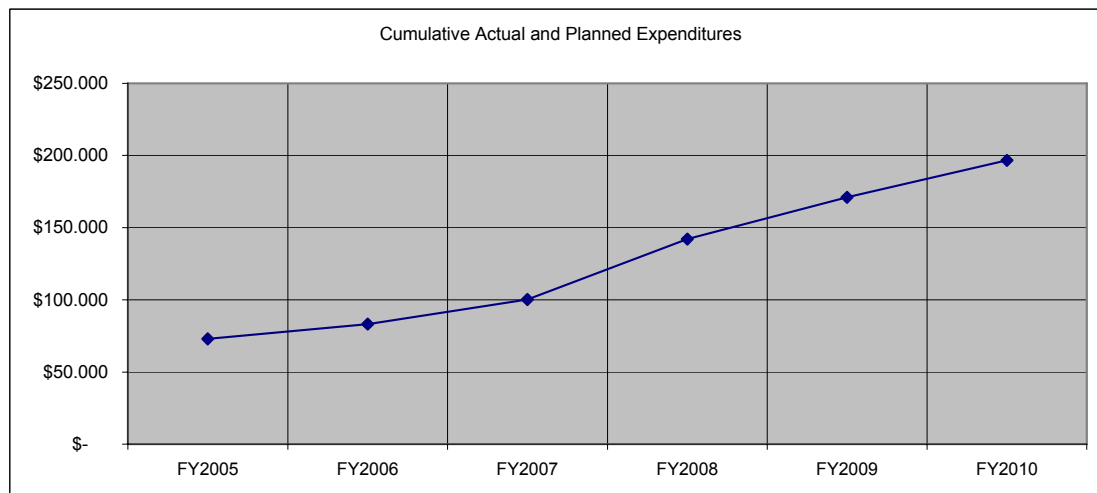
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 73.033	\$ 10.125	\$ 17.064	\$ 41.860	\$ 28.837	\$ 25.727	\$ 196.646

Accomplishments / Goals

- Installed new Public Address (PA) systems in 19 Stations and replaced intercom systems in 87 MetroRail stations.
- Installed new Fire Intrusion Alarm (FIA) systems in four bus garages.
- Replaced 120 track circuits in five of 22 train control rooms and purchased 332,540 feet of heat tape, installed 97,000 feet.
- Completed 16 Motor Control Centers (MCC's) and 39 Auto Voltage Regulators (AVR's)
- Installed new software in all vendors to accept \$1 coin and in all Automatic Fare Collection (AFC) machines to new \$5 bill and converted 98 vendors to Express Vendors and purchased new Bill Handling Units.

Planned Activities

- Install 20 new PA systems and 27 new CCTV's.
- Install mod bus 35 Remote Terminal Unit's (RTU) replacing old RTU's.
- Install 10,000 feet of heat tape.
- Continue installation of Bill Handling Unit (BHU)



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Track and Structures

Scope / Project Description

Maintains MetroRail system structures in a state of good repair by replacing or repairing structural components as they become worn or otherwise unserviceable. The WMATA track system is comprised of 109 route miles (about 218 rail miles) of main line track, aerial structures, concrete retaining walls, and eight storage and service yards.

Manager(s): Darvin Kelly, TSSM
David Couch, ESVC

Actual and Planned Expenditures

(dollars in millions)

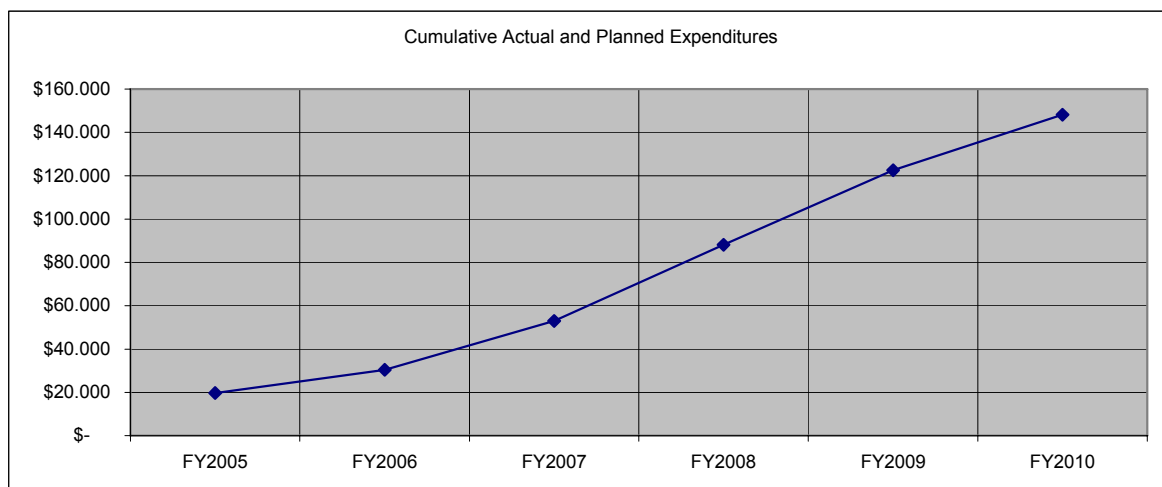
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 19.710	\$ 10.704	\$ 22.500	\$ 35.176	\$ 34.377	\$ 25.659	\$ 148.126

Accomplishments / Goals

- Floating Slabs: 9,450 linear feet retrofitted
- Station Tunnel Leak Mitigation: 10,119 tunnel Leaks repaired, 275 linear feet of leak joints sealed
- Replaced 92 switches, 4,498 insulators, 150,637 linear feet of running rail, 20,499 cross ties and 61,126 fasteners, 5,381 linear feet bridge expansion joints, 3,218 Right-of-Way Graphic signs, and 9,928 linear feet of grout pads, and rehabilitated 48 bridge anchor bolts and 90 bridge hatch doors.
- Completed rehab of Steel Lined Tunnel between L'Enfant and Waterfront Stations, painting of bridge superstructure at Westmoreland Bridge and at Landover Aerial, structural concrete rehab for six underground stations, structural concrete rehab for three platform slabs, scour counter measures installation at four piers of Potomac River bridge and platform pave tile repairs at five stations.

Planned Activities

- Complete 5,400 linear feet of floating Slabs, 6,600 tunnel leak repairs, 300,000 sq. ft. clean and seal concrete and 1,000 leaking joint repairs.
- Replace 60 switches, 72,912 linear feet of running rail, 5,000 cross ties, 40,000 fasteners, 10,000 insulators, 3,500 Right-of-Way graphic signs; repair 44 bridge ground straps; rehabilitate 800 linear feet bridge expansion joints, 10,000 linear feet grout pads and complete 74 bridge hatch door modifications.
- Rehab of 3 concrete lined tunnel segments, structural concrete at 6 underground stations, structural concrete and other improvements at 14 bridges and 3 aerial structures, concrete rehab to prevent Alkali Silica Reaction, Right-of-Way fence between Rockville and Shady Grove stations.
- Bearing replacement for platform girders at Metro Center Station and platform pave tile repairs at two stations.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Information Technology

Scope / Project Description

This project funds the upgrade and replacement of WMATA's inventory of over 7,000 pieces of office IT equipment in order to enhance customer services, deliver the most efficient business processes, and optimize previous and future technology investments. Specific projects include: wide area networking, email messaging, enterprise IT security, consolidation of data center operations, and improving the network operations center.

Manager(s): Robert Kramer, IT
Victor Grimes, IT
Chris Peabody, IT

Actual and Planned Expenditures

(dollars in millions)

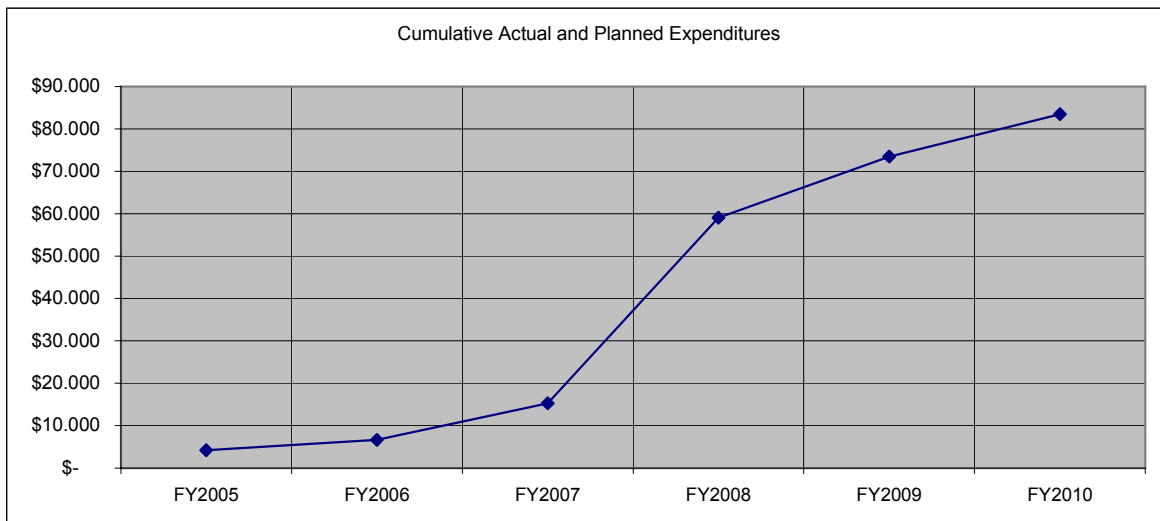
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 4.242	\$ 2.423	\$ 8.637	\$ 43.770	\$ 14.425	\$ 10.000	\$ 83.497

Accomplishments / Goals

- Replacement and upgrade to the larger components of the Information Technology (IT) infrastructure supporting bus, rail and administrative operations.

Planned Activities

- Continue to implement goals of the IT strategic plan adopted by the board of directors in September 2006, including: Goal #2 - Improving the Foundation of the IT Infrastructure. Specific projects will focus on:
 - Wide area networking,
 - Email messaging,
 - Enterprise IT security,
 - Data center operations consolidation, and
 - Improving the network operations center.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Preventive Maintenance

Scope / Project Description

This project provides funding for the comprehensive rail and bus overhaul/maintenance program.

Manager(s): Chad Krukowski, OMBS

Actual and Planned Expenditures

(dollars in millions)

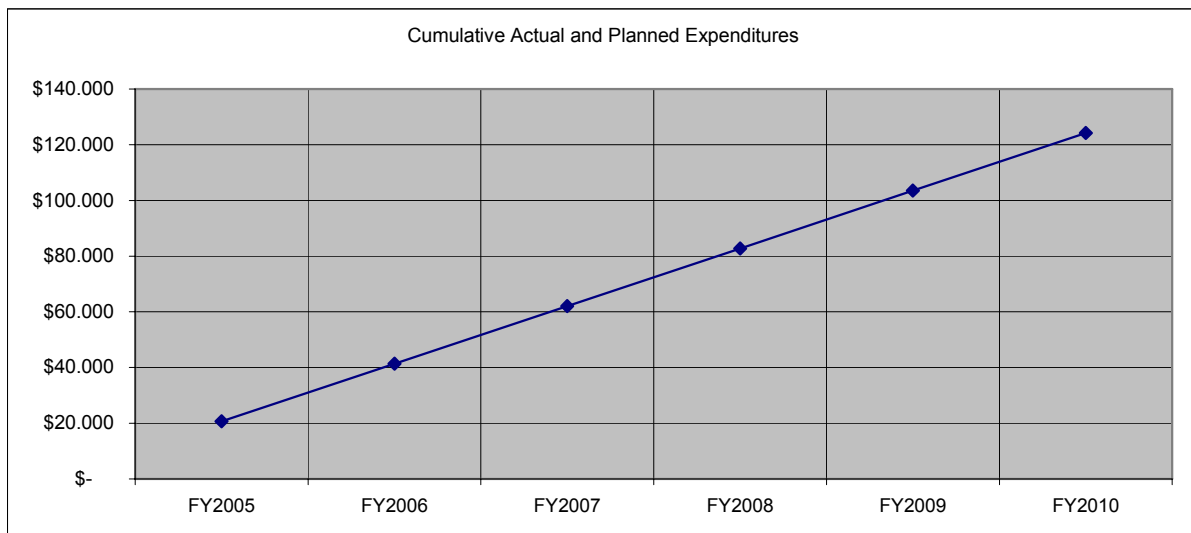
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 124.200

Accomplishments / Goals

- Continuous funding of the comprehensive rail and bus overhaul/maintenance program.

Planned Activities

- Continuation of preventive maintenance program.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element A - Infrastructure Renewal Program

Urgent Capital Needs

Scope / Project Description

This project provides funding for the urgent capital needs for new and expanded capital repair and maintenance projects.

Manager(s): Various

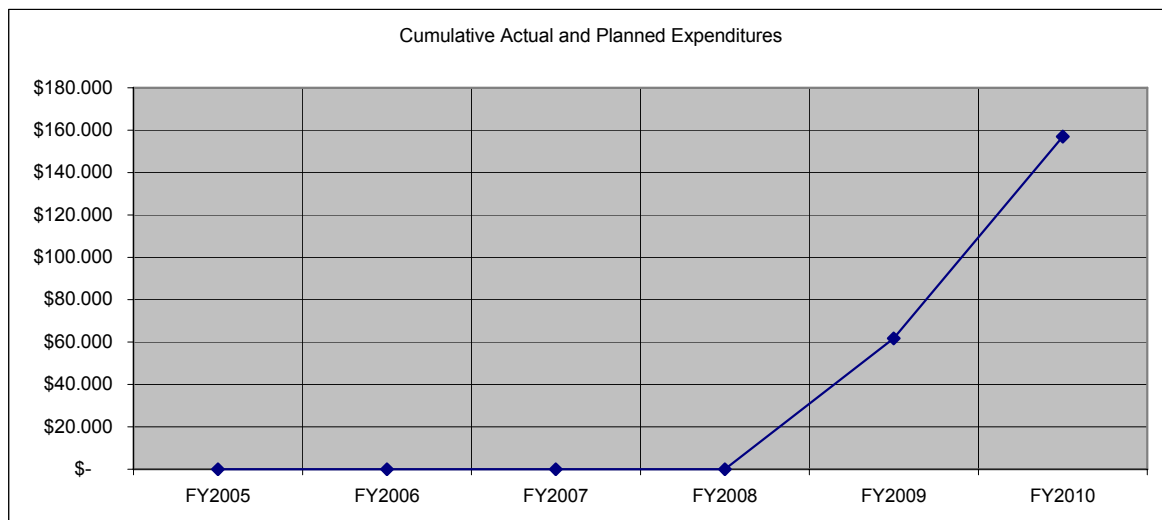
Actual and Planned Expenditures

(dollars in millions)

FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ -	\$ -	\$ -	\$ -	\$ 61.800	\$ 95.200	\$ 157.000

Planned Activities

- Phase 1 of replacement of station platform structural slabs at three above-ground stations.
- Cable replacement due to water infiltration and deterioration of old, worn-out cables.
- Renovation of employee and administrative facilities.
- Replacement of MetroAccess vehicles for disabled customers.
- Reconstruction of two existing bus facilities.
- Upgrades and enhancement in Information Technology.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element B - Eight-Car Train Capital Initiative

6000 Rail Car Series

Scope / Project Description

This project funds procurement of up to 122 6000-series heavy rail rapid transit cars in order to relieve overcrowding and initiate the use of 8-car trains. The 6000-series rail car procurement program began in FY 2002 as a base contract with Alstom for constructing 62 rail cars (not included here), with contract options to procure these additional cars.

Manager(s): Micheel Hiller, CENV
Randy Pozzi, CENV

Actual and Planned Expenditures

(dollars in millions)

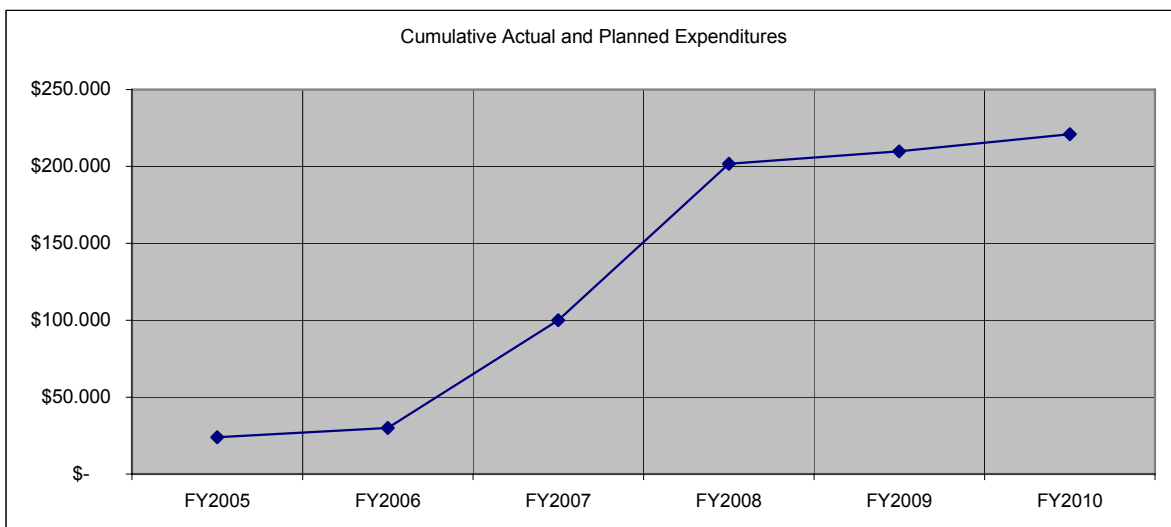
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 23.960	\$ 6.084	\$ 69.919	\$ 101.771	\$ 8.029	\$ 11.119	\$ 220.882

Accomplishments / Goals

- The first 6000-series pilot cars were delivered by December 2005. Testing was conducted during the following year, and pilot car acceptance occurred on September 25, 2006.
- WMATA has exercised contract options for the 120 cars funded by this project, a change including two additional cars, and other contract modifications.
- As of May 31, 2008, a total of 116 cars (58 married pairs) from this 120-car (plus two) option have been conditionally accepted.

Planned Activities

- Railcar delivery will be completed FY 2008. Acceptance testing, reliability monitoring and warranty issues will be on-going through FY 2010.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element B - Eight-Car Train Capital Initiative

Facilities

Scope / Project Description

This project funds the expansion of Rail Yards at Shady Grove, Greenbelt and Brentwood Yards to provide more maintenance capacity to accommodate increased fleet expansion and 8-car train operation. This program also provides for constructing a new 16-bay Service & Inspection (S&I) maintenance shop at Shady Grove; and construction of an annex at the Greenbelt Yard to accommodate relocation of heavy truck repair operation and shop functions.

Manager(s): David Couch, ESVC

Actual and Planned Expenditures

(dollars in millions)

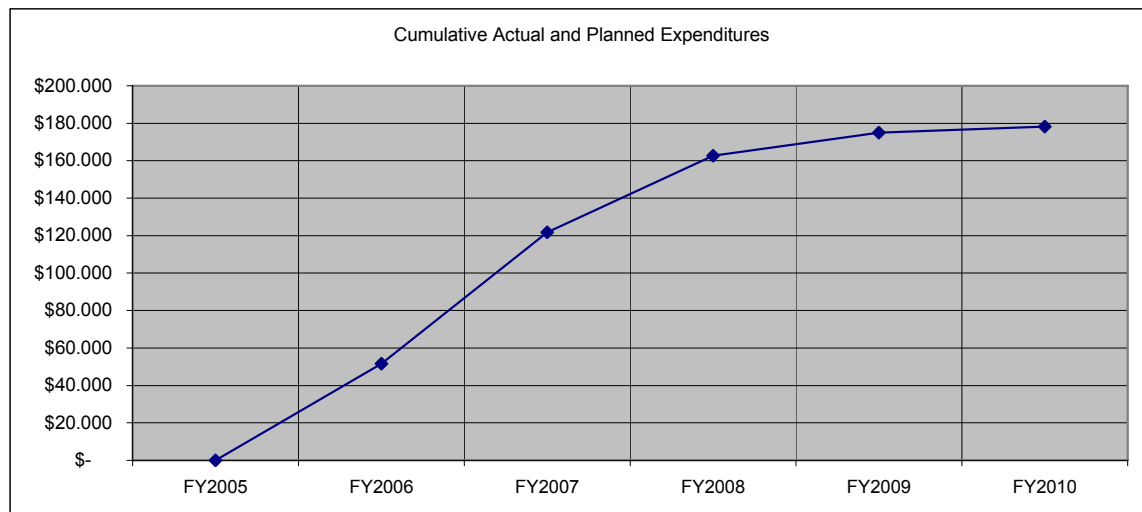
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ -	\$ 51.637	\$ 70.115	\$ 40.993	\$ 12.300	\$ 3.124	\$ 178.169

Accomplishments / Goals

- Completed relocation of storm water pipes, PEPCO duct banks, and installation of associated cable at Shady Grove Yard.
- Completed placement of new parking lot and construction of new dome at Shady Grove Yard.
- New Oil Storage and Weld Shop at Greenbelt Yard is 99% complete.
- Construction of Annex at Greenbelt Yard is complete.
- Continuing renovation on the mezzanine level at the Brentwood Yard.
- Started installation of skylights including abatement of asbestos.

Planned Activities

- Various rough-ins; commission and test of mechanical, electrical and plumbing (MEP) systems; install lighting fixtures and overhead doors, etc.
- Shady Grove Facility to be completed by December 31, 2008.
- Brentwood Facility completion anticipated by June 30, 2008.
- Greenbelt Facility Annex complete.
- Greenbelt Shop lift replacement planned for completion summer 2010.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element B - Eight-Car Train Capital Initiative

Systems

Scope / Project Description

This project is critical to facilitating 8-car train service. The current Automatic Train Control programmed stopping system has a tolerance of plus/minus 6 feet. Since the length of an eight-car train is nearly equal to the length of station platforms, the stopping tolerance must be reduced to 3.5 feet at 99.999% reliability.

Manager(s): David Couch, ESVC
CENV

Actual and Planned Expenditures

(dollars in millions)

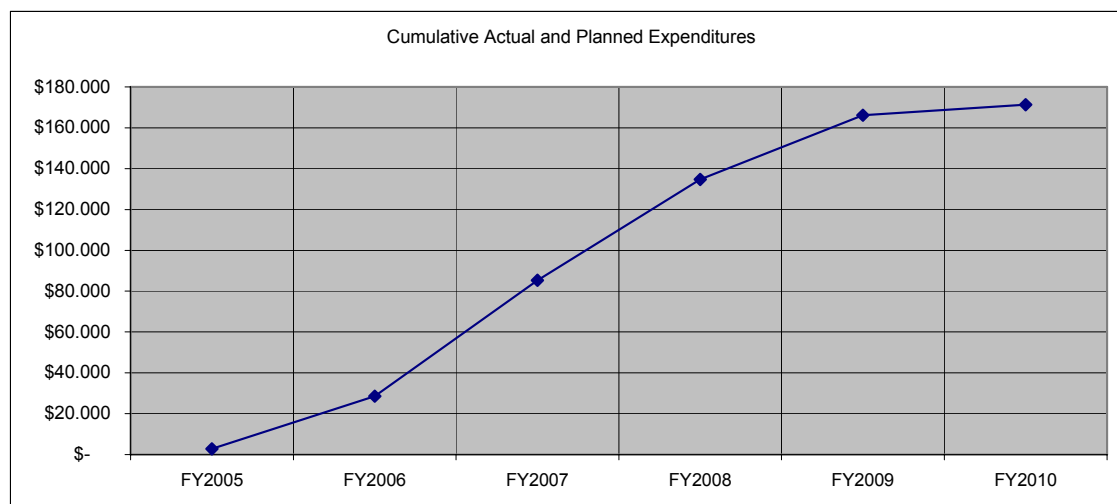
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 2.776	\$ 25.859	\$ 56.676	\$ 49.380	\$ 31.428	\$ 5.222	\$ 171.341

Accomplishments / Goals

- Completed 40 out of 60 traction power substation site preparation tasks.
- Delivered equipment needed for traction power substation upgrades to 20% of the sites where upgrade is required in order to run 8-car trains (38 locations).
- Completed traction power substation equipment installation at 16 of 29 scheduled sites.
- Completed 89% of 3rd rail cable installation.
- Completed bond installation at 6 locations.

Planned Activities

- Complete site preparation in the remaining 20 TPSS's.
- Complete all need TPSS upgrades to support 50% 8-car train operations by December 2008.
- Completed 45 locations for bond installations.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element C - Bus Improvement Capital Initiative

Buses

Scope / Project Description

This project funds bus fleet expansion to improve system access and capacity. It conditionally funds procurement of up to 185 buses to accommodate ridership in underserved and new markets, including "Express" corridor service. The current expansion fleet consists of 25 buses.

Manager(s): Phillip Wallace, BMNT

Actual and Planned Expenditures

(dollars in millions)

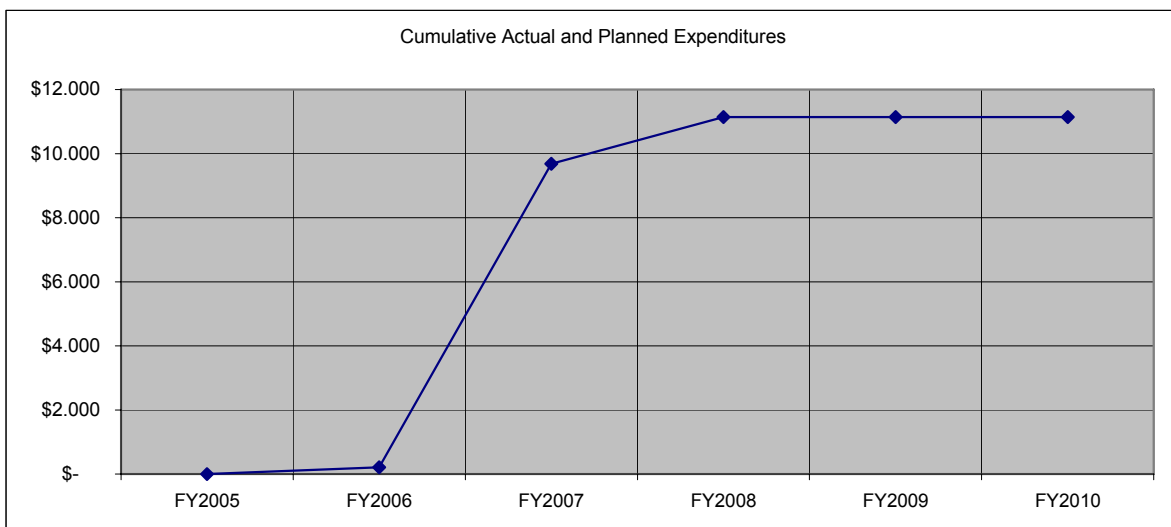
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ -	\$ 0.214	\$ 9.471	\$ 1.455	\$ -	\$ -	\$ 11.140

Accomplishments / Goals

- FY 2007 - 25 CNG buses placed in service.

Planned Activities

- Proceed with procurements pursuant to directive of WMATA's board of directors, and jurisdiction partners.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element C - Bus Improvement Capital Initiative

Garage

Scope / Project Description

This project contributes funding to a joint-use bus maintenance facility to benefit Fairfax County, Virginia and WMATA. It will initially accommodate 175 buses, and ultimately 300 buses. Of the initial 175 buses, the County and WMATA have requirements for 75 and 100 buses, respectively. Fairfax County will construct and own the facility on public land.

Manager(s): David Couch, ESVC

Actual and Planned Expenditures

(dollars in millions)

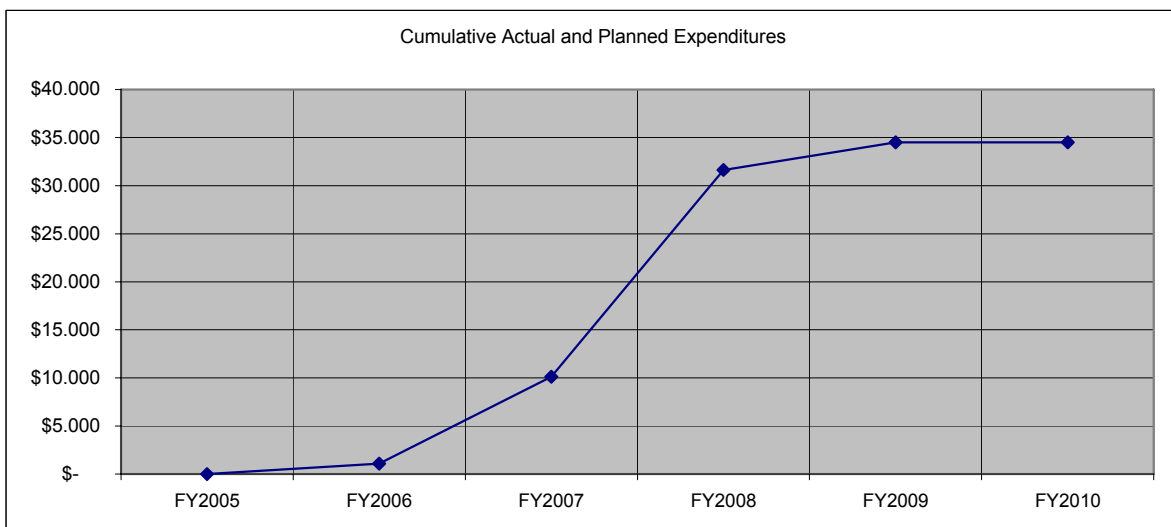
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ -	\$ 1.071	\$ 9.064	\$ 21.500	\$ 2.850	\$ -	\$ 34.485

Accomplishments / Goals

- Continuing construction work on Service, Maintenance, and Administration Buildings.
- Installed fuel lines which passed Fire Marshall inspection at Tank Farm (Fuel Facility).
- Placed coarse asphalt base on Employee Parking Lot.
- Continuing excavation, utilities, fine grade and placing curb and gutter for Bus Parking Lot.

Planned Activities

- WMATA will continue to oversee construction in coordination with Fairfax County. The facility is expected to be open in January 2009.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element C - Bus Improvement Capital Initiative

Customer Facilities

Scope / Project Description

This project funds the development and implementation of new and enhanced MetroBus and MetroExtra services in priority corridors, and improvements to related customer facilities.

Manager(s): Jim Hamre, PLAN
David Couch, ESVC

Actual and Planned Expenditures

(dollars in millions)

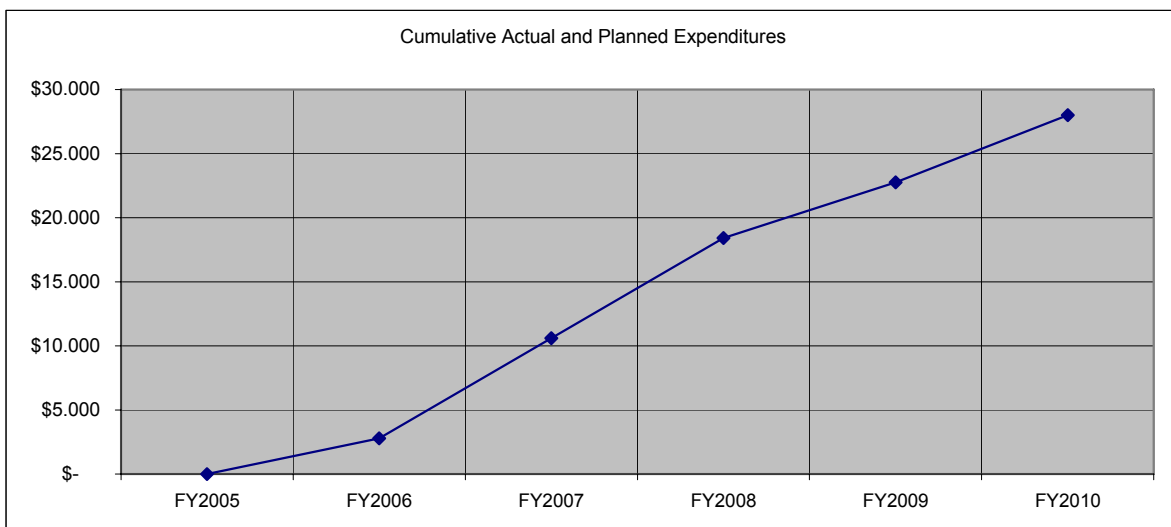
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ -	\$ 2.797	\$ 7.811	\$ 7.799	\$ 4.350	\$ 5.243	\$ 28.000

Accomplishments / Goals

- Implement revised 30s Line service and operations plan.
- Implement new NH1 service to National Harbor.
- Prepare service evaluation and strategy recommendation for MetroBus route 38B.
- Begin service study of Leesburg Pike (28ABFG).
- Continue to develop bus stop inventory database and application.
- Implement Bus Systems Integration Phase II deployment.

Planned Activities

- Complete recommendations for Sixteenth Street (S1,24) service enhancement.
- Prepare plans for Veirs Mill Road (MetroBus Q2) service enhancement.
- Complete study of regional traffic systems management and recommend enhancements.
- Provide bus stop shelter maps via DC shelter replacement program.
- Conduct Metrobus flag, pole and display pilot program.
- Implement Bus Systems Integration Phase III.



FY 2005-2010 Proposed Capital Program

Metro Matters Program Element D - Program Management

Program Management

Scope / Project Description

This project funds general and program administration costs, financing associated with the Transportation Infrastructure Finance and Innovation Act (TIFIA), and issuance of bonds to accelerate the Vertical Transportation Modernization Program.

Manager(s): Chad Krukowski, OMBS

Actual and Planned Expenditures

(dollars in millions)

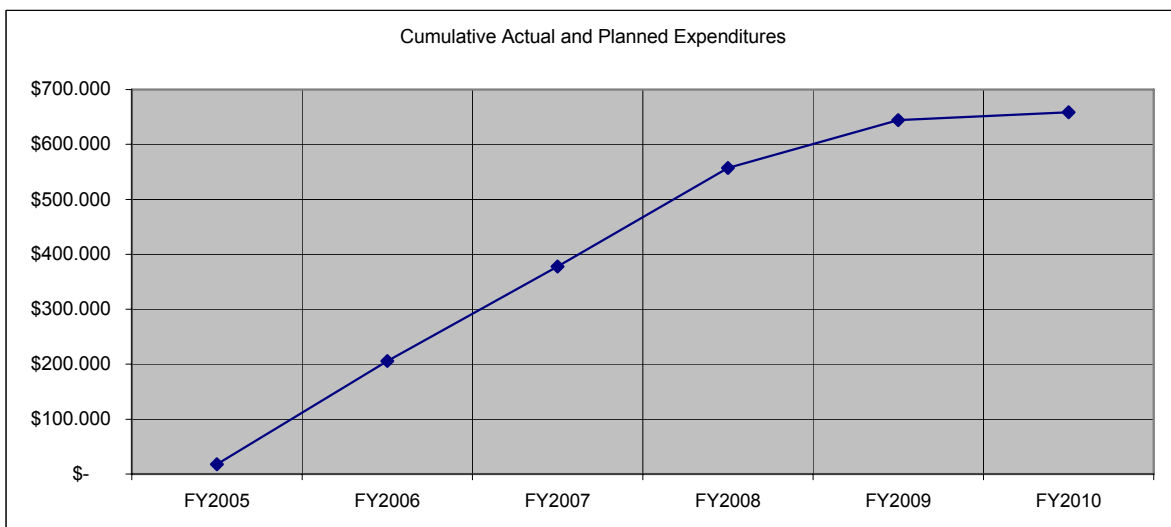
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Estimate</u>	<u>Budget</u>	<u>Projection</u>	<u>All Years</u>
\$ 17.940	\$ 188.051	\$ 171.888	\$ 179.243	\$ 86.927	\$ 14.415	\$ 658.464

Accomplishments / Goals

- Provided continuous staff support and administration of the Capital Improvement Program.

Planned Activities

- Annual costs to support the management and administration of Capital Improvement Program, including retiring the TIFIA loan guarantee and repayment of the debt service against the vertical transportation bonds.



Reimbursable Projects

In prior years these projects were in the capital budget.

(dollars in millions)

	FY 2007 & Prior Years <u>Budget</u>	FY 2008 <u>Budget</u>	Total <u>Budget</u>	All Years' Expenditures & Encumbrances <u>as of Jun 03</u>
All WMATA Jurisdictions				
- Bus Bike Racks	1.645	-	1.645	1.430
• Clean Reliable Renewal Energy (Solar)	14.670	-	14.670	-
- Core Capacity Buses	9.100	-	9.100	3.713
- New Carrollton Rail Yard Expansion	70.375	-	70.375	68.855
• Regional ITS Communication Enhancement	1.562	-	1.562	1.309
• Metro Matters				
- Brentwood Rail Yard Expansion	2.390	-	2.390	2.390
- Greenbelt Rail Yard Expansion	1.829	-	1.829	1.801
- Precision Stopping - PE	0.992	-	0.992	0.452
- Precision Stopping Pilot Program	3.000	-	3.000	2.666
- Shady Grove Rail Yard Expansion	2.248	-	2.248	2.248
- Traction Power Switchgear - Pre-MM	5.641	-	5.641	5.640
District of Columbia				
- Anacostia Light Rail Demonstration	16.100	-	16.100	14.401
- DC Alternative Analysis	7.009	-	7.009	7.008
- DC Convention Center	31.374	-	31.374	29.886
- DC Starter Line	1.262	-	1.262	1.151
- Dupont Circle Artwork	0.112	-	0.112	0.112
- Minnesota Avenue Public Hearing	0.050	-	0.050	0.020
- Navy Yard Station Modification	20.000	-	20.000	19.654
- New York Ave. Metrorail Station	109.950	-	109.950	109.682
• Union Row: U Str/Cardoza Station	1.500	-	1.500	1.098
- Yellow Line Extension	1.500	-	1.500	0.610
Maryland				
• Maryland Dept of Transportation				
- 6000 Rail Car Purchase - Base	120.000	-	120.000	119.518
- College Park Parking Structure	17.810	-	17.810	17.310
- New Carrollton Parking Garage	23.115	-	23.115	22.417
- Silver Spring South Entrance	0.400	-	0.400	0.264
- Takoma Langley Park Center	6.700	-	6.700	-
• Montgomery County				
- FDA Transit Center @ White Oak	0.308	-	0.308	0.149
- Glenmont Parking Facility Design Work	23.900	-	23.900	1.596
- White Flint Parking Structure	17.390	-	17.390	17.370
Virginia				
• Arlington County				
- Arlington County Project Mgmt.	0.900	-	0.900	0.780
- Clarendon Station Improvements	0.458	-	0.458	0.059
- Columbia Pike Super Stops	1.500	-	1.500	-
- Crystal City Canopy	0.375	-	0.375	0.347
- Crystal City/Potomac Yard	3.313	-	3.313	0.799
- Rosslyn Access Improvements	1.000	-	1.000	0.130
- Shirlington Bus Station	5.400	-	5.400	4.875
• City of Alexandria				
- Huntington Parking Structure	31.183	-	31.183	30.481
- King Street Station Improvements	16.600	-	16.600	16.389
• Fairfax County				
- TAGS Shuttle Buses	0.611	-	0.611	0.501
- Vienna Parking Structure	27.100	-	27.100	26.168
- Vienna/Fairfax-GMU Parking Structure	1.000	-	1.000	0.733
• Fair Oaks League				
- Fair Lakes Shuttle	0.857	-	0.857	-
• VA Dept of Rail & Public Transportation				
- Alexandria Rail Yard - EA	0.200	-	0.200	0.139
- Dulles Preliminary Engineering/NEPA	64.750	-	64.750	58.042
- Franconia/Springfield Garage	16.609	-	16.609	16.584
- West Fall Church Bus Bays	1.000	-	1.000	0.755
- West Falls Church Parking Structure	17.367	-	17.367	16.705
• Other Sponsors				
- Vienna Station Improve - Pulte Home	0.350	-	0.350	0.048
Grand Total	702.505	-	702.505	626.285

Transportation Infrastructure Financing Innovation Act (TIFIA) Status Report *As of Jun 03, 2008*

The Transportation Infrastructure Financing and Innovation Act is a Federal direct loan and loan guarantee program and it was authorized in the surface transportation bill, TEA-21. WMATA entered into a TIFIA loan guarantee with the Department of Transportation (DOT) in 1999 in order to establish the credit necessary to obligate funds. WMATA's loan guarantee with DOT is \$600 million, and the understanding was that if drawn upon the loan would be fully repaid by FY 2009. No drawdown has ever been required. WMATA was the first transit property to successfully obtain approval under the TIFIA program. Below is a summary of the TIFIA Program. These expenditures are reported in Metro Matters on the line item titled TIFIA Payback/Financing Expenses.

(dollars in millions)	Forecast Expenditures
Infrastructure Renewal Program	
A. Metro Matters Program	
• Rolling Stock: Bus	\$ 41.522
• Rolling Stock: Rail	164.075
• Passenger Facilities	102.609
• Maintenance Facilities	30.791
• Systems	139.876
• Track and Structures	18.347
• Information Technology	19.377
• Program Management & Support	0.073
• Financial Expenses	0.053
Subtotal	\$ 516.723
B. Beyond Metro Matters Program	
• Rolling Stock: Bus	\$ 5.724
• Rolling Stock: Rail	1.891
• Passenger Facilities	3.552
• Maintenance Facilities	10.706
• Systems	12.580
• Track and Structures	0.200
• Information Technology	3.238
Subtotal	\$ 37.891
 Total TIFIA Program	 \$ 554.614





Appendix C. Resolutions of the Board of Directors

This appendix includes resolutions of the WMATA Board of Directors that are pertinent to the development of the proposed fiscal 2009 annual budget.

Index of Board Resolutions

Approval of Fiscal 2009 Annual Budget (#2008-32)	164
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PRESENTED AND ADOPTED: June 26, 2008

SUBJECT: APPROVAL OF FY09 BUDGET

2008-32

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE

WASHINGTON METROPOLITAN AREA TRANSPORTATION AUTHORITY

WHEREAS, The Board of Directors has received and considered the General Manager's \$1.9 billion proposed FY09 budget; now, therefore be it

RESOLVED, That the Board of Directors approves the FY09 budget of \$1.9 billion with jurisdictional funding of \$760 million, as detailed in Attachment A; and be it further

RESOLVED, The FY09 operating portion of the budget totals \$1.3 billion with operating revenue and expenses as detailed in Attachment B; and be it further

RESOLVED, The FY09 Metro Matters capital portion of the budget totals \$0.5 billion as detailed in Attachment C, including \$62 million for urgently needed infrastructure renewal projects as detailed in Attachment C-1, and assuming full expenditure of the FY08 budget, and is in conformity with the Metro Matters Funding Agreement; and be it further

RESOLVED, That \$109 million of Metro Matters funding reallocation and reprogramming has been identified as detailed in Attachment C-2; and be it further

RESOLVED, That to fund urgently needed capital infrastructure renewal projects, \$87 million of funding for existing infrastructure renewal projects as detailed in Attachment C-2, will be reallocated to the urgent projects by deferring the existing projects to beyond FY10; and be it further

RESOLVED, That \$22 million of funding for the Metro Matters eight-car train initiative as detailed in Attachment C-2, can be reduced with no detrimental impact to that project allowing \$22 million to be reprogrammed from Metro Matters Program Element B (eight-car train initiative) to Program Element A (infrastructure renewal) in support of the urgently needed infrastructure renewal projects as detailed; and be it further

RESOLVED, That FY09 Metro Matters Safety and Security projects totaling \$11 million will only be executed upon receipt of federal funding for those projects; and be it further

RESOLVED, That the FY10 Metro Matters capital budget is presented for planning purposes; and be it further

RESOLVED, The 103-mile rail construction debt service portion of the FY09 budget totals \$28 million; and be it further

Motioned by Mr. Zimmerman, seconded by Mr. Benjamin

Ayes: 6 - Mr. Zimmerman, Mr. Giancola, Mr. Benjamin, Mrs. Hudgins, Mr. Moneme, Ms. Hewlett

RESOLVED, The FY09 reimbursable projects portion of the budget totals \$20 million as detailed in Attachment D; and be it further

RESOLVED, That Board Resolution #2006-44 established streamlined policies and procedures for Board of Directors approval of contract actions and that for FY09 the terms of that Resolution shall be extended to include the approval of contracts in Attachment E; and be it further

RESOLVED, That during development of the FY09 budget the Board of Directors approved a fare increase that was implemented during FY08 and \$36.2 million of revenue actually collected and recognized for accounting purposes during FY08 shall be applied to the FY09 budget; and be it further

RESOLVED, That the policy clarified in Board Resolution #2007-24, of funding a claims reserve with a year-end balance equal to twenty percent (20%) of the actuarially forecasted claims payout in the upcoming fiscal year remains in force; however, updated claims cost information supports an action to reduce the FY09 reserve contribution by \$6 million less than the actuarial forecast; and be it further

RESOLVED, That as a matter of financial policy Metro does not choose in FY09 to create a trust and pre-fund other post-employment benefits as defined by the Government Accounting Standards Board; and be it further

RESOLVED, That Metrobus Routes 79 (peak service only) and J4, as well as the Metrorail Yellow Line extension to Fort Totten and the elimination of off-peak turnbacks at Grosvenor on the Red Line are hereby incorporated into the regional operating budget with the corresponding subsidies to be allocated to all jurisdictions in accordance with the appropriate subsidy allocation formula; and be it further

RESOLVED, That \$1 million of regionally funded Metrobus service improvements in Northern Virginia are hereby incorporated into the regional operating budget with the corresponding subsidies to be allocated to all jurisdictions in accordance with the appropriate subsidy allocation formula; and be it further

RESOLVED, That Board Resolution #2008-15 results in a FY09 requirement for the District of Columbia to provide \$4.8 million in funds necessary to offset operating costs being incurred due to the closure of the Southeastern Bus Garage; and be it further

RESOLVED, That the District of Columbia and Fairfax County have enacted special bus fares and at the conclusion of each fiscal year the actual revenue loss will be calculated and added to the audit adjustments to these two jurisdictions; and be it further

RESOLVED, That in order to implement the elements of the Capital Improvement Program, the General Manager or the Chief of Staff is authorized to 1) conduct public hearings; and 2) file and execute grant applications on behalf of Metro for funds from the federal government and any other public or private entity consistent with the Capital Improvement Program; and be it further

RESOLVED, That the Infrastructure Renewal Program element of Metro Matters is the same program as the Capital Improvement Program referenced in the TIFIA Loan Guarantee Agreement and related documentation, and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Attachment A
Jurisdictional Funding

	FY09 TOTAL	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus									
Regional Metrobus	\$ 270,236,900	\$ 115,854,356	\$ 41,218,223	\$ 44,583,322	\$ 12,990,002	\$ 20,555,082	\$ 522,137	\$ 33,381,491	\$ 1,132,251
Non-Regional Metrobus	78,045,400	32,773,861	8,166,129	23,875,251	875,245	1,302,680	-	11,052,227	-
Operating Subsidy	348,282,300	148,628,217	49,384,352	68,458,574	13,865,247	21,857,762	522,137	44,433,718	1,132,251
Metro rail									
Base Allocation	\$ 117,949,700	\$ 40,700,439	\$ 22,051,682	\$ 21,273,406	\$ 5,373,761	\$ 11,283,830	\$ 351,800	\$ 16,619,626	\$ 295,205
Max Fare Allocation	5,389,400	283,643	3,110,261	769,041	97,448	51,441	44,026	1,045,057	8,444
Operating Subsidy	123,339,100	40,984,082	25,161,943	22,042,447	5,471,209	11,335,271	395,826	17,664,683	303,649
MetroAccess									
Operating Subsidy	\$ 63,621,100	\$ 13,443,074	\$ 15,863,582	\$ 25,248,360	\$ 600,735	\$ 701,189	\$ 132,695	\$ 7,565,419	\$ 66,080
Total Operating Subsidy	\$ 535,242,500	\$ 203,035,372	\$ 90,409,877	\$ 115,749,381	\$ 19,937,191	\$ 33,894,222	\$ 1,050,658	\$ 69,663,820	\$ 1,501,979
Debt Service Expense	27,484,200	10,331,300	4,867,500	4,872,900	1,418,200	2,740,200	46,700	3,168,900	38,500
Metro Matters Capital	178,661,000	65,435,000	30,445,000	33,654,000	7,924,000	15,527,000	346,000	24,828,000	502,000
Reimbursable Projects	18,923,000	16,424,000	506,000	703,000	133,000	261,000	6,000	417,000	473,000
Total Local Funding	\$ 760,310,700	\$ 295,225,672	\$ 126,228,377	\$ 154,979,281	\$ 29,412,391	\$ 52,422,422	\$ 1,449,358	\$ 98,077,720	\$ 2,515,479

Attachment B
FY09 Operating Budget

Line Item Description	Total	Metrobus	MetroRail	MetroAccess
REVENUE:				
• Passenger				
Passenger Revenue	\$ 618,876,800	\$ 110,951,800	\$ 504,025,000	\$ 3,900,000
DC Schools	5,000,000	2,866,200	2,133,800	-
Parking	51,500,000	-	51,500,000	-
• Non-Passenger				
Advertising	39,000,000	26,130,000	12,870,000	-
Fiber Optics	13,400,000	-	13,400,000	-
Joint Development	7,219,900	-	7,219,900	-
Other	13,035,300	3,724,100	9,311,200	-
Interest	4,700,000	\$3,003,000	\$1,697,000	-
• Special				
Fare Increase Reserve	36,200,000	400,000	35,800,000	-
SE Garage Offset	4,800,000	4,800,000	-	-
Total Revenue	\$ 793,732,000	\$ 151,875,100	\$ 637,956,900	\$ 3,900,000
EXPENSE:				
• Personnel				
Payroll & Fringe Benefits	\$ 925,081,100	\$ 382,059,500	\$ 539,130,200	\$ 3,891,400
• Non-Personnel				
Services	143,536,300	24,308,600	56,618,000	62,609,700
Materials & Supplies	79,860,400	33,559,700	46,059,300	241,400
Fuel & Propulsion Power	108,984,900	45,389,700	63,595,200	-
Utilities	42,776,200	8,135,800	34,560,700	79,700
Casualty & Liability	43,298,600	21,500,900	21,689,700	108,000
Leases & Rentals	4,526,300	1,306,300	2,678,200	541,800
Miscellaneous	5,550,700	1,969,400	3,532,200	49,100
• Preventive Maint & Reimbursements				
	(24,640,000)	(18,072,500)	(6,567,500)	-
Total Expense	\$ 1,328,974,500	\$ 500,157,400	\$ 761,296,000	\$ 67,521,100
SUBSIDY:	\$ 535,242,500	\$ 348,282,300	\$ 123,339,100	\$ 63,621,100

Attachment C
Metro Matters Expenditures
\$ Millions

	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	FY05-10 Subtotal	FY11-24 Projection	FY05-24 Total
A. Infrastructure Renewal Program									
• Rolling Stock: Bus	\$ 20.9	\$ 50.5	\$ 15.8	\$ 18.4	\$ 124.8	\$ 61.5	\$ 291.9	\$ 13.6	\$ 305.5
• Rolling Stock: Rail	2.6	0.4	0.3	2.6	10.5	8.4	24.9	0.8	25.7
• Passenger Facilities	60.6	16.1	31.2	48.7	35.8	26.7	219.2	53.0	272.2
• Maintenance Facilities	32.8	4.6	14.7	36.5	26.1	20.5	135.2	38.0	173.2
• Systems	73.0	10.1	17.1	41.9	28.8	25.7	196.6	179.1	375.8
• Track and Structures	19.7	10.7	22.5	35.2	34.4	25.7	148.1	28.9	177.0
• Information Technology	4.2	2.4	8.6	43.8	14.4	10.0	83.5	-	83.5
• Preventive Maintenance	20.7	20.7	20.7	20.7	20.7	20.7	124.2	-	124.2
• Transfer to Beyond MM	-	-	-	-	-	-	30.7	-	30.7
• Urgent Capital Needs	-	-	-	-	61.8	95.2	157.0	-	157.0
	\$ 265.4	\$ 115.6	\$ 131.0	\$ 247.6	\$ 357.4	\$ 294.4	\$ 1,411.3	\$ 313.4	\$ 1,724.7
B. Eight-Car Train Initiative									
• Rail Cars	\$ 24.0	\$ 6.1	\$ 69.9	\$ 101.8	\$ 8.0	\$ 11.1	\$ 220.9	\$ 8.2	\$ 229.1
• Facilities	-	51.6	70.1	41.0	12.3	3.1	178.2	-	178.2
• Systems	2.8	25.9	56.7	49.4	31.4	5.2	171.3	-	171.3
	\$ 26.7	\$ 83.6	\$ 196.7	\$ 192.1	\$ 51.8	\$ 19.5	\$ 570.4	\$ 8.2	\$ 578.6
C. Bus Improvement Initiative									
• Buses	\$ -	\$ 0.2	\$ 9.5	\$ 1.5	\$ -	\$ -	\$ 11.1	\$ 83.5	\$ 94.6
• Garage	-	1.1	9.1	21.5	2.9	-	34.5	1.5	36.0
• Customer Facilities	-	2.8	7.8	7.8	4.4	5.2	28.0	-	28.0
	\$ -	\$ 4.1	\$ 26.3	\$ 30.8	\$ 7.2	\$ 5.2	\$ 73.6	\$ 85.0	\$ 158.6
D. Other Project Expenses									
• Program Mgmt. & Support	\$ 11.4	\$ 5.8	\$ 6.0	\$ 11.7	\$ 11.5	\$ 6.4	\$ 52.8	\$ 5.3	\$ 58.0
• Expenses Backed by TIFIA	6.6	182.3	165.8	167.5	75.5	8.0	605.7	-	605.7
Total Project Expenditures	\$ 310.0	\$ 391.3	\$ 525.9	\$ 649.8	\$ 503.3	\$ 333.5	\$ 2,713.8	\$ 411.9	\$ 3,125.7
Financing Expense:									
• Debt Service Expense	-	-	-	-	-	-	-	570.9	570.9
• Short-Term Borrowing Expense	-	0.3	2.2	13.0	13.2	138.8	167.5	-	167.5
Total	310.0	391.6	528.1	662.8	516.5	472.2	2,881.3	982.8	3,864.1
• Security Program	-	8.5	7.0	11.0	11.0	-	37.5	-	37.5
Grand Total	310.0	400.1	535.1	673.8	527.5	472.2	2,918.8	982.8	3,901.6

Attachment C

Metro Matters Funding
\$ Millions

	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	FY05-10 Subtotal	FY11-24 Projection	FY05-24 Total
Federal Funding:									
• Formula Grants									
> Section 5307 Grant	\$ 100.2	\$ 111.0	\$ 113.5	\$ 120.6	\$ 127.8	\$ 135.5	\$ 708.5	\$ 40.0	\$ 748.5
> Section 5309 Grant	59.2	58.4	70.4	81.8	86.7	91.9	448.3	-	448.3
• Bus Funds	-	12.5	-	1.5	1.3	-	15.3	-	15.3
• Discretionary Funds	-	-	-	35.0	35.0	34.0	104.0	-	104.0
	\$ 159.4	\$ 181.9	\$ 183.9	\$ 238.8	\$ 250.8	\$ 261.3	\$ 1,276.1	\$ 40.0	\$ 1,316.1
State and Local Funding:									
• District of Columbia	\$ 37.6	\$ 48.4	\$ 51.9	\$ 60.4	\$ 65.4	\$ 72.5	\$ 336.2	\$ 345.3	\$ 681.5
• Montgomery County	17.2	16.3	30.4	28.1	30.4	33.7	156.1	160.7	316.8
• Prince Georges County	19.7	14.7	36.8	31.0	33.7	37.3	173.2	177.6	350.8
• Alexandria	4.3	5.9	6.3	7.6	7.9	8.8	40.7	41.8	82.5
• Arlington County	8.3	11.5	12.3	14.8	15.5	17.2	79.6	81.9	161.5
• City of Fairfax	0.2	0.3	0.3	0.3	0.3	0.4	1.8	1.8	3.6
• Fairfax County	13.3	18.3	19.7	23.8	24.8	27.5	127.5	131.0	258.5
• Falls Church	0.3	0.4	0.4	0.5	0.5	0.6	2.6	2.6	5.2
	\$ 100.8	\$ 115.6	\$ 158.1	\$ 166.4	\$ 178.7	\$ 198.0	\$ 917.6	\$ 942.8	\$ 1,860.4
Other Funding:									
• Long-Term Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445.9	\$ 445.9
• Short-Term Borrowing	25.5	88.1	180.2	251.6	61.1	6.9	613.4	(445.9)	167.5
• Miscellaneous Funding	24.2	6.0	6.0	6.0	26.0	6.0	74.2	-	74.2
	\$ 49.8	\$ 94.1	\$ 186.2	\$ 257.6	\$ 87.1	\$ 12.9	\$ 687.6	\$ -	\$ 687.6
Total	\$ 310.0	\$ 391.6	\$ 528.1	\$ 662.8	\$ 516.5	\$ 472.2	\$ 2,881.3	\$ 982.8	\$ 3,864.1
• Security Funds	-	8.5	7.0	11.0	11.0	-	37.5	-	37.5
Grand Total	\$ 310.0	\$ 400.1	\$ 535.1	\$ 673.8	\$ 527.5	\$ 472.2	\$ 2,918.8	\$ 982.8	\$ 3,901.6

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
1	Voltage Detectors/Hot Stick	To indicate level and type of voltage	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.5
2	Transformers	Spare universal transformers in case of catastrophic failure	1.5	-	-	-	-	-	1.5
3	Station Platforms	Replacement of station platform structural slabs	4.5	7.5	5.0	1.5	-	-	18.5
4	Track Fasteners	Replacement of track fasteners to prevent fires	0.5	1.5	2.0	2.0	2.0	-	8.0

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
5 Railcar Safety Enhancement	Commitment to NTSB – manual emergency door exterior release	Commitment to NTSB regarding manual emergency door exterior release on the entire fleet of railcars. Currently, only door release is from inside the railcar. Add an emergency release on the outside of the railcar so that emergency personnel can open the door.	1.8	1.8	1.5	-	-	-	5.0
6 Railcar Safety Enhancement	Commitment to FTA/TOC to prevent derailments	Commitments FTA/TOC to prevent derailments - Wheel / rail interface, condition assessment, wheel profile and lubrication, car-borne flange lubrication on 50% of the total fleet to help with noise, wear and to further reduce potential derailments.	1.3	1.3	-	-	-	-	2.6
7 Railcar Safety Enhancement	Roll-back prevention on railcars	Roll-back prevention on 1k, 4k, and 5k railcar fleets to ensure all railcars regardless of fleet type have this protection in place.	1.0	2.0	-	-	-	-	3.0
8 Railcar Safety Enhancement	1K fleet shells to meet extended life-cycle	Structural reinforcement of 1K railcar fleet shells to meet extended life-cycle. Will require additional welding and reinforcements.	1.0	2.0	-	-	-	-	3.0
9 Bond Cable Replacement	Replace bond cables with negative return cables	Replace existing bond cables with new negative return cables system-wide. The running rails provide a path for return current through the negative cables to the traction power sub-stations. These cables have deteriorated over the years and are in need of replacement.	1.5	1.5	1.5	1.5	-	-	6.0

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
10	Track Feeder Cable	Complete cable replacement	Complete cable replacement in the remainder of traction power substations and tiebreaker stations. This is needed because of water infiltration and deterioration of old, worn-out cables. The positive cables provide traction power to the 3rd rail for operation of the railcars. These cables have deteriorated over the years and are in need of replacement.	4.8	1.8	1.8	1.8	-	10.0
11	ROW Structural Rehabilitation	Complete final design of the Stadium-Armory aerial structure	This project will rehabilitate the aerial structure at Stadium Armory by replacing 52 deteriorated elastomeric bearing pads at five piers, painting steel girders at decks joints and re-routing high voltage electrical conduits from inside the girder to outside. Deteriorated bearings are causing track anchor wear and failure. Electrical conduits are arcing inside the steel girder causing safety concerns.	-	2.5	-	-	-	2.5
12	Track Cable for 3rd Rail	Transition rails/cable replacement for crossovers and transition areas	Third Rail expansion joints are causing the loss of shoes on the railcars, install transition rails/cable replacement for crossovers and transition areas. In long continuous sections of the 3rd rail between traction power sub-stations expansion joints were installed in the 3rd rail. Movement of the 3rd rail has caused irregularity in the expansion joint resulting in damage to the railcar shoes which affects power to the train and reliability.	3.5	0.4	3.0	3.0	-	9.9

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
13 Mid-Life Rehabilitation Automatic Train Control	Rehabilitation of Silver Spring Train Control Room	Silver Spring train control room was damaged by a flood in July 2004.	-	6.0	-	-	-	-	6.0
14 Traction Power Switchgear	Traction Power Switchgear & cabling replacement	To reduce the possibility of failure and/or fire, replace traction power switchgear at 40 locations and at 44 tie breaker substations. Replacement of prioritized cabling by the track department is included in this project.	-	-	12.0	-	-	-	12.0
15 Un-Interruptible Power (UPS) System Replacement	Ensure emergency backup of power is consistent	Replacement needed to ensure emergency backup of power is consistent. Replacement of UPS at 76 locations and replacement of batteries at 16 locations.	-	-	2.0	2.0	-	-	4.0
16 Electrical System Rehabilitation	Rehabilitation Electrical System for ROW	ROW electrical system rehabilitation and MCC and AVR.	-	-	4.0	-	-	-	4.0
17 Mid-Life Rehabilitation AC/TPSS/TBS	Rehabilitation Electrical System for ROW	Replacement of AC switchgear at 48 locations.	-	-	4.0	-	-	-	4.0
18 Rail/Bus Structures Field Offices and Yards	Rehabilitation of bus, rail and administrative facilities.	In FY09, Northern Bus Garage minor-rehab and Royal Street Bus Garage major-rehab. In FY10, Brentwood minor-rehab and Greenbelt refurbish railcar painting facility.	2.0	2.0	-	-	-	-	4.0
19 Infrastructure Requirements for 75% 8-car train operation	Design of: infrastructure for 75% 8-car train operation, additional storage capacity for railcars and additional maintenance space in shops	The increase in fleet size requires an increase in traction power, rail car storage and maintenance facilities. Without these facilities rail cars are stored on tail tracks and maintenance intervals are increased resulting in inefficiencies due to storage tie ups, breakdowns and decreased car availability. This will complete the design.	1.0	5.0	-	-	-	-	6.0

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
20 APTA Bus Peer Review Recommendation	Renovation of facilities, upgrade of bus repair equipment including some paint booths	Investment in bus and administrative facilities through the years has been lacking. Upgrades are badly needed to provide a better work environment and improve service.	3.0	3.0	11.7	11.0	5.0	-	33.7
21 Cameras on Buses**	Onboard surveillance systems on remaining 570 buses without cameras ** Currently pursuing FY08 grants	This system will support safety and security initiatives by providing high quality, technologically advanced onboard surveillance and recording systems. Onboard bus camera systems can reduce the frequency and detrimental impact of fraudulent claims, reduce or eliminate vandalism and graffiti, protect patrons by detering crime, effectively prosecute perpetrators when crimes are committed and effectively handle customer concerns and/or complaints.	3.0	3.0	3.0	3.9	-	-	12.9
22 MetroAccess Fleet	Replacement of MetroAccess vehicles that have exceeded their useful life	Replace MetroAccess vehicles which have exceeded their useful life. Ensures continued provision of mandatory MetroAccess service.	5.0	-	-	2.0	5.5	4.0	16.5
23 Locomotives-Prime Movers-Heavy Duty Rail Borne Equipment	Replace equipment for track and systems maintenance	Replace/rehab equipment for track and systems maintenance including: self-propelled rail borne vacuum equipment, production tampers, cross- tie replacers, speed-swings, flat cars, locomotives, 100-ton crane and ballast buggies, locomotives, prime movers, de-icers and specialty equipment.	-	4.0	10.0	60.0	-	-	74.0

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
24	Rehab Bus Garages	Reconstruct two existing bus facilities at their current locations. The current status of Southern and Western bus garages requires immediate attention to correct deficiencies. A complete reconstruction of Southern is required due to age and condition of the structure. A major rehabilitation is required for Western to bring facility up to today's standards.	3.0	6.0	30.0	30.0	21.0	-	90.0
25	Station Chiller Rehabilitation	Replacement of air handling units in rail stations and replacement of chilled water air handling units at 56 stations and under platform duct work at 14 stations.	-	1.0	3.0	4.0	4.0	4.0	16.0
26	Replacement Paver Tiles	Replacement of above-ground platform station paver tiles with stamped concrete. Chronic problems exist with quarry tile. Installation of stamped concrete will improve slip resistance, maintainability and result in cost savings over the life of the rail system.	1.0	3.0	7.2	9.0	8.6	7.2	36.0
27	Ceiling Tile Replacement and Kiosk Expansion	Replacement of ceiling tile in underground stations and kiosk expansion. Ceiling systems in most stations are 20 to 30 years old. Ceiling grid has corroded and must be replaced. Expansion of kiosks is necessary for functionality.	-	6.0	8.0	6.0	6.0	6.0	32.0

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
28	Railcar Safety Enhancement (4k fleet not needed)	Additional mechanical and technical fix for railcar doors, 1-2-3-5-6K series railcar, 4K not needed. To ensure all mechanical and technical resolutions are implemented regarding doors.	-	3.0	3.0	1.5	-	-	7.5
29	Railcar Reliability	Replace existing compressors on the 2-3K series railcars with oil-less compressors to reduce high maintenance costs and the number of railcars out of service.	-	2.8	3.8	-	-	-	6.5
30	Right of Way (ROW) Structural Rehab	Complete track rehabilitation program for concrete ties. Originally installed special track work has wood ties. To reduce the occurrence of fires it is necessary to replace all above grade wood ties.	-	5.0	5.0	5.0	5.0	5.0	25.0
31	Right of Way (ROW) Structural Rehab	Structural rehabilitation for underground station vaults from Farragut North to Union Station.	-	3.0	-	-	-	-	3.0
32	Bumpy Tiles	Installation of ADA compliant truncated domes at remaining 20 Metrorail stations. To make all Station platforms ADA compliant and safe for Metro's customers with visual impairment.	-	2.0	2.5	3.0	2.5	-	10.0

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
33	Parking Lot Rehabilitation	Paving surface lots at select locations	All paving of surface lots at Kiss & Ride: Branch Ave, Southern Ave, NaylorRd, Glenmont East, Suitland, New Carrollton East, New Carrollton West and Franconia Springfield. Bus Loop: Southern Ave, Suitland, Medical Center, West Falls Church, Naylor Rd, Branch Ave, Shady Grove East, Greenbelt West, New Carrollton West, New Carrollton East and Deanwood. Parking: Southern Ave (asphalt area only), NaylorRd, Branch Ave Lot 'A/' 'B/' 'C', Landover East, New Carrollton East (P#3) and Landover north. Access road: Suitland and Glenmont.	-	-	3.0	3.0	-	6.0
34	Stray Current Mitigation	Analyze entire system for stray current and implement repairs	-	2.0	2.0	5.0	5.0	-	14.0
35	Stabilize Data Center	Data center infrastructure inadequate to support operational needs	7.4	1.0	-	-	-	-	8.4
36	Remediate IT Security	IT Security program non-existent	3.6	1.8	-	-	-	-	5.4

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
37	IT Peoplesoft Remediation	Remediate Peoplesoft Budget, Finance and Fixed Assets	Remediate Peoplesoft Budget, Finance and Fixed Assets. Currently all HR/position data must be manually integrated with budget data; all actual expense data must be manually integrated with budget data; cannot get basic financial data from system; Fixed Assets unable to be managed - software was purchased but never installed.	3.2	0.3	-	-	-	3.5
38	Remediate/ Stabilize Major Operational Systems	Several major systems not utilizing full functionality	Several major systems not utilizing full functionality: Trapeze, Maximo, Orbcad not installed for efficiency.	0.7	0.3	-	-	-	1.0
39	Migrate All Systems Off The Mainframe	Migrate remaining systems off the mainframe	Migrate remaining systems off the mainframe. The migration is crucial to the stability of several business applications. Reduces future cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced.	3.2	7.1	-	-	-	10.3
40	Enable Business Process Reengineering	Authority has several areas requiring business process improvement and restructuring	Multiple business areas require major process improvements be implemented with software remediation.	0.5	-	-	-	-	0.5
41	Enable Peoplesoft Contracts System	Procurement unable to locate and manage executed contracts	Procurement unable to locate and manage executed contracts. Procurement office has no technology system in place.	1.3	0.7	-	-	-	2.0
42	Enable Finance /Payroll Reporting System	Limited ability to analyze data	Finance analysts have limited ability to analyze data. Unable to access information. Analytic software purchased but never installed.	1.0	0.8	-	-	-	1.8

Attachment C-1
Urgent Capital Needs
\$ Millions

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
43	Develop Enterprise Architecture	No over-arching IT architecture is in place. Architecture prevents repeat of "building on instability."	1.2	-	-	-	-	-	1.2
44	Enable Enterprise Geographic Information System	Authority does not have a comprehensive GIS system to allow MTPD to map crime statistics or allow rail, bus and plant maintenance to map Metro facilities for maintenance tracking; and to map bus stop inventory.	-	1.1	-	-	-	-	1.1
Total Urgent Capital Needs			\$ 61.8	\$ 92.1	\$ 128.9	\$ 155.2	\$ 64.6	\$ 26.2	\$ 528.7

Attachment C-2
Metro Matters Funding Available
for Reallocation and Reprogramming

Program Element and Project Description:	FY08	FY09	FY10	Total
A. Infrastructure Renewal Program				
<u>Rolling Stock: Bus</u>	\$ -	\$ -	\$ -	\$ -
<u>Rolling Stock: Rail</u>	-	-	-	-
<u>Passenger Facilities:</u>				
• Mechanical Systems Rehabilitation	-	-	-	-
> Drainage Pumping / Sewer Rehabilitation	-	-	-	-
> Fire System Rehabilitation	-	3.0	-	3.0
• Station and Tunnel Rehabilitation	-	-	-	-
> Station Chiller Rehabilitation	-	1.4	2.0	3.4
• Parking Lot Rehabilitation	-	-	-	-
• Station Enhancement Program	-	-	-	-
• Vertical Transportation Rehabilitation	-	-	-	-
> Elevator and Escalator Maintenance	2.6	3.0	3.0	8.6
> Elevator Rehabilitation	0.6	2.5	4.3	7.4
> Escalator Rehabilitation	1.0	11.2	8.7	20.9
<u>Maintenance Facilities:</u>	-	-	-	-
<u>Systems:</u>				
• ATC and Power Systems Rehabilitation	-	-	-	-
> AC Power Control Systems	-	-	-	-
> Communication Systems Upgrade	2.5	-	-	2.5
> Mid-Life Rehabilitation AC/TPSS/TBS	-	2.0	2.0	4.0
> Mid-Life Rehabilitation ATC	-	-	0.8	0.8
> Traction Power Switchgear CF(E)_TPSG	-	-	-	-
• Fare Collection Equipment	-	-	-	-
• Regional Fare Integration	-	-	-	-
• UPS and Electrical Systems Rehabilitation	-	-	-	-
> Electrical Systems Rehabilitation	1.0	1.5	1.5	4.0
> UPS System Replacement	-	1.0	1.0	2.0

Attachment C-2
Metro Matters Funding Available
for Reallocation and Reprogramming

Program Element and Project Description:	FY08	FY09	FY10	Total
<u>Track and Structures</u>				
• Right-of-Way Track and Structures Rehabilitation	-	-	-	-
> ROW Floating Slabs	-	-	-	-
> ROW Structural Rehabilitation	0.3	0.7	0.3	1.3
> ROW Structural Rehabilitation	-	3.0	6.8	9.8
> ROW Track Rehabilitation	1.5	13.8	4.4	19.7
• Station and Tunnel Leak Mitigation	-	0.1	0.0	0.2
<u>Information Technology</u>				
• Preventive Maintenance	-	-	-	-
Funding Reallocated to other IRP Projects.....	\$ 9.5	\$ 43.2	\$ 34.9	\$ 87.0
B. Eight-car Train Initiative				
• 122 Rail Cars (6000-Series)				
• Facilities	\$ 7.0	-	-	\$ 7.0
• Systems	-	-	-	-
> Precision Stopping	-	-	-	-
> Traction Power	3.0	-	12.0	15.0
Funding Reprogrammed to IRP Projects.....	\$ 10.0	\$ -	\$ 12.0	\$ 22.0
Total Funding for Reallocation & Reprogramming...	\$ 19.5	\$ 43.2	\$ 46.9	\$ 109.0

Attachment D
Reimbursable Projects

	FY09 Total
D.C. Bus Circulator	\$ 9,700,000
D.C. Bus Circulator (Expansion)	1,600,000
D.C. Funding SE Garage Costs	4,800,000
Transportation Technology School	334,000
Falls Church Bus Service (George)	483,000
Largo Rail Extension	133,000
Project Development	3,000,000
Total	\$ 20,050,000

Attachment E
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
1 ACCS	Evaluation and Redesign of Eligibility Certification Process	\$150,000	9/30/2008	11/30/2008		
2 ACCS	Evaluation of MetroAccess Costs and Business Model	\$75,000	9/30/2008	11/30/2008		
3 CENV	Consulting Support for Sundry Projects	\$250,000	3/1/2008	7/1/2008		
4 CENV	Replacement floor covering for materials only - Fleet 75 cars	\$600,000	3/1/2008	9/1/2008		
5 CENV	Twin Tower Air Dryer Cartridge - MOD Kits - 200	\$350,000	3/1/2008	7/15/2008		
6 CENV	Rohr Fleet WSD Modification	\$500,000	3/1/2008	10/1/2008		
7 CENV	Door Control Units	\$260,000	4/1/2008	7/15/2008		
8 CENV	EMI Level Detector	\$120,000	4/1/2008	8/15/2008		
9 CENV	5K Brake Regeneration	\$160,000	4/1/2008	8/15/2008		
10 CFO	Financial Systems Review/Best Business Practices	\$400,000	6/18/2008	7/1/2008		
11 CIVR	Title IV Spanish Translation/ Korean and Vietnamese	\$150,000	1/1/2009	3/30/2009	2	\$150,000
12 CIVR	Additional Functional Spanish Training for Bus and Rail	\$150,000	1/1/2009	3/30/2009	2	\$150,000
13 CMNT	Passenger Grab Handles	\$112,000	7/1/2008	9/1/2008		

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Attachment E
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
14 CMNT	Blanket Contract with SIMONS for wheel truing	\$125,000	7/1/2008	9/1/2008		
15 CMNT	Spare parts for wheel truing machines	\$110,000	7/1/2008	9/1/2008		
16 CMNT	5k Transom bearings	\$130,000	7/1/2008	9/1/2008		
17 CMNT	Truck Bulsters	\$320,000	7/1/2008	9/1/2008		
18 CMNT	CNC Axle Lathe	\$150,000	8/1/2008	9/1/2008		
19 CMNT	Pinpoint Board Programming	\$250,000	7/1/2008	9/1/2008		
20 CMNT	One Power Supply for 700 volts in paint booth	\$180,000	7/1/2008	10/1/2008		
21 CMNT	Replacement Flooring for revenue vehicles	\$768,000	7/1/2008	10/1/2008		
22 CMNT	EPCU Units for 5K	\$200,000	7/1/2008	9/1/2008		
23 CMNT	Coordinate Measuring Machine Brentwood	\$100,000	9/1/2008	1/1/2009		
24 CMNT	KNORR Friction Rings	\$900,000	7/1/2008	9/1/2008		
25 CMNT	Brentwood Building Light and Ventilation	\$300,000	9/1/2008	1/1/2009		
26 CMNT	DC / AC Axle Replacement	\$500,000	7/1/2008	11/1/2008		

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Attachment E
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
27 CMNT	Window Glazing for 1k & 4K fleet	\$500,000	7/1/2008	9/1/2008		
28 CMNT	5K Air Compressor Overhaul Kits	\$350,000	7/1/2008	9/1/2008		
29 CMNT	TECH TRAN Poll Brake Disc	\$100,000	7/1/2008	9/1/2008		
30 CMNT	Motor Upenders for Traction Motor Overhaul	\$100,000	8/1/2008	12/1/2008		
31 CMNT	HAAS CNC Lathe Brentwood	\$150,000	8/1/2008	12/1/2008		
32 CMNT	TCU Units for 5K	\$200,000	7/1/2008	9/1/2008		
33 CMNT	2K/3K AC Traction Motors	\$400,000	8/1/2008	11/1/2008		
34 CMNT	5K Traction Motors	\$400,000	8/1/2008	11/1/2008		
35 CMNT	TECH TRAN BCV Overhaul Kits	\$300,000	7/1/2008	9/1/2008		
36 CMNT	1K & 5K ATCHINSON Truck Frames	\$200,000	8/1/2008	11/1/2008		
37 CMNT	5K Air Compressor Motor	\$100,000	8/1/2008	12/1/2008		
38 CMNT	HAAS 104 Milling center Brentwood	\$200,000	8/1/2008	12/1/2008		
39 CMNT	CNC Water Jet Cutter Brentwood	\$150,000	8/1/2008	12/1/2008		

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Attachment E
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
40 CMNT	Engineering Wash Tanks T-7000P Brentwood	\$100,000		12/1/2008		
41 CMNT	Relocation of 10 Ton Overhead Crane at Brentwood	\$100,000	8/1/2008	12/1/2008		
42 CMNT	Shop Mule, Fork Lifts for BW Shop	\$135,000	8/1/2008	11/1/2008		
43 CMNT	T3 Transformers for 5K APS Module	\$330,000	7/1/2008	11/1/2008		
44 CMNT	TECH TRAN Parking Brake Up Grade NYAB Truck	\$800,000	7/1/2008	9/1/2008		
45 CMNT	Revenue Vehicle Replacement Battery	\$300,000	8/1/2008	11/1/2008		
46 COMM	CRCS Server Replacement	\$100,000	5/1/2008	9/1/2008		
47 COMM	Protect Video Cable	\$100,000	5/1/2008	9/1/2008		
48 COMM	FIA Technical Service Agreement	\$300,000	10/1/2008	2/1/2009	4	\$300,000
49 COMM	Yard Security System Technical Service Agreement	\$300,000	TBD	9/1/2008	4	\$300,000
50 COUN	On Call Legal Services Program	\$575,000	TBD	TBD		N/A
51 COUN	Driven (IT Services) - Litigation Support	\$50,000	TBD	7/1/2008		
52 COUN	E-discovery	\$300,000	TBD	TBD		N/A

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Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
53 COUN	Court Reporting Services	\$300,000	10/1/2008	1/1/2009	5	\$50,000
54 ELES	Rebuild Steps: Westinghouse B & B1, Schindler, APV-Baker, O&K, Montgomery & Kone, Fujitec	\$500,000	9/1/2008	11/1/2008	3	\$250,000
55 ELES	Serv. - Escalator Well Way Cleaning	\$500,000	11/1/2008	1/1/2009	3	\$75,000
56 ELES	Serv. Heavy Elevator Repair	\$150,000	9/1/2008	11/1/2008	3	\$75,000
57 ELES	Leases & Rentals - 5 Ford F450 Service Trucks	\$150,000	8/1/2008	10/1/2008		N/A
58 ELES	Serv. Heavy Escalator Repair	\$300,000	1/1/2009	2/1/2009	3	\$150,000
59 ELES	New Parts - Westinghouse Rack Axle	\$500,000	9/1/2008	12/1/2008	3	\$250,000
60 ELES	New Parts - Westinghouse Double Bearing Handrail Drive	\$150,000	10/1/2008	1/1/2009	3	\$75,000
61 ELES	New Parts - Dumbwaiters Kits	\$125,000	12/1/2008	3/1/2009		N/A
62 ELES	Rescueators for 47 Elevators	\$140,000	8/1/2008	10/1/2008		N/A
63 ELES	Westinghouse Mod 250 Complates	\$168,000	7/15/2008	9/15/2008		N/A
64 GOVR	Representation with Congress and Federal agencies	\$240,000	2/16/2009	5/16/2009	4	\$250,000 - \$300,000
65 HROS	Executive Search Service	\$300,000	TBD	2/15/2009	3	\$300,000

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Attachment E
Contract Approvals

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66 HROS	Health Benefits (GASB 45)	\$120,000	11/1/2008	2/1/2009		N/A
67 HROS	Career and Professional Development	\$400,000	4/30/2008	8/1/2008	4	\$400,000
68 HROS	Critical Incident Counseling	\$180,000	5/16/2008	7/1/2008	1	\$136,000
69 IRPG	Upgrade of the Lexis SmartTrip machine	\$450,000	5/1/2008	8/1/2008		
70 IRPG	Voltage Detector - Hot Stick Procurement	\$500,000	7/1/2008	9/1/2008		
71 IRPG	Procurement of Track Fasteners	\$500,000	7/1/2008	9/1/2008		
72 IRPG	Replacement of Above Ground Paver Tile	\$1,000,000	9/1/2008	12/1/2008		
73 IRPG	Maintenance Platform Installation	\$215,000	7/1/2008	10/1/2008		
74 IRPG	Pepco - Metering for Traction Power Stations (22 Locations outside of present contract)	\$440,000	11/30/2008	1/31/2009		
75 IRPG	Pepco - Metering for Passenger Stations - AC Switchgear	\$750,000	11/30/2008	1/31/2009		
76 IRPG	Locomotive/Prime Movers (multiple contracts under \$1M each)	\$788,053	TBD	TBD		
77 IRPG	Misc. Bus Support Equipment (multiple contracts under \$1M each)	\$1,008,000	TBD	TBD		
78 IRPG	Misc. Rail Support Equipment (multiple contracts under \$1M each)	\$3,513,000	TBD	TBD		

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Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
79 IRPG	Non-revenue Vehicles (multiple contracts under \$1M each)	\$1,763,466	TBD	TBD		
80 IRPG	Repairable Inventory (multiple contracts under \$1M each)	\$4,593,000	TBD	TBD		
81 IT	Trapeze system enhancements	\$333,000	8/31/2008	10/31/2008		
82 IT	Orbital CAD system enhancements	\$333,000	10/31/2008	12/31/2008		
83 IT	Peoplesoft Financial Data remediation	\$1,000,000	1/1/2009	4/1/2009		
84 IT	Finance/Payroll reporting servers/software	\$300,000	3/1/2009	6/1/2009		
85 IT	Network performance/ Management software	\$450,000	6/30/2008	8/10/2008	2	\$450,000
86 IT	Maintenance services for DATA hardware/software	\$1,000,000	2/28/2009	3/31/2009	3	\$600,000
87 IT	Data Network circuits and Services	\$1,000,000	5/30/2008	8/31/2008	3	\$1,000,000
88 IT	Data hardware, software and ancillary services	\$1,000,000	9/26/2008	10/30/2008		
89 IT	Next generation Public Safety Radio Consulting	\$600,000	6/1/2008	8/1/2008		
90 IT	Internet Access and Services	\$150,000	10/1/2008	12/1/2008	3	\$150,000
91 IT	Maintenance services for Voice hardware/software	\$650,000	2/28/2009	3/31/2009	3	\$650,000

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Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
92 IT	Fiber and Copper Cable - all networks	\$100,000	10/10/2008	11/10/2009	2	\$100,000
93 IT	Wifi Maintenance	\$200,000	3/31/2009	4/30/2009	3	\$200,000
94 IT	Maximo 6 upgrade servers/software	\$200,000	4/30/2008	8/1/2008		
95 IT	Maximo system enhancements	\$334,000	12/31/2008	2/28/2009		
96 IT	Process analysis and design task order contract	\$250,000	7/1/2008	9/1/2008	1	\$250,000
97 IT	Applications assessment task order contract	\$250,000	7/1/2008	9/1/2008	1	\$250,000
98 IT	ADA 508 Compliance Enhancements	\$150,000	1st Qtr FY09	1st Qtr FY09		
99 IT	Intranet Design and Enhancements	\$300,000	1st Qtr FY09	1st Qtr FY09		
100 IT	Enterprise Search Engines	\$400,000	1st Qtr FY09	1st Qtr FY09		
101 IT	Contract Staff Augmentation	\$400,000	1st Qtr FY09	1st Qtr FY09		
102 IT	GIS-Maximo Integration	\$200,000	1st Qtr FY09	1st Qtr FY09		
103 IT	Compile Administrative Boundary Maps	\$150,000	1st Qtr FY09	2nd Qtr FY09		
104 IT	Convert/Integrate Survey/Property Records	\$400,000	1st Qtr FY09	2nd Qtr FY09		

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Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
105 IT	Contract Staff Augmentation	\$500,000	1st Qtr FY09	2nd Qtr FY09		
106 IT	Cartographic Products	\$350,000	3rd Qtr FY09	4th Qtr FY09		
107 IT	Website Enhancements	\$300,000	2nd Qtr FY09	3rd Qtr FY09		
108 IT	Regional Bus Stop DB Maintenance Tool	\$300,000	2nd Qtr FY09	3rd Qtr FY09		
109 IT	Regional GIS Base Map Repository	\$400,000	3rd Qtr FY09	4th Qtr FY09		
110 IT	WMATA Intermodal Route/Stop Network	\$250,000	2nd Qtr FY09	3rd Qtr FY09		
111 IT	Return to Duty Application Prototype	\$120,000	11/1/2008	12/31/2008		
112 IT	Infrastructure Architect (EA)	\$100,000	7/1/2008	8/1/2008	3	\$100,000
113 IT	Peoplesoft Budget remediation	\$1,000,000	11/1/2008	2/1/2009		
114 IT	Web Applications Development Staff Augmentation	\$250,000	2nd Qtr FY09	2nd Qtr FY09		
115 IT	Enterprise Web-based Forms Engine	\$50,000	1st Qtr FY09	2nd Qtr FY09		
116 IT	Web Applications Testing Tools	\$50,000	2nd Qtr FY09	2nd Qtr FY09		
117 IT	Web Applications Development Tools	\$125,000	2nd Qtr FY09	2nd Qtr FY09		

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118 IT	Fleetwatch	\$150,000	6/1/2008	8/1/2008		
119 IT	IBM/MRO Consulting Support	\$200,000	5/30/2008	8/1/2008		
120 IT	Clever Automatic Vehicle Maintenance (AVM)	\$200,000	11/30/2008	1/1/2009		
121 IT	FY07 Oracle - DLT Solutions - Support and Updates	\$493,000	7/1/2008	10/1/2008		
122 IT	Foglight, PerformaSure, Stat PeopleSoft Development, Quest Central, Stat ACM	\$465,000	3/31/2009	5/31/2009		
123 IT	Documentum Annual Maintenance and Support, software updates and technical support-	\$200,000	4/1/2009	6/30/2009		
124 IT	Fare Collection System	\$400,000	4/30/2009	6/30/2009		
125 IT	Orbital CAD/AVL	\$370,000	3/1/2009	4/30/2009		
126 IT	OPTRAM Support and Maintenance	\$180,000	6/1/2008	8/1/2008		
127 IT	AIM system technical support and maintenance	\$400,000	6/1/2008	8/1/2008		
128 IT	MTPD CAD and RMS system	\$100,000	6/1/2008	8/1/2008		
129 IT	Enterprise WMATA IT Assessment	\$800,000	10/1/2008	11/1/2008		
130 IT	Next generation Rail Enterprise Systems Consulting	\$500,000	1/1/2009	2/1/2009		

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Contract Approvals

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131 IT	Enterprise Program Management Rail/Bus/Para Transit/Admin	\$500,000	8/1/2008	9/1/2008		
132 IT	Enterprise Architect	\$810,000	5/30/2008	8/1/2008		
133 IT	Application Systems Software Consulting	\$500,000	11/1/2008	12/1/2008		
134 IT	Enterprise Remediation and next generation consulting service	\$900,000	7/1/2008	9/1/2008		
135 IT	RCSC Integration Specialist	\$300,000	8/1/2008	10/1/2008		
136 IT	Intrusion Detection and Prevention Devices	\$300,000	6/1/2008	8/1/2008		
137 IT	MacAfee Maintenance	\$249,424	8/1/2008	10/1/2008		
138 IT	Firewall and VPN Devices	\$500,000	6/1/2008	8/1/2008		
139 IT	Dell Server Consolidation Hardware	\$300,000	8/1/2008	9/1/2008		
140 IT	Pseries Consolidation	\$2,100,000	3/15/2008	8/1/2008		
141 IT	Network Operations Center	\$700,000	3/1/2008	9/1/2008		
142 IT	UPS System	\$110,000	3/1/2008	8/1/2008		
143 MTPD	Remote controlled robot for bomb squad	\$100,000	8/1/2008	10/1/2008		

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Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
144 MTPD	Video Surveillance System for W. Hyattsville Path	\$100,000	10/1/2008	2/2/2009		
145 MTPD	Police Radios for 28 New Police Officers	\$154,777	10/1/2008	2/2/2008		
146 MTPD	Police Vehicles - SUVs - 15 (FY08 5; FY09 7; Em. Mgt 2)	\$529,200	6/1/2008	9/1/2008		
147 MTPD	Police Vehicles - 20 Sedans (17 scheduled; 3 replc.)	\$427,587	7/1/2008	9/1/2008		
148 MTPD	Intelligence Analyst (Requires separate BOD action)	\$130,000	6/1/2008	7/1/2008	2	\$195,000
149 MTPD	Emergency Tunnel Evacuation Carts	\$319,000	8/1/2008	10/1/2008	2	1 - \$326,000 2 - \$323,000
150 PARK	Maintenance Contract for Parking Facility Credit Card Readers	\$150,000		10/1/2008	3	\$150,000
151 PLAN	Provide Capital Improvement Planning Support	\$300,000	1/8/2008	1/10/2008		
152 PLAN	Priority Bus Corridor Improvements	\$500,000	7/15/2008	9/1/2008	0	
153 PLINT	Bulk Salt Snow Removal Operations	\$800,000	8/1/2008	10/1/2008	3	\$200,000
154 PLINT	Tree and Brush Removal	\$200,000	7/31/2008	10/1/2008		
155 PLINT	Canopy Cleaning at Rail Stations	\$300,000	7/31/2008	10/1/2008		
156 PLINT	Calcium Chloride for Snow Removal Operations	\$200,000	8/1/2008	10/1/2008		

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Contract Approvals

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157 PLNT	COG Contract: Storm Water Inspections, Maintenance, and Restoration	\$656,000	3/31/2008	7/1/2008	2	\$164,000
158 POWR	ETS System ELS Cable	\$300,000	7/15/2008	9/15/2008	3	\$306,000
159 POWR	JOC - Electrical Services	\$300,000	7/15/2008	9/15/2008		
160 POWR	Lighting Enhancement - LED Lamps	\$570,000	5/1/2008	9/1/2008	2	\$285,000
161 POWR	Generator Cable (350MCM)	\$200,000	7/15/2008	9/15/2008		
162 POWR	Generator 200KW	\$200,000	7/15/2008	9/15/2008		
163 POWR	Lighting Man Lift	\$270,000	7/15/2008	9/15/2008		
164 SAAM	Provide signage for Wheaton Kiss & Ride Garage	\$150,000	6/1/2008	8/1/2008		
165 SAAM	Real Estate Consulting Services	\$990,000	6/1/2008	8/1/2008		
166 SAAM	Renew for five years three antenna leases with the U.S. Army	\$575,000	6/1/2008	9/1/2008		
167 SAAM	Renew for five years the antenna lease with ERP	\$250,000	6/1/2008	9/1/2008		
168 SAAM	Renew for five years the antenna lease with Alexandria House	\$150,000	6/1/2008	6/1/2009		
169 SSRM	Occupational Safety and Health Training	\$120,000	6/1/2007	7/1/2009	3	120,000

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Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
170 STRC	Volumetric Mixer	\$250,000	6/1/2008	9/1/2008		
171 STRC	Man Lifts (2)	\$110,000	6/1/2008	9/1/2008		
172 TRDC	Wholesale license consulting services for electricity supply purchases.	\$638,000	6/30/2008	11/30/2008	2	\$700,000
173 TRES	Miscellaneous Equipment for Fare Collection System	\$150,000	9/30/2008	12/31/2008		
174 TRES	Smartbenefits and Reserved Parking Software Upgrade	\$150,000	9/30/2008	12/31/2008		
175 TRST	Switch Points & Stock Rails	\$260,000	6/30/2008	10/1/2008	2	\$500,000
176 TRST	Ultrasonic Rail Flaw Testing	\$275,000	5/1/2008	9/1/2008	2	\$300,000
177 TRST	Track Wrenches	\$277,500	5/30/2008	10/1/2008		
178 TRST	Rail Grinding Services	\$700,000	6/1/2008	9/1/2008	2	\$700,000
179 TRST	Contact Rail Insulators	\$160,000	5/1/2008	12/1/2008	2	\$170,000
180 TRST	Concrete Ties	\$250,000	5/1/2008	8/1/2008		
181 TRST	Ballast Regulator	\$400,000	9/1/2008	12/1/2008		
	<i>end list</i>					

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