



2019 Report to the Region

People. Purpose. Progress.



This is who we are.

Bi-State Development is a catalyst for innovation and collaboration — connecting communities through comfortable, reliable transportation options, creating opportunities, and helping the region grow.



Photo Credit: Sam Feitress

1

VISION

Generating a major impact on the entire St. Louis region.

7

COUNTIES

St. Louis City, Monroe, St. Clair, Madison, St. Charles, Jefferson and St. Louis County.

2

STATES

Bi-State Development is the primary public transit provider for the St. Louis region and a catalyst for economic growth and development in both eastern Missouri and southwestern Illinois.

Making a positive impact. Since 1950, we have partnered with private and public organizations on hundreds of projects that have created thousands of jobs on both sides of the Mississippi River. Bi-State Development operates with a focus on making a positive impact on the region and the nation, better connecting the bi-state area to the rest of the world. We are impacting neighborhoods, large and small, in Illinois and in Missouri, through investments that are shaped by our unique perspective of the region and its potential, and influenced by the work of our five enterprises.



Metro

Metro Transit

Metro Transit records nearly 38 million boardings a year on the system, providing riders with access to 38 MetroLink stations and 46 miles of light rail. MetroBus offers 83 routes, and Metro Call-A-Ride records nearly 600,000 boardings a year for paratransit passengers.



**ST. LOUIS
DOWNTOWN AIRPORT**

St. Louis Downtown Airport

With three runways, two terminals and 1,000-plus acres, St. Louis Downtown Airport and the Sauget Business Park contribute an estimated \$584 million to the region. The airport is the region's second most active general aviation airport and the third busiest outside of Chicago in Illinois.



**GATEWAY
ARCH**

Gateway Arch Riverfront

Bi-State Development and the National Park Service have enjoyed the longest-standing collaboration in Bi-State Development history. Bi-State Development is a key partner of the Gateway Arch Park Foundation, which completed the renovation of the Gateway Arch Riverfront and surrounding areas in 2018.



**ST. LOUIS REGIONAL
FREIGHTWAY**

St. Louis Regional Freightway

As the go-to source for marketing the St. Louis region's freight assets to the world and for coordinating freight activity and infrastructure, the St. Louis Regional Freightway provides site selection and other assistance to manufacturing, logistics and multimodal transportation companies and their service providers.

**BI-STATE DEVELOPMENT
RESEARCH
INSTITUTE**

Bi-State Development Research Institute

The Bi-State Development Research Institute is a non-profit organization that researches and develops data and information about the return on investment of Bi-State Development programs, public infrastructure, and public-private real estate improvements.

At Bi-State Development,

our goal is to improve the quality of life for residents across the St. Louis region by providing excellent public transit service, using our expertise to promote economic development for the region and building new partnerships through innovation, leadership and collaboration.

2019: A Year of Change

2019 is a year of change at Bi-State Development. On behalf of the Board of Commissioners, we welcome Taulby Roach as the new Bi-State Development President and Chief Executive Officer. Taulby started in his new position on January 1 this year. His primary focus is on Metro Transit security—working with our three professional law enforcement partners to make the transit system safe for our riders and employees.

The mobility needs of the region are changing, and Metro Transit is changing to meet those needs by providing more transportation options. Later this year, we will begin to implement significant MetroBus changes that will not only provide a safe, comfortable and reliable experience for riders, but will offer faster, more frequent bus service, and new technologies and innovations that will position us for growth and success in the years to come.

Constance Gully, Chair
Bi-State Development Board of Commissioners

There is no higher priority than the safety of public transit riders and employees on the Metro Transit system, and that is why, as the new President and CEO of Bi-State Development, my top priority is to improve security and to change the perception about safety. Our customers must feel safe and comfortable on the transit system, and as we restore public confidence, we will regain ridership. We are putting the focus back on our customers, and you will see an unwavering commitment to customer service.

We are diligently working to strengthen our relationships with the St. Clair County Sheriff’s Department, St. Louis Metropolitan Police Department and St. Louis County Police Department—the police professionals who are on the system with Metro Transit Public Safety officers to protect MetroLink riders. I have already started to make changes as we reorganize our Public Safety Department to better coordinate with our police partners. I hope in the days to come you will notice a higher visibility of police

officers and Metro Transit Public Safety officers on the trains to welcome and engage our customers.

My background in transportation, public policy, infrastructure and development will serve as a strong foundation and will complement the many talented employees at Bi-State Development as we move this dynamic organization forward.

Taulby Roach, President and Chief Executive Officer
Bi-State Development

2018: A Year of Special Accomplishments

This annual report highlights the exciting accomplishments for Bi-State Development in 2018, including:

- The initiation of a transformational process to re-imagine Metro Transit—with the goal of providing service that is more frequent, more direct, and gets transit riders where they want to go faster.
- The expansion of the Metro Transit system with the opening of the new MetroLink Station in the Cortex Innovation Community.

- Through our unique partnership with the National Park Service, along with other key stakeholders, we helped preserve and renew the Gateway Arch experience for future generations of visitors.
- The St. Louis Regional Freightway worked diligently with its partners to secure funding for the top regional infrastructure priority—the replacement of the 128-year-old Merchants Bridge.

These are just a few of the efforts that reflect the dedication and expertise of some of the most talented people in the country who work for us here at Bi-State Development.

We are excited for the potential our future holds and we hope you engage with our organization so you can experience firsthand how Bi-State Development is working to improve our shared community. We are in a tremendous position to move our region forward.



Constance Gully
Chair
Bi-State Development Board of Commissioners



Taulby Roach
President and Chief Executive Officer
Bi-State Development



Priority One: Improving Metro Transit Security

We are developing new strategies, coordinating efforts, and exploring opportunities to improve safety and security throughout Metro Transit operations.

Comprehensive Strategy

The Metro Transit Public Safety Department and other Metro Transit stakeholders are working with our professional law enforcement partners to strengthen our relationships and develop a comprehensive strategy to keep the 46 miles of rail and a 600-square-mile service area safe and secure. Some of our current efforts include:

- Tuning and redefining our security roles.
- Collaborating with outside experts (WSP) on the MetroLink Security Assessment. Once complete, a unified team will work to review and implement security improvement measures.
- Reviewing input from a peer transit review panel to better understand the comprehensive landscape of transit security experiences.
- Rebuilding public confidence in the Metro Transit system.

Coordinating Efforts

A key part of creating a safe and secure environment on Metro Transit is to make sure our Public Safety Officers and police partners—the St. Louis County Police Department, St. Louis Metropolitan Police Department, and St. Clair County Sheriff’s Department—are coordinated in their deployment as well as visible and active on MetroLink trains and throughout the system. Some of our current efforts include:

- Working in conjunction with our regional law enforcement partners to increase Metro Transit Public Safety and police patrols on our system.
- Implementing a shared radio communication system between all three police departments and Metro Transit Public Safety.
- Engaging security officers and police officers with our customers to create positive, comfortable experiences on the transit system.

Exploring Opportunities

We are exploring new technologies and station improvement opportunities that will not only enhance safety and security on the system, but allow us to deliver a more comfortable and enjoyable experience for our customers. Some of our current focus areas include:

- Expanding our live surveillance camera system.
- Building on the success of our Public Safety and Customer Service texting services and the free Noonlight personal safety app.
- Evaluating improvements that look at how riders access the transit system.

A New Vision for Transit in the St. Louis Region

Metro Transit is committed to delivering a world-class transit experience with unwavering customer service. Significant changes are being made to improve safety and security, rebuild public confidence and to provide commutes that are comfortable and reliable.

For any organization to be successful, it must be able to evolve, and that is exactly what Metro Transit is doing through Metro Reimagined. Several years ago, we recognized that the way people want to travel has fundamentally changed. We did our research and talked with our riders to find out what they needed from their public transit system. About two years ago, we launched Metro Reimagined, a long-range strategy to completely transform transit service in the St. Louis region. We took all of the input provided from the public and our riders over the past 24 months and used it to design the master plan.

When Metro Reimagined is implemented later this year, transit riders will see substantial changes to the MetroBus system, including more frequent service,

faster trips, new technology, some new vehicles as well as innovative new services, including on-demand transportation and microtransit options. This new approach to transportation will not only serve our customers better, but will also allow the transit system to grow and adapt to the region's changing mobility needs.

The shift on how people want to travel goes beyond public transit. From advances in autonomous technology and the growth of electric scooters and bike sharing and car sharing services, to investment in pedestrian and bicycle infrastructure, the future of personal mobility will be a flexible and equitable network of multiple transportation options. Transit agencies around the country that are making those investments are seeing new riders and ridership growth.

It is important at Metro Transit that we have a transit system that is ready for the future. To ensure that Metro Transit is positioned to meet the evolving transportation and mobility needs of the region, we will launch alternative mobility pilot projects later in 2019 as part of Metro Reimagined, with the implementation of major MetroBus route changes coming in fall 2019.

The ultimate goal is to provide even more transit opportunities for residents and businesses because we are not only a transportation provider, but a catalyst for economic growth in the bi-state area.



Innovative Health Care on the Move



Under the leadership of the St. Louis County Department of Public Health, the Federal Transit Administration, and the Bi-State Development Research Institute, the Links 2 Health Mobile Basic Health Screening Unit pilot program is a gateway to long-term health care for transit riders and residents in North St. Louis County.

Since December 2017, more than 800 people have been seen by the nurse, social worker and registration professional at the Mobile Health Screening Unit. The team checks blood pressure and screens for diabetes and obesity. Based on test results, the nurse and the patient develop an actionable goal together — such as eating less salt or walking more.

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800

Number of patients seen by the Links 2 Health Mobile Health Screening team free of charge at four Metro Transit Centers in North St. Louis County as part of a pilot program.

Access to basic health care screenings at transit centers is just the beginning. The greater mission of the Mobile Health Screening model is to engage uninsured residents with the health care community by providing them access to free health insurance, helping them find a primary care physician, and helping them make and keep doctor appointments. As much as the Mobile Health Screening Unit is about creating healthy communities, it is also about developing relationships, creating trust, and growing a sense of community.

Link to Healthy Food

The Link Market is providing transit riders and underserved communities with both short-term and long-term access to healthy fresh food.

Food insecurity is a major challenge in food deserts, areas that lack grocery stores or access to fresh, affordable and nutritious food. That is the situation for a significant number of residents in North St. Louis County who live further than a mile from the nearest grocery store — a concern that is amplified for the 45 to 70 percent of individuals and families without a car living in these areas. The confluence of accessible and convenient transportation — and the urgent need for healthy food options in North St. Louis County — created the conditions for the development of a pilot program for The Link Market, transit-oriented markets that provide affordable, fresh, and nutritious food for transit riders and residents in neighborhoods surrounding the Wellston and North Hanley Transit Centers. Jeremy Goss, Medical Fellow from Harvard University who operates The Link Market, said it was the missing “link” to creating connections to healthy food in areas that needed it most.

Since it opened in December 2017, The Link Market has brought more than 11,600 pounds of food to over 7,300 residents in North St. Louis City and County. This includes fresh fruit, vegetables, and other household staples. In addition, a nutritionist conducts healthy cooking demonstrations each month at both locations and provides the recipes for the featured dish. The Link Market team helps customers understand and enroll in SNAP benefits, which provide lifelong access to better eating via a monthly supplement for the purchase of nutritious food.

▶ See how Bi-State Development is linking residents to crucial health resources and nutritional food options here: bistatedev.org/report2019



▶ Get details on the vision for the new Metro Transit System here: bistatedev.org/report2019

Development Follows Metro Transit

Some of the region’s most significant developments are directly adjacent to MetroLink stations.

Planning for the future and the continued growth of the St. Louis region is a key focus for the Bi-State Development Economic Development team. They are building on the East-West Gateway Council of Government’s conceptual Northside-Southside design study to examine how Bi-State Development can configure the proposed MetroLink alignment to maximize the benefits of the investment for the surrounding community. The team is looking at development opportunities through the lens of neighborhood-building, community stabilization, accessibility and bringing needed services to the community. This study is supported by a \$375,000 grant received by Bi-State Development through the Federal Transit Administration Pilot Program for Transit-Oriented Development.

+

1/2 MILE

Since 2011, \$8.3 billion in commercial development has been completed, is under construction, or is committed within one-half mile of MetroLink stations in Missouri and Illinois.

“We’re looking at governance, implementation strategies, economic development programs, incentives, policies—all of the things that are in place along this corridor and how they could be improved to attract the right kind of development,” said Liza Parr, Associate Project Manager of Economic Development for Bi-State Development. Project partners include the City of St. Louis Planning and Urban Design Agency, the St. Louis Development Corporation, East-West Gateway, Urban Strategies, Project Connect, Dutchtown South Community Corporation, as well as several community development corporations representing neighborhoods along the proposed alignment.

Connecting to Innovation

Travis Sheridan, President of the Cambridge Innovation Center (CIC) and Venture Café Global Institute, has a birds-eye view of the new Cortex MetroLink Station when he’s in town. In his role, he’s responsible for launching and supporting Venture Cafés all over the world, including the one located in the Cortex Innovation Community in St. Louis—so he understands firsthand the impact of reliable public transit to the innovation sector.

“We have a lot of people who travel in from out of town, so the ability to land at the airport, jump on MetroLink, come down here to the innovation district, and attend meetings or conferences here, really makes it a one-stop shop. MetroLink provides that connectivity,” Sheridan said. “We’re taking the MetroLink to T-Rex and some of the innovation centers that are downtown. The ability to have MetroLink connect two big innovation hubs is really crucial.” While the Cortex MetroLink Station is an important transportation option for employees who work and live in St. Louis, it is also vital for attracting new investment in the region. A robust transit system is often a requirement when companies are considering relocating their workforce to the St. Louis region.

New Cortex Station Drives Worker Productivity

When the team behind the Cortex MetroLink Station developed the idea for a new station supported by an innovative public-private partnership, they probably did not realize how dramatically it would impact people’s lives.

One such MetroLink rider is Robert Peters, Director of Clinical Operations at Epharmix, a health care manager provider platform, and a key part of the Cortex

community. A University City resident, Peters now relies on MetroLink to get to and from work at Cortex from the Forsyth MetroLink Station.

Peters finds the benefits of taking MetroLink extend far beyond the Cortex transit experience, and impact his day-to-day work at Epharmix. For Peters, taking MetroLink creates added productivity. “I can actually get work done if I need to while I’m commuting, which you can’t really do driving or riding a bike.” The greatest benefit for Peters and others using the Cortex MetroLink Station, is how the new station allows residents and workers to enjoy a better quality of life.

“The ability to have MetroLink connect two big innovation hubs is crucial for the future of our region.”

Travis Sheridan
President, CIC and Venture Café Global Institute



▶ Learn more about the innovative partnership between Bi-State Development and Cortex here: bistatedev.org/report2019

38th

The Cortex Station became the 38th station on the region’s light rail system.

1st

First private-public funding partnership for a public transit project in St. Louis.

9

Number of community partners who came together to help fund the Cortex Station project.

A Symbol of Renewal

Preserving and Renewing St. Louis' Most Iconic Symbol for Future Generations.

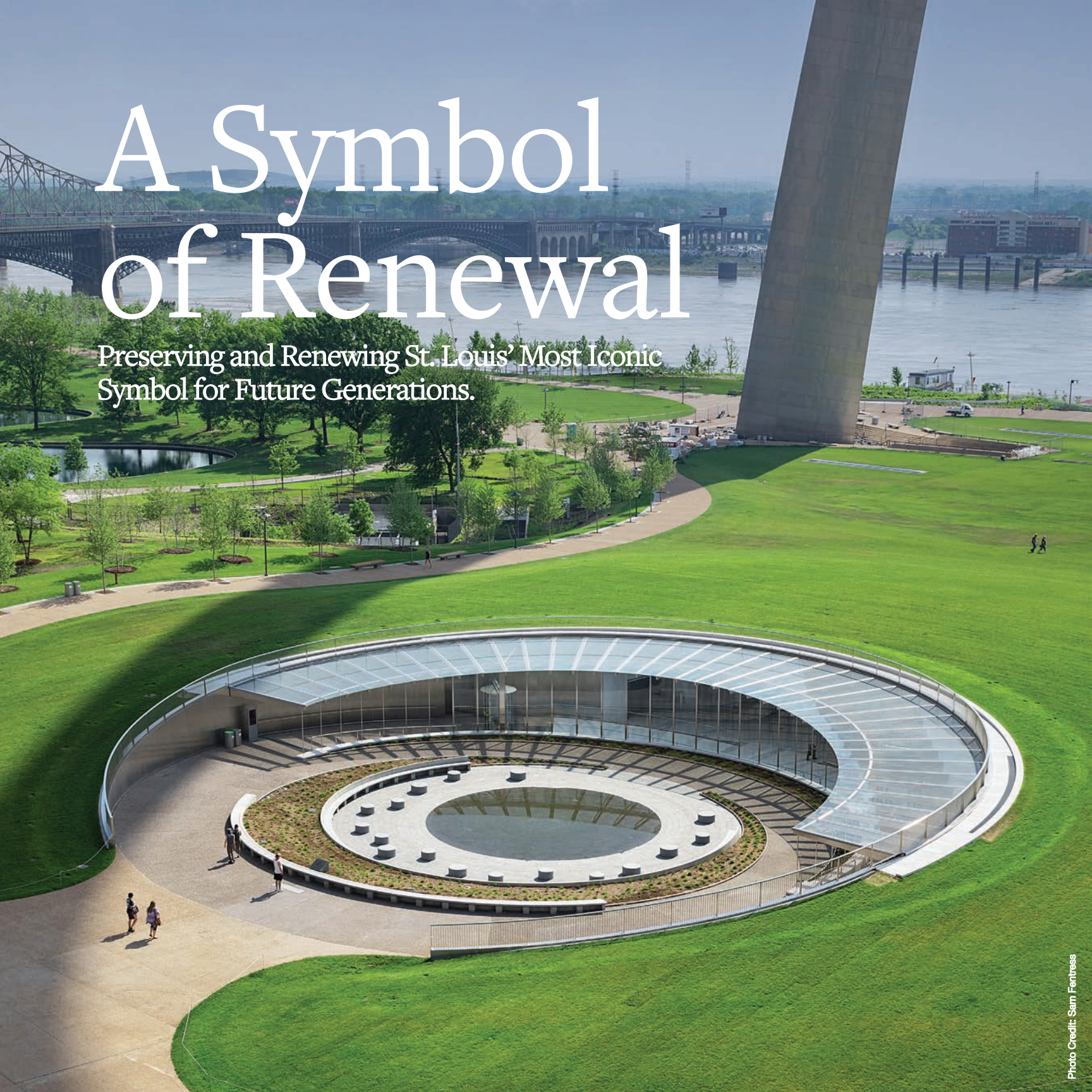


Photo Credit: Sam Fentress

Eight years ago, a design competition provided a vision to better connect the City of St. Louis, Gateway Arch, and Mississippi River. In July 2018, our region's most historic redevelopment project involving the most visited federal monument west of Washington, D.C., was completed. The CityArchRiver project partners—the National Park Service, Gateway Arch Park Foundation, Bi-State Development, Great Rivers Greenway, Jefferson National Parks Association and the City of St. Louis—successfully collaborated to create a whole new experience for Gateway Arch visitors.

A Monumental Effort

The CityArchRiver project raised the largest amount of private funding ever to go into a National Park and was a catalyst for approval of the first-ever local tax to provide for a National Park renovation (Proposition P in 2013). The Arch redevelopment project was a tremendous accomplishment for St. Louis and the region.

The \$380-million CityArchRiver project included renovations to the Gateway Arch National Park, the St. Louis Riverfront, Kiener Plaza, and the development of a new Museum at the Gateway Arch.

A New Museum

The Museum at the Gateway Arch features interactive and engaging exhibits that focus on St. Louis' role in the westward expansion of the United States, completely replacing the original museum that opened in 1976.

Features of the new museum include:

- Six themed exhibit galleries.
- On the visitor center mezzanine level, a terrazzo floor map shows the United States with historic trails, allowing visitors to trace pioneers' journeys to the West.

- Accessible exhibits guided by Universal Design principles through consultation with the CityArchRiver Universal Design Group representing the St. Louis disability community.
- The new 100-foot-wide Video Wall in the tram lobby shows the building of the Gateway Arch and scenes of American westward expansion.
- The Keystone Exhibit in the tram lobby allows all visitors to experience the top of the Arch through live webcam feeds from the observation deck.

A River of Opportunity

Viewing the Gateway Arch directly from the Mighty Mississippi is one of the best ways to experience the region's premier tourist destination. Since 2001, Bi-State Development has operated two riverboats—the Becky Thatcher and the Tom Sawyer—that provide a unique and relaxing way to experience the Gateway Arch and the downtown St. Louis skyline.

In 2019, in conjunction with other improvement efforts to engage with audiences looking for fun and exciting ways to enhance their visit to the Gateway Arch, the Bi-State Development Tourism Innovation Team is bringing renewed energy to the riverboats by creating and offering seven new specialty cruises that cater to diverse audiences. With a total of more than 18 different sightseeing, dinner, and specialty outings to choose from, the riverfront has something for everyone.

< “We are so proud to offer a world-class, urban national park experience to visitors from across the globe and further showcase St. Louis' important role in the storied history of America.”

Mike Ward

Superintendent, Gateway Arch National Park



Photo Credit: Whitney Curtis

Leaders in Bike Share

From a transit perspective, the last mile is sometimes the hardest. This was a lesson learned by Liza Farr, Associate Project Manager of Economic Development at Bi-State Development, when she led a team to bring dockless bike sharing to St. Louis over the course of several years. The genesis of bike share in St. Louis was a 2014 feasibility and implementation strategy study. Three years later, Bi-State Development formed the Bike Share Working Group to refine the original plan and find a path to implementation. In addition to pursuing funding opportunities, the Bike Share Working Group developed a strategy that focused on social equity, to ensure that any program would have a percentage of bikes accessible in social equity and inclusion target neighborhoods. These communities may have otherwise been left out of the bike share conversation.

These efforts by the Bike Share Working Group were eventually transitioned to the City of St. Louis, which introduced the first bike share programs in the region in early 2018. Bi-State Development gained attention for its leadership in bike share and scooter share, including at the National Association of City Transportation Officials and the National Bike Share Conference. Farr is a frequent presenter at conferences about inclusive municipal bike share permit development, implementing bike share programs, and how to measure success.

100 ft

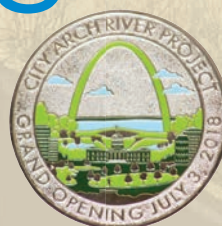
The width of the video wall in the renovated Gateway Arch tram lobby.

\$380 MILLION

Gateway Arch National Park renovation project budget.

COINS

Limited-edition coins were created and distributed, marking the opening of the new Museum at the Gateway Arch.



Cargo Containers Hold Opportunity

A few years ago, experts predicted a 40 percent increase in national freight volume over the next two decades. With 25 percent of the region's Gross Regional Product represented in the freight sector, it is one of the fastest-growing industry sectors in the St. Louis region and a key growth opportunity for generations to come.

The St. Louis Regional Freightway was launched in 2015 with an important mission—to establish the bi-state area as a leader in freight and logistics, and as a center for national and global trade. This year, with the help of many private sector and public sector partners, efforts continued for prioritizing, promoting, and collaborating with shippers and carriers to build the freight and logistics economy in the bi-state region.

Partnership and Collaboration

Industry leaders and public agencies that include the Illinois Department of Transportation, the Missouri Department

of Transportation and the East West Gateway Council of Governments come together every year to update a priority list of multimodal infrastructure needs so both the region and the nation can take advantage of the growth in freight. More than \$450 million in freight-designated infrastructure improvements were approved in 2018 for funding.

A New Option for Cargo

Over the past year, greater emphasis has been placed on intermodal freight partnerships—connecting rail, trucking, barge and airports. Most recently,

the importance of trucking, rail and barge connectivity to support a new option for transporting containerized cargo on a vessel along the inland waterway system has been discussed.

In 2018, all four ports in the St. Louis region—two from Missouri and two from Illinois—and the St. Louis Regional Freightway signed a Memorandum of Understanding with the Plaquemines Port Harbor and Terminal District in Louisiana. This agreement represents a



25%

With 25 percent of the region's Gross Regional Product represented in the freight sector, it is only one of the fastest growing industry sectors in the St. Louis region and a key growth opportunity for generations to come.

5-year commitment to establish and market our shippers and carriers with theirs by promoting international and inland trade routes at strategic locations along the Mississippi River. These efforts have resulted in one of the largest proposed economic development projects in Jefferson County, Missouri, and includes collaboration with other Midwestern regions along the inland waterway.

► Learn more about the St. Louis Regional Freightway here: bistatedev.org/report2019



A Vital Connection

Over the last year, the St. Louis Regional Freightway and its partners have been able to secure funding for a key infrastructure project for regional and national freight movement—the replacement of the 128-year-old Merchants Bridge. The project will sustain the region's status as the third largest rail hub in the nation.

There are 23 railroad crossings across the Mississippi River from New Orleans to Minnesota, and of those 23, only four are open to all rail traffic. Two of them are in the St. Louis region. The Merchants Bridge is the oldest of those bridges. It links America's eastern and western freight rail networks and carries more than 40 million gross tons annually.

The other regional crossing is the MacArthur Bridge. Both bridges are owned by the Terminal Railroad Association of St. Louis (TRRA), and together, they represent the largest volume crossing over the Mississippi—vital to not only the local economy, but also to national and international freight movement.

“St. Louis is right in the center of the nation, and when it comes to interchange volume between railroads, we play a critical role in keeping the nation's freight

very fluid,” said Mike McCarthy, President of the Terminal Railroad Association of St. Louis. “We need to make sure our bridges are capable of not only meeting today's tonnage and shipments, but also well into the future.”

The \$200 million project to rehabilitate the Merchants Bridge is being funded by TRRA. Had the funding not been secured, this bridge was scheduled to be taken out of service within 10 years. This single-track structure with reduced rail speeds will now be replaced with a new double track structure providing more capacity and efficiencies for freight and passenger rail. The success of this project, as well as being able to establish it as the region's top infrastructure priority, speaks to the St. Louis Regional Freightway's ability to bridge industries and establish productive collaboration.



Drones and the Future of Aviation

St. Louis Downtown Airport is leading the regional conversation on the popular topic of drone technology. Bi-State Development and its airport enterprise hosted a three-part fall series for industry, aeronautical education and regulatory leaders to look at how drones are impacting commercial, industrial, aerospace and other sectors to support economic development, policy and research goals.

“Drones are not coming; they are already here. But the technology is evolving quickly, and many businesses and agencies are in a hurry to incorporate it at great investment, sometimes without a complete understanding of the challenges and opportunities that unmanned aircraft systems can present,” said Erick Dahl, Director of St. Louis Downtown Airport. “How should we be thinking about the need to realign business models with the perceived or real value of using this technology?”

A diverse group of stakeholders shared information and asked questions relating to the unique regulatory issues and challenges within the growing space of unmanned aircraft systems. At the first of three Aviation Industry sessions, Panelist Tomislav Žigo, Vice President of Virtual Design and Construction for CLAYCO, shared that they were fortunate to be one of the first companies in the United States with permission from the Federal Aviation Administration to fly a drone over the perimeter of its construction sites. “One of the biggest challenges we discovered in using the technology is reconciling the huge amount of information that is being gathered on a construction site,” Žigo said. “If you have a mission that lasts for 30



minutes, you typically gather between 800 and 1500 images that need to be catalogued to be able to extract usable or useful information that I can convey to superintendents, construction managers and project executives.”

Forum attendees discussed a range of drone topics including balancing the desire of citizens, businesses, media outlets and public safety departments with issues related to safety, privacy and the first amendment. Featured speakers

addressed how airport operators are facing challenges of how to manage drone operations on and around their airports, as well as how drones connect with the general and commercial aviation landscape.



Board of Commissioners

Bi-State Development is governed by the Bi-State Development Board of Commissioners, which is responsible for the overall leadership and policy direction for Bi-State Development. The Board is comprised of five members from Missouri and five from Illinois. Members of the Board serve without compensation and must be a resident voter of their respective state, as well as reside within the bi-state region.



Financial Highlights

For the Year Ended, 2018 (in millions)	Executive Services	Gateway Arch Tram System	Riverfront Attractions	St. Louis Downtown Airport	Metro Transit	St. Louis Regional Freightway	Bi-State Development Research Institute	Arts In Transit Inc.	Self Insurance Funds	Interfund Eliminations	Total
Revenues											
Passenger and Service Revenues	\$ -	\$ 7.9	\$ 3.0	\$ 1.4	\$ 42.0	\$ -	\$ -	\$ -	\$ -	\$ (0.1)	\$ 54.2
Other Operating Revenue	3.8	-	0.1	0.2	7.5	0.1	0.5	0.3	-	(3.7)	8.8
Charges for Services	-	-	-	-	-	-	-	-	49.5	(42.7)	6.8
Non-Operating Revenue											
Local	-	-	-	-	228.1	-	-	-	-	-	228.1
State	-	-	-	-	0.7	-	-	-	-	-	0.7
Federal	-	-	-	-	18.1	-	-	-	-	-	18.1
Interest	0.1	0.1	-	-	9.7	-	-	-	0.2	-	10.1
Other	0.5	0.2	-	-	14.0	-	-	-	2.4	(0.4)	16.7
Total Revenues	4.4	8.2	3.1	1.6	320.1	0.1	0.5	0.3	52.1	(46.9)	343.5
Expenses											
Wages and Benefits	2.8	2.1	1.4	1.0	191.6	0.4	0.1	0.1	1.8	(0.3)	201.0
Services	0.9	1.0	0.3	0.2	28.6	0.4	0.1	0.1	0.3	-	31.9
Materials, Supplies, and Fuel	-	0.3	0.5	0.1	34.5	-	-	-	-	-	35.4
Casualty and Liability Insurance Costs	-	-	0.2	-	6.8	-	-	-	1.1	-	8.1
Administrative Charges	-	0.8	-	0.1	2.8	-	-	-	-	(3.7)	-
Utilities, Leases and General Expense	0.3	1.3	0.2	0.2	10.3	0.1	0.1	0.1	0.4	(0.2)	12.8
Claims Paid and Admin Insurance Costs	-	-	-	-	-	-	-	-	52.2	(42.7)	9.5
Non-Operating Expenses and Transfers	-	1.4	-	-	29.0	-	-	-	-	-	30.4
Total Expenses	4.0	6.9	2.6	1.6	303.6	0.9	0.3	0.3	55.8	(46.9)	329.1
Income (Loss) Before Depreciation	0.4	1.3	0.5	-	16.5	(0.8)	0.2	-	(3.7)	-	14.4
Depreciation and Amortization Expense	-	0.7	0.3	1.3	77.0	-	-	-	-	-	79.3
Income (Loss) Before Capital Contributions	0.4	0.6	0.2	(1.3)	(60.5)	(0.8)	0.2	-	(3.7)	-	(64.9)
Capital Contributions	-	-	-	-	45.4	-	-	-	-	-	45.4
Change in Net Assets	0.4	0.6	0.2	(1.3)	(15.1)	(0.8)	0.2	-	(3.7)	-	(19.5)
Total Net Assets, Beginning of the Year	4.3	13.3	(0.5)	21.4	493.8	(0.8)	0.1	0.1	(0.3)	-	531.4
Total Net Assets, End of the Year	\$ 4.7	\$ 13.9	\$ (0.3)	\$ 20.1	\$ 478.7	\$ (1.6)	\$ 0.3	\$ 0.1	\$ (4.0)	\$ -	\$ 511.9



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