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**FINANCE AND BUDGET COMMITTEE
MAY 20, 2009**

SUBJECT: FISCAL YEAR 2010 BUDGET

ACTION: ADOPT THE PROPOSED FISCAL YEAR 2010 BUDGET

RECOMMENDATION

- A. Adopt the proposed Fiscal Year 2010 (FY10) budget as presented in the budget document (provided as a separate transmittal) which includes an \$18.6 million Measure R reserve for new Metro Bus service and projects;
- B. Approve the total budgeted salaries and benefits for each union/non-contract group (included in Attachment A) and 48 new FTE's as required by the Position Authorization and Compensation policy;
- C. Approve the safety and security budget (included in Attachment B) as required by the Financial Stability policy adopted by the Board in January 2008;
- D. Approve the Measure R budget (included in Attachment C) by project, expense, and FTE;
- E. Approve the life-of-project budgets for all new capital projects as presented in the proposed budget document including 3 new projects with a life-of-project budget over \$5.0 million (Attachment D);
- F. Amend the proposed budget to add one FTE to the Office of the CEO (OCEO), Deputy Chief Executive Officer - Grade DD to assist the CEO in executing the overall mission of Metro with primary responsibility to oversee implementation of Measure R programs and projects, and authorize the CEO to fill the position within the Board approved salary range. This position will be funded 50% with Measure R Administrative funds and 50% with Prop A & C Administrative funds;
- G. Amend the proposed budget to add back 29,570 RSH to Rail Operations by revising plans to adjust train consist size. The \$1.6 million increase to rail operating expenses will be funded by deferral of rail capital expenditures.
- H. Amend the proposed budget to reduce the Expo 1 project budget by \$16.2 million and reduce the Expo 2 project budget by \$67.6 million to match the budget approved by the Expo Board in April 2009;

- I. Amend the proposed budget to add \$0.35 million of revenue and expense to Gold Line Eastside Extension (Project #300055) for operations of the grade crossing photo enforcement equipment to be funded with Enterprise Fund rail operating funds;
- J. Amend the proposed budget to increase the Enterprise Fund expenses and revenues by \$1.6 million for sustainability projects to be funded with Metro FY10 Prop A FAP funds and Prop A 35% rail funds, and decrease Special Revenue Fund expenditures;
- K. Amend the proposed budget to add \$13.4 million for electrification of CNG fueling stations (CP #202302) to be funded with Federal 5307 American Recovery and Reinvestment Act (ARRA) funding (conditional upon Board approval of the project);
- L. Amend the proposed budget to add \$1.1 million for Division 21 Rockfall Mitigation (CP #204112) to be funded with Prop A 35% rail funds (conditional upon Board approval of the project).

ISSUE

The Financial Stability policy approved by the Board in January 2008 requires that the Board approve a budget by June 30 of the preceding fiscal year. Copies of the proposed budget have been made available to the public in the Board Secretary's office and on the internet at www.metro.net. A public hearing has been scheduled for May 20, 2009.

POLICY IMPLICATIONS

The annual budget is the legal authority to obligate and spend funds and implements previous Board policy. It includes all operating, capital, debt service requirements, and general fund activities for the fiscal year. Annual budgets are adopted on a basis consistent with generally accepted accounting principles for all governmental and proprietary funds except that depreciation is not budgeted. Budget detail is a management plan for financial activity and is prepared at the fund, project, department, and expense/expenditure level. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation adopted by the Board except for capital expenditures that are authorized on a life-of-project basis.

ALTERNATIVES CONSIDERED

There is no alternative to adopting a fiscal year budget since State law requires that a budget be adopted annually.

FINANCIAL IMPACT

The FY10 proposed budget totals \$3,905.3 million of expenditures (excluding defeased leases of \$80.2 million) and appropriates the resources necessary to fund them. The annual expenditure plan, as amended by this report, demonstrates our capacity to meet capital and operating obligations, a requirement necessary to receive subsidies from the state and federal governments.

Impact on Enterprise Fund – Bus and Rail Operating Budget

The FY10 proposed budget includes \$1,248.5 million of expenses for bus and rail operations, a \$15.0 million (1.2%) increase from the FY09 budget. These expenses are funded with a combination of “traditional” bus and rail operating revenues, such as fares, advertising, formula allocation procedure revenues (Prop A 40% discretionary, TDA4 and Prop C 40%), federal 5307 and 5309, and Prop A 35% for rail. “One-time” revenues are also used, including CNG fuel credits, a settlement from DWP, Prop A and C Interest, prior year unspent fund balances and backfilling for a fare increase deferral from Measure R bus operating funds.

Alternative funding sources were considered for Enterprise Fund bus and rail expenses whenever possible. Over \$120.0 million of potential operating and capital expenses were reduced to eliminate the need for additional one-time revenues. Several capital projects are funded with Prop 1B and ARRA funding to reduce the use of traditional operating funds.

The \$1,248.5 million is being used to fund all direct and indirect operating activities in the FY10 proposed budget.

DISCUSSION

Financial Assumptions

The budget is comprised of two primary funds. The Enterprise Fund includes all business-type activities such as bus and rail operations, capital projects and related debt service and is proposed to be budgeted at \$2,305.5 million. The Governmental Fund includes activities such as Special Revenue administration (subsidies to others), Propositions A and C and TDA administration, Measure R, and General Fund activities and is proposed to be budgeted at \$1,577.1. The budget also includes an Agency Fund, Benefit Assessment District, of \$22.8 million.

The FY10 proposed budget major assumptions and highlights are the following:

- Prop A, Prop C and TDA sales tax revenues will be \$1,540.7 million, a decrease of 5% from \$1,621.7 million. Measure R is forecast to provide \$361.2 million in new revenues. Our forecast is consistent with the February 2009 UCLA forecast and with the actual receipts to-date during FY09;
- Fare revenues are budgeted at \$0.67 per boarding, with 1.3% fewer bus boardings and 19.0% more rail boardings than the FY09 budget;
- Bus and rail operating expenditures grow by \$15.0 million or 1.2% over the FY09 budget, primarily due to the addition of the Eastside Extension to the Gold Line; and;
- All departmental operating expenses, including labor, are budgeted at the FY09 level, unless approved for increase by Board action (such as for the Congestion Reduction Pricing Program) or by an active collective bargaining agreement.

FTEs and Labor Budget

The agency-wide labor and benefits for all union and non-represented FTEs is summarized in Attachment A. Overall, the labor and benefits budget increased by \$5.6 million (0.7%), which includes all new FTEs, a wage increase for AFSCME per the contract, contractually required step increases for represented employees when applicable, and the impact of salary reclassifications approved by the Board and/or the CEO.

The proposed budget authorizes 9,210 full-time equivalent positions (FTEs), which is an increase of 58 FTEs from the FY09 budget. The 58 FTE's were added primarily to support the additional activities for revenue operation of the Gold Line Eastside Extension, Measure R, Congestion Relief and Rail Gating. Of these FTE increases, 43 FTEs are contract positions (AFSCME, ATU, TCU, Teamsters and UTU), and 15 are non-contract positions. Subsequently, the CEO reduced the 58 additional FTEs by ten. Additionally, the decision was made to recommend the transfer of four community relations staff from Metro Bus Operations to Regional Communications. This decision was made to ensure continuity of the agency-wide message while maintaining sector-specific community relations activities.

The following table lists FTE changes by classification and strategic business unit in the FY10 Proposed Budget Book.

Classifications With Changes in FY10		FTE	Classifications With Changes in FY10		FTE
		Chg			Chg
1	Administrative Services		28	Metro Bus Operations	
2	Buyer	1	29	Security Ofcr II	10 5
3	Materiel Inventory Analyst	1	30	Transit Security Sgt	2
4	Stock Clerk	2 1	31	Sr Engineer	1
5	Storekeeper	-1	32	Proj Mgr Facil Ops	1
6	Truck Driver/Clerk	-1	33	EO, Operations	-1
7	Administrative Services Total	2 1	34	Service Attendant	-5
8	Communications		35	Metro Bus Operations Total	8 3
9	Community Rels Mgr	1 0	36	Metro Rail Operations	
10	Sr Community Rel Officer	1 0	37	Train Operator (F/T)	21
11	Communications Total	2 0	38	Custodian	4
12	Construction Proj. Mgmt		39	Traction Power Inspctr	4
13	Safety Specialist	1	40	CCTV Observer/TCU	3
14	Construction Proj Mgmt Total	1	41	Maint Spclst	2
15	Countywide Plng & Dev.		42	Asst Public Comm Ofcr	1
16	Transp Plng Mgr V	5 4	43	Rail Div Transp Mgr	1
17	Transp Planner II	1	44	Rail Electro Comm Insp	1
18	Transp Planner I	1 0	45	Rail Transit Ops Supv	1
19	Countywide Plng & Dev. Total	7 5	46	Software Engineer	1
20	Economic Development		47	Signal Inspector	1
21	EO, Congstn Redctn Initiative	1	48	Facilities Sys Tech	1
22	Systems Project Mgr (Gating)	1	49	Painter	1
23	Economic Development Total	2	50	Dir, Ops Control	-1
24	Financial Services		51	Facilities Sys Tech Ldr	-1
25	Revenue Collector	2	52	Sr Engineer	-2
26	Office Assistant	-2	53	Metro Rail Operations Total	36
27	Financial Services Total	0	54	Grand Total	58 48

Safety and Security Budget

The Financial Stability policy adopted by the Board in January 2008 states that "Metro gives top priority to funding of public safety and Metro's bus and rail system." The policy requires that details for the safety and security budget be presented to the board for separate approval at the time of annual budget approval. The \$77.3 million proposed safety and security budget is detailed in Attachment B. Negotiation of the LASD contract is ongoing, and will be presented to the Board for approval when completed. If the negotiated cost of the LASD contract necessitates a budget amendment, it will be requested at that time.

Measure R Budget

Measure R is anticipated to generate \$361.2 million in new sales tax revenue during FY10. The proposed budget includes \$232.3 million in expense to support 20 Measure R funded projects, leaving a projected fund balance of \$128.9 million which has not been programmed in the FY10 proposed budget. (See Attachment C for detail.)

The proposed budget also includes 42.7 FTE's to support Measure R projects. Most budgeted FTEs are either existing positions which currently support ongoing projects now funded by Measure R or have been reallocated from other assignments to support Measure R projects. Five new FTEs have been added to Countywide Planning and Development specifically in support of Measure R. These position titles are as follows:

Title	FTE
Transportation Planning Manager V	4
Transportation Planner II	1

The Metro Bus Operations share of the Measure R 20% Bus fund is \$50.6 million. Of this, \$32 million is programmed to backfill for the fare increase deferral resulting from passage of Measure R. The balance of the Metro Bus funds (\$18.6 million) are reserved for improvements in the Metro Bus system. A bus service improvement plan is being developed to ensure these funds are used only for service expansion and improvement.

Capital Program

The proposed budget includes funds for the FY10 estimated cash flows for each capital project. Projects that are unchanged from prior year and new projects that are less than \$5.0 million are identified in the budget book and approved with Board action on the proposed budget (see Attachment D for more detail).

Strategy for Mitigating Expenditures

The Financial Stability policy states the following: "Endeavor to keep growth in regional bus and operating expenses (as measured by a rolling average of growth in bus and rail operating cost per vehicle hour) at or below the rate of inflation. A proposed strategy for mitigating expenditures will be presented to the Board at the time of annual budget adoption."

The FY10 proposed budget controls growth in bus cost per revenue service hour (RSH) to only 1.0% over FY09. The proposed budget increases peak passenger capacity by expanding the use of higher capacity articulated and 45 foot buses and improves efficiency by restructuring service during off-peak periods. Service changes will reduce UTU labor costs and fuel usage. The continued hedging of CNG fuel results in a budget of \$0.98 per therm, an 8.9% increase from the FY09 budget.

Mode	FY09 Cost Per RSH	FY10 Cost Per RSH	% Increase
Bus	\$127.11	\$128.36	1.0%
Rail	\$373.89	\$381.01	1.9%

The FY10 proposed budget controls the growth in rail cost per revenue service hour (RSH) to only 1.9% over FY09. The start of revenue service on the Gold Line Eastside Extension accounts for virtually all growth in rail costs and RSH. Gold Line expenses are budgeted to increase 27.8%, while Gold Line RSH are budgeted to increase by 55.2%. The proposed budget provides resources for a 1.9% increase in Rail RSH and 3.9% increase in rail operating expenses. Off-peak reduction in the number of rail cars per train will permit a reduction in RSH on the other rail lines and result in a 1.4% decrease in rail expenses for those lines. Note that Amendment H will increase rail operating costs \$1.6 million by making less aggressive off-peak consist-size reductions.

Budget Amendments/Changes Since Proposed Budget Was Published

Subsequent to preparation of the FY10 proposed budget, several modifications listed as recommendations F through L, have been submitted for inclusion in the budget. Those modifications are detailed below:

- Recommendation F: The CEO proposes to add one FTE to the Office of the CEO to assist him to execute the overall mission of the agency, with primary responsibility to oversee implementation of Measure R projects.

- Recommendation G: Off-peak train consist-size reductions in the Proposed FY10 Budget book have been reevaluated and found to present too great a risk of overcrowding and service quality degradation. This amendment will restore 29,570 revenue services hours, at a cost of \$1.6 million.
- Recommendation H: The Expo Board adopted the FY10 budget on April 2, 2009. In the proposed budget, \$60.0 million was budgeted to purchase land for the Expo Rail Maintenance Facility. Expo decided not to include these funds in the FY10 adopted budget, and will return to the Board when details of the purchase are finalized.
- Recommendation I: The Gold Line Eastside Extension photo enforcement security cameras will be installed by the revenue operations date for the extension. An additional \$0.35 million is needed to cover the operating costs of camera service, maintenance, and citation issuance on 17 of 23 cameras scheduled for installation at Gold Line intersections. These cameras will help to ensure the enforcement of and adherence to traffic laws at these locations.
- Recommendation J: Four sustainability projects have been proposed for FY10 and have been presented to the Board separately for approval. Three of these projects benefit Metro bus and rail operations, and the fourth benefits Metro bus and rail capital projects. Therefore, funding for these projects must be budgeted in the Enterprise Fund. FY10 Prop A 40% FAP and Prop A 35% rail funds are proposed for the funding. These funds are eligible for bus and rail operating and capital expenses.

Two new capital projects have been approved by the Executive Investment Committee subsequent to preparation of the FY10 proposed budget. Both projects will be presented to the Board for approval of the life-of-project budget.

- Recommendation K: CP #202302 will modify existing CNG fueling stations so they are electric powered instead of gasoline powered. This project is proposed to be funded with ARRA funding.
- Recommendation L: CP #204112 is required to mitigate damage from potential rockfall at the Division 21 maintenance yard. This project is proposed to be funded with Prop A 35% rail funds.

NEXT STEPS

Monthly and quarterly updates to the Board on FY10 actual expenditures versus the adopted budget.

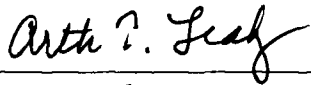
Attachments

- A. Proposed Salary and Benefits by Union Group
- B. Proposed Security Budget
- C. Proposed Measure R Budget
- D. Description of New Capital Projects Requiring Board Approval

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ATTACHMENT A

Proposed Salary and Benefits by Union Group

	(Dollars in millions)	FY09 Budget	Inc/(Dec)	% Inc/(Dec)	FY10 Proposed
1	UTU Labor				
2	FTE's	4,259	21	0.5%	4,280
3					
4	Salary	\$205.3	(\$4.2)	1.7%	\$201.1
5	Overtime and Transitional Duty (TDP)	64.0	(5.1)	1.4%	58.9
6	UTU Fringe Benefits	100.2	4.4	4.4%	104.6
7	Total UTU Labor	369.6	(4.9)	-1.3%	364.7
8	ATU Labor				
9	FTE's	2,189	2	0.1%	2,191
10					
11	Salary	125.6	0.3	1.7%	125.9
12	Overtime	13.6	0.2	1.4%	13.7
13	ATU Fringe Benefits	64.2	0.8	1.2%	65.0
14	Total ATU Labor	203.4	1.2	0.6%	204.6
15	TCU Labor				
16	FTE's	703	9	1.3%	712
17					
18	Salary	32.1	0.4	1.3%	32.5
19	Overtime	2.7	-	-	2.7
20	TCU Fringe Benefits	15.8	1.4	8.7%	17.1
21	Total TCU Labor	50.5	1.8	3.5%	52.3
22	AFSCME Labor				
23	FTE's	605	1	0.2%	606
24					
25	Salary	45.5	2.4	5.2%	47.9
26	Overtime	3.2	0.3	8.2%	3.4
27	AFSCME Fringe Benefits	16.6	0.3	2.0%	16.9
28	Total AFSCME Labor	65.3	3.0	4.5%	68.3
29	Teamsters Labor				
30	FTE's	81	10	12.3%	91
31					
32	Salary	3.7	0.6	15.9%	4.3
33	Overtime	1.5	-	-	1.5
34	Contract Teamsters Benefits	1.6	0.2	14.0%	1.8
35	Total Teamsters Labor	6.8	0.8	12.0%	7.6
36	Non Contract				
37	FTE's	1,315	15	1.1%	1,330
38					
39	Salary	111.2	1.6	1.4%	112.8
40	Overtime, As-Needed and Interns	4.2	0.6	14.4%	4.8
41	NC Fringe Benefits	40.4	1.6	3.9%	42.0
42	Total Non Contract Labor	155.8	3.7	2.4%	159.6
43	Agency-wide				
44	FTE's	9,152	58	0.6%	9,210
45					
46	Salary	523.5	1.0	0.2%	524.5
47	Overtime, As-Needed, Interns and TDP	89.1	(4.1)	-4.6%	85.1
48	Fringe Benefits	238.8	8.7	3.6%	247.5
49	Total Agency-wide Salary and Benefits	\$851.4	\$5.6	0.7%	\$857.1

ATTACHMENT B

Proposed Security Budget

Category	FY10 Proposed
1 Administration ⁽¹⁾	\$2,275,035
2 Homeland Security	1,992,960
3 Law Enforcement ⁽²⁾	61,221,937
4 Metro Transit Police ⁽³⁾	7,784,943
5 Private Contract Security	4,025,000
6 Total Budget	\$77,299,876

(1) Administration includes Non-contract (NC) Direct Labor, NC Overtime, NC Fringe Benefits, Workers' Compensation, NC Non-work time, Professional and Technical Services, Travel, Seminar/Conf fees and Office Supplies, Promo Materials, Rent Property/Facilities and Miscellaneous Rail Ops

(2) Includes Fare Inspectors. Final cost pending current contract negotiations.

(3) Metro Transit Police includes Teamsters' Direct Labor, Overtime, Fringe Benefits, Non-work time, Uniforms, Training Programs, & Tools

ATTACHMENT C

Measure R Budget

	Measure R Project/Funding	FY10 Estimated Revenue	FY10 Proposed FTE	FY10 Proposed Expense	Est Fund Balance
1	3701 Measure R Administration (1.5%)	\$5,418,726	9.6	\$2,414,958	\$3,003,768
2	3705 Measure R Local Returns (15%)	53,374,446		53,374,000	446
3	3711 Measure R Transit Capital - Metrolink (3%)	10,674,889		10,675,000	(111)
4	3715 Measure R Transit Capital - Metro Rail 2%	7,116,593		-	7,116,593
5	3725 Measure R Rail Ops New (5%)	17,791,482		-	17,791,482
6	3710 Measure R Transit Capital - New Rail (35%)	124,540,375			
7	Gold Line Foothill LRT Ext		1.0	126,778	
8	W. Santa Ana Branch Corridor Admin		1.2	1,074,639	
9	Regional Downtown Connector		6.3	7,767,244	
10	Eastside Extension Phase II		4.7	5,820,416	
11	Exposition Boulevard LRT II			61,106,757	
12	Green Line Ext To Lax Airport		0.1	204,972	
13	Crenshaw Transit Corridor		5.2	8,121,310	
14	San Fernando Valley N/S		0.6	82,392	
15	Red Line Westside Ext		9.9	11,777,080	
16	San Fernando Valley East N/S		0.1	471,323	
17	3710 Measure R Transit Capital - New Rail (35%) Total	124,540,375	29.0	96,552,911	27,987,464
18	3716 Measure R Highway Capital (20%)	71,165,928			
19	Alameda Corridor East		0.3	33,318	
20	Countywide Soundwall Construct		3.3	13,880,695	
21	Highway Op Improvement			400,000	
22	I-710 N. Gap Closure		0.4	60,815	
23	I-710 S. Early Action Project			2,000,000	
24	High Desert Corridor II		0.1	404,576	
25	3716 Measure R Highway Capital (20%) Total	71,165,928	4.1	16,779,404	54,386,524
26	3730 Measure R Operations - Bus (20%)	71,165,928			
27	Measure R 20% FAP Subsidies			20,525,000	
28	Backfill for Fare Increase Deferral			32,000,000	
29	3730 Measure R Operations - Bus (20%) Total	71,165,928		52,525,000	18,640,928
30	Grand Total	\$361,248,367	42.7	\$232,321,272	\$128,927,095

* Measure R approved project Expo II is currently proposed to be funded by Prop 1B

ATTACHMENT D

Description of New Capital Projects Requiring Board Approval

FY10 Bus Mid-Life Program (Project #203007)

The Bus Mid-life Program was initiated in FY04 and provides preventive, mid-life maintenance service to Metro buses. The buses currently in the Mid-life program have been in service between and 7 to 8 years. The maintenance services provided include engine package change-outs, fuel cylinder replacements, suspension work, body repair, painting, and interior refurbishment including graffiti abatement and wheelchair lift maintenance.

Requested funding for the FY10 Bus Mid-life Program is based on the amount of labor hours and parts required to repair, replace or overhaul 188 NABI 7000-series Low Floor bus series, including the completion of an engine package change out. Central Maintenance utilizes a scope of work which details each task involved in the Bus Mid-life program to ensure that unless there is a significant fluctuation in the cost of parts or unanticipated component failure, the proposed budget will be expended as projected.

The Bus Mid-life Program improves the safety, performance, and reliability of Metro buses. The improved overall condition of the program's vehicles also helps to reduce operating maintenance costs and the amount of maintenance work performed at the Metro Bus Operating divisions.

The program promotes the efficient use of Metro and Central Maintenance resources by having each bus series go through the a planned production process in which labor, material and facilities are scheduled, versus reacting to unplanned problems as they arise. The planned maintenance program also enables Central Maintenance to manage demand for heavy bus repairs.

Projected Cash Flow

	FY10	FY11	Total
Uses of Funds			
1 MMS Parts - Rev Vehicle	\$14,176,000	\$3,200,000	\$17,376,000
2 Misc Advertising	3,000	0	3,000
3 Salary & Benefits	10,081,000	3,106,000	13,187,000
4 Total	24,260,000	6,306,000	30,566,000
Sources of Funds			
5 Federal Stimulus (ARRA)	24,260,000	6,306,000	30,566,000
6 Total	\$24,260,000	\$6,306,000	\$30,566,000

ATTACHMENT D (continued)

FY10 CMS Engine Replacement Program (Project #203017)

Purchase and install 110 bus engines that require replacement and are not included in the Mid-life Program. Bus engines that will need replacement under the FY10 CMS Engine Replacement Program include L10 engines from the 6300-6600 Neoplan CNG High Floor series, Series 50 engines from the 5300-5500 NABI Low Floor series, the 73-7515 NABI Low Floor series and the 76-7949 NABI Low Floor series. All engine replacements on buses with a Detroit Series 50 engines will be upgraded with a 2010 Air Resource Board (ARB) compliant engine.

This program allows Metro to replace engines in a timely manner, and keeps high mileage buses in service. Without this program Metro would face an unmanageable high number of buses with engine failures. This will have a direct impact on Metro meeting service requirements.

Projected Cash Flow

	FY10	Total
Uses of Funds		
1 MMS Parts - Rev Vehicle	\$11,019,000	\$11,019,000
2 Misc Advertising	3,000	3,000
3 Salary & Benefits	1,832,000	1,832,000
4 Total	12,854,000	12,854,000
Sources of Funds		
5 TDA4	2,570,800	2,570,800
6 Federal Stimulus (ARRA)	10,283,200	10,283,200
7 Total	\$12,854,000	\$12,854,000

ATTACHMENT D (continued)

Digital Radio Upgrade (Project #211013)

The existing rail radio system provides all the two-way radio communications for daily Metro Rail Operations. The system has provided mission critical communications, vital reliability and safety to agency operations and personnel since the inception of the initial rail system. Recently the Federal Communications Commission (FCC) has adopted new narrow-banding regulations requiring that all such two-way radio systems convert to a narrow band/digital format by 2013.

This project will upgrade the existing rail radio system to meet the new FCC requirements. In addition to meeting Federal government requirements, this radio system rehabilitation will improve our rail two-way radio system and the interoperability with municipal and law enforcement agencies.

Projected Cash Flow

	FY09	FY10	FY11	FY12	TOTAL
Uses of Funds:					
1 Design (Prof Svcs)	\$5,000	\$35,000	\$0	\$0	\$40,000
2 Advertising	0	3,000	3,000	0	6,000
3 Equipment	0	4,500,000	14,000,000	1,000,000	19,500,000
4 Labor (incl. installation)	10,000	405,884	450,000	421,449	1,287,333
5 Contingency	0	0	0	4,166,667	4,166,667
6 Total Project Cost	15,000	4,943,884	14,453,000	5,588,116	25,000,000
Sources of Funds:					
7 Prop A 35% Rail Rehab	15,000	4,943,884	14,453,000	5,588,116	25,000,000
8 Total Project Funding	\$15,000	\$4,943,884	\$14,453,000	\$5,588,116	\$25,000,000