



Washington Metropolitan Area Transit Authority

Serving the National Capital Region

Approved Fiscal 2008 Annual Budget



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General Manager's Letter

Metro in Transition

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, and our new organization and focus will help us do just 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 projects. 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 has come to expect.

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.



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 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'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
- 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.



Elizabeth Hewlett, Chair 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.



Christopher Zimmerman, First Vice 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, 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 I.



Peter Benjamin joined the Board in March 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.



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 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.



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 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.



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.



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.

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

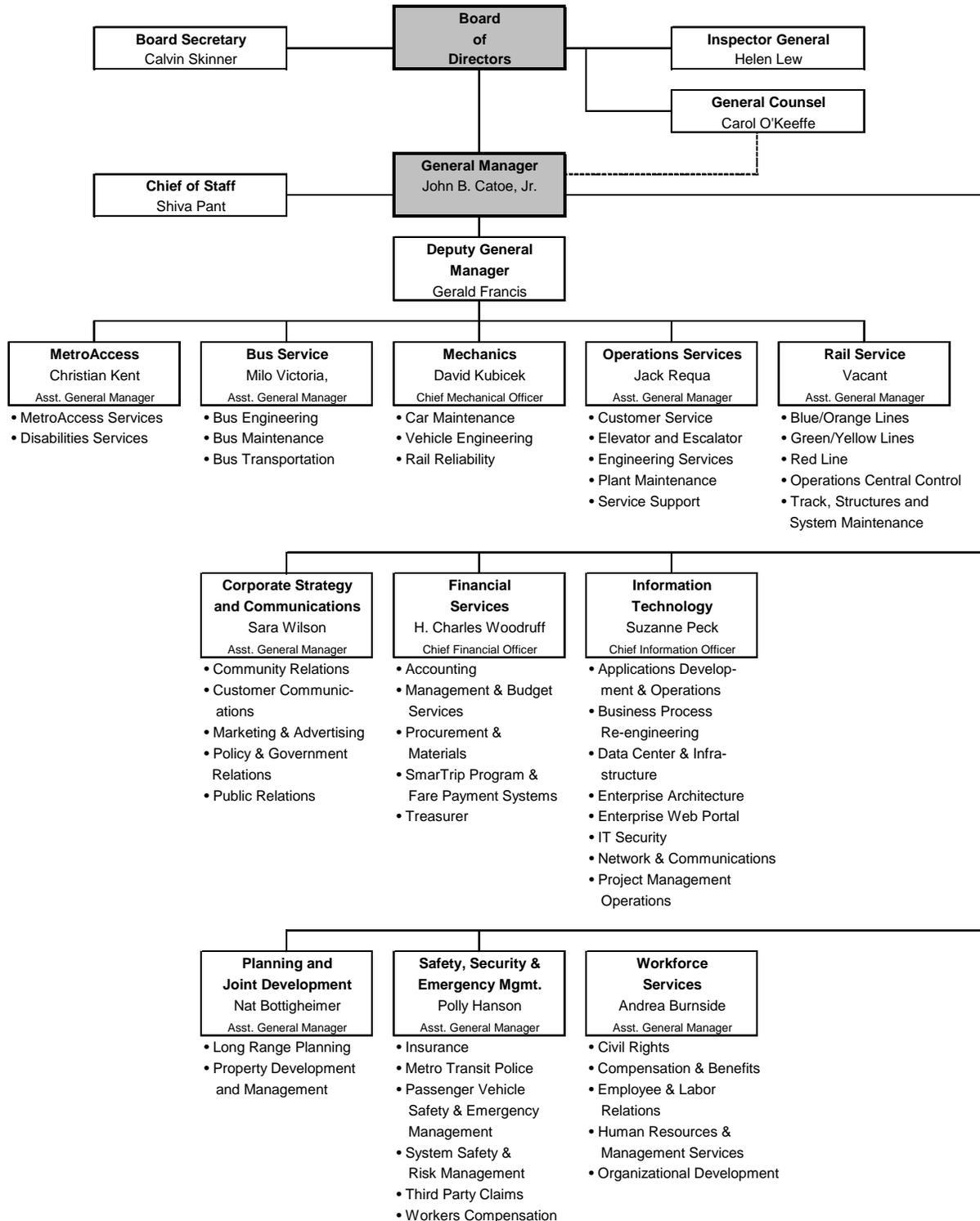
The Jurisdictional Coordinating Committee (JCC) consists of staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro staff. Meeting agendas are established by Metro staff and the 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.

Organization Chart



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

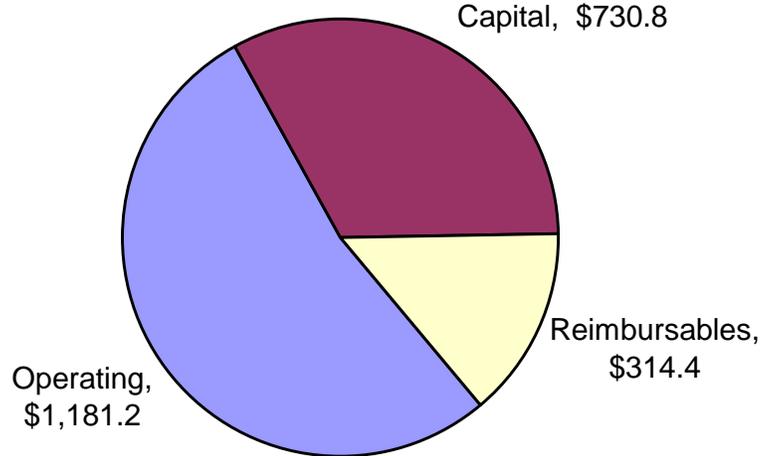
Metro's annual budget is actually three budgets; an operating budget, a capital budget and reimbursable projects. The focus of the operating budget is on the people, supplies and services needed to operate Metrobus, Metrorail and MetroAccess. Budgetary issues for the operating budget center on the cost 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 the WMATA 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 the assets and infrastructure 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 annual capital budget is incorporated into a six-year capital improvement program, which is included in this document.

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 2008 annual budget, totaling approximately \$2.2 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 2008 Annual Budget (in millions)



Source of Funding for Fiscal 2008 Annual Budget (in millions)

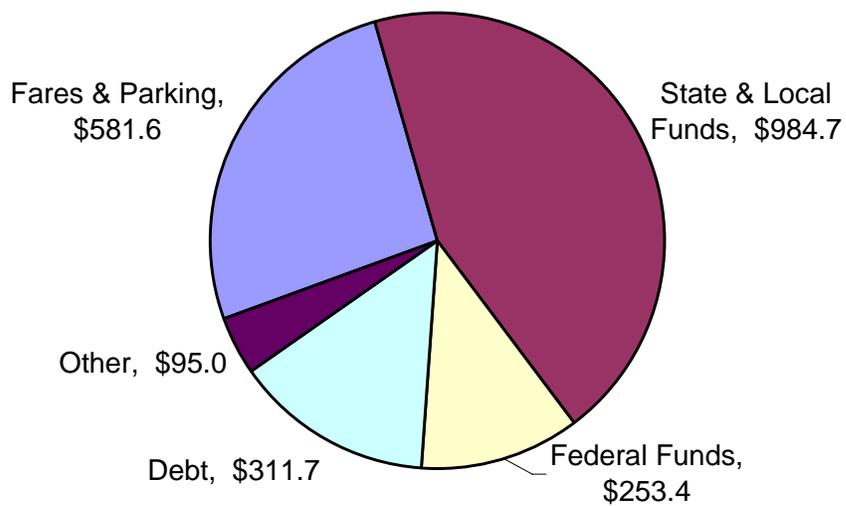


Table 2.1
Summary of Expenses/Expenditures by Program

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
Operating Budget			
Metrobus	\$ 398.8	\$ 427.7	\$ 452.8
Metrorail	597.6	620.8	638.2
MetroAccess	52.3	56.3	62.8
Debt Service	27.5	27.5	27.5
Subtotal	\$ 1,076.2	\$ 1,132.3	\$ 1,181.2
Capital Budget			
Infrastructure Renewal Program	115.5	184.5	269.1
Eight-Car Train Initiative	83.6	294.0	181.6
Bus Improvement Initiative	4.1	57.0	48.2
Metro Matters Security Program	8.5	7.0	11.0
Program Management	188.3	189.3	220.9
Subtotal	\$ 400.0	\$ 731.8	\$ 730.8
Reimbursable Projects			
Reimbursable Projects	13.5	17.8	314.4
Subtotal	\$ 13.5	\$ 17.8	\$ 314.4
Total	\$ 1,489.7	\$ 1,881.9	\$ 2,226.4

Table 2.2
Summary of Funding by Program and Source

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
Operating Budget			
Passenger Fares & Parking	\$ 548.8	\$ 575.5	\$ 579.5
State and Local Funds	459.4	488.5	527.3
Business Revenues	49.1	51.0	57.0
Other Sources	18.9	17.3	17.3
Subtotal	\$ 1,076.2	\$ 1,132.3	\$ 1,181.2
Capital Budget			
Federal Funds	186.1	190.9	248.3
State and Local Funds	115.6	158.0	164.8
Other Sources	6.0	19.7	6.0
Debt	92.3	363.2	311.7
Subtotal	\$ 400.0	\$ 731.8	\$ 730.8
Reimbursable Projects			
Various	13.5	17.8	314.4
Subtotal	\$ 13.5	\$ 17.8	\$ 314.4
Total	\$ 1,489.7	\$ 1,881.9	\$ 2,226.4

Table 2.3
Summary of Operating Budget Expenses

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
Metrobus			
• Salaries, Wages & Benefits	\$ 323.2	\$ 352.2	\$ 379.6
• Materials, Supplies & Fuel	63.8	62.3	64.2
• Services	15.8	17.9	18.2
• Utilities & Other	14.0	13.6	17.4
• Preventive Maintenance	(18.0)	(18.3)	(26.6)
Subtotal	\$ 398.8	\$ 427.7	\$ 452.8
Metrorail			
• Salaries, Wages & Benefits	456.6	467.9	500.0
• Materials, Supplies & Fuel	75.9	78.4	86.0
• Services	34.7	43.6	46.9
• Utilities & Other	36.6	38.0	47.9
• Preventive Maintenance	(6.2)	(7.1)	(42.6)
Subtotal	\$ 597.6	\$ 620.8	\$ 638.2
MetroAccess			
• Salaries, Wages & Benefits	0.5	1.8	2.8
• Materials, Supplies & Fuel	0.1		0.1
• Services	51.2	53.9	59.9
• Utilities & Other	0.5	0.6	0.6
• Reimbursement			(0.6)
Subtotal	\$ 52.3	\$ 56.3	\$ 62.8
Debt Service	27.5	27.5	27.5
Total	\$ 1,076.2	\$ 1,132.3	\$ 1,181.2

Table 2.4
Summary of Operating Budget Funding

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
Passenger Fares & Parking			
• Passenger Fares	\$ 510.1	\$ 535.3	\$ 539.3
• Parking	38.7	40.2	40.2
Subtotal	\$ 548.8	\$ 575.5	\$ 579.5
State and Local Funds			
• Operating Subsidy	431.9	461.0	499.8
• Debt Service	27.5	27.5	27.5
Subtotal	\$ 459.4	\$ 488.5	\$ 527.3
Business Revenues			
• Advertising	30.0	33.0	38.0
• Bus Charters	2.0	2.0	2.0
• Joint Development	7.8	7.2	7.2
• Fiber Optic Tunnel Leases	9.3	8.8	9.8
Subtotal	\$ 49.1	\$ 51.0	\$ 57.0
Other Sources			
• Other Sources	15.7	12.7	12.7
• Interest Earnings	3.2	4.6	4.6
Subtotal	\$ 18.9	\$ 17.3	\$ 17.3
Total	\$ 1,076.2	\$ 1,132.3	\$ 1,181.2

Table 2.5
Summary of Capital Budget Expenditures

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
Infrastructure Renewal Program			
• Bus & Rail Rolling Stock	\$ 50.9	\$ 16.9	\$ 49.4
• Passenger & Maint. Facilities	20.7	72.4	96.5
• Track, Structures & Systems	20.8	58.5	80.3
• Information Technology	2.4	16.0	22.2
• Preventive Maintenance	20.7	20.7	20.7
Subtotal	\$ 115.5	\$ 184.5	\$ 269.1
Eight-Car Train Initiative			
• Rail Cars	6.1	105.1	85.7
• Facilities	51.6	85.8	41.3
• Systems	25.9	103.1	54.6
Subtotal	\$ 83.6	\$ 294.0	\$ 181.6
Bus Improvement Initiative			
• Buses	0.2	12.6	26.5
• Garage	1.1	31.6	16.1
• Customer Facilities	2.8	12.8	5.6
Subtotal	\$ 4.1	\$ 57.0	\$ 48.2
Metro Matters Security Program	8.5	7.0	11.0
Program Management			
• Program & Credit Support	6.8	12.0	14.9
• Financing Expenses	181.5	177.3	206.0
Subtotal	\$ 188.3	\$ 189.3	\$ 220.9
Total	\$ 400.0	\$ 731.8	\$ 730.8

Table 2.6
Summary of Capital Budget Funding

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
Federal Funds			
• Federal Formula Grants	\$ 169.4	\$ 183.9	\$ 202.3
• Other Federal Grants & Funds	16.7	7.0	46.0
Subtotal	\$ 186.1	\$ 190.9	\$ 248.3
State and Local Funds	115.6	158.0	164.8
Other Sources	6.0	19.7	6.0
Debt	92.3	363.2	311.7
Total	\$ 400.0	\$ 731.8	\$ 730.8

Table 2.7
Summary of Reimbursable Project Expenses by Sponsor

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
District of Columbia			
District of Columbia Government			
• D.C. Bus Circulator	\$ 5.5	\$ 5.5	\$ 6.6
• D.C. Bus Circulator (Expansion)			0.3
• Georgia Ave. Rapid Bus (Metro Extra Route 79)			1.4
• Southeast Shuttle Bus Project		0.2	0.3
• Transportation Technology School	0.3	0.3	0.3
• Metrorail Yellow Line Service Extension to Fort Totten Station		2.8	3.2
Subtotal	\$ 5.8	\$ 8.8	\$ 12.1
Maryland			
Maryland Department of Transportation (MDOT)			
• Charles County Bus Service: Indian Head Express Line (Metrobus Route W19)	1.0	1.0	1.2
• College Park-Bethesda (Metrobus Route J4)	0.6	0.7	0.7
• Crofton-New Carrollton Service (Metrobus Route B31)	0.3	0.3	0.3
• Greenbelt-BWI Airport (Metrobus Route B30)	1.5	1.4	1.7
• Metrorail Red Line Turnbacks at Grosvenor Station		1.1	1.5
Subtotal	\$ 3.4	\$ 4.5	\$ 5.4
Virginia			
Arlington County			
• Maintenance of Pike Ride Signals	-	-	-
City of Falls Church			
• Falls Church Bus Service (George, Routes 26-A, E, W)	0.3	0.3	0.4
Fairfax County			
• Springfield Bus Circulator & Shuttle Service (S-80, S-91)	0.6	0.8	0.8
Metropolitan Washington Airports Authority			
• Dulles Corridor Metrorail Project			272.9
Subtotal	\$ 0.9	\$ 1.1	\$ 274.1
Federal Government			
U.S. Department of Transportation			
• Access-to-Jobs Grant Program	0.4	0.4	5.1
WMATA and All Jurisdictional Partners			
• Project Development	3.0	3.0	3.0
• Solar Power Equipment Project			14.7
Subtotal	\$ 3.0	\$ 3.0	\$ 17.7
Total	\$ 13.5	\$ 17.8	\$ 314.4

Table 2.8
Summary of Reimbursable Project Funding

(dollars in millions)

	Fiscal 2006 <u>Actual</u>	Fiscal 2007 <u>Budget</u>	Fiscal 2008 <u>Approved</u>
State and Local Funds	\$ 12.3	\$ 15.9	\$ 292.5
Federal Grants	0.4	0.4	5.1
Project-Generated Revenues	0.8	1.5	2.1
Clean Renewable Energy Bonds			14.7
Total	\$ 13.5	\$ 17.8	\$ 314.4

Table 2.9
Summary of State and Local Funding to WMATA for FY 2008

(dollars in millions)

	Operating Budget					Total
	Operating Subsidy	Debt Service	Capital Budget	Reimbursable Projects		
District of Columbia						
District of Columbia Government	\$ 191.4	\$ 10.3	\$ 60.4	\$ 11.8	\$	273.9
Maryland						
Montgomery County	85.4	4.9	28.1	0.5		118.9
Prince Georges County	104.2	4.9	31.0	0.6		140.7
Maryland Dept. of Transportation				3.2		3.2
Subtotal	\$ 189.6	\$ 9.8	\$ 59.1	\$ 4.2	\$	262.7
Virginia						
Alexandria	20.2	1.4	7.3	0.1		29.0
Arlington County	33.8	2.7	14.3	0.3		51.1
City of Fairfax	1.0	-	0.3	0.0		1.3
Fairfax County	62.3	3.2	22.9	1.2		89.6
Falls Church	1.6	-	0.5	0.4		2.5
Metro. Washington Airports Auth.				272.9		272.9
Subtotal	\$ 118.9	\$ 7.3	\$ 45.3	\$ 274.8	\$	446.3
Total	\$ 499.8	\$ 27.5	\$ 164.8	\$ 290.8	\$	982.9



Chapter 3. Budget Assumptions and Statistics

This chapter provides information on some of the most important factors that contribute to the fiscal 2008 annual budget. These factors include: ridership and passenger revenues, wages and fringe benefits, debt service costs, professional and technical service costs, and employee statistics. Also included is an explanation of the allocation of the operating subsidy granted to Metro by state and local government partners.

Ridership and Revenue

Approved operating revenue for Fiscal 2008, not including reimbursable operating projects is \$654 million. The major components are \$534.3 million in passenger revenue, and \$119.6 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.

I. PASSENGER REVENUES

In addition to the general growth in Metrorail and Metrobus passenger revenues, other factors will influence WMATA's passenger revenue and ridership projections for Fiscal 2008. One factor is a projected system-wide ridership growth on the bus and rail systems of approximately 1 percent for the year. In addition to ridership growth, parking garages are generally associated with increases in rail ridership. In Fiscal 2008 the only new parking facility scheduled for completion is the Huntington Garage in December 2007 with a net increase of 500 parking spaces. However, since a majority of the patrons who are expected to utilize this facility currently park at satellite or non-Metro lots around Huntington station, this facility is expected to have a minimal impact on ridership.

Total ridership on the rail system for the year is projected at approximately 210 million trips. This is an increase of approximately 2 million trips over the total for Fiscal 2007 of 207.9 million trips. In Fiscal 2007, actual rail ridership was 3 percent or 6.2 million trips below projection. Total rail passenger revenue for the year is projected at \$422.5 million, which includes an additional 2 percent revenue recognition from unused fare media. This increase was approved by the Metro Board, and will increase unused fare media in Fiscal 2008 by \$12.1 million. Metrobus ridership is expected to also increase 1 percent in Fiscal 2008 above Fiscal 2007 bus ridership of 131.5 million trips to 132.8 million trips. Total Metrobus passenger revenue is expected to be \$108.4 million, including the transfer of \$13.6 million from rail for fare integration. MetroAccess passenger revenue is expected to decline to \$3.4 million, from \$3.6 in Fiscal 2007, along with slightly lower projected ridership for Fiscal 2008 of 1.55 million trips.

Passenger Revenue (1,000)

	<u>Metrorail</u>	<u>Metrobus</u>	<u>MetroAccess</u>
Fiscal 2008 Base	\$436,056.6	\$94,842.8	\$3,400.0
Fare Integration	(<u>\$13,600.0</u>)	<u>\$13,600.0</u>	-
Fiscal 2008 Approved Passenger Revenue	\$422,456.6	\$108,422.8	\$3,400.0
Projected Ridership (in millions of trips)	209.7	132.8	1.6

II. OTHER PASSENGER REVENUE-DISTRICT OF COLUMBIA SCHOOL SUBSIDY

The total District of Columbia School Subsidy for Fiscal 2008 is approved at \$5.0 million, \$2.9 million for Metrobus and \$2.1 million for Metrorail.

III. PARKING

The approved parking revenue at Metrorail stations for Fiscal 2008 is \$40.0 million; exactly the same as Fiscal 2007.

IV. ADVERTISING

The Fiscal 2008 advertising revenue is expected to be \$38 million. This reflects the amount in the Minimum Annual Guarantee between WMATA and the contractor of \$35 million, plus an estimated \$3 million from new advertising activities which are expected to add new advertising inventory, including station pylons and pillars, floor graphics, trash receptacles, larger backlit dioramas, interior railcar doors, rail ceilings, wall-scapes and website advertising.

V. JOINT DEVELOPMENT

The Fiscal 2008 Joint Development revenue allocated to the operating budget is \$7.2 million. Additional funds are deposited into the Transit Infrastructure Investment Fund.

VI. 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 Fiscal 2008, fiber optic revenue is expected to be \$9.8 million.

VII. INTEREST REVENUE

For Fiscal 2008, the approved amount of interest revenue is \$4.6 million. The investment income is allocated to the rail and bus modes using the jurisdiction subsidy distribution of 36% and 64%, respectively.

VIII. OTHER REVENUE

Other revenues included in the Fiscal 2008 budget are vending, pay telephones, cellular telephones, bike programs, charter/contract revenues, and JGB employee parking fees.

Table 3.1
Revenue Comparison: FY 2005 - FY 2008

(dollars in thousands)

	<u>Actual</u> <u>FY2005</u>	<u>Actual</u> <u>FY2006</u>	<u>Actual</u> <u>FY2007</u>	<u>Approved</u> <u>FY2008</u>	<u>Change</u>
Metrobus					
Passenger	\$100,598.1	\$103,855.6	\$104,619.8	\$108,442.8	\$3,823.0
Other Passenger	2,212.8	3,357.5	2,685.9	2,866.2	180.2
Parking		7.2			
Charter	2,099.0	2,048.7	1,745.4	2,000.0	254.6
Advertising	20,300.0	21,000.0	23,067.0	25,460.0	2,393.0
Other	2,449.4	3,981.9	3,714.7	3,619.7	(95.0)
Employee Parking	83.8	19.9	16.0	90.0	74.0
Interest	988.1	1,969.7	3,717.3	2,919.8	(797.5)
Subtotal	\$128,731.2	\$136,240.6	\$139,566.2	\$145,398.5	\$5,832.4
Metrorail					
Passenger	\$373,329.8	\$398,547.8	\$404,837.8	\$422,456.6	\$17,618.8
Other Passenger	2,132.6	1,362.6	1,962.6	2,133.8	171.2
Parking	35,742.4	38,580.8	39,173.4	40,000.0	826.6
Charter			0.6		(0.6)
Advertising	8,700.0	9,000.0	9,933.0	12,540.0	2,607.0
Joint Development	7,609.2	7,824.6	10,483.4	7,219.9	(3,263.5)
Other	2,422.2	11,371.4	9,669.0	9,206.8	(462.2)
Employee Parking	83.8	124.9	125.4	90.0	(35.4)
Interest	846.3	1,264.0	817.1	1,650.2	833.1
Fiber Optics	8,857.2	9,283.0	10,293.6	9,800.0	(493.6)
Subtotal	\$439,723.6	\$477,359.0	\$487,295.9	\$505,097.3	17,801.4
MetroAccess					
Passenger	\$2,825.9	\$2,993.5	\$2,949.8	\$3,400.0	\$450.2
Other		252.2			
Subtotal	\$2,825.9	\$3,245.7	\$2,949.8	\$3,400.0	450.2
Totals					
Passenger	\$476,753.8	\$505,396.9	\$512,407.5	\$534,299.4	\$21,892.0
Other Passenger	4,345.4	4,720.1	4,648.5	5,000.0	351.5
Parking	35,742.4	38,588.1	39,173.4	40,000.0	826.6
Charter	2,099.0	2,048.7	1,746.0	2,000.0	254.0
Advertising	29,000.0	30,000.0	33,000.0	38,000.0	5,000.0
Joint Development	7,609.2	7,824.6	10,483.4	7,219.9	(3,263.5)
Other	4,871.6	15,605.5	13,383.7	12,826.5	(557.2)
Employee Parking	167.5	144.9	141.4	180.0	38.6
Interest	1,834.5	3,233.7	4,534.4	4,570.0	35.6
Fiber Optics	8,857.2	9,283.0	10,293.6	9,800.0	(493.6)
Grand Total	\$571,280.7	\$616,845.3	\$629,811.9	\$653,895.8	\$24,083.9

Table 3.2
 Ridership by Service: FY 2005 - FY 2008

	FY 2005 <u>Actual</u>	FY 2006 <u>Actual</u>	FY 2007 <u>Actual</u>	FY 2008 <u>Budget</u>
MetroAccess Ridership	1,253	1,746	1,648	1,552
Metrobus Ridership*	127,905	128,416	131,490	132,763
Metrorail Ridership	195,186	199,278	207,906	209,721
Total	324,344	329,440	341,044	344,036

Note: Metrobus ridership is based on unlinked trips

* Beginning in FY2005, Metrobus ridership is reported using data from the new Smarttrip fare boxes; this reflects better data, not a ridership reduction compared to previous years.

Debt Service

In October 2003, the Authority issued \$163,495,000 of Gross Revenue Transit Refunding Bonds, Series-2003, to refund the non-callable portion of the Authority's outstanding Gross Revenue Transit Refunding Bonds, Series-1993. The final maturity for the 1993 bonds is FY2011 and FY2014 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. The annual cost of the guarantee varies between approximately \$700,000 and \$800,000 depending upon the amount of commercial paper outstanding. This amount is included in the financing cost section of the Metro Matters Program. Any actual interest payments are not included in either the annual budget or 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 7/1/2007	\$ 9,685,000	\$ 1,264,500	\$ 10,949,500
Due to Bondholders 1/1/2008	-	973,950	973,950
	<u>\$ 9,685,000</u>	<u>\$ 2,238,450</u>	<u>\$ 11,923,450</u>
Series 2003			
Due to Bondholders 7/1/2007	210,000	2,574,631	2,784,631
Due to Bondholders 1/1/2008	10,195,000	2,572,269	12,767,269
	<u>\$ 10,405,000</u>	<u>\$ 5,146,900</u>	<u>\$ 15,551,900</u>
Subtotal			27,475,350
Applied for future payments			8,844
Total			<u>\$ 27,484,194</u>
Gross Revenue Transit Bonds:			
Series 2003B			
Due to Bondholders 7/1/2007	4,935,000	531,625	5,466,625
Due to Bondholders 1/1/2008		408,250	408,250
Total	<u>4,935,000</u>	<u>939,875</u>	<u>5,874,875</u>

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		Series 2003 B		
	Principal	Interest	Debt Service	Principal	Interest	Debt Service	Principal	Interest	Debt Service
1/1/2004	---	\$1,264,500	\$1,264,500	---	---	---	\$5,060,000	\$937,132	\$5,997,132
7/1/2004	---	\$1,264,500	\$1,264,500	\$7,730,000	\$4,741,545	\$12,471,545	\$5,060,000	\$712,675	\$5,772,675
1/1/2005	---	\$1,264,500	\$1,264,500	\$9,100,000	\$3,373,806	\$12,473,806	\$4,570,000	\$712,675	\$5,282,675
7/1/2005	---	\$1,264,500	\$1,264,500	\$9,190,000	\$3,282,806	\$12,472,806	\$4,570,000	\$626,525	\$626,525
1/1/2006	---	\$1,264,500	\$1,264,500	\$9,280,000	\$3,190,906	\$12,470,906	\$4,745,000	\$626,525	\$5,371,525
7/1/2006	---	\$1,264,500	\$1,264,500	\$9,465,000	\$3,005,306	\$12,470,306	\$4,745,000	\$626,525	\$5,371,525
1/1/2007	---	\$1,264,500	\$1,264,500	\$9,655,000	\$2,816,006	\$12,471,006	\$4,935,000	\$531,625	\$531,625
7/1/2007	\$9,685,000	\$1,264,500	\$10,949,500	\$210,000	\$2,574,631	\$2,784,631	\$4,935,000	\$531,625	\$5,466,625
1/1/2008	---	\$973,950	\$973,950	\$10,195,000	\$2,572,269	\$12,767,269	\$5,180,000	\$408,250	\$408,250
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
1/1/2009	---	\$666,900	\$666,900	\$10,755,000	\$2,315,031	\$13,070,031	\$5,440,000	\$278,750	\$278,750
7/1/2009	\$10,810,000	\$666,900	\$11,476,900	\$215,000	\$2,046,156	\$2,261,156	\$5,440,000	\$278,750	\$5,718,750
1/1/2010	---	\$342,600	\$342,600	\$11,350,000	\$2,042,931	\$13,392,931	\$5,710,000	\$142,750	\$142,750
7/1/2010	\$11,420,000	\$342,600	\$11,762,600	\$215,000	\$1,759,181	\$1,974,181	\$5,710,000	\$142,750	\$5,852,750
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

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 2008 total budget for allocated fringe benefits is \$242.7 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 \$3.6 million fiscal 2008 total for this expense is shown in each office budget where this cost occurs.

The third category of fringe benefit expense is workers' compensation cost. The fiscal 2008 budget requirement of \$18.9 million is largely determined by actuarial analysis and governmental requirements. This line item expense is budgeted in the Office of Safety/Workers Compensation Administration.

In total for fiscal 2008, fringe benefit costs are:

Allocated Fringe Benefits	\$242,727,539
Other Fringe Benefits	3,639,052
Workers' Compensation	<u>18,850,000</u>
Total Fringe Benefits	<u>\$265,216,591</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	1,669	778	359	89	2,895	8,070	377	8,447	11,342
Part Time	0	0	n/a	n/a	0	133	8	141	141
	1,669	778	359	89	2,895	8,203	385	8,588	11,483
FULL-TIME EQUIVALENTS:									
Full Time	1,567.00	766.00	355.00	89.00	2,777.00	7,498.50	349.00	7,847.50	10,624.50
Part Time	0.00	0.00	0.00	0.00	0.00	66.50	4.00	70.50	70.50
	1,567.00	766.00	355.00	89.00	2,777.00	7,565.00	353.00	7,918.00	10,695.00
PAYROLL COSTS:									
Full Time Pay	\$121,011,992	\$60,195,952	\$22,352,736	\$2,819,547	\$206,380,227	\$407,915,390	\$18,269,485	\$426,184,875	\$632,565,102
Part Time Pay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Overtime Pay	\$1,014,371	\$3,043,114	\$5,189,635	\$110,000	\$9,357,120	\$54,796,033	\$2,454,174	\$57,250,207	\$66,607,328
Less: Turnover Savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Budgeted Payroll	\$122,026,363	\$63,239,066	\$27,542,371	\$2,929,547	\$215,737,347	\$462,711,423	\$20,723,659	\$483,435,082	\$699,172,430
ALLOCATED FRINGE BENEFITS									
Budgeted By Position:									
CIGNA PPO	\$9,315,900	\$4,023,779			\$13,339,679			\$0	\$13,339,679
Kaiser Permanente	\$4,089,348	\$1,837,100			\$5,926,448			\$0	\$5,926,448
MAMSI Health Plan	\$669,300	\$772,430			\$1,441,730			\$0	\$1,441,730
Blue Cross	\$363,700		\$3,272,966		\$3,636,666			\$0	\$3,636,666
Health Trusts				\$734,076	\$734,076	\$78,422,400	\$3,583,000	\$82,005,400	\$82,739,476
Dental	\$540,900	\$272,200		\$0	\$813,100			\$0	\$813,100
Retiree Health	\$5,648,144	\$1,791,657	\$764,786	\$0	\$8,204,588	\$23,932,938	\$558,140	\$24,491,078	\$32,695,666
Health Insurance	\$20,627,292	\$8,697,166	\$4,037,752	\$734,076	\$34,096,287	\$102,355,338	\$4,141,140	\$106,496,478	\$140,592,765
Budgeted By Payroll:									
FICA Taxes	\$9,274,000	\$4,806,200	\$2,093,200	\$224,100	\$16,397,500	\$35,166,100	\$1,575,000	\$36,741,100	\$53,138,600
Defined Benefit Pensions	\$11,200,000	\$3,200,000	\$4,570,000	\$300,000	\$19,270,000	\$20,407,167	\$3,602,500	\$24,009,667	\$43,279,667
Defined Contrib Pensions	\$1,610,000	\$1,610,000			\$3,220,000			\$0	\$3,220,000
Life Insurance	\$753,500	\$375,100	\$180,900	\$0	\$1,309,500			\$0	\$1,309,500
Long Term Disability	\$525,336	\$255,672	\$0	\$0	\$781,008			\$0	\$781,008
Accident Insurance	\$0	\$0	\$6,000	\$0	\$6,000			\$0	\$6,000
Unemployment	\$69,800	\$36,200	\$15,800	\$1,700	\$123,500	\$264,600	\$11,900	\$276,500	\$400,000
Taxes / Pension / Other	\$23,432,636	\$10,283,172	\$6,865,900	\$525,800	\$41,107,508	\$55,837,867	\$5,189,400	\$61,027,267	\$102,134,775
ALLOCATED SUBTOTAL	\$44,059,928	\$18,980,338	\$10,903,652	\$1,259,876	\$75,203,795	\$158,193,205	\$9,330,540	\$167,523,745	\$242,727,539
Unallocated Fringe Benefits	\$528,900	\$246,600	\$113,800	\$28,200	\$917,500	\$2,599,600	\$122,000	\$2,721,600	\$3,639,052
Workers' Compensation	\$3,289,900	\$1,705,000	\$742,600	\$79,000	\$5,816,500	\$12,474,900	\$558,700	\$13,033,600	\$18,850,000
TOTAL FRINGE BENEFITS:									\$265,216,591

Allocated Fringe Benefits Budgeting Rates:									
Average Annual Pay	\$77,900	\$82,600	\$77,600	\$32,900	\$77,700	\$61,200	\$58,700	\$61,100	\$65,400
Full Fringe Rate	36%	30%	40%	43%	35%	34%	45%	35%	35%
Variable Cost on Payroll	21.9%	19.0%	27.6%	20.6%	21.8%	14.8%	27.7%	15.3%	17.3%
Fixed Cost Per F.T.E.	\$13,200	\$11,400	\$11,400	\$8,200	\$12,300	\$13,500	\$11,700	\$13,400	\$13,100

Allocation of State and Local Support

Operating Budget:

Rail Base Allocation

Elements and Weighting

- Density weighted population by jurisdiction of residence 33%
- Number of rail stations by jurisdiction 33%
- Average weekday ridership by jurisdiction of residence 33%

Rail Max Fare

- Equals one half the difference between what riders traveling more than 6 miles would have paid without a tapered mileage charge or cap and what is actually paid. The rider's jurisdiction of residence is determined by the rail survey.

Non-Regional Bus Service

- Billed to the jurisdiction requesting the service based on the number of platform hours used - marginal cost per hour of service net of route revenue.

Regional Bus Service

Elements and Weighting

- Density weighted population by jurisdiction of residence 25%
- Revenue hours per jurisdiction 25%
- Revenue miles per jurisdiction 35%
- Ridership by jurisdiction of residence 15%

ParaTransit

- Cost are allocated based on riders jurisdiction of residence:
 - Cost per trip based on trips completed
 - Scheduling cost based on trips requested
- Vehicle lease cost based on number of assigned vehicles per jurisdiction

Capital Budget:

- In accordance with the Metro Matters Funding Agreement adopted by the Metro Board and the contributing jurisdictions in October, 2004.

Table 3.6
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
Metrobus Operating Subsidy									
Regional Bus Subsidy	\$ 107,765,118	\$ 37,567,463	\$ 41,517,343	\$ 12,836,175	\$ 19,587,908	\$ 472,342	\$ 30,314,115	\$ 1,054,445	\$ 251,114,911
Non-Regional Bus Subsidy	25,714,514	7,798,353	15,426,193	684,220	963,015	-	5,650,363	-	56,236,658
Subtotal	\$ 133,479,632	\$ 45,365,816	\$ 56,943,536	\$ 13,520,395	\$ 20,550,924	\$ 472,342	\$ 35,964,478	\$ 1,054,445	\$ 307,351,569
Percent of Total	43.4%	14.8%	18.5%	4.4%	6.7%	0.2%	11.7%	0.3%	100%
MetroAccess Suidsidy									
Base Allocation	43,463,770	23,583,894	23,341,221	5,932,579	12,439,660	381,434	18,083,652	342,190	127,568,400
Max. Fare Subsidy	321,152	2,570,538	1,127,760	128,673	88,878	49,262	1,183,215	14,808	5,484,286
Subtotal	\$ 43,784,922	\$ 26,154,431	\$ 24,468,981	\$ 6,061,252	\$ 12,528,538	\$ 430,696	\$ 19,266,867	\$ 356,998	\$ 133,052,686
Percent of Total	32.9%	19.7%	18.4%	4.6%	9.4%	0.3%	14.5%	0.3%	100%
Metro Access Suidsidy									
Subtotal	14,106,900	13,841,080	22,803,550	636,320	685,660	132,430	7,087,660	143,910	59,437,530
Percent of Total	23.7%	23.3%	38.4%	1.1%	1.2%	0.2%	11.9%	0.2%	100%
Subtotal Operating Subsidy									
	\$ 191,371,454	\$ 85,361,327	\$ 104,216,067	\$ 20,217,967	\$ 33,765,122	\$ 1,035,468	\$ 62,319,025	\$ 1,555,353	\$ 499,841,785
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									
	\$ 201,702,754	\$ 90,228,827	\$ 109,088,967	\$ 21,636,167	\$ 36,505,322	\$ 1,082,168	\$ 65,487,925	\$ 1,593,853	\$ 527,325,985
Percent of Total	38.3%	17.1%	20.7%	4.1%	6.9%	0.2%	12.4%	0.3%	100%

Union Statistics

The fiscal 2008 budget contains 11,483 authorized positions of which 85.5% or 9,814 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 2008 Positions	Distribution
Local 689.....	8,203.....	71%
Local 922.....	<u>385</u>	<u>3%</u>
Union Wage Subtotal.....	8,588.....	74%
Local 2.....	778.....	7%
FOP - MTPD.....	359.....	3%
Local 639-Sp Police.....	<u>89</u>	<u>1%</u>
Union Salaried Subtotal..	1,226.....	11%
Union Subtotal.....	9,814.....	85%
Non-Union	1,669.....	15%
Total Positions.....	11,483.....	100%



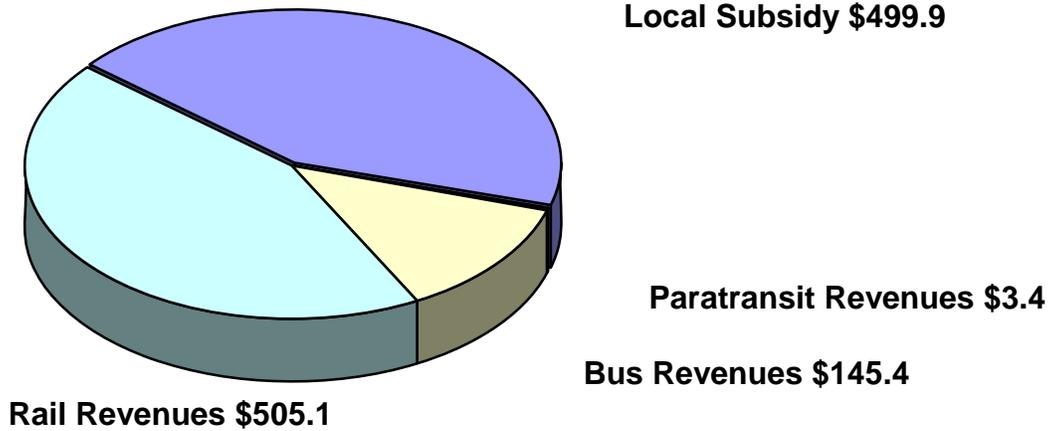
Chapter 4. Operating Budget by Mode

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 includes its share of administrative costs. More specific, office by office, data is provided in appendix A.

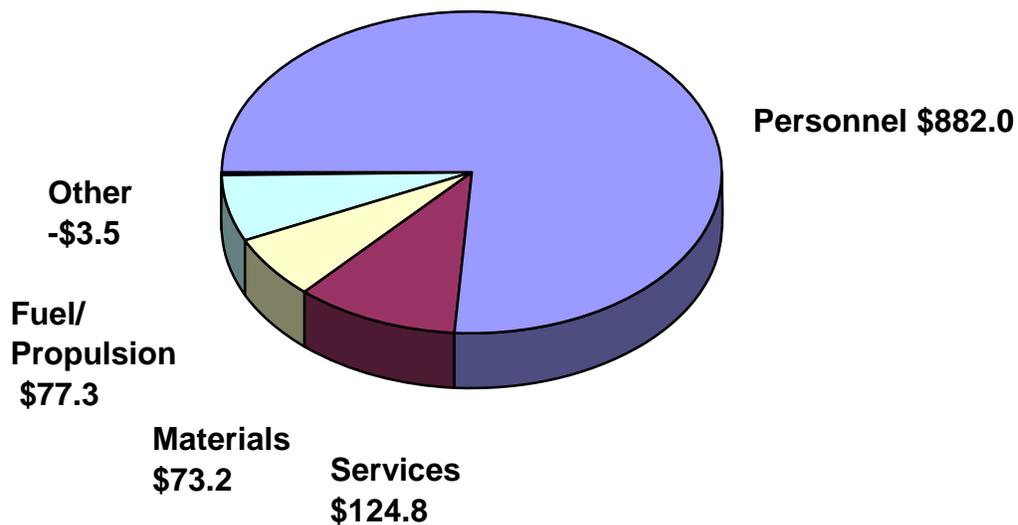
Also included in this chapter are benchmark performance measures of the three primary services.

Operating Budget Fiscal 2008 Approved: \$1,153.8 Billion

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>2008</u>	<u>Metrobus</u>	<u>Metrorail</u>	<u>MetroAccess</u>
REVENUES				
Passenger	\$534,299.4	\$108,442.8	\$422,456.6	\$3,400.0
Other Passenger	\$5,000.0	\$2,866.2	\$2,133.8	\$0.0
Parking	\$40,000.0	\$0.0	\$40,000.0	\$0.0
Charter	\$2,000.0	\$2,000.0	\$0.0	\$0.0
Advertising	\$38,000.0	\$25,460.0	\$12,540.0	\$0.0
Joint Development	\$7,219.9	\$0.0	\$7,219.9	\$0.0
Other	\$12,826.5	\$3,619.7	\$9,206.8	\$0.0
Employee Parking	\$180.0	\$90.0	\$90.0	\$0.0
Interest	\$4,570.0	\$2,919.8	\$1,650.2	\$0.0
Fiber Optics	\$9,800.0	\$0.0	\$9,800.0	\$0.0
Total Revenues	\$653,895.8	\$145,398.5	\$505,097.3	\$3,400.0
EXPENSES				
Personnel	\$882,389.2	\$379,643.5	\$499,988.0	\$2,757.7
Services	\$125,005.9	\$18,193.2	\$46,931.2	\$59,881.5
Materials & Supplies	\$73,117.3	\$32,552.6	\$40,425.3	\$139.4
Fuel & Propulsion Power	\$77,259.3	\$31,645.2	\$45,614.1	\$0.0
Utilities	\$37,380.1	\$8,073.1	\$29,190.0	\$117.0
Casualty & Liability	\$18,003.8	\$5,643.6	\$12,338.5	\$21.8
Leases & Rentals	\$5,570.9	\$1,853.9	\$3,193.9	\$523.1
Miscellaneous	\$4,837.6	\$1,715.5	\$3,091.2	\$30.8
Preventive Maint./Reimb.	(\$69,826.4)	(\$26,570.5)	(\$42,622.2)	(\$633.7)
Total Expenses	\$1,153,737.6	\$452,750.1	\$638,150.0	\$62,837.5
GROSS SUBSIDY	\$499,841.8	\$307,351.6	\$133,052.7	\$59,437.5
Cost Recovery Ratio	56.68%	32.11%	79.15%	5.41%

Table 4.2
Revenue, Expense and Subsidy
Subsidized by Account

(dollars in thousands)

	Actual <u>2005</u>	Actual <u>2006</u>	Approved Budget <u>2007</u>	Approved Budget <u>2008</u>	Change
REVENUES					
Passenger	476,753.8	505,396.9	530,313.7	534,299.4	3,985.7
Other Passenger	4,345.4	4,720.1	5,000.0	5,000.0	0.0
Parking	35,742.4	38,588.1	40,000.0	40,000.0	0.0
Charter	2,099.0	2,048.7	2,000.0	2,000.0	0.0
Advertising	29,000.0	30,000.0	33,000.0	38,000.0	5,000.0
Joint Development	7,609.2	7,824.6	7,219.9	7,219.9	(0.0)
Other	4,871.6	15,605.5	12,832.5	12,826.5	(6.0)
Employee Parking	167.5	144.9	180.0	180.0	0.0
Interest	1,834.5	3,233.7	4,570.0	4,570.0	0.0
Fiber Optics	8,857.2	9,283.0	8,800.0	9,800.0	1,000.0
Total Revenues	\$571,280.7	\$616,845.3	\$643,916.1	\$653,895.8	\$9,979.7
EXPENSES					
Personnel	723,527.1	780,339.3	821,910.4	882,389.2	60,478.8
Services	86,439.8	101,665.2	115,213.7	125,005.9	9,792.2
Materials & Supplies	67,837.5	70,908.8	69,316.1	73,117.3	3,801.1
Fuel & Propulsion Power	56,462.6	68,815.0	71,337.2	77,259.3	5,922.1
Utilities	28,189.3	30,920.0	29,898.5	37,380.1	7,481.6
Casualty & Liability	9,113.2	10,901.6	12,940.3	18,003.8	5,063.6
Leases & Rentals	4,837.3	4,625.5	4,752.1	5,570.9	818.8
Miscellaneous	3,777.7	4,749.5	4,876.7	4,837.6	(39.1)
Preventive Maint./Reimb.	(23,494.7)	(24,196.8)	(25,343.5)	(69,826.4)	(44,483.0)
Total Expenses	\$956,689.8	\$1,048,728.1	\$1,104,901.5	\$1,153,737.6	\$48,836.2
GROSS SUBSIDY	\$385,409.1	\$431,882.8	\$460,985.4	\$499,841.8	\$38,856.4
Cost Recovery Ratio	59.71%	58.82%	58.28%	56.68%	20.44%

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

Table 4.3
Five-Year Operating Expense
Subsidized Authority-Wide
(dollars in thousands)

	Actual <u>2004</u>	Actual <u>2005</u>	Actual <u>2006</u>	Approved Budget <u>2007</u>	Approved Budget <u>2008</u>	Change
Salaries(Total)	\$148,307.3	\$155,000.1	\$167,232.9	\$173,514.6	\$179,102.7	\$5,588.1
Full-Time Salaries	140,734.6	143,629.0	152,865.2	168,335.0	170,686.3	2,351.4
Salary Lapse	0.0	0.0	0.0	(4,682.6)	0.0	4,682.6
Overtime Salaries	7,572.7	11,371.2	14,367.7	9,862.2	8,416.4	(1,445.9)
Wages(Total)	\$375,533.5	\$400,114.2	\$424,782.1	\$436,595.9	\$459,148.5	\$22,552.6
Operator/StaMgr Wages	151,572.1	157,835.6	164,185.8	209,598.4	191,738.8	(17,859.5)
Operator/StaMgr Overtime	31,913.6	37,527.5	40,347.7	420.0	34,481.1	
Full Time Wages	175,790.8	183,379.9	192,314.3	213,292.9	215,681.5	2,388.5
Wage Lapse	0.0	0.0	0.0	(6,242.4)	0.0	6,242.4
Overtime Wages	16,257.1	21,371.2	27,934.4	19,527.1	17,247.1	(2,280.0)
TOTAL SALARIES AND WAGES	\$523,840.8	\$555,114.3	\$592,015.0	\$610,110.5	\$638,251.2	\$28,140.7
Fringes(Total)	\$153,421.1	\$168,412.8	\$188,324.3	\$211,799.9	\$244,138.0	\$32,338.1
Fringe Health	95,959.9	98,576.9	110,906.0	0.0	129,649.1	129,649.1
Fringe Pension	14,069.0	19,637.9	23,021.6	59.9	43,196.2	
Other Fringe Benefits	42,397.9	45,078.0	46,900.0	199,816.0	52,442.7	(147,373.3)
Workers Compensation	994.3	5,120.0	7,496.8	11,924.0	18,850.0	6,926.0
TOTAL PERSONNEL COST	\$677,261.9	\$723,527.1	\$780,339.3	\$821,910.4	\$882,389.2	\$60,478.8
Services(Total)	\$77,141.7	\$86,439.8	\$101,665.2	\$115,213.7	\$125,005.9	\$9,792.2
Management Fee	3,222.3	3,472.4	4,220.1	4,038.1	5,175.4	1,137.3
Professional & Technical	9,975.7	9,365.7	8,774.5	15,332.8	16,641.4	1,308.6
Temporary Help	1,162.2	1,228.1	1,336.1	1,359.3	1,722.2	362.9
Contract Maintenance	16,078.7	19,193.7	21,796.2	22,542.3	27,021.3	4,479.0
Custodial Services	0.0	7.9	(5.2)	0.6	0.6	0.0
Paratransit	36,823.8	41,166.5	50,948.5	53,536.4	58,439.1	4,902.6
Other	9,879.0	12,005.4	14,595.0	18,404.2	16,006.0	(2,398.2)
Materials & Supplies(Total)	\$59,725.6	\$67,837.5	\$70,908.8	\$69,316.1	\$73,117.3	\$3,801.1
Fuel and Lubricants	2,614.1	2,455.3	3,515.4	2,586.3	3,477.3	891.0
Tires	2,209.1	2,362.8	2,253.1	2,541.3	5,076.3	2,535.0
Other	54,902.5	63,019.4	65,140.2	64,188.6	64,563.7	375.1
Fuel & Propulsion(Total)	\$43,055.7	\$56,462.6	\$68,815.0	\$71,337.2	\$77,259.3	\$5,922.1
Diesel Fuel	11,637.2	19,893.9	25,812.5	27,288.9	26,284.7	(1,004.2)
Propulsion Power	29,250.0	33,603.4	36,300.6	38,681.5	45,614.1	6,932.6
Clean Natural Gas	2,168.5	2,965.2	6,701.8	5,366.8	5,360.5	(6.3)
Utilities(Total)	\$23,815.0	\$28,189.3	\$30,920.0	\$29,901.0	\$37,380.0	\$7,479.0
Electricity and Gas	18,139.7	22,078.2	24,495.6	22,873.4	29,666.3	6,793.0
Utilities - Other	5,675.2	6,111.1	6,424.4	7,027.7	7,713.7	686.0
Casualty & Liability(Total)	\$12,255.7	\$9,113.2	\$10,901.6	\$12,940.3	\$18,003.8	\$5,063.6
Insurance	7,255.7	7,359.7	7,471.3	7,901.2	8,138.3	237.0
Claims	5,000.0	1,753.5	3,430.4	5,039.0	9,865.6	4,826.5
Leases(Total)	\$3,837.9	\$4,837.3	\$4,625.5	\$4,752.1	\$5,570.9	\$818.8
Property	1,411.1	1,499.3	1,933.8	1,764.1	1,784.1	20.0
Equipment	2,426.8	3,337.9	2,691.6	2,987.9	3,786.8	798.8
Miscellaneous(Total)	\$3,702.0	\$3,777.7	\$4,749.5	\$4,876.7	\$4,837.6	(\$39.1)
Dues And Subscriptions	325.3	306.4	188.3	584.4	557.3	(27.1)
Conferences and Meetings	362.8	230.7	580.6	440.7	367.7	(73.0)
Business Travel/Public Hrg	428.8	377.6	545.5	512.0	421.6	(90.4)
Interview & Relocation	55.5	18.8	59.0	85.0	87.5	2.5
Tolls	0.0	0.0	0.0	0.0	0.0	0.0
Advertising	2,186.1	2,259.0	2,659.1	2,566.1	2,490.0	(76.1)
Other	343.5	585.2	717.2	688.5	913.4	224.9
Reimbursements(Total)	(\$21,137.0)	(\$23,494.7)	(\$24,196.8)	(\$25,343.5)	(\$69,826.4)	(\$44,483.0)
Reimbursements	(21,137.0)	(23,494.7)	(24,196.8)	(25,343.5)	(69,826.4)	(44,483.0)
TOTAL NONPERSONNEL COST	\$202,396.7	\$233,162.7	\$268,388.7	\$282,993.6	\$271,348.4	(\$11,645.2)
TOTAL COST	\$879,658.7	\$956,689.8	\$1,048,728.1	\$1,104,904.0	\$1,153,737.6	\$48,833.6

Operating Budget by Mode: Metrobus

Metrobus Service Fiscal 2008 Approved: \$452.8 Million

Where it Comes From

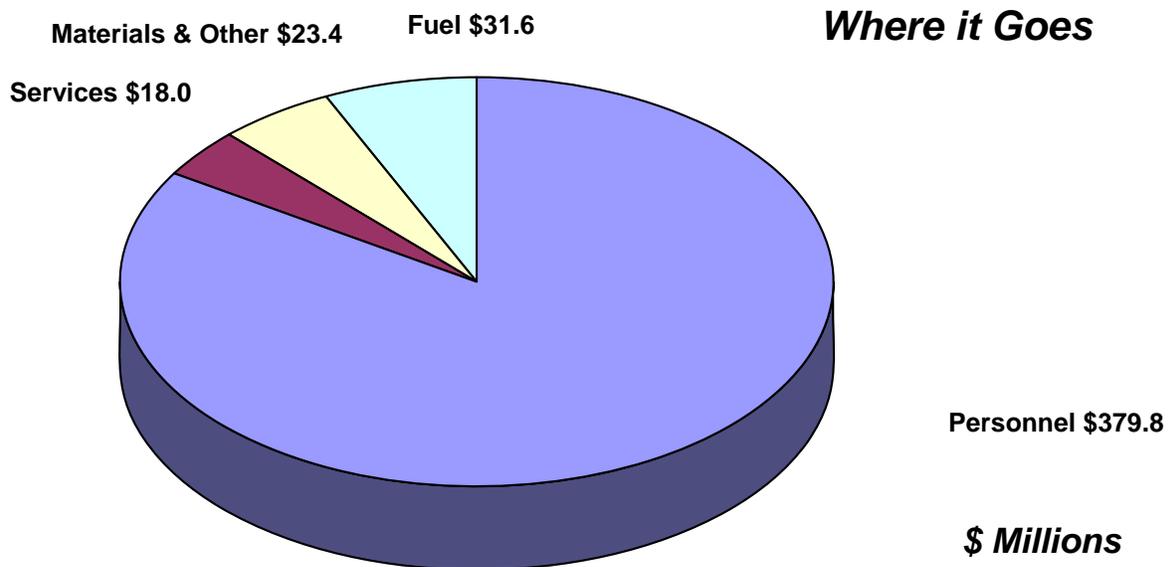
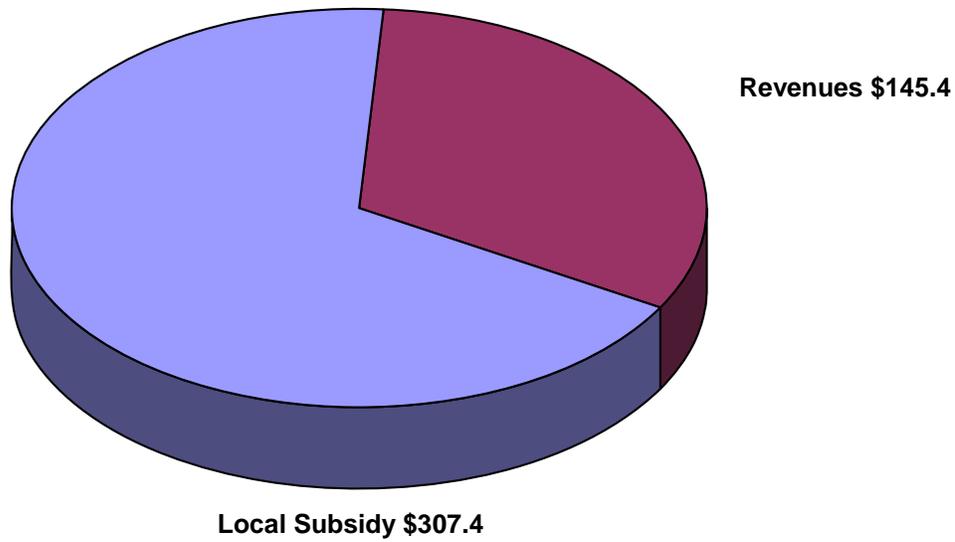


Table 4.4
Revenue, Expense and Funding Source
Metrobus by Account

(dollars in thousands)

	Actual <u>2005</u>	Actual <u>2006</u>	Approved Budget <u>2007</u>	Approved Budget <u>2008</u>	Change
REVENUES					
Passenger	100,598.1	103,855.6	105,613.8	108,442.8	2,829.0
Other Passenger	2,212.8	3,357.5	2,866.2	2,866.2	0.0
Parking	0.0	7.2	0.0	0.0	0.0
Charter	2,099.0	2,048.7	2,000.0	2,000.0	0.0
Advertising	20,300.0	21,000.0	22,980.0	25,460.0	2,480.0
Other	2,449.4	3,981.9	3,622.7	3,619.7	(3.0)
Employee Parking	83.8	19.9	90.0	90.0	0.0
Interest	988.1	1,969.7	2,919.8	2,919.8	0.0
Total Revenues	\$128,731.2	\$136,240.6	\$140,092.5	\$145,398.5	\$5,306.0
EXPENSES					
Personnel	307,772.1	323,208.8	352,212.0	379,643.5	27,431.5
Services	14,201.5	15,820.1	17,709.2	18,193.2	484.0
Materials & Supplies	29,773.6	29,944.1	29,626.9	32,552.6	2,925.7
Fuel & Propulsion Power	22,858.8	33,859.4	32,655.7	31,645.2	(1,010.5)
Utilities	6,429.8	7,685.5	6,470.3	8,073.1	1,602.8
Casualty & Liability	3,286.1	2,994.9	3,840.3	5,643.6	1,803.3
Leases & Rentals	1,574.2	1,288.3	1,723.4	1,853.9	130.5
Miscellaneous	1,633.9	2,036.7	1,778.7	1,715.5	(63.2)
Preventive Maint./Reimb.	(18,121.7)	(18,015.9)	(18,273.0)	(26,570.5)	(8,297.5)
Total Expenses	\$369,408.3	\$398,821.9	\$427,743.5	\$452,750.1	\$25,006.6
GROSS SUBSIDY	\$240,677.1	\$262,581.3	\$287,651.0	\$307,351.6	\$19,700.6
Cost Recovery Ratio	34.85%	34.16%	32.75%	32.11%	21.22%

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

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

	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries(Total)	\$47,978.8	\$49,725.3	\$54,505.2	\$57,121.6	\$2,616.4
Full-Time Salaries	46,641.1	48,237.7	53,983.0	55,426.5	1,443.5
Salary Lapse	0.0	0.0	(1,637.8)	0.0	1,637.8
Overtime Salaries	1,337.7	1,487.6	2,159.9	1,695.1	(464.9)
Wages(Total)	\$187,696.8	\$196,824.8	\$206,355.4	\$217,160.9	\$10,805.4
Operator/StaMgr Wages	106,710.0	110,878.1	138,286.0	124,962.3	(13,323.6)
Operator/StaMgr Overtime	21,703.4	22,805.7	420.0	20,944.3	20,524.3
Full Time Wages	53,103.1	55,515.1	64,352.9	64,753.0	400.1
Wage Lapse	0.0	0.0	(1,909.0)	0.0	1,909.0
Overtime Wages	6,180.3	7,626.0	5,205.6	6,501.2	1,295.6
TOTAL SALARIES AND WAGES	\$235,675.6	\$246,550.1	\$260,860.6	\$274,282.4	\$13,421.9
Fringes(Total)	\$72,096.4	\$76,658.7	\$91,351.4	\$105,361.1	\$14,009.7
Fringe Health	41,811.5	44,866.3	0.0	55,122.0	55,122.0
Fringe Pension	8,337.1	9,159.6	21.6	18,365.4	18,343.8
Other Fringe Benefits	19,254.0	18,592.8	84,837.9	22,448.7	(62,389.2)
Workers Compensation	2,693.9	4,040.0	6,491.9	9,425.0	2,933.1
TOTAL PERSONNEL COST	\$307,772.1	\$323,208.8	\$352,212.0	\$379,643.5	\$27,431.5
Services(Total)	\$14,201.5	\$15,820.1	\$17,709.2	\$18,193.2	\$484.0
Management Fee	0.0	0.0	0.0	0.0	0.0
Professional & Technical	3,595.1	3,324.5	5,367.4	6,052.8	685.4
Temporary Help	303.1	423.1	497.1	511.9	14.8
Contract Maintenance	5,315.3	6,123.6	6,226.1	7,033.5	807.4
Custodial Services	0.0	0.3	0.0	0.0	0.0
Paratransit	0.0	0.0	0.0	0.0	0.0
Other	4,988.0	5,948.6	5,618.6	4,595.0	(1,023.5)
Materials & Supplies(Total)	\$29,773.6	\$29,944.1	\$29,626.9	\$32,552.6	\$2,925.7
Fuel and Lubricants	1,540.3	2,308.4	1,799.1	2,086.2	287.1
Tires	2,298.0	2,206.7	2,450.5	4,950.5	2,500.0
Other	25,935.3	25,429.0	25,377.3	25,515.9	138.6
Fuel & Propulsion(Total)	\$22,858.8	\$33,859.4	\$32,655.7	\$31,645.2	(\$1,010.5)
Diesel Fuel	19,893.6	25,807.9	27,288.9	26,284.7	(1,004.2)
Propulsion Power	0.0	1,349.7	0.0	0.0	0.0
Clean Natural Gas	2,965.2	6,701.8	5,366.8	5,360.5	(6.3)
Utilities(Total)	\$6,429.8	\$7,685.5	\$6,470.3	\$8,073.1	\$1,602.8
Electricity and Gas	4,381.4	5,247.8	4,559.5	5,757.8	1,198.3
Utilities - Other	2,048.4	2,437.7	1,910.8	2,315.3	404.5
Casualty & Liability(Total)	\$3,286.1	\$2,994.9	\$3,840.3	\$5,643.6	\$1,803.3
Insurance	1,923.2	1,965.8	2,020.9	2,081.5	60.6
Claims	1,362.9	1,029.1	1,819.4	3,562.1	1,742.7
Leases(Total)	\$1,574.2	\$1,288.3	\$1,723.4	\$1,853.9	\$130.5
Property	982.7	807.7	956.1	956.1	0.0
Equipment	591.5	480.6	767.3	897.8	130.5
Miscellaneous(Total)	\$1,633.9	\$2,036.7	\$1,778.7	\$1,715.5	(\$63.2)
Dues And Subscriptions	109.9	67.0	198.4	191.0	(7.4)
Conferences and Meetings	96.0	133.5	156.2	130.3	(26.0)
Business Travel/Public Hrg	116.2	126.4	108.0	96.6	(11.4)
Interview & Relocation	3.6	8.0	30.8	31.7	0.9
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1,070.2	1,384.0	987.1	955.1	(32.0)
Other	238.0	318.0	298.2	310.9	12.7
Reimbursements(Total)	(\$18,121.7)	(\$18,015.9)	(\$18,273.0)	(\$26,570.5)	(\$8,297.5)
Reimbursements	(18,121.7)	(18,015.9)	(18,273.0)	(26,570.5)	(8,297.5)
TOTAL NONPERSONNEL COST	\$61,636.2	\$75,613.1	\$75,531.5	\$73,106.6	(\$2,425.0)
					0.0
TOTAL COST	\$369,408.3	\$398,821.9	\$427,743.5	\$452,750.1	\$25,006.6

Table 4.6
Metrobus Statistics: FY 2004 - FY 2008

	FY 2004 Actual	FY2005 Actual	FY 2006 Approved	FY 2007 Approved	FY 2008 Approved
STATISTICS:					
Total Bus Miles (000s)	47,765	48,188	48,440	49,336	50,291
Revenue (budget) Bus Miles (000s)	38,727	47,025	47,261	48,141	49,072
*Total Passengers (000s)	146,011	127,906	149,381	133,634	133,901
Bus Fleet Size (Year End)	1,422	1,440	1,440	1,475	1,487
Total Passenger Revenue (000s)	\$94,966	\$100,598	\$99,129	\$105,614	\$108,423
Total Operating Revenue (000s)	\$119,468	\$128,731	\$128,083	\$137,173	\$145,399
Total Operating Net Expenses (000s)	\$338,777	\$387,407	\$383,860	\$427,743	\$452,844
Total Operating Assistance (000s)	\$219,309	\$258,676	\$255,778	\$287,651	\$307,445
RATIOS:					
Operating Cost Per Total Bus Mile	7.09	8.04	7.92	8.67	9.00
Passengers Per Bus	102.68	88.82	103.74	90.60	90.05
Passengers Per Scheduled Bus Mile	3.77	2.72	3.16	2.78	2.73
Operating Cost Per Passenger	\$2.32	\$3.03	\$2.57	\$3.20	\$3.38
Operating Subsidy Per Passenger	\$1.50	\$2.02	\$1.71	\$2.15	\$2.30
* *Average Passenger Fare	\$0.65	\$0.79	\$0.66	\$0.79	\$0.81
Percentage of Operating Cost Recovered from Passenger Revenues	28.0%	26.0%	25.8%	24.7%	23.9%
Percentage of Operating Cost Recovered from all Operating Revenues	35.3%	33.2%	33.4%	32.1%	32.1%

* Fiscal 2004 ridership figure updated to correct printing error

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

Table 4.7
Active Bus Fleet: FY 2008

	<u>MAXIMUM SCHEDULED FLEET</u>	<u>TOTAL ACTIVE FLEET</u>
Fiscal 2007 End of Year	1,261	1,475
Fiscal 2008 End of Year	1,271	1,487

Table 4.8
Average Age of Bus Fleet at End of FY 2008

<u>MANUFACTURER</u>	<u>YEAR ENTERED SERVICE</u>	<u>NUMBER OF BUSES</u>	<u>AVERAGE AGE</u>
FLXIBLE	1990	29	18
ORION	1992	20	16
METRO FLXIBLE	1993	85	15
METRO FLXIBLE	1994	138	14
IKARUS	1995	41	13
ORION (V)	1997	263	11
ORION (II)	1999	40	9
ORION (II)	2000	2	8
ORION V)	2000	132	8
ORION (VI)	2000	100	8
NEW CNG	2002	164	6
NEOPLAN	2003	21	5
THOMAS	2004	4	5
ORION VII - CNG	2005	250	3
HYBRID ELECTRIC	2006	50	2
CLEAN DIESEL	2006	117	2
NEW FLYER - CNG	2007	25	1
TAGS	2007	6	1
TOTAL*		1,487	8.1

Note:

* Includes 20 contingency buses in accordance with fleet plan.

Table 4.9
Bus Fleet Size by Garage: FY 2007 - FY 2008

Garage	Fiscal 2007		Fiscal 2008		Spare Ratio
	Maximum Scheduled Fleet	Total Fleet	Maximum Scheduled Fleet	Total Fleet	
Bladensburg	216	252	230	264	14.8%
Southeastern	91	108	86	108	25.6%
Northern	131	173	144	173	20.1%
Western	114	131	114	131	14.9%
Southern Avenue Annex	90	104	91	104	14.3%
Arlington	78	86	74	86	16.2%
Four Mile Run	178	218	187	218	16.6%
Royal	78	71	61	71	16.4%
Landover	144	167	142	167	17.6%
Montgomery	145	165	142	165	16.2%
SYSTEM TOTAL	1,265	1,475	1,271	1,487	17.0%

Maximum Scheduled Fleet Includes 25 Strategic Buses

Table 4.10
Comparison of Bus Miles Operated: FY 2007 - FY 2008

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

Table 4.11
Bus Operator Payhours: FY 2008

Category	FY2008 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + OT)	4,629,047	\$23.62	\$109,318,875
Subtotal:	4,629,047		\$109,318,875
Non-Scheduled OT/Special Event	99,808	\$23.62	\$2,357,051
Contract/Subcontract	37,400	\$23.62	\$883,233
Standing Extra	37,572	\$23.62	\$887,295
Strategic	79,065	\$23.62	\$1,867,187
Utility	52,877	\$23.62	\$1,248,735
Training	285,588	\$23.62	\$6,744,403
Miscellaneous	91,829	\$23.62	\$2,168,620
Guarantees	93,035	\$23.62	\$2,197,101
Funeral Leave	7,295	\$23.62	\$172,278
Jury Duty	4,794	\$23.62	\$113,214
Vacation	374,078	\$23.62	\$8,834,170
Sick	186,500	\$23.62	\$4,404,356
Holiday	209,550	\$23.62	\$4,948,701
Subtotal:	1,559,391		\$36,826,343
Grand Total:	6,188,438	\$23.62	\$146,145,218

Table 4.12
Metrobus Route Summary: FY 2008

	Annual Platform Hours	
	Total Service FY2007	Total Service FY2008
Regional Routes		
District of Columbia	1,530,651	1,541,272
Maryland	794,094	802,985
Virginia	670,537	682,654
Totals for Regional:	2,995,282	3,026,911
Non-Regional Routes		
District of Columbia	383,997	395,331
Maryland	323,763	342,285
Virginia	122,547	128,012
Totals for Non-Regional:	830,307	865,627
Reimbursable Routes		
District of Columbia	75,571	145,988
Maryland	58,947	41,580
Virginia	50,607	18,743
Totals for Reimbursable:	185,125	206,310
TOTAL METROBUS ROUTES	4,010,714	4,098,849

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.

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>FY2007</u>	<u>ADDITIONAL</u> <u>SERVICE</u> <u>CHANGES</u>	<u>TOTAL</u>
42	MT PLEASANT	62,704	175	62,879
30,32,34,35,36	PENNSYLVANIA AVE	165,767	(3,441)	162,326
5A	DC-DULLES	20,264	834	21,098
52,53,54	14TH ST	96,720	2,392	99,112
60,64	FORT TOTTEN-PETWORTH	20,458	(52)	20,406
62	TAKOMA PETWORTH	19,406	(74)	19,332
66,68	PETWORTH-11TH ST	38,794	(6,892)	31,902
70,71	GEORGIA AVE-7TH ST	90,232	7,312	97,544
80	NORTH CAPITOL ST	55,984	4,999	60,983
90,92,93	U ST-GARFIELD	106,168	5,704	111,872
94	STANTON ROAD	12,201	(48)	12,153
96,97	EAST CAPITOL ST-CARDOZO	53,277	(3,560)	49,717
A2,3,6,7,8,42,46,48	ANACOSTIA-CONGRESS HEIGHTS	76,773	827	77,600
A4,A5	ANACOSTIA-FORT DRUM	24,356	430	24,786
A9	SOUTH CAPITOL ST	6,393	143	6,536
B2	BLADENSBURG RD-SOUSA BRIDGE	54,904	1,027	55,931
D1,3,6	SIBLEY HOSPITAL-STADIUM/ARMORY	71,344	(4,417)	66,927
D5	MACARTHUR BLVD-GEORGETOWN	4,071	(162)	3,909
E2,E3,E4	MILITARY RD-CROSSTOWN	46,520	2,181	48,701
G2	P ST-LEDROIT PARK	26,340	(49)	26,291
G8	RHODE ISLAND AVE	34,199	158	34,357
H1	BROOKLAND-POTOMAC PARK	5,038	(99)	4,939
H2, H3,H4	CROSSTOWN	50,243	525	50,768
L1,L2,L4	CONNECTICUT AVE	40,135	377	40,512
N2,N3,N4,N6	MASSACHUSETTS AVE	40,432	(381)	40,051
N22	NAVY YARD SHUTTLE	14,478	103	14,581
S1	16TH ST-POTOMAC PARK	9,882	6	9,888
S2,S4	16TH ST	107,222	1,657	108,879
U2	MINNESOTA AVE-ANACOSTIA	11,747	187	11,934
V5	FAIRFAX VILLAGE-L'ENFANT PLAZA	5,429	(176)	5,253
V7,V8,V9	MINNESOTA AVE-M ST	42,439	306	42,745
W4	DEANWOOD-ALABAMA AVE	40,442	769	41,211
X1, X3	BENNING RD	10,271	406	10,677
X2	BENNING RD-H ST	66,018	(546)	65,472
TOTAL D.C. REGIONAL		1,530,651	10,621	1,541,272

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

NON-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>FY2007</u>	<u>ADDITIONAL</u> <u>SERVICE</u> <u>CHANGES</u>	<u>TOTAL</u>
98	WOODLEY PARK-U ST LOOP	6,302	(33)	6,269
B8,B9	FORT LINCOLN SHUTTLE	6,293	179	6,472
D2	GLOVER PARK-DUPONT CIRCLE	18,183	290	18,473
D4	IVY CITY-UNION STATION	16,867	(453)	16,414
D8	HOSPITAL CENTER	38,879	1,501	40,380
E6	CHEVY CHASE	5,655	90	5,745
H6	BROOKLAND-FORT LINCOLN LOOP	18,806	192	18,998
H8,H9	PARK RD-BROOKLAND	29,612	3,048	32,660
K1	TAKOMA-WALTER REED	3,757	12	3,769
K2	TAKOMA-FORT TOTTEN	3,835	61	3,896
M2	FAIRFAX VILLAGE-NAYLOR ROAD	1,978	67	2,045
M4	NEBRASKA AVE	10,391	324	10,715
M6	FAIRFAX VILLAGE	13,903	512	14,415
M8,M9	CONGRESS HEIGHTS SHUTTLE	7,799	228	8,027
N8	VAN NESS-WESLEY HEIGHTS LOOP	10,851	(350)	10,501
P1,P2,P6	ANACOSTIA-ECKINGTON	39,890	536	40,426
U4	SHERIFF RD-RIVER TERRACE	11,652	102	11,754
U5,U6	MAYFAIR-MARSHALL HEIGHTS	28,193	1,453	29,646
U8	CAPITOL HEIGHTS-BENNING HEIGHTS	30,089	195	30,284
W2,W3	S.E. COMMUNITY HOSPITAL-ANACOSTIA	36,391	1,253	37,644
W6,8	GARFIELD-ANACOSTIA LOOP	28,638	252	28,890
X8	MARYLAND AVE	8,621	61	8,682
SCHOOL (VARIOUS)	Various	7,412	1,814	9,226
TOTAL DC NON-REGIONAL		383,997	11,334	395,331

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 FY2007</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
81,82,83,86	COLLEGE PARK	49,108	46	49,154
84,85	RHODE ISLAND AVE-NEW CARROLLTON	16,761	295	17,056
A11,A12	M L KING JR HWY	33,452	391	33,843
C2,C4	GREENBELT-TWINBROOK	86,067	1,162	87,229
C7,C9	GREENBELT-GLENMONT	7,901	126	8,027
C8	COLLEGE PARK-WHITE FLINT	18,609	(16)	18,593
C11,C13	CLINTON	4,613	168	4,781
C12,C14	HILLCREST HEIGHTS	10,404	151	10,555
D12,D13,D14	OXON HILL-SUITLAND	45,432	479	45,911
F1,F2	CHILLUM RD	20,278	195	20,473
F4,F6	PRINCE GEORGE'S-SILVER SPRING	51,561	529	52,090
H11,12,13	MARLOW HEIGHTS-TEMPLE HILLS	15,509	133	15,642
J1,J2,J3	BETHESDA-SILVER SPRING	59,506	(1,721)	57,785
K6	NEW HAMPSHIRE AVE-MARYLAND	39,981	685	40,666
K11,K12,K13	FORESTVILLE	19,194	189	19,383
P12	EASTOVER-ADDISON RD	44,251	385	44,636
P17,18,19	OXON HILL-FORT WASHINGTON	23,067	974	24,041
Q2	VEIRS MILL RD	75,370	612	75,982
R1,2,5	RIGGS RD	24,962	18	24,980
T18	ANNAPOLIS RD	21,248	103	21,351
V11,V12	DISTRICT HEIGHTS-SUITLAND	16,145	206	16,351
W13,W14	BOCK ROAD	13,936	1,369	15,305
W15	CAMP SPRINGS-INDIAN HEAD HWY	4,500	243	4,743
Y5,7,8,9	GEORGIA AVE-MARYLAND	58,293	(382)	57,911
Z8	FAIRLAND	33,946	2,550	36,496
TOTAL MARYLAND REGIONAL		794,094	8,891	802,985

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 FY2007</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
87,88	LAUREL EXPRESS	9,684	134	9,818
89,89M	LAUREL	7,588	641	8,229
B21,B22	BOWIE STATE UNIVERSITY	7,136	213	7,349
B24,B25	BOWIE-BELAIR	9,445	1,168	10,613
B27	BOWIE-NEW CARROLLTON	3,459	14	3,473
C21,22,26,29	CENTRAL AVENUE	27,049	166	27,215
C28	POINTER RIDGE	5,986	32	6,018
F8	PRINCE GEORGE'S-LANGLEY PARK	17,993	51	18,044
F12	ARDWICK INDUSTRIAL PARK SHUTTLE	6,752	113	6,865
F13	CHEVERLY-WASH BUSINESS PARK	8,878	55	8,933
F14	SHERIFF RD-CAPITOL HEIGHTS	20,052	145	20,197
J5	TWINBROOK-SILVER SPRING	4,016	120	4,136
J7,9	I-270 EXPRESS	7,635	194	7,829
J11,12,13	MARLBORO PIKE	12,011	1,103	13,114
L7,L8	CONNECTICUT AVE-MARYLAND	22,653	417	23,070
R3	GREENBELT-FORT TOTTEN	14,898	(2,940)	11,958
R4	QUEENS CHAPEL RD	11,836	12,159	23,995
R12	KENILWORTH AVE-NEW CARROLLTON	24,580	(9,125)	15,455
T2	RIVER RD	19,766	468	20,234
T16,17	GREENBELT	17,128	191	17,319
V14,15	DISTRICT HEIGHTS-SEAT PLEASANT	17,014	(180)	16,834
Z2	COLESVILLE RD-ASHTON	-	15,739	15,739
Z6	CALVERTON-WESTFARM	22,670	(319)	22,351
Z9,29	LAUREL-BURTONSVILLE EXPRESS	9,985	373	10,358
Z11,13	BRIGGS CHANEY EXPRESS	15,549	(2,409)	13,140
TOTAL MARYLAND NON-REGIONAL		323,763	18,522	342,285

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 FY2007</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
1BCDEFZ	WILSON BLVD-FAIRFAX	36,592	5,542	42,134
2ABCG	WASHINGTON BLVD	35,797	(250)	35,547
2T	TYSONS CORNER-DUNN LORING	14,060	520	14,580
3ABE	LEE HWY	33,049	(3,315)	29,734
3T	PIMMIT HILLS	16,980	90	17,070
3Y	LEE HWY-FARRAGUT SQUARE	1,121	1,681	2,802
4ABEHS	PERSHING DR-ARLINGTON BLVD	22,992	143	23,135
7ABCDEFHPWX	LINCOLNIA-NORTH FAIRLINGTON	41,645	679	42,324
8SWXZ	FOXCHASE-SEMINARY VALLEY	12,989	(119)	12,870
9AE	HUNTINGTON-PENTAGON	23,423	404	23,827
9S	CRYSTAL CITY-POTOMAC YARD			8,517
R99(REX)	RICHMOND HIGHWAY EXPRESS	33,522	261	33,783
10AE	HUNTING TOWERS-PENTAGON	23,212	(283)	22,929
10B	HUNTING TOWERS-BALLSTON	29,256	(221)	29,035
11Y	MT VERNON EXPRESS	4,297	69	4,366
13ABG	NAT AIRPORT-PENTAGON-WASHINGTON	14,491	(2,207)	12,284
15KL	CHAIN BRIDGE ROAD	10,354	349	10,702
16ABDEFJ	COLUMBIA PIKE	59,326	(2,574)	56,752
16GHKW	COLUMBIA HEIGHTS WEST - PENTAGON CITY	33,399	223	33,622
16L	ANNANDALE-SKYLINE CITY-PENTAGON	1,619	95	1,714
16Y	COLUMBIA PIKE - FARRAGUT SQUARE	7,248	248	7,496
22A	BARCROFT-S. FARLINGTON	12,839	1,794	14,633
23AC	MCLEAN-CRYSTAL CITY	43,359	(107)	43,252
24P	BALLSTON-PENTAGON	7,273	(171)	7,102
25AFGJPR	BALLSTON-BRADLEE PENTAGON	19,066	(202)	18,864
25B	LANDMARK-BALLSTON	15,644	(151)	15,493
28AB	ALEXANDRIA-TYSONS CORNER	37,852	630	38,482
28FG	SKYLINE CITY	4,455	(82)	4,374
28T	TYSONS CORNER-WEST FALLS CHURCH	9,413	259	9,672
29CEGHX	ANNANDALE	20,017	426	20,443
29KN	ALEXANDRIA-FAIRFAX	20,329	(19)	20,310
38B	BALLSTON-FARRAGUT SQUARE	24,918	(112)	24,806
TOTAL VIRGINIA REGIONAL		670,537	3,600	682,654

NON-REGIONAL ROUTES

<u>VIRGINIA ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL SERVICE FY2005</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL</u>
2W	VIENNA-OAKTON	2209	35	2,244
12CD	CENTREVILLE NORTH	6998	(197)	6,801
12A,E,F,G	CENTREVILLE SOUTH	10655	392	11,047
12LM	L RKY RUN-VIENNA	4731	55	4,786
12RS	SULLY STATION-VIENNA	6,790	319	7,109
17GHKL	KINGS PARK EXPRESS	21,026	669	21,695
17ABFM	KINGS PARK	13,048	2,821	15,869
18EF	SPRINGFIELD	4,310	135	4,445
18GHJ	ORANGE HUNT	9,287	(61)	9,226
18PRS	BURKE CENTRE	17,088	(327)	16,761
20FWX	CHANTILLY-GREENBRIAR	7,028	112	7,140
21ABCDF	LANDMARK-PENTAGON	9,287	474	9,761
22B	PENTAGON-ARMY NAVY DRIVE-SHIRLEY PARK	6,481	906	7,387
24T	MCLEAN HAM-E FALLS CHURCH	3,609	132	3,741
TOTAL VIRGINIA NON-REGIONAL		122,547	5,465	128,012

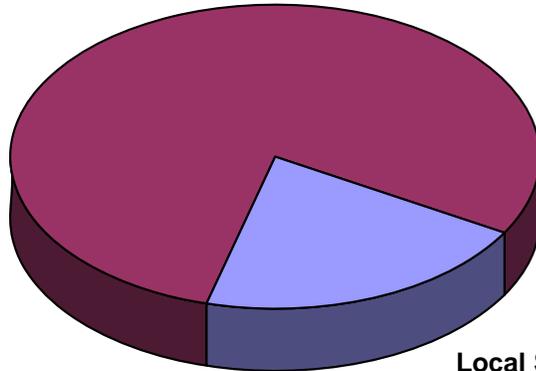
Operating Budget by Mode: Metrorail

Metrorail Service

Fiscal 2008 Proposed: \$638.1 Million

Where it Comes From

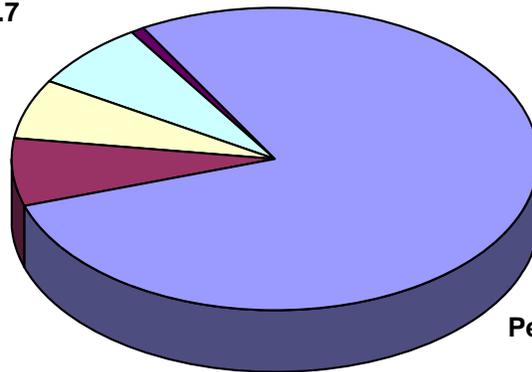
Revenues \$505.1



Local Subsidy \$133.0

Where it Goes

Other \$5.7
Propulsion \$45.6
Materials \$40.5
Services \$46.9



Personnel \$499.4

\$ Millions

Table 4.14
Revenue, Expense and Subsidy
Metrorail by Account

(dollars in thousands)

	Actual <u>2005</u>	Actual <u>2006</u>	Approved Budget <u>2007</u>	Approved Budget <u>2008</u>	Change
REVENUES					
Passenger	373,329.8	398,547.8	421,099.9	422,456.6	1,356.7
Other Passenger	2,132.6	1,362.6	2,133.8	2,133.8	0.0
Parking	35,742.4	38,580.8	40,000.0	40,000.0	0.0
Advertising	8,700.0	9,000.0	10,020.0	12,540.0	2,520.0
Joint Development	7,609.2	7,824.6	7,219.9	7,219.9	(0.0)
Other	2,422.2	11,371.4	9,209.8	9,206.8	(3.0)
Employee Parking	83.8	124.9	90.0	90.0	0.0
Interest	846.3	1,264.0	1,650.2	1,650.2	0.0
Fiber Optics	8,857.2	9,283.0	8,800.0	9,800.0	1,000.0
Total Revenues	\$439,723.6	\$477,359.0	\$500,223.6	\$505,097.3	\$4,873.7
EXPENSES					
Personnel	415,103.7	456,638.0	467,894.6	499,988.0	32,093.4
Services	30,974.9	34,656.6	43,610.0	46,931.2	3,321.2
Materials & Supplies	38,037.2	40,887.6	39,651.8	40,425.3	773.5
Fuel & Propulsion Power	33,603.8	34,955.5	38,681.5	45,614.1	6,932.6
Utilities	21,700.8	23,181.8	23,356.9	29,190.0	5,833.1
Casualty & Liability	5,827.5	7,906.8	9,088.8	12,338.5	3,249.6
Leases & Rentals	3,020.3	2,880.4	2,526.3	3,193.9	667.6
Miscellaneous	2,124.2	2,700.1	3,075.1	3,091.2	16.2
Preventive Maint./Reimb.	(5,373.0)	(6,180.9)	(7,070.5)	(42,622.2)	(35,551.7)
Total Expenses	\$545,019.4	\$597,625.8	\$620,814.5	\$638,150.0	\$17,335.5
GROSS SUBSIDY	\$105,295.8	\$120,266.8	\$120,590.9	\$133,052.7	\$12,461.8
Cost Recovery Ratio	80.68%	79.88%	80.58%	79.15%	28.11%

Table 4.15
Operating Expense
Metrorail by Account
(dollars in thousands)

	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries(Total)	\$106,532.3	\$117,130.2	\$117,656.0	\$119,982.3	\$2,326.2
Full-Time Salaries	96,506.6	104,262.2	112,996.7	113,261.0	264.4
Salary Lapse	0.0	0.0	(3,041.9)	0.0	3,041.9
Overtime Salaries	10,025.7	12,868.0	7,701.3	6,721.2	(980.1)
Wages(Total)	\$212,402.9	\$227,943.5	\$230,227.5	\$241,975.9	\$11,748.3
Operator/StaMgr Wages	51,125.6	53,307.6	71,312.4	66,776.5	(4,535.9)
Operator/StaMgr Overtime	15,824.0	17,542.0	0.0	13,536.8	13,536.8
Full Time Wages	130,263.6	136,786.7	148,927.3	150,916.7	1,989.5
Wage Lapse	0.0	0.0	(4,333.0)	0.0	4,333.0
Overtime Wages	15,189.8	20,307.2	14,320.8	10,745.8	(3,575.0)
TOTAL SALARIES AND WAGES	\$318,935.3	\$345,073.7	\$347,883.6	\$361,958.1	\$14,074.6
Fringes(Total)	\$96,168.5	\$111,564.4	\$120,011.0	\$138,029.9	\$18,018.9
Fringe Health	56,675.1	65,963.0	0.0	74,091.1	74,091.1
Fringe Pension	11,282.8	13,845.3	38.1	24,685.5	24,647.4
Other Fringe Benefits	25,784.5	28,299.3	114,540.8	29,828.2	(84,712.5)
Workers Compensation	2,426.1	3,456.8	5,432.1	9,425.0	3,992.9
TOTAL PERSONNEL COST	\$415,103.7	\$456,638.0	\$467,894.6	\$499,988.0	\$32,093.4
Services(Total)	\$30,974.9	\$34,656.6	\$43,610.0	\$46,931.2	\$3,321.2
Management Fee	3,472.4	4,220.1	4,038.1	5,175.4	1,137.3
Professional & Technical	5,757.8	5,434.7	9,771.8	9,632.2	(139.6)
Temporary Help	924.6	912.5	851.8	1,201.0	349.3
Contract Maintenance	13,851.3	15,557.5	16,268.2	19,938.1	3,669.9
Custodial Services	7.9	(5.5)	0.6	0.6	0.0
Paratransit	0.0	0.0	0.0	0.0	0.0
Other	6,960.8	8,537.2	12,679.5	10,983.9	(1,695.6)
Materials & Supplies(Total)	\$38,037.2	\$40,887.6	\$39,651.8	\$40,425.3	\$773.5
Fuel and Lubricants	914.9	1,207.0	787.1	1,391.1	603.9
Tires	64.8	46.5	90.8	125.8	35.0
Other	37,057.5	39,634.1	38,773.8	38,908.4	134.5
Fuel & Propulsion(Total)	\$33,603.8	\$34,955.5	\$38,681.5	\$45,614.1	\$6,932.6
Diesel Fuel	0.3	4.6	0.0	0.0	0.0
Propulsion Power	33,603.4	34,950.9	38,681.5	45,614.1	6,932.6
Clean Natural Gas	0.0	0.0	0.0	0.0	0.0
Utilities(Total)	\$21,700.8	\$23,181.8	\$23,356.9	\$29,190.0	\$5,833.1
Electricity and Gas	17,662.4	19,216.3	18,271.7	23,861.2	5,589.6
Utilities - Other	4,038.4	3,965.5	5,085.3	5,328.8	243.5
Casualty & Liability(Total)	\$5,827.5	\$7,906.8	\$9,088.8	\$12,338.5	\$3,249.6
Insurance	5,436.8	5,505.5	5,880.3	6,056.7	176.4
Claims	390.6	2,401.2	3,208.5	6,281.7	3,073.2
Leases(Total)	\$3,020.3	\$2,880.4	\$2,526.3	\$3,193.9	\$667.6
Property	276.2	666.6	308.0	308.0	0.0
Equipment	2,744.2	2,213.8	2,218.3	2,885.9	667.6
Miscellaneous(Total)	\$2,124.2	\$2,700.1	\$3,075.1	\$3,091.2	\$16.2
Dues And Subscriptions	196.1	120.8	384.3	364.3	(20.0)
Conferences and Meetings	126.1	436.8	274.8	224.2	(50.6)
Business Travel/Public Hrg	259.9	418.3	401.3	320.1	(81.3)
Interview & Relocation	15.2	51.0	54.1	55.6	1.6
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1,187.8	1,274.1	1,577.5	1,531.5	(46.0)
Other	339.1	399.0	383.0	595.5	212.4
Reimbursements(Total)	(\$5,373.0)	(\$6,180.9)	(\$7,070.5)	(\$42,622.2)	(\$35,551.7)
Reimbursements	(5,373.0)	(6,180.9)	(7,070.5)	(42,622.2)	(35,551.7)
TOTAL NONPERSONNEL COST	\$129,915.7	\$140,987.8	\$152,919.9	\$138,162.0	(\$14,757.9)
TOTAL COST	\$545,019.4	\$597,625.8	\$620,814.5	\$638,150.0	\$17,335.5

Table 4.16
Metrorail Statistics: FY 2003 - FY 2008
(in thousands)

	FY 2003 <u>Actual</u>	FY 2004 <u>Actual</u>	FY 2005 <u>Actual</u>	FY 2006 <u>Approved</u>	FY 2007 <u>Approved</u>	FY 2008 <u>Approved</u>
STATISTICS:						
Total Railcar Miles	58,683	60,143	64,235	68,093	70,540	76,741
Revenue Railcar Miles	56,470	58,205	62,153	66,493	68,940	75,141
Total Passengers	184,364	189,986	195,186	199,278	214,075	209,721
Total Passenger Revenue	\$292,801	\$322,272	\$373,330	\$376,472	\$421,099	\$422,457
Total Operating Revenue	\$330,660	\$374,074	\$439,724	\$447,044	\$500,224	\$505,097
Total Operating Net Expense (1)	\$468,229	\$502,714	\$547,719	\$578,022	\$620,815	\$638,125
Total Operating Assistance	\$137,569	\$128,640	\$107,995	\$130,976	\$120,591	\$133,028
RATIOS:						
Passengers Per Revenue Railcar Mile	3.26	3.26	3.14	3.00	3.11	2.79
Operating Cost Per Total Railcar Mile	\$7.98	\$8.36	\$8.53	\$8.49	\$8.80	\$8.32
Operating Cost Per Passenger	\$2.54	\$2.65	\$2.81	\$2.90	\$2.90	\$3.04
Operating Subsidy Per Passenger	\$0.75	\$0.68	\$0.55	\$0.66	\$0.56	\$0.63
Average Passenger Fare	\$1.59	\$1.70	\$1.91	\$1.89	\$1.97	\$2.01
Percentage of Operating Cost Recovered from Passenger Revenues	62.5%	64.1%	68.2%	65.1%	67.8%	66.2%
Percentage of Operating Cost Recovered from all Operating Revenues	70.6%	74.4%	80.3%	77.3%	80.6%	79.2%

Table 4.17
Payhours for Rail Operators and Station Managers: FY 2008

FY2008 Train Operator Wages			
Category	Payhours	Average Hourly Rate	Budget
Scheduled F/T	954,426	\$26.14	\$24,948,409
Scheduled P/T (1)	46,800	\$32.06	\$1,500,174
New Car Testing	38,255	\$26.14	\$1,000,024
Interlocking Pay Hours	94,048	\$29.80	2,802,245
Subtotal:	1,133,529		\$30,250,852
NonScheduled Overtime/Special Event	192,816	\$26.14	\$5,040,163
Standing Extra	1,100	\$26.14	\$28,754
Utility	51,000	\$33.80	\$1,723,800
Training	51,439	\$26.14	\$1,344,600
Retraining	26,700	\$26.14	\$694,646
Misc.	6,800	\$26.14	\$177,750
Funeral/Other	1,900	\$26.14	\$49,154
Vacation	116,499	\$26.14	\$3,044,701
Sick	36,400	\$26.14	\$951,485
Holiday	69,584	\$26.14	\$1,818,905
Subtotal:	554,238		\$14,873,958
Total:	1,687,767	\$26.7	\$45,124,810

FY2008 Station Manager Wages			
Category	Payhours	Average Hourly Rate	Budget
Scheduled F/T	935,030	\$26.14	\$24,441,123
Scheduled P/T (1)	37,995	\$29.73	\$1,129,595
Subtotal:	973,025		\$25,570,718
NonScheduled Overtime/Special Event	119,984	\$26.14	\$3,136,274
Standing Extra	1,200	\$26.14	\$31,367
Utility	13,500	\$33.80	\$456,287
Training	48,000	\$26.14	\$1,254,677
Retraining	10,300	\$26.14	\$269,233
Misc.	4,500	\$26.14	\$117,626
Funeral/Other	2,100	\$26.14	\$54,892
Vacation	107,500	\$26.14	\$2,807,736
Sick	36,600	\$26.14	\$956,691
Holiday	68,902	\$26.14	\$1,801,032
Subtotal:	412,586		\$10,885,814
Total:	1,385,611		\$36,456,532

GRAND TOTAL \$81,581,342

(1) Maximum 30 hours work week

Table 4.18
Rail Car Miles

	<u>FISCAL 2007</u>	<u>FISCAL 2008</u>
Red Line	25,282,662	26,534,962
Blue Line	11,668,707	11,892,925
Orange Line	13,406,191	13,791,442
Yellow Line	4,009,510	5,165,744
Green Line	8,288,490	8,459,084
Verizon Arena	1,711,283	1,711,283
Ridership Pattern	325,000	325,000
Gap Trains	500,000	500,000
National Baseball	486,000	486,000
6000 / Metro Matter Car Deployment	3,263,000	6,275,000
Sub-Total Revenue Miles	<u>68,940,843</u>	<u>75,141,440</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	70,540,843	76,741,440

Table 4.19
Rail Service Levels: FY 2005 - FY 2008

<u>Rail Lines</u>	<u>2005 Actual</u>	<u>FY 2006 Approved</u>	<u>FY 2007 Approved</u>	<u>FY 2008 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	AddisonRd/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	21	23	23	23
Orange Line	32	32	32	31
Yellow Line	10	10	10	10
Green Line				
Greenbelt to Br	19	20	20	20
Gap	7	4	4	4
Start-up	1	1	1	1
TOTAL	134	134	134	133

Table 4.20
Rail Service Levels: FY 2005 - FY 2008

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

#During Times of Observed Peaking in Ridership, Tripper Trains Are Operated.

Table 4.21
Rail Service Levels: FY 2005 - FY 2008

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

* As of June 2007, 40 of the 154 6000 series cars were deployed for revenue services. The FY08 Budget assumes that 40 of the 184 rail cars will not be deployed due to scheduling delays.

Table 4.22
Rail Service Levels: FY 2005 - FY 2008

	FY 2005 <u>Actual</u>	FY 2006 <u>Approved</u>	FY 2007 <u>Approved</u>	FY 2008 <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
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
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
Yellow Line	2-4's/8-6's	2-4's/8-6's	2-4's/8-6's	10-6's
Green Line	20-6's	20-6's	20-6's	15-6's/5-8's
Gap	4's-6's	4's-6's	4's-6's	4's-6's
<u>CARS PER TRAIN WEEKDAY BASE/NIGHT</u>				
Red Line (A)	4/4	4/4	4/4	6/4
Blue Line	4/4	4/4	4/4	4/4
Orange Line (A)	4/4	4/4	4/4	6/4
Yellow Line	4/4	4/4	4/4	4/4
Green Line	4/4	4/4	4/4	6/4

Table 4.23
Park and Ride Facilities: FY 2008

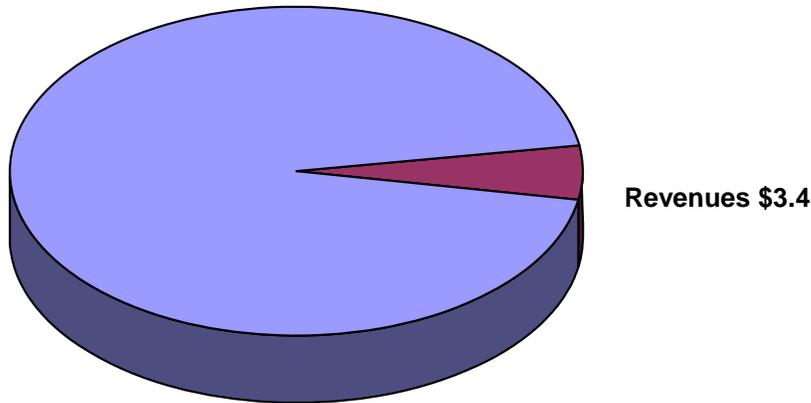
Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<u>Montgomery County</u>				
Grosvenor	1,894	\$4.00	\$2.50	\$1.50
White Flint	1,158	\$4.00	\$2.50	\$1.50
Twinbrook	1,097	\$4.00	\$2.50	\$1.50
Rockville	524	\$4.00	\$2.50	\$1.50
Shady Grove	5,467	\$4.00	\$2.50	\$1.50
Glenmont	1,781	\$4.00	\$2.50	\$1.50
Wheaton	977	\$3.25	\$2.50	\$0.75
Forest Glen	596	\$4.00	\$2.50	\$1.50
<u>Prince George's County</u>				
New Carrollton	3,519	\$3.50	\$2.75	\$0.75
Landover	1,866	\$3.50	\$2.75	\$0.75
Cheverly	530	\$3.50	\$2.75	\$0.75
Addison Road	1,268	\$3.50	\$2.75	\$0.75
Capitol Heights	372	\$3.50	\$2.75	\$0.75
Greenbelt	3,399	\$3.50	\$2.75	\$0.75
College Park	1,870	\$3.50	\$2.75	\$0.75
Prince George's Plaza	1,068	\$3.50	\$2.75	\$0.75
West Hyattsville	453	\$3.50	\$2.75	\$0.75
Southern Avenue	1,980	\$3.50	\$2.75	\$0.75
Naylor Road	368	\$3.50	\$2.75	\$0.75
Suitland	1,890	\$3.50	\$2.75	\$0.75
Branch Avenue	3,072	\$3.50	\$2.75	\$0.75
Largo Town Center	2,200	\$3.50	\$2.75	\$0.75
Morgan Blvd	635	\$3.50	\$2.75	\$0.75
<u>District of Columbia</u>				
Deanwood	194	\$3.50	\$3.50	
Minnesota Avenue	333	\$2.50	\$2.50	
Rhode Island Avenue	340	\$3.50	\$3.50	
Fort Totten	408	\$3.50	\$3.50	
Anacostia	808	\$3.50	\$3.50	
<u>Northern Virginia</u>				
Huntington, N	1,281	\$3.75	\$2.50	\$1.25
Huntington, S	1,809	\$3.75	\$2.75	\$1.00
West Falls Church	2,009	\$3.75	\$2.50	\$1.25
Dunn Loring	1,319	\$3.75	\$2.50	\$1.25
Vienna	5,849	\$3.75	\$2.50	\$1.25
Franconia-Springfield	5,069	\$3.75	\$2.50	\$1.25
Van Dorn Street	361	\$3.75	\$3.25	\$0.50
East Falls Church	422	\$3.75	\$2.75	\$1.00
Grand Totals	58,186			

Operating Budget by Mode: MetroAccess

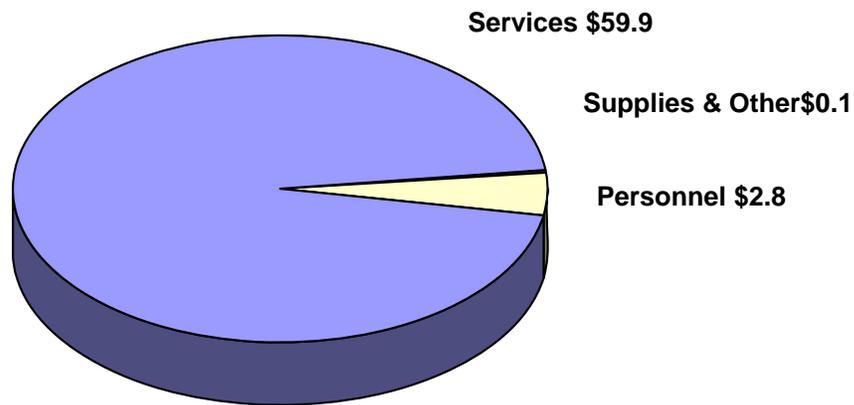
Metro Access Paratransit Service Fiscal 2008 Approved: \$62.8 Million

Where it Comes From

Local Subsidy \$59.4



Where it Goes



\$ Millions

Table 2.24
Revenue, Expense and Subsidy
MetroAccess by Account

(dollars in thousands)

	Actual <u>2005</u>	Actual <u>2006</u>	Approved Budget <u>2007</u>	Approved Budget <u>2008</u>	<u>Change</u>
REVENUES					
Passenger	2,825.9	2,993.5	3,600.0	3,400.0	(200.0)
Other	0.0	252.2	0.0	0.0	0.0
Total Revenues	\$2,825.9	\$3,245.7	\$3,600.0	\$3,400.0	(\$200.0)
EXPENSES					
Personnel	651.3	492.5	1,803.9	2,757.7	953.8
Services	41,263.4	51,188.5	53,894.5	59,881.5	5,987.0
Materials & Supplies	26.6	77.1	37.4	139.4	102.0
Fuel & Propulsion Power	0.0	0.1	0.0	0.0	0.0
Utilities	58.8	52.7	71.3	117.0	45.7
Casualty & Liability	(0.3)	0.0	11.1	21.8	10.6
Leases & Rentals	242.7	456.8	502.4	523.1	20.8
Miscellaneous	19.7	12.7	22.9	30.8	7.9
Preventive Maint./Reimb.	(0.0)	0.0	0.0	(633.7)	(633.7)
Total Expenses	\$42,262.1	\$52,280.3	\$56,343.4	\$62,837.5	\$6,494.1
GROSS SUBSIDY	\$39,436.2	\$49,034.7	\$52,743.4	\$59,437.5	\$6,694.1
Cost Recovery Ratio	6.69%	6.21%	6.39%	5.41%	-3.08%

Table 4.25
MULTI-YEAR OPERATING EXPENSE
MetroAccess by Account
(dollars in thousands)

	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries(Total)	\$489.0	\$377.4	\$1,353.4	\$1,998.9	\$645.5
Full-Time Salaries	481.3	365.3	1,355.3	1,998.8	643.5
Salary Lapse	0.0	0.0	(2.9)	0.0	2.9
Overtime Salaries	7.7	12.1	1.0	0.1	(0.9)
Wages(Total)	\$14.4	\$13.9	\$13.0	\$11.8	(\$1.2)
Operator/StaMgr Wages	0.0	0.2	0.0	0.0	0.0
Operator/StaMgr Overtime	0.0	0.0	0.0	0.0	0.0
Full Time Wages	13.3	12.5	12.7	11.7	(1.0)
Wage Lapse	0.0	0.0	(0.4)	0.0	0.4
Overtime Wages	1.1	1.2	0.6	0.0	(0.6)
TOTAL SALARIES AND WAGES	\$503.4	\$391.3	\$1,366.4	\$2,010.6	\$644.2
Fringes(Total)	\$147.9	\$101.2	\$437.4	\$747.0	\$309.6
Fringe Health	90.3	76.7	0.0	436.0	436.0
Fringe Pension	18.1	16.6	0.1	145.3	145.1
Other Fringe Benefits	39.5	7.9	437.3	165.7	(271.6)
Workers Compensation	0.0	0.0	0.0	0.0	0.0
TOTAL PERSONNEL COST	\$651.3	\$492.5	\$1,803.9	\$2,757.7	\$953.8
Services(Total)	\$41,263.4	\$51,188.5	\$53,894.5	\$59,881.5	\$5,987.0
Management Fee	0.0	0.0	0.0	0.0	0.0
Professional & Technical	12.8	15.3	193.5	956.4	762.8
Temporary Help	0.4	0.5	10.4	9.3	(1.1)
Contract Maintenance	27.0	115.1	48.0	49.7	1.8
Custodial Services	0.0	0.0	0.0	0.0	0.0
Paratransit	41,166.5	50,948.5	53,536.4	58,439.1	4,902.6
Other	56.6	109.2	106.2	427.0	320.9
Materials & Supplies(Total)	\$26.6	\$77.1	\$37.4	\$139.4	\$102.0
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	26.6	77.1	37.4	139.4	102.0
Fuel & Propulsion(Total)	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0
Diesel Fuel	0.0	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)	\$58.8	\$52.7	\$71.3	\$117.0	\$45.7
Electricity and Gas	34.4	31.5	42.2	47.3	5.1
Utilities - Other	24.3	21.2	29.1	69.7	40.6
Casualty & Liability(Total)	(\$0.3)	\$0.0	\$11.1	\$21.8	\$10.6
Insurance	(0.3)	0.0	0.0	0.0	0.0
Claims	0.0	0.0	11.1	21.8	10.6
Leases(Total)	\$242.7	\$456.8	\$502.4	\$523.1	\$20.8
Property	240.5	459.5	500.0	520.0	20.0
Equipment	2.2	(2.7)	2.4	3.1	0.8
Miscellaneous(Total)	\$19.7	\$12.7	\$22.9	\$30.8	\$7.9
Dues And Subscriptions	0.3	0.4	1.7	2.0	0.3
Conferences and Meetings	8.6	10.4	9.6	13.2	3.6
Business Travel/Public Hrg	1.6	0.8	2.6	4.9	2.3
Interview & Relocation	0.0	0.0	0.2	0.2	0.0
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1.0	0.9	1.5	3.4	1.9
Other	8.1	0.1	7.3	7.0	(0.2)
Reimbursements(Total)	(\$0.0)	\$0.0	\$0.0	(\$633.7)	(\$633.7)
Reimbursements	(0.0)	0.0	0.0	(633.7)	(633.7)
TOTAL NONPERSONNEL COST	\$41,610.8	\$51,787.8	\$54,539.6	\$60,079.9	\$5,540.3
TOTAL COST	\$42,262.1	\$52,280.3	\$56,343.4	\$62,837.5	\$6,494.1

Benchmark Performance Indicators

For the first time, the Washington Metropolitan Area Transit Authority is including the results of a Benchmark Performance exercise. The Performance Measure Benchmarking Exercise required the voluntary participation of various transit properties. The participating members are members of TFLEX, a transit finance learning exchange group. The participating members were as follows: MTA of Los Angeles, CTA of Chicago, DART of Dallas, WMATA of Washington, and MBTA of Boston. Voluntary participation is essential in assuring normalized data inputs.

The original scope of this exercise was to collect three years of Bus and Rail data inputs to quantify and assemble performance measures. It has been expanded to include two additional years of data where feasible. The focus excluded Capital, Paratransit, Commuter, and street car activity.

HOW BENCHMARK VALUES WERE DETERMINED

This was not a competitive exercise; however, the voluntary members provided WMATA with their data based on WMATA consent to maintain the CONFIDENTIALITY of their individual data inputs and results. As a result, the benchmark presentation reflects a comparison between WMATA and the average of the remaining transit properties. The average results are based on a straight average or weighted average where appropriate. The data inputs were received, normalized, quantified by WMATA Analysts, and reviewed by each participating members.

PHASE I OF A BENCHMARKING EXERCISE

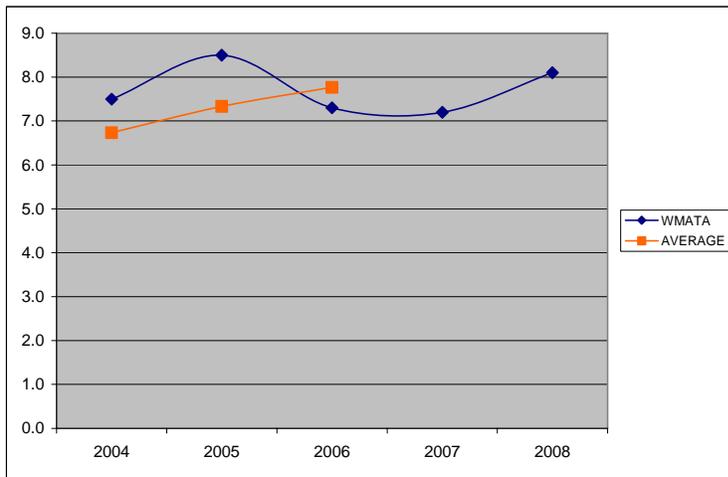
Several resources were originally reviewed by the WMATA Director of Finance, Financial Analysts, and an Executive Member of the former General Managers team. Ultimately the best resource appeared to be the Transit Cooperative Research Report #88, published by the Transportation Research Board of the National Academies and sponsored by FTA.

Approximately 30 performance measures were selected by collected over 900 data inputs. This section of the budget book includes sample results of the 900 data inputs collected. The measures focus on EFFICIENCY, EFFECTIVENESS, SAFETY, RELIABILITY, AND COST EFFECTIVENESS.

Generally organizations collect performance measures to:

1. Aid in identifying how well they are providing service to customers
2. To identify areas of improvement
3. And or to review the effects of actions previously taken

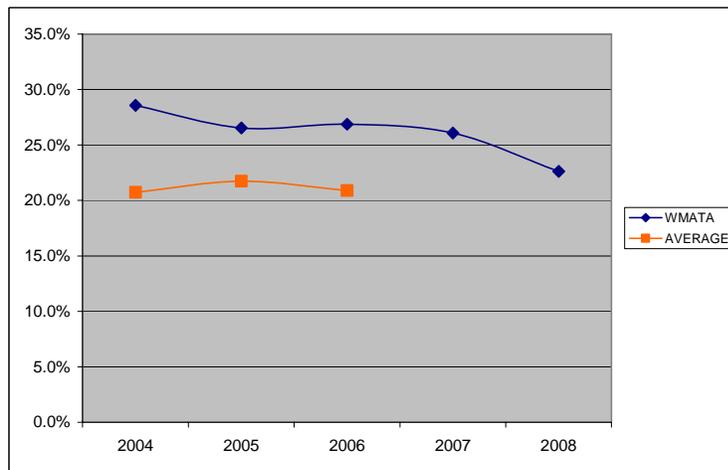
Benchmark Performance Indicators: Metrobus



Average Age of Vehicles

Focus: Reliability Measure

Narrative: This measure identifies average age of the rail fleet. Comparing average age to average life span assists with financial planning and maintenance program scheduling.



Farebox Recovery Ratio

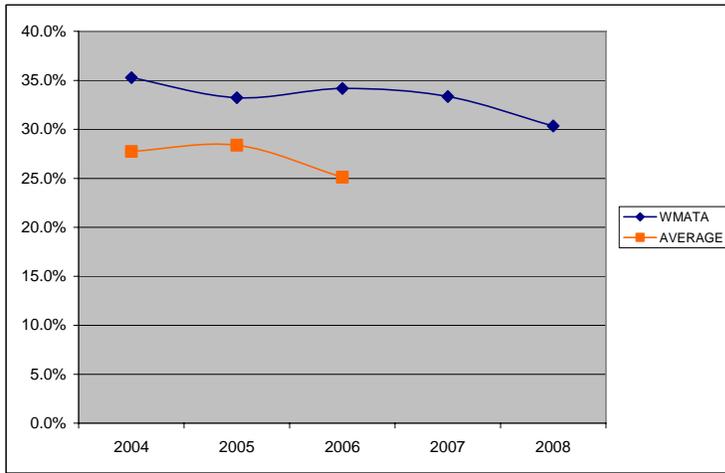
Focus: Cost-Effectiveness Measure *Higher ratio indicates effectiveness

Narrative: This evaluates a transit systems ability to transport people in a cost-effective fashion. It is an indication of how much of the agency's costs are covered by passenger fares.

Operating Ratio

Focus: Cost-Effectiveness Measure *Higher ratio indicates effectiveness

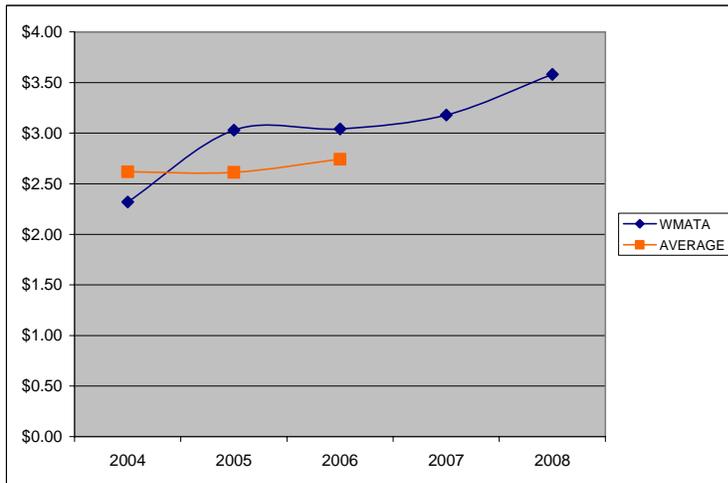
Narrative: It is an indication of how much of the agency's costs are covered by total revenue. It is also an indication of the amount of subsidy required.



Cost per Passenger

Focus: Cost Effectiveness Measure *Lower cost incurred indicate effectiveness

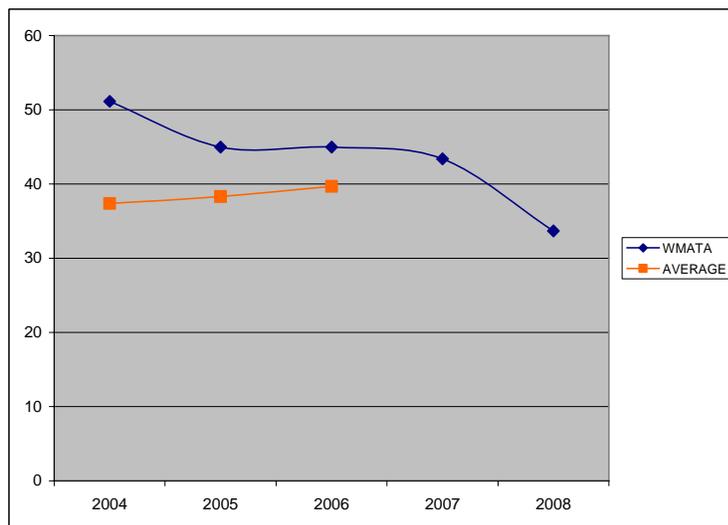
Narrative: Measures cost incurred to transport each passenger; this measure also evaluates a transit systems ability to perform its core function.

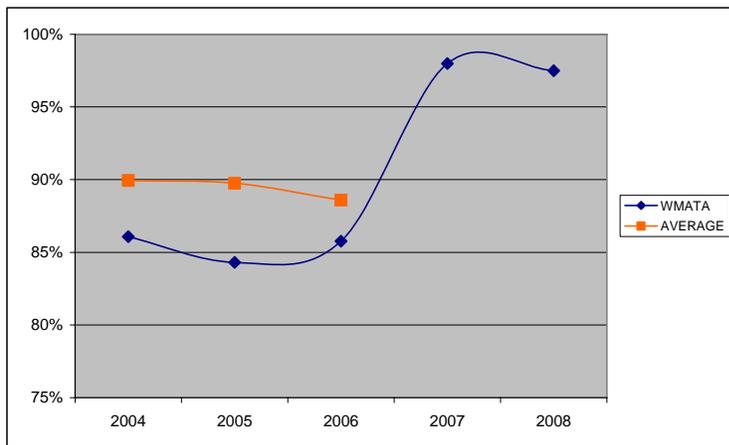


Passengers per Revenue Hour

Focus: Effectiveness Measure *Transporting more passengers per hour indicates effectiveness

Narrative: Measures unlinked ridership per revenue hour. This is an indication of the level of efficiency which a transit property can deliver service.

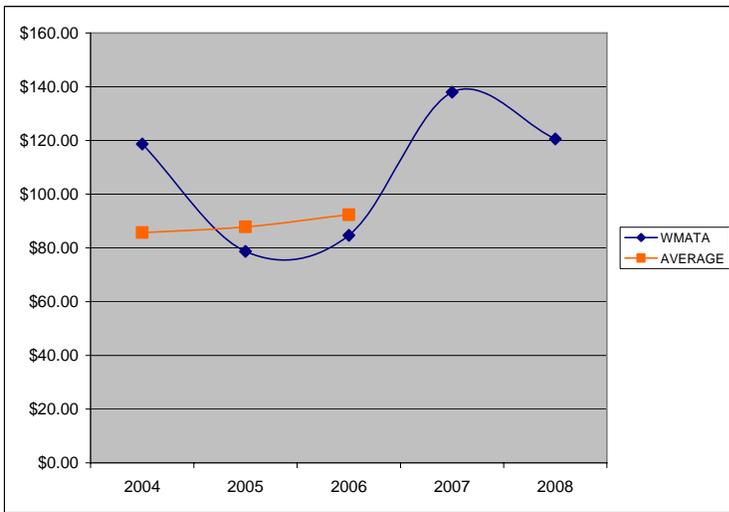




Fleet Availability Ratio 1

Focus: Reliability Measure *Higher percentage of fleet availability is optimal

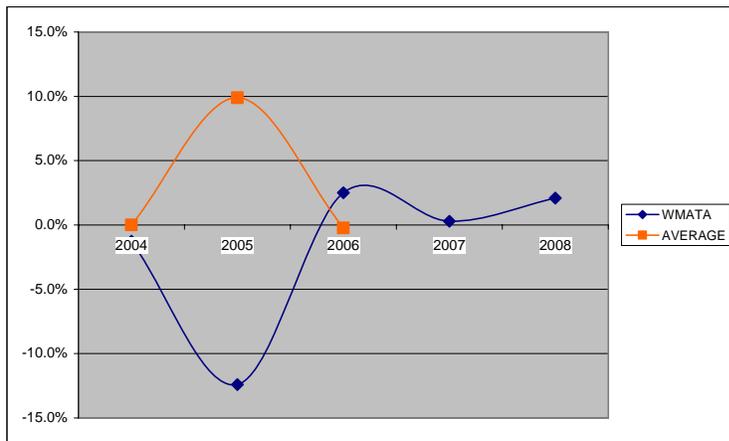
Narrative: Identifies the percentage of vehicles utilized relative to total fleet during peak periods.



Cost per Vehicle Hour

Focus: Cost-Efficiency Measure *Lower costs indicate efficiency

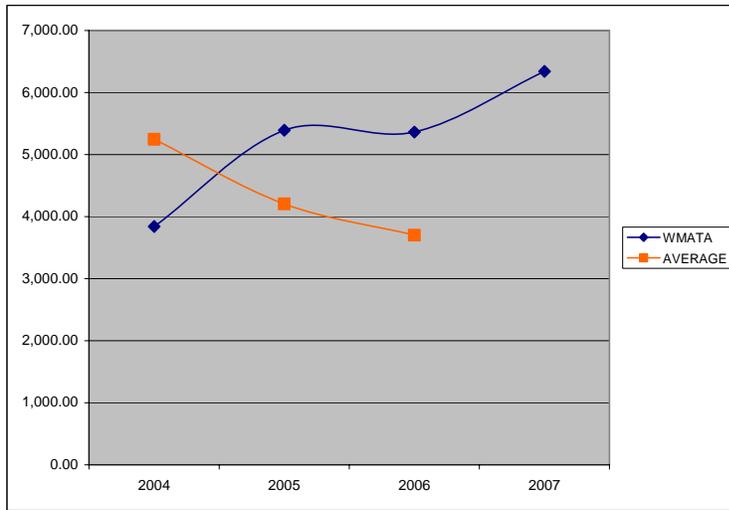
Narrative: Indicates the Operating cost incurred per revenue hour. This is the ability to provide service outputs within the constraints of service inputs. This evaluates how efficiently a system can put service on the street.



Ridership Growth

Focus: Effectiveness Measure *Increased growth is an ideal measure

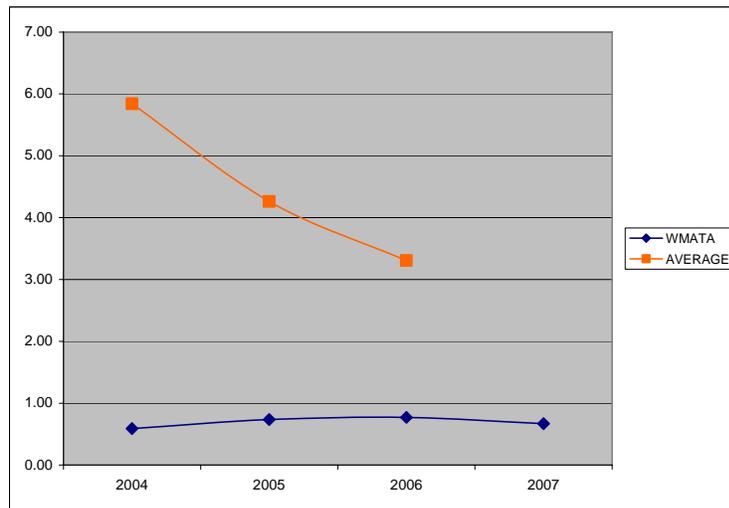
Narrative: This reflects the increase or decrease of the number of individual boardings.



Mean Distance Between Failures

Focus: Reliability Measure *The higher the miles traveled between failures, the more reliable

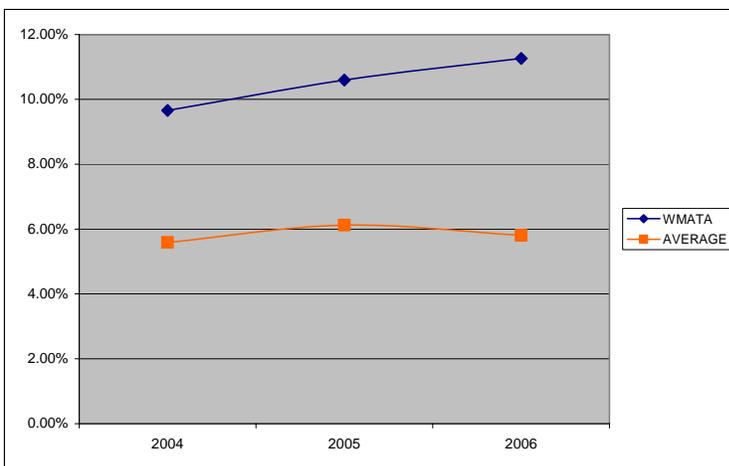
Narrative: This measure identifies the number of miles traveled before a mechanical breakdown. It may be used to monitor trends in vehicle breakdowns, and assist with future purchasing decisions.



Crimes per Million Trips

Focus: Safety Measure *Lower ratio indicates a favorable safety measure

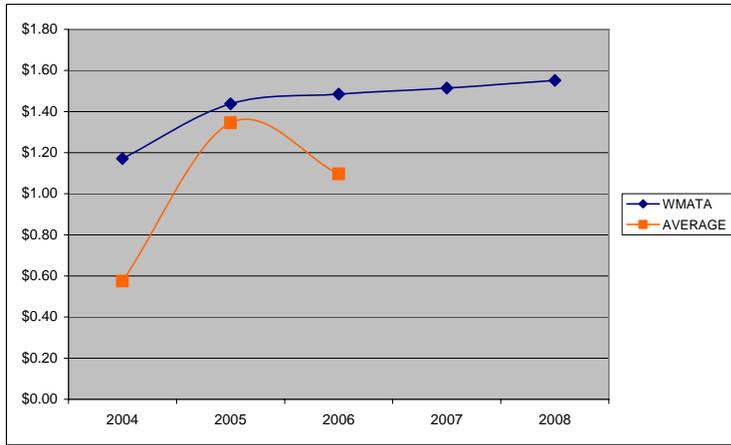
Narrative: Measure reflects the number of crimes per million trips. Personal security while traveling to and from transit stops is also important to passengers, but difficult to track as crimes reported in the general vicinity of transit stops may not involve transit passengers.



Overtime Ratio

Focus: Effectiveness Measure *Lower ratio indicates cost effectiveness

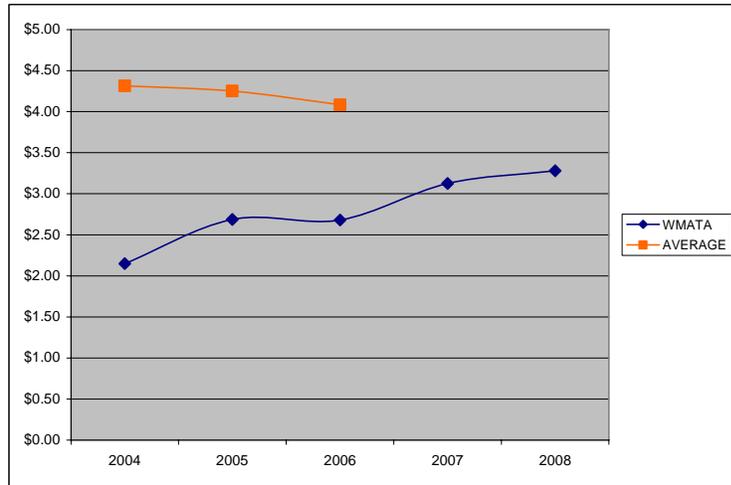
Narrative: This measure reflects overtime hours as a percentage of total labor hours. Labor costs are a major component of an agency's overall operating costs, controlling these costs will improve the financial position of the organization.



Revenue per Passenger

Focus: Efficiency Measure *Higher revenue earned indicates efficiency

Narrative: Reflects total revenue earned per passenger (linked trip).

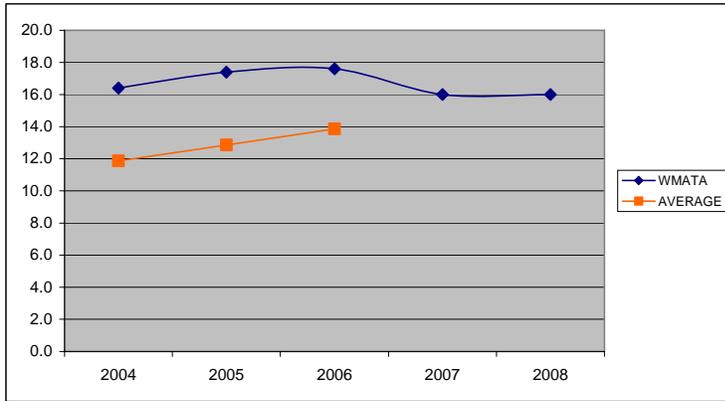


Operating Subsidy per Passenger

Focus: Cost Effective Measure

Narrative: This measure reflects the subsidy collected for each passenger. Transit Agencies may use this to evaluate the balance between costs incurred by passengers and cost incurred by jurisdictions.

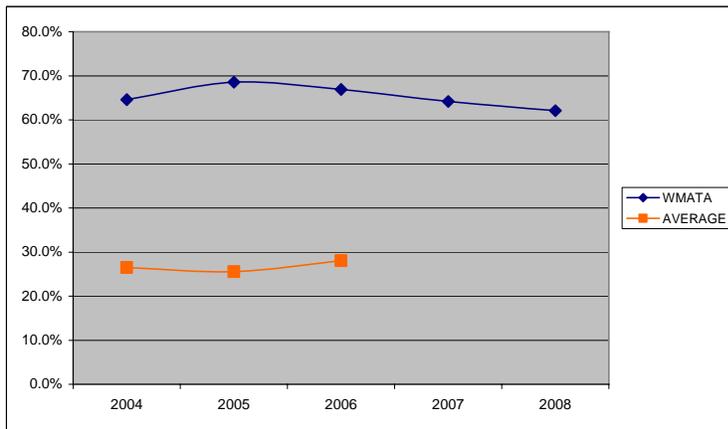
Benchmark Performance Indicators: Metrobus



Average Age of Vehicles

Focus: Reliability Measure

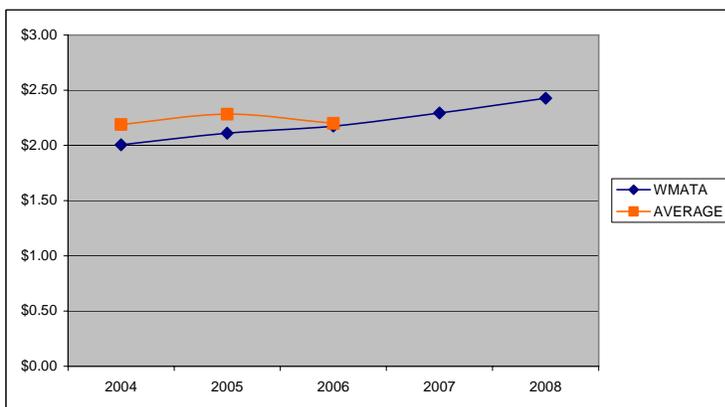
Narrative: This measure identifies average age of the rail fleet. Comparing average age to average life span assists with financial planning and maintenance program scheduling.



Farebox Recovery Ratio

Focus: Cost-Effectiveness Measure *Higher ratio indicates effectiveness

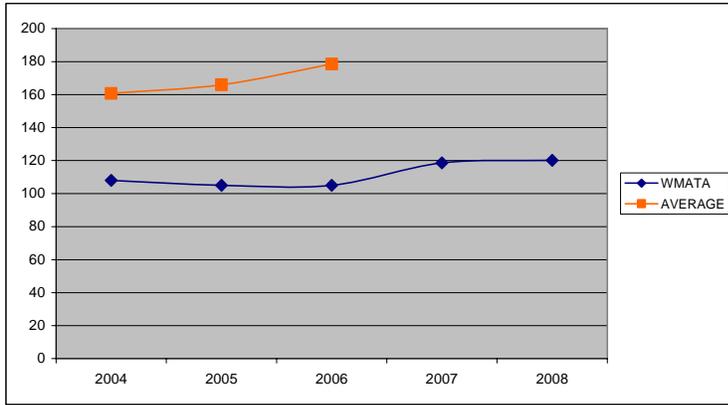
Narrative: This evaluates a transit systems ability to transport people in a cost-effective fashion. It is an indication of how much of the agency's costs are covered by passenger fares



Cost per Passenger

Focus: Cost Effectiveness Measure *Lower cost incurred indicate effectiveness

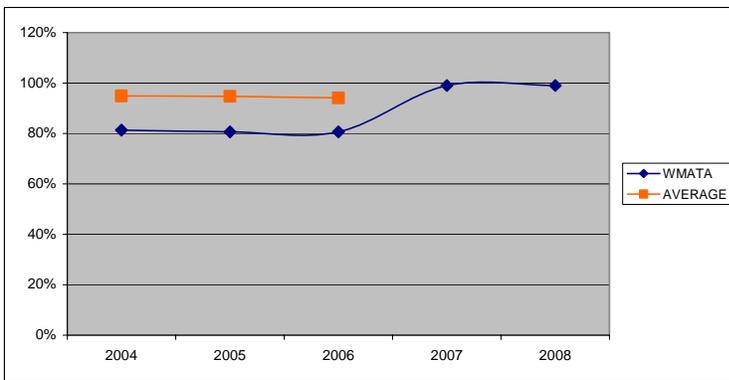
Narrative: Measures cost incurred to transport each passenger; this measure also evaluates a transit systems ability to perform its core function.



Passengers per Revenue Hour

Focus: Effectiveness Measure *Transporting more passengers per hour indicates effectiveness

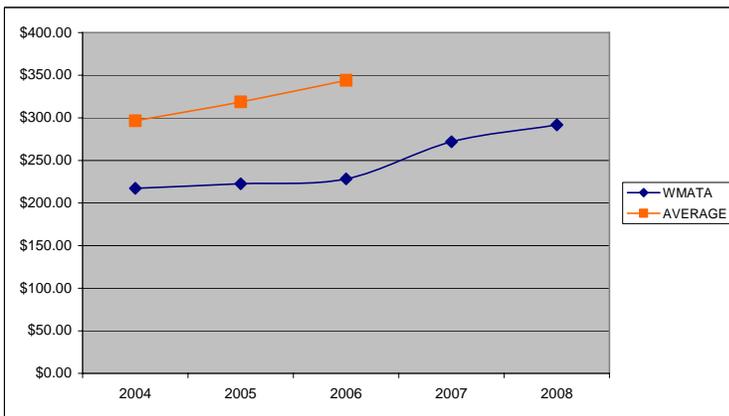
Narrative: Measures unlinked ridership per revenue hour. This is an indication of the level of efficiency which a transit property can deliver service.



Fleet Availability Ratio

Focus: Reliability Measure *Higher percentage of fleet availability is optimal

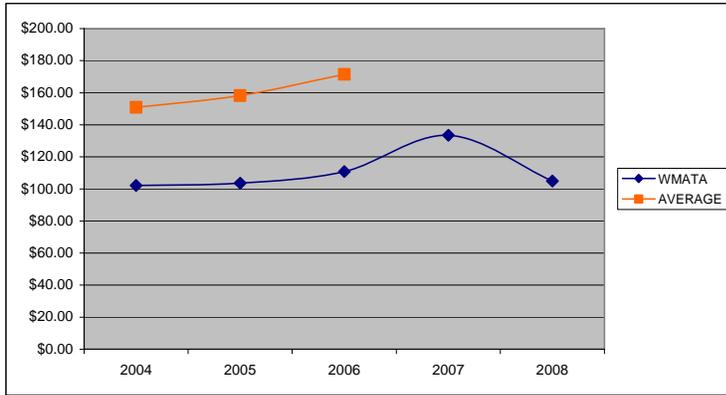
Narrative: Identifies the percentage of vehicles utilized relative to total fleet during peak periods.



Cost per Vehicle Hour

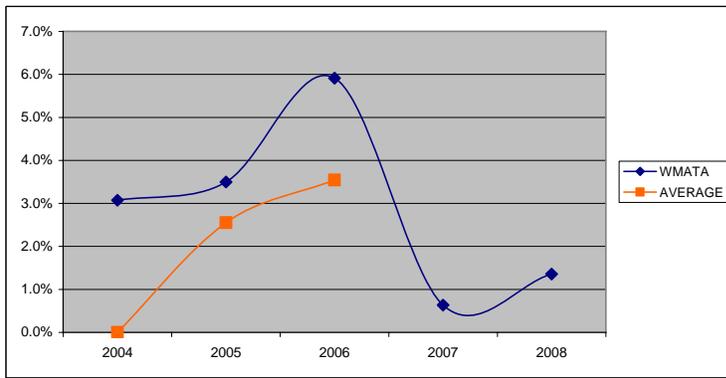
Focus: Cost-Efficiency Measure *Lower costs indicate efficiency

Narrative: Indicates the Operating cost incurred per revenue hour. This is the ability to provide service outputs within the constraints of service inputs. This evaluates how efficiently a system can put service out.



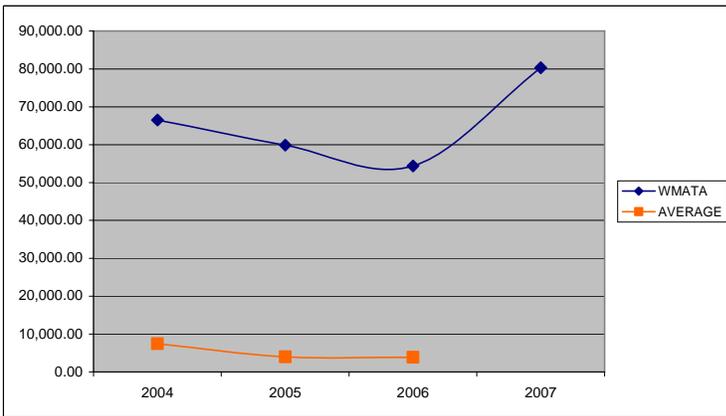
Labor Cost per Vehicle Hour
Focus: Cost Efficiency Measure *Lower labor cost indicates efficiency

Narrative: Indicates labor cost incurred per revenue hour. Evaluates how efficiently a transit system can put service out.



Ridership Growth
Focus: Effectiveness Measure *Increased growth is an ideal measure

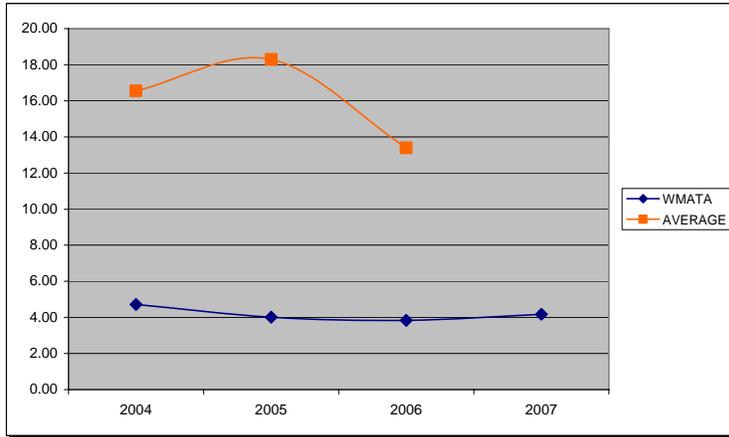
Narrative: This reflects the increase or decrease of the number of individual boardings.



Mean Distance Between Failures

Focus: Reliability Measure *The higher the miles traveled between failures, the more reliable

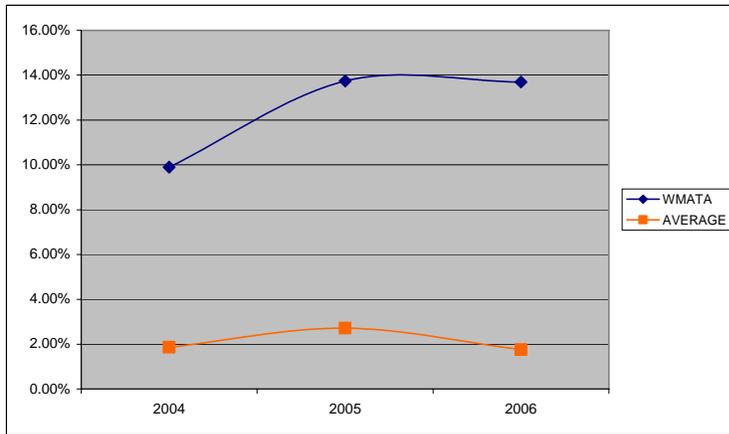
Narrative: This measure identifies the number of miles traveled before a mechanical breakdown. It may be used to monitor trends in vehicle breakdowns, and assist with future purchasing decisions.



Crimes per Million Trips

Focus: Safety Measure *Lower ratio indicates a favorable safety measure

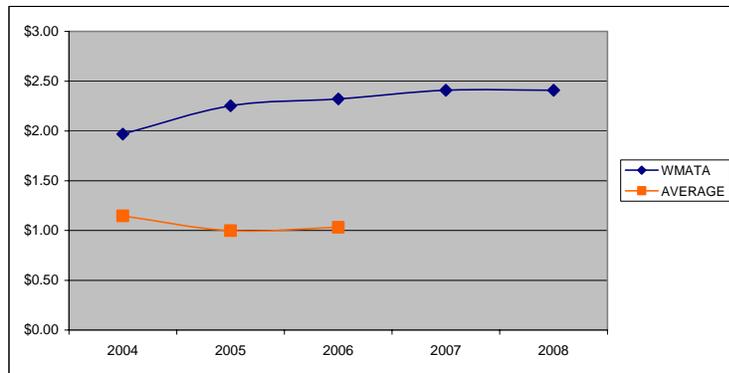
Narrative: Measure reflects the number of crimes per million trips. Personal security while traveling to and from transit stops is also important to passengers, but difficult to track as crimes reported in the general vicinity of transit stops may not involve transit passengers.



Overtime Ratio

Focus: Effectiveness Measure *Lower ratio indicates cost effectiveness

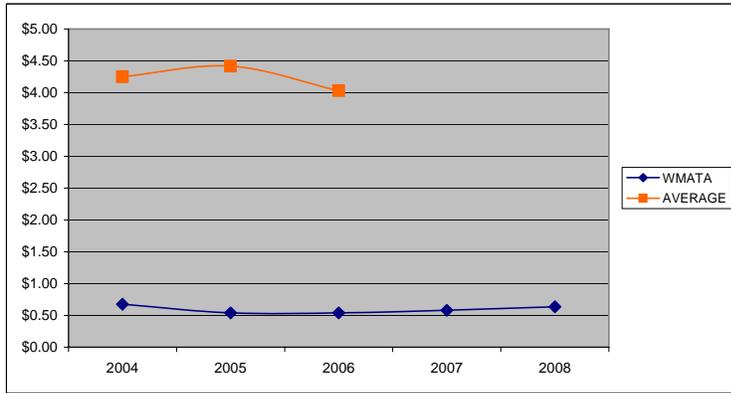
Narrative: This measure reflects overtime hours as a percentage of total labor hours. Labor costs are a major component of an agency's overall operating costs, controlling these costs will improve the financial position of the organization.



Revenue per Passenger

Focus: Efficiency Measure *Higher revenue earned indicates efficiency

Narrative: Reflects total revenue earned per passenger (linked trip).



Operating Subsidy per Passenger

Focus: Cost Effective Measure

Narrative: This measure reflects the subsidy collected for each passenger. Transit Agencies may use this to evaluate the balance between costs incurred by passengers and cost incurred by jurisdictions.



Chapter 5. Capital Budget

Metro's approved capital budget for FY 2008 is \$731 million, and the approved FY 2008-2013 capital improvement program (CIP) is \$3.16 billion. The CIP consists of five program elements (A-E).

- 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 will allow 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 122 rail cars (6000-series), 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 185 new 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. Finally, this program element includes a variety of bus stop improvements, and the development of Intelligent Transportation Systems (ITS) features at various transit centers.

D. Reimbursable Capital Projects. State and local agencies often sponsor and fund projects to expand and improve the Metrobus and Metrorail systems within their jurisdiction.

E. 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.

To meet various funding and reporting requirements the Metro capital improvement program is divided into two broad funding programs – Metro Matters and Beyond Metro Matters. Table 5.3 shows the distribution of the proposed FY 2008-2013 CIP between these two funding programs.

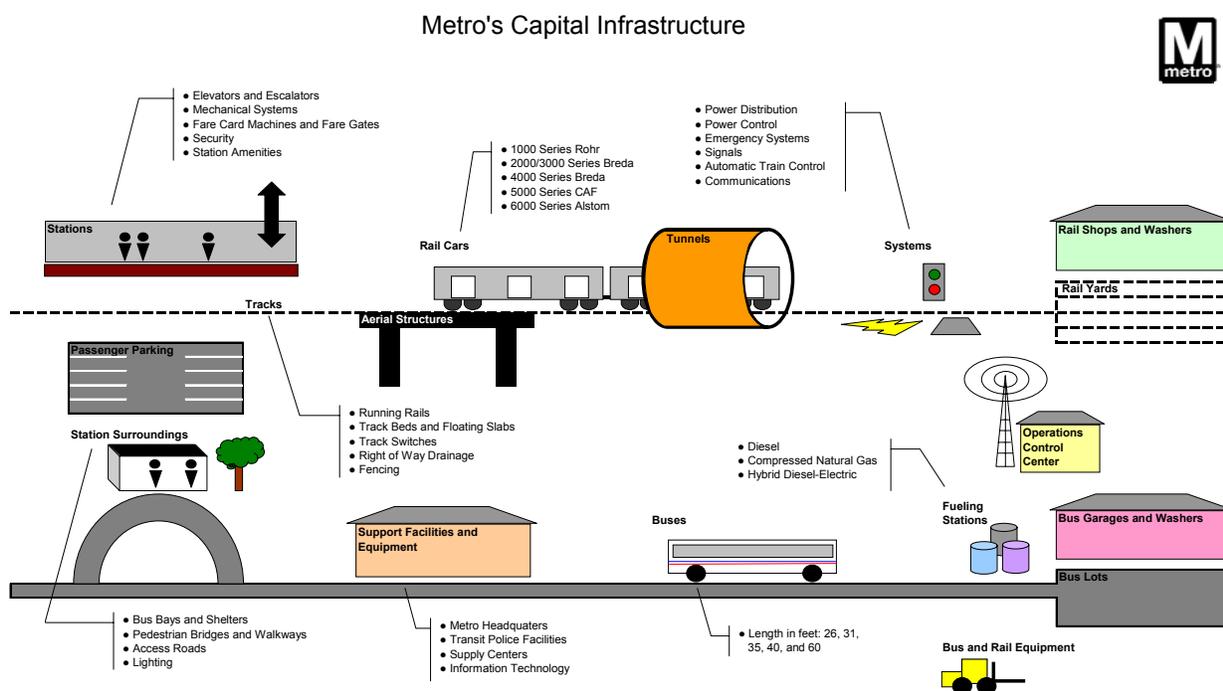


Table 5.1
Capital Improvement Program: FY 2008-2013
(dollars in millions)

CIP Program Elements	FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2008-13 Total
A. Infrastructure Renewal Program							
• Rolling Stock: Bus	\$ 49,110	\$ 59,974	\$ 41,014	\$ 37,952	\$ 32,676	\$ 30,775	\$ 251,501
• Rolling Stock: Rail	0,339		5,000	3,065	3,686	92,325	104,415
• Passenger Facilities	54,305	64,634	58,871	68,997	59,285	52,228	358,320
• Maintenance Facilities	42,111	31,526	26,105	60,802	59,106	39,806	259,456
• Systems	40,120	90,449	88,303	152,084	75,260	61,002	507,218
• Track and Structures	40,214	44,968	45,479	51,716	44,725	41,597	268,699
• Information Technology	22,227	12,450	10,000	10,000	10,000	10,000	74,677
• Preventive Maintenance	20,700	20,700	20,700	20,700	20,700	20,700	124,200
Subtotal	\$ 269,126	\$ 324,701	\$ 295,472	\$ 405,316	\$ 305,438	\$ 348,433	\$ 1,948,486
B. Eight-Car Train Capital Initiative							
• Rail Cars	85,743	1,413	3,714	2,837	0.239		93,946
• Facilities	41,267	6,466					47,733
• Systems	54,635						54,635
Subtotal	\$ 181,645	\$ 7,879	\$ 3,714	\$ 2,837	\$ 0.239	\$ -	\$ 196,314
C. Bus Improvement Capital Initiative							
• Buses	26,500	20,700	34,610				81,810
• Garage	16,097	0.103					16,200
• Customer Facilities	5,580	5,360	1,460				12,400
Subtotal	\$ 48,177	\$ 26,163	\$ 36,070	\$ -	\$ -	\$ -	\$ 110,410
D. Expansion and Improvement Projects							
• Southeast Bus Garage Relocation & Metro Transit Police Training Facility							
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
▲ Metro Matters Security Program	11,000						22,000
Subtotal: Capital Projects	\$ 509,948	\$ 369,743	\$ 335,256	\$ 408,153	\$ 305,677	\$ 348,433	\$ 2,277,210
E. Program Management							
• Program Management & Support	12,884	11,458	8,197	9,002	10,101	26,053	77,695
• Credit Facility	2,000	2,000	2,000	2,000	2,000	2,000	12,000
• Financing Expenses	206,000	97,568	6,000		39,036		348,604
• Debt Service			121,411	75,417	121,348	125,867	444,043
Subtotal	\$ 220,884	\$ 111,026	\$ 137,608	\$ 86,419	\$ 172,485	\$ 153,920	\$ 882,342
Total CIP	\$ 730,832	\$ 480,769	\$ 472,864	\$ 494,572	\$ 478,162	\$ 502,353	\$ 3,159,552

Table 5.2
Sources of Funds for Capital Improvement Program: FY 2008-2013

(dollars in millions)

	FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2008-13 Total
Federal Funds:							
• Federal Formula Grant Funds:							
- Section 5307 Federal Grant	\$ 120.515	\$ 129.855	\$ 139.919	\$ 150.763	\$ 162.447	\$ 175.037	\$ 878.536
- Section 5309 Federal Grant	81.761	88.097	94.925	102.282	110.209	118.750	596.024
Subtotal - Fed. Formula Grants	\$ 202.276	\$ 217.952	\$ 234.844	\$ 253.045	\$ 272.656	\$ 293.787	\$ 1,474.560
• Federal Discretionary / SAFETEA-LU	35.000	35.000	34.000				104.000
• Homeland Security Grants	11.000	11.000					22.000
Subtotal: Federal Funds	\$ 248.276	\$ 263.952	\$ 268.844	\$ 253.045	\$ 272.656	\$ 293.787	\$ 1,600.560
State and Local Funds:							
• District of Columbia	\$ 60.351	\$ 65.435	\$ 72.525	\$ 73.613	\$ 74.717	\$ 75.838	\$ 422.479
• Montgomery County	28.080	30.445	33.744	34.250	34.764	35.285	196.568
• Prince Georges County	31.040	33.654	37.301	37.860	38.428	39.005	217.288
Maryland Subtotal	\$ 59.120	\$ 64.099	\$ 71.045	\$ 72.110	\$ 73.192	\$ 74.290	\$ 413.856
• Alexandria	7.308	7.924	8.782	8.914	9.048	9.183	51.159
• Arlington County	14.321	15.527	17.210	17.468	17.730	17.996	100.252
• City of Fairfax	0.319	0.346	0.383	0.389	0.395	0.401	2.233
• Fairfax County	22.900	24.828	27.519	27.932	28.351	28.776	160.306
• Falls Church	0.463	0.502	0.556	0.565	0.573	0.582	3.241
Virginia Subtotal	\$ 45.311	\$ 49.127	\$ 54.450	\$ 55.268	\$ 56.097	\$ 56.938	\$ 317.191
Subtotal: State and Local Funds	\$ 164.782	\$ 178.661	\$ 198.020	\$ 200.991	\$ 204.006	\$ 207.066	\$ 1,153.526
Other Sources							
• Misc. Internal CIP Funding Sources	6.000	6.000	6.000	40.536	1.500	1.500	61.536
• Debt and Related Capital Sources	311.774	32.156					343.930
Subtotal: Other Sources	\$ 317.774	\$ 38.156	\$ 6.000	\$ 40.536	\$ 1.500	\$ 1.500	\$ 405.466
Total	\$ 730.832	\$ 480.769	\$ 472.864	\$ 494.572	\$ 478.162	\$ 502.353	\$ 3,159.552

Table 5.3
Capital Improvement Program: FY 2008-2013
By Major Funding Program
(dollars in millions)

	<u>FY 2008</u> <u>Budget</u>	<u>FY 2009</u> <u>Projection</u>	<u>FY 2010</u> <u>Projection</u>	<u>FY 2011</u> <u>Projection</u>	<u>FY 2012</u> <u>Projection</u>	<u>FY 2013</u> <u>Projection</u>	<u>FY 2008-13</u> <u>Total</u>
Metro Matters Program	\$ 730.832	\$ 480.769	\$ 472.864	\$ 198.020	\$ 184.184	\$ 131.770	\$ 2,198.439
Beyond Metro Matters Program				296.552	293.978	370.583	961.113
Total	\$ 730.832	\$ 480.769	\$ 472.864	\$ 494.572	\$ 478.162	\$ 502.353	\$ 3,159.552

Metro Matters Annual Work Plan: FY 2008

In October 2004, Metro entered into a long-term financial agreement with the local jurisdictions to:

- increase funding for the maintenance of Metro's infrastructure,
- increase the passenger-carrying capacity of the Metrobus and Metrorail systems, and
- provide additional security elements.

This program, entitled Metro Matters, was begun in Metro's FY 2005 and has a total multi-year budget of \$4.3 billion. Although most project work will be completed during the six-year period FY 2005 to FY 2010, repaying the necessary debt, including long-term bonds, will extend until FY 2024. This section provides the FY 2008 Metro Matters Annual Work Plan. Although special emphasis is placed on FY 2008, data for all years of the Metro Matters program is provided.

Table 5.4
Metro Matters Program Costs: FY 2005-2024
(dollars in millions - expenditure basis, except where noted)

	FY 2005 Actual	FY 2006 Actual	FY 2007 Estimate	Annual Work Plan Year:		FY 2009 Protection	FY 2010 Protection	FY 2011 Protection	FY 2012 Protection	FY 2013 Protection	FY 2014 thru 2024 Projection	Total All Years
				FY 2008 Budget	FY 2008 Budget							
A. Infrastructure Renewal Program												
• Rolling Stock: Bus	\$ 20,909	\$ 50,507	\$ 16,493	\$ 49,110	\$ 59,974	\$ 41,014	\$ 37,952	\$ 32,676	\$ 308,635			\$
• Rolling Stock: Rail	2,622	0,402	0,412	0,339	5,000	5,000	3,065	3,686	15,526			
• Passenger Facilities	60,613	16,130	45,258	54,305	64,634	58,871	28,485	6,032	339,662	5,334		
• Maintenance Facilities	32,622	4,574	27,134	42,111	31,526	26,105	6,272	2,016	172,360	0,414		
• Systems	72,518	10,125	30,204	40,120	90,449	88,303	34,782	16,541	383,456			
• Track and Structures	20,051	10,704	28,284	40,214	44,968	45,479	6,004		195,704			
• Information Technology	4,242	2,423	15,990	22,227	12,450	10,000			67,332			
• Preventive Maintenance	20,700	20,700	20,700	20,700	20,700	20,700			124,200			
• Transfer to Beyond Metro Matters	30,700			20,700					30,700			
Subtotal	\$ 264,977	\$ 115,565	\$ 184,475	\$ 269,126	\$ 324,701	\$ 295,472	\$ 116,560	\$ 60,951	\$ 5,748	\$	\$	\$ 1,637,575
B. Eight-Car Train Capital Initiative												
• Rail Cars	23,960	6,084	105,100	85,743	1,413	3,714	2,837	0,239	229,090			
• Facilities		51,637	85,799	41,267	6,466				185,169			
• Systems	2,776	25,859	103,094	54,635					186,364			
Subtotal	\$ 26,736	\$ 83,580	\$ 293,993	\$ 181,645	\$ 7,879	\$ 3,714	\$ 2,837	\$ 0,239	\$	\$	\$	\$ 600,623
C. Bus Improvement Capital Initiative												
• Buses		0,214	12,586	26,500	20,700	34,610			94,610			
• Garage		1,071	31,629	16,097	0,103				48,900			
• Customer Facilities		2,797	12,803	5,580	5,360	1,460			28,000			
Subtotal	\$ -	\$ 4,082	\$ 57,018	\$ 48,177	\$ 26,163	\$ 36,070	\$ -	\$ -	\$	\$	\$	\$ 171,510
E. Program Management												
• Credit Facility	0,573	1,049	4,302	2,000	2,000	2,000			11,924			
• System Expansion Planning	1,533		1,467						3,000			
• Program Management & Support	9,834	5,770	6,231	12,884	11,458	8,197	3,206	1,646	59,381	0,155		
• Financing Expenses	6,000	181,232	139,200	206,000	97,568	6,000			636,000			
• Debt Service	17,940	0,337	38,105	(a)	(a)	121,411	75,417	121,348	1,124,248	125,867	641,763	
Subtotal	\$ 309,653	\$ 188,388	\$ 189,305	\$ 220,884	\$ 111,026	\$ 137,608	\$ 78,623	\$ 122,994	\$ 126,022	\$ 1,834,553	\$ 641,763	\$ 4,244,261
Total	\$ 309,653	\$ 391,615	\$ 724,791	\$ 719,832	\$ 469,769	\$ 472,864	\$ 198,020	\$ 184,184	\$ 131,770	\$ 641,763	\$ 4,244,261	\$ 4,281,761
• Security Program (see table 5.6)		8,500	7,000	11,000	11,000							37,500
Grand Total	\$ 309,653	\$ 400,115	\$ 731,791	\$ 730,832	\$ 480,769	\$ 472,864	\$ 198,020	\$ 184,184	\$ 131,770	\$ 641,763	\$ 4,281,761	\$ 4,281,761

(a) Debt service will be paid in these years if project expenditures are less than anticipated.

Table 5.5
Metro Matters Integrated Financial Plan: FY 2005-2024
(dollars in millions)

	FY 2005 Actual	FY 2006 Actual	FY 2007 Estimate	Annual Work Plan Year: FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2014 thru 2024 Projection	Total All Years
• Federal Funds:											
- Federal Formula Grant Funds:											
> Section 5307 Federal Grant	\$ 100.206	\$ 110.986	\$ 113.491	\$ 120.515	\$ 129.855	\$ 139.919				\$ 131.013	\$ 845.985
> Section 5309 Federal Grant	59.236	58.419	70.359	81.761	88.097	94.925				80.299	533.096
Subtotal - Fed. Formula Grants	\$ 159.442	\$ 169.405	\$ 183.850	\$ 202.276	\$ 217.952	\$ 234.844	\$ -	\$ -	\$ -	\$ 211.312	\$ 1,379.081
- Federal Bus Earmark Funds		8.260									8.260
- Federal Discretionary / SAFETEA-LU				35.000	35.000	34.000					104.000
Subtotal: Federal Funds	\$ 159.442	\$ 177.665	\$ 183.850	\$ 237.276	\$ 252.952	\$ 268.844	\$ -	\$ -	\$ -	\$ 211.312	\$ 1,491.341
• State and Local Funds:											
- District of Columbia	\$ 37.611	\$ 48.352	\$ 51.880	\$ 60.351	\$ 65.435	\$ 72.525	\$ 72.525	\$ 67.458	\$ 48.261	\$ 157.058	\$ 681.456
- Montgomery County	17.221	16.258	30.377	28.080	30.445	33.744	33.744	31.386	22.455	73.074	316.784
- Prince Georges County	19.675	14.707	36.844	31.040	33.654	37.301	37.301	34.695	24.821	80.777	350.815
Maryland Subtotal	\$ 36.896	\$ 30.965	\$ 67.221	\$ 59.120	\$ 64.099	\$ 71.045	\$ 71.045	\$ 66.081	\$ 47.276	\$ 153.851	\$ 667.599
- Alexandria	4.259	5.855	6.282	7.308	7.924	8.782	8.782	8.168	5.844	19.310	82.514
- Arlington County	8.281	11.474	12.311	14.321	15.527	17.210	17.210	16.007	11.452	37.705	161.498
- City of Fairfax	0.181	0.255	0.274	0.319	0.346	0.383	0.383	0.356	0.255	0.830	3.582
- Fairfax County	13.335	18.346	19.685	22.900	24.828	27.519	27.519	25.596	18.312	60.474	258.514
- Falls Church	0.269	0.371	0.398	0.463	0.502	0.556	0.556	0.518	0.370	1.223	5.226
Virginia Subtotal	\$ 26.325	\$ 36.301	\$ 38.950	\$ 45.311	\$ 49.127	\$ 54.450	\$ 54.450	\$ 50.645	\$ 36.233	\$ 119.542	\$ 511.334
Subtotal - State and Local Funds	\$ 100.832	\$ 115.618	\$ 158.051	\$ 164.782	\$ 178.661	\$ 198.020	\$ 198.020	\$ 184.184	\$ 131.770	\$ 430.451	\$ 1,860.389
• Misc. Internal CIP Funding Sources	24.770	6.000	19.700	6.000	6.000	6.000					68.470
• Debt and Related Capital Sources	24.609	92.332	363.190	311.774	32.156						824.061
Subtotal	\$ 309.653	\$ 391.615	\$ 724.791	\$ 719.832	\$ 469.769	\$ 472.864	\$ 198.020	\$ 184.184	\$ 131.770	\$ 641.763	\$ 4,244.261
• Prior Year Balance	n/a										
Total	\$ 309.653	\$ 391.615	\$ 724.791	\$ 719.832	\$ 469.769	\$ 472.864	\$ 198.020	\$ 184.184	\$ 131.770	\$ 641.763	\$ 4,244.261
• Security Program (see table 5.6)		8.500	7.000	11.000	11.000						37.500
Grand Total	\$ 309.653	\$ 400.115	\$ 731.791	\$ 730.832	\$ 480.769	\$ 472.864	\$ 198.020	\$ 184.184	\$ 131.770	\$ 641.763	\$ 4,281.761

Table 5.6
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.

Revised Metro Matters Security Program

	FY 2005 Actual	FY 2006 Actual	FY 2007 Estimate	Annual Work Plan Year:		FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2014 thru 2024 Projection	Total All Years
				FY 2008 Projection	FY 2008 Projection							
Security Program												
• Alternative Operations Control Center	\$ -	\$ 0.559	\$ 2.400	\$ 9.541	\$ 8.000	\$ 11.000	\$ 5.500	\$ -	\$ -	\$ -	\$ -	\$ 12.500
• Other Security Initiatives			\$ 0.500	\$ 8.000								\$ 25.000
Total	\$ -	\$ 0.559	\$ 2.900	\$ 17.541	\$ 8.000	\$ 11.000	\$ 5.500	\$ -	\$ -	\$ -	\$ -	\$ 37.500
Source of Funds												
U.S. Dept. of Homeland Security Grants (a)		\$ 8.500		\$ 6.000		\$ 6.000						\$ 20.500
• Transit Security												\$ 17.000
• Urban Area Security Initiative (UASI)			\$ 7.000	\$ 5.000		\$ 5.000						\$ 17.000
Total	\$ -	\$ 8.500	\$ 7.000	\$ 11.000	\$ 11.000	\$ 11.000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37.500

(a) Under U.S. Department of Homeland Security grant regulations, grants may be expended over a period of 18 to 24 months.

Original Metro Matters Security Program Proposed in the Funding Agreement

	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014 thru 2024	Total
Security Program											
• Alternative Operations Control Center	\$ 2.300	\$ 17.600	\$ 22.700	\$ 17.900	\$ 2.000						\$ 62.500
• Other Security Initiatives	7.150	20.900	22.900	16.900	8.300	4.850					81.000
Total	\$ 9.450	\$ 38.500	\$ 45.600	\$ 34.800	\$ 10.300	\$ 4.850	\$ -	\$ -	\$ -	\$ -	\$ 143.500
Source of Funds											
• Federal funds to be determined	\$ 143.500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 143.500

Beyond Metro Matters Program: FY 2008-20013

This section presents the Beyond Metro Matters Program for the period FY 2008-20013. Beyond Metro Matters includes programming for the Infrastructure Renewal Program , and other capital projects that are not funded by the Metro Matters Funding Agreement.

Table 5.7
Beyond Metro Matters Program: FY 2007 and FY 2008-2013
(dollars in millions)

CIP Program Elements	FY 2007 Budget	FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2008-13 Total
A. Infrastructure Renewal Program								
• Rolling Stock: Bus							\$ 30.775	\$ 30.775
• Rolling Stock: Rail							92.325	92.325
• Passenger Facilities				40.512	53.253	46.894	39.806	140.659
• Maintenance Facilities				54.530	57.090	60.588	41.597	151.426
• Systems				117.302	58.719	44.725	10.000	236.609
• Track and Structures				45.712	10.000	20.700	20.700	132.034
• Information Technology								30.000
• Preventive Maintenance								62.100
Subtotal	\$ -	\$ -	\$ -	\$ 288.756	\$ 244.487	\$ 342.685	\$ 875.928	\$ 875.928
D. Expansion and Improvement Projects								
• Southeast Bus Garage Relocation & Metro Transit Police Training Facility	6.860							
Subtotal	\$ 6.860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal: Capital Projects	\$ 6.860	\$ -	\$ 288.756	\$ 244.487	\$ 342.685	\$ 875.928	\$ 875.928	\$ 875.928
E. Program Management								
• Program Management & Support				5.796	8.455	25.898	2.000	40.149
• Credit Facility				2.000	2.000	39.036	2.000	6.000
• Financing Expenses								39.036
Subtotal	\$ -	\$ -	\$ 7.796	\$ 49.491	\$ 27.898	\$ 85.185	\$ 961.113	\$ 961.113
Total	\$ 6.860	\$ -	\$ 296.552	\$ 293.978	\$ 370.583	\$ 961.113	\$ 961.113	\$ 961.113

Table 5.8
Sources of Funds for Beyond Metro Matters Program: FY 2007 and FY 2008-2013
(dollars in millions)

	FY 2007 Budget	FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2008-13 Total
Federal Funds:								
• Federal Formula Grant Funds:								
– Section 5307 Federal Grant					\$ 150.763	\$ 162.447	\$ 175.037	\$ 488.247
– Section 5309 Federal Grant					102.282	110.209	118.750	331.241
Subtotal - Fed. Formula Grants	\$ -	\$ -	\$ -	\$ -	\$ 253.045	\$ 272.656	\$ 293.787	\$ 819.488
Subtotal: Federal Funds	\$ -	\$ -	\$ -	\$ -	\$ 253.045	\$ 272.656	\$ 293.787	\$ 819.488
State and Local Funds:								
• District of Columbia					\$ 1.088	\$ 7.259	\$ 27.577	\$ 35.924
• Montgomery County					0.506	3.378	12.830	16.714
• Prince Georges County					0.559	3.733	14.184	18.476
Maryland Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 1.065	\$ 7.111	\$ 27.014	\$ 35.190
• Alexandria					0.132	0.880	3.339	4.351
• Arlington County					0.258	1.723	6.544	8.525
• City of Fairfax					0.006	0.039	0.146	0.191
• Fairfax County					0.413	2.755	10.464	13.632
• Falls Church					0.009	0.055	0.212	0.276
Virginia Subtotal	\$ -	\$ -	\$ -	\$ -	\$ 0.818	\$ 5.452	\$ 20.705	\$ 26.975
Subtotal: State and Local Funds	\$ -	\$ -	\$ -	\$ -	\$ 2.971	\$ 19.822	\$ 75.296	\$ 98.089
Other Sources								
• Misc. Internal CIP Funding Sources								
– Sale of Assets	6.860				1.500	1.500	1.500	4.500
– Interest Earnings								
– Internal Borrowing					39.036			39.036
Subtotal - Misc. Internal	\$ 6.860	\$ -	\$ -	\$ -	\$ 40.536	\$ 1.500	\$ 1.500	\$ 43.536
Subtotal: Other Sources	\$ 6.860	\$ -	\$ -	\$ -	\$ 40.536	\$ 1.500	\$ 1.500	\$ 43.536
Total	\$ 6.860	\$ -	\$ -	\$ -	\$ 296.552	\$ 293.978	\$ 370.583	\$ 961.113





Chapter 6. Reimbursable Projects

The 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 paid for by one of Metro state and local government partners.

Many of the projects budgeted here are for new services or for items that incur operating expenses for which there is a specific funding source other than local operating subsidy. The concept of "New Service" is a direct result of the Regional Mobility Panel's recommendations to stabilize and strengthen Metrobus through a series of initiatives. Through the Panel's efforts, a new spirit reinvigorated Metrobus and provided a nationally recognized system an avenue to compete in terms of cost effectiveness and efficiency with private carriers.

In Fiscal 1999, the Metro established a new budget category to account for New Service being operated by Metrobus. New Service is the portion of bus service not previously performed by either the Authority or directly by a Compact Jurisdiction, and where a separate subsidy payment is made. Thus, these costs and revenues are not included in either the regional or non-regional bus budgets.

Table 6.1
Summary of Reimbursable Project Expenses by Sponsor

	Fiscal 2008 <u>Approved</u>	<u>Source of Funds</u>
District of Columbia		
District of Columbia Government		
• D.C. Bus Circulator	\$ 6,588,800	Local govt. subsidy and passenger fares
• D.C. Bus Circulator Expansion	264,000	Local govt. subsidy and passenger fares
• Georgia Avenue Rapid Bus (Metro Extra Route 79)	1,435,400	Local govt. subsidy and passenger fares
• Southeast Shuttle Bus Project	256,300	Local government subsidy
• Transportation Technology School	318,000	Local government subsidy
• Metrorail Yellow Line Service Extension to Fort Totten Station	3,159,000	Local government subsidy
Subtotal	\$ 12,021,500	
Maryland		
Maryland Department of Transportation (MDOT)		
• Charles County Bus Service: Indian Head Express Line (Metrobus Route W19)	1,193,200	State govt. subsidy and passenger fares
• College Park-Bethesda (Metrobus Route J4)	727,500	State govt. subsidy and passenger fares
• Crofton-New Carrollton Service (Metrobus Route B31)	300,500	State govt. subsidy and passenger fares
• Greenbelt-BWI Airport (Metrobus Route B30)	1,689,300	State govt. subsidy and passenger fares
• Metrorail Red Line Turnbacks at Grosvenor Station	1,538,000	State government subsidy
Subtotal	\$ 5,448,500	
Virginia		
Arlington County		
• Maintenance of Pike Ride Signals	2,900	Local government subsidy
City of Falls Church		
• Falls Church Bus Service (George, Routes 26-A, E, W)	373,000	Local govt. subsidy and passenger fares
Fairfax County		
• Springfield Bus Circulator & Shuttle Service (S-80, S-91)	786,400	Local govt. subsidy and passenger fares
Metropolitan Washington Airports Authority		
• Dulles Corridor Metrorail Project	272,850,000	Contingent upon federal grant agreement
Subtotal	\$ 274,012,300	
Federal Government		
U.S. Department of Transportation		
• Access-to-Jobs Grant Program	5,100,000	Federal grant
WMATA and All Jurisdictional Partners		
• Project Development	3,000,000	State and local government contributions
• Solar Power Equipment Project	14,670,000	Clean Renewable Energy bonds
Subtotal	\$ 17,670,000	
Total	\$ 314,252,300	

District of Columbia

DC Bus Circulator.

The FY 2008 budget is \$6,588,000, with the estimate of \$960,000 in revenue, resulting in an \$5,628,000 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 (Georgetown Connector (F))

The FY 2008 budget is \$264,000 with the estimate of \$149,000 in revenue, resulting in an \$115,000 annual subsidy. This changes the DC Circulator's service. The change eliminates service to lower K Street and avoids the bottleneck and congested areas of lower Wisconsin Avenue between South Street and M Street NW. The buses will turn onto Pennsylvania Avenue continuing to M Street and turning right onto Wisconsin Avenue and continuing north on Wisconsin Avenue until reaching the White Heaven parkway where the buses will layover.

Georgia Avenue Rapid Bus (Metro Extra Route 79)

The FY 2008 budget is \$1,435,400 with the estimate of \$200,000 in revenue, resulting in a \$1,235,400 annual subsidy. The bus route operates every 10 minutes in both directions during the morning and the afternoon peak periods using standard, 40 foot CNG buses. This new route will operate between Silver Spring Metro Station and the National Archives Building.

Southeast Shuttle Bus Project

The FY 2008 budget includes \$256,300 to cover the cost of providing bus shuttles from the division to auxiliary parking areas. Bus and employee parking were moved several blocks from the division in order to accommodate baseball stadium construction.

Transportation Technology School

The FY 2008 budget is \$318,000 with a subsidy of \$318,000. This cooperative effort between DC Public Schools and WMATA is designed to prepare Cardoza 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.

Metrorail Yellow Line Service Extension to Fort Totten Station

The FY 2008 budget includes \$3,159,000 to cover operating expense for extending off-peak Yellow Line service from Mt. Vernon Square to Fort Totten. The cost of this service will be reimbursed by the District of Columbia.

Maryland

Charles County Bus Service: Indian Head Express Line (Metrobus Route W19).

The FY 2008 budget is \$1,193,200, with \$125,000 in revenue, resulting in \$1,068,200 of subsidy for the year. The Charles County program provides rush hour two-way service between the Naval Surface Warfare Center (Charles Co.) to Southern Avenue Station.

College Park-Bethesda (Metrobus Route J4)

The FY 2008 budget is \$727,500 and this route anticipates capturing \$162,000 revenue, with the resulting effect being a \$565,500 annual subsidy. This program is a two-way rush hour only service every 20 minutes between College Park Station and Bethesda Station via University Blvd., Piney Branch Rd., Wayne Ave., Silver Spring Station and East-West Highway. This route serves all stops on the University of Maryland Campus but only selected stops between Adelphi Rd. and Bethesda Station.

Crofton-New Carrollton Service (Metrobus Route B31)

The FY 2008 budget is \$300,500, with \$49,000 in expected revenue resulting in \$251,500 of subsidy for the year. The Washington Suburban Transit Commission requested and the Board of Directors proposed expanding the Transit Zone to designated areas within Anne Arundel County, in and around Crofton, Maryland. At the request of the Maryland Transit Administration (MTA), the Authority will operate service for residents of the Crofton area to the New Carrollton Metro Station; provide new service to growing but previously un-served areas of Bowie, Maryland; and add service to the Bowie Park & Ride lot to alleviate overcrowding. The cost of the service will be fully reimbursed by Maryland.

Greenbelt-BWI Airport (Metrobus Route B30).

The FY 2008 budget is \$1,689,000 for the year, with anticipated revenue of \$411,000, resulting in \$1,278,000 of subsidy for the year. This program is a two-way non-stop service every 40 minutes between Greenbelt Station and Baltimore-Washington International Airport, seven days a week, from the first train arrival until the last train departure at Greenbelt Station

Metrorail Red Line Turnbacks at Grosvenor Station.

The FY 2008 budget includes \$1,538,000 to eliminate off-peak Metrorail trains from turning back at Grosvenor and continuing onto Shady Grove.

Virginia

Maintain Pike Ride Signals

The FY 2008 expense of \$2,900 is to maintain the signal prioritization equipment on Pike Ride buses. These devices extend the green traffic signal to decrease bus running times.

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

The FY 2008 budget is \$373,000, anticipated revenue is \$18,000 with a total annual

subsidy of \$355,000. 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. The Authority operates and maintains the buses by providing one additional mechanic and four operators.

Springfield Bus Circulator & Shuttle Service (S-80, S-91)

The FY 2008 budget is \$786,400 in expenses, anticipated revenue is budgeted at \$22,000, resulting in a subsidy of \$764,400 for the year. Fairfax County, in conjunction with the Transportation Association of Greater Springfield (TAGS), has requested these services be operated to enhance public transportation and decrease traffic congestion. The Authority operates 4-passenger buses on weekdays on a loop route serving the Springfield CBD, including Franconia-Springfield Metro Station. The Authority is fully reimbursed for Operating and Capital costs. The Metro Park segment of route S-80 operates weekdays between the Metro Park office development on Walker Lane, west of Beulah Street, and the Franconia-Springfield station. The Fried Companies, Inc., the developer of Metro Park, requested the service for the convenience of its tenants and visitors and has contracted with Fairfax County for Metro to operate the service. The developer fully pays for its segment of the route. In addition, as part of the I-95/I-395/I-495 Interchange Reconstruction Congestion Mitigation Program, the Fairfax County provides funding for route S-91 to and from the parking structure at the Franconia-Springfield Metro Station lot at Springfield Mall. The service operates weekdays from 6 A.M. to 7:30 P.M., and requires a total of five buses and seven operators.

Dulles Corridor Metrorail Project

Metro has entered into an intergovernmental agreement with the Metropolitan Washington Airports Authority (MWAA) to provide \$272.85 million to Metro for the procurement of rail cars and continued technical assistance for phase 1 of the Dulles Corridor Metrorail Project. This project will extend Metrorail service from the current Orange Line through Tysons Corner and to Wiehle Avenue in Fairfax County, Virginia. This project is contingent upon the awarding of a full-funding grant agreement by the Federal Transit Administration to MWAA.

Federal Government

Access-to-Jobs

In FY 2008, Metro will receive \$5,100,000 in subsidy to offset direct expenses. The service does not generate revenues. This program has five grant elements and when complete will provide a "One Stop" employment trip information, referral and dispatching center within the Authority, as well as provide trip brokerage services, outreach and reverse commuting to the suburban job market. The program will require eight reimbursable temporary positions, which will remain for the duration of the grant.

All Jurisdictional Partners

Project Development

This \$3.0 million annual program funds planning studies and sketch engineering concepts for new extension or capacity enhancement projects in the District of Columbia, Maryland, and Virginia. Each jurisdiction contributes proportionately to the program.

Solar Power Equipment Project

This \$14.67 million program will allow Metro to procure and install solar energy panels at selected Metro facilities by issuing bonds under the federal clean renewable energy bonds (CREBS) program.

Table 6.2
Cost Recovery Rates for Reimbursable Projects with Project-Generated Revenues

	Fiscal 2008 <u>Budget</u>	Project- Generated <u>Revenues</u>	Operating <u>Subsidy</u>	Cost Recovery <u>Rate</u>
District of Columbia				
District of Columbia Government				
• D.C. Bus Circulator	\$ 6,588,800	\$ 960,000	\$ 5,628,800	15%
• D.C. Bus Circulator Expansion	264,000	149,000	115,000	56%
• Georgia Avenue Rapid Bus (Metro Extra Route 79)	1,435,400	200,000	1,235,400	14%
Maryland				
Maryland Department of Transportation (MDOT)				
• Charles County Bus Service: Indian Head Express Line (Metrobus Route W19)	1,193,200	125,000	1,068,200	10%
• College Park-Bethesda (Metrobus Route J4)	727,500	162,000	565,500	22%
• Crofton-New Carrollton Service (Metrobus Route B31)	300,500	49,000	251,500	16%
• Greenbelt-BWI Airport (Metrobus Route B30)	1,689,300	411,000	1,278,300	24%
Virginia				
City of Falls Church				
• Falls Church Bus Service (George, Routes 26-A, E, W)	373,000	18,000	355,000	5%
Fairfax County				
• Springfield Bus Circulator & Shuttle Service (S-80, S-91)	786,400	22,000	764,400	3%
Total	\$ 13,358,100	\$ 2,096,000	\$ 11,262,100	

Table 6.3
Status of Current Reimbursable Projects Not Receiving Additional Funding in FY 2008

(In prior years these projects were in the capital budget.)

(dollars in millions)

	FY 2006 & Prior Years Budget	FY 2007 Budget	Total Budget	All Years' Expenditures & Encumbrances as of Aug. 15
District of Columbia				
• Adams Morgan-U Street Link Planning Study	\$ 0.050	\$ 0.100	\$ 0.150	\$ 0.150
• Anacostia Streetcar Project	16.100		16.100	13.762
• DC Downtown Circulator Buses	16.266		16.266	11.936
• Dupont Circle Metrorail Station Artwork		0.112	0.112	0.112
• Navy Yard Metrorail Station Improvements	0.500	19.500	20.000	18.495
• U-Street Metrorail Station Improvements		1.500	1.500	
• Yellow Line Extension to Fort Totten		1.500	1.500	0.611
Subtotal - District of Columbia	\$ 32.916	\$ 22.712	\$ 55.628	\$ 41.930
Maryland				
Montgomery County				
• Glenmont Parking Garage	1.600	22.300	23.900	1.294
• Silver Spring Metrorail Station South Entrance		0.400	0.400	
MD Department of Transportation				
• College Park Parking Garage	17.810		17.810	17.310
• Largo Metrorail Extension & Parking	456.469	2.990	459.459	458.080
• New Carrollton Parking Garage	23.115		23.115	22.417
Subtotal - Maryland	\$ 498.994	\$ 25.690	\$ 524.684	\$ 499.194
Virginia				
Arlington County				
• Ballston Metrorail Station Improvements	16.000	9.000	25.000	14.519
• Clarendon Metrorail Station Improvements	0.500		0.500	0.059
• Crystal City - Potomac Yard Busway	0.813	2.500	3.313	0.798
• Rosslyn Station Access Improvements	0.650	0.350	1.000	0.050
• Shirlington Bus Terminal	4.000	1.400	5.400	4.725
Fairfax County				
• Huntington Parking Garage	31.183		31.183	29.828
• TAGS Shuttle Buses	0.611		0.611	0.501
• Vienna/Fairfax-GMU Parking Garage	1.000		1.000	0.531
VA Dept. of Rail & Public Transportation				
• Dulles Corridor Technical Support	64.750		64.750	57.220
Pulte Homes/Vienna Metrorail Station Improvements		0.350	0.350	0.043
Subtotal - Virginia	\$ 119.507	\$ 13.600	\$ 133.107	\$ 107.462
Total	\$ 651.417	\$ 62.002	\$ 713.419	\$ 648.586





Appendix A. Department Budgets

This appendix provides detailed line-item budgets for each department in the fiscal 2008 operating budget.

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OPERATING COST BY MODE

All Departments
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$179,103	\$57,122	\$119,982	\$1,999
Full-Time Salaries	\$170,686	\$55,426	\$113,261	\$1,999
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$8,416	\$1,695	\$6,721	\$0
Wages (Total)	\$459,148	\$217,161	\$241,976	\$12
Operator/StaMgr Wages	\$191,739	\$124,962	\$66,776	\$0
Operator/StaMgr Overtime	\$34,481	\$20,944	\$13,537	\$0
Full Time Wages	\$215,681	\$64,753	\$150,917	\$12
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$17,247	\$6,501	\$10,746	\$0
TOTAL SALARIES AND WAGES	\$638,251	\$274,282	\$361,958	\$2,011
Fringes (Total)	\$244,138	\$105,361	\$138,030	\$747
Fringe Health	\$129,649	\$55,122	\$74,091	\$436
Fringe Pension	\$43,196	\$18,365	\$24,686	\$145
Other Fringe Benefits	\$52,443	\$22,449	\$29,828	\$166
Workers Compensation	\$18,850	\$9,425	\$9,425	\$0
TOTAL PERSONNEL COST	\$882,389	\$379,644	\$499,988	\$2,758
Services (Total)	\$125,006	\$18,193	\$46,931	\$59,882
Management Fee	\$5,175	\$0	\$5,175	\$0
Professional & Technical	\$16,641	\$6,053	\$9,632	\$956
Temporary Help	\$1,722	\$512	\$1,201	\$9
Contract Maintenance	\$27,021	\$7,034	\$19,938	\$50
Custodial Services	\$1	\$0	\$1	\$0
Paratransit	\$58,439	\$0	\$0	\$58,439
Other	\$16,006	\$4,595	\$10,984	\$427
Materials & Supplies (Total)	\$73,117	\$32,553	\$40,425	\$139
Fuel and Lubricants	\$3,477	\$2,086	\$1,391	\$0
Tires	\$5,076	\$4,950	\$126	\$0
Other	\$64,564	\$25,516	\$38,908	\$139
Fuel & Propulsion (Total)	\$77,259	\$31,645	\$45,614	\$0
Diesel Fuel	\$26,285	\$26,285	\$0	\$0
Propulsion Power	\$45,614	\$0	\$45,614	\$0
Clean Natural Gas	\$5,361	\$5,361	\$0	\$0
Utilities (Total)	\$37,380	\$8,073	\$29,190	\$117
Electricity and Gas	\$29,666	\$5,758	\$23,861	\$47
Utilities - Other	\$7,714	\$2,315	\$5,329	\$70
Casualty & Liability (Total)	\$18,004	\$5,644	\$12,338	\$22
Insurance	\$8,138	\$2,082	\$6,057	\$0
Claims	\$9,866	\$3,562	\$6,282	\$22
Leases (Total)	\$5,571	\$1,854	\$3,194	\$523
Property	\$1,784	\$956	\$308	\$520
Equipment	\$3,787	\$898	\$2,886	\$3
Miscellaneous (Total)	\$4,838	\$1,716	\$3,091	\$31
Dues And Subscriptions	\$557	\$191	\$364	\$2
Conferences and Meetings	\$368	\$130	\$224	\$13
Business Travel/Public Hrg	\$422	\$97	\$320	\$5
Interview & Relocation	\$88	\$32	\$56	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,490	\$955	\$1,532	\$3
Other	\$913	\$311	\$595	\$7
Reimbursements (Total)	-\$69,826	-\$26,571	-\$42,622	-\$634
Reimbursements	-\$69,826	-\$26,571	-\$42,622	-\$634
TOTAL NONPERSONNEL COST	\$271,348	\$73,107	\$138,162	\$60,080
TOTAL COST	\$1,153,738	\$452,750	\$638,150	\$62,838

MULTI-YEAR OPERATING COST COMPARISON
All Departments

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$149,249	\$162,073	\$167,531	\$179,103	\$11,571
Full-Time Salaries	\$137,881	\$147,794	\$162,359	\$170,686	\$8,327
Salary Lapse	\$0	\$0	-\$4,683	\$0	\$4,683
Overtime Salaries	\$11,368	\$14,279	\$9,855	\$8,416	-\$1,438
Wages (Total)	\$399,831	\$424,764	\$436,593	\$459,148	\$22,555
Operator/StaMgr Wages	\$157,836	\$164,186	\$209,598	\$191,739	-\$17,860
Operator/StaMgr Overtime	\$37,527	\$40,348	\$420	\$34,481	\$2,389
Full Time Wages	\$183,098	\$192,297	\$213,293	\$215,681	\$2,389
Wage Lapse	\$0	\$0	-\$6,242	\$0	\$6,242
Overtime Wages	\$21,370	\$27,934	\$19,525	\$17,247	-\$2,277
TOTAL SALARIES AND WAGES	\$549,080	\$586,838	\$604,125	\$638,251	\$34,127
Fringes (Total)	\$166,678	\$186,239	\$209,894	\$244,138	\$34,244
Fringe Health	\$98,577	\$110,906	\$0	\$129,649	\$129,649
Fringe Pension	\$19,638	\$22,595	\$60	\$43,196	\$23,538
Other Fringe Benefits	\$43,343	\$45,241	\$197,910	\$52,443	-\$145,467
Workers Compensation	\$5,120	\$7,497	\$11,924	\$18,850	\$6,926
TOTAL PERSONNEL COST	\$715,758	\$773,077	\$814,018	\$882,389	\$68,371
Services (Total)	\$86,598	\$101,825	\$114,465	\$125,006	\$10,541
Management Fee	\$3,472	\$4,220	\$4,038	\$5,175	\$1,137
Professional & Technical	\$9,449	\$8,993	\$14,958	\$16,641	\$1,683
Temporary Help	\$1,197	\$1,336	\$1,358	\$1,722	\$364
Contract Maintenance	\$19,187	\$21,794	\$22,529	\$27,021	\$4,493
Custodial Services	\$0	\$3	\$0	\$1	\$1
Paratransit	\$41,167	\$50,948	\$53,536	\$58,439	\$4,903
Other	\$12,125	\$14,530	\$18,046	\$16,006	-\$2,040
Materials & Supplies (Total)	\$67,700	\$70,773	\$69,146	\$73,117	\$3,972
Fuel and Lubricants	\$2,455	\$3,515	\$2,586	\$3,477	\$891
Tires	\$2,363	\$2,253	\$2,541	\$5,076	\$2,535
Other	\$62,882	\$65,005	\$64,018	\$64,564	\$546
Fuel & Propulsion (Total)	\$19,894	\$68,815	\$71,337	\$77,259	\$5,922
Diesel Fuel	\$19,894	\$25,813	\$27,289	\$26,285	-\$1,004
Propulsion Power	\$0	\$36,301	\$38,681	\$45,614	\$6,933
Clean Natural Gas	\$0	\$6,702	\$5,367	\$5,361	-\$6
Utilities (Total)	\$4,750	\$30,986	\$29,899	\$37,380	\$7,481
Electricity and Gas	\$72	\$24,459	\$22,873	\$29,666	\$6,793
Utilities - Other	\$4,678	\$6,527	\$7,026	\$7,714	\$688
Casualty & Liability (Total)	\$9,113	\$10,902	\$12,940	\$18,004	\$5,064
Insurance	\$7,360	\$7,471	\$7,901	\$8,138	\$237
Claims	\$1,753	\$3,430	\$5,039	\$9,866	\$4,827
Leases (Total)	\$4,837	\$4,625	\$4,752	\$5,571	\$819
Property	\$1,499	\$1,934	\$1,764	\$1,784	\$20
Equipment	\$3,338	\$2,692	\$2,988	\$3,787	\$799
Miscellaneous (Total)	\$3,747	\$4,656	\$4,833	\$4,838	\$4
Dues And Subscriptions	\$306	\$187	\$584	\$557	-\$26
Conferences and Meetings	\$229	\$571	\$431	\$368	-\$63
Business Travel/Public Hrg	\$354	\$482	\$495	\$422	-\$73
Interview & Relocation	\$14	\$39	\$85	\$88	\$3
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$2,259	\$2,659	\$2,566	\$2,490	-\$76
Other	\$585	\$717	\$673	\$913	\$240
Reimbursements (Total)	-\$23,495	-\$24,197	-\$25,343	-\$69,826	-\$44,483
Reimbursements	-\$23,495	-\$24,197	-\$25,343	-\$69,826	-\$44,483
TOTAL NONPERSONNEL COST	\$173,145	\$268,385	\$282,029	\$271,348	-\$10,681
TOTAL COST	\$888,903	\$1,041,462	\$1,096,047	\$1,153,738	\$57,690

OPERATING COST BY MODE
General Manager Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$451	\$136	\$314	\$1
Full-Time Salaries	\$451	\$136	\$314	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$30	\$30	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$30	\$30	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$481	\$166	\$314	\$1
Fringes (Total)	\$246	\$80	\$166	\$0
Fringe Health	\$156	\$47	\$108	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$90	\$33	\$58	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$727	\$245	\$480	\$1
Services (Total)	\$256	\$92	\$163	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$229	\$83	\$146	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$27	\$10	\$17	\$0
Materials & Supplies (Total)	\$10	\$4	\$6	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10	\$4	\$6	\$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
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$339	\$122	\$216	\$1
Dues And Subscriptions	\$221	\$80	\$141	\$0
Conferences and Meetings	\$101	\$37	\$64	\$0
Business Travel/Public Hrg	\$16	\$6	\$10	\$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	\$605	\$218	\$385	\$1
TOTAL COST	\$1,331	\$464	\$865	\$3

MULTI-YEAR OPERATING COST COMPARISON
General Manager Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$316	\$893	\$511	\$451	-\$60
Full-Time Salaries	\$316	\$890	\$511	\$451	-\$60
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$3	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$30	\$30
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$30	\$30
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$316	\$893	\$511	\$481	-\$30
Fringes (Total)	\$113	\$346	\$313	\$246	-\$67
Fringe Health	\$0	\$0	\$0	\$156	\$156
Fringe Pension	\$0	\$34	\$60	\$0	\$0
Other Fringe Benefits	\$113	\$312	\$253	\$90	-\$163
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$429	\$1,239	\$824	\$727	-\$97
Services (Total)	\$10	\$73	\$256	\$256	\$0
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$15	\$229	\$229	\$0
Temporary Help	\$0	\$31	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$10	\$27	\$27	\$27	\$0
Materials & Supplies (Total)	\$0	\$18	\$10	\$10	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$18	\$10	\$10	\$0
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)	\$51	\$63	\$348	\$339	-\$9
Dues And Subscriptions	\$12	\$4	\$221	\$221	\$0
Conferences and Meetings	\$37	\$50	\$101	\$101	\$0
Business Travel/Public Hrg	\$2	\$9	\$25	\$16	-\$9
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$1	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$61	\$155	\$614	\$605	-\$9
TOTAL COST	\$490	\$1,394	\$1,438	\$1,331	-\$106

OPERATING COST BY MODE
Inspector General Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$2,001	\$723	\$1,274	\$4
Full-Time Salaries	\$2,001	\$723	\$1,274	\$4
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	\$2,001	\$723	\$1,274	\$4
Fringes (Total)	\$696	\$251	\$443	\$1
Fringe Health	\$696	\$251	\$443	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,697	\$974	\$1,717	\$6
Services (Total)	\$2	\$1	\$1	\$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	\$2	\$1	\$1	\$0
Materials & Supplies (Total)	\$17	\$6	\$11	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$17	\$6	\$11	\$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
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$16	\$5	\$10	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$1	\$0	\$1	\$0
Business Travel/Public Hrg	\$13	\$5	\$9	\$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	\$34	\$12	\$23	\$0
TOTAL COST	\$2,731	\$986	\$1,740	\$6

MULTI-YEAR OPERATING COST COMPARISON
Inspector General Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$1,613	\$1,532	\$2,014	\$2,001	-\$13
Full-Time Salaries	\$1,613	\$1,532	\$2,090	\$2,001	-\$89
Salary Lapse	\$0	\$0	-\$75	\$0	\$75
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	\$1,613	\$1,532	\$2,014	\$2,001	-\$13
Fringes (Total)	\$460	\$540	\$600	\$696	\$96
Fringe Health	\$0	\$0	\$0	\$696	\$696
Fringe Pension	\$0	\$40	\$0	\$0	\$0
Other Fringe Benefits	\$460	\$501	\$600	\$0	-\$600
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,073	\$2,072	\$2,614	\$2,697	\$82
Services (Total)	\$2	\$16	\$2	\$2	\$0
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$2	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$2	\$15	\$2	\$2	\$0
Materials & Supplies (Total)	\$12	\$15	\$85	\$17	-\$68
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$12	\$15	\$85	\$17	-\$68
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)	\$33	\$58	\$22	\$16	-\$6
Dues And Subscriptions	\$0	\$0	\$2	\$2	\$0
Conferences and Meetings	\$0	\$0	\$1	\$1	\$0
Business Travel/Public Hrg	\$33	\$57	\$19	\$13	-\$6
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	\$48	\$89	\$108	\$34	-\$73
TOTAL COST	\$2,122	\$2,161	\$2,722	\$2,731	\$9

OPERATING COST BY MODE
General Counsel Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$3,021	\$1,091	\$1,924	\$6
Full-Time Salaries	\$3,021	\$1,091	\$1,924	\$6
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	\$3,021	\$1,091	\$1,924	\$6
Fringes (Total)	\$1,055	\$381	\$672	\$2
Fringe Health	\$1,050	\$379	\$669	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$2	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,076	\$1,472	\$2,596	\$9
Services (Total)	\$1,285	\$414	\$869	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$966	\$349	\$615	\$2
Temporary Help	\$17	\$6	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$302	\$59	\$243	\$0
Materials & Supplies (Total)	\$111	\$46	\$65	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$111	\$46	\$65	\$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)	\$3	\$1	\$2	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$3	\$1	\$2	\$0
Casualty & Liability (Total)	\$9,866	\$3,562	\$6,282	\$22
Insurance	\$0	\$0	\$0	\$0
Claims	\$9,866	\$3,562	\$6,282	\$22
Leases (Total)	\$63	\$23	\$40	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$63	\$23	\$40	\$0
Miscellaneous (Total)	\$99	\$36	\$63	\$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	\$20	\$7	\$13	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$11,427	\$4,082	\$7,320	\$25
TOTAL COST	\$15,503	\$5,554	\$9,916	\$34

MULTI-YEAR OPERATING COST COMPARISON
General Counsel Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$3,613	\$3,616	\$3,472	\$3,021	-\$450
Full-Time Salaries	\$3,601	\$3,612	\$3,631	\$3,021	-\$610
Salary Lapse	\$0	\$0	-\$164	\$0	\$164
Overtime Salaries	\$11	\$4	\$4	\$0	-\$4
Wages (Total)	\$31	\$32	\$32	\$0	-\$32
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$31	\$32	\$33	\$0	-\$33
Wage Lapse	\$0	\$0	-\$1	\$0	\$1
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,644	\$3,648	\$3,504	\$3,021	-\$483
Fringes (Total)	\$1,046	\$1,316	\$1,173	\$1,055	-\$118
Fringe Health	\$0	\$0	\$0	\$1,050	\$1,050
Fringe Pension	\$0	\$113	\$0	\$0	\$0
Other Fringe Benefits	\$1,046	\$1,203	\$1,173	\$5	-\$1,168
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,690	\$4,964	\$4,677	\$4,076	-\$600
Services (Total)	\$1,075	\$269	\$1,315	\$1,285	-\$29
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$945	\$213	\$1,082	\$966	-\$116
Temporary Help	\$60	\$28	\$26	\$17	-\$9
Contract Maintenance	\$0	\$1	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$69	\$27	\$206	\$302	\$95
Materials & Supplies (Total)	\$80	\$95	\$136	\$111	-\$25
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$80	\$95	\$136	\$111	-\$25
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	\$2	\$3	\$1
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$2	\$3	\$1
Casualty & Liability (Total)	\$1,598	\$3,430	\$5,039	\$9,866	\$4,827
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$1,598	\$3,430	\$5,039	\$9,866	\$4,827
Leases (Total)	\$37	\$51	\$63	\$63	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$37	\$51	\$63	\$63	\$0
Miscellaneous (Total)	\$91	\$67	\$106	\$99	-\$7
Dues And Subscriptions	\$68	\$39	\$73	\$68	-\$4
Conferences and Meetings	\$1	\$1	\$1	\$2	\$1
Business Travel/Public Hrg	\$10	\$14	\$12	\$8	-\$4
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$13	\$13	\$20	\$20	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,880	\$3,914	\$6,660	\$11,427	\$4,767
TOTAL COST	\$7,570	\$8,878	\$11,337	\$15,503	\$4,166

OPERATING COST BY MODE
Board Secretary Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$318	\$131	\$187	\$0
Full-Time Salaries	\$318	\$131	\$187	\$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	\$318	\$131	\$187	\$0
Fringes (Total)	\$110	\$45	\$65	\$0
Fringe Health	\$110	\$45	\$65	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$428	\$176	\$252	\$0
Services (Total)	\$58	\$21	\$37	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$5	\$9	\$0
Temporary Help	\$16	\$6	\$10	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$28	\$10	\$18	\$0
Materials & Supplies (Total)	\$15	\$5	\$10	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$15	\$5	\$10	\$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
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$124	\$45	\$79	\$0
Dues And Subscriptions	\$6	\$2	\$4	\$0
Conferences and Meetings	\$21	\$8	\$14	\$0
Business Travel/Public Hrg	\$13	\$5	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$78	\$28	\$50	\$0
Other	\$6	\$2	\$4	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$197	\$71	\$125	\$1
TOTAL COST	\$625	\$247	\$377	\$1

MULTI-YEAR OPERATING COST COMPARISON
Board Secretary Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$344	\$231	\$264	\$318	\$54
Full-Time Salaries	\$344	\$231	\$264	\$318	\$54
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	\$344	\$231	\$264	\$318	\$54
Fringes (Total)	\$103	\$83	\$84	\$110	\$26
Fringe Health	\$0	\$0	\$0	\$110	\$110
Fringe Pension	\$0	\$4	\$0	\$0	\$0
Other Fringe Benefits	\$103	\$78	\$84	\$0	-\$84
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$447	\$313	\$348	\$428	\$81
Services (Total)	\$167	\$283	\$75	\$58	-\$17
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$156	\$237	\$32	\$13	-\$18
Temporary Help	\$0	\$0	\$28	\$16	-\$12
Contract Maintenance	\$0	\$17	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$11	\$29	\$16	\$28	\$13
Materials & Supplies (Total)	\$18	\$23	\$12	\$15	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$18	\$23	\$12	\$15	\$3
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)	\$166	\$352	\$70	\$124	\$55
Dues And Subscriptions	\$38	\$1	\$5	\$6	\$1
Conferences and Meetings	\$40	\$242	\$11	\$21	\$11
Business Travel/Public Hrg	\$5	\$9	\$10	\$13	\$3
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$83	\$100	\$35	\$78	\$43
Other	\$0	\$0	\$9	\$6	-\$3
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$351	\$659	\$156	\$197	\$40
TOTAL COST	\$799	\$972	\$504	\$625	\$121

OPERATING COST BY MODE
Metro Operations Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$94,050	\$33,283	\$58,846	\$1,922
Full-Time Salaries	\$91,178	\$32,718	\$56,538	\$1,922
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$2,872	\$565	\$2,308	\$0
Wages (Total)	\$444,176	\$211,771	\$232,405	\$0
Operator/StaMgr Wages	\$190,838	\$124,290	\$66,548	\$0
Operator/StaMgr Overtime	\$34,481	\$20,944	\$13,537	\$0
Full Time Wages	\$202,377	\$60,488	\$141,889	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$16,479	\$6,049	\$10,431	\$0
TOTAL SALARIES AND WAGES	\$538,227	\$245,054	\$291,251	\$1,922
Fringes (Total)	\$189,985	\$85,833	\$103,438	\$715
Fringe Health	\$187,258	\$84,435	\$102,109	\$715
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$2,727	\$1,398	\$1,329	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$728,212	\$330,887	\$394,688	\$2,637
Services (Total)	\$93,074	\$6,860	\$26,407	\$59,807
Management Fee	\$5,175	\$0	\$5,175	\$0
Professional & Technical	\$2,653	\$298	\$1,412	\$943
Temporary Help	\$1,529	\$439	\$1,080	\$9
Contract Maintenance	\$23,640	\$5,812	\$17,785	\$44
Custodial Services	\$1	\$0	\$1	\$0
Paratransit	\$58,439	\$0	\$0	\$58,439
Other	\$1,638	\$311	\$954	\$372
Materials & Supplies (Total)	\$67,166	\$30,822	\$36,213	\$131
Fuel and Lubricants	\$3,476	\$2,086	\$1,390	\$0
Tires	\$5,076	\$4,950	\$126	\$0
Other	\$58,614	\$23,785	\$34,697	\$131
Fuel & Propulsion (Total)	\$80,259	\$34,645	\$45,614	\$0
Diesel Fuel	\$26,285	\$26,285	\$0	\$0
Propulsion Power	\$45,614	\$0	\$45,614	\$0
Clean Natural Gas	\$8,361	\$8,361	\$0	\$0
Utilities (Total)	\$37,069	\$7,972	\$28,981	\$117
Electricity and Gas	\$29,595	\$5,729	\$23,819	\$47
Utilities - Other	\$7,474	\$2,243	\$5,161	\$69
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$2,239	\$1,013	\$706	\$520
Property	\$1,784	\$956	\$308	\$520
Equipment	\$454	\$56	\$398	\$0
Miscellaneous (Total)	\$538	\$208	\$304	\$26
Dues And Subscriptions	\$59	\$19	\$38	\$1
Conferences and Meetings	\$68	\$25	\$31	\$12
Business Travel/Public Hrg	\$172	\$12	\$155	\$5
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$31	\$0	\$29	\$2
Other	\$208	\$152	\$49	\$6
Reimbursements (Total)	-\$20,775	-\$18,075	-\$2,700	\$0
Reimbursements	-\$20,775	-\$18,075	-\$2,700	\$0
TOTAL NONPERSONNEL COST	\$259,571	\$63,445	\$135,524	\$60,601
TOTAL COST	\$987,783	\$394,332	\$530,213	\$63,238

MULTI-YEAR OPERATING COST COMPARISON
Metro Operations Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$70,389	\$76,265	\$80,273	\$94,050	\$13,778
Full-Time Salaries	\$65,557	\$69,050	\$80,040	\$91,178	\$11,139
Salary Lapse	\$0	\$0	-\$2,927	\$0	\$2,927
Overtime Salaries	\$4,831	\$7,215	\$3,161	\$2,872	-\$288
Wages (Total)	\$385,115	\$407,501	\$420,776	\$444,176	\$23,400
Operator/StaMgr Wages	\$157,820	\$164,107	\$168,575	\$190,838	\$22,263
Operator/StaMgr Overtime	\$37,527	\$40,348	\$41,340	\$34,481	\$4,249
Full Time Wages	\$169,740	\$177,601	\$198,128	\$202,377	\$5,796
Wage Lapse	\$0	\$0	-\$5,796	\$0	\$5,796
Overtime Wages	\$20,027	\$25,445	\$18,529	\$16,479	-\$2,050
TOTAL SALARIES AND WAGES	\$455,503	\$483,765	\$501,049	\$538,227	\$37,178
Fringes (Total)	\$134,333	\$158,574	\$163,710	\$189,985	\$26,275
Fringe Health	\$0	\$11	\$0	\$187,258	\$187,258
Fringe Pension	-\$6	\$492	\$0	\$0	\$498
Other Fringe Benefits	\$134,339	\$158,071	\$163,710	\$2,727	-\$160,983
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$589,837	\$642,340	\$664,758	\$728,212	\$63,453
Services (Total)	\$63,842	\$77,137	\$80,828	\$93,074	\$12,247
Management Fee	\$3,689	\$4,276	\$4,038	\$5,175	\$1,137
Professional & Technical	\$764	\$1,200	\$1,700	\$2,653	\$953
Temporary Help	\$863	\$1,134	\$1,057	\$1,529	\$472
Contract Maintenance	\$16,209	\$18,410	\$19,242	\$23,640	\$4,399
Custodial Services	\$0	\$1	\$0	\$1	\$1
Paratransit	\$41,167	\$50,948	\$53,536	\$58,439	\$4,903
Other	\$1,150	\$1,167	\$1,255	\$1,638	\$383
Materials & Supplies (Total)	\$59,717	\$64,524	\$61,423	\$67,166	\$5,743
Fuel and Lubricants	\$2,455	\$3,511	\$2,585	\$3,476	\$891
Tires	\$2,363	\$2,253	\$2,541	\$5,076	\$2,535
Other	\$54,900	\$58,760	\$56,297	\$58,614	\$2,317
Fuel & Propulsion (Total)	\$19,893	\$68,815	\$71,337	\$80,259	\$8,922
Diesel Fuel	\$19,893	\$25,813	\$27,289	\$26,285	-\$1,004
Propulsion Power	\$0	\$36,301	\$38,681	\$45,614	\$6,933
Clean Natural Gas	\$0	\$6,702	\$5,367	\$8,361	\$2,994
Utilities (Total)	\$3,969	\$30,030	\$29,648	\$37,069	\$7,422
Electricity and Gas	\$7	\$24,397	\$22,805	\$29,595	\$6,790
Utilities - Other	\$3,963	\$5,633	\$6,842	\$7,474	\$632
Casualty & Liability (Total)	\$6	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$6	\$0	\$0	\$0	\$0
Leases (Total)	\$1,557	\$2,202	\$2,120	\$2,239	\$118
Property	\$1,110	\$1,569	\$1,764	\$1,784	\$20
Equipment	\$447	\$633	\$356	\$454	\$98
Miscellaneous (Total)	\$251	\$550	\$452	\$538	\$86
Dues And Subscriptions	\$14	\$11	\$26	\$59	\$32
Conferences and Meetings	\$49	\$115	\$50	\$68	\$18
Business Travel/Public Hrg	\$104	\$169	\$172	\$172	\$0
Interview & Relocation	\$2	\$18	\$1	\$1	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$29	\$31	\$2
Other	\$82	\$237	\$174	\$208	\$34
Reimbursements (Total)	-\$20,826	-\$20,718	-\$20,775	-\$20,775	\$0
Reimbursements	-\$20,826	-\$20,718	-\$20,775	-\$20,775	\$0
TOTAL NONPERSONNEL COST	\$128,409	\$222,540	\$225,032	\$259,571	\$34,538
TOTAL COST	\$718,246	\$864,880	\$889,791	\$987,783	\$97,992

OPERATING COST BY MODE
Bus Service Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$23,101	\$22,448	\$652	\$1
Full-Time Salaries	\$22,673	\$22,029	\$643	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$428	\$419	\$9	\$0
Wages (Total)	\$199,360	\$197,691	\$1,669	\$0
Operator/StaMgr Wages	\$124,149	\$123,940	\$209	\$0
Operator/StaMgr Overtime	\$20,640	\$20,640	\$0	\$0
Full Time Wages	\$48,973	\$47,514	\$1,459	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$5,598	\$5,598	\$0	\$0
TOTAL SALARIES AND WAGES	\$222,460	\$220,139	\$2,320	\$1
Fringes (Total)	\$78,649	\$77,819	\$830	\$0
Fringe Health	\$77,309	\$76,492	\$818	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,340	\$1,328	\$12	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$301,110	\$297,958	\$3,150	\$1
Services (Total)	\$4,619	\$3,528	\$1,092	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$255	\$242	\$13	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,165	\$3,091	\$1,074	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$199	\$194	\$5	\$0
Materials & Supplies (Total)	\$29,704	\$27,713	\$1,991	\$0
Fuel and Lubricants	\$3,228	\$2,054	\$1,173	\$0
Tires	\$5,076	\$4,950	\$126	\$0
Other	\$21,400	\$20,709	\$692	\$0
Fuel & Propulsion (Total)	\$34,645	\$34,645	\$0	\$0
Diesel Fuel	\$26,285	\$26,285	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$8,361	\$8,361	\$0	\$0
Utilities (Total)	\$77	\$77	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$77	\$77	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$665	\$665	\$0	\$0
Property	\$618	\$618	\$0	\$0
Equipment	\$47	\$47	\$0	\$0
Miscellaneous (Total)	\$126	\$120	\$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	\$103	\$103	\$0	\$0
Reimbursements (Total)	-\$18,075	-\$18,075	\$0	\$0
Reimbursements	-\$18,075	-\$18,075	\$0	\$0
TOTAL NONPERSONNEL COST	\$51,761	\$48,672	\$3,088	\$0
TOTAL COST	\$352,870	\$346,631	\$6,238	\$1

MULTI-YEAR OPERATING COST COMPARISON
Bus Service Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$15,659	\$15,675	\$19,621	\$23,101	\$3,480
Full-Time Salaries	\$15,202	\$15,081	\$19,729	\$22,673	\$2,943
Salary Lapse	\$0	\$0	-\$693	\$0	\$693
Overtime Salaries	\$457	\$593	\$584	\$428	-\$156
Wages (Total)	\$178,410	\$184,799	\$191,276	\$199,360	\$8,083
Operator/StaMgr Wages	\$106,890	\$110,681	\$112,618	\$124,149	\$11,531
Operator/StaMgr Overtime	\$21,898	\$22,787	\$26,468	\$20,640	\$359
Full Time Wages	\$44,063	\$44,541	\$48,614	\$48,973	\$359
Wage Lapse	\$0	\$0	-\$1,436	\$0	\$1,436
Overtime Wages	\$5,559	\$6,790	\$5,013	\$5,598	\$585
TOTAL SALARIES AND WAGES	\$194,069	\$200,474	\$210,897	\$222,460	\$11,563
Fringes (Total)	\$57,234	\$63,851	\$68,233	\$78,649	\$10,416
Fringe Health	\$0	\$0	\$0	\$77,309	\$77,309
Fringe Pension	-\$6	\$73	\$0	\$0	\$79
Other Fringe Benefits	\$57,239	\$63,778	\$68,233	\$1,340	-\$66,893
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$251,302	\$264,325	\$279,130	\$301,110	\$21,979
Services (Total)	\$3,012	\$3,424	\$3,701	\$4,619	\$918
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$30	\$56	\$255	\$199
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,901	\$3,164	\$3,524	\$4,165	\$642
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$109	\$230	\$121	\$199	\$78
Materials & Supplies (Total)	\$27,483	\$28,265	\$25,757	\$29,704	\$3,947
Fuel and Lubricants	\$2,354	\$3,376	\$2,446	\$3,228	\$782
Tires	\$2,363	\$2,253	\$2,541	\$5,076	\$2,535
Other	\$22,766	\$22,636	\$20,770	\$21,400	\$630
Fuel & Propulsion (Total)	\$19,892	\$32,495	\$32,656	\$34,645	\$1,989
Diesel Fuel	\$19,892	\$25,805	\$27,289	\$26,285	-\$1,004
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$6,690	\$5,367	\$8,361	\$2,994
Utilities (Total)	\$0	\$0	\$26	\$77	\$50
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$26	\$77	\$50
Casualty & Liability (Total)	\$6	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$6	\$0	\$0	\$0	\$0
Leases (Total)	\$420	\$406	\$665	\$665	\$0
Property	\$420	\$405	\$618	\$618	\$0
Equipment	\$0	\$1	\$47	\$47	\$0
Miscellaneous (Total)	\$88	\$214	\$136	\$126	-\$10
Dues And Subscriptions	\$7	\$2	\$9	\$10	\$0
Conferences and Meetings	\$28	\$41	\$10	\$11	\$0
Business Travel/Public Hrg	\$22	\$37	\$2	\$2	\$0
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$30	\$135	\$114	\$103	-\$11
Reimbursements (Total)	-\$18,117	-\$18,015	-\$18,075	-\$18,075	\$0
Reimbursements	-\$18,117	-\$18,015	-\$18,075	-\$18,075	\$0
TOTAL NONPERSONNEL COST	\$32,784	\$46,790	\$44,867	\$51,761	\$6,894
TOTAL COST	\$284,086	\$311,115	\$323,997	\$352,870	\$28,874

OPERATING COST BY MODE
Operations Services Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$25,830	\$8,422	\$17,407	\$1
Full-Time Salaries	\$25,255	\$8,276	\$16,978	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$575	\$146	\$429	\$0
Wages (Total)	\$45,629	\$12,280	\$33,349	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$43,129	\$11,808	\$31,321	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$2,500	\$472	\$2,028	\$0
TOTAL SALARIES AND WAGES	\$71,459	\$20,703	\$50,756	\$1
Fringes (Total)	\$25,445	\$7,282	\$18,163	\$0
Fringe Health	\$25,146	\$7,211	\$17,935	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$299	\$70	\$228	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$96,904	\$27,984	\$68,919	\$1
Services (Total)	\$20,555	\$3,350	\$17,181	\$24
Management Fee	\$5,175	\$0	\$5,175	\$0
Professional & Technical	\$834	\$56	\$779	\$0
Temporary Help	\$1,534	\$447	\$1,087	\$0
Contract Maintenance	\$12,082	\$2,646	\$9,413	\$24
Custodial Services	\$1	\$0	\$1	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$928	\$201	\$727	\$0
Materials & Supplies (Total)	\$9,824	\$2,493	\$7,328	\$4
Fuel and Lubricants	\$32	\$32	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9,792	\$2,462	\$7,327	\$4
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)	\$2,776	\$745	\$2,031	\$0
Electricity and Gas	\$71	\$29	\$42	\$0
Utilities - Other	\$2,705	\$715	\$1,989	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$641	\$240	\$401	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$641	\$240	\$401	\$0
Miscellaneous (Total)	\$255	\$78	\$176	\$1
Dues And Subscriptions	\$44	\$15	\$28	\$0
Conferences and Meetings	\$16	\$3	\$13	\$0
Business Travel/Public Hrg	\$87	\$10	\$77	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$23	\$0	\$23	\$0
Other	\$84	\$50	\$34	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$34,050	\$6,905	\$27,116	\$29
TOTAL COST	\$130,954	\$34,890	\$96,035	\$30

MULTI-YEAR OPERATING COST COMPARISON
Operations Services Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$20,473	\$20,609	\$20,513	\$25,830	\$5,317
Full-Time Salaries	\$19,329	\$19,130	\$20,633	\$25,255	\$4,622
Salary Lapse	\$0	\$0	-\$781	\$0	\$781
Overtime Salaries	\$1,144	\$1,479	\$661	\$575	-\$86
Wages (Total)	\$43,373	\$44,821	\$41,975	\$45,629	\$3,654
Operator/StaMgr Wages	\$12	\$34	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$39,316	\$39,938	\$40,329	\$43,129	\$2,800
Wage Lapse	\$0	\$0	-\$1,144	\$0	\$1,144
Overtime Wages	\$4,045	\$4,849	\$2,790	\$2,500	-\$290
TOTAL SALARIES AND WAGES	\$63,846	\$65,430	\$62,488	\$71,459	\$8,971
Fringes (Total)	\$18,720	\$22,408	\$20,687	\$25,445	\$4,758
Fringe Health	\$0	\$7	\$0	\$25,146	\$25,146
Fringe Pension	\$0	\$212	\$0	\$0	\$0
Other Fringe Benefits	\$18,720	\$22,189	\$20,687	\$299	-\$20,388
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$82,566	\$87,838	\$83,175	\$96,904	\$13,729
Services (Total)	\$14,844	\$16,926	\$17,706	\$20,555	\$2,849
Management Fee	\$3,689	\$4,276	\$4,038	\$5,175	\$1,137
Professional & Technical	\$308	\$469	\$537	\$834	\$297
Temporary Help	\$882	\$1,135	\$1,061	\$1,534	\$473
Contract Maintenance	\$8,891	\$10,187	\$11,038	\$12,082	\$1,045
Custodial Services	\$0	\$1	\$0	\$1	\$1
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$1,076	\$859	\$1,032	\$928	-\$104
Materials & Supplies (Total)	\$8,302	\$9,456	\$9,313	\$9,824	\$512
Fuel and Lubricants	\$8	\$32	\$31	\$32	\$1
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$8,294	\$9,424	\$9,282	\$9,792	\$511
Fuel & Propulsion (Total)	\$1	\$7	\$0	\$0	\$0
Diesel Fuel	\$1	\$7	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$1,817	\$1,749	\$2,340	\$2,776	\$436
Electricity and Gas	\$65	\$63	\$68	\$71	\$3
Utilities - Other	\$1,753	\$1,686	\$2,272	\$2,705	\$433
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$660	\$719	\$557	\$641	\$83
Property	\$0	\$40	\$0	\$0	\$0
Equipment	\$660	\$679	\$557	\$641	\$83
Miscellaneous (Total)	\$85	\$137	\$155	\$255	\$100
Dues And Subscriptions	\$5	\$5	\$12	\$44	\$31
Conferences and Meetings	\$6	\$3	\$8	\$16	\$8
Business Travel/Public Hrg	\$41	\$43	\$74	\$87	\$13
Interview & Relocation	\$0	\$3	\$1	\$1	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$23	\$23	\$0
Other	\$33	\$82	\$37	\$84	\$47
Reimbursements (Total)	-\$9	-\$3	\$0	\$0	\$0
Reimbursements	-\$9	-\$3	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$25,700	\$28,992	\$30,071	\$34,050	\$3,980
TOTAL COST	\$108,265	\$116,829	\$113,246	\$130,954	\$17,709

OPERATING COST BY MODE
Rail Service Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$31,832	\$1,536	\$30,295	\$1
Full-Time Salaries	\$30,062	\$1,494	\$28,567	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$1,769	\$42	\$1,728	\$0
Wages (Total)	\$149,857	\$3,251	\$146,607	\$0
Operator/StaMgr Wages	\$66,689	\$350	\$66,339	\$0
Operator/StaMgr Overtime	\$13,842	\$305	\$13,537	\$0
Full Time Wages	\$63,175	\$2,401	\$60,774	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$6,151	\$194	\$5,957	\$0
TOTAL SALARIES AND WAGES	\$181,689	\$4,787	\$176,901	\$1
Fringes (Total)	\$63,210	\$1,489	\$61,721	\$0
Fringe Health	\$62,490	\$1,486	\$61,004	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$720	\$3	\$717	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$244,899	\$6,276	\$238,622	\$1
Services (Total)	\$5,510	\$107	\$5,402	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$29	\$0	\$29	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5,273	\$104	\$5,169	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$207	\$3	\$204	\$0
Materials & Supplies (Total)	\$12,057	\$616	\$11,441	\$0
Fuel and Lubricants	\$8	\$0	\$8	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$12,049	\$616	\$11,433	\$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)	\$2,865	\$958	\$1,880	\$27
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$2,865	\$958	\$1,880	\$27
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$902	\$338	\$564	\$0
Property	\$646	\$338	\$308	\$0
Equipment	\$256	\$0	\$256	\$0
Miscellaneous (Total)	\$59	\$9	\$51	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$24	\$8	\$16	\$0
Business Travel/Public Hrg	\$19	\$0	\$19	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$6	\$0	\$6	\$0
Other	\$8	\$0	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$21,394	\$2,027	\$19,339	\$27
TOTAL COST	\$266,292	\$8,303	\$257,961	\$28

MULTI-YEAR OPERATING COST COMPARISON
Rail Service Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$26,004	\$29,105	\$29,466	\$31,832	\$2,365
Full-Time Salaries	\$23,335	\$24,881	\$28,762	\$30,062	\$1,300
Salary Lapse	\$0	\$0	-\$1,093	\$0	\$1,093
Overtime Salaries	\$2,669	\$4,225	\$1,797	\$1,769	-\$28
Wages (Total)	\$122,201	\$132,146	\$141,516	\$149,857	\$8,342
Operator/StaMgr Wages	\$50,918	\$53,389	\$55,957	\$66,689	\$10,732
Operator/StaMgr Overtime	\$15,622	\$17,561	\$14,872	\$13,842	-\$1,602
Full Time Wages	\$49,848	\$53,242	\$64,777	\$63,175	-\$1,602
Wage Lapse	\$0	\$0	-\$1,917	\$0	\$1,917
Overtime Wages	\$5,813	\$7,955	\$7,827	\$6,151	-\$1,675
TOTAL SALARIES AND WAGES	\$148,205	\$161,252	\$170,982	\$181,689	\$10,707
Fringes (Total)	\$43,806	\$53,394	\$55,682	\$63,210	\$7,528
Fringe Health	\$0	\$4	\$0	\$62,490	\$62,490
Fringe Pension	\$0	\$106	\$0	\$0	\$0
Other Fringe Benefits	\$43,806	\$53,284	\$55,682	\$720	-\$54,962
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$192,011	\$214,646	\$226,664	\$244,899	\$18,235
Services (Total)	\$3,855	\$4,325	\$4,169	\$5,510	\$1,341
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$18	\$67	\$31	\$29	-\$2
Temporary Help	\$0	\$3	\$0	\$0	\$0
Contract Maintenance	\$3,714	\$4,142	\$3,927	\$5,273	\$1,346
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$123	\$113	\$211	\$207	-\$4
Materials & Supplies (Total)	\$9,473	\$11,596	\$10,995	\$12,057	\$1,062
Fuel and Lubricants	\$9	\$5	\$8	\$8	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$9,464	\$11,591	\$10,987	\$12,049	\$1,062
Fuel & Propulsion (Total)	\$0	\$12	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$12	\$0	\$0	\$0
Utilities (Total)	\$2,211	\$2,698	\$2,848	\$2,865	\$17
Electricity and Gas	\$1	\$1	\$0	\$0	\$0
Utilities - Other	\$2,210	\$2,697	\$2,848	\$2,865	\$17
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$728	\$1,178	\$866	\$902	\$36
Property	\$430	\$706	\$646	\$646	\$0
Equipment	\$298	\$473	\$220	\$256	\$36
Miscellaneous (Total)	\$44	\$115	\$73	\$59	-\$13
Dues And Subscriptions	\$2	\$4	\$2	\$2	\$0
Conferences and Meetings	\$7	\$30	\$23	\$24	\$1
Business Travel/Public Hrg	\$26	\$46	\$34	\$19	-\$15
Interview & Relocation	\$0	\$15	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$6	\$6	\$0
Other	\$10	\$21	\$8	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$16,312	\$19,924	\$18,952	\$21,394	\$2,442
TOTAL COST	\$208,323	\$234,570	\$245,616	\$266,292	\$20,677

OPERATING COST BY MODE
Access Services Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$1,919	\$0	\$0	\$1,919
Full-Time Salaries	\$1,919	\$0	\$0	\$1,919
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	\$1,919	\$0	\$0	\$1,919
Fringes (Total)	\$714	\$0	\$0	\$714
Fringe Health	\$714	\$0	\$0	\$714
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,633	\$0	\$0	\$2,633
Services (Total)	\$59,826	\$0	\$44	\$59,783
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$953	\$0	\$10	\$943
Temporary Help	\$9	\$0	\$0	\$9
Contract Maintenance	\$39	\$0	\$19	\$20
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$58,439	\$0	\$0	\$58,439
Other	\$386	\$0	\$15	\$372
Materials & Supplies (Total)	\$188	\$0	\$62	\$126
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$188	\$0	\$62	\$126
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)	\$41	\$0	\$0	\$41
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$41	\$0	\$0	\$41
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$520	\$0	\$0	\$520
Property	\$520	\$0	\$0	\$520
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$30	\$0	\$5	\$25
Dues And Subscriptions	\$3	\$0	\$2	\$1
Conferences and Meetings	\$12	\$0	\$0	\$12
Business Travel/Public Hrg	\$7	\$0	\$3	\$4
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	\$60,606	\$0	\$110	\$60,495
TOTAL COST	\$63,238	\$0	\$110	\$63,128

MULTI-YEAR OPERATING COST COMPARISON
Access Services Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$697	\$976	\$1,719	\$1,919	\$200
Full-Time Salaries	\$690	\$949	\$1,719	\$1,919	\$200
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$7	\$27	\$0	\$0	\$0
Wages (Total)	\$1	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$698	\$976	\$1,719	\$1,919	\$200
Fringes (Total)	\$205	\$319	\$547	\$714	\$166
Fringe Health	\$0	\$0	\$0	\$714	\$714
Fringe Pension	\$0	\$15	\$0	\$0	\$0
Other Fringe Benefits	\$205	\$303	\$547	\$0	-\$547
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$903	\$1,295	\$2,266	\$2,633	\$366
Services (Total)	\$41,263	\$51,515	\$53,838	\$59,826	\$5,989
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$6	\$182	\$953	\$771
Temporary Help	\$1	\$39	\$10	\$9	-\$1
Contract Maintenance	\$4	\$150	\$40	\$39	-\$1
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$41,167	\$50,948	\$53,536	\$58,439	\$4,903
Other	\$89	\$372	\$69	\$386	\$317
Materials & Supplies (Total)	\$13	\$101	\$68	\$188	\$121
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$13	\$101	\$68	\$188	\$121
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	\$1	\$41	\$40
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$1	\$41	\$40
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$262	\$455	\$500	\$520	\$20
Property	\$260	\$459	\$500	\$520	\$20
Equipment	\$2	-\$4	\$0	\$0	\$0
Miscellaneous (Total)	\$19	\$13	\$23	\$30	\$7
Dues And Subscriptions	\$0	\$0	\$3	\$3	\$0
Conferences and Meetings	\$9	\$11	\$8	\$12	\$4
Business Travel/Public Hrg	\$1	\$2	\$6	\$7	\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$2	\$2
Other	\$9	\$0	\$6	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$41,557	\$52,084	\$54,430	\$60,606	\$6,176
TOTAL COST	\$42,459	\$53,379	\$56,696	\$63,238	\$6,542

OPERATING COST BY MODE
Mechanics Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$12,791	\$1,655	\$11,136	\$1
Full-Time Salaries	\$12,607	\$1,655	\$10,952	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$184	\$0	\$184	\$0
Wages (Total)	\$52,602	\$236	\$52,366	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$49,940	\$236	\$49,704	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$2,662	\$0	\$2,662	\$0
TOTAL SALARIES AND WAGES	\$65,393	\$1,891	\$63,502	\$1
Fringes (Total)	\$23,550	\$76	\$23,474	\$0
Fringe Health	\$23,176	\$76	\$23,100	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$374	\$0	\$374	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$88,944	\$1,966	\$86,976	\$1
Services (Total)	\$3,090	\$0	\$3,090	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$581	\$0	\$581	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$2,368	\$0	\$2,368	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$138	\$0	\$138	\$0
Materials & Supplies (Total)	\$15,462	\$23	\$15,440	\$0
Fuel and Lubricants	\$208	\$0	\$208	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$15,254	\$23	\$15,231	\$0
Fuel & Propulsion (Total)	\$45,614	\$0	\$45,614	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$45,614	\$0	\$45,614	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$31,384	\$6,224	\$25,112	\$48
Electricity and Gas	\$29,595	\$5,729	\$23,819	\$47
Utilities - Other	\$1,789	\$495	\$1,292	\$1
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
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$65	\$0	\$65	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$1	\$0	\$1	\$0
Business Travel/Public Hrg	\$54	\$0	\$54	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$9	\$0	\$9	\$0
Reimbursements (Total)	-\$2,700	\$0	-\$2,700	\$0
Reimbursements	-\$2,700	\$0	-\$2,700	\$0
TOTAL NONPERSONNEL COST	\$92,915	\$6,246	\$86,620	\$48
TOTAL COST	\$181,859	\$8,213	\$173,597	\$49

MULTI-YEAR OPERATING COST COMPARISON
Mechanics Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$8,892	\$11,508	\$10,878	\$12,791	\$1,913
Full-Time Salaries	\$8,299	\$10,554	\$11,082	\$12,607	\$1,525
Salary Lapse	\$0	\$0	-\$436	\$0	\$436
Overtime Salaries	\$593	\$953	\$232	\$184	-\$48
Wages (Total)	\$43,633	\$48,300	\$48,571	\$52,602	\$4,031
Operator/StaMgr Wages	\$1	\$3	\$0	\$0	\$0
Operator/StaMgr Overtime	\$7	\$0	\$0	\$0	\$0
Full Time Wages	\$38,578	\$41,986	\$46,663	\$49,940	\$3,277
Wage Lapse	\$0	\$0	-\$1,366	\$0	\$1,366
Overtime Wages	\$5,048	\$6,311	\$3,274	\$2,662	-\$612
TOTAL SALARIES AND WAGES	\$52,525	\$59,807	\$59,449	\$65,393	\$5,944
Fringes (Total)	\$15,483	\$20,040	\$20,035	\$23,550	\$3,516
Fringe Health	\$0	\$0	\$0	\$23,176	\$23,176
Fringe Pension	\$0	\$144	\$0	\$0	\$0
Other Fringe Benefits	\$15,483	\$19,896	\$20,035	\$374	-\$19,660
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$68,008	\$79,847	\$79,484	\$88,944	\$9,460
Services (Total)	\$1,565	\$2,045	\$2,023	\$3,090	\$1,067
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$436	\$778	\$893	\$581	-\$312
Temporary Help	\$0	\$0	\$3	\$3	\$0
Contract Maintenance	\$1,056	\$1,062	\$1,004	\$2,368	\$1,364
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$74	\$205	\$123	\$138	\$15
Materials & Supplies (Total)	\$14,570	\$15,220	\$15,428	\$15,462	\$34
Fuel and Lubricants	\$83	\$98	\$100	\$208	\$108
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$14,487	\$15,122	\$15,328	\$15,254	-\$74
Fuel & Propulsion (Total)	\$0	\$36,301	\$38,681	\$45,614	\$6,933
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$36,301	\$38,681	\$45,614	\$6,933
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$6	\$25,646	\$24,504	\$31,384	\$6,880
Electricity and Gas	\$6	\$24,395	\$22,805	\$29,595	\$6,790
Utilities - Other	\$0	\$1,250	\$1,698	\$1,789	\$90
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)	\$17	\$72	\$79	\$65	-\$14
Dues And Subscriptions	\$0	\$0	\$1	\$1	\$0
Conferences and Meetings	\$0	\$31	\$1	\$1	\$0
Business Travel/Public Hrg	\$15	\$41	\$64	\$54	-\$11
Interview & Relocation	\$2	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$12	\$9	-\$3
Reimbursements (Total)	-\$2,700	-\$2,700	-\$2,700	-\$2,700	\$0
Reimbursements	-\$2,700	-\$2,700	-\$2,700	-\$2,700	\$0
TOTAL NONPERSONNEL COST	\$13,458	\$76,583	\$78,015	\$92,915	\$14,900
TOTAL COST	\$81,466	\$156,430	\$157,499	\$181,859	\$24,360

OPERATING COST BY MODE
Safety, Security and Emergency Management Summary
APPROVED BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$40,894	\$7,920	\$32,971	\$2
Full-Time Salaries	\$35,594	\$6,866	\$28,726	\$2
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$5,300	\$1,054	\$4,246	\$0
Wages (Total)	\$1,712	\$980	\$732	\$0
Operator/StaMgr Wages	\$900	\$672	\$228	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$781	\$301	\$479	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$30	\$6	\$24	\$0
TOTAL SALARIES AND WAGES	\$42,605	\$8,900	\$33,703	\$2
Fringes (Total)	\$33,536	\$12,287	\$21,248	\$1
Fringe Health	\$14,461	\$2,812	\$11,649	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$225	\$51	\$175	\$0
Workers Compensation	\$18,850	\$9,425	\$9,425	\$0
TOTAL PERSONNEL COST	\$76,142	\$21,187	\$54,951	\$3
Services (Total)	\$7,315	\$3,582	\$3,733	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$4,646	\$2,551	\$2,094	\$1
Temporary Help	\$21	\$11	\$10	\$0
Contract Maintenance	\$37	\$16	\$21	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,611	\$1,003	\$1,608	\$0
Materials & Supplies (Total)	\$1,748	\$509	\$1,238	\$1
Fuel and Lubricants	\$1	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,747	\$509	\$1,237	\$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)	\$110	\$26	\$85	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$110	\$26	\$85	\$0
Casualty & Liability (Total)	\$8,138	\$2,082	\$6,057	\$0
Insurance	\$8,138	\$2,082	\$6,057	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$10	\$3	\$7	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$10	\$3	\$7	\$0
Miscellaneous (Total)	\$101	\$32	\$69	\$0
Dues And Subscriptions	\$57	\$20	\$37	\$0
Conferences and Meetings	\$18	\$5	\$13	\$0
Business Travel/Public Hrg	\$18	\$6	\$13	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements (Total)	-\$1,000	-\$200	-\$800	\$0
Reimbursements	-\$1,000	-\$200	-\$800	\$0
TOTAL NONPERSONNEL COST	\$16,424	\$6,033	\$10,389	\$2
TOTAL COST	\$92,565	\$27,220	\$65,341	\$5

MULTI-YEAR OPERATING COST COMPARISON
Safety, Security and Emergency Management Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$35,477	\$37,250	\$41,551	\$40,894	-\$658
Full-Time Salaries	\$29,416	\$30,752	\$35,473	\$35,594	\$121
Salary Lapse	\$0	\$0	-\$139	\$0	\$139
Overtime Salaries	\$6,061	\$6,498	\$6,217	\$5,300	-\$918
Wages (Total)	\$1,426	\$1,367	\$1,700	\$1,712	\$11
Operator/StaMgr Wages	\$14	\$82	\$103	\$900	\$797
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1,359	\$1,240	\$1,620	\$781	-\$839
Wage Lapse	\$0	\$0	-\$58	\$0	\$58
Overtime Wages	\$53	\$44	\$35	\$30	-\$5
TOTAL SALARIES AND WAGES	\$36,903	\$38,617	\$43,251	\$42,605	-\$646
Fringes (Total)	\$15,880	\$20,285	\$25,983	\$33,536	\$7,553
Fringe Health	\$0	\$9	\$0	\$14,461	\$14,461
Fringe Pension	\$0	\$82	\$0	\$0	\$0
Other Fringe Benefits	\$10,760	\$12,742	\$14,059	\$225	-\$13,834
Workers Compensation	\$5,120	\$7,451	\$11,924	\$18,850	\$6,926
TOTAL PERSONNEL COST	\$52,782	\$58,902	\$69,235	\$76,142	\$6,907
Services (Total)	\$3,031	\$3,937	\$7,183	\$7,315	\$132
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2,400	\$2,686	\$4,354	\$4,646	\$292
Temporary Help	\$0	\$0	\$20	\$21	\$0
Contract Maintenance	\$12	\$16	\$55	\$37	-\$17
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$620	\$1,235	\$2,754	\$2,611	-\$142
Materials & Supplies (Total)	\$1,035	\$1,250	\$1,874	\$1,748	-\$126
Fuel and Lubricants	\$1	\$4	\$1	\$1	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$1,035	\$1,246	\$1,872	\$1,747	-\$126
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)	\$55	\$67	\$108	\$110	\$2
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$55	\$67	\$108	\$110	\$2
Casualty & Liability (Total)	\$7,415	\$7,471	\$7,901	\$8,138	\$237
Insurance	\$7,415	\$7,471	\$7,901	\$8,138	\$237
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$3	\$2	\$8	\$10	\$3
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$3	\$2	\$8	\$10	\$3
Miscellaneous (Total)	\$118	\$60	\$113	\$101	-\$11
Dues And Subscriptions	\$81	-\$3	\$59	\$57	-\$1
Conferences and Meetings	\$11	\$34	\$18	\$18	\$0
Business Travel/Public Hrg	\$21	\$24	\$29	\$18	-\$10
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$5	\$6	\$7	\$7	\$0
Reimbursements (Total)	\$0	\$0	-\$1,000	-\$1,000	\$0
Reimbursements	\$0	\$0	-\$1,000	-\$1,000	\$0
TOTAL NONPERSONNEL COST	\$11,657	\$12,788	\$16,187	\$16,424	\$237
TOTAL COST	\$64,440	\$71,689	\$85,421	\$92,565	\$7,144

OPERATING COST BY MODE
Information Technology Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$8,328	\$3,047	\$5,265	\$16
Full-Time Salaries	\$8,328	\$3,047	\$5,265	\$16
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$548	\$198	\$349	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$548	\$198	\$349	\$1
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,876	\$3,245	\$5,614	\$17
Fringes (Total)	\$3,088	\$1,129	\$1,953	\$6
Fringe Health	\$3,088	\$1,129	\$1,953	\$6
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$11,965	\$4,374	\$7,567	\$23
Services (Total)	\$5,841	\$2,477	\$3,357	\$7
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,733	\$1,314	\$1,418	\$1
Temporary Help	-\$3	-\$3	\$1	\$0
Contract Maintenance	\$2,953	\$1,138	\$1,809	\$5
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$158	\$28	\$130	\$1
Materials & Supplies (Total)	\$1,117	\$416	\$699	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,117	\$416	\$699	\$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)	\$6	\$3	\$3	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$6	\$3	\$3	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,164	\$449	\$713	\$2
Property	\$0	\$0	\$0	\$0
Equipment	\$1,164	\$449	\$713	\$2
Miscellaneous (Total)	\$15	\$5	\$9	\$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	\$8,142	\$3,350	\$4,781	\$12
TOTAL COST	\$20,107	\$7,724	\$12,349	\$35

MULTI-YEAR OPERATING COST COMPARISON
Information Technology Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$6,561	\$5,953	\$6,840	\$8,328	\$1,488
Full-Time Salaries	\$6,503	\$5,904	\$7,050	\$8,328	\$1,278
Salary Lapse	\$0	\$0	-\$282	\$0	\$282
Overtime Salaries	\$57	\$48	\$71	\$0	-\$71
Wages (Total)	\$559	\$573	\$588	\$548	-\$40
Operator/StaMgr Wages	\$0	-\$1	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$523	\$510	\$540	\$548	\$8
Wage Lapse	\$0	\$0	-\$16	\$0	\$16
Overtime Wages	\$35	\$64	\$64	\$0	-\$64
TOTAL SALARIES AND WAGES	\$7,119	\$6,526	\$7,428	\$8,876	\$1,448
Fringes (Total)	\$2,040	\$2,298	\$2,460	\$3,088	\$628
Fringe Health	\$0	\$0	\$0	\$3,088	\$3,088
Fringe Pension	\$0	\$138	\$0	\$0	\$0
Other Fringe Benefits	\$2,040	\$2,160	\$2,460	\$0	-\$2,460
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$9,159	\$8,823	\$9,888	\$11,965	\$2,077
Services (Total)	\$3,123	\$4,040	\$3,903	\$5,841	\$1,937
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$551	\$623	\$692	\$2,733	\$2,041
Temporary Help	\$14	\$4	\$14	-\$3	-\$17
Contract Maintenance	\$2,425	\$2,838	\$2,839	\$2,953	\$114
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$132	\$574	\$358	\$158	-\$200
Materials & Supplies (Total)	\$997	\$650	\$996	\$1,117	\$120
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$997	\$650	\$996	\$1,117	\$120
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	\$6	\$6
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$6	\$6
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$910	\$666	\$1,130	\$1,164	\$34
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$910	\$666	\$1,130	\$1,164	\$34
Miscellaneous (Total)	\$24	\$34	\$19	\$15	-\$4
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0
Conferences and Meetings	\$1	\$0	\$2	\$2	\$0
Business Travel/Public Hrg	\$22	\$33	\$16	\$12	-\$4
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	\$5,053	\$5,390	\$6,049	\$8,142	\$2,094
TOTAL COST	\$14,212	\$14,213	\$15,937	\$20,107	\$4,170

OPERATING COST BY MODE
Financial Services Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$14,326	\$4,832	\$9,468	\$26
Full-Time Salaries	\$14,250	\$4,823	\$9,401	\$26
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$75	\$9	\$66	\$0
Wages (Total)	\$8,337	\$2,319	\$6,008	\$10
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$8,085	\$2,094	\$5,981	\$10
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$252	\$225	\$27	\$0
TOTAL SALARIES AND WAGES	\$22,663	\$7,151	\$15,476	\$36
Fringes (Total)	\$7,901	\$2,444	\$5,445	\$13
Fringe Health	\$7,858	\$2,434	\$5,412	\$13
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$43	\$10	\$33	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$30,564	\$9,595	\$20,921	\$49
Services (Total)	\$7,850	\$2,024	\$5,808	\$19
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$267	\$84	\$182	\$1
Temporary Help	\$18	\$7	\$10	\$0
Contract Maintenance	\$81	\$28	\$52	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$7,485	\$1,905	\$5,563	\$17
Materials & Supplies (Total)	\$1,188	\$302	\$882	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,188	\$302	\$882	\$4
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)	\$15	\$3	\$12	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$15	\$3	\$12	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$39	\$13	\$26	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$39	\$13	\$26	\$0
Miscellaneous (Total)	\$570	\$111	\$458	\$1
Dues And Subscriptions	\$49	\$18	\$31	\$0
Conferences and Meetings	\$31	\$13	\$18	\$0
Business Travel/Public Hrg	\$71	\$25	\$46	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$25	\$9	\$16	\$0
Other	\$394	\$46	\$348	\$0
Reimbursements (Total)	\$2	\$2	\$0	\$0
Reimbursements	\$2	\$2	\$0	\$0
TOTAL NONPERSONNEL COST	\$9,664	\$2,455	\$7,186	\$23
TOTAL COST	\$40,228	\$12,049	\$28,107	\$72

MULTI-YEAR OPERATING COST COMPARISON
Financial Services Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$13,129	\$13,387	\$14,695	\$14,326	-\$370
Full-Time Salaries	\$12,871	\$13,147	\$15,128	\$14,250	-\$878
Salary Lapse	\$0	\$0	-\$589	\$0	\$589
Overtime Salaries	\$258	\$240	\$156	\$75	-\$81
Wages (Total)	\$9,250	\$8,724	\$8,944	\$8,337	-\$607
Operator/StaMgr Wages	\$0	-\$2	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$8,525	\$8,024	\$8,785	\$8,085	-\$700
Wage Lapse	\$0	\$0	-\$264	\$0	\$264
Overtime Wages	\$725	\$702	\$423	\$252	-\$171
TOTAL SALARIES AND WAGES	\$22,379	\$22,111	\$23,639	\$22,663	-\$976
Fringes (Total)	\$6,460	\$7,553	\$7,896	\$7,901	\$5
Fringe Health	\$0	\$3	\$0	\$7,858	\$7,858
Fringe Pension	\$0	\$218	\$0	\$0	\$0
Other Fringe Benefits	\$6,460	\$7,287	\$7,896	\$43	-\$7,852
Workers Compensation	\$0	\$45	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$28,839	\$29,665	\$31,535	\$30,564	-\$971
Services (Total)	\$5,395	\$6,338	\$9,018	\$7,850	-\$1,168
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$397	-\$59	\$331	\$267	-\$64
Temporary Help	\$61	\$21	\$53	\$18	-\$35
Contract Maintenance	\$92	\$62	\$85	\$81	-\$4
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$4,846	\$6,314	\$8,550	\$7,485	-\$1,065
Materials & Supplies (Total)	\$984	\$1,087	\$1,442	\$1,188	-\$254
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$984	\$1,087	\$1,442	\$1,188	-\$254
Fuel & Propulsion (Total)	\$1	\$0	\$0	\$0	\$0
Diesel Fuel	\$1	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$10	\$15	\$6
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$10	\$15	\$6
Casualty & Liability (Total)	-\$55	\$0	\$0	\$0	\$0
Insurance	-\$55	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$26	\$33	\$44	\$39	-\$5
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$26	\$33	\$44	\$39	-\$5
Miscellaneous (Total)	\$300	\$365	\$328	\$570	\$242
Dues And Subscriptions	\$31	\$75	\$59	\$49	-\$10
Conferences and Meetings	\$12	\$25	\$43	\$31	-\$12
Business Travel/Public Hrg	\$69	\$84	\$80	\$71	-\$10
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$13	\$12	\$26	\$25	-\$1
Other	\$174	\$169	\$120	\$394	\$274
Reimbursements (Total)	\$0	\$0	\$2	\$2	\$0
Reimbursements	\$0	\$0	\$2	\$2	\$0
TOTAL NONPERSONNEL COST	\$6,650	\$7,823	\$10,844	\$9,664	-\$1,180
TOTAL COST	\$35,489	\$37,488	\$42,379	\$40,228	-\$2,151

OPERATING COST BY MODE
Workforce Services Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$6,075	\$2,429	\$3,635	\$12
Full-Time Salaries	\$6,055	\$2,421	\$3,622	\$12
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$20	\$7	\$13	\$0
Wages (Total)	\$383	\$145	\$237	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$368	\$139	\$228	\$1
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$15	\$5	\$9	\$0
TOTAL SALARIES AND WAGES	\$6,458	\$2,573	\$3,872	\$13
Fringes (Total)	\$2,838	\$1,114	\$1,718	\$6
Fringe Health	\$2,405	\$958	\$1,443	\$5
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$433	\$156	\$276	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$9,296	\$3,687	\$5,590	\$18
Services (Total)	\$3,970	\$1,464	\$2,497	\$9
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,436	\$1,260	\$2,169	\$8
Temporary Help	\$82	\$29	\$52	\$0
Contract Maintenance	\$13	\$5	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$439	\$170	\$269	\$1
Materials & Supplies (Total)	\$476	\$175	\$300	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$476	\$175	\$300	\$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)	\$47	\$17	\$30	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$47	\$17	\$30	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$327	\$119	\$207	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$327	\$119	\$207	\$1
Miscellaneous (Total)	\$976	\$356	\$618	\$2
Dues And Subscriptions	\$35	\$13	\$23	\$0
Conferences and Meetings	\$56	\$20	\$37	\$0
Business Travel/Public Hrg	\$28	\$10	\$18	\$0
Interview & Relocation	\$86	\$32	\$54	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$512	\$187	\$324	\$1
Other	\$258	\$95	\$163	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,796	\$2,131	\$3,652	\$13
TOTAL COST	\$15,092	\$5,819	\$9,242	\$31

MULTI-YEAR OPERATING COST COMPARISON
Workforce Services Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$5,874	\$6,121	\$6,954	\$6,075	-\$879
Full-Time Salaries	\$5,828	\$6,026	\$7,112	\$6,055	-\$1,057
Salary Lapse	\$0	\$0	-\$186	\$0	\$186
Overtime Salaries	\$47	\$95	\$29	\$20	-\$8
Wages (Total)	\$274	\$360	\$512	\$383	-\$129
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$253	\$333	\$506	\$368	-\$139
Wage Lapse	\$0	\$0	-\$15	\$0	\$15
Overtime Wages	\$21	\$27	\$21	\$15	-\$6
TOTAL SALARIES AND WAGES	\$6,148	\$6,480	\$7,466	\$6,458	-\$1,009
Fringes (Total)	\$2,118	\$2,776	\$2,874	\$2,838	-\$36
Fringe Health	\$0	\$0	\$0	\$2,405	\$2,405
Fringe Pension	\$0	\$212	\$0	\$0	\$0
Other Fringe Benefits	\$2,118	\$2,564	\$2,874	\$433	-\$2,441
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,266	\$9,257	\$10,341	\$9,296	-\$1,045
Services (Total)	\$3,341	\$4,027	\$4,082	\$3,970	-\$112
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$3,014	\$3,386	\$3,697	\$3,436	-\$260
Temporary Help	\$113	\$52	\$92	\$82	-\$10
Contract Maintenance	\$21	\$126	\$15	\$13	-\$2
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$193	\$463	\$279	\$439	\$160
Materials & Supplies (Total)	\$713	\$893	\$833	\$476	-\$357
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$713	\$893	\$833	\$476	-\$357
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)	\$660	\$823	\$11	\$47	\$36
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$660	\$823	\$11	\$47	\$36
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$424	\$378	\$29	\$327	\$297
Property	\$390	\$325	\$0	\$0	\$0
Equipment	\$34	\$53	\$29	\$327	\$297
Miscellaneous (Total)	\$898	\$1,049	\$1,230	\$976	-\$253
Dues And Subscriptions	\$34	\$27	\$52	\$35	-\$16
Conferences and Meetings	\$52	\$60	\$131	\$56	-\$74
Business Travel/Public Hrg	\$29	\$20	\$44	\$28	-\$16
Interview & Relocation	\$12	\$22	\$84	\$86	\$3
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$509	\$640	\$596	\$512	-\$84
Other	\$262	\$281	\$323	\$258	-\$65
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$6,037	\$7,171	\$6,185	\$5,796	-\$389
TOTAL COST	\$14,303	\$16,428	\$16,526	\$15,092	-\$1,434

OPERATING COST BY MODE
Planning and Joint Development Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$2,284	\$685	\$1,597	\$2
Full-Time Salaries	\$2,284	\$685	\$1,597	\$2
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	\$2,284	\$685	\$1,597	\$2
Fringes (Total)	\$792	\$237	\$554	\$1
Fringe Health	\$792	\$237	\$554	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,076	\$922	\$2,151	\$3
Services (Total)	\$1,202	\$96	\$1,105	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$996	\$27	\$969	\$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	\$206	\$70	\$136	\$1
Materials & Supplies (Total)	\$63	\$17	\$46	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$63	\$17	\$46	\$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)	\$13	\$2	\$10	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$13	\$2	\$10	\$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
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$89	\$22	\$67	\$0
Dues And Subscriptions	\$35	\$7	\$28	\$0
Conferences and Meetings	\$31	\$10	\$21	\$0
Business Travel/Public Hrg	\$14	\$3	\$10	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$8	\$1	\$7	\$0
Other	\$1	\$0	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,367	\$137	\$1,229	\$1
TOTAL COST	\$4,443	\$1,059	\$3,380	\$4

MULTI-YEAR OPERATING COST COMPARISON
Planning and Joint Development Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$2,797	\$2,843	\$2,986	\$2,284	-\$702
Full-Time Salaries	\$2,797	\$2,843	\$3,091	\$2,284	-\$806
Salary Lapse	\$0	\$0	-\$105	\$0	\$105
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	\$2,797	\$2,843	\$2,986	\$2,284	-\$702
Fringes (Total)	\$796	\$1,069	\$969	\$792	-\$177
Fringe Health	\$0	\$3	\$0	\$792	\$792
Fringe Pension	\$0	\$117	\$0	\$0	\$0
Other Fringe Benefits	\$796	\$949	\$969	\$0	-\$969
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,593	\$3,912	\$3,955	\$3,076	-\$879
Services (Total)	\$1,144	\$176	\$1,218	\$1,202	-\$16
Management Fee	-\$216	-\$56	\$0	\$0	\$0
Professional & Technical	\$430	\$146	\$950	\$996	\$46
Temporary Help	\$37	\$5	\$26	\$0	-\$26
Contract Maintenance	\$70	\$26	\$2	\$0	-\$2
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$822	\$55	\$241	\$206	-\$35
Materials & Supplies (Total)	\$66	\$66	\$114	\$63	-\$51
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$66	\$66	\$114	\$63	-\$51
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	\$1	\$0	\$13	\$13
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$1	\$0	\$13	\$13
Casualty & Liability (Total)	\$150	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$150	\$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)	\$41	\$49	\$135	\$89	-\$46
Dues And Subscriptions	\$9	\$10	\$63	\$35	-\$28
Conferences and Meetings	\$5	\$4	\$31	\$31	\$0
Business Travel/Public Hrg	\$13	\$14	\$32	\$14	-\$19
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$14	\$19	\$8	\$8	\$0
Other	\$0	\$2	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,401	\$291	\$1,467	\$1,367	-\$100
TOTAL COST	\$4,994	\$4,204	\$5,422	\$4,443	-\$979

OPERATING COST BY MODE
Corporate Strategy and Communications Summary
APPROVED BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$5,603	\$1,946	\$3,650	\$6
Full-Time Salaries	\$5,538	\$1,928	\$3,604	\$6
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$65	\$18	\$47	\$0
Wages (Total)	\$690	\$31	\$659	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$652	\$31	\$621	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$38	\$0	\$38	\$0
TOTAL SALARIES AND WAGES	\$6,293	\$1,977	\$4,310	\$6
Fringes (Total)	\$2,194	\$684	\$1,507	\$2
Fringe Health	\$2,194	\$684	\$1,507	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,487	\$2,662	\$5,816	\$9
Services (Total)	\$3,659	\$1,122	\$2,510	\$27
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$703	\$83	\$619	\$0
Temporary Help	\$26	\$9	\$17	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,930	\$1,029	\$1,874	\$27
Materials & Supplies (Total)	\$1,094	\$213	\$880	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,094	\$213	\$880	\$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)	\$40	\$17	\$24	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$40	\$17	\$24	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,240	\$4	\$1,236	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$1,240	\$4	\$1,236	\$0
Miscellaneous (Total)	\$1,959	\$769	\$1,190	\$1
Dues And Subscriptions	\$25	\$7	\$18	\$0
Conferences and Meetings	\$35	\$12	\$22	\$1
Business Travel/Public Hrg	\$50	\$15	\$35	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,835	\$730	\$1,105	\$0
Other	\$14	\$6	\$9	\$0
Reimbursements (Total)	-\$3,663	\$0	-\$3,663	\$0
Reimbursements	-\$3,663	\$0	-\$3,663	\$0
TOTAL NONPERSONNEL COST	\$4,329	\$2,125	\$2,177	\$28
TOTAL COST	\$12,816	\$4,787	\$7,993	\$36

MULTI-YEAR OPERATING COST COMPARISON
Corporate Strategy and Communications Summary

<i>(Dollars in Thousands)</i>	Actual 2005	Actual 2006	Approved Budget 2007	Approved Budget 2008	Change
Salaries (Total)	\$4,228	\$5,154	\$6,046	\$5,603	-\$443
Full-Time Salaries	\$4,178	\$5,072	\$6,084	\$5,538	-\$545
Salary Lapse	\$0	\$0	-\$140	\$0	\$140
Overtime Salaries	\$50	\$82	\$103	\$65	-\$38
Wages (Total)	\$600	\$1,203	\$1,478	\$690	-\$788
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$592	\$1,188	\$1,425	\$652	-\$773
Wage Lapse	\$0	\$0	-\$24	\$0	\$24
Overtime Wages	\$8	\$15	\$77	\$38	-\$39
TOTAL SALARIES AND WAGES	\$4,828	\$6,357	\$7,525	\$6,293	-\$1,231
Fringes (Total)	\$1,408	\$2,216	\$2,357	\$2,194	-\$164
Fringe Health	\$0	\$0	\$0	\$2,194	\$2,194
Fringe Pension	\$19	\$146	\$0	\$0	\$0
Other Fringe Benefits	\$1,389	\$2,070	\$2,357	\$0	-\$2,357
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$6,236	\$8,573	\$9,882	\$8,487	-\$1,395
Services (Total)	\$2,847	\$2,272	\$5,976	\$3,659	-\$2,317
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$790	\$392	\$1,892	\$703	-\$1,190
Temporary Help	\$29	\$20	\$25	\$26	\$1
Contract Maintenance	\$0	\$0	\$1	\$0	-\$1
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$2,027	\$1,861	\$4,057	\$2,930	-\$1,127
Materials & Supplies (Total)	\$918	\$838	\$2,083	\$1,094	-\$989
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$918	\$838	\$2,083	\$1,094	-\$989
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	\$49	\$43	-\$6
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$49	\$43	-\$6
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases (Total)	\$770	\$737	\$889	\$1,240	\$351
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$770	\$737	\$889	\$1,240	\$351
Miscellaneous (Total)	\$1,723	\$1,987	\$1,999	\$1,959	-\$40
Dues And Subscriptions	\$18	\$21	\$24	\$25	\$1
Conferences and Meetings	\$19	\$38	\$42	\$35	-\$7
Business Travel/Public Hrg	\$39	\$36	\$47	\$50	\$3
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$1,639	\$1,888	\$1,872	\$1,835	-\$38
Other	\$7	\$4	\$14	\$14	\$0
Reimbursements (Total)	-\$2,668	-\$3,479	-\$3,570	-\$3,663	-\$93
Reimbursements	-\$2,668	-\$3,479	-\$3,570	-\$3,663	-\$93
TOTAL NONPERSONNEL COST	\$3,589	\$2,355	\$7,426	\$4,332	-\$3,094
TOTAL COST	\$9,825	\$10,928	\$17,308	\$12,819	-\$4,490



Appendix B. Capital Project Budgets

This appendix provides summarized information on the projects found in the FY 2008-2013 Capital Improvement Program (CIP).

Capital Improvement Program (CIP): FY 2008 - 2013
Summary of Capital Projects
(Dollars in Thousands)

Description	FY08-13 Planned Expenditure						Total
	FY08	FY09	FY10	FY11	FY12	FY13	
Infrastructure Renewal Program (IRP):							
Rolling Stock: Bus							
Hybrid/Diesel Bus Replacement	49,110	59,974	41,014	37,952	32,676	30,775	251,501
Subtotal	\$49,110	\$59,974	\$41,014	\$37,952	\$32,676	\$30,775	\$251,501
Rolling Stock: Rail							
4000 Series Rail Car Rehab	0	0	3,000	2,120	3,686	0	8,806
9000 Series Railcar Procurement	0	0	1,000	0	0	0	1,000
Rail Car Enhancements	339	0	1,000	945	0	92,325	94,609
Subtotal	\$339	\$0	\$5,000	\$3,065	\$3,686	\$92,325	\$104,415
Passenger Facilities							
Escalator Rehabilitation	8,682	8,717	12,100	11,412	7,371	15,250	63,532
Elevator / Escalator Mainten	10,100	7,900	3,500	0	0	0	21,500
Elevator Rehabilitation	2,600	2,380	3,250	2,850	2,850	2,850	16,780
Station Enhancement Program	6,417	6,545	6,676	6,809	6,946	7,085	40,478
Parking Lot Rehabilitation	9,765	12,031	5,034	14,321	18,044	11,647	70,842
Station & Tunnel Rehab	5,510	3,701	2,274	5,160	4,528	600	21,773
Fire System Rehabilitation	8,070	12,617	8,709	6,209	4,994	5,957	46,556
Station Chiller Rehabilitation	2,489	8,289	11,245	16,224	11,507	8,490	58,254
Drainage Pumping/Sewer Rehab	672	2,444	6,063	6,012	3,045	349	18,605
Subtotal	\$54,305	\$64,634	\$58,871	\$68,997	\$59,285	\$52,228	\$358,320
Maintenance Facilities							
Environment Assessment	348	348	905	1,033	648	424	3,706
Emergency Construction Bus	965	965	965	3,476	4,635	2,840	13,846
Rail/Bus Str. Offices, Yards	5,000	5,000	5,000	14,222	10,884	9,378	49,484
Repairables	8,601	7,326	4,645	5,696	13,013	6,720	46,001
Non-Revenue Vehicles	2,563	3,383	2,475	8,041	9,710	4,180	30,352
Support Equipment Other Office	1,000	1,000	1,000	1,500	1,000	1,000	6,500
Support Equipment - IT	1,500	1,500	1,500	1,500	1,500	1,500	9,000
Support Equipment - MTPD	2,000	2,000	2,000	0	0	0	6,000
Bus Support Equipment	2,008	2,008	1,349	2,573	2,785	1,310	12,033
Rail Support Equipment	3,546	3,513	2,544	6,722	8,367	4,047	28,739

Capital Improvement Program (CIP): FY 2008 - 2013
Summary of Capital Projects
(Dollars in Thousands)

Description	FY08-13 Planned Expenditure							Total
	FY08	FY09	FY10	FY11	FY12	FY13		
Bus Lifts/Work Equipment	5,393	267	0	681	2,211	655	9,207	
Bus Washer Rehabilitation	1,113	0	0	464	889	682	3,148	
Rail Car Washer Rehabilitation	3,793	0	0	13,482	405	0	17,680	
Rail Work Equipment Rehab	65	0	0	324	2,617	7,070	10,076	
Locomotives and Prime Movers	4,216	4,216	3,722	1,088	442	0	13,684	
Subtotal	\$42,111	\$31,526	\$26,105	\$60,802	\$59,106	\$39,806	\$259,456	
Systems								
Train Communications Upgrade	12,722	5,273	771	17,282	16,120	5,895	58,063	
Mid-Life Rehabilitation ATC	12,148	19,178	15,689	9,518	8,414	17,038	81,995	
Mid-Life Rehab AC/TPSS/TBS	2,288	10,082	19,200	47,603	2,617	4,259	86,049	
Traction Power Switchgear	6,600	21,916	19,683	33,435	30,699	21,467	133,810	
UPS System Replacement	4,700	9,606	6,867	2,354	572	392	24,491	
Electrical Systems Rehab	662	13,537	12,610	14,027	6,856	4,438	52,130	
Fare Collection Equipment	1,000	10,857	13,463	27,865	9,982	7,513	70,680	
Subtotal	\$40,120	\$90,449	\$88,303	\$152,084	\$75,260	\$61,002	\$507,218	
Track and Structure								
ROW Structural Rehabilitation	15,350	19,261	21,797	26,020	18,489	14,414	115,330	
ROW Floating Slabs	1,050	1,099	1,156	1,176	1,238	1,323	7,044	
ROW Track Rehabilitation	20,723	21,478	19,306	21,269	21,742	22,518	127,037	
Station Tunnel Leak Mitigation	3,091	3,130	3,219	3,251	3,255	3,342	19,288	
Subtotal	\$40,214	\$44,968	\$45,479	\$51,716	\$44,725	\$41,597	\$268,699	
Information Technology								
Information Technology (IT)	22,227	12,450	10,000	10,000	10,000	10,000	74,677	
Subtotal	\$22,227	\$12,450	\$10,000	\$10,000	\$10,000	\$10,000	\$74,677	
Preventive Maintenance								
Preventive Maintenance	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	\$124,200	
Total: Infrastructure Renewal Program (IRP)	\$269,126	\$324,701	\$295,472	\$405,316	\$305,438	\$348,433	\$1,948,486	

Capital Improvement Program (CIP): FY 2008 - 2013
Summary of Capital Projects
(Dollars in Thousands)

Description	FY08-13 Planned Expenditure					Total
	FY08	FY09	FY10	FY11	FY12	
Eight-Car Train Capital Initiative:						
Rail Cars						
6000 Series Rail Car - Option	85,743	1,413	3,714	2,837	239	0
Subtotal	\$85,743	\$1,413	\$3,714	\$2,837	\$239	\$0
Facilities						
Rail Yard Mainten & Storage	41,267	6,466	0	0	0	0
Subtotal	\$41,267	\$6,466	\$0	\$0	\$0	\$0
Systems						
Traction Power	51,225	0	0	0	0	0
Precision Stopping	3,410	0	0	0	0	0
Subtotal	\$54,635	\$0	\$0	\$0	\$0	\$0
Total: Eight-Car Train Capital Initiative	\$181,645	\$7,879	\$3,714	\$2,837	\$239	\$0
Bus Improvement Capital Initiative:						
Buses						
Bus Procurement	26,500	20,700	34,610	0	0	0
Subtotal	\$26,500	\$20,700	\$34,610	\$0	\$0	\$0
Garage						
West Ox Bus Garage	16,097	103	0	0	0	0
Subtotal	\$16,097	\$103	\$0	\$0	\$0	\$0
Customer Facilities						
Customer Facilities	5,580	5,360	1,460	0	0	0
Subtotal	\$5,580	\$5,360	\$1,460	\$0	\$0	\$0
Total: Bus Improvement Train Capital Initiative	\$48,177	\$26,163	\$36,070	\$0	\$0	\$0
Total: Bus Improvement Train Capital Initiative	\$48,177	\$26,163	\$36,070	\$0	\$0	\$0

Capital Improvement Program (CIP): FY 2008 - 2013
Summary of Capital Projects
(Dollars in Thousands)

Description	FY08-13 Planned Expenditure						Total
	FY08	FY09	FY10	FY11	FY12	FY13	
Expansion and Improvement Projects:							
<u>Solar Power Equipment Project</u>	14,670	0	0	0	0	0	14,670
Subtotal	\$14,670	\$0	\$0	\$0	\$0	\$0	\$14,670
<u>Project Development</u>	3,000	3,000	3,000	3,000	3,000	3,000	18,000
Subtotal	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$18,000
Total: Expansion and Improvement Projects	\$17,670	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$32,670
Security Program:							
<u>Safety and Security</u>	11,000	11,000	0	0	0	0	22,000
Safety & Security - Fire Chief	\$11,000	\$11,000	\$0	\$0	\$0	\$0	\$22,000
Subtotal	\$11,000	\$11,000	\$0	\$0	\$0	\$0	\$22,000
Total: Security Program	\$11,000	\$11,000	\$0	\$0	\$0	\$0	\$22,000
Total: Capital Projects	\$527,618	\$372,743	\$338,256	\$411,153	\$308,677	\$351,433	\$2,309,880
Program Management and Financing:							
<u>Project Management and Financing</u>	220,884	111,026	137,608	86,419	172,485	153,920	882,342
Program Management and Financing	\$220,884	\$111,026	\$137,608	\$86,419	\$172,485	\$153,920	\$882,342
Subtotal	\$220,884	\$111,026	\$137,608	\$86,419	\$172,485	\$153,920	\$882,342
Total: Program Management and Financing	\$220,884	\$111,026	\$137,608	\$86,419	\$172,485	\$153,920	\$882,342
Total All Capital Needs	\$748,502	\$483,769	\$475,864	\$497,572	\$481,162	\$505,353	\$3,192,222



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 approved fiscal 2008 annual budget.

Index of Board Resolutions

Approval of Fiscal 2008 Annual Budget (#2007-24)	152
Dulles Corridor Metrorail Project Intergovernmental Agreement (#2007-26)	165
Dulles Corridor Metrorail Project Financial Plan (#2007-27).....	168

PRESENTED AND ADOPTED: June 28, 2007

SUBJECT: APPROVAL OF FY08 BUDGET

2007-24
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors has received and considered the General Manager's \$1.95 billion proposed FY08 budget; and

WHEREAS, The FY08 Operating portion of the budget totals \$1.2 billion and is in conformity with the Metro Matters Funding Agreement and the FY09-13 capital budget is presented for planning purposes; and

WHEREAS, The FY08 Reimbursable Projects portion of the budget totals \$41 million; and

WHEREAS, The FY08 Debt Service requirement totals \$28 million; and

WHEREAS, The General Manager has raised policy issues that relate to the proposed budget; and

WHEREAS, The Board of Directors has received public and jurisdictional comments on the proposed budget and policy issues; now, therefore be it

RESOLVED, That the Board of Directors approves the FY08 budget of \$1.95 billion consisting of an Operating Budget of \$1.2 billion as summarized in Attachment (A); Reimbursable Projects of \$41 million as shown in Attachment (B); Debt Service of \$28 million; and a Capital Improvement Program of \$730.8 million as shown in Attachment (C); and be it further

RESOLVED, That the Authority has received a \$40 million litigation judgment from the construction program and the Board of Directors authorizes the use of those funds to partially fund the purchase of the Series 5000 Railcars thereby freeing up \$40 million in Tax-Advantaged Lease Funds for transfer to the Operating Budget; and be it further

Motioned by Mr. Graham, seconded by Mr. Moneme
Ayes: 6 - Ms. Hewlett, Mr. Euille, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Moneme

RESOLVED, That the Board of Director's approve the transfer of the \$40 million in Tax-Advantaged Lease Funds to the Operating Budget and amend Board Resolutions #98-50, #98-65, #99-10, #2002-27, #2002-28, #2002-40, and #2003-42 governing the use of proceeds from the Tax-Advantaged Lease program accordingly; and be it further

RESOLVED, That the FY08 allocation of operating subsidy by jurisdiction, shown in Attachment (D), has been calculated to be consistent with allocations displayed in the General Manager's FY08 proposed budget presented in December 2006; and be it further

RESOLVED, That the Board of Directors approves a Living Wage requirement for inclusion in all contracts for services, including construction contracts, effective January 2008, which shall be established at \$11.80 per hour, and will be adjusted annually based on the average wage rates of local jurisdictions with a Living Wage policy, and may be reduced by a contractor's per-employee cost for health insurance; and be it further

RESOLVED, That Board Resolution #2006-44, established streamlined policies and procedures for Board of Director approval of contract actions and that for FY08, the terms of that Resolution shall be extended to include the approval of contracts in Attachment (E); and be it further

RESOLVED, That the Board of Director's policy is clarified to establish the goal of funding the Claims Reserve with a year-end balance equal to twenty percent (20%) of the actuarially forecasted claims payout in the upcoming fiscal year; and be it further

RESOLVED, That the proposed budget includes estimated revenue from new advertising activities and, by separate Resolution, the Board of Directors will consider the modification of the Use Regulation concerning the Use by Others of WMATA Property to add the following new advertising inventory: station pylons and pillars, floor graphics, trash receptacles, larger backlit dioramas, railcar king-size displays, interior railcar doors, railcar ceilings, wall projects, wallscapes and website advertising; and be it further

RESOLVED, That the General Manager will develop and present to the Board of Directors an indexed fare policy within six (6) months; 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 the Authority 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 the Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Attachment A

**Washington Metropolitan Area Transit Authority
Fiscal 2008 Operating Budget**

\$ Millions	Total	Metrorail	Metrobus	MetroAccess
Revenues:				
Passenger	\$ 534	\$ 422	\$ 108	\$ 3
Other Passenger	5	2	3	-
Parking	40	40	-	-
Charter	2	-	2	-
Advertising	38	13	25	-
Joint Development	7	7	-	-
Other	13	9	4	-
Employee Parking	0	0	0	-
Interest	5	2	3	-
Fiber Optics	10	10	-	-
Total Revenues	\$ 654	\$ 505	\$ 145	\$ 3
Expenses:				
Personnel	\$ 882	\$ 499	\$ 380	\$ 3
Services	125	47	18	60
Materials & Supplies	74	41	33	0
Fuel & Propulsion Power	81	46	35	-
Utilities	37	29	8	0
Casualty & Liability	18	12	6	0
Leases & Rentals	6	3	2	1
Miscellaneous	(7)	(4)	(4)	-
Preventive Maintenance	(61)	(36)	(24)	(1)
Total Expense	\$ 1,154	\$ 638	\$ 453	\$ 63
Total Subsidy	\$ 500	\$ 133	\$ 307	\$ 59
Cost Recovery Ratio	57%	79%	32%	5%

Attachment-B

**SUMMARY
 REIMBURSABLE PROJECTS
 FY08**

<u>Service</u>	<u>Budget</u>
College Park - Bethesda	\$ 727,500
Crofton - New Carrollton	\$ 300,500
Greenbelt - BWI	\$ 1,689,300
Charles County Service	\$ 1,193,200
Falls Church Bus Service (GEORGE)	\$ 373,000
Springfield Circulator/Metro Park Shuttle	\$ 786,400
Georgia Ave Rapid Bus	\$ 1,435,400
DC Circulator WMATA Costs	\$ 592,200
DC Circulator Contract Costs	\$ 5,996,600
DC Circulator (EXPANSION)	\$ 264,000
Trans Tech School	\$ 318,000
Maintain Pike Road Signal	\$ 2,900
Access-to-Jobs	\$ 5,100,000
South East Shuttle Project	\$ 256,300
Yellow Line Extension to Fort Totten	\$ 3,159,000
Grosvenor Turnback	\$1,538,000
Project Development	\$ 3,000,000
Solar Power Equipment Project	\$ 14,670,000
Total	\$ 41,402,300

Attachment C

Capital Improvement Program: FY08-13

(dollars in millions)

CIP Program Elements	FY 08 Budget	FY 09 Projection	FY 10 Projection	FY 11 Projection	FY 12 Projection	FY 13 Projection	FY 08-13 Total
A. Infrastructure Renewal Program							
• Rolling Stock: Bus	\$ 49,110	\$ 59,974	\$ 41,014	\$ 37,952	\$ 32,676	\$ 30,775	\$ 251,501
• Rolling Stock: Rail	0,339	5,000	5,000	3,065	3,686	92,325	104,415
• Passenger Facilities	54,305	64,634	58,871	68,997	59,285	52,228	358,320
• Maintenance Facilities	42,111	31,526	26,105	60,802	59,106	39,806	259,456
• Systems	40,120	90,449	88,303	152,084	75,260	61,002	507,218
• Track and Structures	40,214	44,968	45,479	51,716	44,725	41,597	268,699
• Information Technology	22,227	12,450	10,000	10,000	10,000	10,000	74,677
• Preventive Maintenance	20,700	20,700	20,700	20,700	20,700	20,700	124,200
Subtotal	\$ 269,126	\$ 324,701	\$ 295,472	\$ 405,316	\$ 305,438	\$ 348,433	\$ 1,948,486
B. Eight-Car Train Capital Initiative							
• Rail Cars	85,743	1,413	3,714	2,837	0.239		93,946
• Facilities	41,267	6,466					47,733
• Systems	54,635						54,635
Subtotal	\$ 181,645	\$ 7,879	\$ 3,714	\$ 2,837	\$ 0.239	\$ -	\$ 196,314
C. Bus Improvement Capital Initiative							
• Buses	26,500	20,700	34,610				81,810
• Garage	16,097	0,103					16,200
• Customer Facilities	5,580	5,360	1,460				12,400
Subtotal	\$ 48,177	\$ 26,163	\$ 36,070	\$ -	\$ -	\$ -	\$ 110,410
D. Expansion and Improvement Projects							
• Southeast Bus Garage Relocation & Metro Transit Police Training Facility							
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
E. Metro Matters Security Program							
Subtotal: Capital Projects	\$ 11,000	\$ 11,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000
Program Management	\$ 509,948	\$ 369,743	\$ 335,256	\$ 408,153	\$ 305,677	\$ 348,433	\$ 2,277,210
• Program Management & Support	12,884	11,458	8,197	9,002	10,101	26,053	77,695
• Credit Facility	2,000	2,000	2,000	2,000	2,000	2,000	12,000
• Financing Expenses	206,000	97,568	6,000		39,036		348,604
• Debt Service			121,411	75,417	121,348	125,867	444,043
Subtotal	\$ 220,884	\$ 111,026	\$ 137,608	\$ 86,419	\$ 172,485	\$ 153,920	\$ 882,342
Total CIP	\$ 730,832	\$ 480,769	\$ 472,864	\$ 494,572	\$ 478,162	\$ 502,353	\$ 3,159,552

Attachment-D

FISCAL 2008 Proposed General Manager's Budget- June 14, 2007

SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGES COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
METROBUS OPERATING SUBSIDY									
REGIONAL SUBSIDY	\$107,765,118	\$37,567,463	\$41,517,343	\$12,836,175	\$19,587,908	\$472,342	\$30,314,115	\$1,054,445	\$251,114,911
NON-REGIONAL	\$25,714,514	\$7,798,353	\$15,426,193	\$684,220	\$963,015	\$0	\$5,650,363	\$0	\$56,236,558
TOTAL BUS OPERATING	\$133,479,632	\$45,365,816	\$56,943,536	\$13,520,395	\$20,550,924	\$472,342	\$35,964,478	\$1,054,445	\$307,351,569
	43.4%	14.8%	18.5%	4.4%	6.7%	0.2%	11.7%	0.3%	
METRO RAIL OPERATING SUBSIDY									
BASE ALLOCATION	\$43,463,770	\$23,583,894	\$23,341,221	\$5,932,579	\$12,439,660	\$381,434	\$18,083,652	\$342,190	\$127,568,400
MAX FARE SUBSIDY	\$321,152	\$2,570,538	\$1,127,760	\$128,673	\$88,878	\$49,262	\$1,183,215	\$14,808	\$5,484,286
TOTAL RAIL OPERATING	\$43,784,922	\$26,154,431	\$24,468,981	\$6,061,252	\$12,528,538	\$430,696	\$19,266,867	\$356,998	\$133,052,686
	32.9%	19.7%	18.4%	4.6%	9.4%	0.3%	14.5%	0.3%	
PARATRANSIT SUBSIDY									
	\$14,106,900	\$13,841,080	\$22,803,550	\$636,320	\$685,660	\$132,430	\$7,087,880	\$143,910	\$59,437,530
	23.7%	23.3%	38.4%	1.1%	1.2%	0.2%	11.9%	0.2%	
SUBTOTAL OPERATING SUBSIDY	\$191,371,454	\$85,361,327	\$104,216,067	\$20,217,967	\$33,765,122	\$1,035,468	\$62,319,025	\$1,555,353	\$499,841,785
DEBT SERVICE									
	\$10,331,300	\$4,867,500	\$4,872,900	\$1,418,200	\$2,740,200	\$46,700	\$3,168,800	\$38,500	\$27,484,200
TOTAL APPROVED SUBSIDY	\$201,702,754	\$90,228,827	\$109,088,967	\$21,636,167	\$36,505,322	\$1,082,168	\$65,487,825	\$1,593,853	\$527,325,985
	38.3%	17.1%	20.7%	4.1%	6.9%	0.2%	12.4%	0.3%	

ATTACHMENT E			FY 2008 PROCUREMENT ACTIONS (NEW CONTRACTS)	
OFFICE CODE	POC	DESCRIPTION OF REQUIREMENT	EST VALUE	EST VALUE
BUS				
BMNT	Donald Savoy	Bus Fire Suppression		\$750,000
GENERAL COUNSEL				
COUN	Mark Pohl	On Call Legal Services Program		\$550,000
COUN	Mark Pohl	Bond Counsel for Clean Renewable Energy Bonds		\$200,000
COUN	Mark Pohl	Bond Counsel for Metro Matters Bonds and Renewal of Commercial Paper Facility		\$275,000
COUN	Mark Pohl	Bond Counsel for Securitization of Parking Revenues		\$600,000
COUN	Susan Serrian	Online Legal Research (1 year contract with 5 option years)		\$410,000
COUN	Susan Serrian	Court Reporting Services (1 year contract with 5 option years)		\$300,000
FINANCIAL SERVICES				
PRMT	Adrian Sclawy	Scrap Metal		>\$100,000
PRMT	Fred Voellm	Radiators		\$975,000
PRMT	Fred Voellm	Bike racks		\$975,000
PRMT	Fred Voellm	Belts		\$900,000
PRMT	Fred Voellm	Beit Tensioners		\$800,000
PRMT	Fred Voellm	Hoses		\$850,000
PRMT	Fred Voellm	Windows		\$975,000
PRMT	Fred Voellm	Bulbs		\$900,000
PRMT	Fred Voellm	Gaskets		\$900,000
PRMT	Fred Voellm	Miscellaneous Bus Consumables for Preventive Maintenance		\$1,000,000
PRMT	Perry Peckham	Miscellaneous Rail Consumables for Preventive Maintenance		\$1,000,000
PRMT	Perry Peckham	Rhor Rail Car Brake Pads		\$230,000
PRMT	Perry Peckham	Breda Rail Car Brake Pads		\$442,000
PRMT	Perry Peckham	CAF Rail Car Brake Pads		\$430,000
PRMT	Perry Peckham	Rohr Rail Car Traction Motor Brush		\$156,000
PRMT	Perry Peckham	Rail Car Bearings		\$600,000
PRMT	Perry Peckham	Rail Car Axle		\$320,000
PRMT	Perry Peckham	Rail Car Flooring (carpet/other)		\$820,000
PRMT	Perry Peckham	Toilet Paper and Wipes		\$600,000
PRMT	Perry Peckham	Rail Car Collector Shoes		\$850,000
PRMT	Perry Peckham	Various Industrial Gases and Cylinders		\$150,000
PRMT	Perry Peckham	Fuses for CMNT, PLNT and TSSM		\$600,000
PRMT	Cyndi Ziemann	Contract Development and Contract Management Systems		\$250,000
PRMT	Ray Griswold	Subscription: Monthly Analysis of Inventory		\$250,000
TRES	Keith Chunephisal	Coin cylinders for automatic fare collection machines		\$500,000
TRES	Keith Chunephisal	Fare media		\$1,000,000
TRES	Keith Chunephisal	Financial advisor services		\$200,000
TRES	Keith Chunephisal	Debit/credit software for fare collection system		\$200,000
TRES	Keith Chunephisal	Replace and update security system for revenue collection facility		\$500,000
HUMAN CAPITAL				
ODEV	Stan Jones	IT Consulting - PeoplesSoft and Legacy system support		\$300,000
ODEV	Stan Jones	IT Consulting - e-Learning Management Installation (data migration)		\$200,000

ATTACHMENT E				FY 2008 PROCUREMENT ACTIONS (NEW CONTRACTS)	
OFFICE CODE	POC	DESCRIPTION OF REQUIREMENT	EST VALUE		
ODEV	Stan Jones	IT Consulting - PeopleSoft HRPR EPM support	\$200,000		
ODEV	Lauren Scott	WMATA Training Contracts	\$300,000		
ODEV	Stan Jones	Managing Organizational Issues	\$250,000		
HRMS	Jeanne Fahmbulleh	Chemical Testing (drug tests)	\$1,000,000		
HRMS	James Wynne	Background Investigations	\$1,000,000		
HRMS	Jeanne Fahmbulleh	Police Psychological Testing	\$120,000		
CIVR	Bruce Heppen	Title VI of the Civil Rights Act - federally mandated program support	\$187,500		
CIVR	Bruce Heppen	Limited English Proficiency - spanish training for front line service providers	\$200,000		
INFORMATION TECHNOLOGY					
OIT	Bonnie Johnson	Enterprise Performance Management (EPM) - Upgrade 9.0	\$320,000		
OIT	Adams Young	Enterprise Architecture (Network Operations Center)	\$650,000		
OIT	Adams Young	Enterprise Infrastructure Management System (Tivoli/Quest Monitoring)	\$600,000		
OIT	Adams Young	Internet and Intranet	\$300,000		
OIT	Adams Young	Enterprise Document Management System - Licenses (Documentum)	\$800,000		
OPERATIONS SERVICES					
IRPG	Dave Couch	Redesign Coin Vault	\$250,000		
IRPG	Dave Couch	Install 150 BHU, including purchase	\$525,000		
IRPG	Dave Couch	Redesign Coin Vault	\$250,000		
IRPG	Dave Couch	Install 150 BHU, including purchase of necessary hardware, modify doors	\$525,000		
IRPG	Dave Couch	Procure 300 PIN Pads - Specific Part Number	\$100,000		
IRPG	Dave Couch	Misc. Rail Support Equipment (Multiple Contracts under \$1M each)	\$3,546,000		
IRPG	Dave Couch	Non Revenue Vehicles (Multiple Contracts under \$1M each)	\$1,063,000		
IRPG	Dave Couch	Misc. Bus Support Equipment (Multiple Contracts under \$1M each)	\$2,008,000		
IRPG	Dave Couch	Locomotive/PrimeMovers (Multiple Contracts under \$1M each)	\$4,216,000		
IRPG	Dave Couch	Repairable Inventory (Multiple Contracts under \$1M each)	\$8,601,000		
PLNT	Linwood West	COG contract for procurement of 50-pound bags of calcium chloride for snow removal operations	\$150,000		
PLNT	Linwood West	COG contract for procurement of bulk salt for snow removal operations	\$500,000		
PLNT	Linwood West	Rail station canopy cleaning	\$150,000		
PLNT	Thomas Morrison	COG contract to service 21 Storm Water Ponds	\$125,000		
PLNT	Thomas Morrison	Repair overhead doors throughout the Authority (facilities)	\$150,000 per year/ 5 yrs		
OPAS	Cynthia Gannaway	CMNT Contractor Training	\$99,000		
OPAS	Cynthia Gannaway	BMNT Contractor Training	\$45,000		
OPAS	Cynthia Gannaway	OPER TRNG	\$50,000		
OPAS	Cynthia Gannaway	PLNT Outside Training	\$68,000		
OPAS	Cynthia Gannaway	TSSM Contractor Training	\$95,000		
OPAS	Cynthia Gannaway	ELES Contractor Training	\$76,000		
OPAS	Cynthia Gannaway	Operator Training Bus and Rail	\$45,000		
PLANNING AND JOINT DEVELOPMENT					
LAND	Nat Bottigheimer	General Real Estate Consulting Services	\$144,425		
BPPD	T Harrington	Bus Passenger Survey	\$800,000		
BPPD	Thomas Harrington	Regional Bus Stop Database Web Application	\$500,000		
BPPD	James Hamre	Prepare Metrobus garage and facilities plan	\$170,000		

ATTACHMENT E				FY 2008 PROCUREMENT ACTIONS (NEW CONTRACTS)	
OFFICE CODE	POC	DESCRIPTION OF REQUIREMENT	EST VALUE		
BPPD	James Hamre	Comprehensive Metrobus business process review	\$200,000		
BPPD	James Hamre	White Oak Transit Center	\$200,000		
BPPD	James Hamre	Corridor Development-Viers Mill	\$200,000		
BPPD	James Hamre	Corridor Development-Benning Rd-H St.	\$200,000		
BPPD	James Hamre	Next Bus System Applications	\$200,000		
BPPD	James Hamre	Regional Bus Shelter Maps	\$500,000		
RAIL					
CMNT	Richard Fair	Install automatic (with remote control) rear entry access gate to the West Falls Church rail yard. To include a pedestrian turnstile, security cameras, and yard access road speedbumps.	\$100,000		
CMNT	Robert Ernst	Non Revenue Vehicles	\$270,000		
CMNT	Robert Ernst	5K Air Compressors	\$150,000		
CMNT	Robert Ernst	5K Front Couplers	\$120,000		
CMNT	Robert Ernst	KAEMR Relays & Terminal Block ROHR Fleet	\$463,000		
CMNT	Robert Ernst	Blanket Purchase Agreement for Training	\$186,000		
CMNT	Robert Ernst	CNC Water Jet Cutter	\$149,000		
CMNT	Daniel Hagan	Blanket Purchase Agreement Service Heavy Rail Equip.	\$450,000		
CMNT	Robert Ernst	Pilot Program MAXIMO bar coding	\$250,000		
CMNT	Robert Ernst	J Bearing Overhaul	\$140,000		
CMNT	Robert Ernst	Floorboard Replacement ROHR Fleet	\$300,000		
RRTS	Randy Robinson	Energy Management Strategic Plan	\$150,000		
CENV	Leslie Durrant	Wrong Side Door Openings & 1K Structural Repairs	\$753,000		
CENV	Leslie Durrant	Maintenance Efficiency, System Wide IETM	\$568,000		
CENV	Leslie Durrant	Sundry Equipment & Enhanced Training	\$895,000		
CENV	Leslie Durrant	Reliability Improvements - Brake Compressors & HVAC Systems	\$698,000		
CENV	Leslie Durrant	Energy Savings - Wayside Storage, Invertors	\$514,000		
CENV	Dan Hanlon	Engineering Support for Sundry Projects	\$200,000		
TRAC	Wes Albright	Tie Plates	\$300,000		
TRAC	Tony Adams	Hi-Rail Vehicles w/cranes	\$240,000		
TRAC	Wes Albright	Ballast Removal Equipment	\$725,000		
TRAC	Wes Albright	Grapple Truck	\$200,000		

ATTACHMENT E			FY 2008 PROCUREMENT ACTIONS (NEW CONTRACTS)	
OFFICE CODE	POC	DESCRIPTION OF REQUIREMENT	EST VALUE	EST VALUE
TRAC	Wes Albright	Ballast Regulator	\$275,000	\$275,000
TRAC	Gaetano Brooks	Track Wrenches-Geismar	\$222,000	\$222,000
TRAC	Frederick Minniefield	Forklifts	\$255,000	\$255,000
TRAC	David Knights	RAILSIM	\$500,000	\$500,000
TRAC	Frederick Minniefield	Frogs (Diamond & Turnout)	\$500,000	\$500,000
TRAC	Wes Albright	Lease Of Heavy Equipment	\$500,000	\$500,000
TRAC	Ival Hodges	Third Rail De-Icer	\$300,000	\$300,000
TRAC	Wes Albright	Concrete Crossies for Pilot Pro	\$386,000	\$386,000
TRAC	Wes Albright	Ballast Cars	\$100,000	\$100,000
STRC	Clay Bunting	Manlifts	\$110,000	\$110,000
STRC	Clay Bunting	Leak Chemicals	\$300,000	\$300,000
STRC	Clay Bunting	Cement Materials	\$150,000	\$150,000
STRC	Clay Bunting	Prime Mover	\$900,000	\$900,000
STRC	Clay Bunting	Fiat Car	\$175,000	\$175,000
STRC	Clay Bunting	Batch Plant	\$175,000	\$175,000
POWER	Donald Harris	High Rail Vehicle	\$300,000	\$300,000
POWER	Donald Harris	Hi Ranger Bucket Truck	\$100,000	\$100,000
POWER	Donald Harris	Transformers (Dry)	\$200,000	\$200,000
POWER	Donald Harris	Transformers (Oil)	\$200,000	\$200,000
POWER	Donald Harris	Generators (200KW)	\$190,000	\$190,000
POWER	Donald Harris	ETS System ELS Cable	\$300,000	\$300,000
POWER	Donald Harris	Generator Cable (350MCM)	\$200,000	\$200,000
POWER	Donald Harris	Gene Telescopic Boom Lifts	\$220,000	\$220,000
POWER	Donald Harris	Generator Tow Trucks	\$120,000	\$120,000
POWER	Donald Harris	UPS Battery Banks	\$100,000	\$100,000
POWER	Donald Harris	Cable Pulling Equipment	\$171,000	\$171,000
POWER	Donald Harris	Track Bad Light Fixtures	\$500,000	\$500,000
POWER	Donald Harris	Lighting Enhancement	\$300,000	\$300,000
POWER	Donald Harris	JOC - Lighting Equip Replc	\$300,000	\$300,000
POWER	Donald Harris	JOC - ETS System Cable Replc	\$300,000	\$300,000
POWER	Donald Harris	JOC - Low Voltage Cable Replc	\$300,000	\$300,000
POWER	Donald Harris	Warehouse Storage	\$100,000	\$100,000
AFC	David Newman	Coordinator modules - WMATA Stock no: F64-17-1045	\$110,000	\$110,000
COMM	Ji Nabb	Yard Security System Technical Service Agreement	\$300,000	\$300,000
COMM	Ji Nabb	FIA Technical Service Agreement	\$300,000	\$300,000
ATC	Lester Delago	Switch Machines	\$250,000	\$250,000
SAFETY, SECURITY AND EMERGENCY MANAGEMENT				
MTPD	Deputy Chief Michael Daly	Remote Controlled Robot for Bomb Squad	\$110,000	\$110,000
MTPD	Act. Dep. Chief Jeff Dellinski	16 Police Sedans	\$402,000	\$402,000
MTPD	Act. Dep. Chief Jeff Dellinski	7 Police SUV's, 1 Prisoner Van, 1 Ammo Truck	\$339,000	\$339,000
MTPD	Act. Dep. Chief Jeff Dellinski	Northern Virginia Criminal Justice Training Academy	\$455,360	\$455,360
MTPD	Act. Dep. Chief Jeff Dellinski	Office furniture for new District 1 Substation	\$200,000	\$200,000
MTPD	Act. Dep. Chief Jeff Dellinski	Police Professional Advancement Prep. and Testing	\$75,000	\$75,000
MTPD	Dep. Chief Jeri Lee	800 Personal Protective Suits - Level 3	\$128,000	\$128,000
MTPD	Dep. Chief Jeri Lee	Armored Truck	\$223,000	\$223,000

ATTACHMENT E FY 2008 PROCUREMENT ACTIONS (CONTRACT MODIFICATIONS)				EST VALUE
OFFICE CODE	POC	CONTRACT #	DESCRIPTION OF MODIFICATION ACTION REQUIRED	EST VALUE
BUS				
BIMT	Donald Savoy	CO5023	Voice Annunciator and Speakeasy Microphones	\$350,000
GENERAL COUNSEL				
COUN	Susan Semian	10872	Additional Discovery/Document Review (Driven)	\$250,000
COUN	Mark Pohl	Unknown	Bond Counsel for Clean Renewable Energy Bonds	\$200,000
COUN	John Thomas	1E0081	Pursuant to Settlement	\$975,000
INFORMATION TECHNOLOGY				
CIT	Iris Fantry	9208	Trapeze, MRO Interface	\$329,830
CIT	Iris Fantry	8322, CQ7067	DLT - Oracle Maintenance	\$962,809
CIT	Iris Fantry	10566	Novell Site License Software & Maintenance	\$406,438
CIT	Iris Fantry	CO4038	Expert Technical computer assistance (McDonald Bradley)	\$403,073
CIT	Iris Fantry	9542	Annual Mntn - Computer Associates	\$260,372
CIT	Iris Fantry	CO4140	Annual Mntn - Cisco Smartnet Hardware and Software	\$285,598
CIT	Iris Fantry	N08852	Annual Hardware Mntn w/IBM Corp/Mainline	\$500,662
CIT	Iris Fantry	N08851	Annual Software Lease w/IBM Corp/Mainline	\$958,751
INSPECTOR GENERAL				
OIG	Heleen Lew	CO3026	KPMG LLP - Performance Audit WMATA CIP Funding	\$120,000
OPERATIONS SERVICES				
IRPG	Dave Couch	FN5020	Deferral of Construction Phase 1	\$600,000
IRPG	Dave Couch	FH8126	Contract Close-Out	\$800,000
IRPG	Dave Couch	CO5136	Software Mod to vendors to accept and dispense Dollar Coin	\$350,000
IRPG	Dave Couch	CO5136	Development of Smart Trip Dispenser First Article	\$600,000
IRPG	Dave Couch	FO5121	Replace additional length of ROW Fence between Rockville and Shady Grove	\$700,000
IRPG	Dave Couch	FL0014	Closeout / Mod. To delete parapet reveal work and add concrete coating and metal work	\$0
IRPG	Dave Couch	FN3021	Modification for Fleet Watch System at Four Mile Run - Hanover	\$120,000
IRPG	Dave Couch	FP5162	Modification To Pipe Lining Work - Cutting in Laterals - At West Falls Church and Alexandria	\$180,000
IRPG	Dave Couch	FN3032	Closeout of Bridge Painting	\$130,000
IRPG	Dave Couch	FI4398	(A.C. Switchgear) Extension of contract	\$500,000
IRPG	Dave Couch	FK0275	Credit Mod - (Stinger) Closeout	\$500,000
IRPG	Dave Couch	FO5144	RTU Modification	\$750,000
IRPG	Dave Couch	FN5015	M3 Switch Machines / M3 Option	\$329,891
IRPG	Dave Couch	FO5143	AF Track Circuits - 22 locations / Tools	\$283,963
IRPG	Dave Couch	FO5143	AF Track Circuits - 22 locations / Track Circuits	\$548,174
IRPG	Dave Couch	FO5145	PA & CCTV Replacement / CCTV Design	\$850,000
IRPG	Dave Couch	FN3020	Intercom System - Change Order Costs	\$1,000,000
IRPG	Dave Couch	FO6036	Vehicle Troubleshooting	\$110,400
IRPG	Dave Couch	C23050	ROCS Upgrade program	\$400,000
IRPG	Dave Couch	P2D	Regional Bus Stop Inventory Database System Development	\$500,000
IRPG	Dave Couch	FN5069	Fan Overhaul Repairs	\$900,000
IRPG	Dave Couch	P2D	IRP-38 Bus System Integration Phase II	\$500,000
PLNT	Thomas Morrison	CO6065/DYB	Modify existing snow contract, readvertise entire package	\$500,000
PLNT	Kenneth Ervin	CO4090	Enhanced Custodial Services (vacuuming 3x per week, carpet cleaning & floor care after normal hours, additional cleaning of restrooms)	\$149,632
RAIL				
GENV	George Wenner	CO5102	5000 Series Procurement Support (BAH)	\$450,000
GENV	George Wenner	CO5102	Vehicle Engineering Support (Rohr Car HVAC) (BAH)	\$900,000

ATTACHMENT E FY 2008 PROCUREMENT ACTIONS (CONTRACT MODIFICATIONS)

OFFICE CODE	POC	CONTRACT #	DESCRIPTION OF MODIFICATION ACTION REQUIRED	EST VALUE
CENV	George Wenner	C05102	8-Car Precision Station Stop Support (BAH)	\$400,000
CENV	George Wenner	C05102	Anacostia Streetcar Procurement Support (BAH)	\$200,000
CENV	George Wenner	C05102	1000 Series Crack Investigation (BAH)	\$150,000
CENV	George Wenner	C05102	7000 Series Procurement Support (BAH)	\$700,000
CENV	George Wenner	C05102	Review of Maintenance Procedures (BAH)	\$100,000
CENV	George Wenner	C05102	Safety Certification Programs (BAH)	\$150,000
CENV	George Wenner	C05102	Expert Review Panels (BAH)	\$150,000
CENV	Ronald Clark	FK0154	2K/3K Additional Spare Parts	\$1,000,000
CENV	Debo Ounrinde	TC6000	6K Modification - Rail Wheel Test Equipment	\$96,000
CENV	Debo Ounrinde	TC6000	6K Modification - Side Bearing Replacement	\$500,000
CENV	Debo Ounrinde	TC6000	6K Modification - Car Equalization Test	\$31,000
CENV	Debo Ounrinde	TC6000	6K Modification - Radio Variable Attenuators	\$270,000
CENV	Debo Ounrinde	TC6000	6K Modification - Electrical Regeneration	\$130,000
CENV	Debo Ounrinde	TC6000	6K Modification - Base Contract CO for Option Cars	\$525,000
CENV	Debo Ounrinde	TC6000	6K Modification - Settlement of Sundry Change Orders	\$123,000
CENV	Debo Ounrinde	TC6000	6K Modification - Sundry Tech Changes	\$332,000
CENV	Debo Ounrinde	TC6000	6K Modification - Installation of Left Side Microphone in Cab (Mod B)	\$47,472
CENV	Debo Ounrinde	TC6000	6K Modification - Scope Modification of VMIS	\$1,430,000
CENV	Debo Ounrinde	TC6000	6K Additional Provisional Spare	\$500,000
CENV	Kenneth Morford	FL0712	Rohr HVAC Rehab Modification for Asbestos Abatement	\$224,000
CENV	Dennis Lemke	F-05032	AC Traction Motor Rewind - Unit Price Increase	\$300,000
COMM	Val Hodges	F05114	Running Rail - 39' Lengths	\$465,000
SAFETY, SECURITY AND EMERGENCY MANAGEMENT				
MTPD	Act. Dep. Chief Jeff Delinski	C07062	Option Year 1 to police uniforms contract	\$166,000
MTPD	Act. Dep. Chief Jeff Delinski	15275	Yearly upgrade/maintenance to MTPD CADIRMS	\$70,000

PRESENTED AND ADOPTED: June 28, 2007

SUBJECT: DULLES CORRIDOR METRORAIL PROJECT – GENERAL MANAGER APPROVAL TO EXECUTE THE WMATA-MWAA INTERGOVERNMENTAL AGREEMENT FOR PHASE I OF THE PROJECT, AMEND THE WMATA BUDGET AND AUTHORIZE THE ON-CALL CONSULTANT TO PROVIDE SPECIALIZED SUPPORT

**2007-26
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, WMATA and the Metropolitan Washington Airports Authority (MWAA) have negotiated an Intergovernmental Agreement (IGA) defining WMATA's role on the Dulles Corridor Metrorail Project (Project) and providing funding for WMATA personnel and the acquisition of capital equipment for the Project; and

WHEREAS, The WMATA role under the IGA is divided into three major categories:

1. Capital Equipment: WMATA will design, procure, install and commission certain capital equipment;
2. Technical Support: WMATA will perform as technical advisor to MWAA to ensure that the Project is constructed according to WMATA criteria;
3. Tasks Associated with Acceptance: WMATA will perform certain tasks necessary to accept the Project into the Adopted Regional System ("ARS"); and

WHEREAS, This is the first time in WMATA's history that the construction of an extension of the ARS is not directly under WMATA's control. Therefore, the WMATA Board of Directors (WMATA Board) conditioned acceptance of the Project into the ARS upon the fulfillment of the following conditions identified as the "ARS Contingencies" listed below with status in parenthesis:

1. Satisfactory completion of the Final Environmental Impact Statement (FEIS); (complete)
2. Issuance of a Record of Decision by FTA; (complete)
3. WMATA Board approval of a final financial plan for the construction, acquisition and operation of the new facilities; (pending)
4. Execution of implementing financial commitments between DRPT and funding sources in the form of local funding agreements and the federal full funding grant agreement; (to be executed)
5. WMATA determination that the Project has been completed in accordance with the FEIS, the approved General Plans, all WMATA system requirements, and that the Project, as built and tested, is suitable for acceptance into the ARS;

**Motioned by Mr. Graham, seconded by Mrs. Hudgins
Ayes: 6 - Ms. Hewlett, Mr. Euille, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Moneme**

- (ongoing throughout construction of the Project with final acceptance by the WMATA Board)
6. Conveyance to WMATA by DRPT of a property interest in the Project property adequate to assure WMATA of continuing control of the Project property throughout the useful life of the Project; (to be done prior to WMATA acceptance)
 7. Any indemnification obligation from WMATA to Toll Road Investors Partnership II (TRIP II), MWAA, or any other entity associated with the Project is subject to WMATA Board approval, and any indemnification obligation provided by DRPT to TRIP II, or MWAA, or any other entity associated with the Project will be subject to a determination by WMATA that such indemnification does not create a liability or potential liability for WMATA; (no such indemnification have yet been identified); and
 8. All land use and permitting approvals from any federal, state, or local regulatory agency shall be complete and final before WMATA's acceptance of the Project in the ARS, to ensure that jurisdictional stakeholders do not impose additional requirements upon transfer of interests to WMATA for operational purposes (ongoing); and

WHEREAS, On January 25, 2007, the WMATA Board approved Resolution #2007-04, which set conditions for approval of the final Financial Plan for the Project and affirmed the role of WMATA in the Project. The Resolution stated that Fairfax County and WMATA are integral to the Project and that their increased involvement in significant decisions relating to the Project is essential to the ultimate success of the Project; and

Additionally, the WMATA Board adopted the policy that in order to successfully meet the ARS Contingencies, WMATA, as the ultimate owner/operator of the Project, must have a role in reviewing and concurring in significant project-related decisions and agreements before the agreements are finalized and must be an active participant in the development, negotiation, and execution of IGAs, prior to MWAA's execution of the design-build agreement for the Project; and

The WMATA Board further resolved that as implementation of the Project proceeds, it is essential to have transparency and accountability so that the WMATA Compact Jurisdictions and their constituents are assured the Project will be built for the best possible price and value without assuming undue risk and that the effects of construction on local communities and the operating cost of the aerial option will be taken into consideration when deciding between the tunnel and aerial options; and

Finally, the WMATA Board resolved that approval of the Financial Plan and related agreements will occur only after staff provides a status report affirming that (1) all conditions in prior WMATA Board Resolutions, including the eight (8) conditions have been or will be satisfied by the time WMATA accepts the Project into the ARS; (2) WMATA's role in final design, construction, testing, inspection, safety certifications, and acceptance of the Project has been memorialized in an Agreement between MWAA and WMATA; and (3) the post-construction issues related to liability, latent defects and warranties are addressed in a manner similar to other WMATA extensions; and

WHEREAS, Conditions for approval of the Agreement have been met including the completion of the negotiations on the IGA, Approval of the Financial Plan for the Project Development and incorporation of the eight (8) ARS Contingencies into the IGA; and

WHEREAS, Staff provided a staff report affirming that (1) all conditions in prior WMATA Board Resolutions, including the eight (8) "ARS Conditions" listed above have been or will be satisfied by the time WMATA accepts the Project into the ARS; (2) WMATA's role in the final design, construction, testing, inspection, safety certifications, and acceptance of the Project has been memorialized in an Agreement between MWAA and WMATA; and (3) the post-construction issues related to liability, latent defects, and warranties are addressed in a manner similar to other WMATA extensions; now therefore be it

RESOLVED, That the WMATA Board of Directors approves the IGA with MWAA and authorizes the General Manager to execute the IGA; and be it further

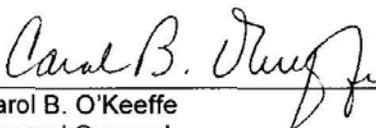
RESOLVED, That the WMATA Board of Directors increases the FY 2008 On-Call Consultant Work Program by \$250,000 and increases the FY 2008 through 2012 WMATA Budget by \$272,850,000 for WMATA's role as defined by the IGA, subject to the availability of Federal and non-federal funds through the Agreement; and be it further

RESOLVED, That the WMATA Board of Director's acceptance and approval of the Intergovernmental Agreement between MWAA and WMATA is contingent on (1) the scope of the project as defined in the IGA; any future changes to this project scope will require a reconsideration and approval by the WMATA Board and (2) WMATA shall bear no costs under this Agreement, including costs associated with overruns; and be it further

RESOLVED, That the WMATA Board encourages MWAA and its contractor to work with the workforce development agencies in all WMATA jurisdictions to ensure that residents throughout the region are aware of the job opportunities associated with all appropriate elements of the Dulles Extension Project; 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

PRESENTED AND ADOPTED: June 28, 2007

**SUBJECT: DULLES FINANCIAL PLAN FOR FULL FUNDING GRANT AGREEMENT
INCLUDING METRO'S FINANCIAL CAPACITY**

**2007-27
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) is intended to be the ultimate owner and operator of the Dulles Corridor Metrorail extension project after it is accepted as part of WMATA's Adopted Regional System and revenue service begins; thereafter WMATA and its member jurisdictions will be responsible for funding the operations and maintenance of the system, including any required operating subsidies in accordance with WMATA Board Resolution #2000-35 adopted on May 25, 2000 (Policy for Capital and Operating Costs for New Starts Projects); and

WHEREAS, A Full Funding Grant Agreement (FFGA) for the Dulles Corridor Metrorail Project Phase 1 (Dulles Phase 1), extension to Wiehle Avenue which includes both a capital and operating financial plan, will be required to secure any authorized federal funding for portions of the Dulles Corridor Metrorail Project; and

WHEREAS, All non-federal capital funds for the Dulles Phase 1 extension will be provided by the Commonwealth of Virginia, Fairfax County, and the Metropolitan Washington Airports Authority; and

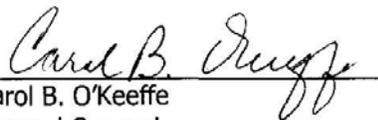
WHEREAS, Staff has reviewed and refined the preliminary financial plans and it is estimated that the cost of operating and maintaining the Dulles Phase 1 extension would increase WMATA's total operating and maintenance costs by three percent (\$46 million) in the first full year of operation; now, therefore let it be

RESOLVED, That the cost of operating and maintaining WMATA's current bus and rail systems, in addition to Dulles Phase 1, is within the financial capacity of WMATA and the contributing jurisdictions and the Board approves the Final Operating Financial Plan appended as Attachment A; and be it further

**Motioned by Mr. Graham, seconded by Mrs. Hudgins
Ayes: 6 - Ms. Hewlett, Mr. Euille, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Moneme**

RESOLVED, That this Resolution will be effective immediately.

Reviewed as to form and legal sufficiency.



Carol B. O'Keeffe
General Counsel

Attachment-A: Dulles Corridor Metrorail Project Final Operating Financial Plan



ATTACHMENT A

DULLES CORRIDOR METRORAIL PROJECT

FINAL OPERATING FINANCIAL PLAN

Presented to the Board of Directors
Finance, Administration and Oversight Committee

June 14, 2007

Prepared by



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Dulles Corridor Metrorail Project
Final Operating Financial Plan

Washington Metropolitan Area Transit Authority
Washington, D.C.

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Dulles Corridor Metrorail Project
Final Operating Financial Plan

Washington Metropolitan Area Transit Authority
Washington, D.C.

Section 1: Introduction

The Metropolitan Washington Airports Authority (MWAA) has assumed operational and management control of the Dulles Toll Road and the Dulles Corridor Metrorail Project. Virginia Department of Rail and Public Transportation (DRPT) and MWAA are working expeditiously to ensure that all federal requirements are met to allow MWAA to execute the Full Funding Grant Agreement (FFGA) for the Dulles Corridor Metrorail Project Phase 1 (Dulles Phase 1), extension to Wiehle Avenue. A FFGA will be required to secure any authorized federal funding for portions of the Dulles Corridor Metrorail Project.

Preliminary financial plans were presented to the WMATA Finance, Administration and Oversight (FAO) Committee on January 11, 2007. Subsequently, the Chief Financial Officer's (CFO) office was requested to review and refine this material in preparation for the Board's adoption of a final financial plan.

Findings

The preliminary financial plans presented in January had a solid foundation. However, the materials were updated and more recent financial data and developments were incorporated. In addition, the financial plan was expanded to include the impact on the Capital Improvement Program (CIP). **Finally, the analysis concludes that the cost of operating and maintaining the Dulles Phase 1 extension would increase WMATA's total operating and maintenance costs by three percent in the first full year of operation.**

Jurisdictional Financial Support

Because Dulles Phase 1 is projected to account for only three percent of the operating and maintenance expenses for FY 2012 (the assumed first year of operation), its impact on the operating subsidy allocated to the local jurisdictions in that year is proportionally small. As for local jurisdiction contributions to the capital budget, no additional cost associated with Dulles Phase 1 is projected until FY 2019 (seven years after the start of operations).

Section 2: Operating and Maintenance Expenses

Expenses Results

WMATA's operating and maintenance (O&M) expenses have been projected for each fiscal year from 2008 through 2030. O&M expenses allow for the daily provision of services in Metrobus, Metrorail, and MetroAccess. Typical O&M expenses include employee salaries, fuel for buses, electricity for trains, and supplies. For the purpose of this analysis, debt service costs are excluded from O&M expenses.

The projected O&M expenses have been segregated between base expenses and Dulles Phase 1 expenses. Base expenses include those associated with operating the current Metrobus and Metrorail systems (335 bus routes, 86 stations, and 106.1 miles of revenue track), as well as all other programs and activities found in the current O&M budget. Dulles Phase 1 expenses are based on five stations and eleven miles of revenue track.

Table 1 displays the projected O&M expenses for FY 2008 through FY 2030 for both the base and Dulles Phase 1. Base expenses rise from approximately \$1.15 billion in FY 2008 to \$2.38 billion in FY 2030. O&M expenses for Dulles Phase 1 begin in FY 2011 at approximately \$7.2 million and account for start-up activities. These expenses then rise to \$45.6 million in FY 2012 with the start of Dulles Phase 1 revenue operations. By FY 2030, Dulles Phase 1 expenses will rise to \$83.3 million.

The chart below Table 1 places the above projections within the context of actual O&M expenses from FY 1996 to FY 2006, and budgeted O&M expenses for FY 2007. The period FY 1996 to FY 2006 includes the completion of the Green Line, the Largo extension, and the New York Avenue station; a total of 12 stations and 17.3 miles of revenue track.

Table 2 disaggregates by mode the O&M expense projections from Table 1. It is assumed that all expenses associated with Dulles Phase 1 will be for the Metrorail mode only. Note, each mode includes its share of administrative and support expenses. The chart below Table 2 shows that FY 2012 Dulles Phase 1 expenses account for only three percent of WMATA's total O&M expenses.

Revenue Results

Cost recovery rates for the three modes have been consistent in the last few years. It is assumed for this analysis that the cost recovery rates approved in the FY 2007 operating budget will be used to determine the amount of subsidized O&M expenses in FY 2008 through FY 2030. Table 3 shows the assumed cost recovery rates for Metrobus, Metrorail, and MetroAccess utilized for FY 2008 through FY 2030.

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Table 4 shows the resulting subsidized O&M expenses by mode from multiplying the expense projections in Table 2 with the cost recovery rates in Table 3. In total, subsidized expenses are expected to rise from \$448 million in FY 2008 to \$1.06 billion in FY 2030. Relying on historic cost recovery rates is considered to be an accurate predictor of future revenue given long-standing budget results, which demonstrate a consistent ratio over time. A more complex approach would incorporate assumptions of future ridership, fair increases, demand elasticity, and service levels, but would not produce a revenue forecast any more reliable than what is predicted using constant cost recovery rates.

Methodology

This projection of future O&M expenses utilizes the concept of unit costing. This approach begins with segmenting the operating budget into seven functional areas (see below). Each functional area includes one or more related program or activity. These functional areas differ from modes in that functional areas do not include a portion of administrative costs. Administrative costs are collected in the functional area entitled "All Other Expenses."

Each functional area, with the exception of "All Other Expenses," is associated with a measurable variable (see below). These variables represent a single, predictable way of measuring activity within each functional area. Dividing the budget for each functional area by its associated variable yields a cost per variable. Data (both costs and variables amounts) from FY 2005 and FY 2006 actuals and FY 2007 budget are utilized to compute cost per variables for three fiscal years.

Functional Area	Variable	Cost Per Variable
Bus Transportation	Bus Revenue Miles	Cost per Bus Mile
Bus Maintenance	Bus Fleet Size	Cost per Bus
Rail Transportation	Rail Revenue Miles	Cost per Rail Mile
Rail Car Maintenance	Rail Fleet Size	Cost per Rail Car
Facilities Maintenance	Stations & Track Miles	Cost per Station & Track
Paratransit	Passenger Trips	Cost per Trip
All Other Expenses		
Total Operating Budget		

The second step in the analysis is to determine the cost per variable for FY 2008 and beyond. For determining cost per variable for FY 2008, two approaches are used. If the cost per variable does not follow a consistent trend from FY 2005 to FY 2007, then the average of the three years is used for FY 2008. If the cost per variable does follow a consistent trend from FY 2005 to FY 2007, then this trend is continued to determine the cost per variable for FY 2008. For all remaining future years (FY 2009 through FY 2030), a three percent annual inflation rate is used.

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The third step in the analysis is to determine the amount of each variable, in each future fiscal year (FY 2008 through FY 2030). Appropriate methods are utilized for each variable, and summarized in the following table.

Variable:	Basis for future amounts:
Bus Revenue Miles	Trend analysis and fleet management plan
Bus Fleet Size	Bus Fleet Management Plan
Rail Revenue Miles	Trend analysis and fleet management plan
Rail Fleet Size	Rail Fleet Management Plan
Stations & Track Miles	Held constant for base; increased for Dulles Phase 1
Passenger Trips	Trend analysis

Future annual costs per functional area can be computed by multiplying the future annual cost per variable in step two with the future annual variable amounts in step three. Future annual costs for "All Other Expenses" are set at 20 percent of each annual budget. Future annual functional area costs are then translated into budget modes (see Table 2). This process is repeated for Dulles Phase 1 by adjusting the variable amounts in step three. As previously noted, it is assumed that all incremental costs associated with Dulles Phase 1 will be in the Metrorail mode only. Metrobus is assumed to be unaffected by Dulles Phase 1, because even though additional bus service will be provided to bring passengers to the Dulles Phase 1 stations, such service will not necessarily be provided by WMATA.

Appendix A includes the actual data and calculations found in this analysis.

Subsidy Allocation to Local Jurisdictions

The allocation of O&M expense subsidy to the local jurisdictions varies by mode. For the purpose of allocating Metrobus and MetroAccess subsidies (see Table 4) to the local jurisdictions for FY 2008 through FY 2030, the jurisdictional percentages found on page 284 of the Proposed Fiscal 2008 Annual Budget are utilized. Holding these rates constant during this period is considered to be as accurate an approach as utilizing the current adopted formulas. The formula approach would have required assumptions of population, ridership, and service levels both by jurisdiction and by fiscal year.

The Metrorail subsidy allocations used for FY 2008 through FY 2011 are the same as the jurisdictional percentages found on page 284 of the proposed FY 2008 budget. For FY 2012, the assumed first year of Dulles Phase 1 operation, the current adopted formula is utilized with appropriate assumptions of population, ridership, and station assignments. With five more stations being allocated to Virginia, its percentage of the total Metrorail subsidy increases by 3.3 percentage points, while that of the District of Columbia and Maryland decrease. The resulting jurisdictional percentages are then held constant for FY 2013 through FY 2030.

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The jurisdictional allocation of total subsidized O&M expenses (base, Dulles Phase 1, and all modes combined) is shown in Table 5.

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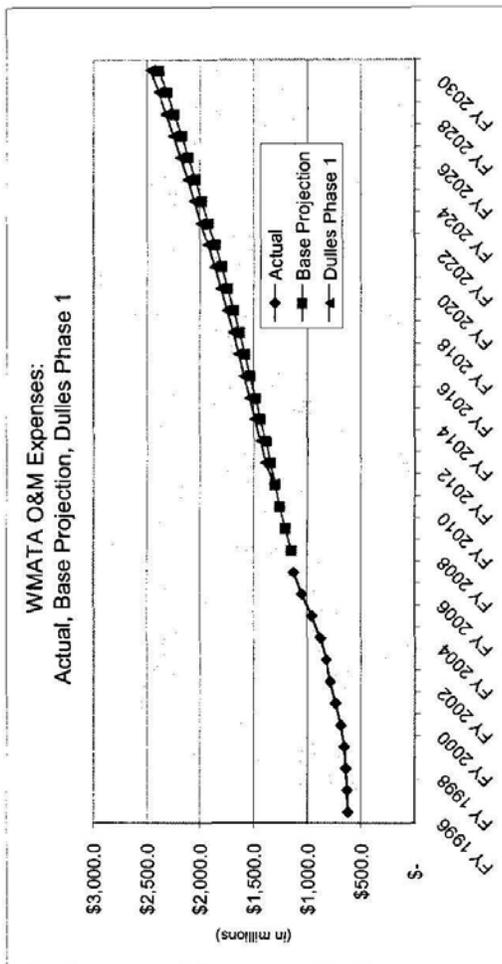
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Table 1: Projected WMATA Operating and Maintenance (O&M) Expenses

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base	\$ 1,146.9	\$ 1,203.4	\$ 1,259.0	\$ 1,300.9	\$ 1,343.8	\$ 1,384.1	\$ 1,432.9	\$ 1,479.1	\$ 1,530.5	\$ 1,579.4	\$ 1,629.4	\$ 1,684.1
Dulles Phase 1		7.2	45.6	50.4	51.9	53.5	55.0	56.6	58.3	60.2	61.9	63.3
Total	\$ 1,146.9	\$ 1,203.4	\$ 1,259.0	\$ 1,308.1	\$ 1,389.4	\$ 1,434.5	\$ 1,484.8	\$ 1,532.5	\$ 1,585.6	\$ 1,636.0	\$ 1,687.6	\$ 1,744.3

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Base	\$ 1,740.3	\$ 1,798.1	\$ 1,857.1	\$ 1,917.9	\$ 1,979.9	\$ 2,038.6	\$ 2,103.8	\$ 2,166.4	\$ 2,238.5	\$ 2,306.3	\$ 2,381.7
Dulles Phase 1	61.9	63.8	65.8	67.7	69.7	71.8	73.8	76.1	78.5	80.8	83.3
Total	\$ 1,802.3	\$ 1,861.9	\$ 1,922.9	\$ 1,985.5	\$ 2,049.6	\$ 2,110.4	\$ 2,177.6	\$ 2,242.5	\$ 2,317.0	\$ 2,387.1	\$ 2,465.0



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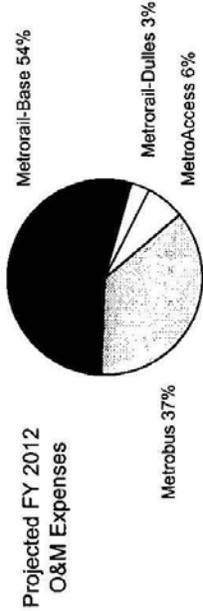
Table 2: Projected WMATA Operating and Maintenance (O&M) Expenses by Mode

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base:												
Metrobus	\$ 432.5	\$ 453.4	\$ 480.6	\$ 495.6	\$ 510.9	\$ 526.3	\$ 542.3	\$ 558.5	\$ 575.2	\$ 592.1	\$ 609.3	\$ 628.7
Metrorail	649.6	678.1	701.7	723.5	745.9	768.2	792.3	816.3	841.6	866.9	892.7	920.8
MetroAccess	64.8	71.9	76.7	81.8	87.0	89.6	98.3	104.3	113.7	120.4	127.4	134.6
Subtotal	\$ 1,146.9	\$ 1,203.4	\$ 1,259.0	\$ 1,300.9	\$ 1,343.8	\$ 1,384.1	\$ 1,432.9	\$ 1,479.1	\$ 1,530.5	\$ 1,579.4	\$ 1,629.4	\$ 1,684.1
Dulles Phase 1:												
Metrorail				7.2	45.6	50.4	51.9	53.5	55.0	56.6	58.3	60.2
Total	\$ 1,146.9	\$ 1,203.4	\$ 1,259.0	\$ 1,308.1	\$ 1,389.4	\$ 1,434.5	\$ 1,484.8	\$ 1,532.5	\$ 1,585.6	\$ 1,636.0	\$ 1,687.6	\$ 1,744.3

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Base:											
Metrobus	\$ 648.4	\$ 668.6	\$ 689.1	\$ 710.1	\$ 731.4	\$ 753.0	\$ 775.2	\$ 797.6	\$ 822.6	\$ 847.7	\$ 873.6
Metrorail	949.7	979.3	1,009.6	1,040.7	1,072.4	1,104.2	1,137.5	1,172.0	1,208.7	1,245.2	1,283.5
MetroAccess	142.2	150.2	158.4	167.1	176.1	181.4	191.1	196.8	207.2	213.4	224.6
Subtotal	\$ 1,740.3	\$ 1,798.1	\$ 1,857.1	\$ 1,917.9	\$ 1,979.9	\$ 2,038.6	\$ 2,103.8	\$ 2,166.4	\$ 2,238.5	\$ 2,306.3	\$ 2,381.7
Dulles Phase 1:											
Metrorail	61.9	63.8	65.8	67.7	69.7	71.8	73.8	76.1	78.5	80.8	83.3
Total	\$ 1,802.3	\$ 1,861.9	\$ 1,922.9	\$ 1,985.5	\$ 2,049.6	\$ 2,110.4	\$ 2,177.6	\$ 2,242.5	\$ 2,317.0	\$ 2,387.1	\$ 2,465.0

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Table 3: Assumed Cost Recovery Rates for FY 2008-2030 by Mode

Metrobus	32.75%
Metrorail	80.58%
MetroAccess	6.39%

Same rates as in the Approved
Fiscal 2007 Annual Budget

Table 4: Resulting Subsidized Operating and Maintenance (O&M) Expenses by Mode

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base:												
Metrobus	\$ 290.9	\$ 304.9	\$ 323.2	\$ 333.3	\$ 343.6	\$ 353.9	\$ 364.7	\$ 375.6	\$ 386.8	\$ 398.2	\$ 409.8	\$ 422.8
Metrorail	126.2	131.7	136.3	140.5	144.9	149.2	153.9	158.5	163.4	168.4	173.4	178.8
MetroAccess	60.7	67.3	71.8	76.5	81.5	83.9	92.0	97.6	106.5	112.7	119.2	126.0
Subtotal	\$ 477.7	\$ 503.9	\$ 531.3	\$ 550.3	\$ 569.9	\$ 587.0	\$ 610.5	\$ 631.7	\$ 656.7	\$ 679.2	\$ 702.3	\$ 727.6
Dulles Phase 1:												
Metrorail				1.4	8.9	9.8	10.1	10.4	10.7	11.0	11.3	11.7
Total	\$ 477.7	\$ 503.9	\$ 531.3	\$ 551.7	\$ 578.7	\$ 596.8	\$ 620.6	\$ 642.1	\$ 667.4	\$ 690.2	\$ 713.6	\$ 739.3

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Base:											
Metrobus	\$ 436.0	\$ 449.6	\$ 463.4	\$ 477.5	\$ 491.9	\$ 506.4	\$ 521.3	\$ 536.4	\$ 553.2	\$ 570.1	\$ 587.5
Metrorail	184.4	190.2	196.1	202.1	208.3	214.4	220.9	227.6	234.7	241.8	249.3
MetroAccess	133.1	140.6	148.3	156.4	164.8	169.8	178.9	184.2	194.0	199.8	210.2
Subtotal	\$ 753.6	\$ 780.4	\$ 807.8	\$ 836.0	\$ 865.0	\$ 890.6	\$ 921.1	\$ 948.2	\$ 981.9	\$ 1,011.7	\$ 1,047.0
Dulles Phase 1:											
Metrorail	12.0	12.4	12.8	13.1	13.5	14.0	14.3	14.8	15.2	15.7	16.2
Total	\$ 765.6	\$ 792.8	\$ 820.6	\$ 849.2	\$ 878.5	\$ 904.6	\$ 935.4	\$ 963.0	\$ 997.1	\$ 1,027.4	\$ 1,063.2

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Table 5: Allocation of Subsidized Operating and Maintenance Expenses by Jurisdiction (Base + Dulles Phase 1, All Modes)
(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
District of Columbia	\$ 182.1	\$ 191.5	\$ 202.1	\$ 209.4	\$ 218.2	\$ 225.0	\$ 233.2	\$ 240.9	\$ 249.5	\$ 257.6	\$ 265.9	\$ 275.1
Maryland:												
Montgomery Co.	82.0	86.7	91.3	95.0	97.1	100.1	104.5	108.3	112.9	117.0	121.2	125.7
Prince Georges Co.	100.3	106.5	112.4	117.2	121.6	125.4	131.4	136.4	142.8	148.2	153.8	159.8
Subtotal	\$ 182.3	\$ 193.2	\$ 203.8	\$ 212.2	\$ 218.7	\$ 225.6	\$ 235.9	\$ 244.7	\$ 255.8	\$ 265.2	\$ 275.0	\$ 285.6
Virginia:												
Alexandria	19.3	20.2	21.3	22.0	22.8	23.5	24.3	25.0	25.9	26.7	27.5	28.4
Arlington Co.	32.1	33.6	35.3	36.6	38.1	39.3	40.6	41.9	43.2	44.5	45.9	47.4
Fairfax City	1.1	1.1	1.2	1.2	1.3	1.4	1.4	1.5	1.5	1.6	1.6	1.7
Fairfax Co.	59.5	62.8	66.1	68.7	77.9	80.3	83.5	86.3	89.6	92.6	95.7	99.1
Falls Church	1.4	1.4	1.5	1.6	1.7	1.7	1.8	1.8	1.9	2.0	2.0	2.1
Subtotal	\$ 113.3	\$ 119.2	\$ 125.4	\$ 130.1	\$ 141.8	\$ 146.2	\$ 151.5	\$ 156.5	\$ 162.1	\$ 167.3	\$ 172.7	\$ 178.6
Total	\$ 477.7	\$ 503.9	\$ 531.3	\$ 551.7	\$ 578.7	\$ 596.8	\$ 620.6	\$ 642.1	\$ 667.4	\$ 690.2	\$ 713.6	\$ 739.3
District of Columbia	\$ 284.5	\$ 294.1	\$ 303.9	\$ 314.1	\$ 324.4	\$ 334.0	\$ 344.9	\$ 355.0	\$ 367.0	\$ 378.2	\$ 390.8	
Maryland:												
Montgomery Co.	130.4	135.2	140.2	145.3	150.5	155.0	160.6	165.3	171.4	176.6	183.0	
Prince Georges Co.	166.1	172.5	179.1	185.9	193.0	199.7	206.1	212.2	220.4	227.1	235.7	
Subtotal	\$ 296.5	\$ 307.7	\$ 319.3	\$ 331.2	\$ 343.5	\$ 353.7	\$ 366.7	\$ 377.6	\$ 391.8	\$ 403.7	\$ 418.7	
Virginia:												
Alexandria	29.3	30.2	31.2	32.2	33.2	34.2	35.3	36.3	37.5	38.6	39.8	
Arlington Co.	48.9	50.4	52.0	53.7	55.3	57.0	58.7	60.4	62.4	64.3	66.3	
Fairfax City	1.7	1.8	1.8	1.9	2.0	2.0	2.1	2.2	2.2	2.3	2.4	
Fairfax Co.	102.6	106.2	109.9	113.7	117.5	121.0	125.1	128.8	133.3	137.3	142.1	
Falls Church	2.2	2.2	2.3	2.4	2.5	2.5	2.6	2.7	2.8	2.9	3.0	
Subtotal	\$ 184.7	\$ 190.9	\$ 197.3	\$ 203.8	\$ 210.5	\$ 216.8	\$ 223.8	\$ 230.4	\$ 238.2	\$ 245.4	\$ 253.6	
Total	\$ 765.6	\$ 792.8	\$ 820.6	\$ 849.2	\$ 878.5	\$ 904.6	\$ 935.4	\$ 963.0	\$ 997.1	\$ 1,027.4	\$ 1,063.2	

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Section 3: Capital Improvement Program

Upon completion of the Dulles Phase 1, it will become part of the WMATA Adopted Regional System. Its long-term maintenance and capital reinvestment needs will be funded through WMATA's expenditure-based Capital Improvement Program (CIP) beginning in FY 2019.

Cost Results

WMATA's capital program costs have been projected for each fiscal year from 2008 through 2030. In general, there are two components of WMATA's current CIP: the Infrastructure Renewal Program (IRP); and other, non-IRP programs, that address demand for expansion of service, and improvements to system safety and accessibility.

The IRP is focused on life-cycle infrastructure renewal. Typical IRP cost includes rehabilitation and replacement of facilities and equipment, buses and rail cars, and operational and information systems, as well as the labor associated with performing this work.

Examples of costs associated with non-IRP programs include bus and rail car procurements to expand fleets, systems to support such expansion, construction of new facilities, and the labor associated with designing, engineering, and managing these programs.

Projected capital costs have been segregated between base and Dulles Phase 1 cost. Base cost relates to maintaining the existing system as it is reflected in the current FY 2008-2013 CIP. The current CIP period reflects conclusion of the Metro Matters program, which funds expansion of WMATA's bus and rail fleets, including procurement of up to 185 new buses and 122 rail cars.

As previously mentioned, WMATA will not incur capital cost associated with Dulles Phase 1 until life-cycle rehabilitation programs begin in FY 2019. These multi-year programs will rehabilitate the five stations and eleven miles of revenue track previously constructed. In FY 2026, the 128 Dulles rail cars will be due to begin their mid-life rehabilitation.

Table 6 presents a summary of the total CIP, FY 2008 through 2030, and separately identifies base and Dulles Phase 1 expenses over time. The chart below Table 6 displays the relative proportions of these two cost components. The period through FY 2011 represents conclusion of the Metro Matters program. Thereafter, acceleration in base cost reflects continued aging of the existing system, stabilization of life-cycle rehabilitation programs for that system, and an assumption of renewed financial commitment by jurisdictional partners to sustain its safety and reliability for the long term. (See Capital Appendix Tables B1 and B2 for detail that illustrates differentiation of

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the base into Metro Matters and post-Metro Matters components, and identifies events affecting determination of capital needs during the analysis period.)

Table 7 presents the FY 2008 through 2030 CIP disaggregated by program category. As the Metro Matters program winds down during FY 2009 through 2012, new financial strategies will be developed to meet capital needs. The chart below Table 7 displays Dulles Phase 1 as a proportion of the total program, and further identifies the relative proportions of rolling stock, facilities/equipment, and Metro Matters programs over the twenty-three year analysis period.

Methodology – Cost Projections

The Metro Matters Funding Agreement and proposed annual work plan are incorporated into the projection of capital improvement costs for FY 2008 through FY 2030.

The projected cost of facilities and equipment are based on actual cost experience to date of the current 106-mile Metrorail system, and recommended funding levels found in the F.R. Harris *Facilities and Equipment Condition Assessment Report* (1998). These projections were discussed with members of WMATA's project management community who made valued contributions to the final analysis. These contributions included the need to rehabilitate in future years the parking garages that were added to the Metrorail system subsequent to the release of the F.R. Harris report.

Future costs of rehabilitating the bus and rail fleets are based on the current fleet management plans.

Completion of Dulles Phase 1 is projected for FY 2012. The first rehabilitation programs are expected to begin seven years later. The projected cost of these programs is an extrapolation of the existing system rehabilitation costs, plus \$7.2 million annually for the aerial structure.

Capital Funding Projections

Funding assumptions used are consistent with those presented in the Proposed Fiscal 2008 Annual Budget. In addition, the following assumptions are also made:

1. For FY 2008 – FY 2013, an annual increase 7.5% is applied to the Federal Formula Grant Funds, which is consistent with the Proposed Fiscal 2008 Annual Budget. For FY 2014 – FY 2030, a more conservative 3% annual increase of the Federal Formula Grant Funds is assumed.
2. The annual jurisdictional debt service payments of interests and principal on two existing bond series (final maturity FY 2011 and FY2014, respectively) will continue to be provided semi-annually to WMATA by the jurisdictions.

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3. The federal formula grant requires 20% matching funds from jurisdiction partners, known as the "local match". Additional jurisdictional contribution required to balance the CIP is known as local "over-match".
4. The allocation of jurisdiction contribution is the same as is found in the Metro Matters Funding Agreement.

Table 8 presents projected capital program costs compared to funding available, without considering over-match by jurisdiction partners above and beyond that which is required to meet federal grant matching requirements. For purposes of this analysis, the difference between projected capital program cost and available funding equals the local over-match. In the graph below Table 8, the jurisdictional over-match for any given year can be visualized as the area between the "capital needs" line, and the "funding available" line.

Table 9 presents total capital funding available, including the local over-match, disaggregated by federal vs. non-federal sources. Non-federal sources are further disaggregated into local match vs. over-match amounts. The graph below Table 9 displays the relative proportions of all fund sources supporting the total twenty-three-year program.

Table 10 presents the total projected jurisdictional contribution by year, for FY 2008 through 2030. Amounts include both the federal grant match, and over-match.

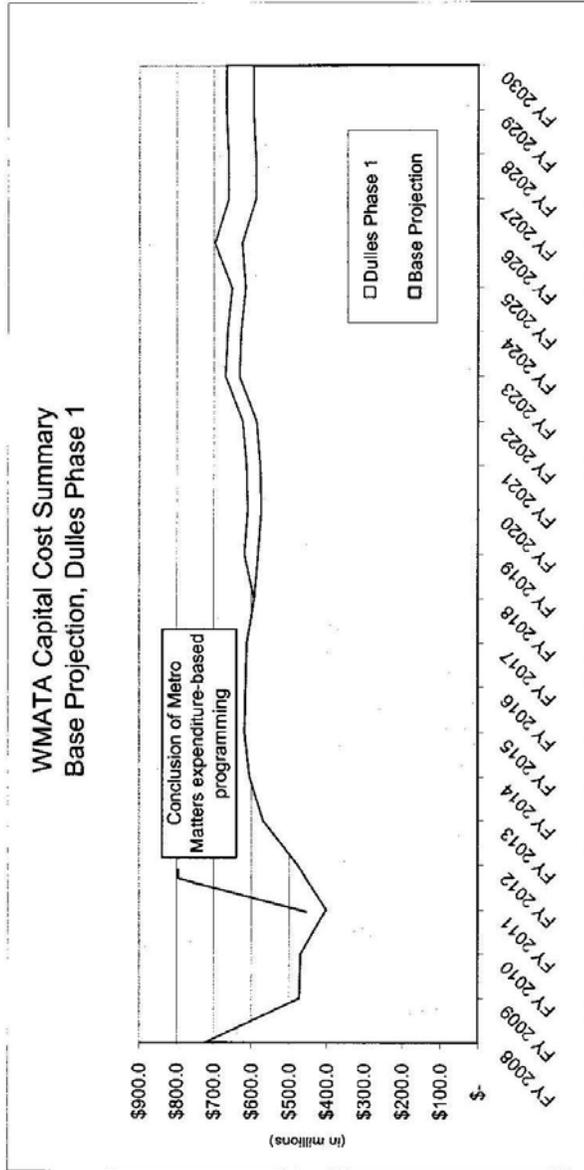
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Table 6: Projected WMATA Capital Cost Summary

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 581.9
Dulles Phase 1												35.7
Total	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Base	\$ 573.5	\$ 576.8	\$ 586.4	\$ 632.0	\$ 627.5	\$ 615.7	\$ 624.5	\$ 588.6	\$ 588.6	\$ 594.6	\$ 594.6
Dulles Phase 1	35.7	35.7	35.7	35.7	35.7	35.7	71.5	71.5	71.5	71.5	71.5
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1



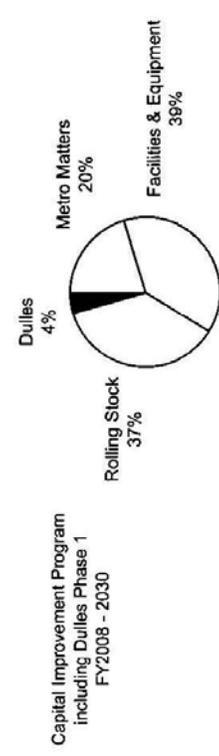
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Table 7: Projected WMATA Capital Improvement Program by Program Category

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base												
Metro Matters	\$ 719.8	\$ 469.8	\$ 466.4	\$ 198.0	\$ 184.2	\$ 131.8	\$ 91.3	\$ 91.3	\$ 88.5	\$ 85.5	\$ 65.7	\$ 51.6
* Facilities & Equip.				155.0	238.4	257.3	263.0	276.5	276.5	276.5	276.5	280.5
* Rolling Stock				45.9	51.1	176.1	249.8	249.8	249.8	249.8	249.8	249.8
Project Dev.	3.0	3.0	3.0	3.0	3.0	3.0	-	-	-	-	-	-
Subtotal	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 581.9
Dulles Phase 1												
Facilities & Equip.												35.7
Rolling Stock												-
Subtotal	\$ -	\$ 35.7										
Total	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6
Base												
Metro Matters	\$ 43.2	\$ 43.2	\$ 43.2	\$ 43.2	\$ 23.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
* Facilities & Equip.	280.5	276.5	276.5	276.5	276.5	276.5	276.5	276.5	276.5	282.5	282.5	282.5
* Rolling Stock	249.8	257.1	266.7	312.3	327.7	339.2	348.1	312.1	312.1	312.1	312.1	312.1
Project Dev.												
Subtotal	\$ 573.5	\$ 576.8	\$ 586.4	\$ 632.0	\$ 627.5	\$ 615.7	\$ 624.5	\$ 588.6	\$ 588.6	\$ 584.6	\$ 584.6	\$ 584.6
Dulles Phase 1												
Facilities & Equip.	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7	35.7
Rolling Stock												
Subtotal	\$ 35.7	\$ 35.8	\$ 35.8	\$ 35.8	\$ 35.8							
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1	\$ 666.1



Note: Base cost for "Facilities & Equipment", and "Rolling Stock" relate to non-Metro Matters programs

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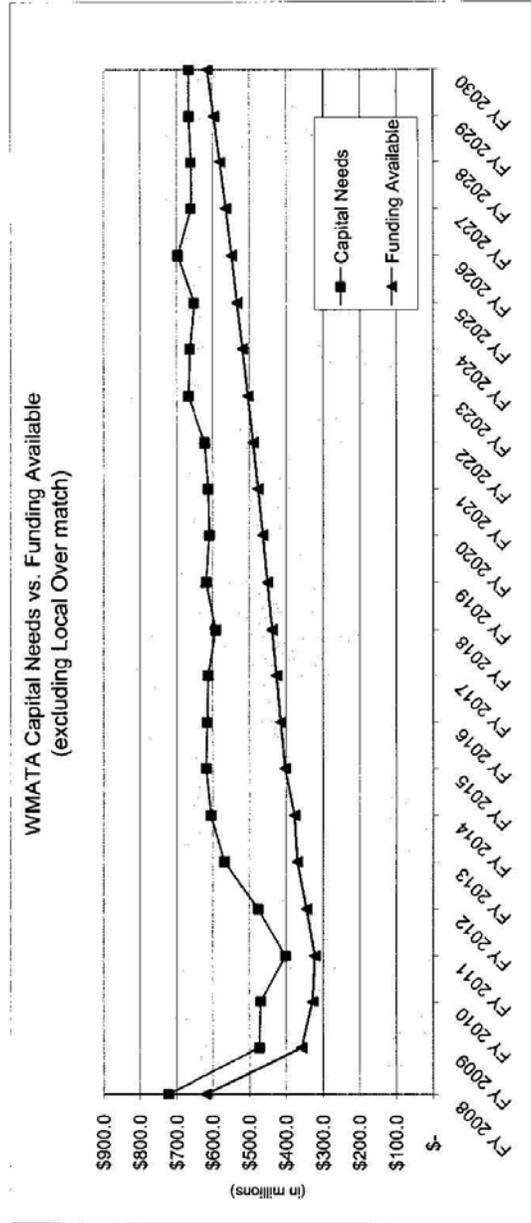
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Table 8: Projected WMATA Capital Needs vs. Funding Available - Excluding Local Over-match

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Capital Needs	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6
Funding Available	618.5	356.2	328.5	321.9	344.9	369.7	377.3	403.3	414.6	426.2	438.2	450.5
Δ = Local Over-match	\$ 104.4	\$ 114.5	\$ 140.9	\$ 80.0	\$ 131.8	\$ 198.5	\$ 226.8	\$ 214.3	\$ 200.2	\$ 185.6	\$ 153.8	\$ 167.1

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Capital Needs	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1
Funding Available	463.2	476.3	489.8	503.6	517.9	532.7	547.8	563.5	579.6	596.1	613.2
Δ = Local Over-match	\$ 146.0	\$ 136.2	\$ 132.3	\$ 164.0	\$ 145.3	\$ 118.7	\$ 148.2	\$ 96.6	\$ 80.5	\$ 69.9	\$ 52.9



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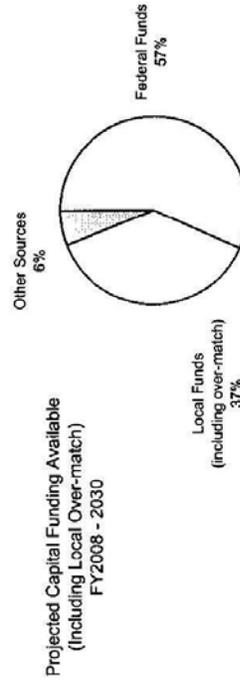
Table 9: Projected WMATA Capital Funding Available - Including Local Over-match

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Federal Funds	\$ 243.6	\$ 258.5	\$ 262.4	\$ 245.5	\$ 263.9	\$ 283.7	\$ 292.2	\$ 301.0	\$ 310.0	\$ 319.3	\$ 328.9	\$ 338.8
Local Funds:												
Matching Federal Funds	49.4	53.1	57.1	61.4	66.0	70.9	73.1	75.3	77.5	79.8	82.2	84.7
Over-match	104.4	114.5	140.9	80.0	131.8	198.5	226.8	214.3	200.2	185.6	153.8	167.1
Subtotal	\$ 153.8	\$ 167.7	\$ 198.0	\$ 141.4	\$ 197.8	\$ 269.4	\$ 299.9	\$ 289.6	\$ 277.7	\$ 265.4	\$ 236.0	\$ 251.8
Other Sources	325.4 *	46.6 *	9.0	15.0	15.0	15.0	12.0	27.0	27.0	27.0	27.0	27.0
Total	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6

* Includes final years of Metro Matters debt issuance

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Federal Funds	\$ 349.0	\$ 359.4	\$ 370.2	\$ 381.3	\$ 392.8	\$ 404.5	\$ 416.7	\$ 429.2	\$ 442.1	\$ 455.3	\$ 469.0
Local Funds:											
Matching Federal Funds	87.2	89.9	92.6	95.3	98.2	101.1	104.2	107.3	110.5	113.8	117.2
Over-match	146.0	136.2	132.3	164.0	145.3	118.7	149.2	96.6	80.5	69.9	52.9
Subtotal	\$ 233.2	\$ 226.1	\$ 224.9	\$ 259.4	\$ 243.5	\$ 219.8	\$ 252.4	\$ 203.9	\$ 191.0	\$ 183.8	\$ 170.1
Other Sources	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1



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Table 10: Projected Jurisdictional Contribution to the Capital Program

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
District of Columbia	\$ 56.3	\$ 61.4	\$ 72.5	\$ 51.8	\$ 72.4	\$ 98.7	\$ 109.8	\$ 106.1	\$ 101.7	\$ 97.2	\$ 86.5	\$ 92.2
Maryland												
Montgomery Co.	26.2	28.5	33.7	24.1	33.7	45.9	51.1	49.3	47.3	45.2	40.2	42.9
Prince Georges Co.	29.0	31.6	37.3	26.7	37.3	50.8	56.5	54.6	52.4	50.1	44.5	47.5
Subtotal	\$ 55.2	\$ 60.2	\$ 71.1	\$ 50.7	\$ 71.0	\$ 96.7	\$ 107.6	\$ 103.9	\$ 99.7	\$ 95.2	\$ 84.7	\$ 90.4
Virginia												
Alexandria	6.8	7.4	8.8	6.3	8.8	11.9	13.3	12.8	12.3	11.8	10.5	11.2
Arlington County	13.3	14.6	17.2	12.3	17.2	23.4	26.0	25.1	24.1	23.0	20.5	21.9
City of Fairfax	0.3	0.3	0.4	0.3	0.4	0.5	0.6	0.6	0.5	0.5	0.5	0.5
Fairfax County	21.4	23.3	27.5	19.6	27.5	37.4	41.7	40.2	38.6	36.9	32.8	35.0
Falls Church	0.4	0.5	0.6	0.4	0.6	0.8	0.8	0.8	0.8	0.7	0.7	0.7
Subtotal	\$ 42.3	\$ 46.1	\$ 54.4	\$ 38.9	\$ 54.4	\$ 74.1	\$ 82.4	\$ 79.6	\$ 76.3	\$ 73.0	\$ 64.9	\$ 69.2
Total	\$ 153.8	\$ 167.7	\$ 198.0	\$ 141.4	\$ 197.8	\$ 269.4	\$ 299.9	\$ 289.6	\$ 277.7	\$ 265.4	\$ 236.0	\$ 251.8
District of Columbia	\$ 85.4	\$ 82.8	\$ 82.4	\$ 95.0	\$ 89.2	\$ 80.5	\$ 92.4	\$ 74.7	\$ 70.0	\$ 67.3	\$ 62.3	
Maryland												
Montgomery Co.	39.7	38.5	38.3	44.2	41.5	37.4	43.0	34.7	32.5	31.3	29.0	
Prince Georges Co.	44.0	42.6	42.4	48.9	45.9	41.5	47.6	38.5	36.0	34.7	32.1	
Subtotal	\$ 83.7	\$ 81.1	\$ 80.7	\$ 93.1	\$ 87.4	\$ 78.9	\$ 90.6	\$ 73.2	\$ 68.6	\$ 65.9	\$ 61.0	
Virginia												
Alexandria	10.3	10.0	10.0	11.5	10.8	9.7	11.2	9.0	8.5	8.2	7.5	
Arlington County	20.2	19.6	19.5	22.5	21.1	19.1	21.9	17.7	16.6	16.0	14.8	
City of Fairfax	0.4	0.4	0.4	0.5	0.5	0.4	0.5	0.4	0.4	0.4	0.3	
Fairfax County	32.4	31.4	31.2	36.0	33.8	30.5	35.1	28.3	26.5	25.5	23.6	
Falls Church	0.7	0.6	0.6	0.7	0.7	0.6	0.7	0.6	0.5	0.5	0.5	
Subtotal	\$ 64.1	\$ 62.1	\$ 61.8	\$ 71.3	\$ 66.9	\$ 60.4	\$ 69.4	\$ 56.0	\$ 52.5	\$ 50.5	\$ 46.8	
Total	\$ 233.2	\$ 226.1	\$ 224.9	\$ 259.4	\$ 243.5	\$ 219.8	\$ 252.4	\$ 203.9	\$ 191.0	\$ 183.8	\$ 170.1	

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Appendix A: Calculation of Operating and Maintenance Expenses

Table A1: Calculation of Operating Variable Unit Costs

FY 2007 Approved Budget

Functional Area:	(in millions)	Operating Variables:	Operating Variables Unit Costs		
1. Bus Transportation	\$ 206.4	1. Bus Miles (millions)	49.3	1. Bus Miles (millions)	\$ 4.187
2. Bus Maintenance	135.0	2. Bus Fleet Size (Year End)	1,503	2. Bus Fleet Size (Year End)	\$ 0.090
3. Rail Transportation	201.9	3. Rail Car Miles (millions)	70.5	3. Rail Car Miles (millions)	\$ 2.864
4. Rail Car Maintenance	89.8	4. Rail Cars in Total Fleet	1,040	4. Rail Cars in Total Fleet	\$ 0.086
5. Facilities Maintenance	184.3	5. Stations & Track Miles	192.1	5. Stations & Track Miles	\$ 0.959
6. Paratransit	56.1	6. MetroAccess Trips (millions)	2.4	6. MetroAccess Trips (millions)	\$ 23.375
7. All Other Expenses	252.1	8. Formula	n/a	8. Formula	n/a
	<u>\$ 1,125.6</u>				

FY 2006 Actual

Functional Area:	(in millions)	Operating Variables:	Operating Variables Unit Costs		
1. Bus Transportation	\$ 194.7	1. Bus Miles (millions)	48.5	1. Bus Miles (millions)	\$ 4.014
2. Bus Maintenance	133.8	2. Bus Fleet Size (Year End)	1,440	2. Bus Fleet Size (Year End)	\$ 0.093
3. Rail Transportation	191.1	3. Rail Car Miles (millions)	68.1	3. Rail Car Miles (millions)	\$ 2.806
4. Rail Car Maintenance	89.7	4. Rail Cars in Total Fleet	954	4. Rail Cars in Total Fleet	\$ 0.094
5. Facilities Maintenance	188.2	5. Stations & Track Miles	192.1	5. Stations & Track Miles	\$ 0.980
6. Paratransit	52.8	6. MetroAccess Trips (millions)	1.8	6. MetroAccess Trips (millions)	\$ 29.333
7. All Other Expenses	219.1	8. Formula	n/a	8. Formula	n/a
	<u>\$ 1,069.4</u>				

FY 2005 Actual

Functional Area:	(in millions)	Operating Variables:	Operating Variables Unit Costs		
1. Bus Transportation	\$ 185.3	1. Bus Miles (millions)	48.2	1. Bus Miles (millions)	\$ 3.844
2. Bus Maintenance	116.4	2. Bus Fleet Size (Year End)	1,440	2. Bus Fleet Size (Year End)	\$ 0.081
3. Rail Transportation	178.2	3. Rail Car Miles (millions)	64.2	3. Rail Car Miles (millions)	\$ 2.776
4. Rail Car Maintenance	79.9	4. Rail Cars in Total Fleet	954	4. Rail Cars in Total Fleet	\$ 0.084
5. Facilities Maintenance	173.6	5. Stations & Track Miles	192.1	5. Stations & Track Miles	\$ 0.904
6. Paratransit	42.0	6. MetroAccess Trips (millions)	1.9	6. MetroAccess Trips (millions)	\$ 22.105
7. All Other Expenses	201.6	8. Formula	n/a	8. Formula	n/a
	<u>\$ 977.0</u>				

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Table A1: Calculation of Operating Variable Unit Costs (cont.)

Operating Variables Unit Costs	FY 2005	FY 2006	FY 2007	FY 2008	Notes
	Actual	Actual	Budget	Estimate	
1. Bus Miles (millions)	\$ 3.844	\$ 4.014	\$ 4.187	\$ 4.354	4% increase
2. Bus Fleet Size (Year End)	\$ 0.081	\$ 0.093	\$ 0.090	\$ 0.088	average
3. Rail Car Miles (millions)	\$ 2.776	\$ 2.806	\$ 2.864	\$ 2.907	1.5% increase
4. Rail Cars in Total Fleet	\$ 0.084	\$ 0.094	\$ 0.086	\$ 0.088	average
5. Stations & Track Miles	\$ 0.904	\$ 0.980	\$ 0.959	\$ 0.948	average
6. MetroAccess Trips (millions)	\$ 22.105	\$ 29.333	\$ 23.375	\$ 24.938	average

Notes on sources for functional area budget

1. Bus Transportation Proposed Fiscal 2008 Annual Budget, page 95
2. Bus Maintenance Proposed Fiscal 2008 Annual Budget, page 97; plus \$18 for preventive maint.
3. Rail Transportation Proposed Fiscal 2008 Annual Budget, pages 77, 79, 81, 83, 84, and 89; and Approved Fiscal 2005 Annual Budget, page 66
4. Rail Car Maintenance Proposed Fiscal 2008 Annual Budget, page 75; plus \$2.7 for preventive maint.
5. Facilities Maintenance Proposed Fiscal 2008 Annual Budget, pages 61, 69, and 87
6. Paratransit Proposed Fiscal 2008 Annual Budget, page 99
7. All Other Expenses Difference between (sum of items 1-6) and (totals on page 25 plus \$20.7 annually)

Notes on sources for operating variables:

1. Bus Miles (millions) Approved Fiscal 2007 Annual Budget, page 112; and OMBS database
2. Bus Fleet Size (Year End) Fleet Management Plans
3. Rail Car Miles (millions) Approved Fiscal 2007 Annual Budget, page 130; and OMBS database
4. Rail Cars in Total Fleet Fleet Management Plans
5. Stations & Track Miles Metro Facts, Sequence of Metrorail Openings

Distribution of functional area budgets to modes

	<u>Metrobus</u>	<u>Metrorail</u>	<u>MetroAccess</u>
1. Bus Transportation	100%		
2. Bus Maintenance	100%		
3. Rail Transportation		100%	
4. Rail Car Maintenance		100%	
5. Facilities Maintenance	10%	90%	
6. Paratransit			100%
7. All Other Expenses	25%	75%	

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Table A2: Projection of Operating and Maintenance Expenses: Base Only

A. WIMATA Operating Variables: Base														
Operating Variables:	Budget		Estimate											
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
1. Bus Miles (millions)	49.3	50.8	51.8	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	
2. Bus Fleet Size (Year End)	1,503	1,545	1,579	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	
3. Rail Car Miles (millions)	70.5	74.0	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	
4. Rail Cars in Total Fleet	1,040	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	
5. Stations & Track Miles	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	
6. MetroAccess Trips (millions)	2.4	2.6	2.8	2.9	3.0	3.1	3.1	3.3	3.4	3.6	3.7	3.8	3.9	
7. Formula	n/a													
Operating Variables (continued):														
1. Bus Miles (millions)	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	
2. Bus Fleet Size (Year End)	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	
3. Rail Car Miles (millions)	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	
4. Rail Cars in Total Fleet	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	1,120	
5. Stations & Track Miles	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	
6. MetroAccess Trips (millions)	4.0	4.1	4.2	4.3	4.4	4.4	4.5	4.5	4.5	4.6	4.7	4.7	4.7	
7. Formula	n/a													
B. WIMATA Operating Variables Unit Costs: Base														
Operating Variables:	Budget		Estimate											
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
1. Bus Miles (millions)	\$ 4,187	\$ 4,354	\$ 4,485	\$ 4,620	\$ 4,759	\$ 4,902	\$ 5,049	\$ 5,200	\$ 5,356	\$ 5,517	\$ 5,683	\$ 5,853	\$ 6,029	
2. Bus Fleet Size (Year End)	0.090	0.088	0.090	0.093	0.096	0.099	0.102	0.105	0.108	0.111	0.114	0.117	0.121	
3. Rail Car Miles (millions)	2,864	2,907	2,994	3,084	3,177	3,272	3,370	3,471	3,575	3,682	3,792	3,906	4,023	
4. Rail Cars in Total Fleet	0.086	0.088	0.091	0.094	0.097	0.100	0.103	0.106	0.109	0.112	0.115	0.118	0.122	
5. Stations & Track Miles	0.959	0.948	0.976	1.005	1.035	1.066	1.098	1.131	1.165	1.200	1.236	1.273	1.311	
6. MetroAccess Trips (millions)	23,375	24,938	25,696	26,457	27,251	28,089	28,911	29,778	30,671	31,591	32,539	33,515	34,520	
7. Formula	n/a													
Inflation Assumption														
			3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	
Operating Variables (continued):														
1. Bus Miles (millions)	\$ 6,210	\$ 6,396	\$ 6,588	\$ 6,786	\$ 6,990	\$ 7,200	\$ 7,416	\$ 7,636	\$ 7,867	\$ 8,103	\$ 8,346	\$ 8,595	\$ 8,849	
2. Bus Fleet Size (Year End)	0.125	0.129	0.133	0.137	0.141	0.145	0.149	0.153	0.158	0.163	0.168	0.173	0.178	
3. Rail Car Miles (millions)	4,144	4,268	4,396	4,528	4,664	4,804	4,948	5,096	5,249	5,406	5,568	5,734	5,904	
4. Rail Cars in Total Fleet	0.126	0.130	0.134	0.138	0.142	0.146	0.150	0.155	0.160	0.165	0.170	0.175	0.181	
5. Stations & Track Miles	1,350	1,391	1,433	1,476	1,520	1,566	1,613	1,661	1,711	1,762	1,815	1,870	1,926	
6. MetroAccess Trips (millions)	35,556	36,623	37,722	38,854	40,020	41,221	42,458	43,732	45,044	46,395	47,787	49,220	50,694	
7. Formula	n/a													
Inflation Assumption														
			3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	

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Table A2: Projection of Operating and Maintenance Expenses: Base Only (cont.)

C. WMATA O&M Expenses: Base												
(in millions)												
Functional Area:	Budget	Estimate										
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
1. Bus Transportation	\$ 206.4	\$ 211.2	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3	\$ 212.3
2. Bus Maintenance	135.0	135.7	142.1	151.7	156.8	161.5	166.4	171.3	176.1	181.0	185.9	190.8
3. Rail Transportation	201.9	215.1	228.9	233.8	240.3	248.0	255.4	263.1	271.0	279.1	287.4	296.1
4. Rail Car Maintenance	80.8	88.6	101.9	105.3	108.6	112.0	115.4	118.7	122.1	125.4	128.6	132.2
5. Facilities Maintenance	164.3	182.0	187.5	193.1	198.8	204.8	210.9	217.3	223.8	230.5	237.4	244.5
6. Paratransit	56.1	64.8	71.9	76.7	81.8	87.0	92.6	98.3	104.3	110.7	117.4	124.4
7. All Other Expenses	252.1	229.4	240.7	251.8	262.2	273.8	286.6	299.8	313.4	327.4	341.9	356.9
Total	\$ 1,125.6	\$ 1,146.9	\$ 1,203.4	\$ 1,259.0	\$ 1,300.9	\$ 1,343.8	\$ 1,384.1	\$ 1,432.9	\$ 1,479.1	\$ 1,530.5	\$ 1,579.4	\$ 1,629.4

D. WMATA O&M Expenses by Mode: Base												
(in millions)												
Functional Area (continued):	Estimate											
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
1. Bus Transportation	\$ 331.6	\$ 341.5	\$ 351.8	\$ 362.4	\$ 373.3	\$ 384.5	\$ 396.0	\$ 407.9	\$ 420.1	\$ 432.7	\$ 445.7	\$ 459.1
2. Bus Maintenance	203.9	210.4	216.9	223.4	230.0	236.5	243.0	249.5	257.7	265.9	274.0	282.1
3. Rail Transportation	314.1	323.5	332.2	343.2	353.5	364.1	375.1	386.3	397.9	409.8	422.1	434.8
4. Rail Car Maintenance	141.1	145.6	150.1	154.6	159.0	163.5	168.0	173.6	179.2	184.8	190.4	196.1
5. Facilities Maintenance	259.3	267.2	275.3	283.5	292.0	300.8	309.9	318.1	326.7	335.5	344.7	354.1
6. Paratransit	142.2	150.2	158.4	167.1	176.1	185.4	195.1	205.2	215.4	226.0	237.1	248.6
7. All Other Expenses	348.1	359.6	371.4	383.6	396.0	407.7	420.8	433.3	447.7	461.3	475.3	489.8
Total	\$ 1,740.4	\$ 1,798.0	\$ 1,857.1	\$ 1,917.8	\$ 1,979.9	\$ 2,038.5	\$ 2,103.8	\$ 2,166.5	\$ 2,238.5	\$ 2,306.3	\$ 2,381.7	\$ 2,464.1

E. WMATA O&M Expenses by Mode: Base												
(in millions)												
Mode:	Budget	Estimate										
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
• Metrorail	\$ 435.5	\$ 432.5	\$ 453.4	\$ 480.8	\$ 495.6	\$ 510.9	\$ 526.3	\$ 542.3	\$ 558.5	\$ 575.2	\$ 592.1	\$ 609.3
• MetroAccess	634.0	649.6	678.1	701.7	723.5	745.9	769.2	792.3	816.3	841.6	868.9	897.7
• MetroAccess	56.1	64.8	71.9	76.7	81.8	87.0	92.6	98.3	104.3	110.7	117.4	124.4
Total	\$ 1,125.6	\$ 1,146.9	\$ 1,203.4	\$ 1,259.0	\$ 1,300.9	\$ 1,343.8	\$ 1,384.1	\$ 1,432.9	\$ 1,479.1	\$ 1,530.5	\$ 1,579.4	\$ 1,629.4

E. WMATA O&M Expenses by Mode: Base												
(in millions)												
Mode (continued):	Estimate											
	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
• Metrorail	\$ 648.4	\$ 668.6	\$ 689.1	\$ 710.1	\$ 731.4	\$ 753.0	\$ 775.2	\$ 797.6	\$ 822.6	\$ 847.7	\$ 873.6	\$ 900.5
• MetroAccess	949.7	979.3	1,009.6	1,040.7	1,072.4	1,104.2	1,137.5	1,172.0	1,208.7	1,246.2	1,283.5	1,321.6
• MetroAccess	142.2	150.2	158.4	167.1	176.1	185.4	195.1	205.2	215.4	226.0	237.1	248.6
Total	\$ 1,740.3	\$ 1,798.1	\$ 1,857.1	\$ 1,917.8	\$ 1,979.9	\$ 2,038.6	\$ 2,103.8	\$ 2,168.4	\$ 2,238.5	\$ 2,306.3	\$ 2,381.7	\$ 2,464.1

Notes:
A.1. Increase in bus miles follows the increase in bus fleet size (year end), which increases 8.5% in three years, then is held constant.
A.2. Bus fleet size (year end) is taken from fleet management plan.
A.3. Rail car miles is increased 7.5% over two years; somewhat follows rail cars in total fleet, which increases 7.5% in one year, then is held constant.
A.4. Rail cars in total fleet is taken from fleet management plan.
A.5. Number of stations (86) plus miles of revenue track (106.1). Held constant in base.
A.6. See file "MetroAccessStatistics.xls" for estimated line requested based on FY 1995-2006 actuals and FY 2007 budget.
B.1. - B.6. Unit costs for FY 2007 and FY 2008 are taken from "UnitCosts" tab.
C.1. - C.6. For FY 2008 and beyond, section A multiplied by section B.
C.7. All Other Expenses was set at 20% of total expenses.

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Table A3: Projection of Operating and Maintenance Expenses: Base + Dulles Phase 1

A. WMATA Operating Variables: Base + Dulles Phase 1

Operating Variables:	Budget												
	EY 2007	EY 2008	EY 2009	EY 2010	EY 2011	EY 2012	EY 2013	EY 2014	EY 2015	EY 2016	EY 2017	EY 2018	EY 2019
1. Bus Miles (millions)	49.3	50.8	51.8	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
2. Bus Fleet Size (Year End)	1,503	1,545	1,579	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631
3. Rail Car Miles (millions)	70.5	74.0	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8	75.8
4. Rail Cars in Total Fleet	1,040	1,120	1,120	1,120	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184
5. Stations & Track Miles	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1	192.1
6. MetroAccess Trips (millions)	2.4	2.6	2.8	2.9	3.0	3.1	3.1	3.3	3.4	3.6	3.7	3.8	3.9
7. Formula	n/a												

Operating Variables (continued):	Estimate												
	EY 2020	EY 2021	EY 2022	EY 2023	EY 2024	EY 2025	EY 2026	EY 2027	EY 2028	EY 2029	EY 2030	EY 2031	EY 2032
1. Bus Miles (millions)	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
2. Bus Fleet Size (Year End)	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631	1,631
3. Rail Car Miles (millions)	80.4	80.4	80.4	80.4	80.4	80.4	80.4	80.4	80.4	80.4	80.4	80.4	80.4
4. Rail Cars in Total Fleet	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184	1,184
5. Stations & Track Miles	208.7	208.7	208.7	208.7	208.7	208.7	208.7	208.7	208.7	208.7	208.7	208.7	208.7
6. MetroAccess Trips (millions)	4.0	4.1	4.2	4.3	4.4	4.4	4.5	4.5	4.6	4.6	4.7	4.7	4.7
7. Formula	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

B. WMATA Operating Variables Unit Costs: Base + Dulles Phase 1

Operating Variables:	Budget												
	EY 2007	EY 2008	EY 2009	EY 2010	EY 2011	EY 2012	EY 2013	EY 2014	EY 2015	EY 2016	EY 2017	EY 2018	EY 2019
1. Bus Miles (millions)	\$ 4,187	\$ 4,354	\$ 4,485	\$ 4,620	\$ 4,759	\$ 4,902	\$ 5,049	\$ 5,200	\$ 5,356	\$ 5,517	\$ 5,683	\$ 5,853	\$ 6,029
2. Bus Fleet Size (Year End)	0,090	0,088	0,090	0,093	0,096	0,099	0,102	0,105	0,108	0,111	0,114	0,117	0,121
3. Rail Car Miles (millions)	2,854	2,907	2,984	3,064	3,177	3,272	3,370	3,471	3,575	3,682	3,792	3,906	4,023
4. Rail Cars in Total Fleet	0,066	0,068	0,091	0,094	0,097	0,100	0,103	0,106	0,109	0,112	0,115	0,118	0,122
5. Stations & Track Miles	0,959	0,948	0,976	1,005	1,035	1,066	1,098	1,131	1,165	1,200	1,236	1,273	1,311
6. MetroAccess Trips (millions)	23,375	24,538	25,686	26,457	27,251	28,069	28,911	29,778	30,671	31,591	32,539	33,515	34,520
7. Formula	n/a												

Operating Variables (continued):	Estimate												
	EY 2020	EY 2021	EY 2022	EY 2023	EY 2024	EY 2025	EY 2026	EY 2027	EY 2028	EY 2029	EY 2030	EY 2031	EY 2032
1. Bus Miles (millions)	\$ 6,210	\$ 6,366	\$ 6,588	\$ 6,786	\$ 6,990	\$ 7,200	\$ 7,416	\$ 7,638	\$ 7,867	\$ 8,103	\$ 8,346	\$ 8,595	\$ 8,846
2. Bus Fleet Size (Year End)	0,125	0,129	0,133	0,137	0,141	0,145	0,149	0,153	0,158	0,163	0,168	0,173	0,178
3. Rail Car Miles (millions)	4,144	4,268	4,396	4,528	4,664	4,804	4,948	5,096	5,249	5,406	5,568	5,727	5,891
4. Rail Cars in Total Fleet	0,126	0,130	0,134	0,138	0,142	0,146	0,150	0,155	0,160	0,165	0,170	0,175	0,180
5. Stations & Track Miles	1,350	1,391	1,433	1,476	1,520	1,566	1,613	1,661	1,711	1,762	1,815	1,870	1,926
6. MetroAccess Trips (millions)	35,556	36,623	37,722	38,854	40,020	41,221	42,458	43,732	45,044	46,395	47,787	49,181	50,615
7. Formula	n/a												

Inflation Assumption

3.00%

Inflation Assumption

3.00%

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**Table A4: Projected WMATA Operating and Maintenance (O&M) Expenses by Mode,
Based on FY 2006 Unit Prices and with No Increase for Inflation**

(prepared at the request of the Virginia Department of Rail and Public Transportation)

(in millions)

	EY 2008	EY 2009	EY 2010	EY 2011	EY 2012	EY 2013	EY 2014	EY 2015	EY 2016	EY 2017	EY 2018	EY 2019
Base:												
Metrolbus	\$ 413.7	\$ 422.0	\$ 433.8	\$ 434.0	\$ 434.1	\$ 434.1	\$ 434.4	\$ 434.6	\$ 434.9	\$ 435.1	\$ 435.2	\$ 435.4
Metrorail	637.5	645.8	648.3	648.8	649.2	649.2	650.2	650.7	651.6	652.1	652.5	653.0
MetroAccess	64.8	69.8	72.3	74.8	77.3	77.3	82.3	84.8	89.8	92.3	94.8	97.3
Subtotal	\$ 1,116.0	\$ 1,137.6	\$ 1,154.4	\$ 1,157.6	\$ 1,160.6	\$ 1,160.6	\$ 1,166.9	\$ 1,170.1	\$ 1,176.3	\$ 1,179.5	\$ 1,182.5	\$ 1,185.7
Dulles Phase 1:												
Metrorail				6.6	40.0	42.9	42.9	42.9	42.8	42.8	42.9	42.9
Total	\$ 1,116.0	\$ 1,137.6	\$ 1,154.4	\$ 1,164.2	\$ 1,200.6	\$ 1,203.5	\$ 1,209.8	\$ 1,213.0	\$ 1,219.1	\$ 1,222.2	\$ 1,225.3	\$ 1,228.5

	EY 2020	EY 2021	EY 2022	EY 2023	EY 2024	EY 2025	EY 2026	EY 2027	EY 2028	EY 2029	EY 2030
Base:											
Metrolbus	\$ 435.5	\$ 435.7	\$ 435.8	\$ 436.0	\$ 436.1	\$ 436.1	\$ 436.3	\$ 436.3	\$ 436.5	\$ 436.5	\$ 436.6
Metrorail	653.4	654.0	654.4	654.9	655.3	655.3	655.8	655.8	656.3	656.3	656.7
MetroAccess	99.8	102.2	104.7	107.2	109.7	109.7	112.2	112.2	114.7	114.7	117.2
Subtotal	\$ 1,188.7	\$ 1,191.9	\$ 1,194.9	\$ 1,198.1	\$ 1,201.1	\$ 1,201.1	\$ 1,204.3	\$ 1,204.3	\$ 1,207.5	\$ 1,207.5	\$ 1,210.5
Dulles Phase 1:											
Metrorail	42.9	42.8	42.9	42.9	42.9	42.9	42.8	42.8	42.9	42.9	42.9
Total	\$ 1,231.5	\$ 1,234.7	\$ 1,237.8	\$ 1,241.0	\$ 1,244.0	\$ 1,244.0	\$ 1,247.1	\$ 1,247.1	\$ 1,250.4	\$ 1,250.4	\$ 1,253.4

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Table A5: Projected WMATA Operating and Maintenance (O&M) Expenses for Capacity Enhancements, by Mode Based on FY 2006 Unit Prices and with No Increase for Inflation

(prepared at the request of the Virginia Department of Rail and Public Transportation)

Capacity enhancements include the procurement and operation of 307 buses and 220 rail cars. The use of these rail cars would allow for 100% eight-car train operation during peak hours. Note that these capacity enhancement buses and rail cars are not funded in the WMATA's capital improvement program. The operating and maintenance cost of these buses and rail cars is shown here for planning purposes only.

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Capacity Enhancements Only												
Metrobus	\$ 18.3	\$ 40.9	\$ 66.3	\$ 73.8	\$ 74.0	\$ 74.6	\$ 75.4	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6
Metrorail	3.2	7.7	29.4	49.9	55.2	67.0	82.0	85.3	85.3	85.3	85.3	85.3
MetroAccess												
Total	\$ 21.5	\$ 48.6	\$ 95.7	\$ 123.7	\$ 129.2	\$ 141.6	\$ 157.4	\$ 160.9				

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Capacity Enhancements Only											
Metrobus	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6	\$ 75.6
Metrorail	85.3	85.3	85.3	85.3	85.3	85.3	85.3	85.3	85.3	85.3	85.3
MetroAccess											
Total	\$ 160.9										

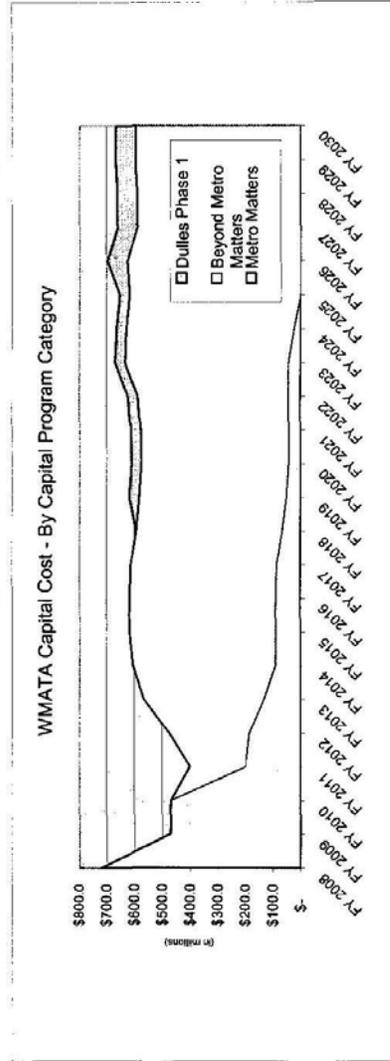
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Appendix B: Detail Capital Data Tables and Graphs

Capital Appendix Table B1: Projected WMATA Capital Cost by Capital Program Category

(In millions)	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base												
Metro Matters	\$ 719.8	\$ 469.8	\$ 466.4	\$ 198.0	\$ 184.2	\$ 131.8	\$ 91.3	\$ 91.3	\$ 88.5	\$ 85.5	\$ 65.7	\$ 51.6
Beyond Metro Matters	-	-	-	200.9	289.5	433.4	512.8	526.3	526.3	526.3	526.3	530.3
Project Dev. Subtotal	3.0	3.0	3.0	3.0	3.0	3.0	-	-	-	-	-	-
Dulles Phase 1	722.8	472.8	469.4	401.9	476.7	588.2	604.1	617.6	614.8	611.8	591.9	581.9
Total	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 588.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6
Base												
Metro Matters	\$ 43.2	\$ 43.2	\$ 43.2	\$ 43.2	\$ 23.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Beyond Metro Matters	530.3	533.6	543.2	588.8	604.2	615.7	624.5	588.6	588.6	594.6	594.6	594.6
Project Dev. Subtotal	573.5	576.8	586.4	632.0	627.5	615.7	624.5	588.6	588.6	594.6	594.6	594.6
Dulles Phase 1	35.7	35.7	35.7	35.7	35.7	35.7	71.5	71.5	71.5	71.5	71.5	71.5
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1	\$ 666.1



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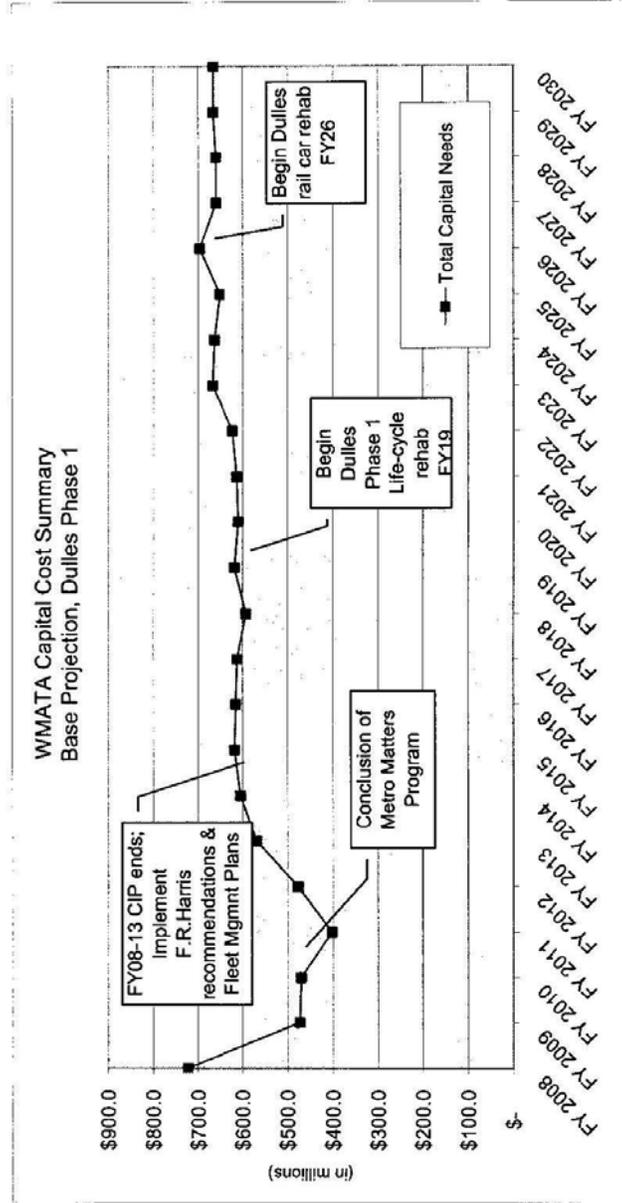
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Capital Appendix Table B2: Projected WMATA Capital Cost by Capital Program Category

(in millions)

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Base	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 581.9
Dulles Phase 1	-	-	-	-	-	-	-	-	-	-	-	35.7
Total	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Base	\$ 573.5	\$ 576.8	\$ 586.4	\$ 632.0	\$ 627.5	\$ 615.7	\$ 624.5	\$ 588.6	\$ 588.6	\$ 594.6	\$ 594.6
Dulles Phase 1	35.7	35.7	35.7	35.7	35.7	35.7	71.5	71.5	71.5	71.5	71.5
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1



Dulles Corridor Metrorail Project
Final Operating Financial Plan

Washington Metropolitan Area Transit Authority
Washington, D.C.

Capital Appendix Table B3: WMATA Capital Improvement Program including Dulles Phase 1 - Projected Capital Needs

	EY 2008	EY 2009	EY 2010	EY 2011	EY 2012	EY 2013	EY 2014	EY 2015	EY 2016	EY 2017	EY 2018	EY 2019
CAPITAL NEEDS												
<i>(year of expenditure, in millions)</i>												
Base												
Metro Matters	\$ 719.8	\$ 469.8	\$ 486.4	\$ 198.0	\$ 184.2	\$ 131.8	\$ 91.3	\$ 91.3	\$ 88.5	\$ 85.5	\$ 65.7	\$ 51.6
* Rolling Stock				45.9	51.1	176.1	249.8	249.8	249.8	249.8	249.8	249.8
* Facilities & Equipment				155.0	238.4	257.3	263.0	276.5	276.5	276.5	276.5	280.5
Project Development	3.0	3.0	3.0	3.0	3.0	3.0						
Subtotal	\$ 722.8	\$ 472.8	\$ 489.4	\$ 401.9	\$ 476.7	\$ 588.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 581.9	\$ 581.9
Dulles Phase 1												
Rolling Stock												35.7
Facilities & Equipment												35.7
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71.4
Total	\$ 722.8	\$ 472.8	\$ 489.4	\$ 401.9	\$ 476.7	\$ 588.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 581.9	\$ 653.3
Dulles Phase 1												
Base												
Metro Matters	\$ 43.2	\$ 43.2	\$ 43.2	\$ 43.2	\$ 23.4							
* Rolling Stock	249.8	257.1	286.7	312.3	327.7	339.2	348.1	312.1	312.1	312.1	312.1	312.1
* Facilities & Equipment	280.5	276.5	276.5	276.5	276.5	276.5	276.5	276.5	276.5	276.5	282.5	282.5
Project Development												
Subtotal	\$ 573.5	\$ 576.8	\$ 586.4	\$ 632.0	\$ 627.5	\$ 615.7	\$ 624.5	\$ 588.6	\$ 588.6	\$ 594.6	\$ 594.6	\$ 594.6
Dulles Phase 1												
Rolling Stock												35.8
Facilities & Equipment												35.7
Subtotal	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 35.7	\$ 71.5
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 660.1	\$ 660.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1

Dulles Corridor Metrorail Project
Final Operating Financial Plan

Washington Metropolitan Area Transit Authority
Washington, D.C.

Capital Appendix Table B4: WMATA Capital Improvement Program including Dulles Phase 1 - Projected Funding
(Including Local Overmatch)

(Year of expenditures, in millions)	EY 2008	EY 2009	EY 2010	EY 2011	EY 2012	EY 2013	EY 2014	EY 2015	EY 2016	EY 2017	EY 2018	EY 2019
AVAILABLE FUNDING												
Federal Funding												
Federal Formula Grant Funds	\$ 197.6	\$ 212.5	\$ 228.4	\$ 245.5	\$ 263.9	\$ 283.7	\$ 292.2	\$ 301.0	\$ 310.0	\$ 319.3	\$ 328.9	\$ 338.8
Federal Discretionary/SAFETEA-LU	35.0	35.0	34.0									
Homeland Security - Transit & UASI	11.0	11.0										
Subtotal	\$ 243.6	\$ 258.5	\$ 262.4	\$ 245.5	\$ 263.9	\$ 283.7	\$ 292.2	\$ 301.0	\$ 310.0	\$ 319.3	\$ 328.9	\$ 338.8
Local Funds												
Federal Matching Requirement	49.4	53.1	57.1	61.4	66.0	70.9	73.1	75.3	77.5	79.8	82.2	84.7
Over-match	104.4	114.5	140.9	80.0	131.8	198.5	226.8	214.3	200.2	185.6	153.8	157.1
Subtotal	\$ 153.8	\$ 167.7	\$ 198.0	\$ 141.4	\$ 197.8	\$ 269.4	\$ 269.9	\$ 289.6	\$ 277.7	\$ 265.4	\$ 236.0	\$ 251.8
Other												
Passenger Revenue/Vertical Transp	6.0	6.0	6.0									
Metro Matters Debt	316.4	37.6										
Local Refunds of Transit Bonds				12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Reimbursable Projects	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Subtotal	\$ 325.4	\$ 46.6	\$ 9.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 12.0	\$ 27.0				
Total	\$ 722.8	\$ 472.8	\$ 469.4	\$ 401.9	\$ 476.7	\$ 568.2	\$ 604.1	\$ 617.6	\$ 614.8	\$ 611.8	\$ 591.9	\$ 617.6
Federal Funding												
Federal Formula Grant Funds	\$ 349.0	\$ 359.4	\$ 370.2	\$ 381.3	\$ 392.8	\$ 404.5	\$ 416.7	\$ 429.2	\$ 442.1	\$ 455.3	\$ 469.0	
Federal Discretionary/SAFETEA-LU												
Homeland Security - Transit & UASI												
Subtotal	\$ 349.0	\$ 359.4	\$ 370.2	\$ 381.3	\$ 392.8	\$ 404.5	\$ 416.7	\$ 429.2	\$ 442.1	\$ 455.3	\$ 469.0	
Local Funds												
Federal Matching Requirement	87.2	89.9	92.6	95.3	98.2	101.1	104.2	107.3	110.5	113.8	117.2	
Over-match	146.0	138.2	132.3	164.0	145.3	118.7	148.2	96.8	80.5	69.9	52.9	
Subtotal	\$ 233.2	\$ 228.1	\$ 224.9	\$ 259.4	\$ 243.5	\$ 219.8	\$ 252.4	\$ 203.9	\$ 191.0	\$ 183.8	\$ 170.1	
Other												
Passenger Revenue/Vertical Transp												
Metro Matters Debt												
Local Refunds of Transit Bonds	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0
Reimbursable Projects												
Subtotal	\$ 27.0											
Total	\$ 609.2	\$ 612.5	\$ 622.1	\$ 667.7	\$ 663.2	\$ 651.4	\$ 696.1	\$ 660.1	\$ 660.1	\$ 666.1	\$ 666.1	

