



## BUDGET IN BRIEF

Approved Budget for the 2008 Fiscal Year



*A letter from our*

# President and CEO

I am pleased to present the operating budget for FY2008, representing HRT's financial plan for the period July 1, 2007 through June 30, 2008. The FY2008 Operating Budget reflects operating revenue of \$16,747,363 and non-operating revenue of \$55,322,980, for total revenue of \$72,070,343. With FY2008 expenses totaling \$72,070,343, the budget is balanced. Increases in expenses have been primarily driven by salaries, wages and fringe benefits. Fuel costs rose by 5.8% and represents 11% of the FY2008 budgeted expenditures. Other operation modal expenses, representing the cost of providing service to the cities other than salaries, benefits, and fuel, rose by 4.5%. The increase in administrative expenses was driven by legal expenses, risk management, and professional fees.

As is the case with most transit agencies across the nation, federal funding for HRT has seen little growth. Also, state funding has seen limited growth. Cost increases, particularly for fuel which represents 11% of HRT's budget, continue to cause a budgetary mismatch between needs and resources. With costs continuing to rise and revenues holding constant, little room is left to handle adverse changes such as unexpected fuel increases. However, with the continuing support of our member cities, HRT will be able to continue to provide a transportation system that meets the basic needs of our service area. HRT staff and I will continue to work with state and federal officials to fill what funding gaps we can. However, we will also look to you and your cities to help us be a preeminent provider of public transportation services.

Respectfully Submitted,

A handwritten signature in black ink that reads "Michael S. Townes". The signature is fluid and cursive, with the first name being the most prominent.

Michael S. Townes  
President & CEO, Hampton Roads Transit

## **Transportation District Commission of Hampton Roads**

### **Portsmouth**

James W. Holley, III (Chairman)  
Bill E. Moody, Jr.

### **Norfolk**

W. Randy Wright  
Paul Riddick

### **Hampton**

Grace G. Routten (Vice-Chairman)  
Charlie N. Sapp

### **Suffolk**

Charles F. Brown  
Curtis R. Milteer, Sr.

### **Chesapeake**

W. Joe Newman  
Lionell Spruill, Jr.

### **Virginia Beach**

James L. Wood  
John E. Urrin

### **Newport News**

William F. Haskins  
Charles C. Allen

### **Virginia Department of Rail and Public Transportation (VDPRT)**

Charles M. Badger

### **Virginia Assembly**

G. Glenn Oder

## **Hampton Roads Transit Executive Staff**

### **President and Chief Executive Officer**

Michael S. Townes

### **Comission Secretary**

Luis Ramos

### **Vice President for Administration**

Karen C. Burnette

### **Vice President for Development**

Jayne B. Whitney

### **Vice President for Finance and Treasurer**

Larry Davenport

### **Vice President for Public Affairs and Communications**

James Toscano

### **Vice President for Operations**

Michael Perry

### **Vice President for Planning**

Vincent Jackson

### **Vice President for Information Technology**

David Sullivan

# Financial Highlights

## Revenues

	FY2007 Approved Budget	FY2008 Proposed Budget	Inc (Dec) FY2007 Budget	% Change FY2008 Budget
Operating Revenue				
Passenger Revenue	\$ 15,693,201	\$ 15,919,788	\$ 226,587	1.44%
Transportation Revenue	101,553	102,075	522	0.51%
Advertising	323,000	375,500	52,500	16.25%
Other-Non Transportation	285,000	350,000	65,000	22.81%
<b>Total Operating Revenue</b>	<b>\$ 16,402,754</b>	<b>\$ 16,747,363</b>	<b>\$ 344,609</b>	<b>2.10%</b>
Non Operating Revenue				
Municipal Operating Assistance	\$ 17,917,922	\$ 21,868,520	\$ 3,950,598	22.05%
State Assistance	10,836,000	11,135,500	299,500	2.76%
Federal Assistance	21,488,596	22,318,960	830,364	3.86%
<b>Total Non Operating Revenue</b>	<b>\$ 50,242,518</b>	<b>\$ 55,322,980</b>	<b>\$ 5,080,462</b>	<b>10.11%</b>
<b>Total Operating &amp; Non Operating Revenue</b>	<b>\$ 66,645,272</b>	<b>\$ 72,070,343</b>	<b>\$ 5,425,071</b>	<b>8.14%</b>

**Operating Revenue: \$16,747,363, or 23% of total budget.**

Passenger Revenue - \$15,919,788 revenues collected through the operation of scheduled service and paratransit services. This revenue is attributed to the city in which the fares are collected.

Transportation Revenue - \$102,075 revenues collected from the city of Suffolk for preventive maintenance on transit vehicles deployed in that community.

Advertising - \$375,500 revenues collected for advertising on buses.

Non-Transportation - \$350,000 income earned through interest earnings, the sale of assets, and vanpool leases.

**Federal Formula Assistance: \$22,318,960, or 31% of total budget.**

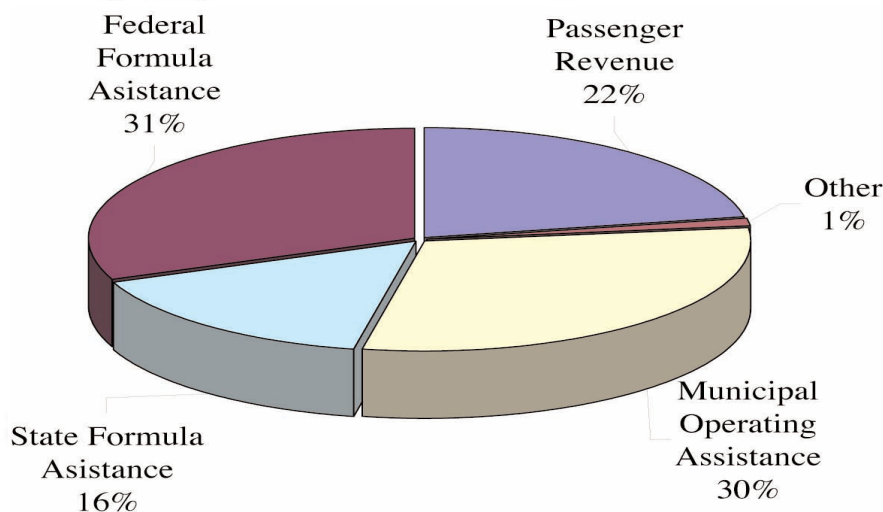
Includes preventive maintenance (PM), ADA subsidies, CMAQ, TDM, UPWP, and other grant offsets.

**State Formula Assistance: \$11,135,500, or 16% of total budget.**

State funds allocated for public transportation.

**Local Share: \$21,868,520, 30% of total budget.**

The residual cost of operation after application of all fare box revenues and state and federal assistance. Local shares are determined based upon levels of service provided to municipal partners. The cities pay "at the margin."



# Financial Highlights

## Expenses

	FY2007 Approved Budget	FY2008 Proposed Budget	Inc (Dec) FY2007 Budget	% Change FY2008 Budget
<b>Operating Expenses</b>				
Wages/Salaries & Benefits	\$ 38,955,239	\$ 43,547,146	\$ 4,591,907	11.79%
Contracted Services	3,738,119	3,904,229	166,110	4.44%
Materials & Supplies	11,743,863	12,505,346	761,483	6.48%
Utilities & Taxes	828,660	889,546	60,886	7.35%
Casualty & Liability	2,499,019	3,052,918	553,899	22.16%
Purchased Transportation	6,064,475	6,381,729	317,254	5.23%
Fees, Licenses & Miscellaneous	2,815,897	1,789,429	(1,026,468)	-36.45%
<b>Total Operating Expenses</b>	<b>\$ 66,645,272</b>	<b>\$ 72,070,343</b>	<b>\$ 5,425,071</b>	<b>8.14%</b>

### Wages & Salaries: \$30,809,844, or 44% of expenditure budget.

The increase in Wages & Salaries reflects a three percent annual salary increase.

### Fringe Benefits: \$12,737,302, or 18% of expenditure budget.

Medical insurance and retirement provisions remain the most significant of these costs.

### Services: \$3,904,229, or 6% of expenditure budget.

Includes audit, legal, marketing, medical screenings, support contracts, labor relations, training, contract help, outside repairs, custodial, armored car services, etc. Labor relations and legal support, for the most part are the contributors to the increase in the Services category.

### Materials and Supplies: \$12,505,346, or 17% of expenditure budget.

Primarily fuel, but also included parts for bus maintenance, office supplies and printing expense. Significantly higher fuel prices have resulted in significant increases in budget projections for this category.

### Utilities: \$889,546, or 1% of expenditure budget.

Rising cost of natural gas and electricity are largely the reason for the increase in Utilities.

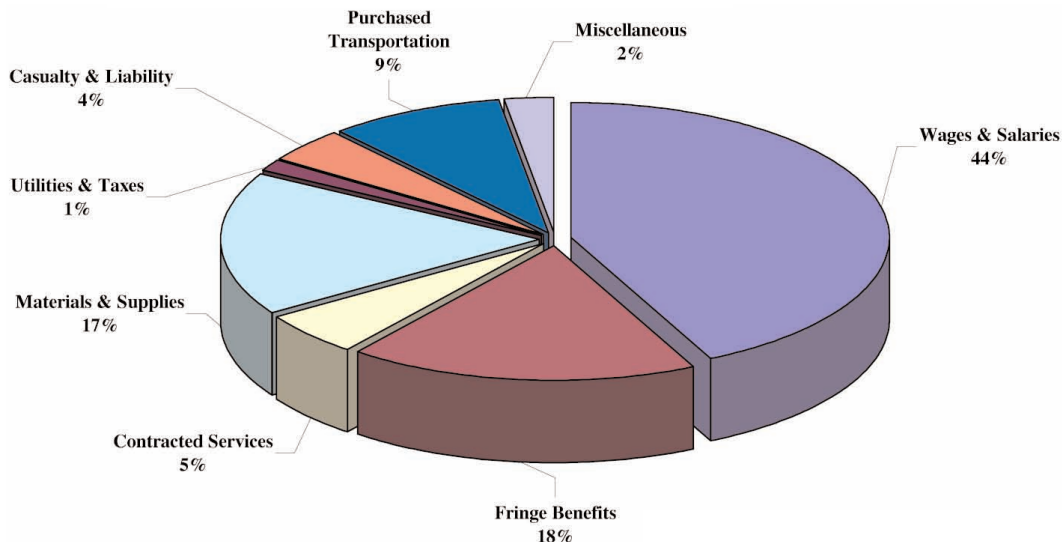
### Casualty & Liability: \$3,052,918, or 4% of expenditure budget.

This category includes the self-insurance program, as well as insurance premiums.

### Purchased Transportation: \$6,381,729, or 9% of budgeted expenses.

This category includes funding for Southside/Northside paratransit services and the Ferry service. Paratransit service is mandated by federal regulations in those communities having transit service supported with federal funding. A yearly increase provided for in the paratransit contract is the primary reason for the increase in Purchased Transportation.

### Miscellaneous: \$1,789,429, or 2% of budgeted expenses.





# FY2008 Budget Summary By City

## Comprehensive Allocated Cost of Service

	Regular Bus	CMAQ Bus	Trolley	NET	Ferry	Special Service	Disabled	Total
Service Hours	698,675	54,203	46,560	18,484	6,161	2,372	142,379	968,834
Operation Cost per Hour	\$ 54.37	\$ 54.37	\$ 43.55	\$ 56.18	\$ 130.46	\$ 54.37	\$ 45.90	\$ 52.64
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 47,589,932</b>	<b>\$ 3,716,512</b>	<b>\$ 2,688,647</b>	<b>\$ 1,300,891</b>	<b>\$ 891,233</b>	<b>\$ 162,615</b>	<b>\$ 8,402,380</b>	<b>\$ 64,752,211</b>
<b>Farebox Revenue</b>	<b>\$ 13,456,365</b>	<b>\$ 273,596</b>	<b>\$ 924,323</b>	<b>\$ -</b>	<b>\$ 321,186</b>	<b>\$ 157,505</b>	<b>\$ 711,380</b>	<b>\$ 15,844,355</b>
% Farebox Recovery	28.3%	7.4%	34.4%	0.0%	36.0%	96.9%	8.5%	24.5%
<b>Operating Profit/(Loss)</b>	<b>\$(34,133,567)</b>	<b>\$(3,442,916)</b>	<b>\$(1,764,325)</b>	<b>\$(1,300,891)</b>	<b>\$(570,047)</b>	<b>\$(5,110)</b>	<b>\$(7,691,000)</b>	<b>\$(48,907,856)</b>
State Operating Assistance	\$ 8,776,209	\$ 31,546	\$ 467,095	\$ 226,002	\$ 154,833	\$ 5,563	\$ 1,449,853	\$ 11,111,100
Federal Maintenance	\$ 9,030,605	\$ 127,064	\$ 445,465	\$ 457,429	\$ 100,614	\$ 5,961	\$ 1,912,676	\$ 12,079,816
Federal ADA							\$ 1,658,020	\$ 1,658,020
Federal CMAQ		\$ 3,194,372						\$ 3,194,372
<b>Total Federal &amp; State Aid</b>	<b>\$ 17,806,815</b>	<b>\$ 3,352,982</b>	<b>\$ 912,560</b>	<b>\$ 683,431</b>	<b>\$ 255,447</b>	<b>\$ 11,524</b>	<b>\$ 5,020,549</b>	<b>\$ 28,043,308</b>
State Operating Assistance	18.4%	0.8%	17.4%	17.4%	17.4%	3.4%	17.3%	17.2%
Federal Maintenance	19.0%	3.4%	16.6%	35.2%	11.3%	3.7%	22.8%	18.7%
Federal ADA	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.7%	2.6%
Federal CMAQ	0.0%	86.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%
<b>Total Federal &amp; State Aid</b>	<b>37.4%</b>	<b>90.2%</b>	<b>33.9%</b>	<b>52.5%</b>	<b>28.7%</b>	<b>7.1%</b>	<b>59.8%</b>	<b>43.3%</b>
<b>Local Share</b>	<b>\$(16,326,753)</b>	<b>\$(89,934)</b>	<b>\$(851,765)</b>	<b>\$(617,460)</b>	<b>\$(314,600)</b>	<b>\$ 6,414</b>	<b>\$(2,670,451)</b>	<b>\$(20,864,548)</b>
Local Funding Percent	34.3%	2.4%	31.7%	47.5%	35.3%	-3.9%	31.8%	32.2%

Commission Expense \$ (1,177,439)  
Vanpool Profit 207,468  
Advance Capital Contribution (1,368,897)

**Total System Cost \$ (23,178,264)**

## Chesapeake

	Regular Bus	Disabled	Total
Service Hours	31,933	12,275	44,208
Operation Cost per Hour	\$ 54.37	\$ 44.82	\$ 51.72
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 2,189,544</b>	<b>\$ 724,399</b>	<b>\$ 2,913,943</b>
<b>Farebox Revenue</b>	<b>\$ 494,245</b>	<b>\$ 62,149</b>	<b>\$ 556,395</b>
% Farebox Recovery	22.6%	8.6%	19.1%
<b>Operating Profit/(Loss)</b>	<b>\$(1,695,298)</b>	<b>\$(662,250)</b>	<b>\$(2,357,548)</b>
State Operating Assistance	\$ 407,608	\$ 125,849	\$ 533,457
Federal Maintenance	\$ 380,386	\$ 167,188	\$ 547,575
Federal ADA		\$ 142,944	\$ 142,944
Federal CMAQ			\$ -
<b>Total Federal &amp; State Aid</b>	<b>\$ 787,995</b>	<b>\$ 435,981</b>	<b>\$ 1,223,976</b>
State Operating Assistance	17.4%	17.4%	18.3%
Federal Maintenance	18.6%	23.1%	18.8%
Federal ADA	0.0%	19.7%	4.9%
Federal CMAQ	0.0%	0.0%	0.0%
<b>Total Federal &amp; State Aid</b>	<b>36.0%</b>	<b>60.2%</b>	<b>42.0%</b>
<b>Local Share</b>	<b>\$(907,304)</b>	<b>\$(226,269)</b>	<b>\$(1,133,573)</b>
Local Funding Percent	41.4%	31.2%	38.9%

Commission Expense \$ (168,206)  
Vanpool Profit 29,638  
Advance Capital Contribution (66,713)

**Total Chesapeake Cost \$ (1,338,853)**

### Norfolk

	Regular Bus	NET	Ferry	Special Service	Disabled	Total
Service Hours	239,267	18,484	3,067	1,495	39,835	302,148
Operation Cost per Hour	\$ 54.37	\$ 56.18	\$ 130.46	\$ 54.37	\$ 44.82	\$ 53.99
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 16,405,702</b>	<b>\$ 1,300,891</b>	<b>\$ 443,699</b>	<b>\$ 102,482</b>	<b>\$ 2,350,830</b>	<b>\$ 20,603,605</b>

<b>Farebox Revenue</b>	<b>4,522,026</b>	<b>\$ -</b>	<b>\$ 155,110</b>	<b>\$ 131,872</b>	<b>\$ 201,710</b>	<b>\$ 5,010,718</b>
% Farebox Recovery	27.6%	0.0%	35.0%	128.7%	8.6%	24.3%

<b>Operating Profit/(Loss)</b>	<b>\$ (11,883,677)</b>	<b>\$ (1,300,891)</b>	<b>\$ (288,590)</b>	<b>\$ 29,390</b>	<b>\$ (2,149,120)</b>	<b>\$ (15,592,887)</b>
State Operating Assistance	\$ 2,850,138	\$ 226,002	\$ 77,083	\$ -	\$ 408,406	\$ 3,561,629
Federal Maintenance	\$ 3,054,108	\$ 457,429	\$ 50,091	\$ -	\$ 542,562	\$ 4,104,190
Federal ADA					\$ 463,883	\$ 463,883
Federal CMAQ						\$ -
<b>Total Federal &amp; State Aid</b>	<b>\$ 5,904,246</b>	<b>\$ 683,431</b>	<b>\$ 127,174</b>	<b>\$ -</b>	<b>\$ 1,414,851</b>	<b>\$ 8,129,702</b>
State Operating Assistance	17.4%	17.4%	17.4%	0.0%	17.4%	17.3%
Federal Maintenance	18.6%	35.2%	11.3%	0.0%	23.1%	19.9%
Federal ADA	0.0%	0.0%	0.0%	0.0%	19.7%	2.3%
Federal CMAQ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total Federal &amp; State Aid</b>	<b>36.0%</b>	<b>52.5%</b>	<b>28.7%</b>	<b>0.0%</b>	<b>60.2%</b>	<b>39.5%</b>

<b>Local Share</b>	<b>\$ (5,979,431)</b>	<b>\$ (617,460)</b>	<b>\$ (161,416)</b>	<b>\$ 29,390</b>	<b>\$ (734,269)</b>	<b>\$ (7,463,185)</b>
Local Funding Percent	36.4%	47.5%	36.4%	-28.7%	31.2%	36.2%

Commission Expense \$ (168,206)  
Vanpool Profit 29,638  
Advance Capital Contribution (455,959)

**Total Norfolk Cost \$ (8,057,711)**

### Portsmouth

	Regular Bus	CMAQ Bus	Trolley	Ferry	Disabled	Total
Service Hours	58,335	5,010	3,368	3,094	7,853	77,659
Operation Cost per Hour	\$ 54.37	\$ 54.37	\$ 43.55	\$ 130.46	\$ 44.82	\$ 55.97
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 3,999,822</b>	<b>\$ 343,491</b>	<b>\$ 194,474</b>	<b>\$ 447,534</b>	<b>\$ 463,438</b>	<b>\$ 5,448,759</b>

<b>Farebox Revenue</b>	<b>\$ 808,756</b>	<b>\$ 37,572</b>	<b>\$ 33,318</b>	<b>\$ 166,077</b>	<b>\$ 39,782</b>	<b>\$ 1,085,506</b>
% Farebox Recovery	20.2%	10.9%	17.1%	37.1%	8.6%	19.9%

<b>Operating Profit/(Loss)</b>	<b>\$ (3,191,065)</b>	<b>\$ (305,919)</b>	<b>\$ (161,156)</b>	<b>\$ (281,457)</b>	<b>\$ (423,656)</b>	<b>\$ (4,363,253)</b>
State Operating Assistance	\$ 692,776	\$ 31,546	\$ 33,786	\$ 77,749	\$ 80,512	\$ 916,370
Federal Maintenance	\$ 746,719	\$ 29,439	\$ 32,221	\$ 50,524	\$ 106,960	\$ 965,863
Federal ADA					\$ 91,449	\$ 91,449
Federal CMAQ		\$ 155,000				\$ 155,000
<b>Total Federal &amp; State Aid</b>	<b>\$ 1,439,495</b>	<b>\$ 215,985</b>	<b>\$ 66,007</b>	<b>\$ 128,273</b>	<b>\$ 278,921</b>	<b>\$ 2,128,681</b>
State Operating Assistance	17.3%	9.2%	17.4%	17.4%	17.4%	16.8%
Federal Maintenance	18.7%	8.6%	16.6%	11.3%	23.1%	17.7%
Federal ADA	0.0%	0.0%	0.0%	0.0%	19.7%	1.7%
Federal CMAQ	0.0%	45.1%	0.0%	0.0%	0.0%	2.8%
<b>Total Federal &amp; State Aid</b>	<b>36.0%</b>	<b>62.9%</b>	<b>33.9%</b>	<b>28.7%</b>	<b>60.2%</b>	<b>39.1%</b>

<b>Local Share</b>	<b>\$ (1,751,570)</b>	<b>\$ (89,934)</b>	<b>\$ (95,149)</b>	<b>\$ (153,184)</b>	<b>\$ (144,735)</b>	<b>\$ (2,234,572)</b>
Local Funding Percent	43.8%	26.2%	48.9%	34.2%	31.2%	41.0%

Commission Expense \$ (168,206)  
Vanpool Profit 29,638  
Advance Capital Contribution (117,192)

**Total Portsmouth Cost \$ (2,490,332)**



### Suffolk

	Regular Bus	Disabled	Total
Service Hours	12,344	1,950	14,294
Operation Cost per Hour	\$ 42.99	\$ 44.82	\$ 30.98
Admin Cost per Hour		\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 530,624</b>	<b>\$ 115,078</b>	<b>\$ 645,702</b>

Service Hours	\$ 12,344	\$ 12,344
PM Cost Per Hour	\$ 12.82	\$ 12.82
<b>PM Service Cost</b>	<b>\$ 158,226</b>	<b>\$ 158,226</b>

<b>Farebox Revenue</b>	<b>\$ 77,664</b>	<b>\$ 10,113</b>	<b>\$ 87,777</b>
% Farebox Recovery	12.8%	8.8%	13.6%

<b>Operating Profit/(Loss)</b>	<b>\$ (611,186)</b>	<b>\$ (104,965)</b>	<b>\$ (716,151)</b>
State Operating Assistance	\$ 92,185	\$ 19,992	\$ 112,177
Federal Maintenance	\$ 29,456	\$ 26,559	\$ 56,015
Federal ADA		\$ 22,708	\$ 22,708
Federal CMAQ			\$ -
<b>Total Federal &amp; State Aid</b>	<b>\$ 121,640</b>	<b>\$ 69,260</b>	<b>\$ 190,900</b>
State Operating Assistance	17.4%	17.4%	17.4%
Federal Maintenance	18.6%	23.1%	8.7%
Federal ADA	0.0%	19.7%	3.5%
Federal CMAQ	0.0%	0.0%	0.0%
<b>Total Federal &amp; State Aid</b>	<b>17.7%</b>	<b>60.2%</b>	<b>29.6%</b>

<b>Local Share</b>	<b>\$ (489,546)</b>	<b>\$ (35,705)</b>	<b>\$ (525,251)</b>
Local Funding Percent	71.1%	31.0%	81.3%

PM Service Cost	\$ (158,226)
Federal & State Aid	121,640
Disabled Local Share	(35,705)
Commission Expense	(168,206)
Van Pool Profit	29,638
Advance Capital Contribution	(21,570)
<b>Total Suffolk Cost</b>	<b>\$ (232,429)</b>

### Virginia Beach

	Regular Bus	Trolley	Special Service	Disabled	Total
Service Hours	64,188	43,193	410	30,481	138,272
Operation Cost per Hour	\$ 54.37	\$ 43.55	\$ 54.37	\$ 44.82	\$ 48.88
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 4,401,162</b>	<b>\$ 2,494,173</b>	<b>\$ 28,112</b>	<b>\$ 1,798,811</b>	<b>\$ 8,722,259</b>

<b>Farebox Revenue</b>	<b>\$ 1,270,043</b>	<b>\$ 891,004</b>	<b>\$ 25,633</b>	<b>\$ 154,530</b>	<b>\$ 2,341,211</b>
% Farebox Recovery	28.9%	35.7%	91.2%	8.6%	26.8%

<b>Operating Profit/(Loss)</b>	<b>\$ (3,131,119)</b>	<b>\$ (1,603,169)</b>	<b>\$ (2,479)</b>	<b>\$ (1,644,281)</b>	<b>\$ (6,381,048)</b>
State Operating Assistance	\$ 764,607	\$ 433,309	\$ -	\$ 312,505	\$ 1,510,421
Federal Maintenance	\$ 819,326	\$ 413,244	\$ -	\$ 415,158	\$ 1,647,729
Federal ADA				\$ 354,955	\$ 354,955
Federal CMAQ				\$ -	\$ -
<b>Total Federal &amp; State Aid</b>	<b>\$ 1,583,934</b>	<b>\$ 846,553</b>	<b>\$ -</b>	<b>\$ 1,082,618</b>	<b>\$ 3,513,105</b>
State Operating Assistance	17.4%	17.4%	0.0%	17.4%	17.3%
Federal Maintenance	18.6%	16.6%	0.0%	23.1%	18.9%
Federal ADA	0.0%	0.0%	0.0%	19.7%	4.1%
Federal CMAQ	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total Federal &amp; State Aid</b>	<b>36.0%</b>	<b>33.9%</b>	<b>0.0%</b>	<b>60.2%</b>	<b>40.3%</b>

<b>Local Share</b>	<b>\$ (1,547,185)</b>	<b>\$ (756,616)</b>	<b>\$ (2,479)</b>	<b>\$ (561,663)</b>	<b>\$ (2,867,943)</b>
Local Funding Percent	35.2%	30.3%	8.8%	31.2%	32.9%

Commission Expense	\$ (168,206)
Vanpool Profit	29,638
Advance Capital Contribution	(208,660)

**Total Virginia Beach Cost \$ (3,215,171)**



### Hampton

	Regular Bus	Residential Service	Disabled	Total
Service Hours	94,588	42,277	24,678	161,543
Operation Cost per Hour	\$ 54.37	\$ 54.37	\$ 44.82	\$ 52.91
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 6,485,556</b>	<b>\$ 2,898,814</b>	<b>\$ 1,456,352</b>	<b>\$ 10,840,722</b>

<b>Farebox Revenue</b>	<b>\$ 1,508,632</b>	<b>\$ 2,029,170</b>	<b>\$ 125,014</b>	<b>\$ 3,662,815</b>
% Farebox Recovery	23.3%	70.0%	8.6%	33.8%

<b>Operating Profit/(Loss)</b>	<b>\$ (4,976,925)</b>	<b>\$ (869,644)</b>	<b>\$ (1,331,338)</b>	<b>\$ (7,177,907)</b>
State Operating Assistance	\$ 1,126,726	\$ 503,606	\$ 253,010	\$ 1,883,342
Federal Maintenance	\$ 1,207,360	\$ 539,647	\$ 336,120	\$ 2,083,127
Federal ADA			\$ 287,378	\$ 287,378
Federal CMAQ				\$ -
<b>Total Federal &amp; State Aid</b>	<b>\$ 2,334,086</b>	<b>\$ 1,043,254</b>	<b>\$ 876,508</b>	<b>\$ 4,253,848</b>
State Operating Assistance	17.4%	17.4%	17.4%	17.4%
Federal Maintenance	18.6%	18.6%	23.1%	19.2%
Federal ADA	0.0%	0.0%	19.7%	2.7%
Federal CMAQ	0.0%	0.0%	0.0%	0.0%
<b>Total Federal &amp; State Aid</b>	<b>36.0%</b>	<b>36.0%</b>	<b>60.2%</b>	<b>39.2%</b>

<b>Local Share</b>	<b>\$ (2,642,839)</b>	<b>\$ 173,610</b>	<b>\$ (454,830)</b>	<b>\$ (2,924,059)</b>
Local Funding Percent	40.7%	-6.0%	31.2%	27.0%

Commission Expense	\$ (168,206)
Vanpool Profit	29,638
Advance Capital Contribution	(243,778)

**Total Hampton Cost \$ (3,306,404)**

### Newport News

	Regular Bus	CMAQ Bus	Special Service	Disabled	Total
Service Hours	134,389	8,832	467	25,307	168,995
Operation Cost per Hour	\$ 54.37	\$ 54.37	\$ 54.37	\$ 44.82	\$ 52.94
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 9,214,607</b>	<b>\$ 605,579</b>	<b>\$ 32,021</b>	<b>\$ 1,493,472</b>	<b>\$ 11,345,679</b>

<b>Farebox Revenue</b>	<b>\$ 2,666,946</b>	<b>\$ 44,160</b>	<b>\$ -</b>	<b>\$ 128,194</b>	<b>\$ 2,839,299</b>
% Farebox Recovery	28.9%	7.3%	0.0%	8.6%	25.0%

<b>Operating Profit/(Loss)</b>	<b>\$ (6,547,662)</b>	<b>\$ (561,419)</b>	<b>\$ (32,021)</b>	<b>\$ (1,365,278)</b>	<b>\$ (8,506,380)</b>
State Operating Assistance	\$ 1,600,840		\$ 5,563	\$ 259,459	\$ 1,865,861
Federal Maintenance	\$ 1,715,404		\$ 5,961	\$ 344,687	\$ 2,066,052
Federal ADA				\$ 294,703	\$ 294,703
Federal CMAQ		\$ 561,419			\$ 561,419
<b>Total Federal &amp; State Aid</b>	<b>\$ 3,316,244</b>	<b>\$ 561,419</b>	<b>\$ 11,524</b>	<b>\$ 898,849</b>	<b>\$ 4,788,036</b>
State Operating Assistance	17.4%	0.0%	17.4%	17.4%	16.4%
Federal Maintenance	18.6%	0.0%	18.6%	23.1%	18.2%
Federal ADA	0.0%	0.0%	0.0%	19.7%	2.6%
Federal CMAQ	0.0%	92.7%	0.0%	0.0%	4.9%
<b>Total Federal &amp; State Aid</b>	<b>36.0%</b>	<b>92.7%</b>	<b>36.0%</b>	<b>60.2%</b>	<b>42.2%</b>

<b>Local Share</b>	<b>\$ (3,231,418)</b>	<b>\$ -</b>	<b>\$ (20,497)</b>	<b>\$ (466,429)</b>	<b>\$ (3,718,344)</b>
Local Funding Percent	35.1%	0.0%	64.0%	31.2%	32.8%

Commission Expense	\$ (168,206)
Vanpool Profit	29,638
Advance Capital Contribution	(255,024)

**Total Newport News Cost \$ (4,111,935)**

### Crossroads/Expressways

	Regular Bus	CMAQ Bus	Total
Service Hours	21,353	40,361	61,714
Operation Cost per Hour	\$ 54.37	\$ 54.37	\$ 54.37
Admin Cost per Hour	\$ 14.20	\$ 14.20	\$ 14.20
<b>Service Cost</b>	<b>\$ 1,464,101</b>	<b>\$ 2,767,442</b>	<b>\$ 4,231,543</b>

<b>Farebox Revenue</b>	<b>\$ 144,204</b>	<b>191,864</b>	<b>\$ 336,067</b>
% Farebox Recovery	9.8%	6.9%	7.9%

<b>Operating Profit/(Loss)</b>	<b>\$ (1,319,898)</b>	<b>\$ (2,575,578)</b>	<b>\$ (3,895,476)</b>
State Operating Assistance	\$ 779,466	\$ -	\$ 779,466
Federal Maintenance	\$ 540,432	\$ 97,625	\$ 638,058
Federal ADA			\$ -
Federal CMAQ		\$ 2,477,953	\$ 2,477,953
<b>Total Federal &amp; State Aid</b>	<b>\$ 1,319,898</b>	<b>\$ 2,575,578</b>	<b>\$ 3,895,476</b>
State Operating Assistance	53.2%	0.0%	18.4%
Federal Maintenance	36.9%	3.5%	15.1%
Federal ADA	0.0%	0.0%	0.0%
Federal CMAQ	0.0%	89.5%	58.6%
<b>Total Federal &amp; State Aid</b>	<b>90.2%</b>	<b>93.1%</b>	<b>92.1%</b>

<b>Local Share</b>	<b>\$ -</b>	<b>\$ (0)</b>	<b>\$ (0)</b>
Local Funding Percent	0.0%	0.0%	0.0%

Commission Expense	\$ -
Vanpool Profit	-
Advance Capital Contribution	-

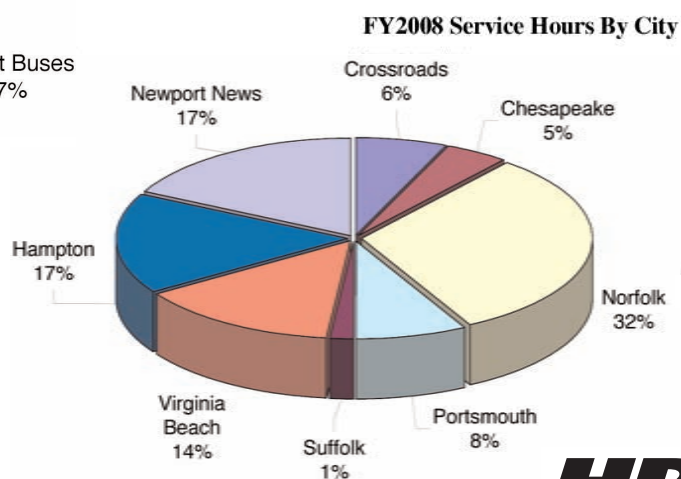
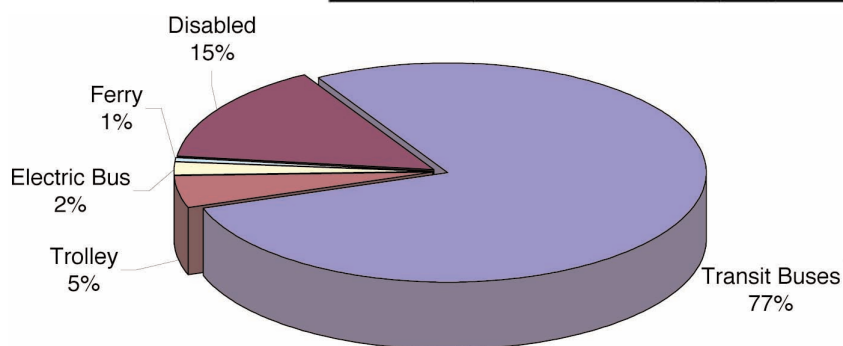
**Total Crossroads/Expressways Cost \$ (0)**

## Service Hour Comparison FY2008 & FY2007

FY2008 Budget	Transit Buses	Suffolk	Trolley	Electric Bus	Ferry	Disabled	All Modes
Crossroads	61,714	-	-	-	-	-	61,714
Chesapeake	31,933	-	-	-	-	12,275	44,208
Norfolk	240,762	-	-	18,484	3,067	39,835	302,148
Portsmouth	63,344	-	3,368	-	3,094	7,853	77,659
Suffolk	-	12,344	-	-	-	1,950	14,294
Virginia Beach	64,598	-	43,193	-	-	30,481	138,272
Hampton	136,865	-	-	-	-	24,678	161,543
Newport News	143,688	-	-	-	-	25,307	168,995
<b>Total</b>	<b>742,904</b>	<b>12,344</b>	<b>46,561</b>	<b>18,484</b>	<b>6,161</b>	<b>142,379</b>	<b>968,833</b>

FY2007 Budget	Transit Buses	Suffolk	Trolley	Electric Bus	Ferry	Disabled	All Modes
Crossroads	24,821	-	-	-	-	-	24,821
Chesapeake	31,920	-	-	-	-	11,769	43,689
Norfolk	236,547	-	3,591	18,428	3,064	30,181	291,811
Portsmouth	57,257	-	3,346	-	3,090	8,793	72,486
Suffolk	-	12,240	-	-	-	1,944	14,184
Virginia Beach	63,175	-	44,421	-	-	30,163	137,759
Hampton	142,830	-	-	-	-	25,359	168,189
Newport News	139,550	-	291	-	-	23,291	163,132
<b>Total</b>	<b>696,100</b>	<b>12,240</b>	<b>51,649</b>	<b>18,428</b>	<b>6,154</b>	<b>131,500</b>	<b>916,071</b>

FY2008 vs FY2007	Transit Buses	Suffolk	Trolley	Electric buses	Ferry	Disabled	All Modes
Crossroads	36,893	-	-	-	-	-	36,893
Chesapeake	13	-	-	-	-	506	519
Norfolk	4,215	-	(3,591)	56	3	9,654	10,337
Portsmouth	6,087	-	22	-	4	(940)	5,173
Suffolk	-	104	-	-	-	6	110
Virginia Beach	1,423	-	(1,228)	-	-	318	513
Hampton	(5,965)	-	-	-	-	(681)	(6,646)
Newport News	4,138	-	(291)	-	-	2,016	5,863
<b>Total</b>	<b>46,804</b>	<b>104</b>	<b>(5,088)</b>	<b>56</b>	<b>7</b>	<b>10,879</b>	<b>52,762</b>



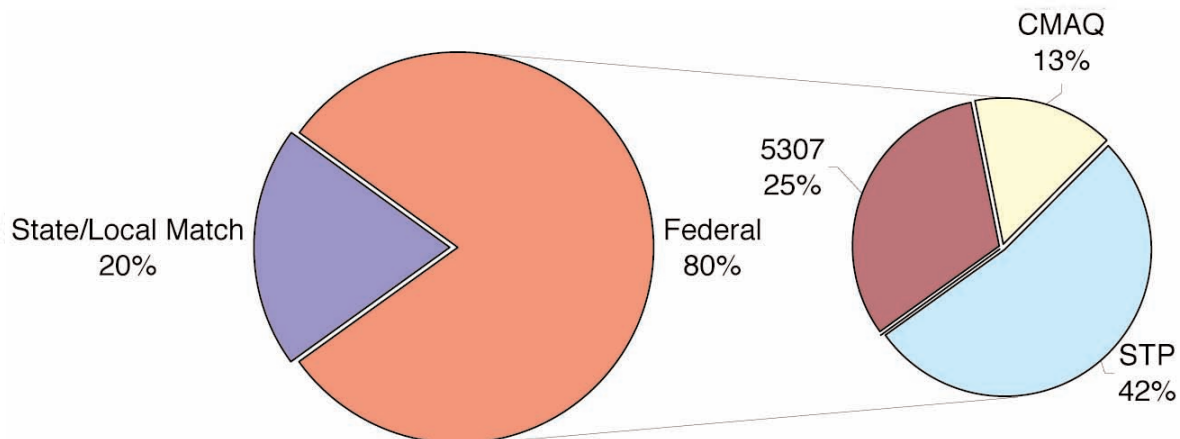


# FY2008 Capital Budget

Projects	Federal Share				State/Local Match	Total
	5307	CMAQ	STP	Fixed Guideway		
Bus Lease Payments (39 Buses)	\$ 1,360,000				\$ 340,000	\$ 1,700,000
Bus Lease Payments (14 Buses)	500,000				125,000	625,000
Paratransit Vehicle Replacement	209,220				52,305	261,525
Security Projects	165,802				41,451	207,253
Transit Enhancement Projects	165,802				41,451	207,253
Intelligent Transportation Systems (ITS) Hastus Upgrade	128,000				32,000	160,000
Support Vehicles	125,532				31,383	156,915
Peoplesoft Quarterly License	116,203				29,051	145,254
Avaya Telephone PBX Upgrade and Refresh	96,752				24,188	120,940
Microsoft Annual License and Fees	71,703				17,926	89,629
Fare Analysis	70,950				17,738	88,688
Fare Media Point-of-Sale Software	66,950				16,738	83,688
EMS (Environmental Management System)	62,766				15,692	78,458
Public Affairs - Lobby Improvements	60,000				15,000	75,000
Upgrade HRT network (Fiber and Wireless)	53,143				13,286	66,429
Personal Computers	40,170				10,043	50,213
Trapezee Software Modules	40,000				10,000	50,000
Computer Room Power Supply	25,934				6,484	32,418
Employee Training & Education	25,106				6,277	31,383
Bus Lift Upgrades	17,200				4,300	21,500
Office Furniture	16,738				4,184	20,922
Wireles Mobile Workforce	12,554				3,138	15,692
Rehab/Maintenance	12,042				3,010	15,052
3 Breathylyzer Machines and training upgrades	5,662				1,415	7,077
Route 62 - Phase 1		\$ 899,007			224,752	1,123,759
Route 60 Radid Express-Phase 1		684,356			171,089	855,445
Portsmouth-Downtown Shuttle Bus Service-Phase 1		124,000			31,000	155,000
Peninsula Light Rail-Prepare EIS			\$ 4,800,000		1,200,000	6,000,000
Traffic Demand Management Program			880,000		220,000	1,100,000
<b>Total</b>	<b>\$ 3,448,231</b>	<b>\$ 1,707,363</b>	<b>\$ 5,680,000</b>	<b>\$ -</b>	<b>\$ 2,708,899</b>	<b>\$ 13,544,493</b>

Percentage of Total Funding

25%      13%      42%      0%      20%      100%





## **Finance Staff**

Larry Davenport	Vice President for Finance and Treasurer
Brandon K. Singleton	Budget Manager
Keisha L. Branch	Chief Grant & Budget Officer
Barry O. Herring	Chief Accounting Officer
Hien B. Hoang	Director of Accounting
David Stoepker	Risk Manager
Wright Parkes	Procurement Manager
Cathy Young	Revenue Services Manager

## **Contact Information**

Department of Finance

address	HRT Headquarters 3400 Victoria Boulevard, 2 <sup>nd</sup> Floor Hampton, VA 23669
telephone	(757) 222-6000
facsimile	(757) 222-6195
website	<a href="http://gohrt.com">gohrt.com</a>