



*METRO*



*APPROVED*



*FY 2008*



*BUDGET*



*Executive*



*Summary*



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Since Metro was created in 1967, it has planned, built and operated a highly efficient transit system. After forty years, we are now moving into a new era. Metro's mission has changed. We won't be building any more additions to the system. That will be for others to do. They will build any expansions to our specifications, but we will focus on maintaining and operating the system.

On April 26, 2007, we presented a new organizational structure to Metro's Board of Directors. The central philosophy behind the structure is to place emphasis on our operating units and to align the rest of the organization in support of bus, rail and paratransit. We are in the business of delivering exceptional transit service to our customers. Our new organization and focus will help us do that and become the best transit agency in the country.

To help us achieve our goal, the Metro Board of Directors has approved a fiscal 2008 annual budget of \$2.2 billion. It consists of a \$1.2 billion operating budget, a \$0.7 billion capital budget and \$0.3 billion in reimbursable project expenses. This has not been an easy budget year for Metro. We have made some difficult, and sometimes painful, decisions.

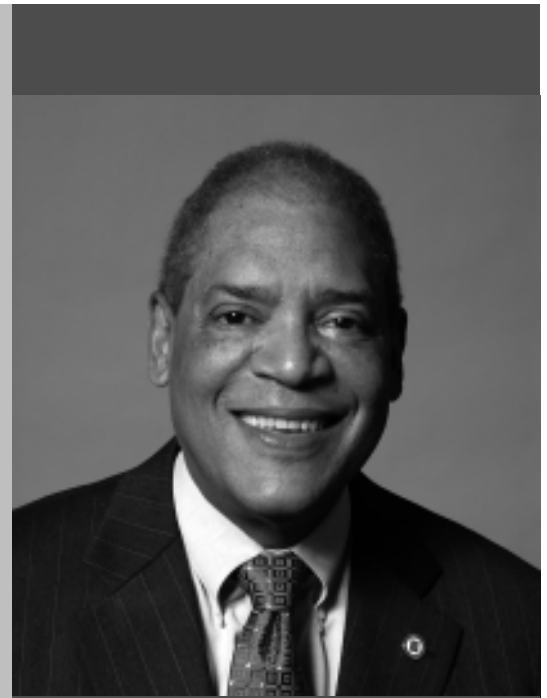
In recent years, we experienced growth in our administrative and support positions, but not in our operations positions. As a result, we eliminated 213 positions and an additional 41 positions will be eliminated in the next year. All of these positions were in administration or in the construction department, which was scaled back due to the changing mission. Not one position was cut that related to service or safety.

In spite of the difficulty in formulating the fiscal 2008 budget, we are very proud of the fact that this budget includes no fare increase and no service cuts.

We have already begun thinking about the fiscal 2009 budget. This year's budget relied heavily on a one-time revenue source. In the future, we will need revenue enhancements in order to deliver the service that the region expects.

I plan to begin a discussion on fare policy in the fall of 2007. We will ask our Board of Directors to consider linking fares to an economic index. With such a system, fares would rise at regular intervals instead of big jumps every few years. Furthermore, linking fares to an economic index makes fare increases transparent, predictable and easily understandable.

On behalf of Metro, I am pleased to present our approved fiscal 2008 annual budget. We hope you find this a useful document and that it addresses any questions you may have about our mission and budget.



**John B. Catoe**  
General Manager

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# Metro 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.

*Elizabeth Hewlett  
Chair*



Elizabeth Hewlett, Chair, joined the Metro Board in April 2007 as a 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.

*Christopher Zimmerman  
First Vice Chairman*



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

*Jim Graham  
Second Vice Chairman*



Jim Graham, Second 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 1.

*Peter Benjamin*



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

*Dana Kauffman*



Dana Kauffman has served on the Board since January 1996 and became the Principal Director representing Fairfax County, VA in January 2001. He has served on the Fairfax County Board of Supervisors since January 1996.

*Emeka C. Moneme*



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

*Marcell Solomon*



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.

*William D. Euille*



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

*Marion Barry*



Marion Barry joined the Board in January 2005 as an 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 an Alternate Director representing Montgomery County, MD. Mr. Linton is a Senior Advisor and Vice President of Business Development with WageWorks, Inc.



*Gordon Linton*

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



*Catherine Hudgins*

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



*Anthony R. Giancola*

## 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. Michael Snyder currently serves as RAC chairman.

### **Jurisdictional Coordinating Committee**

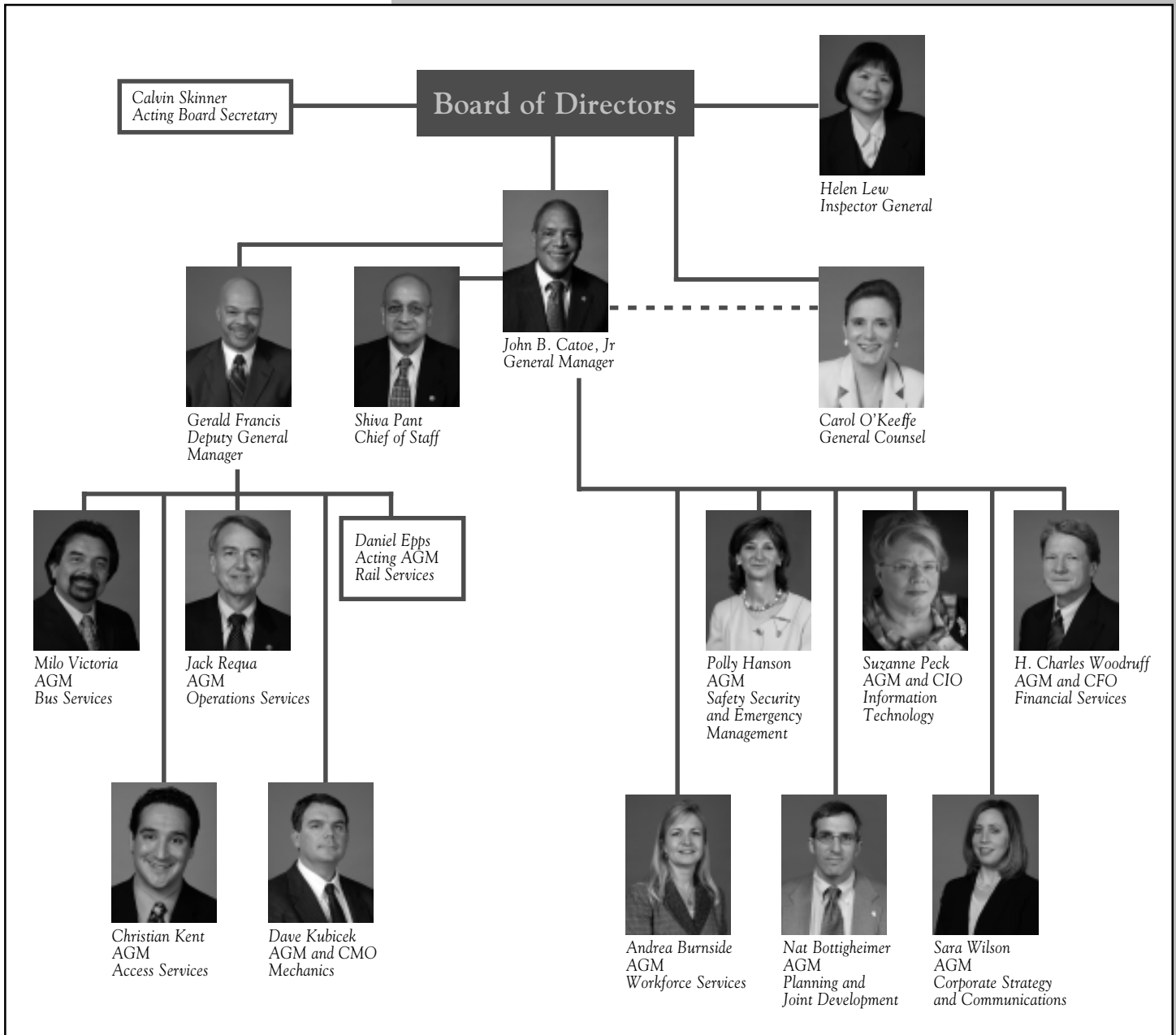
The Jurisdictional Coordinating Committee (JCC) consists of staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro staff. Meeting agendas are established by Metro staff and the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



# Metro Organizational Chart



# What is Metro?

## History in Brief

Metro was created in 1967 through an 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 2nd largest rail system and the 5th largest bus system in the nation.
- Average weekday passenger trips on Metrorail and Metrobus total nearly 1.2 million.
- Metro serves 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 — with over 10,000 employees and a \$2.2 billion budget — provides three transit services: Metrorail, Metrobus and MetroAccess.

- The Metrorail system operates a fleet of nearly 1,000 rail cars and provides over 200 million passenger trips annually.
- The Metrobus system operates a fleet of nearly 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.

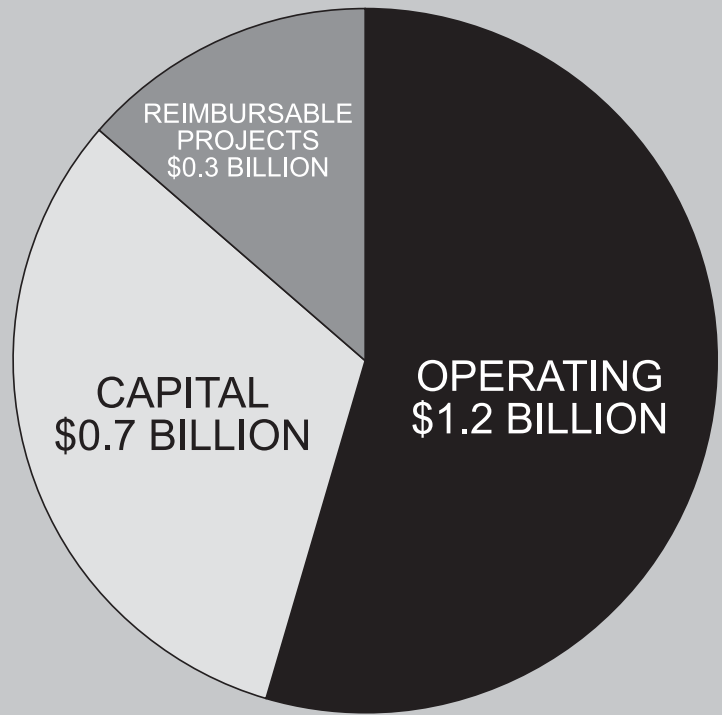


*Metro maintains the 2nd largest rail system and the 5th largest bus system in the nation.*





## Total Budget - \$2.2 Billion



Metro's approved FY 2008 annual budget is divided into three areas: a \$1.2 billion operating budget, a \$0.7 billion capital budget and \$0.3 billion in reimbursable project expenses.

- Metro's \$1.2 billion operating budget receives revenue from its customers and from other sources such as advertising and parking. However, these revenues do not cover all expenses; state and local governments provide support to cover the gap. (Metro does not operate at a profit.) The operating budget pays for items such as electricity for trains, fuel for buses and the employee payroll.
- Metro's \$0.7 billion capital budget receives revenue from federal funds, states and local jurisdictions, and debt/financing. The capital budget pays for items such as infrastructure renewal (e.g., trackwork and power upgrades) and new rail cars and buses.
- Metro's \$0.3 billion in reimbursable project expenses consists of items that have specific funding sources. Examples include rail car funding for the Dulles Metrorail project, the DC Circulator and increased Metrorail service on the Red and Yellow lines.















































