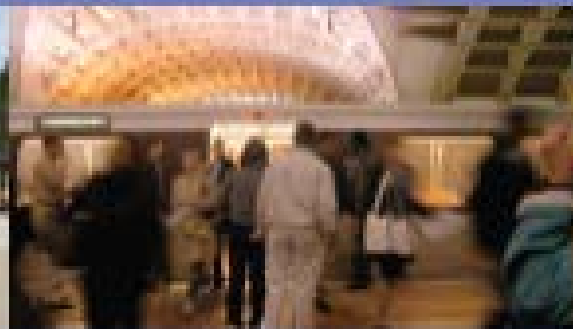


REBUILDING THE FOUNDATION

FY2013 APPROVED BUDGET

EFFECTIVE JULY 1, 2012



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



Washington Metropolitan Area Transit Authority

Approved Fiscal Year 2013 Annual Budget

Rebuilding the Foundation

Approved by the Metro Board of Directors

May 24, 2012

General Manager's Message

Metro is continuing to move forward in FY2013 on a path of improved safety and reliability, while providing enhanced service for rail and bus riders. The balanced operating budget and aggressive capital budget enable us to rebuild the Metro system with new and upgraded equipment, increased preventive maintenance efforts, deliver better bus service to improve performance and reduce crowding for more than a third of our bus customers, and the addition of 21 new trains in peak periods that benefit more than 100,000 riders and paves the way for Silver Line service. With our focus squarely on our top priority – Safety – we are developing and investing in a first-of-its-kind fatigue management program and aggressively complying with National Transportation Safety Board recommendations, as well as conducting employee training and putting safety first in all that we do. In the coming year, we will also work to position Metro to be in compliance with the Federal Transit Administration (FTA) safety oversight requirements created by the new MAP-21 law. We are rebuilding the Metro system and positioning ourselves to meet the future needs of the region.

Our \$1.6 billion operating budget represents a net increase of \$111 million over the prior fiscal year budget. The budget includes a \$47 million (7.6%) increase in contributions from the jurisdictions and a fare adjustment that increases revenue by \$64 million over FY2012 levels. A large portion of the increase in funding - \$55 million – funds safety, security, reliability and other important programs. Of the remainder – about \$56 million supports increased expense for existing operations including \$46 million in increased pension and other fringe benefit costs.

We are continuing our focus on reducing costs and identifying more efficient ways to deliver our services without adversely impacting service for our customers. Building upon the \$200 million in operating efficiencies and cost restructuring accomplished since FY2009, we have reduced another \$5 million in costs this year, and have an efficiency review of our administrative practices underway to identify additional savings. Additionally, the FY2013 budget does not include funding for wage increases.

The FY2013 capital budget continues to accelerate Metro's rebuilding efforts after years of under investment in the system. More than 90 percent of the FY2013 capital

budget will be invested in safety and state of good repair projects that will improve the safety and performance of the Metro system. Our aggressive capital program is made possible by nearly a billion dollars (\$997M) of investments by the Federal Government and Metro's jurisdictional partners, the District of Columbia, the State of Maryland, and the Commonwealth of Virginia.

The FY2013 capital budget advances projects to implement NTSB recommendations, including signal system upgrades and replacement of Metro's oldest railcars, the 1000-series fleet, with new 7000-series cars, as well as provides for track and infrastructure projects and the rehabilitation and replacement of escalators and elevators throughout the system.

Major planned capital projects for fiscal year 2013 include:

- replacement of 95 Metrobuses and rehabilitation of 100 buses
- rehabilitation of 42 escalators and 21 elevators
- replacement of 3 escalators at Dupont Circle
- significant track and structures maintenance and rehabilitation work aimed at reducing the backlog of deferred maintenance
- aggressive rehabilitation and replacement work on segments of the Red, Blue and Orange lines
- initiation of the 8-car train implementation study
- installation of SmarTrip card dispensers on all station mezzanines
- installation of event recorders on the 1000 and 4000 series rail cars
- replacement of track circuits and running rail to improve reliability
- opening of the Shepherd Parkway Metrobus garage

Importantly, this budget also invests in a number of customer service improvements, from technology upgrades like real-time information displays in key stations, to frontline employee customer service training, and better equipment maintenance that will improve on-time performance. Our commuters, occasional riders, and visitors deserve nothing less than a world-class system. This budget funds the safety, reliability, and customer service enhancements necessary to establish Metro as a transit system befitting the nation's capital.



Richard Sarles
General Manager and
Chief Executive Officer

Metro Board of Directors

Metro is governed by a 16-member Board of Directors composed of eight voting and eight alternate members. The District of Columbia, Maryland and Virginia and the federal government each appoint two voting members and two alternate members. Below is the existing Board. There is currently one vacancy on the Board.



Catherine Hudgins, Chair, joined the Metro Board in January 2004 as an Alternate Director. She was appointed as Principal Director in 2008 representing Fairfax County, Va. Mrs. Hudgins was elected to the Fairfax County Board of Supervisors in November 1999 and is currently serving her third term.



Tom Downs, First Vice Chair, is a Principal Director representing the District of Columbia. He is currently Chairman of the Board of Advisors for Veolia Transportation of North America. Tom has served as the President of the Eno Transportation Foundation and the Chairman and CEO of Amtrak.



Mortimer L. Downey, Second Vice Chair, joined the Board in January 2010 as the first member appointed by the Federal Government. Since 2001, he has been a transportation consultant, working on a wide variety of institutional, financial and organizational issues.



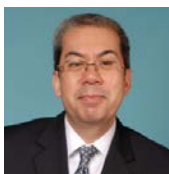
Alvin J. Nichols joined the Metro Board in March 2011 as Principal Director, representing Prince George's County and the State of Maryland. He is the founder and Principal of NICHOLS Creative Development.



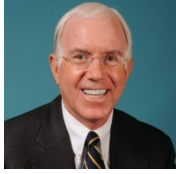
James Dyke joined the Metro Board in March 2012 as Principal Director, representing the Commonwealth of Virginia. Mr. Dyke is a partner in the law firm of McGuire Woods LLP.



Muriel Bowser was appointed to the Metro Board in July 2011 as a Principal Director for the District of Columbia, where as DC Councilmember she chairs the Committee on Government Operations.



Marcel C. Acosta joined the Metro Board in January 2010 as an Alternate Director, and was designated a Principal Director for the federal government in November 2010. He is the Executive Director of the National Capital Planning Commission (NCPC), the federal government's central planning agency for the National Capital Region.



Michael Barnes joined the Metro Board in April 2011 as Principal Director representing Montgomery County and the State of Maryland. He is a senior fellow at the Center for International Policy in Washington, DC.



Mary Hynes joined the Metro Board in January 2011 as a Principal Director representing Arlington, appointed by the Northern Virginia Transportation Commission. She was elected to the Arlington County Board in November 2007 and currently serves as Vice Chair.



Terry Bellamy joined the Metro Board in June 2012 as Alternate Director representing the District of Columbia, where he serves as Director for the District Department of Transportation (DDOT).



Artis Hampshire-Cowan joined the Metro Board in May 2011 as Alternate Director from Prince George's County, Maryland. She is currently the Senior Vice President and Secretary at Howard University.



William D. Euille joined the Metro Board in July 2000 as Alternate Director representing the City of Alexandria, Virginia. Mr. Euille is currently the Mayor of Alexandria, and he has served on the Alexandria City Council since May 1994.



Tom Bulger, was appointed to the Metro Board in July 2011 as an Alternate Director for the District of Columbia. He is President of Government Relations Inc, and has been a Federal advocate and policy consultant.



Anthony R. Giancola, P.E. joined the Metro Board in February 2007 as Alternate Director representing the District of Columbia, and was designated an Alternate Director for the federal government in April 2011. From 1993 to 2011, Mr. Giancola served as the Executive Director of the National Association of County Engineers.



Kathy Porter joined the Metro Board in January 2011 as Alternate Director from Montgomery County, Maryland. She was mayor of the City of Takoma Park, Maryland, from 1997 to 2007.

Metro Executive Leadership

Richard Sarles
General Manager/CEO

Barbara Richardson
Chief of Staff

David Kubicek
Deputy General Manager
Operations

Carol Dillon Kissal
Deputy General Manager, Administration/
Chief Financial Officer

Jack Requa
Assistant General Manager
Bus Services

Carol O’Keeffe
General Counsel

Kevin Borek
Assistant General Manager
Information Technology

Lynn Bowersox
Assistant General Manager
Customer Service, Communications
& Marketing

Andrea Burnside
Chief
Office of Performance

Tawnya Moore-McGee
Chief
Human Resources

James Dougherty
Chief
System Safety & Environmental
Management

Michael Taborn
Chief
Metro Transit Police

Christian Kent
Assistant General Manager
Access Services

Robert Troup
Assistant General Manager
Transit Infrastructure and
Engineering Services

Helen Lew
Inspector General

Shiva Pant
Chief Policy Officer

Office of Management and Budget Services

William Greene
Managing Director

Operating Budget

Viola Davies, Director

Yetunde Olumide, Finance Manager

Glenn Boyce

Debbie Carthorn-Murray

Warren Corprew

Opal Lindsey

Janice McLaughlin

Harriett Reaves

Charmaine Sicard

Revenue & Ridership

Mark Schofield, Senior Economic and
Financial Advisor

Administrative Support

Sandra Adams-Morally

Capital Budget

Thomas Webster, Director

Stacy Noblitt, Finance Manager

Michael Burke

Edward Jackson

Dana Johnson

Timothy Winslow

Personnel

James Pankey, Finance Manager

Grants

Sheila Gudiswitz, Finance Manager

Moneque Chamberlain

Dawn Lee



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Washington Metropolitan Area Transit Authority
District of Columbia**

For the Fiscal Year Beginning

July 1, 2011

Linda C. Davison Jeffrey R. Egan

President

Executive Director

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Chapter I. Introduction to the Washington Metropolitan Area Transit Authority

Metro Profile

History in Brief

Metro was created in 1967 by an interstate compact creating a tri-jurisdiction operation. 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 86 stations and 106 miles.

Metro Facts

- Metro maintains the second largest rail system, the sixth largest bus system and the fifth largest paratransit service in the nation.
- Metro service area size is 1,500 square miles with a population of five million people.
- The approved FY2013 budget is \$2.5 billion with an operating budget of \$1.6 billion, reimbursable budget of \$0.1 billion and a capital budget of \$0.8 billion.
- Known as “America’s Transit System,” average weekday passenger trips on Metrorail, Metrobus, and MetroAccess total nearly 1.2 million.
- Metro has spurred over \$235 billion of economic development at or adjacent to Metro property.
- More than half of Metrorail stations serve federal facilities and approximately 40 percent of Metro’s peak period customers are federal employees.

- Metro's transit zone consists of the District of Columbia, the suburban Maryland counties of Montgomery and Prince George's and the Northern Virginia counties of Arlington, Fairfax and Loudon and the cities of Alexandria, Fairfax and Falls Church.

Metrobus

Metrobus operates bus service on 325 routes on 181 lines throughout the Metro region utilizing 11,490 bus stops and 2,398 shelters. All buses are accessible to people with disabilities and bike racks are available for use on all buses. The entire bus fleet is equipped with two-way radio links to the operations control center, emergency radio silent alarms, and automatic vehicle locators. The Next Bus service provides customers information on Metrobus arrival times at a particular bus stop. It uses satellite technology to find specific locations of a bus and sends the estimated arrival time of the bus to customers via mobile devices. In addition, security cameras are installed on 1,450 buses. Currently, the fleet is comprised of 1,486 buses with varying sizes and capacities. In FY2013, approximately 130 million trips are projected to be taken on Metrobus.

Metrorail

The Metrorail system is a rapid transit system that consists of 106.3 route miles and 86 passenger stations and a fleet of over 1,100 rail cars. Service is operated from 5 AM to midnight Monday through Thursday, from 5 AM to 3 AM on Friday, from 7 AM to 3 AM on Saturday, and from 7 AM to midnight on Sunday. In FY2013, Metrorail is projected to provide more than 218 million passenger trips. The system comprises three main types of structures: subway, surface and aerial. The subway (or underground) sections consist of 50.5 route miles and 47 stations. The surface sections comprise 46.31 miles and 33 stations, and the aerial sections consist of 9.22 route miles and six stations. While there are three types of structures, they operate as one unified system with seamless service to the passenger.

Metrorail service is operated over five lines: Blue, Green, Orange, Red and Yellow. All Metrorail stations and rail cars are accessible to passengers with disabilities.

The system is extensively equipped with communication systems that facilitate the flow of information to and from the passenger. All stations are equipped with digital signs that show next train arrival times, system status and time of day. The system operations control center is equipped with two-way radios for constant communication with all train operators in service, as well as hotlines to police and fire departments in all of the jurisdictions served by Metro. Public address systems on all trains and platforms facilitate communications from Metrorail train operators and station managers. Also, passenger-to-train operator intercoms are located inside all rail cars, one at each end, and there are passenger-to-station manager intercoms on all station platforms and landings and in all elevators.

Sequence of Metrorail Openings

The first Metrorail line opened was the Red line consisting of 4.5 miles from Farragut North to Rhode Island Avenue. By July 1977, the Blue and Orange lines were added with service

between National Airport and the Stadium-Armory. This added 11.8 miles and 17 new stations to Metro's rail operation. With continued development, in 1983 the Yellow line was added with service from Gallery Place-Chinatown to the Pentagon, adding 3.3 miles and one station. In 1991, the Green line was added providing service from Gallery Place to U St/African-American Civil War Memorial/Cardozo. In 2001, the Green Line was extended to Branch Avenue. In 2004, the current system was completed with the openings of the Largo Town Center and Morgan Boulevard on the Blue line and the New York Avenue station on the Red line, respectively. Table 1.1 provides a list of all openings. Currently, the Silver line, along the Dulles corridor, is being constructed in two phases. Phase One is currently under construction and is scheduled to open in FY2014. This phase includes five stations on 11.6 miles of track between East Falls Church and Wiehle Avenue in Fairfax County. Phase Two includes an additional six stations on 11.5 miles of track between Wiehle Avenue and Route 772 in Loudoun County, and is scheduled to be completed in 2016.

Vertical Transportation

Metrorail's design places high reliance on vertical mobility through the utilization of elevators and escalators. Customers access Metrorail via escalators to the train platform, while elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, travelers carrying luggage and other riders.

Metro is the single largest vertical transportation operator in North America. Metro operates over 800 pieces of equipment: 589 escalators and 271 elevators and delivers over 3 million trips each weekday. The Wheaton Station on the Red Line has the longest escalator in the Western Hemisphere, at 230 feet long. The Forest Glen Station, also on the Red Line, is the deepest station in the system (196 feet or 21 stories) with high speed elevators that take less than 20 seconds to travel from the street to the platform.

MetroAccess

MetroAccess is a shared-ride, door-to-door paratransit service for people with disabilities who are unable to independently and safely use Bus or Rail. In addition, a key strategy in the Access Business Model provides free bus or rail passes to those Access eligible patrons who can use those services, providing excellent transit options at a fraction of the cost of door-to-door service to that portion of the Access served community.

The MetroAccess service operates a fleet of 600 vehicles and transports over 2.2 million passengers annually and an additional 600,000 that utilize free passes on Bus and Rail. Service is available seven days a week during the same hours as MetroRail, from 5 AM to midnight Monday through Thursday, from 5 AM to 3 AM on Friday, from 7 AM to 3 AM on Saturday, and from 7 AM to midnight on Sunday.

Table 1.1

Sequence of Metrorail Openings

Line	Segment	Stations	Miles	Date
Red	Farragut North to Rhode Island Ave	5	4.6	03/29/1976
Red	Gallery PI-Chinatown	1	0.0	12/15/1976
Red	To Dupont Circle	1	1.1	01/17/1977
Blue/Orange	National Airport to Stadium Armory	17	11.8	07/01/1977
Red	To Silver Spring	4	5.7	02/06/1978
Orange	To New Carrollton	5	7.4	11/20/1978
Orange	To Ballston-MU	4	3.0	12/01/1979
Blue	To Addison Road	3	3.6	11/22/1980
Red	To Van Ness-JDC	3	2.1	12/05/1981
Yellow	Gallery PI-Chinatown	1	3.3	04/30/1983
Blue	To Huntington	4	4.2	12/17/1983
Red	To Grosvenor	5	6.8	08/25/1984
Red	To Shady Grove	4	7.0	12/15/1984
Orange	To Vienna/Fairfax-GMU	4	9.1	06/07/1986
Red	To Wheaton	2	3.2	09/22/1990
Green	To U St/African-Amer Civil War Memorial/Cardozo	3	1.7	05/11/1991
Blue	To Van Dorn Street	1	3.9	06/15/1991
Green	To Anacostia	3	2.9	12/28/1991
Green	To Greenbelt	4	7.0	12/11/1993
Blue	To Franconina-Springfield	1	3.3	06/29/1997
Red	To Glenmont	1	1.4	07/25/1998
Green	Columbia Heights to Fort Totten	2	2.9	09/18/1999
Green	To Branch Ave	5	6.5	01/13/2001
Blue	To Largo Town Center	2	3.2	12/18/2004
Red	New York Ave	1	0.0	11/20/2004

Oversight

Metro oversight is provided by both internal and external office/committee/administration; these are:

- The Federal Transit Administration (FTA)
- The Tri-state Oversight Committee (TOC)
- The Office of Inspector General (OIG)

Federal Transit Administration

The Federal Transit Administration (FTA) is an agency within the United States Department of Transportation that provides financial and technical assistance to local public transit systems.

The Federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA monitors grants to state and local transit providers, primarily through its ten regional offices. These grantees are responsible

for managing their programs in accordance with Federal requirements, and FTA is responsible for ensuring that grantees follow Federal mandates along with statutory and administrative requirements.

Tri-State Oversight Committee

Metro's Tri-state Oversight Committee (TOC) was created by state-level agencies in Virginia, Maryland and the District of Columbia to jointly oversee rail safety and security at Metro. The TOC reviews and approves Metro's safety and security plans, rail accident investigation procedures and final accident reports and conducts audits among other oversight activities. In addition, the TOC independently evaluates the overall compliance of Metro's rail safety and security efforts with its plans and procedures. In doing so, this committee fulfills the states' responsibilities under 49 Code of Federal Regulations, Part 659, which requires such oversight programs for rail transit systems like Metro that receive federal funding. For any deficiencies identified by TOC, Metro is required to propose corrective action plans for TOC's approval and implement them to TOC's satisfaction.

Metro Office of the Inspector General

The Office of Inspector General (OIG), authorized by the Metro Board of Directors in April 2006, supervises and conducts independent audits, investigations, and reviews of Metro programs and operations to promote economy, efficiency, and effectiveness, as well as to prevent and detect fraud, waste, and abuse in such programs and operations. The Inspector General provides advice to the Board of Directors and General Manager to assist in achieving the highest levels of program and operational performance in Metro.

Advisory

Metro advisory organizations include:

- The Riders' Advisory Council (RAC)
- The Jurisdictional Coordinating Committee (JCC)
- The Accessibility Advisory Committee (AAC)

Riders' Advisory Council

On September 22, 2005, the Metro Board established a Riders' Advisory Council (RAC). The Council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member council includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Accessibility Advisory Committee.

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.

Accessibility Advisory Committee

Metro's Accessibility Advisory Committee (AAC) 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.

Metro's Strategic Plan

Since 2007, the Washington Metropolitan Area Transit Authority (Metro) has operated under a strategic framework of five goals and twelve objectives to guide decision making and unify employees.

Metro's Board of Directors adopted a three-part safety resolution on September 30, 2010, that clearly places safety at the forefront of the transit agency's mission.

Mission: Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.

Metro's Board of Director's is currently in the process of developing a Strategic Plan. A final version of the Board's plan should be available later this year.

The strategic framework is summarized as follows:

5 Goals

Goals	<ol style="list-style-type: none"> 1. <u>Create</u> a Safer Organization 2. <u>Deliver</u> Quality Service 3. <u>Use</u> Every Resource Wisely 4. <u>Retain</u> , <u>Attract</u> and <u>Reward</u> the Best and the Brightest 5. <u>Maintain</u> and <u>Enhance</u> Metro's Image
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12 Objectives

Goal	Objective
1	1.1 <u>Improve</u> customer and employee safety and security ("prevention")*
	1.2 <u>Strengthen</u> Metro's safety and security response ("reaction")
2	2.1 <u>Improve</u> service reliability
	2.2 <u>Increase</u> service and capacity to relieve overcrowding and meeting future demands
	2.3 <u>Maximize</u> rider satisfaction through convenient, comfortable services and facilities that are in good condition and easy to navigate
	2.4 <u>Enhance</u> mobility by improving access to and linkages between transportation options
3	3.1 <u>Manage</u> resources efficiently
	3.2 <u>Target</u> investments that reduce cost or increase revenue
4	4.1 <u>Support</u> diverse workforce development through management training and provision of state of the art facilities, vehicles, systems and equipment
5	5.1 <u>Enhance</u> communication with customers, employees, Union leadership, Board, media and other stakeholders
	5.2 <u>Promote</u> the region's economy and livable communities
	5.3 <u>Use</u> natural resources efficiently and reduce environmental impacts

*WMATA Board of Directors System Safety Policy states:

1. To avoid loss of life, injury of persons and damage or loss of property;
2. To instill a commitment to safety in all WMATA employees and contractor personnel; and
3. To provide for the identification and control of safety hazards, the study of safety requirements, the design, installation and fabrication of safe equipment, facilities systems, and vehicles, and a systematic approach to the analysis and surveillance of operational safety for facilities, systems, vehicles and equipment.,

Transit Regional Planning

The Washington Metropolitan Area encompasses over 4,000 square miles in the District of Columbia, suburban Maryland and Northern Virginia. The Washington D.C. metropolitan region is home to five million people and three million jobs. In FY2013, ridership on Metrorail and Metrobus is budgeted to reach 350 million trips annually.

Metro, as the primary transit operator providing service across state lines, is an integral member of the regional transportation planning process. Article VI of the Metro Compact gives Metro the power to adopt a Mass Transit Plan for the Metro service zone and directs Metro to participate in the region's continuous, comprehensive transportation planning process. Metro's regional planning function encompasses the preparation of transit system plans in partnership with other regional transit providers, conducting system-planning analysis and transportation studies, communication of transit needs to regional planning bodies, and participation in planning processes at the regional and sub-regional levels. Metro has a particular responsibility to ensure that the region's transit providers needs, both capital and operating, are reflected during the establishment of the Mass Transit Plan and that the region achieves a balanced system of transportation.

Metro coordinates with its regional partners to determine transit-based priorities and projects. The Metro Board of Directors, composed of members from the compact jurisdictions, helps determine those priorities and provides policy direction. The Metro Jurisdictional Coordinating Committee (JCC) brings in the jurisdictions to coordinate on various budget and operational issues on a monthly basis. Internal planning and programming are designed to work within this institutional framework.

The National Capital Regional Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) to coordinate transportation planning and funding. The TPB serves as a forum for the region to develop transportation plans, policies and actions, and to set regional transportation priorities through the Financially Constrained Long Range Plan (CLRP) and the 6-Year Transportation Improvement Plan (TIP). The TPB also provides technical resources for planning and policy making. Metro is one of the implementing agencies in the TPB planning process and is a voting member of the TPB. Metro is also an active member of the TPB Technical Committee and several subcommittees such as Travel Forecasting, Bicycle and Pedestrian, Regional Bus, and Regional Transportation Demand Management (TDM) Marketing.

In addition to activities at the TPB, Metro coordinates with jurisdictional partners in multiple venues. The Northern Virginia Transportation Authority (NVTA) is responsible for developing a Northern Virginia Regional Transportation Plan, allocating transportation funds and providing interagency coordination in Northern Virginia. The Northern Virginia Transportation Commission (NVTC) coordinates transit finance and operations in Northern Virginia. Metro works with both NVTA and NVTC on important transit funding and corridor development initiatives to enhance public transit service and ensure integration of transit in highway investments.

In addition to activities at the TPB, Metro coordinates with jurisdictional partners in multiple venues. Metro works with Department of Transportation (DOT) and planning staff in DC, MD, and VA on important local plans and project development initiatives to enhance public transit service and ensure integration of transit in highway investments.

Demographics

The population of the jurisdictions served by Metro totals five million people and includes four counties, three independent cities and one federal district. This area makes up most of the Washington Metropolitan area, the ninth largest metropolitan area of the country. As per the 2010 Census survey,¹ the demographic profile of the Washington Metropolitan area is as follows:

- 49 percent of the population is White – Non-Hispanic
- 25 percent is African American
- 14 percent is Hispanic
- 9 percent is Asian
- 3 percent is Mixed-Other

Economy

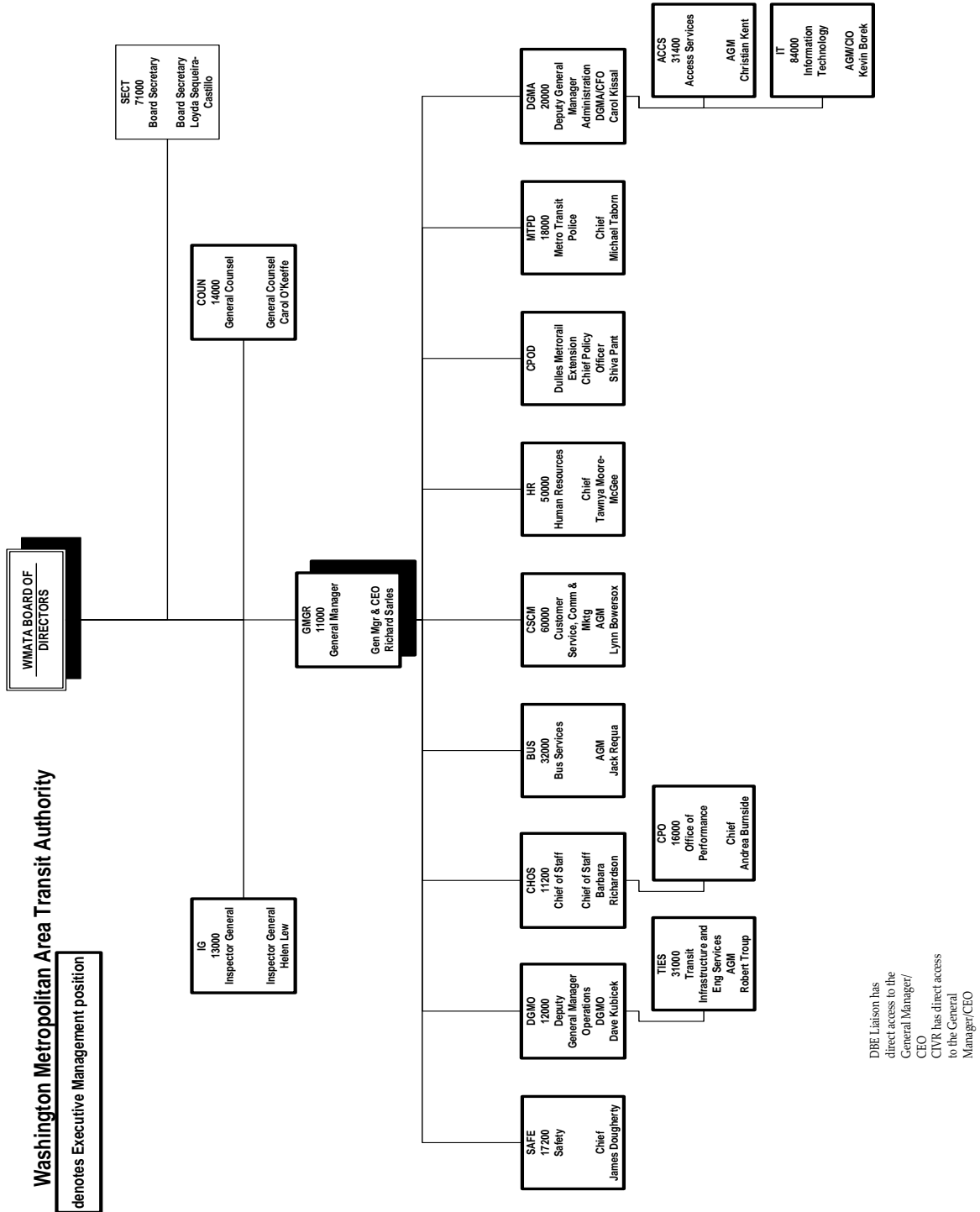
As of July 2012, the unemployment rate in the Washington Metropolitan Statistic Area was 5.7 percent. While it is anticipated that total employment in the region will gradually increase, unemployment during FY2013 is expected to remain relatively constant and end the year at approximately 5.2 percent.²

Unemployment in the District of Columbia is significantly higher than the region as a whole. As of July 2012, unemployment for the District of Columbia was 8.9 percent. The D.C. unemployment rate for FY2013 is projected to remain relatively flat at about 9 percent.²

References

1. 2010 Census Available <http://www.census.gov>
2. Moody's Analytics, May 2012

Organization Chart



Human Capital Summary

Human capital is a way of defining and categorizing people's skills and abilities and how they are used to accomplish the goals and objectives of the organization. At Metro, the management of human capital involves workforce planning and investment, and is aligned with the strategic plan and integrated with the core mission of operating and maintaining a safe, reliable, and effective transit system.

Human capital is not just the number of people employed, but the various costs associated with such employment — often referred to as personnel costs. Metro's personnel costs fall into one of two major categories, labor or fringe benefit costs.

Labor costs make up approximately 68 percent of personnel costs. Labor costs include regular wage and overtime pay for operations employees, as well as salary expense for management, professional, and administrative personnel. The approved FY2013 labor budget for salary and wages for operating and capital is \$922 million.

Fringe benefit costs at Metro comprise the personnel-related expenses incurred by an employer that are above and beyond the cost of employee pay. Metro's fringe benefits are comprised of health insurance and pension plans required by collective bargaining agreements and required to retain a professional workforce. Fringe benefits also include government mandated costs such as unemployment insurance and payroll taxes. The approved FY2013 fringe benefits budget is \$433.1 million. This total includes a \$36.5 million authority-wide increase in required contributions to Metro's defined benefit pension plans. The increase is due, in large part, to current volatility in the stock market and the significant losses suffered during the 2008 market crash. Pension costs are expected to remain high over the next few years as the 2008 losses work their way through the accounting process.

The following tables provide a detailed, three-year comparison of total human capital requirements for Metro. The staffing requirement for FY2013 is 12,332, consisting of 11,014 operating positions, 1,274 capital positions and 44 positions funded by reimbursable projects (Table 1.2).

Metro's Board approved budget includes a nine percent increase to Metro's headcount in fiscal year 2013. This increase of approximately 1,000 new positions includes:

- Increased security
- Staffing to perform increased maintenance levels throughout the system
- Maintenance and Capital staff as part of the Fatigue Management strategy
- Capital positions necessary to deliver the larger capital program
- Silver Line staff to prepare for the introduction of revenue service late in 2013
- Bus staff necessary to deliver Better Bus

Table 1.2

	FY12 Approved Budget	FY13 Approved Budget	FY12/FY13 Variance
Operating	10,226	11,014	788
Capital	1,019	1,274	255
Reimbursable	74	44	(30) *
Total	11,319	12,332	1,013

*20 MTPD officers funded by a grant in FY2012 will be funded by operating funds in FY2013. 10 positions funded by capital reimbursable projects in FY2012 will be funded by capital funds in FY2013

Table 1.3 shows a breakdown, by department, of the staffing levels for FY2011-FY2013.

Table 1.3
Summary of Budgeted Positions by Department

<u>Department</u>	<u>Approved FY2011</u>	<u>Approved FY2012</u>	<u>Approved FY2013</u>	<u>Change</u>
General Manager	8	8	5	(3)
Chief of Staff			32	32
Inspector General	29	35	32	(3)
General Counsel	40	41	42	1
Board Secretary	5	5	5	-
Human Resources	132	123	131	8
Office of Performance	17	17	7	(10)
Bus Services	3,920	3,954	3,995	41
DGMO				
Deputy General Manager	82	162	166	4
Transit Infrastructure and Engineering Services	1,204	3,882	4,731	849
Rail Services	4,111	1,499	1,552	53
DGMA				
Financial Services	321	382	413	31
Information Technology	201	288	288	-
Access Services	38	40	42	2
Planning & Joint Development	44	50	-	(50)
Metro Transit Police	622	635	704	69
Safety	58	59	61	2
Customer Service, Communications and Marketing	142	139	126	(13)
TOTAL	10,974	11,319	12,332	1,013

Effective June 15, 2012, the following organizational changes were put in place to further support and continue progress on rebuilding Metro and successfully managing upcoming challenges and initiatives:

- Creation of a new Chief Policy Officer position
- New Chief of Staff department which includes the Office of Government Relations, the Office of Performance, the Office of Strategic Communications and Marketing, and a newly reorganized Office of Planning
- Chief Human Resources Officer reports directly to the General Manager
- The Office of Parking and the Office of Station Area Planning and Asset Management report to the Deputy General Manager of Administration

These changes are reflected in Table 1.3 above.

Table 1.4 provides a detailed, three-year comparison of total human capital requirements and costs for the operating and capital budgets.

Table 1.4
HUMAN CAPITAL SUMMARY (Operating and Capital)

	FY2011 Actual	FY2012 Approved Budget	FY2013 Approved Budget	Change from FY2012 to FY2013
POSITIONS	10,974	11,319	12,332	1,013
PAYROLL	\$775,481,991	\$839,924,091	\$922,034,900	\$82,110,809
Health Care	\$153,121,589	\$166,338,882	\$184,963,530	\$18,624,648
Taxes -- FICA	\$56,613,510	\$63,053,396	\$70,206,099	\$7,152,703
Pension -- Defined Benefit	\$106,733,336	\$105,574,555	\$142,110,906	\$36,536,351
Pension -- Defined Contribution	\$5,125,466	\$5,896,083	\$7,325,676	\$1,429,593
Life Insurance	\$1,412,694	\$1,491,362	\$1,796,270	\$304,908
Long Term Disability	\$709,164	\$728,340	\$798,342	\$70,002
Taxes -- Unemployment	\$995,000	\$1,109,851	\$1,107,550	(\$2,301)
Workers Comp Assessment	\$2,491,731	\$2,635,896	\$1,670,399	(\$965,497)
Total Allocated Fringe Benefits	\$327,202,491	\$346,828,365	\$409,978,772	\$63,150,407
Unallocated Fringe Benefits and Workers' Compensation	\$20,187,808	\$22,612,771	\$23,126,315	\$513,544
TOTAL FRINGE BENEFITS	\$347,390,299	\$369,441,136	\$433,105,087	\$63,663,951

Allocated Fringe Benefits Annual Budgeting Rates	FY2011 Actual	FY2012 Approved Budget	FY2013 Approved Budget	Change from FY2012 to FY2013
Average Annual Pay	\$70,665	\$74,205	\$74,768	\$563
Full Fringe Cost	\$29,816	\$30,641	\$33,245	\$2,604
Full Fringe Rate	42.2%	41.3%	44.5%	3.2%

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 5:00 p.m.

Customer assistance

202/637-1328
Suggestions, commendations, comments

Customer information

202/637-7000 (TTY 202/638-3780)
Metrobus and rail schedules, fares, parking, Bike 'N Ride program, and more

MetroAccess

301/562-5360 (TTY 301/588-7535) or toll free at 800/523-7009
MetroAccess Paratransit Service

Transit Police

202/962-2121

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Chapter II. Budget Summary

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Chapter II. Budget Summary

Metro's approved \$2.5 billion budget for FY2013 allows the authority to continue on the path of improvement by maintaining its core services to provide over a million trips a day and ensuring a critical link in the economic growth and vitality of the entire region. At the same time, the budget positions Metro to continue its rebuilding effort, further safety improvements, and provide enhanced service for its customers.

The budget maintains the delivery of the largest capital program since the construction of the Metrorail system. Mindful of the difficult economic times and the need to put each dollar to good use, management has continued to streamline the operating budget. Since FY2009, Metro has implemented over \$200 million in operating efficiencies and cost restructuring. This year, there are an additional \$5 million in operating budget adjustments, focused on non-service related reductions.

The operating portion of Metro's overall budget is \$1.6 billion, which provides for the personnel, supplies, fuel and propulsion power, and services needed to operate Metrobus, Metrorail, and MetroAccess. Funding for the operating budget comes primarily from passenger fares and subsidies from Metro's state and local government partners.

The reimbursable portion of Metro's overall budget is \$97 million for both operating and capital, which provides for personnel and services needed for unique projects requested on behalf of Metro's jurisdictions and outside partners. The operating reimbursable budget is \$35.2 million and the capital reimbursable budget is \$61.5 million.

The approved FY2013 capital budget of \$849 million provides for the assets and infrastructure to support Metrobus, Metrorail, and MetroAccess service. Funding for the capital budget comes from federal grants, Metro's state and local government partners, and debt.

Priorities for the FY2013 budget include:

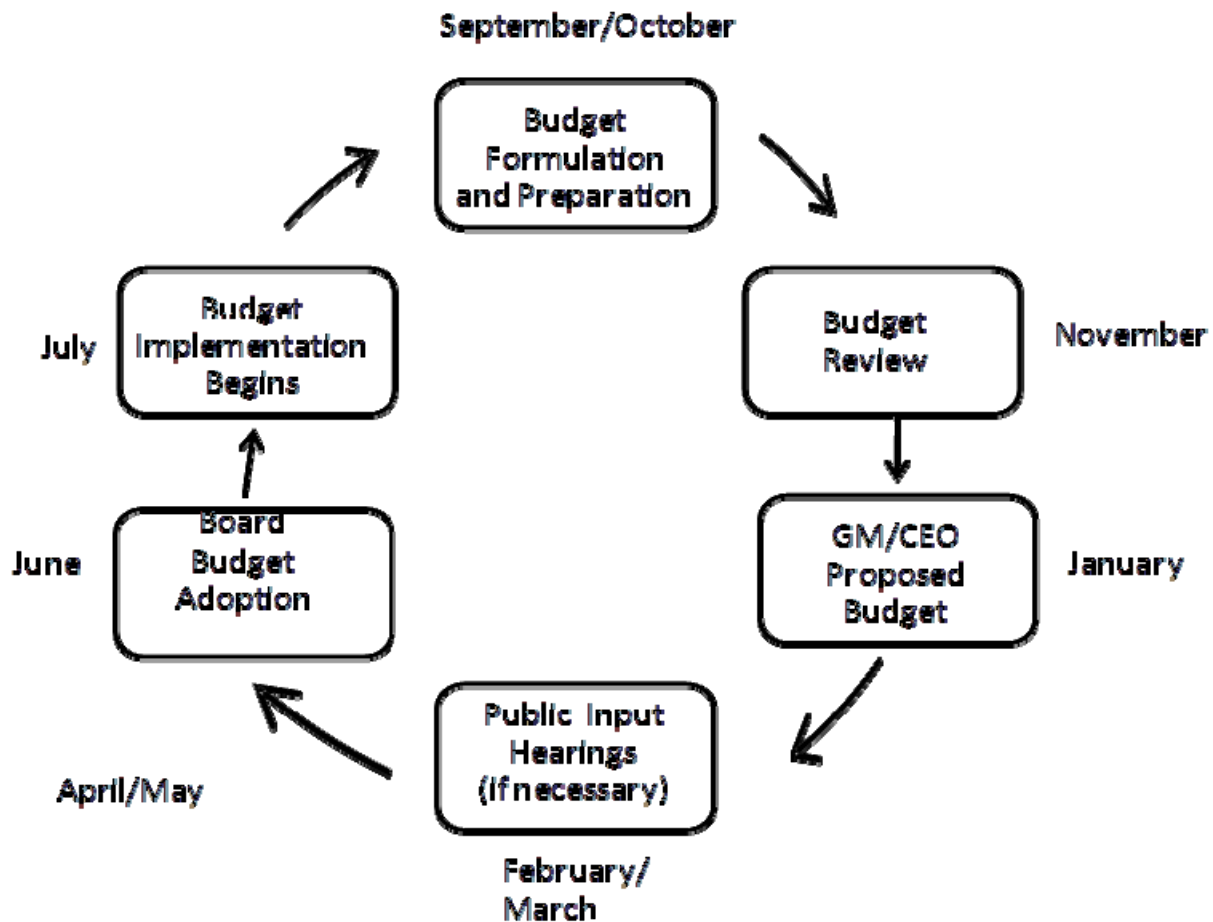
- Maintaining and enhancing rail and bus service
- Continuing the implementation of the largest capital program since the construction of the Metrorail system
- Continuing FY2012 safety investments, including addressing all recommendations of the National Transportation Safety Board
- Preparing for the implementation of service on the Silver line
- Rehabilitating rail and bus infrastructure to improve safety and reliability

FY2013 Budget in Brief

- The \$2.5 billion approved budget for fiscal year 2013 contains authority to obligate and spend funds. It includes all operating, capital and debt service requirements of Metro for the fiscal year, July 1, 2012 to June 30, 2013.
- The \$1.6 billion Operating budget is funded with passenger fares and parking (52 percent), State and Local Government subsidy contributions (45 percent) and other revenue sources (three percent). The Operating budget supports Metrobus, Metrorail, and MetroAccess operations across the District of Columbia, Maryland, and Virginia.
- The FY2013 Operating budget represents an eight percent or \$112 million increase over FY2012 levels. Over half of this increase funds the cost of continuing existing service levels. The remainder (\$55 million) provides \$20 million to fund Silver Line service preparation activities and \$35 million to fund other service improvements including the operating costs of new facilities. The GM/CEO's budget request included a package of fare increases that would generate \$56 million to support increases in operating costs.
- The budget funds over 12 thousand employees with labor costs for the operating and capital budget, including fringe benefits, totaling \$1.3 billion in FY2013. Labor related costs constitute over 70 percent of the Operating budget.
- Over 90 percent of the \$849 million capital budget, not including capital reimbursables, is focused on projects that improve the safety and reliability of the system.
- The \$92 million operating and capital reimbursable budget contains projects undertaken on behalf of Metro's jurisdictions and outside partners, such as the DC Circulator, parking facility at Glenmont Metrorail Station, and procurement of the 7000 Series railcars.

BUDGET PROCESS

Metro begins planning its budget in September of the previous fiscal year. The budget is adopted in June and the fiscal year begins on July 1. Budgeting for the fiscal year is divided into four phases: budget formulation and preparation, budget review, budget adoption, and budget implementation/amendment.



FY2013 Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in September 2011.
- The FY2013 budget kickoff meeting was held with all departments in September 2011.
- Capital Improvement Program expense and labor requests were developed and submitted by departments to the assigned budget office for approval prior to being included in the department's budget.
- Departments submitted their operating budget requests to the Office of Management and Budget Services (OMBS) in November 2011.

Budget Review

- The capital program was developed concurrently with the annual operating budget. Recommendations for the update to the Capital Program were reviewed with executive management in November 2011.
- Project and departmental level reviews of budget requests were completed in February 2011.
- Operating budget requests were reviewed by OMBS, executive leadership and the General Manager/CEO.

Public Hearings

- Budget hearings took place in February and March 2012 for the participating jurisdictions in Maryland, Virginia and Washington, DC.
 - February 27 – Montgomery County, MD
 - February 29 – Falls Church, VA
 - March 1 – Washington, DC South East
 - March 5 – Arlington, VA
 - March 6 – Washington, DC North West
 - March 7 – Prince George’s County, MD

Budget Approval/Adoption

- The proposed budget document was released to the Board of Directors and public in January 2012.
- The budget was reviewed and the Finance and Administration Committee deliberated over the spring.
- The Annual Operating Budget and six-year Capital Program was approved and adopted at the May 24, 2012 meeting of the Board of Directors.

Budget Implementation

- The FY2013 budget became effective on July 1, 2012.
- Monthly budget variance reports are prepared by Financial Services to enable management to monitor and control the budget.
- Monthly fiscal reports are prepared by Finance and presented by the General Manager to the Board of Directors.
- These reports monitor financial performance and ensure compliance with the approved budget.

Amendments

- Amendments to the budget are presented to the Finance and Administration Committee.
- The Board may approve amendments presented from the Finance and Administration Committee.

Budget Basis

The budget is based upon the provisions of Generally Accepted Accounting Principles (GAAP), as applicable to government entities in the United States of America. Annual budgets are adopted in accordance with GAAP with the following exceptions:

- Depreciation and amortization is excluded, and
- Net actuarially determined post employment benefit obligation recognized under Government Accounting Standards Board (GASB) Statement No. 45, which was implemented by Metro in FY2008, has been excluded from the budget expenses; such costs are included in operating expenses in the annual financial statements but are not budgeted.

Budget Policies and Procedures

Metro's annual budget serves as the foundation for its financial planning and control. The General Manager and staff prepare and submit the budget to the Board of Directors for approval. The annual budget consists of three budgets: an operating, a capital, and reimbursable projects budgets. For FY2013, Metro has an approved annual budget of approximately \$2.5 billion with the largest portion, \$1.6 billion, including debt service, dedicated to operating the system.

It is the responsibility of each department to administer its operation in such a manner to ensure that the use of the funds is consistent with the goals and programs authorized by the Board and that approved spending levels are not exceeded.

The annual budget is developed on the basis of the combination of two budget methodologies. Continuation level budgeting is used to develop the funding and resources necessary to sustain critical operating, special programs and previously approved capital projects. The agency uses incremental-cost budgeting methodology to determine resources for new programs and capital projects as well as general and administrative expenses. In accordance with the Financial Standards, the Office of Management and Budget Services monitors revenues and budget expenditures throughout the fiscal year.

Metro's Enterprise Fund

The Enterprise Fund is the sole fund for Metro. Within this Fund, funds are classified in one of six categories: passenger fares and parking, Federal funds, state and local funds, business revenues, other sources and debt. Passenger fares and parking is the largest of the six categories. Federal funds consist of Federal grants and funds to support the capital program. State and local funds provide funding for the capital program, as well as debt service and the operating budget subsidy. Business revenues include funds such as advertising and joint development, among others.

The underlying financial statements guiding this budget process have been prepared in accordance with Generally Accepted Accounting Principles (GAAP.) In accordance with Governmental Accounting Standards Board Statement No. 34 (Basic financial Statements – and Management's Discussion and Analysis – For State and Local Governments), all financial information is consolidated into business-type activities that make up Metro's sole fund, the Enterprise Fund. These businesses-type activities include transit operating and capital costs, infrastructure construction and debt activities.

Balanced Operating Budget

Metro is required to annually adopt a balanced operating budget where operating revenues and subsidies equal expected operating expenses for the fiscal year. In accordance with Article VIII of Metro's Compact, the Board annually adopts a current expense budget for each fiscal year. Based on the Compact, the budget includes the Board's estimated expenditures for administration, operation, maintenance and repairs, debt service requirements and payments to be made into any funds required to be maintained.

The total of expenses is balanced by the Board's estimated revenues and receipts from all sources, excluding funds included in the capital budget or otherwise earmarked for other purposes. At the end of the fiscal year, if there is an operating deficit, the jurisdictions – the District of Columbia, Maryland, and Virginia are billed on July 1 for their respective contributions.

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.

Capital Budget

In accordance with Article VIII, paragraph 26 of Metro's Compact, the Board adopts an annual capital budget. This budget specifies all capital projects that are proposed to be undertaken or continued during the budget period, and provides the estimated cost of each project. Also included in the capital budget is an explanation of how the program is to be financed.

The primary focus of the capital budget is the condition of Metro's current assets and infrastructure, and what is needed to maintain them in a state of good repair. The capital budget makes the reliable, continuous and safe operation of each mode (Metrobus, Metrorail and MetroAccess) possible, resulting in the smooth execution of the operating budget.

Capital Expenditures

Capital expenditures are those that result in future benefits. Expenditures are classified as capital when an entity spends money either to procure fixed assets or to add to the value of an existing fixed asset, with a useful life that extends beyond the taxable year.

The capital budget is the means by which assets and the infrastructure needed to support the operations of bus, rail, and paratransit services are procured. Metro’s assets and infrastructure include, but are not limited to:

- Buses
- Railcars
- Stations
- Track
- Maintenance facilities
- Power systems

Developing the Budget

Metro began the process of developing the FY2013 budget shortly after the adoption of the FY2012 budget. As part of the budget development process, FY2012 budget variances were studied and additional assumptions that needed to be modified were identified. Some of those assumptions were fuel prices, negotiated union wages and benefits and fare revenues.

Upon analysis of the FY2012 forecast data, Metro assigned targets to each department and held the department manager responsible for meeting the target. Simultaneously, Metro aggressively pursued additional Federal, state and local revenue and grants.

The FY2013 budget was balanced through a combination of expense reductions and increases in subsidy contributions.

BUDGET CALENDAR FY2013

August	<ul style="list-style-type: none"> • Initial planning, development of assumptions, preparation of instructions and training materials began in August 2011. • Budget monitoring begins. • Development of preliminary capital budget
September	<ul style="list-style-type: none"> • Budget book for previous year’s budget is prepared and published. • An FY2013 budget kickoff meeting and system training classes were held with all departments in September 2011.

October

- Release of preliminary capital budget to jurisdictional partners
- Capital Program expense and labor requests were submitted by departments to the assigned project manager for approval prior to being included in the department's budget request to the appropriate Executive Officer.

November
/December

- Departments submitted their budget requests to the Office of Management and Budget in November 2011.
- The Capital Program was developed concurrently with the annual operating budget.
- Recommendations for update of the Capital Program were reviewed with executive management in November 2011.
- Release of Annual Work Plan (AWP) to jurisdictional partners. The AWP is an update of the preliminary capital budget.

January

- Presentation of proposed budget to the Finance and Administration Committee.

February/March

- Board discussions.
- Arranged, published dates in the media and held public hearings in participating jurisdictions – Maryland, Virginia and Washington, DC.

April

- Findings from public hearings put together and presented to the Board.

May

- Updated Operating and Capital Budgets were prepared for Board approval.
- Approval of the annual budget on May 24, 2012.

FINANCIAL STANDARDS

The Financial Standards are divided into three sections: general, business planning and debt parameters. The purpose of the general standards is to ensure that Metro prudently manages its financial affairs and establishes appropriate cash reserves. The business planning parameters provide management with a framework for developing the next year's budget and other longer range financial plans and establishing future business targets for management to achieve. The purpose of debt standards is to limit the level of debt that may be incurred and to ensure that debt assumptions are based on financial parameters similar to or more conservative than those that would be placed on Metro by the financial marketplace. Actual debt covenants may differ from these standards. In accordance with the debt policy, the actual covenants will be disclosed in the Board report supporting debt issuance.

Financial Standards – General

GAAP

- Complete and accurate accounting records are maintained in accordance with Generally Accepted Accounting Principles (GAAP) as required by the Government Accounting Standards Board.

Revenue and Expenditure Recognition

- Revenues are recognized in the period that they are earned and expenses are recognized in the period in which they are incurred. Metro distinguishes between operating and non-operating revenues and expenses in its financial statements.
- The principal source of operating revenues is from passenger fares making up approximately 88.0 percent of revenues.

Fiscal Year

- The fiscal year-end for financial reporting purposes is June 30. The Board approves the budget for the following fiscal year by June 30 of each year.

Audited Comprehensive Annual Financial Report (CAFR)

- An independent certified public accounting firm performs an examination of Metro's consolidated financial statements, including Single Audit requirements. The goal is to receive an unqualified opinion on the financial statements and an opinion that Metro is in compliance with the Federal Single Audit requirements in all material respects and to receive the Government Finance Officers Association (GFOA) award for excellence in reporting.

Other Financial Policies and Guidelines

- Funds are invested within the guidelines of the Board's approved investment policies and in compliance with the investment guidelines in Metro's Compact.
- In accordance with Board Resolution No. 81-36, designated Metro officials are empowered to open, close or authorize changes to accounts and authorized to appoint individuals as official signatories for financial accounts.
- An annual actuarial analysis is performed on all Metro-administered retirement plans. Based on the results of such analysis, Metro makes contributions as required in agreement with the terms of each plan.
- Appropriate insurance coverage is maintained to mitigate the risk of material loss. For self-insured retentions, Metro records the liabilities, including losses incurred but not reported, at 100 percent of the net present value.
- The budget includes operating, capital, and other components necessary to implement the policy directions contained in previously Board-adopted longer-term plans. The operating budget spans a 12 month period and funding for capital budget rolls from one fiscal year to the next. The budget is prepared in a fashion to clearly describe the projects and programs for the period.
- Metro engages in regional long-range transportation planning for the Washington metropolitan area in conjunction with the National Capital Region Transportation Planning Board (TPB) and other jurisdictional partners. Staff provides transit system inputs to TPB for the Constrained Long-Range Plan (CLRP) and identifies changes affecting the major financial assumptions of the plan and progress toward the implementation of new projects and programs.
- Metro also engages in short-range transit planning for the Washington Metropolitan area. Staff provides inputs to the region's six-year Transportation Improvement Program (TIP) and identifies the capital investment needs to support the existing regional transit system and regional service expansion.
- Metro's management maintains a cost-effective system of internal control to adequately safeguard assets based cost of control against the expected benefit to be derived from its implementation.
- Management develops an audit plan each year prior to the adoption of the annual budget. The Board's Audit and Investigations Sub-committee provides input and approves the audit plan. Furthermore, completed internal audits are submitted to the Board via the Board's Finance and Administration Committee.
- Recommendations for improvements are based on audits performed by the Office of the Inspector General (OIG) that are performed in accordance with the generally accepted governmental auditing standards. These recommendations, management's action plans and progress toward implementation are periodically reported directly to the Board. Semi-annual reports to the Board and significant stakeholders provide an overview of work performed by the OIG as related to the audit work plan.

Financial Standards – Business Planning Parameters

- Passenger revenue forecasts are derived from historical revenue trends. During periods affected by actual or proposed fare structure changes, the impacts on ridership and average fare forecasts are based on conservative estimates.
- The Board reviews and updates the fare policy on a regular cycle. Management may propose fare modification to achieve transit ridership improvements and to maintain financial viability.
- Service plan assumptions for bus operations are based on demonstrated needs as defined through short-range planning.
- Capital programs are funded according to the terms of the laws, regulations and/or discretionary procedures approved by the Board. The capital program covers Metro's assets including major transportation projects, and is included in each annual budget.
- Metro applies for and receives discretionary Federal and state funding. Discretionary funding is requested for major system expansion projects or extraordinary transit capital needs. Discretionary funding levels are estimated by project, based on appropriate state and Federal criteria and the likelihood of obtaining approvals.
- The Board approves all discretionary state and Federal funding requests by project or program each year.

Financial Standards – Debt Policy

- Metro may not enter into a debt or financing arrangement unless the transaction is in full compliance with all applicable provisions of Metro's Compact.
- Pursuant to Metro's Compact, Article IX paragraph 27, Metro may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness is authorized by resolution of the Board and is payable solely out of the properties of revenues of Metro. The bonds and other debt obligations of Metro, except as may be otherwise provided in the indenture under which they are issued, are direct and general obligations of Metro and the full faith and credit of Metro are pledged for the prompt payment of the debt service.
- There is no borrowing limit set in Metro's Compact.
- Long-term debt may be included in the budget or long range plans; however, no such debt is incurred without the specific approval of the Board.
- The average life of debt instruments is approximately equal to or less than the average of the useful lives of the assets financed.
- Reserve funds that may be required by the financial markets for each debt issuance are maintained. Cash and securities, insurance or surety bonds may fund these reserves. For Financial planning purposes, reserve requirements are included in the face value of debt issued.

SOURCES AND USES OF FUNDS OPERATING/CAPITAL COMBINED

A total of \$2.5 billion has been budgeted for the operating (\$1.6 billion), reimbursable (\$96.7 million) and capital (\$848.7 million) budgets. The breakdown of the combined budgets is shown in the pie chart and table below.

The budget is comprised of the:

- Operating budget, in support of Metro Rail, Bus, and Access services
- Operating and capital reimbursable projects that are advanced and paid for by Metro's jurisdictions and outside partners
- Capital budget to renew and improve infrastructure

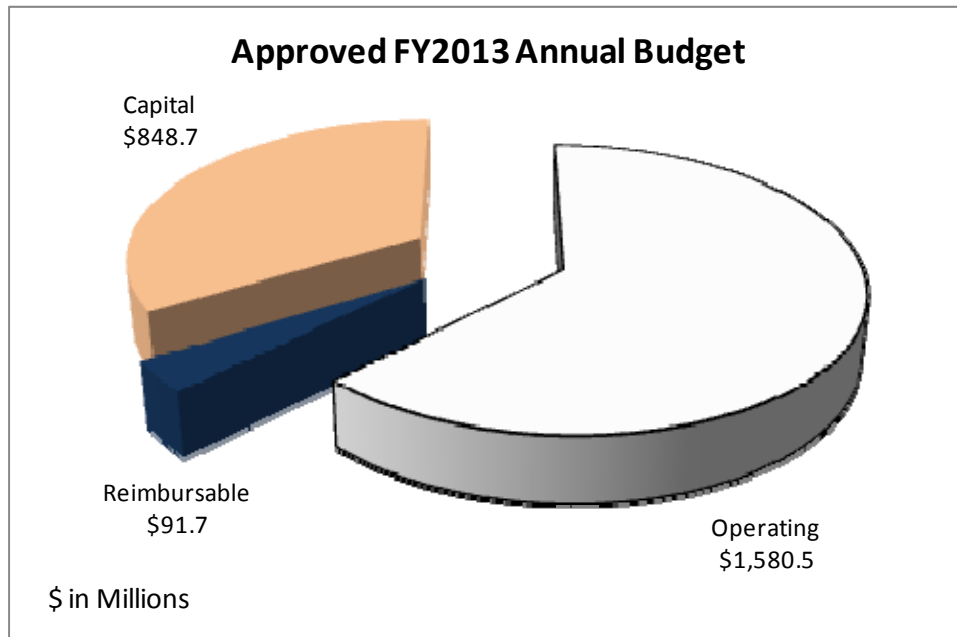


Table 2.1

Summary of Expenditures by Program

(Dollars in Millions)	FY2010 <u>Actual</u>	FY2011 <u>Actual</u>	FY2012 <u>Estimate</u>	FY2013 <u>Budget</u>
Operating Budget				
• Metrobus	\$ 489.2	\$ 500.2	\$ 520.2	\$ 565.0
• Metrorail	789.6	814.0	810.3	896.4
• MetroAccess	98.6	103.4	104.2	114.7
Subtotal	\$ 1,377.4	\$ 1,417.6	\$ 1,434.7	\$ 1,576.1
• Debt Service	\$ 27.5	\$ 48.7	\$ 48.7	\$ 37.4
• Preventive Maintenance	(30.7)	(60.7)	(30.7)	(30.7)
• Other	(11.1)			(2.3)
Subtotal	\$ 1,363.1	\$ 1,405.5	\$ 1,452.6	\$ 1,580.5
Reimbursable Budget				
• Operating Reimbursable Projects	\$ 20.1	\$ 19.8	28.4	\$ 35.2
• Capital Reimbursable Projects ⁽¹⁾	35.4	64.9	96.9	56.5
Subtotal	\$ 55.5	\$ 84.7	\$ 125.3	\$ 91.7
Capital Budget				
• Capital Improvement Program	\$ -	\$ 497.5	\$ 755.3	\$ 776.6
• Metro Matters	382.6	-	-	-
• Metro Matters Rollover	-	113.7	15.1	25.1
• ARRA "Stimulus" Program ⁽²⁾	82.0	62.7	42.3	8.5
• Safety & Security Program ⁽³⁾	0.8	3.2	18.2	38.5
Subtotal	\$ 465.4	\$ 677.1	\$ 830.9	\$ 848.7
Total	\$ 1,884.0	\$ 2,167.3	\$ 2,408.8	\$ 2,520.9

Note 1: Capital Reimbursable Projects reflects total forecasted expenditures. The dollar amount is the sum of budget for proposal plus prior years expenditures.

Note 2: The ARRA program is an obligation based program. The budget approved in FY2009 was \$201.8 million.

Note 3: The Safety and Security program is an obligation based program. The budget approved in FY2010 was \$60.8 million.

The sources of funding for the operating and capital budgets combined are broken down into categories:

- Fares and parking (\$828.5 million)
- Federal funding (\$478.2 million, consisting of \$328.2 million formula, \$150.0 million PRIIA, with the balance coming from various small grants)
- State and local jurisdictions (\$1,062.6 million, consisting of \$706.5 million operating budget, \$29.9 million reimbursable, and \$331.1 million capital)
- Other funding, including advertising, joint development projects, and grants (\$151.7 million)

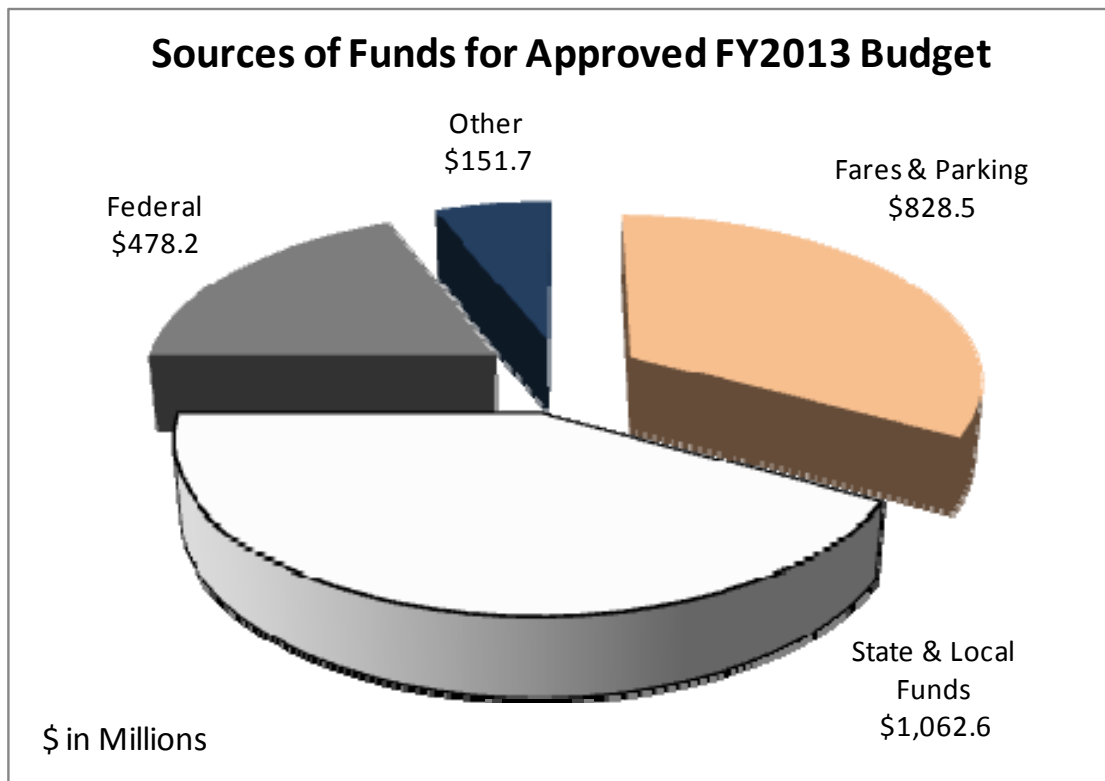


Table 2.2

Summary of Funding by Program and Source

(Dollars in Millions)	FY 2010 <u>Actual</u>	FY 2011 <u>Actual</u>	FY 2012 <u>Estimate</u>	FY 2013 <u>Budget</u>
Operating Budget				
• Passenger Fares & Parking	\$ 652.0	\$ 754.9	\$ 763.7	\$ 828.5
• State and Local Funds	590.8	599.0	642.6	706.5
• Business Revenues	66.3	39.9	38.9	38.1
• Other Sources	54.0	11.8	7.5	7.4
Subtotal	\$ 1,363.1	\$ 1,405.5	\$ 1,452.6	\$ 1,580.5
Reimbursable Budget				
• State and Local Funds	42.7	32.2	38.2	24.9
• Other Sources	12.8	52.5	87.1	66.8
Subtotal	\$ 55.5	\$ 84.7	\$ 125.3	\$ 91.7
Capital Budget				
• Federal Funds	\$ 174.8	\$ 226.8	\$ 353.0	\$ 328.2
• Federal Dedicated Funds	-	118.5	112.3	150.0
• State and Local Funds	225.4	217.8	288.7	331.1
• Other Sources	6.0	113.9	76.9	39.4
• Debt/Financial Management	59.2	-	-	-
Subtotal	\$ 465.4	\$ 677.1	\$ 830.9	\$ 848.7
Total	\$ 1,884.0	\$ 2,167.2	\$ 2,408.8	\$ 2,520.9

Table 2.3

Summary of Sources and Uses of Funds

(Dollars in Millions)

SOURCES		USES	
Beginning Balance FY2013, July 1, 2012			
Operating *	-	Operating	-
Capital	\$ 152.0	Rollover from Capital Program	\$ 152.0
Total Beginning Balance	\$ 152.0		\$ 152.0
Operating Budget		Operating Budget	
• Passenger Fares & Parking	\$ 828.5	• Metrobus	\$ 565.0
• State and Local Funds	706.5	• Metrorail	896.4
• Business Revenues	38.1	• MetroAccess	114.7
• Other Sources	7.4	• Debt Service/Other	4.4
Subtotal	\$ 1,580.5	Subtotal	\$ 1,580.5
Reimbursable Budget		Reimbursable Budget	
• State and Local Funds	\$ 24.9	• Operating Reimbursable Projects	\$ 35.2
• Other Sources	66.8	• Capital Reimbursable Projects	56.5
Subtotal	\$ 91.7	Subtotal	\$ 91.7
Capital Budget		Capital Budget	
• Federal Funds	\$ 328.2	• Capital Improvement Program	\$ 776.6
• Federal Dedicated Funds	150.0	• Metro Matters Funding	25.1
• State and Local Funds	331.1	• ARRA "Stimulus" Program	8.5
• Other Sources	39.4	• Safety & Security Program	38.5
Subtotal	\$ 848.7	Subtotal	\$ 848.7
Sources Total	\$ 2,672.9	Uses Total	\$ 2,672.9

* Beginning balance does not reflect Operating cash bank balances of \$93.01 million, which consist of obligated funds related to the prior fiscal year operating budget and Metro reserves, governed by specific Board Resolutions.

Chapter III. Sources of Funds

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Chapter III. Sources of Funds

This chapter provides information on the sources of funds for the Approved Fiscal Year 2013 Annual Budget. Also included is an explanation of the allocation of the operating subsidy and capital budget contribution provided to Metro by state and local government partners.

Approved Fiscal Year 2013 Revenues and Ridership

The operating revenue for FY2013 is \$874 million, consisting of FY2013 projected passenger and parking revenues of \$773 million; Board-approved fare and fee increases of \$56 million; and non-passenger revenues of \$46 million. The focus of the fare changes was to simplify the fare structure, align fares with the Board's fare policy principles, and increase revenue.

Table 3.1

(\$ in Millions)	Revenue					
	Actual 2010	Actual 2011	Actual 2012	Approved 2013	Variance to FY2012	Variance
Passenger Revenue	\$ 597.8	\$ 707.2	\$ 711.0	\$ 719.6	\$ 8.6	1%
Fare Increase				52.7	52.7	
Other Passenger	8.6	4.4	7.1	7.6	0.5	7%
Parking	45.6	43.3	45.6	45.8	0.2	0%
Fee Increase				2.8	2.8	
Advertising	42.1	17.5	18.3	15.5	(2.8)	-15%
Joint Development	9.8	8.1	6.0	8.1	2.0	34%
Fiber Optics	14.3	14.2	14.6	14.5	(0.1)	0%
Nontransit Revenue ¹	17.8	8.6	7.4	7.4	0.0	0%
Prior Sources ²	16.9	3.3	0.0			
Total Revenue	\$ 753.0	\$ 806.6	\$ 810.0	\$ 874.0	\$ 64.0	8%

¹ Interest, employee parking, bicycle lockers, vending machines, Neutral Host, subrogation, antennas and other

² Payphones; Joint & Adjacent Project revenue; SE Garage settlement; Safe, Clean & Reliable; and charter revenue

The FY2013 projected ridership applies the prior year trend as a baseline, which is then modified to account for changes in external variables that affect ridership as well as impacts of the fare changes.

Table 3.2

Ridership by Mode (Trips in Thousands)	FY2010	FY2011	FY2012	FY2013
	Actual	Actual	Actual	Forecast
MetroRail Ridership ¹	217,219	217,053	218,244	218,257
Metrobus Ridership ¹	123,670	125,089	132,195	129,756
MetroAccess Ridership ³	2,377	2,336	2,083	2,206
Total	343,266	344,478	352,522	350,219

Note: ¹MetroRail ridership is based on linked trips, while Metrobus ridership is based on unlinked trips

²MetroAccess ridership is based on total passengers

Definition: Unlinked trips are total boardings. Linked trips are total number of complete trips from origin to destination, including transfers.

I. Summary of Approved Fare Changes

Per Resolution 2012-09, the Board of Directors approved a fare increase to be implemented July 1, 2012. Table 3.3 outlines the changes and associated revenue and ridership impacts; see Table 3.5 for additional details. The approved fare changes will achieve the following objectives: simplify fares for customers, encourage the use of SmarTrip[®], improve boarding time on bus for cash fares, improve reserve parking utilization, and generate additional operating revenue.

Changes to the fare structure are designed to support the Fare Policy Principles adopted by the Board of Directors November 2010, Resolution 2010-66.

1. Ensure and enhance customer satisfaction
2. Establish a mechanism to allow customers to determine their fares easily
3. Optimize the use of existing capacity
4. Establish equitable fares and ensure compliance with federal regulations
5. Facilitate movement between modes and operators throughout the region
6. Encourage the use of cost-effective media
7. Generate adequate revenue while maximizing ridership

The fare increase also complies with Board Resolution 2007-47, a policy of biennial fare increases beginning in FY2011. The policy states that the biennial fare adjustments will be tied to the biennial increases of the consumer price index (CPI) for the period, subject to the requirements of the WMATA Compact. CPI fare increases are rounded to the next nickel; the FY2013 biennial CPI increase was 5.7 percent.

In the development of the recommended fare proposal, many other fare suggestions and options were evaluated from both revenue and operational perspectives to determine their viability and alignment with the fare policy principles. Suggestions were received from a variety of sources including Metro's jurisdictional partners. Input from the Jurisdictional Coordinating Committee (JCC) was used to develop the changes to the fare structure for paper fare cards and the maximum fare when using SmarTrip[®].

The cost to implement the approved fare changes is estimated at \$0.5 million for bus and rail. These costs have been included in the operating expense budget.

Table 3.3

Fare Change Implemented July 1, 2012¹

	Fare Change	Adopted Fare	%	(in millions)	
				Ridership	Revenue
METRORAIL²					
Peak Fares					
Increase peak boarding fee by biennial CPI and round up to next nickel	\$0.15	\$2.10	7%	(0.1)	\$5.2
Increase composite mileage peak fares by biennial CPI ³	\$0.017	varies	5%	(0.5)	\$18.8
Increase max fare during peak period for SmarTrip	\$0.75	\$5.75	13%	(0.1)	\$2.4
Eliminate peak-of-the-peak-surcharge	(\$0.20)	-		0.2	(\$13.4)
Revenue/Ridership Impact				(0.5)	\$13.0
Passes on SmarTrip®					
Introduce all-day fast pass on SmarTrip®	-	\$14.00		-	\$0.7
Increase 7-day fast pass	\$10.50	\$57.50	18%	0.1	\$0.6
Introduce a 28-day fast pass	-	\$230.00		-	\$0.8
Revenue/Ridership Impact				0.1	\$2.1
Off-Peak Fares					
Increase off-peak boarding charge by CPI	\$0.10	\$1.70	6%	(0.2)	\$2.4
Increase max fare using SmarTrip® to accommodate fare structure change	\$0.75	\$3.50	21%	(0.6)	\$11.5
Align off-peak mileage composite to match peak period	varies	varies		(0.9)	\$13.0
Revenue/Ridership Impact				(1.7)	\$26.9
Paper Fare Card Fees					
Increase non-SmarTrip® surcharge per trip	\$0.75	\$1.00	75%	(0.1)	\$4.9
Change one-day pass to all-day pass	\$9.00	\$14.00		-	-
Increase short-trip pass	\$2.65	\$35.00	8%	-	-
Revenue/Ridership Impact				(0.1)	\$4.9
METROBUS²					
SmarTrip® Fares					
Increase fares for local/limited stop routes by biennial CPI ³	\$0.10	\$1.60	6.3%	(1.1)	\$5.8
Increase 7-day pass to equal 10 trips times \$1.60	\$1.00	\$16.00	6%	-	-
Set seniors/disabled boarding fee on airport-routes at 50% of full fare	varies	\$3.00		-	-
Revenue/Ridership Impact				(1.1)	\$5.8
Cash Fares					
Increase cash fare for local/limited stop routes	\$0.10	\$1.80	6%		
Round cash fare for express bus routes to nearest dollar	\$0.15	\$4.00	4%		
Revenue/Ridership Impact				-	\$0.02
METROACCESS					
No change to fixed-route fare calculation or max fare				-	-
PARKING AND OTHER					
Raise parking fee at park-and-ride facilities by \$0.25	\$0.25	varies		(0.3)	\$2.8
Lower bike locker annual rental fee to \$120	(\$80.00)	\$120.00	-67%	-	\$0.0
Revenue/Ridership Impact				(0.3)	\$2.8
TOTAL				(3.6)	\$55.6

¹See Table 3.5 for a comprehensive list of fare changes, ²Senior/disabled is 50% discount of fares, ³Biennial CPI equals 5.71%
DC student fares and transit link cards were adjusted according to associated fare increase.

II. Passenger Revenue and Ridership

In addition to adjustments for the fare change, the FY2013 revenue budget has been adjusted for external variables that are forecasted to impact Metro's ridership, including the number of jobs in the District of Columbia, growth rates of the DC population, and other economic factors. Metro uses an econometric forecasting model to develop the passenger fare revenue budget for Metrorail and Metrobus. The model utilizes econometric data from a variety of sources, but relies primarily on Moody's Analytics for key inputs and an assessment of current and future economic conditions. Two of the strongest indicators for forecasting ridership are population and job expectations for the District of Columbia. The model pulls from other variables as well, including the number of hotel rooms sold in the regional core and the number of construction jobs in the District.

Table 3.4

Passenger Revenue & Ridership (in Thousands)	Metrorail		Metrobus		MetroAccess	
	Ridership	Revenue	Ridership	Revenue	Ridership	Revenue
FY2012 Passenger Fare Budget	220,734	\$581,659	124,131	\$124,993	2,460	\$6,252
Adjust for FY2012 year-end actual	(2,490)	(\$12,421)	8,064	\$8,932	(175)	\$1,573
FY2012 Year-end	218,244	\$569,238	132,195	\$133,925	2,083	\$7,825
Adjustment for economic variables	2,255	\$9,990	(1,361)	(\$1,322)	123	(\$105)
Projected growth	1.0%	1.8%	-1.0%	-1.0%	5.9%	-1.3%
Fare Change Impacts	(2,242)	\$46,921	(1,078)	\$5,817	0	\$0
Projected change to FY13 baseline	-1.0%	8.1%	-0.8%	4.4%	0.0%	0.0%
Approved FY2013 Revenue/Ridership	218,257	\$626,148	129,756	\$138,420	2,206	\$7,720
FY2013 Average Fare	\$2.87		\$1.07		\$3.50	

A. Passenger Revenue

Metrorail

FY2012 Rail ridership and revenue were lower than the projected budget by one percent (2.5 million riders) and two percent (\$12.4 million) respectively. Favorable economic conditions in the region have the effect of increasing the projected number of rail trips by 2.3 million and corresponding passenger revenue forecast by \$10 million in FY2013, despite one fewer weekday in FY2013. The impact of the Board-adopted fare changes will negatively impact ridership (2.2 million riders) but will increase revenue by \$47 million. The net effect of these changes results in an approved rail passenger revenue budget for FY2013 of \$626 million, a \$57 million increase over FY2012 year-end. Ridership is projected to come in almost exactly at FY2012 levels.

Rail fare changes were made to the peak-period fares, off-peak fares, and fares paid using paper fare cards. The peak-period base fare and mileage composite were increased by the biennial CPI of 5.71 percent. The base fare was rounded up to the next nickel and set at \$2.10. Max fare increased from \$5.00 or \$5.20 during peak-of-the-peak to \$5.75.

The peak-of-the-peak (POP) surcharge, implemented in FY2011, has been eliminated. POP did not achieve the intended objective to shift the timing of passenger trips to decrease crowding.

The two time periods for fares will now be peak and off-peak. Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays, and from midnight until closing Friday and Saturday nights. Off-Peak fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.

Riders traveling in the peak will realize an average rail fare increase of less than five percent. In fact, by eliminating the POP surcharge while increasing the base fare, it is estimated that 32 percent of trips, or 28 million trips, made by passengers traveling during the peak period will either benefit from a fare decrease or experience no change in current fares. Metro estimates the fare changes will generate \$13 million in additional revenue from peak period trips, with a decrease of 500,000 trips.

The off-peak period rail boarding charge increased by the CPI, rounded to the next nickel, to \$1.70. In addition, the pricing of off-peak fares was re-structured. The new off-peak fares equal the boarding charge plus a per-mile charge for each mile over three miles up to the max fare, which is set at \$3.50 for SmarTrip[®] users. The per-mile fees are discounted 25 percent below the peak period mileage fees. Projected off-peak revenue from the fare structure changes is budgeted at \$27 million; passenger trips are estimated to decrease by 1.7 million.

The surcharge on the use of paper fare cards has increased to \$1.00 per trip during all time periods. The goal of the paper fare card surcharge is to encourage SmarTrip[®] usage by occasional users, such as out-of-town visitors. Metro is taking actions to make it easier and less costly to purchase a SmarTrip[®] card, including installation of SmarTrip[®] card dispensers at all mezzanines and a rebate program for registering a newly purchased card on-line.

The fare changes also include an expansion to the available rail passes. The time restriction on the one-day pass has been eliminated; the pass can now be used from opening until close with no additional cost and can be purchased either on a SmarTrip[®] card or a paper fare card for \$14. The 7-day fast pass is now available only on SmarTrip[®] at a cost of \$57.50. The 7-day short-trip pass on paper fare cards is available for \$35. Metro is also introducing a 28-day fast pass on SmarTrip[®] for \$230. It is estimated the changes to the rail passes will generate \$2 million in revenue.

Lastly, the GM/CEO is implementing a rail system policy in the fall of 2012 requiring riders to have a minimum balance of \$1.70 on their SmarTrip[®] card, which will mitigate losses associated with passengers exiting with a negative balance on the card. This policy is already in place for magnetic paper fare cards and will have no impact to the budget.

In addition to the fare changes, economic variables impact Metrorail revenue and passenger trips. Ridership in FY2013 is projected to increase due to a strengthening in the number of jobs in the District of Columbia as well as other external variables. The number of jobs in DC is a strong predictive variable for the Metrorail ridership forecast model, serving as a representative proxy for the jobs located in the dense urban employment centers served by the rail system. During the past fiscal year, jobs in the DC area have climbed, peaking in February 2012. *“Deeper fiscal restraint is on the horizon, but more consistent private sector hiring is encouraging. The most notable improvement is in leisure/hospitality which ramped up hiring in Nov/Dec.”* Moody’s Analytics January 2012. DC jobs are forecasted to be flat through FY2013, but slightly higher

than the previous three fiscal years.¹ Ridership will benefit in FY2013, resulting in a projected one to two percent increase.

Metrobus

The approved bus passenger revenue budget for FY2013 is \$138 million, a \$4.5 million increase, or three percent, over FY2012 year-end. Due to the impact of economic variables, bus revenue is forecasted to decrease \$1.3 million in FY2013 from the FY2012 year-end revenue total, and ridership is projected to decrease one percent, or 1.4 million. The projected revenue from the bus portion of the approved fare changes is an increase of \$5.8 million with an expected annual decrease in bus ridership of 1.1 million trips. Bus revenue budget is reduced by \$2.0 million for the revenue sharing with regional bus system partners for the regional bus pass on SmarTrip®.

The bus fare changes increase the boarding charge for local and limited-stop routes using SmarTrip® from \$1.50 to \$1.60, or 6.3 percent, the CPI increase rounded to the next nickel. Passes increase accordingly – the price of each pass is equivalent to two regular service trips per weekday multiplied by the number of weekdays covered by a pass. SmarTrip® regular fares for express or airport bus services did not change. Fare for seniors and persons with disability taking the airport-route bus service is set at one-half the regular airport-route fare rate. These changes, collectively, are projected to decrease ridership by one million trips while increasing revenue by \$5.8 million.

There is a \$0.20 cash surcharge on the boarding fee for passengers using cash on local and limited-stop bus routes for a fare of \$1.80. The boarding fee for express bus routes has been increased to the nearest whole dollar for a fare of \$4; there has been no change to the airport bus route fare of \$6. The goal of the express route fare adjustment is to improve the boarding time of passengers using cash and encourage the use of SmarTrip®. The ridership impact of changes to cash fares is forecasted to be minimal.

In addition to ridership impacts associated with the approved fare changes, bus ridership is forecasted to decrease from FY2012 year-end due to the fact there is one less weekday in the year and changes in the District of Columbia population, as well as other external economic variables. The number of residents in the District of Columbia is a strong predictive variable for the Metrobus ridership forecast model, as the DC area represents the majority of the Metrobus service area. DC population growth decreased slightly in mid-FY2011 and then returned to prior levels after six months; growth is forecasted to continue through FY2013 though at a distinctly slower rate than the previous fiscal year.

The number of construction jobs also correlates strongly with passenger trips, reflecting trends within the local economy. Construction jobs within DC began to recover during late FY2011, as reflected in the increasing FY2012 bus ridership trends. Similar to the trend in DC jobs, construction is forecasted to remain flat in FY2013 compared to the prior fiscal year.² Overall, bus ridership is projected to decrease one percent in response to economic factors.

¹ *Moody's Regional Forecast Data, February 2012.*

² *Ibid.*

MetroAccess

The approved MetroAccess passenger revenue budget for FY2013 is \$7.7 million, a decrease of \$105,000, or one percent, from FY2012 year-end. Ridership continues to diminish due to the ongoing success of eligibility and travel training initiatives - implemented in FY2011 - and their collective impact on demand management. As a result, passenger trips are projected to decrease six percent, or 123,000 passengers, from FY2012.

The approved fare structure did not change the MetroAccess fare calculation methodology or the maximum fare initiated in FY2011; MetroAccess passenger fares will be adjusted according to associated changes in rail and bus fares, as MetroAccess costs two times the fixed route fare, up to the maximum fare. The elimination of the peak-of-the-peak surcharge is favorable to MetroAccess passengers who travel during this time period.

B. Other Passenger Revenue

The total District of Columbia subsidy for other passenger revenue is \$7.6 million. The DC public school subsidy for FY2013 is \$6.6 million, allocated \$2.6 million for Metrobus and \$4.0 million for Metrorail. In addition, DC has agreed to subsidize the students' portion of the fare increase for fiscal year 2013. The fares for eligible students in the District of Columbia will be equivalent to the fares effective in FY2011; DC will pay the difference between the fares of FY2013 and the FY2011 fares for each student trip and/or pass.

The remaining portion of the Other Passenger Revenue budget of \$970,000 is reimbursement from the District of Columbia for reduced transfer fees between bus and rail at the Anacostia and Congress Heights stations for qualifying bus routes.

C. Parking

Total parking revenue for FY2013 is budgeted at \$49 million. The impact of the approved fare changes are projected to generate additional parking revenue of approximately \$2.8 million annually, assuming minimal elasticity in parking demand. Baseline revenue, exclusive of the fare increase, is forecasted to be in line with FY2012 year-end parking revenues, with little impact from external variables. Revenue includes fees from surface lots, parking garage structures, metered spaces and reserved parking fees.

The approved fare changes will generate some additional parking revenue and will promote more efficient use of existing parking spaces. Parking will also be impacted by balancing supply and demand of reserved parking permits. The cost of a reserved parking permit will be reduced to \$45 per month at stations where demand for permit parking is low, while permits at high demand locations will remain at \$65 per month. In addition, the number of available reserved parking spaces can now be up to 30 percent of total spaces per garage at stations with high demand for parking permits, as determined by the GM/CEO.

D. Non-Passenger Revenue***Advertising***

The current advertising contract began in FY2011. FY2013 is the third year of the \$15.5 million per year contract which includes two components: the minimum value of Metro's advertising

inventory valued at \$12.5 million and supplemental advertising inventory estimated at \$3 million.

Joint Development

The FY2013 Joint Development revenue budgeted within the operating budget is \$8 million, a \$2 million increase over the FY2012 year-end actuals. Joint development revenue includes property leases, rental of undeveloped property and antennae placement fees. Fluctuations between budget and year-end in revenue are a result of tenant openings and profit based lease contracts.

Fiber Optics

Initiated in September 1986, the Metro Fiber Optic Program has allowed for the installation, operation and maintenance of a fiber optic-based telecommunication network which utilizes the excess capacity within the Metro right-of-way. As part of the compensation package, Metro receives, in a separate fiber optic cable, a number of fibers for its own use. For FY2013, fiber optic revenue is projected at \$14.5 million, in line with FY2012 year-end results.

Other Revenue

Other revenue in the approved FY2013 budget includes vending machines, ATM revenue, cellular telephone agreements, employee parking, bike locker fees, subrogation collections, and car sharing revenue. These combined revenue sources are expected to contribute \$7 million to FY2013 non-passenger revenues. The approved budget for FY2013 also includes interest income of \$0.3 million.

FY2013 is the fourth year of car sharing revenue, which is expected to generate \$340,000, or \$57,000, over the five years of the contract, for the use of car sharing spaces at Metro Kiss & Ride locations.

After evaluating the impacts of the FY2011 bike locker price increase for annual rentals, the Board has approved decreasing the rental price to \$120 annually to encourage the use of bikes for accessing Metrorail. While the revenue impact is small, the value of continual improvements to Metrorail access for pedestrians, bike riders, and car sharing is high for the surrounding communities.

Table 3.5

Fares and Fees

	As of FY2011	FY2013 Approved Fares
Metro-rail Fares		
Peak Fares ¹		
· Boarding charge	\$1.95	\$2.10
· Composite miles between 3 and 6 miles	\$0.299	\$0.316
· Composite miles over 6 miles	\$0.265	\$0.280
· Maximum peak fare	\$5.00	\$5.75
· Charge for senior/disabled is one-half peak fare	\$0.95 - \$2.50	\$1.05 - \$2.85
· Peak-of-the-peak surcharge	\$0.20	eliminate
Off-Peak Fares ²		
· Boarding charge	\$1.60	\$1.70
· Composite miles between 3 and 6 miles ³	NA	\$0.237
· Composite miles over 6 miles	NA	\$0.210
· Maximum off-peak fare	\$2.75	\$3.50
· Charge for senior/disabled is one-half peak fare during off-peak	\$0.95 - \$2.50	\$1.05 - \$2.85
· Charge for first 7 composite miles	\$1.60	eliminate
· Charge for composite miles between 7 and 10 miles	\$2.15	eliminate
· Charge for composite miles greater than 10 miles	\$2.75	eliminate
Magnetic Paper Fare Card Fares		
· Non-SmarTrip® fare surcharge ⁴	\$0.25	\$1.00
· Senior/disabled non-SmarTrip® surcharge	\$0.10	\$0.50
Rail Passes		
· One-day pass, valid after 9:30 a.m.	\$9.00	eliminate
· One day pass, no time restriction	NA	\$14.00
· 7-Day fast pass for rail available on SmarTrip®	\$47.00	\$57.50
· 28-Day fast pass for rail available on SmarTrip®	NA	\$230.00
· 7-Day short-trip pass available on paper farecards	\$32.35	\$35.00
Other Rail Fares		
· Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	no change
· 30-Day DC SmartStudent pass & DC One Card, within DC ⁵	\$30.00	\$32.00
· DC Student farecards & DC One Card - 10 rail trips within DC ⁵	\$9.50	\$10.00
· Transit Link card on MARC and VRE ⁶	\$102.00	\$108.00
· Transit Link card on MTA ⁶	\$157.00	\$166.00
Metrobus Fares and Fees		
Regular Fares		
· SmarTrip® boarding charge for local/limited-stop bus	\$1.50	\$1.60
· SmarTrip® boarding charge for express bus	\$3.65	no change
· Cash boarding charge for local/limited-stop bus	\$1.70	\$1.80
· Cash boarding charge for express bus	\$3.85	\$4.00
· Cash/SmarTrip® boarding charge for airport designated routes	\$6.00	no change
Senior/Disabled: One-half Regular Fares		
· SmarTrip® boarding charge for local/limited-stop bus	\$0.75	\$0.80
· SmarTrip® boarding charge for express bus	\$1.80	no change
· Cash boarding charge for local/limited-stop bus	\$0.85	\$0.90
· Cash boarding charge for express bus	\$1.90	\$2.00
· Cash/SmarTrip® boarding charge for airport designated routes	\$1.80 - \$1.90	\$3.00

Table 3.5 (continued)

Metrobus Fares and Fees	As of FY2011	FY2013 Approved Fares
Bus Transfers		
· Bus-to-bus transfers utilizing SmarTrip® card	\$0.00	no change
· Rail-to-bus transfer utilizing SmarTrip® card ⁷	\$0.50 discount	no change
· Transfer from MARC, VRE, and MTA	\$0.00	no change
· Transfer from regional bus partners	varies	no change
Bus Passes		
· 7-Day Regional Bus pass	\$15.00	\$16.00
· 7-Day Regional senior/disabled pass	\$7.50	\$8.00
Other Fare Media		
· Package of 10 tokens, available to organizations	\$17.00	\$18.00
· 30-Day DC SmartStudent pass & DC One Card Pass ⁵	\$30.00	\$32.00
· DC student tokens - 10 trips per pack ⁵	\$7.50	\$8.00
· DC student pass on DC One Card - 10 trips ⁵	\$7.50	\$8.00
MetroAccess Fares		
· MetroAccess fare (within ADA 3/4 mile service corridor) ⁸	varies	varies
· Maximum fare	\$7.00	no change
Parking Fees⁹		
· District of Columbia	\$3.25 - \$4.25	\$3.50 - \$4.50
· Montgomery County	\$4.00 - \$4.75	\$4.25 - \$5.00
· Prince George's County	\$4.25	\$4.50
· Virginia	\$4.50	\$4.75
· Monthly reserved parking fee	\$65.00	\$45.00-\$65.00
· Parking meters \$1.00/60 minutes	\$1.00	no change
· Prince George's parking garage at New Carrollton	\$85.00	no change
· Non-Metro Rider parking fees	\$8.25 - \$25.00	no change
Other Fees		
· Bicycle locker rental	\$200.00 (annual)	\$120.00 (annual)
· Surcharge on Entry/Exit for station improvements, two stations per Compact Jurisdiction ¹⁰	NA	\$0.05

¹ Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.

² Off-Peak fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.

³ Off-Peak fares are capped at a percentage increase over the June 2010 approved fares.

⁴ Non-SmarTrip® fare surcharge is in addition to the peak or off-peak fare charged.

⁵ The District of Columbia has chosen to absorb the increase in student fares by increasing the school subsidy payment.

⁶ Metro's portion of the Transit Link Cards on MARC, VRE and MTA.

⁷ Anacostia and Congress Heights rail stations have an additional \$0.50 discount for all transfers between bus and rail for qualifying bus routes.

⁸ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip. Effective February 27, 2011. No change in supplemental zone fares.

⁹ Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking garage at New Carrollton is \$70 base fee plus \$15 surcharge.

¹⁰ Rail stations with surcharge are designated per Jurisdiction discretion pending Board approval.

Table 3.6
Transit Pass Program, Other Fare Products and Fare Policies*

Metrorail Passes

1-Day Pass	Valid for unlimited travel for one day. The pass is valid all day on weekdays, Saturday, Sunday, and national holidays.	\$14.00
Weekly Short Trip Pass	Valid for trips costing up to \$3.50 during peak fare hours. Good for any full fare trip at all other times. If a trip costs more than \$3.50 during peak fare hours, patrons must use the Exitfare machine to add the additional fare.	\$35.00
7-Day Fast Pass	Valid for unlimited travel throughout the Metrorail system. The week starts with the first gate entry and includes the next six days.	\$57.50
28-Day Fast Pass	Valid for unlimited travel throughout the Metrorail system. The valid period starts with the first gate entry and includes the next twenty-seven days.	\$230.00

Metrobus Passes

7-Day Regional Bus Pass	Valid for unlimited travel on regular Metrobus service during a consecutive seven day period, activated on first use and valid for base fare towards express fare.	\$16.00
7-Day Regional Senior/Disabled Bus Pass	Valid for unlimited travel by eligible patrons on regular Metrobus service during a consecutive seven day period, activated on first use and valid for base fare towards express fare.	\$8.00

Other Fare Products and Policies

SmarTrip®	A re-usable contactless smart card which is designed for long-term use on Metrorail, Metrobus, and Metro Parking. Sold for \$5.00; and when registered can be replaced with existing value if lost or stolen. The card will hold a maximum of \$300.00.
Senior and Disabled SmarTrip® Card	A re-usable contactless smart card; sold for \$5. Available to qualified seniors (age 65 or older) and people with disabilities. A driver's license for seniors, Metro Disabled Person ID card, or valid Medicare card and photo ID are required for purchase.
Senior and Disabled Paper Fare Card	Available for \$10 to qualified seniors (age 65 or older) and people with disabilities. A driver's license for seniors, Metro Disabled Person ID card, or valid Medicare card and photo ID are required for purchase.
Pre-encoded Paper Fare Card	Sold through authorized sales outlets for \$10.00 and \$20.00.
Transit Link Cards	Fare media sold by MARC, VRE, and MTA providing for monthly multi-modal travel valid for unlimited Metrorail and regular Metrobus during the month of issue. The pass fee is in addition to the cost of the monthly fare media from MARC, VRE and MTA. The passes may be used for Metrobus Express Service by paying an additional \$2.15 per boarding.

SmartBenefits®	Provides for the electronic delivery of monthly transit and parking benefits from employers to employees and transit providers. The program is designed to deliver benefits as specified by the employer on a monthly basis to the employees' designated SmarTrip® card.
Tokens/Regular	Regular adult tokens are available for purchase by Social Service Agencies and other organizations; tokens are sold in packages of ten (10) at a cost of \$18. Note, bus-to-bus transfers are not allowed for bus trips paid with tokens.
Permit Parking	Monthly reserved program provides permit holders a guaranteed space on weekdays at a specified lot until 10:00 a.m. Reserved permits are sold for \$45.00 to \$65.00 per month, as designated by Metro per parking facility. Reserved parking patrons pay the established daily rate for the lot upon exit or entry.
Early Opening and Late Closing for Special Events	Metro has established a fixed fee to be charged to event organizers based on the cost of operating the Metrorail system for early openings and late closings. The fee is adjusted periodically to reflect changes in operating costs. Event organizers make a deposit with Metro based on the number of additional hours of service requested; Metro reimburses the event organizer for any incremental passenger revenue that are collected, not to exceed the amount deposited.

DC Student Fare Media**

DC One Card for Students, SmarTrip® enabled	Offered to DC Public Schools' students traveling to and from school, issued by the District of Columbia Office of the Chief Technology Officer. DC One Card has capacity to hold stored value and DC Student passes, including the monthly student pass, 10-trip Metrorail pass, and 10-trip Metrobus pass. Stored value can be added for use on regular fare trips.
SmartStudent Pass (Monthly)	Unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia. Passes accepted in the District as payment of regular fare. Not valid toward payment of express fare. Available for \$32.00.
Student Fare cards	Available for \$10.00 to qualified students at select Metro Sales Outlets. The farecards are good for ten Metrorail rides within the District of Columbia.
Tokens/Student	DC Students may purchase tokens at a Metro sales office for \$8.00 per pack by presenting a valid token blank. Note, bus-to-bus transfers are not allowed for bus trips paid with tokens.
Student SmarTrip® Card	Offered to DC Public Schools' students traveling to and from school, for purchase at Metro Sales Outlets for \$6.25. Each card is preloaded with \$6.25 that can be used for fares within the District of Columbia. The card acts as a stored value card and will deduct a student fare with each ride. It can be used for student fares on both bus and rail. Student fares within DC equal 50% of the total regular fare.

*Additional information can be found at www.wmata.com under public records within the Tariff of the Washington Metropolitan Area Transit Authority.

** Effective July 1, 2012: The District of Columbia will pay the DC school student portion of the fare increase. For example, DC will pay \$2.00 in subsidy toward the cost of each SmartStudent Monthly Pass, in addition to the agreed DC Student Subsidy. The District of Columbia will also pay an additional subsidy for each use of the pass on Metrorail. Eligible students in the District of Columbia are charged a \$30.00 purchase price for the SmartStudent Monthly Pass.

Table 3.7

OPERATING BUDGET - REVENUES

(Dollars in Thousands)

	Actual <u>2010</u>	Actual <u>2011</u>	Actual <u>2012</u>	Approved Budget <u>2013</u>	Change
Metrobus					
Passenger	\$ 105,690	\$ 131,432	\$ 133,925	\$ 138,420	\$ 4,495
Other Passenger	6,237	1,452	5,536	2,554	(2,982)
Parking	0	0	0	0	0
Advertising	26,927	11,737	12,251	10,385	(1,866)
Joint Development	1	23	0	0	0
Fiber Optics	0	0	0	0	0
Other	16,281	3,449	1,821	2,325	503
Interest	166	214	(7)	300	307
Subtotal	155,302	148,308	153,527	153,984	457
Metrorail					
Passenger	\$ 487,833	\$ 571,428	\$ 569,238	\$ 626,148	\$ 56,911
Other Passenger	2,362	2,972	1,585	5,046	3,462
Parking	45,589	43,297	45,554	48,600	3,047
Advertising	15,177	5,781	6,034	5,115	(919)
Joint Development	9,847	8,090	6,039	8,084	2,045
Fiber Optics	14,313	14,222	14,566	14,500	(66)
Other	17,607	6,997	5,148	4,728	(419)
Interest	3	16	(33)	30	63
Subtotal	592,730	652,802	648,128	712,252	64,124
MetroAccess					
Passenger	\$ 4,277	\$ 4,301	\$ 7,825	\$ 7,720	(\$ 105)
Other Passenger	0	0	0	0	0
Parking	0	0	0	0	0
Advertising	0	0	0	0	0
Joint Development	0	0	0	0	0
Fiber Optics	0	0	0	0	0
Other	668	1,160	595	0	(595)
Interest	0	0	0	0	0
Subtotal	4,945	5,461	8,420	7,720	(700)
Total					
Passenger	\$ 597,800	\$ 707,161	\$ 710,988	\$ 772,288	\$ 61,300
Other Passenger	8,599	4,424	7,121	7,600	479
Parking	45,589	43,297	45,554	48,600	3,047
Advertising	42,104	17,518	18,284	15,500	(2,784)
Joint Development	9,848	8,114	6,039	8,084	2,045
Fiber Optics	14,313	14,222	14,566	14,500	(66)
Other	34,556	11,606	7,564	7,053	(511)
Interest	169	230	(40)	330	370
Grand Total	\$ 752,978	\$ 806,571	\$ 810,075	\$ 873,955	\$ 63,881

Allocation of State and Local Support

State and local funds account for approximately 45 percent of the funding for Metro's annual operating and capital budgets according to the approved subsidy calculations, described below.

Operating Budget

The operating budget subsidy is allocated to the jurisdictional funding partners using six subsidy allocation formulas:

1. Regional bus subsidy allocation
2. Non-regional bus subsidy allocation
3. Rail maximum fare subsidy allocation
4. Rail base subsidy allocation
5. Paratransit subsidy allocation
6. Debt service allocation

Formulas 1 and 2: Regional and Non-Regional Bus Subsidy Allocations

The Metrobus subsidy is allocated using two distribution formulas. All bus routes are classified as being either regional or non-regional, based on route characteristics.

Regional bus routes generally provide transportation between jurisdictions. Regional bus routes may also include bus routes that serve major activity centers that operate on major arterial streets, and carry high volumes of riders either in one jurisdiction or in multiple jurisdictions. The following are the specific criteria used by the Regional Mobility Panel to classify bus routes.

- Inter-jurisdictional routes are defined as regional. Defining characteristics of inter-jurisdictional routes:
 - Cross a jurisdictional (independent city, county, state) boundary;
 - Penetrate at least two jurisdictions by more than one-half mile in each; and
 - Operate "open door" (allows boarding and alighting) over at least a portion of the line in two or more jurisdictions
- If a route does not qualify as regional under the inter-jurisdictional definition, then it must meet at least two of the following three criteria to be regional:
 - Arterial Streets: Operates for a considerable distance on an arterial street and a substantial portion (usually a majority) of riders use stops on the arterial street. Routes which operate for a short distance on an arterial incidental to their service area are not included
 - Regional Activity Center: Serves one or more regional activity centers. A conservative definition of regional activity centers is used, including only those where there is virtually universal agreement as to their regional character. Routes

which feed Metrorail stations, but which do not directly serve any regional activity center, are not considered to be regional

- Cost Effectiveness: Annual boardings per annual platform hour greater than 30 applied consistently in all jurisdictions

Routes which do not meet the criteria described above are classified as non-regional. Regional and non-regional bus subsidy is allocated to the jurisdictions using the following formulas.

- **Regional Bus Subsidy Allocation.** The distribution of regional bus subsidy to the jurisdictions is based on a weighted, four-factor formula in the following proportions:

1. Density weighted population	25%
2. Revenue hours	25%
3. Revenue miles	35%
4. Average weekday ridership	15%

Density weighted population is determined by taking the urbanized area population distribution for the compact area (50 percent weighting) and combining it with the weighted population density (urbanized population divided by area). The formula prorates the urbanized population distribution by people per square mile.

The revenue hours factor is determined by taking the annual revenue hours assigned to each jurisdiction divided by the total regional revenue hours. The revenue miles factor is determined by taking total revenue miles (second quarter schedule) assigned to each jurisdiction divided by the total regional revenue miles. Ridership is determined by taking the average weekday ridership (based on a sample month) for each jurisdiction divided by the total average weekday ridership.

- **Non-Regional Bus Subsidy Allocation.** The distribution of non-regional bus subsidy to the jurisdictions is computed as follows:

1. Identify the costs of all Metrobus service, regional and non-regional
2. Identify the costs which would accrue for regional Metrobus service if no non-regional bus service were provided
3. Determine the costs of non-regional service by subtracting the regional Metrobus costs from the costs of all Metrobus service
4. Divide the costs of non-regional service as computed in step three by total platform hours for non-regional service
5. Identify the non-regional platform hours for each jurisdiction
6. Multiply the platform hours for each jurisdiction by the hourly rate
7. Determine the revenue for each jurisdiction
8. Subtract from costs the revenue as determined in step seven

Formulas 3 and 4: Rail Maximum Fare and Base Subsidy Allocations

The rail subsidy consists of two components: the maximum fare component and the base rail component. The total maximum fare subsidy is deducted from the total rail subsidy, and the result is allocated based on the base subsidy formula.

- **Maximum Fare Subsidy Allocation.** The maximum fare portion of the rail subsidy is designed to recognize the “taper” and “cap” features of the Metrorail fare structure. The taper feature is reflected in the diminishing cost per mile for trips greater than six miles, and the cap is reflected in the maximum fare on rail. The subsidy for the maximum fare is calculated as the difference between the regular fare that would have been paid if the taper and cap features were not available, and the actual fare paid with the taper and cap.

Once the maximum fare subsidy is calculated, the benefiting jurisdictions are allocated one-half the calculated amount, based on the percent of riders from the individual jurisdiction who benefit from the taper and cap. These percentages are calculated from the data taken from the Metrorail Passenger Survey. The remaining half of the maximum fare subsidy is incorporated into the rail base subsidy.

- **Rail Base Subsidy Allocation.** The base subsidy allocation for Metrorail service is based on three elements in equal proportions:
 1. Density weighted population 33.3%
 2. Number of rail stations 33.3%
 3. Average weekly ridership 33.3%

Density weighted population is determined by taking the urbanized area population distribution for the compact area (50 percent weighted) and combining that with the weighted population density (urbanized population divided by area). This calculation is the same for the regional bus subsidy allocation as it is for the rail base subsidy allocation. The rail stations factor is calculated by taking the number of stations, or portions of stations, assigned to each jurisdiction, divided by the total number of stations in the system. Ridership is calculated by taking the system average weekday ridership (month of May sample) times the jurisdictional ridership distribution, as determined by the rail passenger survey. Only persons who reside in the compact area are included in the distribution.

Formula 5: Paratransit Subsidy Allocation

Paratransit subsidy is allocated to the jurisdictions using a two factor formula with sub-allocations used for the Virginia jurisdictions.

1. Direct Costs - The contract carriers’ actual per trip, reservation and eligibility charges will be allocated directly to the jurisdictions
2. Overhead Costs - All other (non-direct) costs of the paratransit program will be allocated in proportion to the direct costs

Virginia sub-allocations of direct costs require that per trip charges be adjusted to reflect the average time of trips provided for each jurisdiction. Overhead costs assigned to Virginia jurisdictions will be sub-allocated based on the direct cost allocation as calculated above.

Formula 6: Rail Construction Debt Service Allocation

Debt service charges are allocated to the jurisdictions based on the rail construction formula for the Adopted Regional System, using data developed for the approved Financial Plan, August 1978. The local shares remain as set forth in the Ancillary Bond Repayment Agreements, and were not revised as the data used for the rail construction was updated.

FY2013 Approved Subsidy

The FY2013 approved jurisdictional funding is \$707 million for the operating budget, an increase of \$36 million over the FY2012 subsidy budget (excluding the FY2010 audit adjustment included in the FY2012 subsidy). This includes:

- FY2013 net operating subsidy for Metrobus, Metrorail, and MetroAccess of \$669 million, an increase of \$47 million over FY2012
- Debt service payment budget of \$37 million, a decrease of \$11 million from FY2012
- FY2013 Metrorail base allocation includes the Silver Line Phase I five stations, scheduled to open in FY2014

Table 3.8

Jurisdictional Operating Subsidy

	Approved FY2010	Approved FY2011	Approved FY2012	Approved FY2013
Net Subsidy Budget ^{1,2}	\$547	\$572	\$622	\$669
Year over year growth	2.1%	4.6%	8.7%	7.6%
Total Subsidy Budget ²	\$574	\$621	\$671	\$707
Year over year growth	2.0%	8.1%	8.1%	5.4%

¹ Excluding debt service

² Excluding FY2010 audit adjustment of \$16.6 million

Table 3.9

**FISCAL YEAR 2013 APPROVED BUDGET
 SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS**

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy									
Regional Bus Subsidy	\$325,304,243	\$137,037,904	\$48,593,172	\$56,646,812	\$14,935,836	\$24,680,410	\$592,174	\$41,501,733	\$1,316,200
Non-Regional Bus Subsidy	\$72,966,496	\$31,765,878	\$9,164,973	\$22,533,782	\$1,437,276	\$737,807	\$0	\$7,326,779	\$0
Subtotal	\$398,270,739	\$168,803,782	\$57,758,146	\$79,180,594	\$16,373,113	\$25,418,217	\$592,174	\$48,828,513	\$1,316,200
Percent of Total	100%	42.4%	14.5%	19.9%	4.1%	6.4%	0.1%	12.3%	0.3%
Metro rail Operating Subsidy									
Base Allocation	\$155,233,824	\$52,203,971	\$28,633,319	\$27,516,699	\$6,954,045	\$14,512,464	\$463,005	\$24,561,803	\$388,520
Max Fare Subsidy	\$8,633,026	\$727,531	\$3,949,643	\$1,715,654	\$290,459	\$217,869	\$47,882	\$1,647,598	\$36,388
Subtotal	\$163,866,850	\$52,931,502	\$32,582,962	\$29,232,354	\$7,244,504	\$14,730,333	\$510,887	\$26,209,401	\$424,908
Percent of Total	100%	32.3%	19.9%	17.8%	4.4%	9.0%	0.3%	16.0%	0.3%
Metro Access Subsidy									
Percent of Total	\$107,007,288	\$27,385,272	\$22,324,318	\$42,477,868	\$929,894	\$1,057,173	\$283,116	\$12,424,377	\$125,268
	100%	25.6%	20.9%	39.7%	0.9%	1.0%	0.3%	11.6%	0.1%
Net Operating Subsidy	\$669,144,877	\$249,120,556	\$112,665,426	\$150,890,815	\$24,547,511	\$41,205,724	\$1,386,178	\$87,462,291	\$1,866,377
	100%	37.2%	16.8%	22.5%	3.7%	6.2%	0.2%	13.1%	0.3%
Debt Service	\$16,197,900	\$6,088,784	\$2,868,676	\$2,871,859	\$835,821	\$1,614,946	\$27,523	\$1,867,601	\$22,690
Metro Matters Debt Service	\$21,175,756	\$10,672,581	\$4,944,539	\$5,505,697	\$0	\$0	\$0	\$0	\$52,939
Total Debt Service	\$37,373,656	\$16,761,365	\$7,813,215	\$8,377,556	\$835,821	\$1,614,946	\$27,523	\$1,867,601	\$75,629
FY2013 Jurisdictional Operating Funding	\$706,518,533	\$265,881,921	\$120,478,641	\$159,268,371	\$25,383,332	\$42,820,670	\$1,413,701	\$89,329,892	\$1,942,006

Capital Budget

Metro's jurisdictional partners support the capital budget by providing the required local match for federal formula grants and by providing "system performance funds," which allows Metro to have a larger Capital budget than otherwise possible with only Federal funding and required local matches. This augments Federal dedicated funding and federal discretionary funding provided in support of Metro's Capital Program. The allocation of this support (both the match and the system performance funds) to the specific jurisdictions is governed by the Capital Funding Agreement (CFA) which was adopted by the local jurisdictions and the Metro Board of Directors in June 2010.

Under the terms of the CFA, each jurisdiction's contribution, as determined by the formula used to compute the Metro FY2010 capital budget, will be recalculated every three years to reflect the then-current approved Operating Budget subsidy allocation and applied prospectively to the three subsequent Annual Work Plans. The calculation is based on each Jurisdiction's percentage of the total operating subsidy and the percentage of the subsidy by mode. The FY2010 Operations Allocation formula allocated Metrobus, Metrorail, Paratransit, and Dedicated Funding costs as follows:

- The Rail allocation formula will apply to rail projects and debt issued for rail projects.
- The Bus allocation formula will apply to bus projects and debt issued for bus projects.
- The Paratransit formula will apply to paratransit projects and debt issued for paratransit projects.
- An average of the Rail and Bus allocation formulas will apply to general financing expenditures and for project expenditures that cannot be allocated to Rail, Bus, or paratransit.
- Dedicated Funding projects will be divided equally among the District of Columbia, State of Maryland, and Commonwealth of Virginia subject to the provisions of the various state laws establishing dedicated funding sources to match federal funds made available under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008.

Table 3.10
Summary of State and Local Contributions for Capital (excludes Debt Repayment)
(Dollars in Thousands)

Jurisdictional Funding	FY2013 Q1	FY2013 Q2	FY2013 Q3	FY2013 Q4	FY 2013 Total
District of Columbia					
District of Columbia	\$ 16,680	\$ 17,258	\$ 15,637	\$ 16,434	\$ 66,009
District of Columbia - PRIIA Match	10,763	12,415	14,981	17,558	55,716
Total District of Columbia	\$ 27,443	\$ 29,673	\$ 30,618	\$ 33,991	\$ 121,725
Maryland					
Montgomery County	\$ 7,738	\$ 8,006	\$ 7,254	\$ 7,623	\$ 30,621
Prince Georges County	8,520	8,815	7,987	8,394	33,715
State of Maryland - PRIIA Match	10,763	12,415	14,981	17,558	55,716
Total Maryland	\$ 27,020	\$ 29,235	\$ 30,222	\$ 33,575	\$ 120,052
Virginia					
Alexandria	\$ 1,828	\$ 1,891	\$ 1,714	\$ 1,801	\$ 7,234
Arlington County	3,418	3,536	3,204	3,367	13,525
City of Fairfax	115	119	108	114	456
Fairfax County	6,058	6,268	5,679	5,969	23,974
Falls Church	120	124	112	118	473
Commonwealth of Virginia - PRIIA Match	10,763	12,415	14,981	17,558	55,716
Total Virginia	\$ 22,302	\$ 24,353	\$ 25,798	\$ 28,926	\$ 101,378
Total State and Local Funds:	\$ 76,765	\$ 83,261	\$ 86,638	\$ 96,492	\$ 343,155

The jurisdictional funding for FY2013 was calculated from the FY2012Q3 Billing Forecast in November 2011. The jurisdictional funding will be adjusted with the FY2013Q3 billing in November 2012 after the FY2012 Annual Budget Reconciliation along with the most current FY2013 expenditure forecast.

Grant Funding

In FY2011, Metro entered a new era in grant funding with the addition of \$150 million in dedicated Federal funds from the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), or PRIIA, accompanied by \$150 million in dedicated local match funds. With the Federal annual formula allocations and existing discretionary grant funds, grant funding for the FY2013 capital program will approach \$400 million, or 50 percent, of the total budget for the Capital Improvement Program (CIP). If including the match portion of the grant, then grant funding exceeds \$600 million, or 75 percent, of the total CIP budget.

In FY2013, Metro will continue to pursue Federal grants that are awarded competitively. As a result of the new MAP-21 authorizing legislation, some smaller FTA grant programs have become competitive as opposed to previous years where the funds were allocated through Congressional earmarks. In addition, Metro faces uncertainty as a result of the Budget Control Act of 2011, more commonly referred to as "sequestration." If current law remains unchanged, substantial mandatory budget cuts will occur across both defense and non-defense federal departments. This could have both direct impacts on Metro's grant funding and indirect impacts

on ridership if federal workers and contractors are laid off. Metro staff are continuing to gather information about the likelihood of sequestration and its potential impacts.

Operating Grants

Additional funding for the operating budget may be awarded through nationally competitive or regionally allocated grants. These grants generally provide operating support to the Departments of Access Services and Metro Transit Police. Both departments participate in regional planning organizations and working groups within their respective disciplines. Access Services may pursue additional funding depending on the annual priorities established by the regional body. Metro Transit Police has obtained regional grants to sustain detection technology that was installed with prior years grant funds. Certain specialized security teams and their activities will be expanded and others sustained for additional fiscal years through awarding of nationally competitive grants for transit security. Metro will also advocate for extension of prior year fiscal incentives such as the Alternative Fuel Tax Outlay Payment which generally supports operations.

Capital Grants

Approximately 97 percent of Federal funding in the CIP comes from non-competitive grants. PRIIA is the largest single source of grant funds in FY2013. Annual grants, which require a local match, have been allocated to Metro primarily through long-standing federal formulas. Additional Federal support for the CIP comes from federal highway funds flexed to the Federal Transit Administration (FTA) on behalf of the Commonwealth of Virginia and from ongoing security project funding from the Department of Homeland Security.

Local Match Requirements

Matching funds requirements for grants varies by grantor, program, and purpose. FTA formula grants require matching funds for 20 percent of project cost and PRIIA grants require matching funds for 50 percent of project cost. The ARRA allocation is an exception where formula funds require no matching funds. Competitive grants from FTA require zero to 20 percent local match. Security grants, which fund both capital and operating activities, usually require no local share.

Dedicated Funding

- **Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432)**
 - FY2013 is the third year (of up to ten years) for which PRIIA funding has been authorized for \$150 million per year with \$150 million of matching dedicated local funding.
 - Metro continues to place the highest priority on investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series railcars, installing guarded turnouts, purchasing equipment for wayside worker protection, and installation of rollback protection on rails cars lacking this upgraded safety feature.

FTA GRANTS (BASED ON U.S.C. 49)***Formula***

- **Large Urbanized Area Formula Grant Program (Section 5307)**
 - Capital Improvement Program activities include but are not limited to planning, engineering, bus and rail vehicle purchase and rehabilitation, construction of maintenance and passenger facilities, rail track, signals, communications acquisitions and upgrades, and preventive maintenance.
 - Some Americans with Disabilities Act complementary paratransit service costs are considered capital costs under 5307.
 - At least one percent of the funding apportioned to each area must be used for transit enhancement activities (i.e. historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities).

- **Rail Modernization and Fixed Guideway (Section 5309)**
 - Capital improvement projects may include modernization and improvement of rail and bus fixed guideway systems (i.e. purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment, computer hardware and software, system extensions, and preventive maintenance).

Competitive

- Job Access and Reverse Commute program (JARC) (Section 5316) and New Freedom (Section 5317)
 - Funds six trainers to deliver two-week long intensive training courses for using transit
 - The final report on the outcome of travel training will be completed in FY2013

- New Freedom (Section 5317)
 - Funds bus stop improvements throughout Metro's service area

- State of Good Repair (Section 5309)
 - Provides funding for asset management planning and systems technology integration

SECURITY GRANTS

- Transit Security Grant Program (TSGP)
 - Funds capital enhancements for hardening critical infrastructure assets
 - Projects are capital and operational in nature
 - New capital project funds are contained in the CIP and awards prior to FY2011 are carried in the capital reimbursable budgets

- New funding is awarded through national competition and primarily supports operational and sustainment activities
- Urban Area Security Initiative (UASI)
 - Funds warranties on goods purchased with prior DHS grants
 - Funds are allocated through regional cooperation and administered as subgrants from the District of Columbia Homeland Security and Emergency Management Agency.

Debt Service

In October 2003, Metro issued \$163.5 million of Gross Revenue Transit Refunding Bonds, Series-2003, to refund the callable portion of Metro's outstanding Gross Revenue Transit Refunding Bonds, Series-1993. The final maturity for the 1993 bonds was in July 2010. The annual jurisdictional debt service payment on the 2003 bond series is \$16.2 million in FY2013 and \$11.8 million in FY2014, representing the final maturity on July 1, 2014. The reduced level of debt service in FY2013 and FY2014 on 2003 bonds is the result of a portion of the 2003 bonds maturing in FY2012.

In June 2009, Metro issued \$243.0 million of Gross Revenue Transit Bonds, Series 2009-A and \$55.0 million of Build America Bonds, Series 2009-B. Bond proceeds net of premiums/discounts totaled \$309.9 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2034. The net annual jurisdictional debt service payment on the bonds is \$21.2 million, reflecting an annual credit of \$1.3 million for the Series B, Build America Bonds. Five jurisdictions opted out of the bond issuance and provided \$115.0 million in funding to bring total proceeds related to the bond issuance to \$425.0 million.

Metro previously maintained a \$330 million commercial paper program to provide funds for the Metro Matters Program. Payment of all maturing commercial paper was guaranteed by an irrevocable letter of credit. In June 2009, Metro retired the \$330.0 million commercial paper program. At the time of bond settlement commercial paper outstanding totaled \$314.5 million. All proceeds from the Series 2009-A Bond issuance and a portion of the proceeds from the jurisdiction opt out were utilized to retire the commercial paper. The remaining \$107.5 million from the jurisdiction opt out and Series 2009-B proceeds will finance non-complete Metro Matters capital projects.

During FY2012 Metro decreased the availability on its lines of credit from \$500 million to \$200 million and reduced the availability further during FY2013 to \$150 million, aligning available funds with the capital budget and seasonal cash flow needs. The lines of credit may be used to fund operating and capital cash flow needs.

Metro is required to make semi-annual payments of principal and interest on each Series of Bonds. There are certain covenants associated with these outstanding bonds with which Metro must comply. The most significant are:

- Metro must punctually pay principal and interest according to provisions in the bond document.

- Except for certain instances, Metro cannot sell, mortgage, lease or otherwise dispose of transit system assets without filing a certification by the General Manager/Chief Executive Officer and Treasurer with the Trustee and Bond Insurers that such action will not impede or restrict the operation of the transit system.
- Metro must at all times maintain certain insurance or self-insurance covering the assets and operations of the transit system.

Debt Policy/Metro's Borrowing Powers

As per Metro's Compact, Metro may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness are payable solely out of the properties of revenues of Metro. The bonds and other obligations of Metro, except as may be otherwise provided in the indenture under which they were issued, are direct and general obligations of Metro and the full faith and credit of Metro are pledged for the prompt payment of the debt service.

New Capital Bonds

The Capital Improvement Program (CIP) is a six-year program (FY2013-FY2018) for \$5.1 billion. To support the CIP, long-term borrowing maybe required. This borrowing is not anticipated to happen until FY2014.

Table 3.11 provides a summary of Metro's gross revenue refunding bonds and gross revenue transit bonds.

Table 3.11

Gross Revenue Transit Bonds
(FY2013 Jurisdiction Funding)

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
Gross Revenue Transit Bonds:			
Series 2003			
Due to Bondholders 1/1/2013	\$ 7,680,000	\$ 624,950	\$ 8,304,950
Due to Bondholders 7/1/2013	7,460,000	432,950	7,892,950
Total	\$ 15,140,000	\$ 1,057,900	\$ 16,197,900
Gross Revenue Transit Bonds:			
Series 2009A			
Due to Bondholders 1/1/2013	\$ -	\$ 5,734,128	\$ 5,734,128
Due to Bondholders 7/1/2013	7,205,000	5,734,128	12,939,128
Total	\$ 7,205,000	\$ 11,468,256	\$ 18,673,256
Gross Revenue Transit Bonds:			
Series 2009B*			
Due to Bondholders 1/1/2013	\$ -	\$ 1,251,250	\$ 1,251,250
Due to Bondholders 7/1/2013		1,251,250	1,251,250
Total	\$ -	\$ 2,502,500	\$ 2,502,500

*Net of Build America Bond (BAB) credit

Table 3.12
Statement of Debt Service and Interest

Gross Revenue Transit Refunding Bonds			
Period Ending	Series 2003 Principal	Series 2003 Interest	Series 2003 Debt Service
1/1/2004			
7/1/2004	\$ 7,730,000	\$ 4,741,545	\$ 12,471,545
1/1/2005	9,100,000	3,373,806	12,473,806
7/1/2005	9,190,000	3,282,806	12,472,806
1/1/2006	9,280,000	3,190,906	12,470,906
7/1/2006	9,465,000	3,005,306	12,470,306
1/1/2007	9,655,000	2,816,006	12,471,006
7/1/2007	210,000	2,574,631	2,784,631
1/1/2008	10,195,000	2,572,269	12,767,269
7/1/2008	210,000	2,317,394	2,527,394
1/1/2009	10,755,000	2,315,031	13,070,031
7/1/2009	215,000	2,046,156	2,261,156
1/1/2010	11,350,000	2,042,931	13,392,931
7/1/2010	215,000	1,759,181	1,974,181
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
	<u>\$ 163,495,000</u>	<u>\$ 43,040,426</u>	<u>\$ 206,535,426</u>

FY2013 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2013 and 7/1/2013.

Table 3.13
Series 2009 A & B Debt Service Schedule

Year Ending	Series 2009A Bonds			Series 2009B BABs				Aggregate
	Principal	Interest	Debt Service	Principal	Interest	BAB Credit	Debt Service	Debt Service
1/1/2010		\$ 6,950,487	\$ 6,950,487		\$ 2,160,278	\$ (756,097)	\$ 1,404,181	\$ 8,354,667
7/1/2010	5,375,000	6,193,503	11,568,503		1,925,000	(673,750)	1,251,250	12,819,753
1/1/2011		6,059,128	6,059,128		1,925,000	(673,750)	1,251,250	7,310,378
7/1/2011	6,555,000	6,059,128	12,614,128		1,925,000	(673,750)	1,251,250	13,865,378
1/1/2012		5,895,253	5,895,253		1,925,000	(673,750)	1,251,250	7,146,503
7/1/2012	6,885,000	5,895,253	12,780,253		1,925,000	(673,750)	1,251,250	14,031,503
* 1/1/2013		5,734,128	5,734,128		1,925,000	(673,750)	1,251,250	6,985,378
* 7/1/2013	7,205,000	5,734,128	12,939,128		1,925,000	(673,750)	1,251,250	14,190,378
1/1/2014		5,556,653	5,556,653		1,925,000	(673,750)	1,251,250	6,807,903
7/1/2014	7,560,000	5,556,653	13,116,653		1,925,000	(673,750)	1,251,250	14,367,903
1/1/2015		5,385,753	5,385,753		1,925,000	(673,750)	1,251,250	6,637,003
7/1/2015	7,900,000	5,385,753	13,285,753		1,925,000	(673,750)	1,251,250	14,537,003
1/1/2016		5,193,503	5,193,503		1,925,000	(673,750)	1,251,250	6,444,753
7/1/2016	8,285,000	5,193,503	13,478,503		1,925,000	(673,750)	1,251,250	14,729,753
1/1/2017		4,992,472	4,992,472		1,925,000	(673,750)	1,251,250	6,243,722
7/1/2017	8,690,000	4,992,472	13,682,472		1,925,000	(673,750)	1,251,250	14,933,722
1/1/2018		4,775,222	4,775,222		1,925,000	(673,750)	1,251,250	6,026,472
7/1/2018	9,125,000	4,775,222	13,900,222		1,925,000	(673,750)	1,251,250	15,151,472
1/1/2019		4,547,097	4,547,097		1,925,000	(673,750)	1,251,250	5,798,347
7/1/2019	9,580,000	4,547,097	14,127,097		1,925,000	(673,750)	1,251,250	15,378,347
1/1/2020		4,307,597	4,307,597		1,925,000	(673,750)	1,251,250	5,558,847
7/1/2020	10,060,000	4,307,597	14,367,597		1,925,000	(673,750)	1,251,250	15,618,847
1/1/2021		4,043,522	4,043,522		1,925,000	(673,750)	1,251,250	5,294,772
7/1/2021	10,585,000	4,043,522	14,628,522		1,925,000	(673,750)	1,251,250	15,879,772
1/1/2022		3,765,666	3,765,666		1,925,000	(673,750)	1,251,250	5,016,916
7/1/2022	11,140,000	3,765,666	14,905,666		1,925,000	(673,750)	1,251,250	16,156,916
1/1/2023		3,473,241	3,473,241		1,925,000	(673,750)	1,251,250	4,724,491
7/1/2023	11,725,000	3,473,241	15,198,241		1,925,000	(673,750)	1,251,250	16,449,491
1/1/2024		3,165,459	3,165,459		1,925,000	(673,750)	1,251,250	4,416,709
7/1/2024	12,340,000	3,165,459	15,505,459		1,925,000	(673,750)	1,251,250	16,756,709
1/1/2025		2,841,534	2,841,534		1,925,000	(673,750)	1,251,250	4,092,784
7/1/2025	12,990,000	2,841,534	15,831,534		1,925,000	(673,750)	1,251,250	17,082,784
1/1/2026		2,500,547	2,500,547		1,925,000	(673,750)	1,251,250	3,751,797
7/1/2026	13,670,000	2,500,547	16,170,547		1,925,000	(673,750)	1,251,250	17,421,797
1/1/2027		2,141,709	2,141,709		1,925,000	(673,750)	1,251,250	3,392,959
7/1/2027	14,390,000	2,141,709	16,531,709		1,925,000	(673,750)	1,251,250	17,782,959
1/1/2028		1,763,972	1,763,972		1,925,000	(673,750)	1,251,250	3,015,222
7/1/2028	15,145,000	1,763,972	16,908,972		1,925,000	(673,750)	1,251,250	18,160,222
1/1/2029		1,366,416	1,366,416		1,925,000	(673,750)	1,251,250	2,617,666
7/1/2029	15,940,000	1,366,416	17,306,416		1,925,000	(673,750)	1,251,250	18,557,666
1/1/2030		953,850	953,850		1,925,000	(673,750)	1,251,250	2,205,100
7/1/2030	16,765,000	953,850	17,718,850		1,925,000	(673,750)	1,251,250	18,970,100
1/1/2031		527,756	527,756		1,925,000	(673,750)	1,251,250	1,779,006
7/1/2031	17,620,000	527,756	18,147,756		1,925,000	(673,750)	1,251,250	19,399,006
1/1/2032		79,931	79,931		1,925,000	(673,750)	1,251,250	1,331,181
7/1/2032	3,145,000	79,931	3,224,931	15,370,000	1,925,000	(673,750)	16,621,250	19,846,181
1/1/2033					1,387,050	(485,468)	901,583	901,583
7/1/2033				19,375,000	1,387,050	(485,468)	20,276,583	20,276,583
1/1/2034					708,925	(248,124)	460,801	460,801
7/1/2034				20,255,000	708,925	(248,124)	20,715,801	20,715,801
Total	\$ 242,675,000	\$ 171,284,809	\$ 413,959,809	\$ 55,000,000	\$ 92,977,228	\$ (32,542,030)	\$ 115,435,198	\$ 529,395,007

* FY2013 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2013 and 7/1/2013.

Table 3.14
Jurisdictional Share of Capital FY2012 to FY2018 Debt Issuances
(Dollars in Thousands)

	Annual Work Plan Year								
	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2012-17	FY2018	FY2012-18
Projected Debt Issuances									
Debt Issuance									
1 Par Value	\$ -	\$ -	\$ 14,537	\$ 79,055	\$ 239,831	\$ 106,577	\$ 440,000	\$ -	\$ 440,000
2 Issuance Cost	\$ -	\$ -	\$ 759	\$ 1,243	\$ 2,449	\$ 1,449	\$ 5,900	\$ -	\$ 5,900
3 Total Debt Issuance	\$ -	\$ -	\$ 15,296	\$ 80,298	\$ 242,280	\$ 108,026	\$ 445,900	\$ -	\$ 445,900
Projected Jurisdictional Share of Debt * FY2012									
District of Columbia									
4 District of Columbia	\$ -	\$ -	\$ 5,737	\$ 30,115	\$ 90,863	\$ 40,514	\$ 167,228	\$ -	\$ 167,228
5 Total District of Columbia	\$ -	\$ -	\$ 5,737	\$ 30,115	\$ 90,863	\$ 40,514	\$ 167,228	\$ -	\$ 167,228
Maryland									
6 Montgomery County	\$ -	\$ -	\$ 2,661	\$ 13,970	\$ 42,151	\$ 18,794	\$ 77,576	\$ -	\$ 77,576
7 Prince Georges County	\$ -	\$ -	\$ 2,930	\$ 15,381	\$ 46,410	\$ 20,693	\$ 85,414	\$ -	\$ 85,414
8 Total Maryland	\$ -	\$ -	\$ 5,591	\$ 29,351	\$ 88,561	\$ 39,487	\$ 162,990	\$ -	\$ 162,990
Virginia									
9 Alexandria	\$ -	\$ -	\$ 629	\$ 3,300	\$ 9,957	\$ 4,440	\$ 18,326	\$ -	\$ 18,326
10 Arlington County	\$ -	\$ -	\$ 1,175	\$ 6,170	\$ 18,618	\$ 8,301	\$ 34,265	\$ -	\$ 34,265
11 City of Fairfax	\$ -	\$ -	\$ 40	\$ 208	\$ 628	\$ 280	\$ 1,156	\$ -	\$ 1,156
12 Fairfax County	\$ -	\$ -	\$ 2,083	\$ 10,937	\$ 33,001	\$ 14,714	\$ 60,736	\$ -	\$ 60,736
13 Falls Church	\$ -	\$ -	\$ 41	\$ 216	\$ 651	\$ 290	\$ 1,199	\$ -	\$ 1,199
14 Total Virginia	\$ -	\$ -	\$ 3,968	\$ 20,832	\$ 62,856	\$ 28,026	\$ 115,681	\$ -	\$ 115,681
15 Total Debt:	\$ -	\$ -	\$ 15,296	\$ 80,298	\$ 242,280	\$ 108,026	\$ 445,900	\$ -	\$ 445,900

Debt Assumptions

1. Issuance costs are assumed to equal a fixed \$650,000 payment plus 0.75% of the par value of the issuance.

Table 3.15
Debt Service for FY2012 to FY2018 Debt Issuances
(Dollars in Thousands)

	FY2012 Issuances		FY2013 Issuances		FY2014 Issuances		FY2015 Issuances		FY2016 Issuances		FY2017 Issuances		FY2018 Issuances		FY2012-18	
	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.
Projected Debt Service																
1 FY2012 Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 FY2013 Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 FY2014 Debt Service	\$ -	\$ -	\$ 841	\$ -	\$ 422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 422	\$ 841
4 FY2015 Debt Service	\$ -	\$ -	\$ 435	\$ 818	\$ 435	\$ 818	\$ 4,617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,651	\$ 5,435
5 FY2016 Debt Service	\$ -	\$ -	\$ 447	\$ 794	\$ 447	\$ 794	\$ 2,282	\$ 4,490	\$ 6,887	\$ 14,537	\$ -	\$ -	\$ -	\$ -	\$ 9,416	\$ 19,821
6 FY2017 Debt Service	\$ -	\$ -	\$ 461	\$ 770	\$ 461	\$ 770	\$ 2,349	\$ 4,359	\$ 6,884	\$ 14,136	\$ 2,982	\$ 6,752	\$ -	\$ -	\$ 12,676	\$ 26,015
7 Total FY2012-17 Debt Service	\$ -	\$ -	\$ 1,765	\$ 3,223	\$ 1,765	\$ 3,223	\$ 6,847	\$ 13,465	\$ 13,571	\$ 28,672	\$ 2,982	\$ 6,752	\$ -	\$ -	\$ 25,165	\$ 52,112
8 FY2018 Debt Service	\$ -	\$ -	\$ 474	\$ 744	\$ 474	\$ 744	\$ 2,418	\$ 4,223	\$ 7,088	\$ 13,723	\$ 3,070	\$ 6,565	\$ -	\$ -	\$ 13,050	\$ 25,255
9 FY2019 Debt Service	\$ -	\$ -	\$ 488	\$ 718	\$ 488	\$ 718	\$ 2,490	\$ 4,084	\$ 7,297	\$ 13,297	\$ 3,160	\$ 6,373	\$ -	\$ -	\$ 13,435	\$ 24,473
10 FY2020 Debt Service	\$ -	\$ -	\$ 503	\$ 691	\$ 503	\$ 691	\$ 2,563	\$ 3,941	\$ 7,512	\$ 12,859	\$ 3,253	\$ 6,176	\$ -	\$ -	\$ 13,832	\$ 23,668
11 FY2021 Debt Service	\$ -	\$ -	\$ 518	\$ 664	\$ 518	\$ 664	\$ 2,639	\$ 3,794	\$ 7,734	\$ 12,409	\$ 3,350	\$ 5,973	\$ -	\$ -	\$ 14,240	\$ 22,839
12 FY2022 Debt Service	\$ -	\$ -	\$ 533	\$ 635	\$ 533	\$ 635	\$ 2,717	\$ 3,642	\$ 7,962	\$ 11,945	\$ 3,448	\$ 5,763	\$ -	\$ -	\$ 14,640	\$ 21,985
13 FY2023 Debt Service	\$ -	\$ -	\$ 549	\$ 606	\$ 549	\$ 606	\$ 2,797	\$ 3,486	\$ 8,197	\$ 11,467	\$ 3,550	\$ 5,548	\$ -	\$ -	\$ 15,093	\$ 21,106
14 FY2024 Debt Service	\$ -	\$ -	\$ 565	\$ 576	\$ 565	\$ 576	\$ 2,880	\$ 3,325	\$ 8,439	\$ 10,975	\$ 3,655	\$ 5,326	\$ -	\$ -	\$ 15,539	\$ 20,202
15 FY2025 Debt Service	\$ -	\$ -	\$ 581	\$ 545	\$ 581	\$ 545	\$ 2,965	\$ 3,159	\$ 8,689	\$ 10,469	\$ 3,763	\$ 5,097	\$ -	\$ -	\$ 15,998	\$ 19,270
16 FY2026 Debt Service	\$ -	\$ -	\$ 599	\$ 513	\$ 599	\$ 513	\$ 3,052	\$ 2,989	\$ 8,945	\$ 9,947	\$ 3,874	\$ 4,862	\$ -	\$ -	\$ 16,470	\$ 18,311
17 FY2027 Debt Service	\$ -	\$ -	\$ 616	\$ 480	\$ 616	\$ 480	\$ 3,142	\$ 2,813	\$ 9,209	\$ 9,411	\$ 3,988	\$ 4,620	\$ -	\$ -	\$ 16,956	\$ 17,324
18 FY2028 Debt Service	\$ -	\$ -	\$ 634	\$ 446	\$ 634	\$ 446	\$ 3,235	\$ 2,633	\$ 9,481	\$ 8,858	\$ 4,106	\$ 4,371	\$ -	\$ -	\$ 17,457	\$ 16,308
19 FY2029 Debt Service	\$ -	\$ -	\$ 653	\$ 411	\$ 653	\$ 411	\$ 3,331	\$ 2,447	\$ 9,761	\$ 8,289	\$ 4,227	\$ 4,114	\$ -	\$ -	\$ 17,972	\$ 15,261
20 FY2030 Debt Service	\$ -	\$ -	\$ 672	\$ 375	\$ 672	\$ 375	\$ 3,429	\$ 2,255	\$ 10,049	\$ 7,704	\$ 4,352	\$ 3,850	\$ -	\$ -	\$ 18,503	\$ 14,184
21 FY2031 Debt Service	\$ -	\$ -	\$ 692	\$ 338	\$ 692	\$ 338	\$ 3,530	\$ 2,058	\$ 10,346	\$ 7,101	\$ 4,481	\$ 3,578	\$ -	\$ -	\$ 19,049	\$ 13,075
22 FY2032 Debt Service	\$ -	\$ -	\$ 713	\$ 300	\$ 713	\$ 300	\$ 3,634	\$ 1,855	\$ 10,651	\$ 6,480	\$ 4,613	\$ 3,298	\$ -	\$ -	\$ 19,611	\$ 11,933
23 FY2033 Debt Service	\$ -	\$ -	\$ 734	\$ 261	\$ 734	\$ 261	\$ 3,742	\$ 1,646	\$ 10,966	\$ 5,841	\$ 4,749	\$ 3,070	\$ -	\$ -	\$ 20,190	\$ 10,757
24 FY2034 Debt Service	\$ -	\$ -	\$ 755	\$ 220	\$ 755	\$ 220	\$ 3,852	\$ 1,431	\$ 11,293	\$ 5,183	\$ 4,889	\$ 2,713	\$ -	\$ -	\$ 20,787	\$ 9,547
25 FY2035 Debt Service	\$ -	\$ -	\$ 778	\$ 179	\$ 778	\$ 179	\$ 3,966	\$ 1,210	\$ 11,623	\$ 4,505	\$ 5,034	\$ 2,407	\$ -	\$ -	\$ 21,400	\$ 8,301
26 FY2036 Debt Service	\$ -	\$ -	\$ 801	\$ 136	\$ 801	\$ 136	\$ 4,083	\$ 981	\$ 11,966	\$ 3,868	\$ 5,182	\$ 2,093	\$ -	\$ -	\$ 22,032	\$ 7,018
27 FY2037 Debt Service	\$ -	\$ -	\$ 824	\$ 92	\$ 824	\$ 92	\$ 4,203	\$ 747	\$ 12,319	\$ 3,090	\$ 5,335	\$ 1,769	\$ -	\$ -	\$ 22,662	\$ 5,698
28 FY2038 Debt Service	\$ -	\$ -	\$ 849	\$ 40	\$ 849	\$ 40	\$ 4,355	\$ 565	\$ 12,657	\$ 2,501	\$ 5,483	\$ 1,493	\$ -	\$ -	\$ 23,352	\$ 4,338
29 FY2039 Debt Service	\$ -	\$ -	\$ 874	\$ -	\$ 874	\$ -	\$ 4,455	\$ 256	\$ 13,002	\$ 1,897	\$ 5,655	\$ 1,192	\$ -	\$ -	\$ 24,045	\$ 3,086
30 FY2040 Debt Service	\$ -	\$ -	\$ 900	\$ -	\$ 900	\$ -	\$ -	\$ -	\$ 13,443	\$ 897	\$ 5,822	\$ 798	\$ -	\$ -	\$ 19,245	\$ 1,548
31 FY2041 Debt Service	\$ -	\$ -	\$ 926	\$ -	\$ 926	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,994	\$ 375	\$ -	\$ -	\$ 5,994	\$ 375
32 FY2042 Debt Service	\$ -	\$ -	\$ 953	\$ -	\$ 953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
33 FY2043 Debt Service	\$ -	\$ -	\$ 981	\$ -	\$ 981	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
34 Total Debt Service	\$ -	\$ -	\$ 15,296	\$ 12,198	\$ 15,296	\$ 12,198	\$ 80,298	\$ 66,947	\$ 242,280	\$ 210,780	\$ 108,026	\$ 97,897	\$ -	\$ -	\$ 445,900	\$ 387,823

Debt Assumptions
 1. Debt maturity is assumed to be 25 years.
 2. Principal repayment structure is based on 14.5 year average age of debt.
 3. Issuance costs are assumed to equal a fixed \$650,000 payment plus 0.75% of the par value of the issuance.

Table 3.16
Debt Service for FY2012 to FY2018 Jurisdictional Breakout
(Dollars in Thousands)

Forecast FY2012-18 Debt Service	District of Columbia		Montgomery County		Prince Georges County		Alexandria		Arlington County		City of Fairfax		Fairfax County		Falls Church	
	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.
1 FY2012 Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 FY2013 Debt Service	\$ 422	\$ 841	\$ 316	\$ 73	\$ 146	\$ 81	\$ 161	\$ 17	\$ 35	\$ 65	\$ 2	\$ 58	\$ 115	\$ 2	\$ -	
3 FY2014 Debt Service	\$ 2,651	\$ 5,435	\$ 994	\$ 2,038	\$ 946	\$ 508	\$ 1,041	\$ 109	\$ 223	\$ 418	\$ 7	\$ 14	\$ 740	\$ 7	\$ 15	
4 FY2015 Debt Service	\$ 9,416	\$ 19,821	\$ 3,531	\$ 7,433	\$ 3,448	\$ 1,804	\$ 3,797	\$ 387	\$ 815	\$ 1,523	\$ 24	\$ 51	\$ 1,283	\$ 2,700	\$ 25	
5 FY2016 Debt Service	\$ 12,676	\$ 26,015	\$ 4,754	\$ 9,757	\$ 4,526	\$ 2,428	\$ 4,983	\$ 521	\$ 1,069	\$ 974	\$ 33	\$ 67	\$ 1,727	\$ 3,544	\$ 34	
6 FY2017 Debt Service	\$ 25,165	\$ 52,112	\$ 9,438	\$ 19,544	\$ 9,066	\$ 4,820	\$ 9,982	\$ 1,034	\$ 2,142	\$ 1,934	\$ 65	\$ 135	\$ 3,428	\$ 7,098	\$ 68	
7 Total FY2012-17 Debt Service	\$ 13,050	\$ 25,255	\$ 4,894	\$ 9,472	\$ 4,394	\$ 2,500	\$ 4,838	\$ 536	\$ 1,038	\$ 1,003	\$ 34	\$ 65	\$ 1,778	\$ 3,440	\$ 35	
8 FY2018 Debt Service	\$ 13,435	\$ 24,473	\$ 5,039	\$ 9,176	\$ 4,258	\$ 2,574	\$ 4,688	\$ 552	\$ 1,008	\$ 1,032	\$ 35	\$ 63	\$ 1,830	\$ 3,334	\$ 36	
9 FY2019 Debt Service	\$ 13,332	\$ 23,666	\$ 5,167	\$ 8,876	\$ 4,118	\$ 2,650	\$ 4,534	\$ 568	\$ 973	\$ 1,063	\$ 36	\$ 61	\$ 1,884	\$ 3,224	\$ 37	
10 FY2020 Debt Service	\$ 14,240	\$ 22,859	\$ 5,341	\$ 8,565	\$ 3,973	\$ 2,728	\$ 4,375	\$ 585	\$ 939	\$ 1,094	\$ 37	\$ 59	\$ 1,940	\$ 3,114	\$ 38	
11 FY2021 Debt Service	\$ 14,683	\$ 21,985	\$ 5,446	\$ 8,245	\$ 3,825	\$ 2,801	\$ 4,213	\$ 603	\$ 894	\$ 1,127	\$ 38	\$ 57	\$ 1,997	\$ 3,001	\$ 39	
12 FY2022 Debt Service	\$ 15,693	\$ 20,920	\$ 5,628	\$ 7,916	\$ 3,676	\$ 2,877	\$ 4,051	\$ 629	\$ 867	\$ 1,160	\$ 39	\$ 55	\$ 2,054	\$ 2,892	\$ 40	
13 FY2023 Debt Service	\$ 15,939	\$ 20,202	\$ 5,828	\$ 7,579	\$ 3,526	\$ 2,954	\$ 3,890	\$ 659	\$ 830	\$ 1,193	\$ 40	\$ 53	\$ 2,111	\$ 2,783	\$ 41	
14 FY2024 Debt Service	\$ 16,968	\$ 19,271	\$ 6,000	\$ 7,220	\$ 3,383	\$ 3,034	\$ 3,720	\$ 697	\$ 792	\$ 1,226	\$ 41	\$ 50	\$ 2,169	\$ 2,674	\$ 42	
15 FY2025 Debt Service	\$ 16,700	\$ 18,311	\$ 6,177	\$ 6,867	\$ 3,236	\$ 3,104	\$ 3,558	\$ 733	\$ 753	\$ 1,266	\$ 42	\$ 47	\$ 2,227	\$ 2,565	\$ 43	
16 FY2026 Debt Service	\$ 16,956	\$ 17,324	\$ 6,359	\$ 6,497	\$ 3,094	\$ 3,178	\$ 3,392	\$ 777	\$ 712	\$ 1,303	\$ 43	\$ 45	\$ 2,285	\$ 2,456	\$ 44	
17 FY2027 Debt Service	\$ 17,972	\$ 15,261	\$ 6,547	\$ 6,116	\$ 2,955	\$ 3,248	\$ 3,224	\$ 811	\$ 670	\$ 1,341	\$ 44	\$ 42	\$ 2,343	\$ 2,340	\$ 45	
18 FY2028 Debt Service	\$ 18,503	\$ 14,184	\$ 6,739	\$ 5,723	\$ 2,837	\$ 3,324	\$ 3,154	\$ 846	\$ 627	\$ 1,381	\$ 45	\$ 40	\$ 2,402	\$ 2,231	\$ 46	
19 FY2029 Debt Service	\$ 19,049	\$ 13,075	\$ 6,939	\$ 5,319	\$ 2,726	\$ 3,404	\$ 3,077	\$ 881	\$ 583	\$ 1,422	\$ 46	\$ 37	\$ 2,461	\$ 2,120	\$ 47	
20 FY2030 Debt Service	\$ 19,611	\$ 11,933	\$ 7,144	\$ 4,903	\$ 2,625	\$ 3,489	\$ 2,905	\$ 916	\$ 537	\$ 1,464	\$ 47	\$ 34	\$ 2,520	\$ 2,009	\$ 48	
21 FY2031 Debt Service	\$ 20,190	\$ 10,757	\$ 7,355	\$ 4,475	\$ 2,526	\$ 3,575	\$ 2,736	\$ 951	\$ 490	\$ 1,507	\$ 48	\$ 31	\$ 2,579	\$ 1,891	\$ 49	
22 FY2032 Debt Service	\$ 20,787	\$ 9,547	\$ 7,572	\$ 4,034	\$ 2,429	\$ 3,668	\$ 2,561	\$ 986	\$ 442	\$ 1,552	\$ 49	\$ 28	\$ 2,638	\$ 1,782	\$ 50	
23 FY2033 Debt Service	\$ 21,400	\$ 8,301	\$ 7,796	\$ 3,580	\$ 2,333	\$ 3,761	\$ 2,388	\$ 1,021	\$ 392	\$ 1,597	\$ 50	\$ 25	\$ 2,697	\$ 1,673	\$ 51	
24 FY2034 Debt Service	\$ 22,032	\$ 7,018	\$ 8,026	\$ 3,113	\$ 2,241	\$ 3,852	\$ 2,215	\$ 1,056	\$ 341	\$ 1,644	\$ 51	\$ 22	\$ 2,756	\$ 1,564	\$ 52	
25 FY2035 Debt Service	\$ 22,682	\$ 5,698	\$ 8,263	\$ 2,632	\$ 2,151	\$ 3,947	\$ 2,044	\$ 1,091	\$ 288	\$ 1,693	\$ 52	\$ 18	\$ 2,815	\$ 1,455	\$ 53	
26 FY2036 Debt Service	\$ 23,352	\$ 4,338	\$ 8,507	\$ 2,137	\$ 2,063	\$ 4,043	\$ 1,831	\$ 1,126	\$ 234	\$ 1,743	\$ 53	\$ 15	\$ 2,874	\$ 1,346	\$ 54	
27 FY2037 Debt Service	\$ 23,688	\$ 2,938	\$ 8,758	\$ 1,627	\$ 2,003	\$ 4,142	\$ 1,574	\$ 960	\$ 178	\$ 1,794	\$ 54	\$ 11	\$ 2,933	\$ 1,237	\$ 55	
28 FY2038 Debt Service	\$ 19,265	\$ 1,545	\$ 7,225	\$ 1,102	\$ 2,003	\$ 4,312	\$ 1,319	\$ 952	\$ 121	\$ 1,846	\$ 55	\$ 8	\$ 3,000	\$ 1,128	\$ 56	
29 FY2039 Debt Service	\$ 5,994	\$ 375	\$ 2,248	\$ 140	\$ 1,043	\$ 65	\$ 296	\$ 792	\$ 64	\$ 1,905	\$ 56	\$ 4	\$ 3,069	\$ 1,019	\$ 57	
30 FY2040 Debt Service	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
31 FY2041 Debt Service	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
32 FY2042 Debt Service	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
33 FY2043 Debt Service	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
34 Total Debt Service	\$ 445,900	\$ 387,823	\$ 167,228	\$ 145,447	\$ 67,472	\$ 85,414	\$ 74,289	\$ 18,326	\$ 15,939	\$ 34,265	\$ 29,802	\$ 1,156	\$ 1,006	\$ 60,736	\$ 52,826	\$ 1,199

Debt Assumptions

1. Debt maturity is assumed to be 25 years.
2. Principal repayment structure is based on 14.5 year average age of debt.
3. Issuance costs are assumed to equal a fixed \$650,000 payment plus 0.75% of the par value of the issuance.

Chapter IV. Operating Budget by Mode

Sources and Uses of Funds by Mode.....	IV-2
Metrobus.....	IV-7
Metrorail.....	IV-23
MetroAccess	IV-36
Operating Reimbursable Projects	IV-43

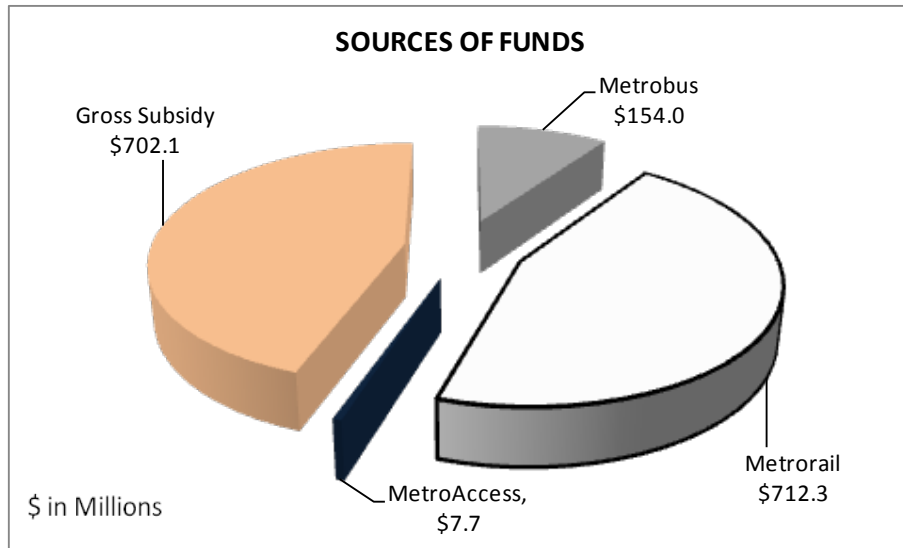
Chapter IV. Operating Budget by Mode

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 include its share of administrative costs. More specific department-by-department data is provided in Chapter V.

Sources and Uses of Funds by Mode Operating Budget Fiscal Year 2013 Approved: \$1.6 Billion

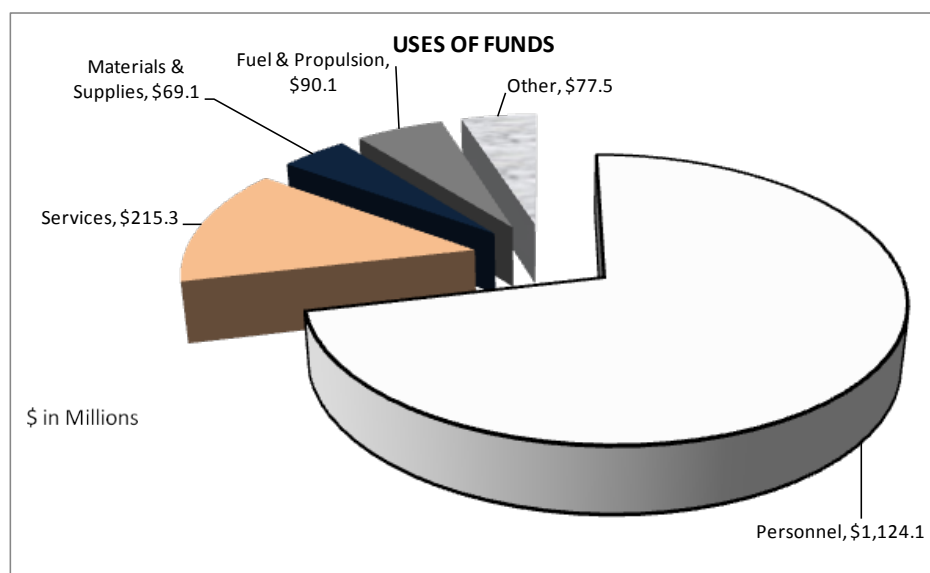
Where it Comes From

The largest source of funding comes from Metrorail related revenues, \$712.3 million or 81.5 percent of total funds. The majority of Metrorail revenue is passenger revenue. Jurisdictional subsidies are the second largest source of funding. The gross subsidy is \$702.1 million or 44.5 percent of expense. Gross subsidy is total expenses less total revenues. Gross subsidy is total expenses less total revenues.



Where it Goes

The largest operating budget expenditure is personnel costs at \$1,124.1 million or 71.3 percent followed by services with expenses totaling \$215.3 million or 13.7 percent.



Note: Excludes Reimbursable Operating Projects

Table 4.1

	OPERATING BUDGET REVENUES AND EXPENSES			
	Approved Budget 2013	BUS Budget 2013	RAIL Budget 2013	ACCESS Budget 2013
<i>(Dollars in Thousands)</i>				
REVENUES				
Passenger	\$772,288	\$138,420	\$626,148	\$7,720
Other Passenger	\$7,600	\$2,554	\$5,046	\$0
Parking	\$48,600	\$0	\$48,600	\$0
Advertising	\$15,500	\$10,385	\$5,115	\$0
Joint Development	\$8,084	\$0	\$8,084	\$0
Fiber Optics	\$14,500	\$0	\$14,500	\$0
Other	\$7,053	\$2,325	\$4,728	\$0
Interest	\$330	\$300	\$30	\$0
Total Revenues	\$873,955	\$153,984	\$712,252	\$7,720
EXPENSES				
Personnel	\$1,124,117	\$439,424	\$677,016	\$7,677
Services	\$215,255	\$37,101	\$74,192	\$103,962
Materials & Supplies	\$69,106	\$24,654	\$44,084	\$368
Fuel & Propulsion Power	\$90,132	\$38,393	\$51,739	\$0
Utilities	\$40,579	\$8,947	\$31,527	\$105
Casualty & Liability	\$31,579	\$13,117	\$16,662	\$1,800
Leases & Rentals	\$4,856	\$1,307	\$2,793	\$756
Miscellaneous	\$5,224	\$2,124	\$3,040	\$59
Reimbursements	(\$4,748)	(\$74)	(\$4,674)	\$0
Total Expenses	\$1,576,100	\$564,993	\$896,381	\$114,727
GROSS SUBSIDY	\$702,145	\$411,009	\$184,129	\$107,007
Preventive Maintenance	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Operating Reserve	(\$2,300)	(\$2,300)	\$0	\$0
Net Local Subsidy	\$669,145	\$398,271	\$163,867	\$107,007
Cost Recovery Ratio	55.5%	27.3%	79.5%	6.7%

Table 4.2

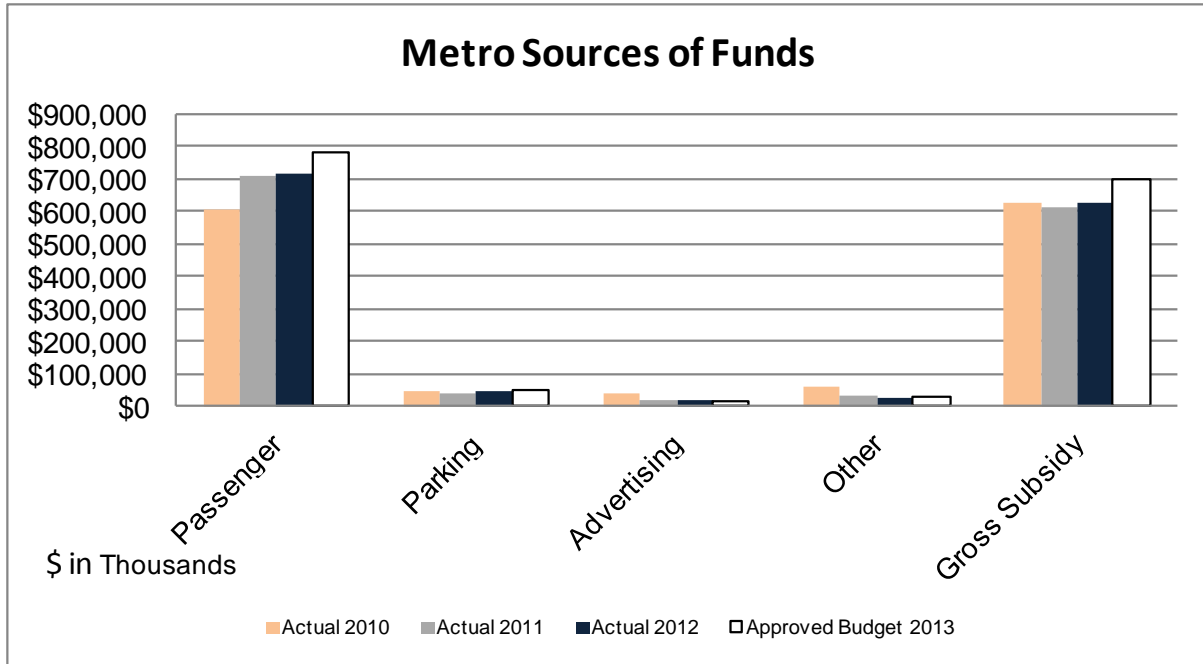
OPERATING BUDGET REVENUES AND EXPENSES					
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change
Passenger	\$597,800	\$707,161	\$710,988	\$772,288	\$61,300
Other Passenger	\$8,599	\$4,424	\$7,121	\$7,600	\$479
Parking	\$45,589	\$43,297	\$45,554	\$48,600	\$3,047
Advertising	\$42,104	\$17,518	\$18,284	\$15,500	(\$2,784)
Joint Development	\$9,848	\$8,114	\$6,039	\$8,084	\$2,045
Fiber Optics	\$14,313	\$14,222	\$14,566	\$14,500	(\$66)
Other	\$34,382	\$11,444	\$7,442	\$6,903	(\$539)
Interest	\$169	\$230	(\$40)	\$330	\$370
Total Revenues	\$752,978	\$806,571	\$810,075	\$873,955	\$63,881
EXPENSES					
Personnel	\$967,898	\$1,007,311	\$1,022,161	\$1,124,117	\$101,956
Services	\$169,993	\$177,697	\$181,313	\$215,255	\$33,941
Materials & Supplies	\$82,441	\$76,025	\$80,852	\$69,106	(\$11,746)
Fuel & Propulsion Power	\$88,112	\$80,524	\$83,075	\$90,132	\$7,057
Utilities	\$36,857	\$33,649	\$31,719	\$40,579	\$8,860
Casualty & Liability	\$27,866	\$37,901	\$30,641	\$31,579	\$938
Leases & Rentals	\$4,404	\$4,672	\$4,842	\$4,856	\$14
Miscellaneous	\$3,729	\$4,349	\$4,294	\$5,224	\$929
Reimbursements	(\$3,906)	(\$4,558)	(\$4,202)	(\$4,748)	(\$546)
Total Expenses	\$1,377,394	\$1,417,569	\$1,434,695	\$1,576,100	\$141,405
GROSS SUBSIDY	\$624,416	\$610,998	\$624,621	\$702,145	\$77,524
Preventive Maintenance	(\$30,700)	(\$60,700)	(\$30,700)	(\$30,700)	\$0
Operating Reserve	(\$11,087)			(\$2,300)	(\$2,300)
Net Local Subsidy	\$582,629	\$550,298	\$593,921	\$669,145	\$75,224
Cost Recovery Ratio	54.7%	56.9%	56.5%	55.5%	45.2%

Table 4.3

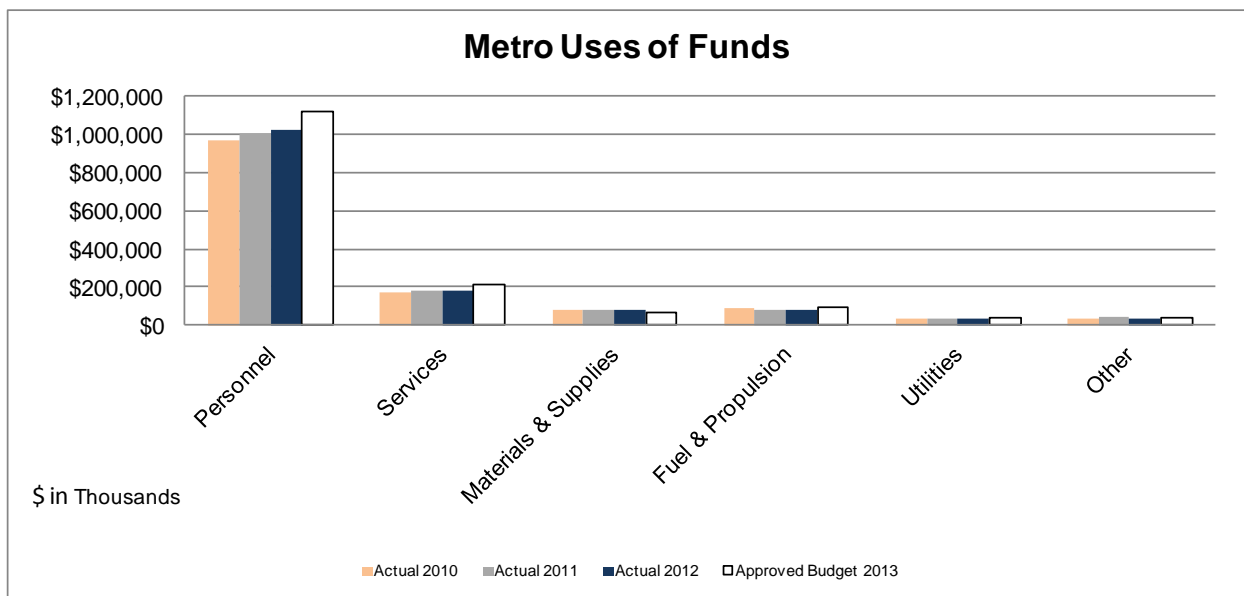
OPERATING EXPENSE BUDGET
Authority-Wide

<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Actual 2011</u>	<u>Actual 2012</u>	<u>Approved Budget 2013</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$206,243	\$207,130	\$214,999	\$235,206	\$20,207	9.4%
Full-Time Salaries	\$193,800	\$192,498	\$200,900	\$231,062	\$30,162	
Salary Lapse	\$0	\$0	\$0	(\$4,540)	(\$4,540)	
Overtime Salaries	\$12,443	\$14,633	\$14,099	\$8,683	(\$5,416)	
Wages (Total)	\$471,293	\$486,371	\$504,224	\$530,113	\$25,889	5.1%
Operator/StaMgr Wages	\$193,336	\$203,866	\$212,637	\$225,719	\$13,082	
Operator/StaMgr Overtime	\$38,562	\$39,858	\$44,589	\$37,444	(\$7,144)	
Full Time Wages	\$215,231	\$217,235	\$221,289	\$260,570	\$39,281	
Wage Lapse	\$0	\$0	\$0	(\$6,742)	(\$6,742)	
Overtime Wages	\$24,164	\$25,411	\$25,710	\$13,122	(\$12,588)	
TOTAL SALARIES AND WAGES	\$677,537	\$693,501	\$719,223	\$765,319	\$46,096	6.4%
Fringes (Total)	\$290,361	\$313,811	\$302,937	\$358,798	\$55,860	18.4%
Fringe Health	\$123,554	\$128,712	\$132	\$153,946	\$153,814	
Fringe Pension	\$78,566	\$96,011	\$4,417	\$123,852	\$119,435	
Other Fringe Benefits	\$69,786	\$69,447	\$282,519	\$63,659	(\$218,860)	
Workers Compensation	\$18,456	\$19,642	\$15,869	\$17,340	\$1,471	
TOTAL PERSONNEL COST	\$967,898	\$1,007,311	\$1,022,161	\$1,124,117	\$101,956	10.0%
Services (Total)	\$169,993	\$177,697	\$181,313	\$215,255	\$33,941	18.7%
Management Fee	\$3,626	\$3,227	\$3,309	\$1,929	(\$1,380)	
Professional & Technical	\$16,091	\$19,296	\$20,543	\$28,596	\$8,053	
Temporary Help	\$3,367	\$3,012	\$2,691	\$2,493	(\$198)	
Contract Maintenance	\$35,765	\$31,719	\$33,270	\$45,572	\$12,302	
Custodial Services	\$49	\$27	\$9	\$148	\$138	
Paratransit	\$92,214	\$96,686	\$95,377	\$98,020	\$2,644	
Other	\$18,881	\$23,731	\$26,115	\$38,497	\$12,383	
Materials & Supplies (Total)	\$82,441	\$76,025	\$80,852	\$69,106	(\$11,746)	-14.5%
Fuel and Lubricants	\$4,496	\$4,981	\$6,030	\$5,557	(\$472)	
Tires	\$4,762	\$5,564	\$6,073	\$5,747	(\$326)	
Other	\$73,183	\$65,480	\$68,749	\$57,802	(\$10,947)	
Fuel & Propulsion (Total)	\$88,112	\$80,524	\$83,075	\$90,132	\$7,057	8.5%
Diesel Fuel	\$23,322	\$25,873	\$29,656	\$31,405	\$1,749	
Propulsion Power	\$57,399	\$51,010	\$47,582	\$51,739	\$4,157	
Clean Natural Gas	\$7,391	\$3,642	\$5,837	\$6,988	\$1,151	
Utilities (Total)	\$36,857	\$33,649	\$31,719	\$40,579	\$8,860	27.9%
Electricity and Gas	\$32,771	\$29,161	\$26,569	\$34,763	\$8,194	
Utilities - Other	\$4,086	\$4,488	\$5,150	\$5,816	\$666	
Casualty & Liability (Total)	\$27,866	\$37,901	\$30,641	\$31,579	\$938	3.1%
Insurance	\$11,903	\$12,596	\$14,570	\$14,175	(\$395)	
Claims	\$15,963	\$25,305	\$16,071	\$17,404	\$1,334	
Leases (Total)	\$4,404	\$4,672	\$4,842	\$4,856	\$14	0.3%
Property	\$2,037	\$2,490	\$2,503	\$2,075	(\$428)	
Equipment	\$2,367	\$2,183	\$2,338	\$2,781	\$442	
Miscellaneous (Total)	\$3,729	\$4,349	\$4,294	\$5,224	\$929	21.6%
Dues And Subscriptions	\$312	\$308	\$325	\$473	\$148	
Conferences and Meetings	\$135	\$117	\$134	\$276	\$142	
Business Travel/Public Hrg	\$726	\$258	\$402	\$735	\$332	
Interview & Relocation	\$135	\$175	\$15	\$26	\$12	
Advertising	\$1,546	\$2,019	\$2,595	\$2,551	(\$45)	
Other	\$874	\$1,472	\$823	\$1,163	\$340	
Reimbursements (Total)	(\$3,906)	(\$4,558)	(\$4,202)	(\$4,748)	(\$546)	13.0%
Reimbursements	(\$3,906)	(\$4,558)	(\$4,202)	(\$4,748)	(\$546)	
TOTAL NONPERSONNEL COST	\$409,496	\$410,258	\$412,535	\$451,983	\$39,449	9.6%
TOTAL COST	\$1,377,394	\$1,417,569	\$1,434,695	\$1,576,100	\$141,405	9.9%

For the period from FY2010 to FY2013, passenger fares continue to be the main source of revenue, growing by \$173 million or 29 percent. Gross subsidy decreased by \$14 million or 2 percent in FY2011 and grew by \$14 million or 2 percent in FY2012. It is budgeted to grow by \$77 million or 12 percent in FY2013 compared to FY12 Actual.



FY2013 personnel costs for the operating budget are \$1.1 billion, a projected increase of \$101.9 million or 10.0 percent over FY2012. These cost increases are driven by a combination of pension increases and changes in staffing levels. FY2013 service expenses for the operating budget are \$215.3 million, an increase of \$33.9 million, or 18.7 percent, over FY2012. These increases are due mainly to the Silver Line extension and safety and maintenance initiatives.

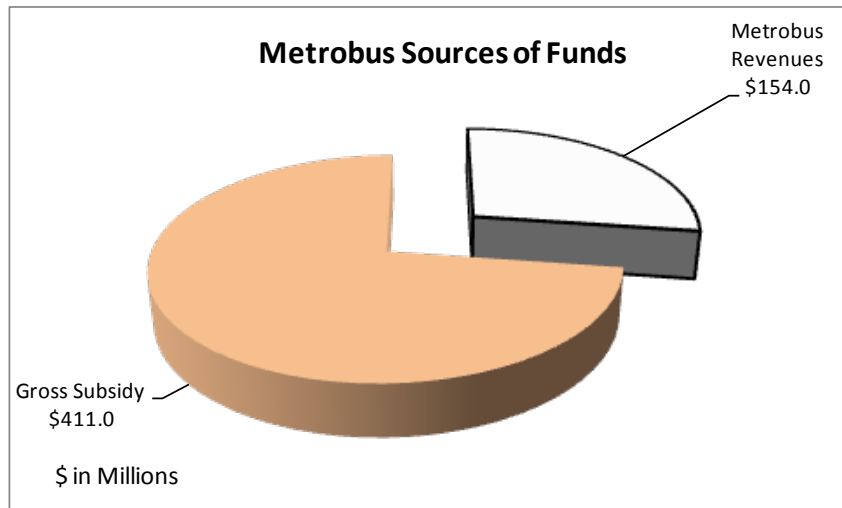


Operating Budget by Mode: Metrobus

Metrobus Fiscal Year 2013 Approved: \$565.0 Million

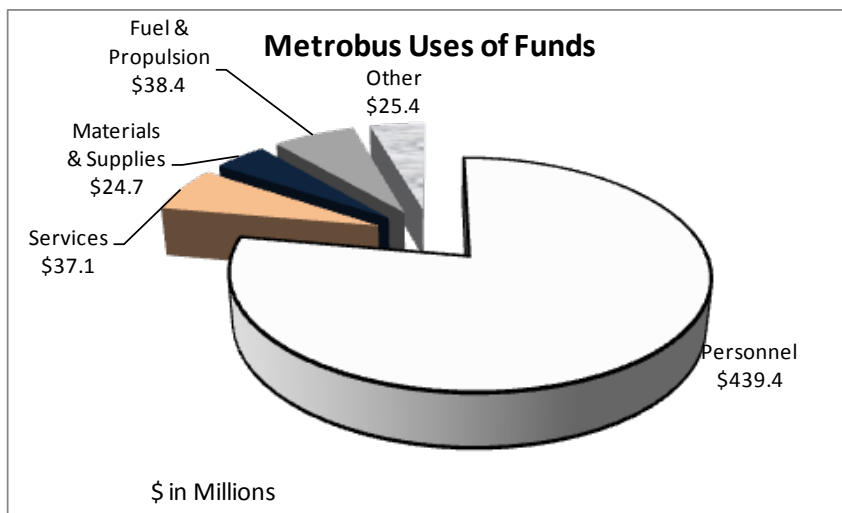
Where it Comes From

For the FY2013 Approved Budget, Metrobus is funded mainly by gross subsidy of \$411.0 million or 72.7 percent.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$439.4 million or 77.8 percent for FY2013.



Note: Excludes reimbursable operating projects

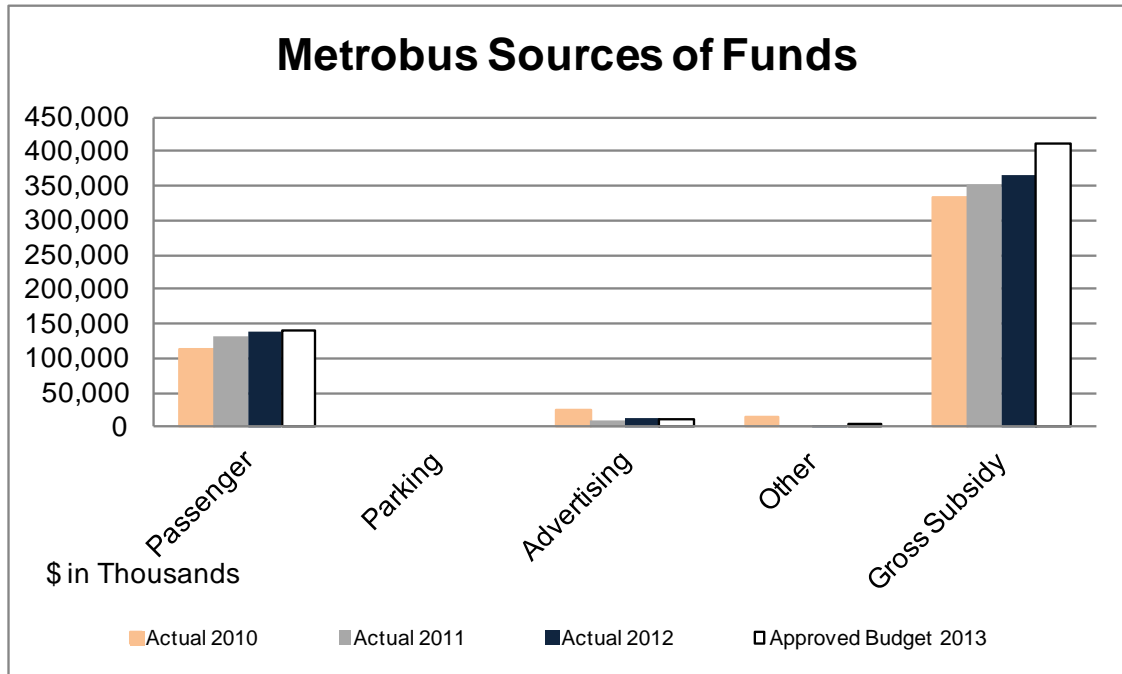
Table 4.4

Revenue, Expenses and Funding Source
(Dollars in Thousands)

METROBUS BY ACCOUNT

	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change
REVENUES					
Passenger	\$105,690	\$131,432	\$133,925	\$138,420	\$4,495
Other Passenger	\$6,237	\$1,452	\$5,536	\$2,554	(\$2,982)
Advertising	\$26,927	\$11,737	\$12,251	\$10,385	(\$1,866)
Joint Development	\$1	\$23	\$0	\$0	\$0
Other	\$16,281	\$3,449	\$1,821	\$2,325	\$503
Interest	\$166	\$214	(\$7)	\$300	\$307
Total Revenues	\$155,302	\$148,308	\$153,527	\$153,984	\$457
EXPENSES					
Personnel	\$388,206	\$396,923	\$407,081	\$439,424	\$32,342
Services	\$22,797	\$25,105	\$29,302	\$37,101	\$7,799
Materials & Supplies	\$27,718	\$25,496	\$27,985	\$24,654	(\$3,331)
Fuel & Propulsion Power	\$30,801	\$29,667	\$36,053	\$38,393	\$2,340
Utilities	\$7,537	\$7,508	\$6,321	\$8,947	\$2,627
Casualty & Liability	\$9,522	\$12,667	\$11,398	\$13,117	\$1,720
Leases & Rentals	\$1,708	\$1,605	\$1,380	\$1,307	(\$73)
Miscellaneous	\$1,211	\$2,270	\$1,920	\$2,124	\$204
Reimbursements	(\$273)	(\$1,071)	(\$1,285)	(\$74)	\$1,211
Total Expenses	\$489,226	\$500,170	\$520,155	\$564,993	\$44,837
GROSS SUBSIDY	\$333,924	\$351,862	\$366,629	\$411,009	\$44,380
Preventive Maint	(\$30,700)	(\$20,638)	(\$10,438)	(\$10,438)	\$0
Operating Reserve	\$0	\$0	\$0	(\$2,300)	(\$2,300)
Net Local Subsidy	\$303,224	\$331,224	\$356,191	\$398,271	\$42,080
Cost Recovery Ratio	31.7%	29.7%	29.5%	27.3%	-2.3%

Gross subsidy, the main source of funding for Metrobus grew by \$17.8 million or 5.3 percent in FY2011 and \$14.9 million or 4.2 percent in FY2012. It is budgeted to grow by \$44.3 million or 12.1 percent in FY2013 compared to FY2012 actual.



Personnel costs grew by \$10.2 million or 2.6 percent in FY2012 and are projected to grow by \$32.3 million or 7.9 percent in FY2013. Services grew by \$4.2 million or 16.8 percent in FY2012 and are projected to grow by \$7.8 million or 26.5 percent in FY2013. Materials and Supplies increased by \$2.5 million or 9.8 percent in FY2012 and are projected to decrease by \$3.3 million or 11.9 percent in FY2013. Other expenses remain relatively flat.

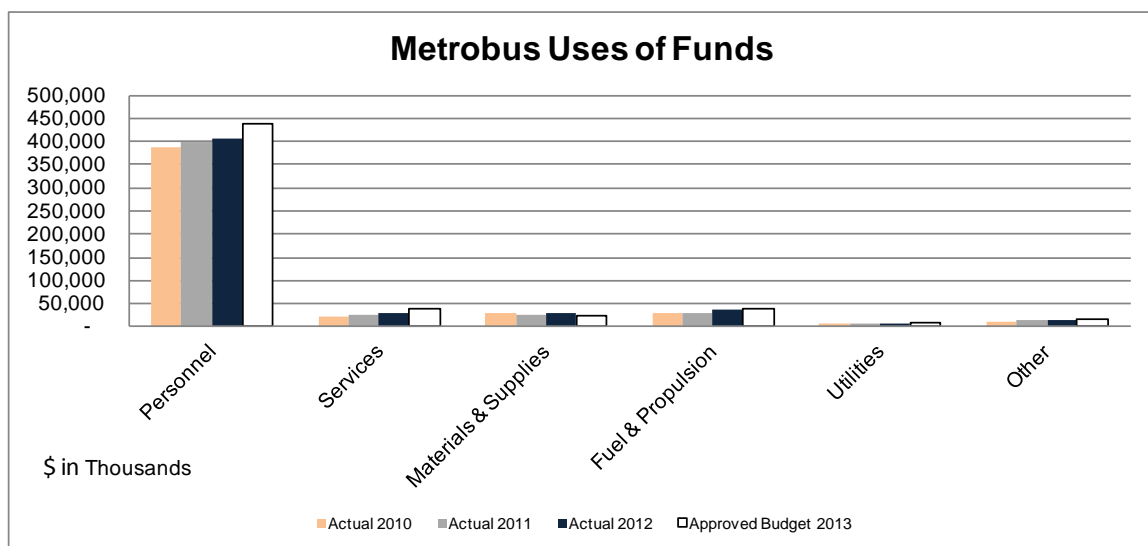


Table 4.5

OPERATING EXPENSE BUDGET
METROBUS MODE

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Proposed Budget 2013	Change	Variance
Salaries (Total)	\$56,308	\$52,694	\$58,557	\$64,484	\$5,927	10%
Full-Time Salaries	\$55,142	\$51,236	\$57,289	\$64,479	\$7,190	
Salary Lapse	\$0	\$0	\$0	(\$1,531)	(\$1,531)	
Overtime Salaries	\$1,166	\$1,458	\$1,268	\$1,536	\$267	
Wages (Total)	\$213,273	\$219,565	\$227,749	\$232,813	\$5,064	2%
Operator/StaMgr Wages	\$127,704	\$135,833	\$141,666	\$144,066	\$2,401	
Operator/StaMgr Overtime	\$22,546	\$22,288	\$23,979	\$24,066	\$87	
Full Time Wages	\$57,697	\$55,997	\$56,762	\$61,333	\$4,572	
Wage Lapse	\$0	\$0	\$0	(\$1,666)	(\$1,666)	
Overtime Wages	\$5,325	\$5,447	\$5,343	\$5,014	(\$329)	
TOTAL SALARIES AND WAGES	\$269,581	\$272,260	\$286,306	\$297,297	\$10,991	4%
Fringes (Total)	\$118,625	\$124,663	\$120,776	\$142,126	\$21,351	18%
Fringe Health	\$49,683	\$50,616	\$20	\$60,903	\$60,883	
Fringe Pension	\$31,038	\$36,735	\$1,530	\$48,997	\$47,467	
Other Fringe Benefits	\$27,929	\$27,513	\$112,535	\$25,439	(\$87,096)	
Workers Compensation	\$9,975	\$9,798	\$6,691	\$6,787	\$96	
TOTAL PERSONNEL COST	\$388,206	\$396,923	\$407,081	\$439,424	\$32,342	8%
Services (Total)	\$22,797	\$25,105	\$29,302	\$37,101	\$7,799	27%
Management Fee	\$1	\$0	\$4	\$0	(\$4)	
Professional & Technical	\$6,448	\$6,705	\$7,544	\$10,202	\$2,659	
Temporary Help	\$1,225	\$682	\$570	\$783	\$213	
Contract Maintenance	\$13,798	\$11,311	\$12,768	\$17,445	\$4,677	
Custodial Services	\$49	\$25	\$2	\$148	\$146	
Paratransit	\$117	\$12	\$0	\$0	\$0	
Other	\$1,159	\$6,370	\$8,414	\$8,522	\$108	
Materials & Supplies (Total)	\$27,718	\$25,496	\$27,985	\$24,654	(\$3,331)	-12%
Fuel and Lubricants	\$2,981	\$2,843	\$3,440	\$3,529	\$89	
Tires	\$4,626	\$5,437	\$5,867	\$5,615	(\$251)	
Other	\$20,110	\$17,217	\$18,679	\$15,510	(\$3,168)	
Fuel & Propulsion (Total)	\$30,801	\$29,667	\$36,053	\$38,393	\$2,340	6%
Diesel Fuel	\$23,316	\$25,873	\$29,638	\$31,405	\$1,768	
Propulsion Power	\$423	\$152	\$599	\$0	(\$599)	
Clean Natural Gas	\$7,062	\$3,642	\$5,816	\$6,988	\$1,171	
Utilities (Total)	\$7,537	\$7,508	\$6,321	\$8,947	\$2,627	42%
Electricity and Gas	\$6,090	\$5,777	\$4,721	\$7,102	\$2,381	
Utilities - Other	\$1,448	\$1,731	\$1,600	\$1,845	\$245	
Casualty & Liability (Total)	\$9,522	\$12,667	\$11,398	\$13,117	\$1,720	15%
Insurance	\$3,148	\$3,277	\$3,909	\$4,995	\$1,086	
Claims	\$6,374	\$9,390	\$7,489	\$8,122	\$634	
Leases (Total)	\$1,708	\$1,605	\$1,380	\$1,307	(\$73)	-5%
Property	\$1,308	\$1,319	\$1,037	\$772	(\$265)	
Equipment	\$400	\$286	\$343	\$535	\$192	
Miscellaneous (Total)	\$1,211	\$2,270	\$1,920	\$2,124	\$204	11%
Dues And Subscriptions	\$105	\$120	\$130	\$185	\$55	
Conferences and Meetings	\$40	\$33	\$45	\$91	\$46	
Business Travel/Public Hrg	\$96	\$67	\$101	\$206	\$105	
Interview & Relocation	\$52	\$63	\$4	\$9	\$6	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$695	\$1,494	\$1,420	\$1,231	(\$189)	
Other	\$224	\$493	\$220	\$402	\$181	
Reimbursements (Total)	(\$273)	(\$1,071)	(\$1,285)	(\$74)	\$1,211	-94%
Reimbursements	(\$273)	(\$1,071)	(\$1,285)	(\$74)	\$1,211	
TOTAL NONPERSONNEL COST	\$101,021	\$103,247	\$113,074	\$125,569	\$12,495	11%
TOTAL COST	\$489,226	\$500,170	\$520,155	\$564,993	\$44,837	9%

Metrobus Revenue Vehicle Fleet Management Plan

The Metrobus Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected Metrobus revenue vehicle fleet size requirements and operating spare ratio. It includes a description of revenue service planned to accommodate growth in Metrobus ridership, as well as an assessment and projection of needs for bus vehicle maintenance. The information that follows reflects the most current data from the Federal Transit Administration Approved Plan. The most current Plan can be found on the Metro website at: http://www.wmata.com/pdfs/planning/2010_Bus_Fleet_Plan_07222010.pdf.

Previously, there were an additional 96 Orion VI buses in service but these buses were taken out of service due to safety issues. An accelerated program was put in place to ensure that these buses would be replaced in FY2013. Bus Services have procured these buses by changing the order for clean natural gas buses to hybrid electrical buses and increased the total order from 50 to 95 buses. One additional bus was replaced in FY2012. The total of 96 buses have been included in the fleet count of 1,486 buses.

Table 4.6
Metrobus Statistics: FY2010 - FY2013

	FY2010 Actual	FY2011 Actual	FY2012 Actual	FY2013 Approved
STATISTICS:				
Total Bus Miles (000s)	49,929	49,964	50,019	48,081
Revenue (budget) Bus Miles (000s)	39,109	38,895	39,015	38,080
Total Passengers (000s)	123,670	125,050	132,220	129,756
Bus Fleet Size (Year End)	1,512	1,482	1,470	1,486
Total Passenger Revenue (\$000s)	\$111,927	\$132,884	\$139,461	\$140,974
Total Operating Revenue (000s)	\$155,302	\$148,308	\$153,527	\$153,984
Total Operating Expenses (000s)	\$489,226	\$500,170	\$520,184	\$564,993
Gross Subsidy (000s)	\$333,924	\$351,758	\$366,706	\$411,009
RATIOS:				
Cost Per Total Bus Mile	9.80	10.01	10.40	11.75
Passengers Per Bus	81.79	84.38	89.95	87.32
Passengers Per Scheduled Bus Mile	3.16	3.22	3.39	3.41
Cost Per Passenger	\$3.96	\$4.00	\$3.93	\$4.35
Subsidy Per Passenger	\$2.70	\$2.81	\$2.77	\$3.17
Average Passenger Fare *	\$0.91	\$1.06	\$1.05	\$1.09
Percentage of Operating Cost Recovered from Passenger Revenues	22.9%	26.6%	26.8%	25.0%
Percentage of Operating Cost Recovered from all Operating Revenues	31.7%	29.7%	29.5%	27.3%

* Average is lower than base fare due to transfers and 7-day pass impact.

Table 4.7
Active Bus Fleet: FY2013

	MAXIMUM SCHEDULED FLEET	TOTAL ACTIVE FLEET
Fiscal 2012 End of Year	1,229	1,470
Fiscal 2013 End of Year *	1,242	1,486

Table 4.8
Average Age of Bus Fleet at End of FY2013

<u>MANUFACTURER</u>	<u>YEAR ENTERED</u> <u>SERVICE</u>	<u>NUMBER OF</u> <u>BUSES</u>	<u>AVERAGE</u> <u>AGE</u>
ORION (V)	1997	35	16
ORION (V)	2000	132	13
NEW CNG	2001	99	12
NEW CNG	2002	64	11
NEOPLAN	2003	21	10
ORION VII - CNG	2005	250	8
HYBRID ELECTRIC	2006	50	7
CLEAN DIESEL	2006	116	7
NEW FLYER - CNG	2007	25	6
TAGS	2007	6	6
NABI	2008	22	5
NEW FLYER - HYBRID	2008	103	5
NEW FLYER - HYBRID	2009	100	4
NEW FLYER - HYBRID	2010	148	3
NEW FLYER - EXCEL	2011	100	2
NEW FLYER - EXCEL	2012	119	1
NEW FLYER - EXCEL	2013	96	0
TOTAL*		1,486	6.40

* Includes 25 strategic buses in accordance with fleet plan.

Table 4.9
Bus Fleet Size by Garage: FY2013

Garage	Fiscal 2013		Spare Ratio
	Maximum Scheduled Fleet *	Total Fleet	
Bladensburg	219	252	13.1%
Shepherd Parkway	139	170	18.2%
Northern	120	146	17.8%
Western	89	104	14.4%
Southern Avenue	63	75	16.0%
Four Mile Run	184	220	16.4%
Royal	63	72	12.5%
Landover	141	165	14.5%
Montgomery	150	183	18.0%
West Ox	85	99	14.1%
SYSTEM TOTAL	1,253	1,486	15.7%

* Maximum scheduled fleet Includes 25 strategic buses

Table 4.10
Comparison of Bus Miles Operated: FY2010 - FY2013

	FY2010 <u>Approved</u>	FY2011 <u>Approved</u>	FY2012 <u>Approved</u>	FY2013 <u>Approved</u>
Total Scheduled	48,885,836	48,919,563	49,309,732	47,381,294
Strategic	340,000	340,000	-	-
Sub-Contract	-	-	-	-
Special Service	100,000	100,000	100,000	100,000
Change-Offs	262,000	263,000	265,000	260,780
Yard Work	444,329	445,109	448,670	441,525
Missed Trips	<u>(103,000)</u>	<u>(103,200)</u>	<u>(104,000)</u>	<u>(102,344)</u>
Total Unscheduled	1,043,329	1,044,909	709,670	699,961
TOTAL MILES	49,929,165	49,964,472	50,019,402	48,081,255
Estimated miles of articulated bus included in above	2,597,410	2,597,000	2,597,000	2,487,344

*Strategic mileage is included in the FY12 and FY13 Scheduled Miles

The reduction in scheduled miles is a result of service realignments and the decrease in deadhead mileage with the opening of the Shepherd Parkway Bus Facility.

Table 4.11
Bus Operator Payhours: FY2013

Category	FY2013 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + OT)*	4,770,896	\$26.77	\$127,699,144
Subtotal:	4,770,896		\$127,699,144
Non-Scheduled OT/Special Event	268,870	\$26.77	\$7,196,650
Standing Extra	39,234	\$26.77	\$1,050,148
Utility	61,812	\$26.77	\$1,654,477
Training	157,738	\$26.77	\$4,222,060
Miscellaneous	141,737	\$26.77	\$3,793,772
Guarantees	99,802	\$26.77	\$2,671,328
Funeral Leave	7,544	\$26.77	\$201,925
Jury Duty	5,138	\$26.77	\$137,525
Vacation	385,698	\$26.77	\$10,323,701
Sick	224,963	\$26.77	\$6,021,423
Holiday	245,688	\$26.77	\$6,576,154
Subtotal:	1,638,224		\$43,849,164
Grand Total:	6,409,120	\$26.77	\$171,548,309

* Pay hours for strategic buses are included in the FY13 Scheduled Pay Hours.
Non-Scheduled OT includes funding for bus bridges for Rail shutdowns and elevator shuttles.

Table 4.12
Metrobus Route Summary: FY2013

	ANNUAL PLATFORM HOURS						
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
	SERVICE	SERVICE	SERVICE	SERVICE	SERVICE	SERVICE	SERVICE
	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013
Regional Routes							
District of Columbia	1,530,651	1,541,272	1,604,118	1,615,035	1,616,829	1,637,513	1,644,842
Maryland	794,094	802,985	828,900	828,831	830,288	822,385	823,533
Virginia	670,537	682,654	695,785	731,804	738,549	743,905	758,341
Totals for Regional:	2,995,282	3,026,911	3,128,803	3,175,671	3,185,666	3,203,803	3,226,716
Non-Regional Routes							
District of Columbia	383,997	395,331	422,232	417,155	415,015	396,675	377,042
Maryland	323,763	342,285	389,966	384,846	385,773	387,451	373,026
Virginia	122,547	128,012	137,854	104,746	104,476	103,320	113,461
Totals for Non-Regional:	830,307	865,628	950,052	906,747	905,264	887,446	863,529
Reimbursable Routes							
District of Columbia	75,571	74,873	-	-	-	-	-
Maryland	58,947	41,580	-	-	-	-	-
Virginia	50,607	18,743	5,998	-	-	-	-
Totals for Reimbursable:	185,125	135,196	5,998	-	-	-	-
TOTAL METROBUS ROUTES	4,010,714	4,027,735	4,084,853	4,082,418	4,090,930	4,091,249	4,090,244

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 Metro's contributing jurisdictions. Costs associated with non-regional routes 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:

- alignment of inter-jurisdictional routes
- routes operating on arterial streets
- routes that serve specific regional activity centers and
- route cost effectiveness

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. For the approved FY2013 budget, the cost per platform hour for regional routes is \$146.00; for non-regional routes the cost per hour platform is \$110.19.

The following tables show the Metrobus regional and non-regional routes by major jurisdiction.

Table 4.13
Metrobus Regional and Non-Regional Route Summary**DC REGIONAL ROUTES - PLATFORM HOURS**

Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013
129	DC-Dulles	5A	W,Sa,Su	63,526	23,177	24,046	23,969	23,858
99	Wisconsin Avenue	31	W,Sa,Su	0	29,608	29,616	29,544	29,355
93	Pennsylvania Avenue	32,36	W,Sa,Su	161,599	112,534	112,449	112,688	111,750
58	Naylor Road	34	W,Sa,Su	0	21,979	22,002	21,958	23,942
100	Wisconsin Avenue Limited	37	W (Sat Hol)	0	6,413	6,503	6,401	9,250
42	Pennsylvania Avenue Limited	39	W (Sat Hol)	0	8,245	8,415	8,283	10,845
81	Mount Pleasant	42,43	W,Sa,Su	21,055	64,897	63,575	63,396	59,461
52	14th Street	52,53,54	W,Sa,Su	97,975	97,970	98,990	99,294	98,866
43	Fort Totten-Petworth	60,64	W,Sa,Su	20,855	41,474	41,503	42,299	40,761
59	Takoma-Petworth	62,63	W,Sa,Su	20,396	31,086	31,048	31,535	30,131
50	Petworth-11th St	66,68	W,Sa,Su	33,339	0	0	0	0
118	Georgia Avenue-7th Street	70	W,Sa,Su	0	0	0	0	73,631
118	Georgia Avenue-7th Street	70,71	W,Sa,Su	99,346	88,060	88,202	88,310	0
119	Convention Center- S.W. Waterfront	74	W,Sa,Su	0	0	0	0	23,353
107	Georgia Avenue Limited	79	W (Sat Hol)	22,459	24,274	25,516	37,181	37,033
86	North Capitol Street	80	W,Sa,Su	60,735	60,743	60,768	60,447	60,055
130	U Street-Garfield	90,92,93	W,Sa,Su	108,815	108,182	107,115	106,788	106,527
141	Stanton Road	94	W,Sa,Su	11,614	11,614	11,634	11,562	11,423
18	East Capitol Street-Cardozo	96,97	W,Sa,Su	60,421	60,464	60,147	59,962	58,788
581	Anacostia-Congress Heights	A2,6,7,8,42,46,48	W,Sa,Su	79,438	79,686	79,720	79,526	78,852
582	Anacostia-Fort Drum	A4,5	W,Sa,Su	25,139	25,168	25,278	25,212	24,330
111	South Capitol Street	A9	W (Sat Hol)	6,548	6,460	6,477	6,359	6,437
150	Bladensburg Road-Anacostia	B2	W,Sa,Su	55,731	55,847	55,539	55,324	59,040
55	Sibley Hospital - Stadium-Armory	D1,3,6	W,Sa,Su	67,358	67,413	55,492	55,317	0
22	Glover Park-Federal Triangle	D1	W (Sat Hol)	0	0	5,049	4,978	5,446
48	Ivy City-Dupont Circle	D3	W (Sat Hol)	0	0	6,426	6,317	5,796
37	MacArthur Boulevard-Georgetown	D5	W (Sat Hol)	3,652	3,817	4,284	4,192	4,312
55	Sibley Hospital - Stadium-Armory	D6	W,Sa,Su	0	0	0	0	55,341
77	Military Road-Crosstown	E2,3,4	W,Sa,Su	48,931	48,968	48,834	48,658	48,287
89	P Street-LeDroit Park	G2	W,Sa,Su	26,434	26,434	26,432	24,125	23,853
101	Rhode Island Avenue	G8	W,Sa,Su	34,519	34,477	32,588	34,653	37,829
62	Brookland-Potomac Park	H1	W (Sat Hol)	4,914	4,913	4,922	4,836	4,871
35	Crosstown	H2,3,4	W,Sa,Su	50,351	55,726	55,744	55,387	55,764
32	Connecticut Avenue	L1,2,4	W,Sa,Su	43,352	43,479	43,507	46,115	40,845
75	Massachusetts Avenue	N2,3,4,6	W,Sa,Su	43,908	44,353	44,597	43,676	41,765
98	Navy Yard Shuttle	N22	W	30,070	0	0	0	0
109	16th Street-Potomac Park	S1	W (Sat Hol)	9,647	12,261	12,215	12,031	12,079
108	16th Street	S2,4	W,Sa,Su	111,636	110,630	110,187	109,954	107,706
112	16th Street Limited	S9	W (Sat Hol)	0	18,692	19,049	18,720	20,492
134	Minnesota Avenue-Anacostia	U2	W, Sa	11,934	11,934	11,960	11,747	13,042
57	Fairfax Village-L'Enfant Plaza	V5	W (Sat Hol)	5,475	5,474	5,483	5,388	5,264
114	Minnesota Avenue-M Street	V7,8,9	W,Sa,Su	44,757	44,752	43,206	43,240	46,071
95	Deanwood-Alabama Avenue	W4	W,Sa,Su	41,609	43,244	46,358	46,138	47,082
151	Benning Road	X1,3	W (Sat Hol)	10,697	10,829	10,863	10,776	11,431
14	Benning Road-H Street	X2	W,Sa,Su	65,883	69,759	71,090	69,969	68,666
11	Benning Road-H St Express	X9	W	0	0	0	11,257	11,213
SUBTOTAL Regional DC				1,604,118	1,615,036	1,616,829	1,637,513	1,644,842

Table 4.13
Metrobus Regional and Non-Regional Route Summary**DC NON-REGIONAL ROUTES - PLATFORM HOURS**

Line #	Line Name	Routes	Sched Days	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>
107	Georgia Avenue Metro Extra	79	W	11,800	12,505	12,505	0	0
23	Woodley Park-U Steet Loop	98	W,Sa,Su	6,249	0	0	0	0
49	Fort Lincoln Shuttle	B8,9	W (Sat Hol)	6,370	6,350	6,350	6,250	6,225
51	Glover Park-Dupont Circle	D2	W,Sa,Su	18,424	18,473	18,489	18,424	18,173
56	Ivy City-Franklin Square	D4	W,Sa,Su	16,391	16,452	18,420	18,408	18,284
45	Hospital Center	D8	W,Sa,Su	43,550	43,923	42,706	41,642	39,955
71	Chevy Chase	E6	W (Sat Hol)	5,745	5,920	5,916	5,827	5,804
34	Brookland-Fort Lincoln	H6	W,Sa,Su	18,971	18,970	19,009	19,430	19,278
91	Park Road-Brookland	H8,9	W,Sa,Su	33,123	33,113	33,013	32,817	31,439
551	Takoma-Walter Reed	K1	W (Sat Hol)	3,769	3,825	3,825	3,765	0
583	Takoma-Fort Totten	K2	W (Sat Hol)	4,355	4,352	4,361	4,143	4,048
64	Fairfax Village-Naylor Road	M2	W (Sat Hol)	1,879	1,879	1,887	1,849	1,842
84	Nebraska Avenue	M4	W (Sat Hol)	10,715	10,799	10,659	10,492	10,278
46	Fairfax Village	M6	W,Sa,Su	14,831	14,483	14,505	14,465	14,462
82	Congress Heights Shuttle	M8,9	W (Sat Hol)	7,862	7,863	7,854	7,739	7,752
79	Tenleytown-Glover Park	N8	W (Sat Hol)	10,501	10,502	10,506	4,728	0
544	Anacostia-Eckington	P1,2,6	W,Sa,Su	43,488	43,851	43,933	43,941	42,814
78	Sheriff Road-River Terrace	U4	W,Sa,Su	12,594	12,594	12,523	12,463	11,945
135	Mayfair-Marshall Heights	U5,6	W,Sa,Su	29,782	29,661	29,717	29,652	28,557
44	Capitol Heights-Benning Heights	U8	W,Sa,Su	35,960	36,519	36,547	35,708	34,873
158	United Medical Center-Anacostia	W2,3	W,Sa,Su	37,811	37,890	37,921	37,889	37,136
15	Garfield-Anacostia Loop	W6,8	W,Sa,Su	29,653	29,670	29,586	29,559	29,089
25	Maryland Avenue	X8	W,Sa,Su	8,668	8,701	8,685	8,699	8,670
	Subtotal Schools	-----	W	9,741	8,862	6,098	8,785	6,419
	SUBTOTAL Non-Regional DC			422,232	417,155	415,015	396,675	377,042

Table 4.13
Metrobus Regional and Non-Regional Route Summary**MD REGIONAL ROUTES - PLATFORM HOURS**

Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013
74	College Park	81,82,83,86	W,Sa,Su	47,889	48,038	48,053	47,781	47,433
542	Rhode Island Avenue-New Carrollton	84	W,Sa,Su	17,057	17,228	17,246	16,944	16,801
90	Martin Luther King Jr. Highway	A11,12	W,Sa,Su	33,803	33,803	33,931	33,760	33,432
13	Greenbelt-Twinbrook	C2,4	W,Sa,Su	99,603	99,603	99,753	90,553	89,270
642	Greenbelt-Glenmont	C7,9	W	8,027	0	0	0	0
103	College Park-White Flint	C8	W,Sa	18,886	26,241	26,327	26,269	26,969
29	Clinton	C11,13	W (Sat Hol)	4,929	5,015	5,024	5,003	4,983
63	Hillcrest Heights	C12,14	W,Sa	10,518	10,183	10,202	10,237	10,440
584	Oxon Hill-Suitland	D12,13,14	W,Sa,Su	46,602	46,953	47,037	47,022	52,105
28	Chillum Road	F1,2	W,Sa,Su	20,446	20,536	20,556	20,433	20,215
97	New Carrollton-Silver Spring	F4,6	W,Sa,Su	53,750	53,833	54,286	54,022	0
97	New Carrollton-Silver Spring	F4	W,Sa,Su	0	0	0	0	46,187
98	New Carrollton-Fort Totten	F6	W	0	0	0	0	14,273
73	Marlow Heights-Temple Hills	H11,12,13	W,Sa,Su	15,625	15,737	15,740	15,644	15,122
16	Bethesda-Silver Spring	J1,2,3	W,Sa,Su	57,611	57,603	57,465	61,053	59,358
629	College Park-Bethesda Limited	J4	W (Sat Hol)	10,379	10,379	10,379	10,216	11,493
85	New Hampshire Avenue-Maryland	K6	W,Sa,Su	41,611	42,147	42,158	42,089	41,095
47	Forestville	K11,12,13	W,Sa,Su	19,206	19,205	19,206	19,234	19,115
41	Eastover-Addison Road	P12	W,Sa,Su	46,147	46,144	46,200	46,173	45,420
88	Oxon Hill-Fort Washington	P17,18,19	W (Sat Hol)	25,569	25,164	25,169	25,029	24,722
123	Veirs Mill Road	Q1,2,4,5,6	W,Sa,Su	69,764	69,824	69,736	69,468	67,818
800	Riggs Road	R1,2,5	W,Sa,Su	29,135	29,434	29,461	29,163	26,228
9	Annapolis Road	T18	W,Sa,Su	21,552	21,614	21,629	21,584	21,395
790	District Heights-Suitland	V11,12	W,Sa,Su	16,331	16,364	16,371	0	0
790	District Heights-Suitland	V12	W,Sa,Su	0	0	0	16,428	16,245
580	Bock Road	W13,14	W (Sat Hol)	14,581	13,664	13,821	13,575	13,626
40	Camp Springs-Indian Head Highway	W15	W (Sat Hol)	4,488	4,403	4,488	4,426	4,681
53	Georgia Avenue-Maryland	Y5,7,8,9	W,Sa,Su	59,084	59,124	59,395	59,579	59,582
147	Fairland	Z8	W,Sa,Su	36,307	36,594	36,655	36,701	35,524
SUBTOTAL Regional MD				828,900	828,831	830,288	822,385	823,533

Table 4.13
Metrobus Regional and Non-Regional Route Summary**MD NON-REGIONAL ROUTES - PLATFORM HOURS**

Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013
526	Laurel Express	87,88	W (Sat Hol)	9,818	9,809	9,818	9,584	9,542
525	Laurel	89,89M	W (Sat Hol)	8,229	8,228	8,236	8,015	7,983
20	Bowie State University	B21,22	W (Sat Hol)	7,349	7,348	7,344	7,258	7,653
19	Bowie-Belair	B24,25	W (Sat Hol)	10,613	10,574	10,583	10,366	10,325
65	Bowie-New Carrollton	B27	W	3,473	3,472	3,468	3,418	3,404
634	Crofton-New Carrollton	B29,31	W (Sat Hol)	3,231	3,222	3,213	3,171	3,158
647	Greenbelt-BWI Airport Express	B30	W,Sa,Su	17,470	17,469	17,480	17,452	17,260
152	Central Avenue	C21,22, 25,26,29	W,Sa,Su	27,130	27,162	27,175	0	0
152	Central Avenue	C21,22,26,29	W,Sa,Su	0	0	0	27,022	27,083
26	Pointer Ridge	C28	W (Sat Hol)	6,005	6,005	6,018	5,911	5,911
96	Prince George's-Langley Park	F8	W,Sa,Su	18,019	18,019	18,030	17,951	17,725
10	Ardwick Industrial Park Shuttle	F12	W (Sat Hol)	6,865	6,864	6,860	6,756	6,729
149	Cheverly-Washington Business Park	F13	W (Sat Hol)	8,933	8,934	8,925	8,793	8,758
105	Sheriff Road-Capitol Heights	F14	W,Sa	20,197	20,197	20,242	20,058	19,887
527	Greenbelt-New Carrollton	G12,13,14,16	W,Sa	0	0	0	31,531	31,304
72	Marlboro Pike	J11,12,13,14,15	W,Sa,Su	12,674	12,675	12,675	0	0
72	Marlboro Pike	J11,12,13	W,Sa,Su	0	0	0	12,622	12,448
67	Twinbrook-Silver Spring	J5	W (Sat Hol)	4,126	4,127	4,131	4,062	4,046
6	I-270 Express	J7,9	W (Sat Hol)	8,364	8,364	8,288	8,145	8,318
33	Connecticut Avenue-Maryland	L8	W (Sat Hol)	23,070	20,591	20,604	20,457	20,424
7	National Harbor	NH1	W,Sa,Su	16,103	14,405	14,437	14,452	14,299
801	Greenbelt-Prince George's Plaza	R3	W,Sa,Su	15,249	15,291	15,305	15,157	4,408
802	Queens Chapel Road	R4	W,Sa,Su	12,023	12,183	12,259	12,207	12,094
36	Kenilworth Avenue-New Carrollton	R12	W,Sa	25,627	25,626	25,676	0	0
36	Kenilworth Avenue	R11,12	W,Sa	0	0	0	16,662	16,478
102	River Road	T2	W (Sat Hol)	19,984	19,984	19,992	19,582	19,475
132	Greenbelt	T16,17	W,Sa	17,319	17,336	17,364	0	0
38	District Heights-Seat Pleasant	V14,15	W,Sa,Su	16,931	16,977	16,989	17,109	17,041
645	Indian Head Express	W19	W (Sat Hol)	10,328	12,929	12,929	12,726	10,942
30	Colesville-Ashton	Z2	W (Sat Hol)	15,563	11,539	11,526	11,354	11,608
146	Calverton-Westfarm	Z6	W (Sat Hol)	22,282	22,512	22,644	22,188	21,208
104	Laurel-Burtonsville Express	Z9,29	W (Sat Hol)	10,603	10,604	10,965	10,919	10,858
531	Greencastle-Briggs Chaney Express	Z11,13	W (Sat Hol)	12,388	12,402	12,597	12,525	12,654
SUBTOTAL Non-Regional MD				389,966	384,845	385,773	387,451	373,026

Table 4.13
Metrobus Regional and Non-Regional Route Summary**VA REGIONAL ROUTES - PLATFORM HOURS**

Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013
137	Wilson Boulevard	1A,B,E,F,Z	W,Sa,Su	37,373	41,388	42,816	42,757	42,164
139	Fair Oaks-Dunn Loring	1C	W,Sa,Su	17,568	17,261	17,282	17,405	17,178
126	Washington Boulevard	2A,B,C,G	W,Sa,Su	35,488	39,648	40,519	40,724	40,145
127	Tysons Corner-Dunn Loring	2T	W,Sa,Su	14,563	14,969	15,037	15,030	14,780
12	Ballston-Farragut Square	38B	W,Sa,Su	25,128	37,448	37,481	37,436	36,312
69	Lee Highway	3A,B,E	W,Sa,Su	31,483	33,709	33,819	33,147	32,758
121	Pimmit Hills	3T	W,Sa	16,694	18,623	18,664	18,544	16,998
138	Lee Highway-Farragut Square	3Y	W	2,800	3,345	3,341	3,292	4,725
94	Pershing Drive-Arlington Boulevard	4A,B,E,H	W,Sa,Su	23,140	24,746	24,797	24,247	27,210
70	Lincolnia-North Fairlington	7A,B,C,D,E,F,H,P,W,X	W,Sa,Su	42,261	42,044	42,084	0	0
70	Lincolnia-North Fairlington	7A,E,F,Y	W,Sa,Su	0	0	0	34,212	33,745
76	Lincolnia-Park Center-Pentagon	7B,C,D,H,P,W,X	W (Sat Hol)	0	0	0	14,759	13,693
106	Foxchase-Seminary Valley	8S,W,X,Z	W (Sat Hol)	12,885	12,601	12,623	12,588	12,483
31	Huntington-Pentagon	9A,E	W,Sa,Su	23,711	23,702	23,719	23,721	24,569
2	Hunting Point-Pentagon	10A,E	W,Sa,Su	22,874	22,866	22,267	23,055	24,736
156	Hunting Point-Ballston	10B	W,Sa,Su	28,887	29,046	29,368	29,363	29,162
157	Mt Vernon Express	11Y	W (Sat Hol)	4,327	6,171	6,171	6,074	6,050
39	National Airport-Pentagon-Washington	13A,B,F,G	W,Sa,Su	12,302	12,764	11,017	0	0
39	National Airport-Pentagon-Washington	13F,G	Sa,Su	0	0	0	804	800
27	Chain Bridge Road	15K,L	W (Sat Hol)	10,702	5,750	6,095	5,873	5,917
24	George Mason-Tysons Corner	15M	W (Sat Hol)	0	6,082	5,891	5,815	5,792
142	Columbia Pike	16A,B,D,E,F,J,P	W,Sa,Su	56,747	56,853	57,709	0	0
142	Columbia Pike	16A,B,D,E,J,P	W,Sa,Su	0	0	0	54,426	53,787
144	Columbia Pike-Federal Triangle	16F	W (Sat Hol)	0	0	0	9,651	9,637
143	Columbia Heights West-Pentagon City	16G,H,K	W,Sa,Su	35,365	33,521	33,533	34,066	33,794
521	Annandale-Skyline City-Pentagon	16L	W	1,691	1,768	1,760	1,849	1,845
522	Columbia Pike-Farragut Square	16Y	W (Sat Hol)	9,231	10,481	10,634	10,421	13,001
512	Barcroft-South Fairlington	22A,B	W,Sa	14,622	15,791	15,749	19,254	19,009
54	McLean-Crystal City	23A,C	W,Sa,Su	47,745	48,702	48,784	48,635	49,365
120	Ballston-Pentagon	24P	W	6,724	1,906	0	0	0
92	Ballston-Bradlee-Pentagon	25A,C,D	W,Sa,Su	18,812	19,577	19,542	19,550	0
92	Ballston-Bradlee-Pentagon	25A,C,D,E	W,Sa,Su	0	0	0	0	19,679
3	Landmark-Ballston	25B	W,Sa	15,459	16,084	16,152	16,397	16,841
5	Leesburg Pike	28A,X	W,Sa,Su	39,007	42,010	48,514	48,255	0
5	Leesburg Pike	28A	W,Sa,Su	0	0	0	0	42,212
110	Skyline City	28F,G	W (Sat Hol)	4,361	4,480	4,488	4,694	5,052
122	Tysons Corner-West Falls Church	28T	W (Sat Hol)	9,672	10,404	10,404	10,232	10,192
23	Leesburg Pike Limited	28X	W (Sat Hol)	0	0	0	0	14,075
8	Annandale	29C,E,G,H,X	W (Sat Hol)	20,311	20,311	20,324	19,695	20,398
4	Alexandria-Fairfax	29K,N	W,Sa	20,282	20,539	20,588	20,522	20,208
131	Richmond Highway Express	REX (R99)	W,Sa,Su	33,570	37,214	37,377	37,411	40,030
SUBTOTAL Regional VA				695,785	731,805	738,549	743,906	758,341

Table 4.13
Metrobus Regional and Non-Regional Route Summary**VA NON-REGIONAL ROUTES - PLATFORM HOURS**

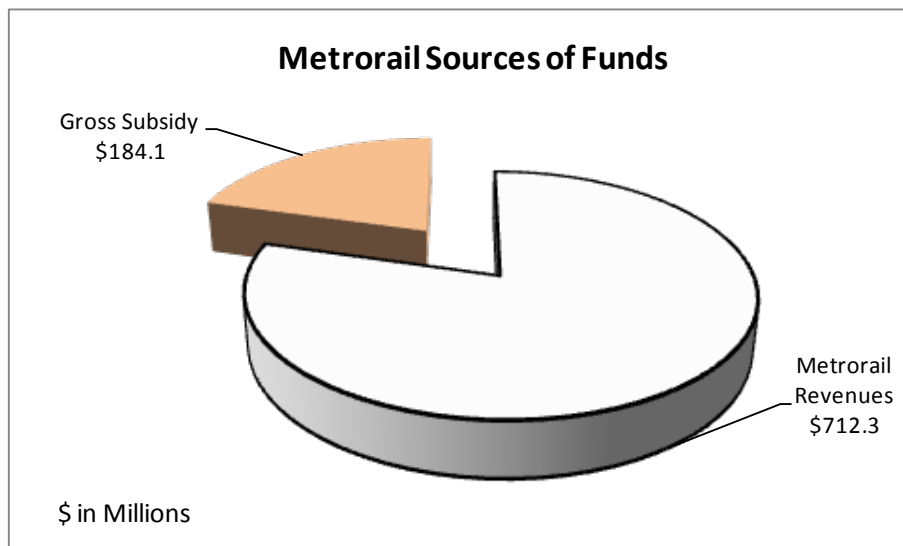
Line #	Line Name	Routes	Sched Days	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>
124	Vienna Oakton	2W	W	8,285	0	0	0	0
80	Mark Center-Pentagon	7M	W (Sat Hol)	0	0	0	0	10,829
148	Crystal City-Potomac Yard Shuttle	9S	W (Sat Hol)	5,120	10,051	10,047	9,894	9,854
155	Centreville South	12A,E,F,G *	W	5,332	0	0	0	0
145	Centreville North	12C,D *	W	3,590	0	0	0	0
153	Little rocky Run-Vienna	12L,M *	W	13,023	0	0	0	0
154	Stringfellow Road-Vienna	12R,S *	W	21,619	0	0	0	0
66	Kings Park	17A,B,F,M	W (Sat Hol)	4,445	15,003	14,994	14,989	14,135
61	Kings Park Express	17G,H,K,L	W (Sat Hol)	9,226	23,762	23,537	23,226	23,007
116	Springfield	18E,F	W (Sat Hol)	16,710	4,526	4,539	4,455	4,513
87	Orange Hunt	18G,H,J	W(Sat Hol)	5,384	11,063	11,067	10,889	10,855
541	Burke Centre	18P,R,S	W (Sat Hol)	9,784	18,020	17,825	17,771	17,921
60	Chantilly-Greenbriar	20,F,W,X	W	7,405	0	0	0	0
68	Landmark-Pentagon	21A,D	W (Sat Hol)	3,741	5,402	5,432	5,350	5,404
511	Pentagon-Army-Navy Drive-Shirley Park	22B	W	1,683	0	0	0	0
140	McLean Hamlet-East Falls Church	24T	W (Sat Hol)	9,529	4,097	4,106	4,033	4,279
640	Springfield Circulator School	TAGS (S80,91)	W (Sat Hol)	12,821 158	12,822 0	12,929 0	12,713 0	12,663 0
SUBTOTAL Non-Regional VA				137,853	104,746	104,476	103,320	113,461

Operating Budget by Mode: Metrorail

Metrorail Fiscal Year 2013 Approved: \$896.4 Million

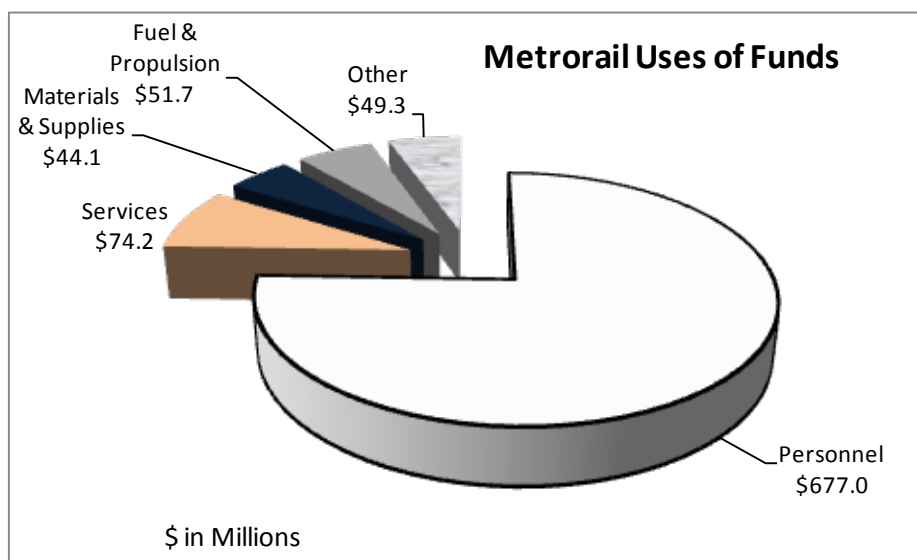
Where it Comes From

Self generated revenues of \$712.3 million are the main source of funding for Metrorail, the largest of which is passenger fare revenues. The gross subsidy is \$184.1 million or 20.5 percent of expenditures.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$677.0 million or 75.5 percent for FY2013.



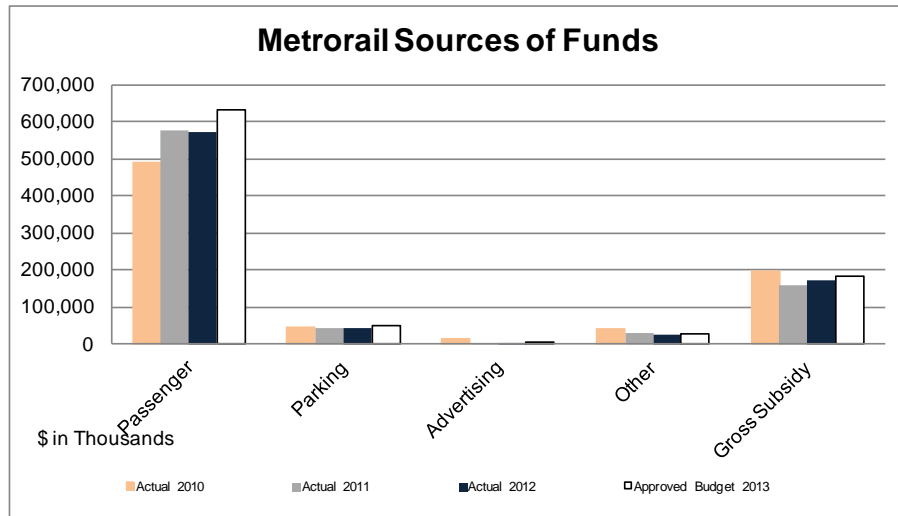
Note: Excludes reimbursable operating Projects
Table 4.14

Revenue, Expenses and Funding Source
(Dollars in Thousands)

METRORAIL BY ACCOUNT

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change
REVENUES					
Passenger	\$487,833	\$571,428	\$569,238	\$626,148	\$56,911
Other Passenger	\$2,362	\$2,972	\$1,585	\$5,046	\$3,462
Parking	\$45,589	\$43,297	\$45,554	\$48,600	\$3,047
Advertising	\$15,177	\$5,781	\$6,034	\$5,115	(\$919)
Joint Development	\$9,847	\$8,090	\$6,039	\$8,084	\$2,045
Fiber Optics	\$14,313	\$14,222	\$14,566	\$14,500	(\$66)
Other	\$17,607	\$6,997	\$5,148	\$4,728	(\$419)
Interest	\$3	\$16	(\$33)	\$30	\$63
Total Revenues	\$592,730	\$652,802	\$648,128	\$712,252	\$64,124
EXPENSES					
Personnel	\$575,005	\$605,481	\$609,352	\$677,016	\$67,665
Services	\$54,029	\$55,015	\$54,787	\$74,192	\$19,405
Materials & Supplies	\$54,598	\$50,433	\$52,451	\$44,084	(\$8,367)
Fuel & Propulsion Power	\$57,309	\$50,857	\$47,022	\$51,739	\$4,717
Utilities	\$29,240	\$26,069	\$25,304	\$31,527	\$6,223
Casualty & Liability	\$18,269	\$25,091	\$19,145	\$16,662	(\$2,482)
Leases & Rentals	\$2,289	\$2,441	\$2,858	\$2,793	(\$65)
Miscellaneous	\$2,486	\$2,057	\$2,315	\$3,040	\$726
Preventive Maint./Reimb.	(\$3,632)	(\$3,487)	(\$2,917)	(\$4,674)	(\$1,757)
Total Expenses	\$789,592	\$813,959	\$810,316	\$896,381	\$86,065
GROSS SUBSIDY	\$196,862	\$161,157	\$162,188	\$184,129	\$21,941
Preventive Maintenance	\$0	(\$40,062)	(\$20,262)	(\$20,262)	\$0
Operating Reserve	(\$11,087)	\$0	\$0	\$0	\$0
Net Local Subsidy	\$185,775	\$121,095	\$141,926	\$163,867	\$21,941
Cost Recovery Ratio	75.1%	80.2%	80.0%	79.5%	-0.5%

Passenger fare revenue continues to be the main source of revenue, \$626.1 million in FY2013. The projected gross subsidy for FY2013 is \$184.1 million, an increase of \$13.2 million over FY2012.



Personnel costs increased by \$3.9 million or 0.6 percent in FY2012 and are projected to increase by \$67.6 million or 11.1 percent in FY2013. Services grew by \$8.5 million or 15.5 percent in FY2012 and is expected to increase by \$10.7 million or 16.8 percent in FY2013 mainly due to the silver line service expansion and safety and maintenance initiatives. Materials and Supplies increased by \$2.0 million or 4.0 percent in FY2012 and are expected to decrease by \$8.4 million or 16.0 percent in FY2013. Fuel and Propulsion costs decreased by \$3.8 million or 7.5 percent in FY2012 and are projected to increase by \$4.7 million or 10.0 percent in FY2013. Utilities decreased by \$0.8 million or 2.9 percent in FY2012 and are projected to increase \$6.2 million or 24.6 percent in FY2013.

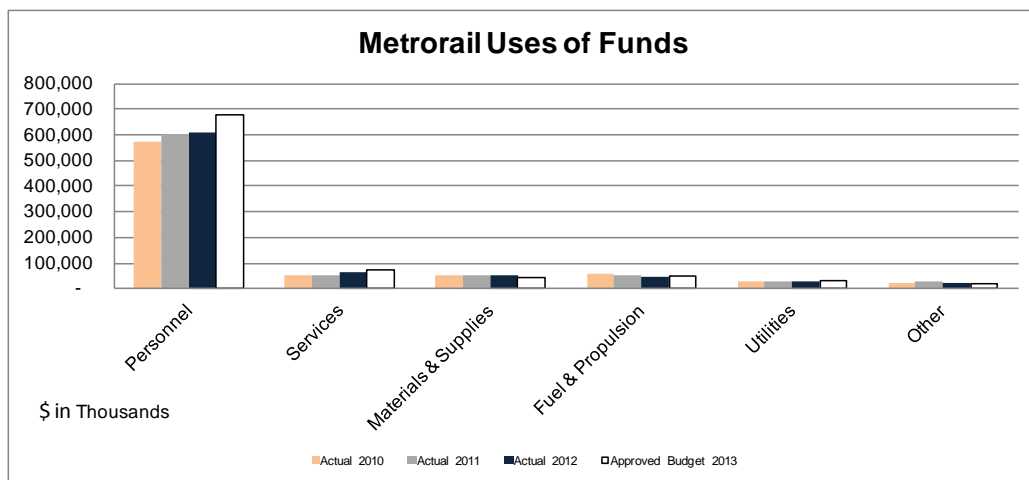


Table 4.15

OPERATING EXPENSE BUDGET METRO RAIL MODE						
(Dollars in Thousands)	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$146,710	\$151,074	\$152,616	\$165,743	\$13,127	9%
Full-Time Salaries	\$135,469	\$137,953	\$139,822	\$161,526	\$21,704	
Salary Lapse	\$0	\$0	\$0	(\$2,877)	(\$2,877)	
Overtime Salaries	\$11,241	\$13,121	\$12,794	\$7,094	(\$5,700)	
Wages (Total)	\$258,001	\$266,781	\$276,409	\$297,166	\$20,757	8%
Operator/StaMgr Wages	\$65,632	\$68,033	\$70,971	\$81,653	\$10,681	
Operator/StaMgr Overtime	\$16,016	\$17,570	\$20,610	\$13,379	(\$7,231)	
Full Time Wages	\$157,515	\$161,215	\$164,464	\$199,105	\$34,641	
Wage Lapse	\$0	\$0	\$0	(\$5,073)	(\$5,073)	
Overtime Wages	\$18,838	\$19,963	\$20,364	\$8,103	(\$12,261)	
TOTAL SALARIES AND WAGES	\$404,710	\$417,855	\$429,025	\$462,909	\$33,884	8%
Fringes (Total)	\$170,294	\$187,626	\$180,326	\$214,107	\$33,781	19%
Fringe Health	\$73,285	\$77,490	\$112	\$92,022	\$91,911	
Fringe Pension	\$47,002	\$58,716	\$2,695	\$74,033	\$71,338	
Other Fringe Benefits	\$41,526	\$41,577	\$168,473	\$37,822	(\$130,651)	
Workers Compensation	\$8,481	\$9,844	\$9,046	\$10,230	\$1,184	
TOTAL PERSONNEL COST	\$575,005	\$605,481	\$609,352	\$677,016	\$67,665	11%
Services (Total)	\$54,029	\$55,015	\$54,787	\$74,192	\$19,405	35%
Management Fee	\$3,625	\$3,227	\$3,305	\$1,704	(\$1,601)	
Professional & Technical	\$9,311	\$12,442	\$12,557	\$17,248	\$4,691	
Temporary Help	\$2,137	\$2,321	\$2,110	\$1,705	(\$405)	
Contract Maintenance	\$21,896	\$20,335	\$20,288	\$27,818	\$7,530	
Custodial Services	\$0	\$2	\$8	\$0	(\$8)	
Paratransit	\$6	\$1	\$0	\$0	\$0	
Other	\$17,053	\$16,688	\$16,519	\$25,717	\$9,198	
Materials & Supplies (Total)	\$54,598	\$50,433	\$52,450	\$44,084	(\$8,366)	-16%
Fuel and Lubricants	\$1,515	\$2,139	\$2,590	\$2,029	(\$561)	
Tires	\$136	\$127	\$207	\$132	(\$75)	
Other	\$52,947	\$48,167	\$49,653	\$41,924	(\$7,730)	
Fuel & Propulsion (Total)	\$57,309	\$50,857	\$47,022	\$51,739	\$4,717	10%
Diesel Fuel	\$3	\$0	\$19	\$0	(\$19)	
Propulsion Power	\$56,976	\$50,857	\$46,983	\$51,739	\$4,756	
Clean Natural Gas	\$329	\$0	\$20	\$0	(\$20)	
Utilities (Total)	\$29,240	\$26,069	\$25,304	\$31,527	\$6,223	25%
Electricity and Gas	\$26,624	\$23,332	\$21,787	\$27,582	\$5,794	
Utilities - Other	\$2,616	\$2,737	\$3,517	\$3,946	\$429	
Casualty & Liability (Total)	\$18,269	\$25,091	\$19,145	\$16,662	(\$2,482)	-13%
Insurance	\$8,756	\$9,319	\$10,661	\$7,485	(\$3,176)	
Claims	\$9,513	\$15,772	\$8,483	\$9,177	\$694	
Leases (Total)	\$2,289	\$2,441	\$2,858	\$2,793	(\$65)	-2%
Property	\$445	\$622	\$919	\$647	(\$271)	
Equipment	\$1,844	\$1,819	\$1,939	\$2,146	\$206	
Miscellaneous (Total)	\$2,486	\$2,057	\$2,315	\$3,040	\$726	31%
Dues And Subscriptions	\$205	\$186	\$188	\$279	\$91	
Conferences and Meetings	\$88	\$80	\$83	\$172	\$89	
Business Travel/Public Hrg	\$613	\$187	\$284	\$518	\$234	
Interview & Relocation	\$82	\$110	\$6	\$16	\$10	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$850	\$520	\$1,160	\$1,310	\$150	
Other	\$647	\$974	\$594	\$746	\$152	
Reimbursements (Total)	(\$3,632)	(\$3,487)	(\$2,917)	(\$4,674)	(\$1,757)	60%
Reimbursements	(\$3,632)	(\$3,487)	(\$2,917)	(\$4,674)	(\$1,757)	
TOTAL NONPERSONNEL COST	\$214,588	\$208,478	\$200,963	\$219,365	\$18,401	9%
TOTAL COST	\$789,592	\$813,959	\$810,315	\$896,381	\$86,066	11%

Table 4.16

Metrorail Statistics: FY 2010 - FY 2013

(in thousands)

	FY2010 <u>Actual</u>	FY2011 <u>Actual</u>	FY2012 <u>Actual</u>	FY2013 <u>Approved</u>
STATISTICS:				
Total Railcar Miles	82,015	83,170	83,300	85,300
Total Revenue Service Miles	80,415	81,570	81,700	83,700
Total Passengers	217,219	217,053	220,734	218,257
Total Passenger Revenue	\$487,833	\$571,428	\$569,238	\$626,148
Total Operating Revenue	\$592,730	\$652,802	\$648,128	\$712,252
Total Operating Expense	\$789,592	\$813,959	\$810,316	\$896,381
Gross Subsidy	\$196,862	\$161,157	\$162,188	\$184,129
RATIOS:				
Passengers Per Revenue Service Mile	2.70	2.66	2.70	2.61
Cost Per Total Railcar Mile	\$9.63	\$9.79	\$9.73	\$10.51
Cost Per Passenger	\$3.64	\$3.75	\$3.67	\$4.11
Subsidy Per Passenger	\$0.91	\$0.74	\$0.73	\$0.84
Average Passenger Fare	\$2.25	\$2.63	\$2.58	\$2.87
Percentage of Operating Cost Recovered from Passenger Revenues	61.8%	70.2%	70.2%	69.9%
Percentage of Operating Cost Recovered from all Operating Revenues	75.1%	80.2%	80.0%	79.5%

Table 4.17
Payhours for Rail Operators and Station Managers: FY 2013

Category	FY2013 Train Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	963,231	\$28.77	27,712,156
Scheduled P/T (1)	37,000	\$32.09	1,187,275
Car Testing/Start Up	14,117	\$28.77	406,146
Interlocking Pay Hours	96,281	\$35.02	3,372,204
Subtotal:	1,110,629		\$32,677,781
NonScheduled Overtime/Special Event	157,148	\$45.88	7,210,314
Standing Extra	1,004	\$28.77	28,885
Utility	54,570	\$36.25	1,978,318
Training	75,777	\$28.77	2,180,091
Retraining	26,430	\$28.77	760,391
Misc.	6,740	\$28.77	193,910
Funeral/Other	1,905	\$28.77	54,807
Vacation	113,236	\$28.77	3,257,800
Sick	37,104	\$28.77	1,067,482
Holiday	63,300	\$28.77	1,821,141
Subtotal:	537,214		\$18,553,139
Total:	1,647,843		\$51,230,920

Category	FY2013 Station Manager Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	960,038	\$29.82	28,628,333
Scheduled P/T (1)	37,163	\$30.46	1,131,985
Subtotal:	997,201		\$29,760,318
NonScheduled Overtime/Special Event	104,520	\$45.88	4,795,378
Standing Extra	1,210	\$29.82	36,084
Utility	13,013	\$37.30	485,385
Training	41,250	\$29.82	1,230,061
Retraining	31,772	\$29.82	947,441
Misc.	3,537	\$29.82	105,473
Funeral/Other	2,120	\$29.82	63,218
Vacation	106,000	\$29.82	3,160,920
Sick	36,522	\$29.82	1,089,086
Holiday	62,638	\$29.82	1,867,865
Subtotal:	402,582		\$13,780,911
Total:	1,399,783		\$43,541,229

GRAND TOTAL \$94,772,149

(1) Maximum 30 hours work week

Table 4.18

Rail Car Miles

	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>
Red Line	26,534,962	27,468,518	27,542,791	27,915,168
Blue Line	11,892,925	14,460,690	14,555,678	14,626,741
Orange Line	13,791,442	14,674,300	14,711,360	15,405,908
Yellow Line	5,165,744	6,971,134	6,856,597	6,461,373
Green Line	<u>8,459,084</u>	<u>11,996,170</u>	<u>12,033,424</u>	<u>12,069,838</u>
Scheduled Revenue Service Miles	65,844,157	75,570,812	75,699,850	76,479,028
Verizon Arena	1,711,283	1,711,283	1,711,283	1,711,283
Gap Trains	300,000	300,000	300,000	300,000
National Baseball	486,000	486,000	486,000	486,000
Six-Car vs Four-Car off Peak*	4,142,000	-	-	-
Rush Plus				1,200,000
50% 8-car Train Program**	<u>7,931,600</u>	<u>3,501,450</u>	<u>3,501,450</u>	<u>3,501,450</u>
Sub-Total Revenue Service Miles	80,415,040	81,569,545	81,698,583	83,677,761
Start-Up/Car Testing	200,000	200,000	200,000	200,000
Revenue Collection	700,000	700,000	700,000	700,000
Other	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>
Total Car Miles	82,015,040	83,169,545	83,298,583	85,277,761

*Includes miles for Red Line turn back and Yellow Line extension

**Previously named "6000 / Metro Matters Car Deployment"

Table 4.19

Rail Peak Period Service Levels: FY2010 - FY2013

<u>Rail Lines</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</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	Largo/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 Largo/Vienna
Yellow Line	Huntington/Mt. Vernon Sq.	Huntington/Mt. Vernon Sq.	Huntington/Mt. Vernon Sq.	Huntington/Mt. Vernon Sq. Greenbelt/Franconia-Springfield
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.
<u>RUSH HOURS TRAINS</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>
Red Line	44	41	41	41
Blue Line	23	23	23	16
Orange Line	31	30	30	33
Yellow Line	10	10	10	17
Green Line	20	20	20	20
Gap	5	5	5	5
Start-up	1	1	1	1
TOTAL	134	130	130	133

Table 4.20
Rail Service Levels: FY2010 - FY2013

	FY2010	FY2011	FY2012	FY2013
<u>RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS) BY LINE</u>				
Red Line				
Glenmont-Shady Grove	5	6	6	6
Silver Spring-Grosvenor	5	6	6	6
Orange Line *				
Vienna - New Carrollton	6	6	6	6
Vienna - Largo				18
Blue Line	6	6	6	6/12
Yellow Line				
Huntington - Mt. Vernon Sq.	6	6	6	6
Greenbelt - Franconia Springfield				18
Green Line *	6	6	6	6

*During times of observed peaking in ridership, additional trains ("trippers") are operated to reduce crowding.

NON-RUSH HOUR HEADWAYS BY LINE (MIDDAY-WEEKDAY/SAT/SUN/LATE NIGHT)

Red Line:				
Glenmont-Shady Grove	12/12/15/15	12/12/15/15	12/12/15/15	12/12/15/15
Silver Spring-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Orange Line	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Blue Line	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Yellow Line:				
Huntington-Fort Totten	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Green Line	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20

AVERAGE COMBINED HEADWAYS FOR KEY SEGMENTS

	Rush Hour	Mid-day			Late Night	
		Weekdays	Saturday	Sunday		
Red	Silver Spring to Grosvenor	2-4	6	6	7.5	15
Orange/Blue	Rosslyn to Stadium Armory	2-4	6	6	7.5	10
Yellow/Green	L'Enfant Plaza to Mount Vernon	2-4	6	6	7.5	10
Yellow/Blue	King Street to Pentagon	2-4	6	6	7.5	10

Table 4.21

Rail Service Levels: FY2010 - FY2013

	FY2010	FY2011	FY2012	FY2013
<u>PEAK SCHEDULED RAILCARS</u>				
Red Line	284	284	288	288
Blue Line	138	138	138	96
Orange Line	198	198	204	222
Yellow Line	60	60	60	102
Green Line	140	140	140	140
50% 8-Car Train Program*	62	62	52	34
Option Cars	-	-	-	-
Gap	30	30	30	30
Total Scheduled Car	912	912	912	912
Spares (20%)	182	182	182	182
Revenue Collection	4	4	4	4
Total Car Requirement	1,098	1,098	1,098	1,098
<u>HOURS OF OPERATION</u>				
Weekday (Mon-Thur)	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	251	251
Saturday	57	56	58	58
Sunday	58	58	57	56

*Note: previously "6000 series"

Table 4.22

Rail Service Levels: FY2010 - FY2013

	FY2010	FY2011	FY2012	FY2013
<u>CARS PER TRAIN RUSH HOUR</u>				
Red Line	34-6's/10-8's	22-6's/19-8's	20-6's/21-8's	20-6's/21-8's
Blue Line	23-6's	23-6's	23-6's	16-6's
Orange Line	21-6's/9-8's	21-6's/9-8's	18-6's/12-8's	21-6's/12-8's
Yellow Line	10-6's	10-6's	10-6's	17-6's
Green Line	10-6's/10-8's	10-6's/10-8's	10-6's/10-8's	10-6's/10-8's
Gap	5's-6's	5's-6's	5's-6's	5's-6's

CARS PER TRAIN WEEKDAY BASE/NIGHT (AFTER 8 P.M.)

Red Line	6/4	6/6	6/6	6/6
Blue Line	6/4	6/6	6/6	6/6
Orange Line	6/4	6/6	6/6	6/6
Yellow Line	6/4	6/6	6/6	6/6
Green Line	6/4	6/6	6/6	6/6

Table 4.23

Railcar Fleet Profile

Manufacturer	Series	Number Owned	Years Purchased	Number for Service*
Rohr Industries	1000	300	1974-1978	278
Breda Construzioni Ferroviarie	2000/3000	76/290	1983-1988	358
	4000	100	1992-1994	100
Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF)	5000	192	2001-2004	184
Alstom	6000	184	2006-2008	184
Total		1,142		1,104

*There are 4 vehicles dedicated for revenue collection, 18 vehicles accident damaged and 16 vehicles in disposition pending status

Table 4.24

Rail Car Fleet Storage Capacity

Location	Existing Storage Capacity	Current Fleet Need	Net Storage Capacity
Alexandria	176	132	44
Branch Ave	166	98	68
Brentwood	86	86	0
Glenmont	132	132	0
Greenbelt	284	188	96
Largo	42	42	0
New Carrollton	114	114	0
Shady Grove	168	168	0
West Falls Church	148	182	-34
Total	1,316	1,142	174

Table 4.25

**WMATA PARK AND RIDE
BASE AND SURCHARGE FEES
As of July 1, 2012**

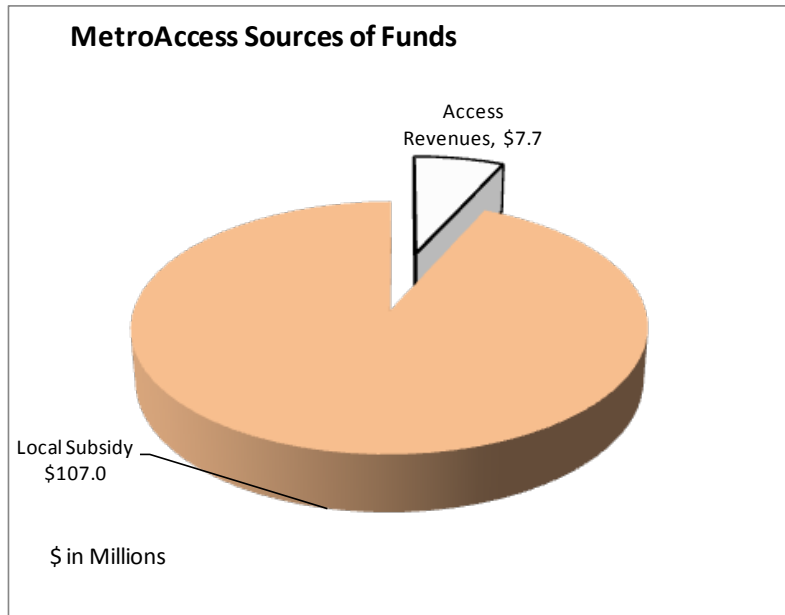
Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<u>MONTGOMERY COUNTY</u>				
Grosvenor	1,894	\$5.00	\$3.50	\$1.50
White Flint	1,270	\$5.00	\$3.50	\$1.50
<i>White Flint-Non-Metro</i>		\$8.75	\$7.25	\$1.50
Twinbrook	1,097	\$5.00	\$3.50	\$1.50
<i>Twinbrook-Non-Metro</i>		\$8.75	\$7.25	\$1.50
Rockville	524	\$5.00	\$3.50	\$1.50
Shady Grove	5,745	\$5.00	\$3.50	\$1.50
Glenmont	2,998	\$5.00	\$3.50	\$1.50
Wheaton	977	\$4.25	\$3.50	\$0.75
Forest Glen	596	\$5.00	\$3.50	\$1.50
<u>PRINCE GEORGE'S COUNTY</u>				
New Carrollton	3,519	\$4.50	\$3.75	\$0.75
<i>New Carrollton-Non Metro</i>		\$8.50	\$7.75	\$0.75
Landover	1,866	\$4.50	\$3.75	\$0.75
Cheverly	500	\$4.50	\$3.75	\$0.75
Addison Road	1,268	\$4.50	\$3.75	\$0.75
Capitol Heights	372	\$4.50	\$3.75	\$0.75
Greenbelt	3,399	\$4.50	\$3.75	\$0.75
College Park	1,820	\$4.50	\$3.75	\$0.75
P.G. Plaza	1,068	\$4.50	\$3.75	\$0.75
West Hyattsville	453	\$4.50	\$3.75	\$0.75
Southern Avenue	1,980	\$4.50	\$3.75	\$0.75
Naylor Road	368	\$4.50	\$3.75	\$0.75
Suitland Garage	1,890	\$4.50	\$3.75	\$0.75
Branch Avenue	3,072	\$4.50	\$3.75	\$0.75
Morgan Blvd.	608	\$4.50	\$3.75	\$0.75
Largo	2,200	\$4.50	\$3.75	\$0.75
<u>DISTRICT OF COLUMBIA</u>				
Deanwood	194	\$4.50	\$4.50	
Minnesota Ave.	333	\$3.50	\$3.50	
Rhode Island Ave.	221	\$4.50	\$4.50	
Fort Totten	408	\$4.50	\$4.50	
Anacostia Garage	808	\$4.50	\$4.50	
<u>Northern Virginia</u>				
Huntington	3,617	\$4.75	\$3.50	\$1.25
West Falls Church	2,009	\$4.75	\$3.75	\$1.00
Dunn Loring	1,326	\$4.75	\$3.50	\$1.25
Vienna	5,169	\$4.75	\$3.50	\$1.25
Franconia	5,069	\$4.75	\$3.50	\$1.25
Van Dorn	361	\$4.75	\$4.25	\$0.50
East Falls Church	422	\$4.75	\$3.75	\$1.00
System Total	59,421			

Operating Budget by Mode: MetroAccess

MetroAccess **Fiscal Year 2013 Approved: \$114.7Million**

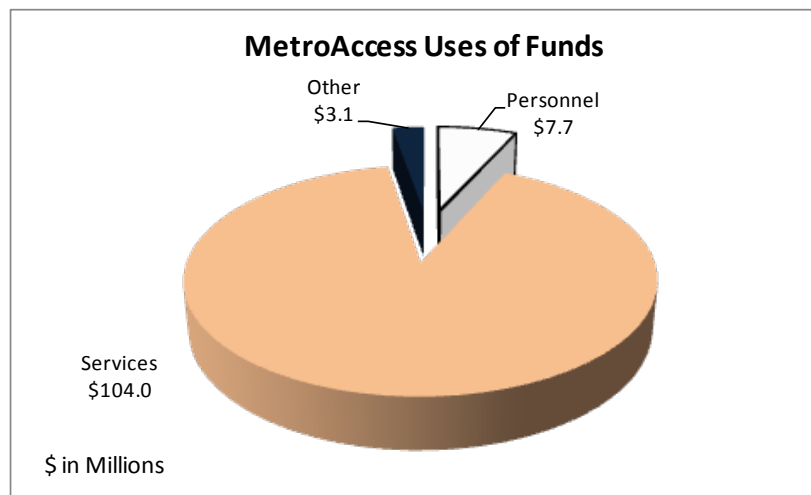
Where it Comes From

For FY2013, MetroAccess is funded mainly by gross subsidy of \$107.0 million or 93.3 percent.



Where it Goes

For FY2013, the majority of the budget supports the paratransit services contract. Services are expected to be \$104.0 million or 90.6 percent of the budget.



Note: Excludes reimbursable operating projects

Table 4.26

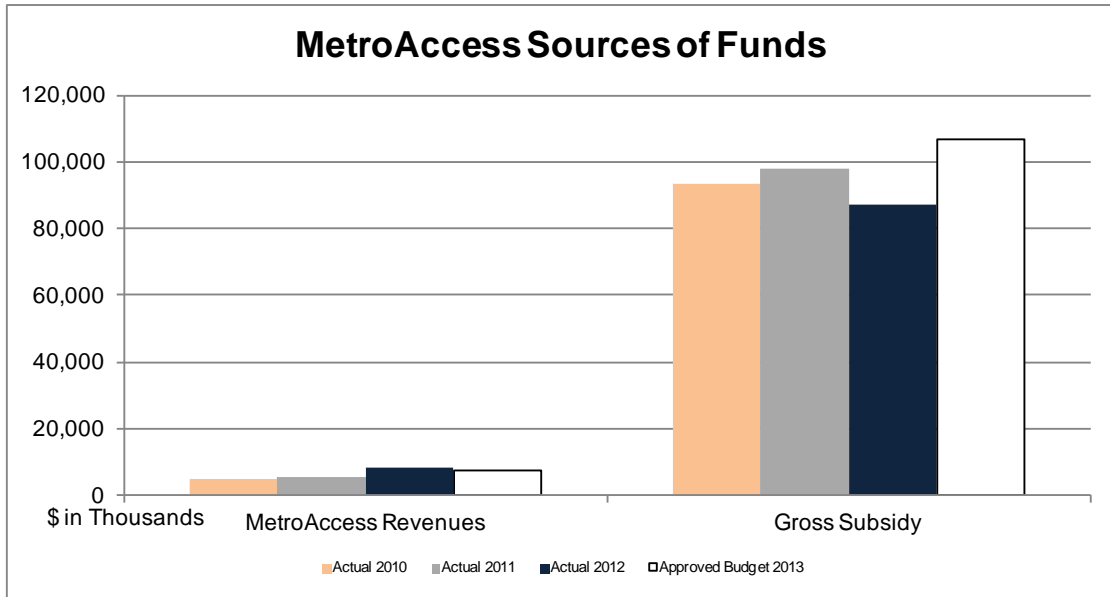
Revenue, Expenses and Funding Source

(Dollars in Thousands)

METROACCESS BY ACCOUNT

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change
REVENUES					
Passenger	\$4,277	\$4,301	\$7,825	\$7,720	(\$105)
Other Passenger	\$0	\$0	\$0	\$0	\$0
Parking	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Joint Development	\$0	\$0	\$0	\$0	\$0
Fiber Optics	\$0	\$0	\$0	\$0	\$0
Other	\$668	\$1,160	\$595	\$0	(\$595)
Interest	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$4,945	\$5,461	\$8,420	\$7,720	(\$700)
EXPENSES					
Personnel	\$4,688	\$4,907	\$5,728	\$7,677	\$1,950
Services	\$93,167	\$97,576	\$97,224	\$103,962	\$6,738
Materials & Supplies	\$125	\$95	\$416	\$368	(\$48)
Fuel & Propulsion Power	\$3	\$0	\$0	\$0	(\$0)
Utilities	\$80	\$72	\$95	\$105	\$10
Casualty & Liability	\$75	\$143	\$99	\$1,800	\$1,701
Leases & Rentals	\$406	\$626	\$604	\$756	\$152
Miscellaneous	\$32	\$22	\$59	\$59	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
Total Expenses	\$98,575	\$103,440	\$104,224	\$114,727	\$10,503
GROSS SUBSIDY	\$93,630	\$97,979	\$95,804	\$107,007	\$11,203
Less: Preventive Maint	\$0	\$0	\$0	\$0	\$0
Net Local Subsidy	\$93,630	\$97,979	\$95,804	\$107,007	\$11,203
Cost Recovery Ratio	5.02%	5.28%	8.08%	6.73%	-1.35%

The subsidy is projected to increase by \$11.2 million over the FY2012 level. Monthly passenger revenue increased in FY2012 due to the implementation of a fare policy change on February 27, 2011.



Paratransit service contract expenses decreased by \$9.1 million or 9.4 percent in FY2012 and are projected to increase by \$15.5 million or 17.5 percent in FY2013. Ridership growth for FY2012 was reduced due to the success of recent Board policy, eligibility and travel training initiatives and their collective impact on demand management.

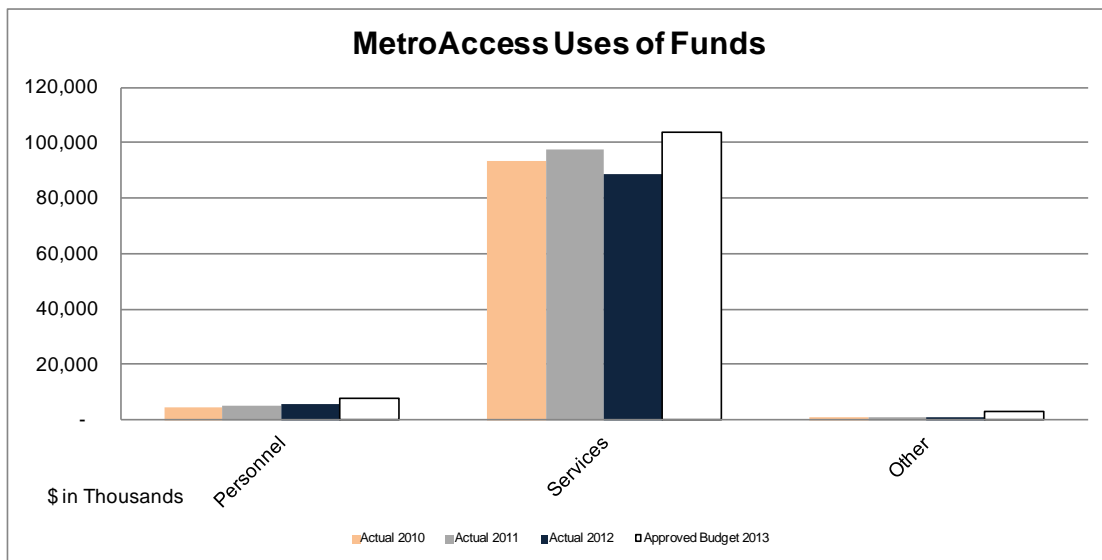


Table 4.27

OPERATING EXPENSE BUDGET METROACCESS MODE						
(Dollars in Thousands)	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$3,225	\$3,362	\$3,826	\$4,980	\$1,153	30%
Full-Time Salaries	\$3,189	\$3,309	\$3,789	\$5,057	\$1,268	
Salary Lapse	\$0	\$0	\$0	(\$132)	(\$132)	
Overtime Salari	\$37	\$53	\$37	\$54	\$17	
Wages (Total)	\$20	\$24	\$66	\$133	\$67	102%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$19	\$23	\$63	\$132	\$69	
Wage Lapse	\$0	\$0	\$0	(\$3)	(\$3)	
Overtime Wages	\$1	\$1	\$3	\$5	\$2	
TOTAL SALARIES AND WAGES	\$3,246	\$3,385	\$3,892	\$5,113	\$1,221	31%
Fringes (Total)	\$1,442	\$1,522	\$1,835	\$2,564	\$729	40%
Fringe Health	\$586	\$606	\$1	\$1,021	\$1,021	
Fringe Pension	\$525	\$559	\$192	\$822	\$630	
Other Fringe Benefits	\$331	\$356	\$1,512	\$398	(\$1,113)	
Workers Compensation	\$0	\$0	\$132	\$323	\$191	
TOTAL PERSONNEL COST	\$4,688	\$4,907	\$5,728	\$7,677	\$1,950	34%
Services (Total)	\$93,167	\$97,576	\$97,224	\$103,962	\$6,738	7%
Management Fee	\$0	\$0	\$0	\$225	\$225	
Professional & Technical	\$332	\$149	\$442	\$1,145	\$703	
Temporary Help	\$5	\$9	\$10	\$4	(\$6)	
Contract Maintenance	\$71	\$73	\$213	\$309	\$96	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$92,091	\$96,672	\$95,377	\$98,020	\$2,644	
Other	\$669	\$673	\$1,182	\$4,258	\$3,077	
Materials & Supplies (Total)	\$125	\$95	\$416	\$368	(\$48)	-11%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$125	\$95	\$416	\$368	(\$48)	
Fuel & Propulsion(Total)	\$3	\$0	\$0	\$0	(\$0)	-100%
Diesel Fuel	\$3	\$0	\$0	\$0	(\$0)	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$80	\$72	\$95	\$105	\$10	11%
Electricity and Gas	\$57	\$51	\$61	\$79	\$18	
Utilities - Other	\$23	\$20	\$34	\$26	(\$8)	
Casualty & Liability (Total)	\$75	\$143	\$99	\$1,800	\$1,701	1726%
Insurance	\$0	\$0	\$0	\$1,695	\$1,695	
Claims	\$75	\$143	\$99	\$105	\$6	
Leases (Total)	\$406	\$626	\$604	\$756	\$152	25%
Property	\$284	\$548	\$548	\$656	\$108	
Equipment	\$122	\$77	\$56	\$100	\$44	
Miscellaneous (Total)	\$32	\$22	\$59	\$59	\$0	0%
Dues And Subscriptions	\$2	\$2	\$6	\$9	\$3	
Conferences and Meetings	\$7	\$4	\$6	\$13	\$7	
Business Travel/Public Hrg	\$17	\$5	\$18	\$11	(\$7)	
Interview & Relocation	\$1	\$1	\$5	\$0	(\$4)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$2	\$4	\$15	\$10	(\$5)	
Other	\$3	\$5	\$9	\$16	\$7	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$93,888	\$98,533	\$98,496	\$107,050	\$8,553	9%
TOTAL COST	\$98,575	\$103,440	\$104,224	\$114,727	\$10,503	10%

MetroAccess Revenue Vehicle Fleet Management Plan

The MetroAccess Revenue Vehicle Fleet Management Plan is a tool that provides information, analysis, and recommendations about the anticipated growth in paratransit ridership, and the current and projected revenue vehicle requirements for MetroAccess to meet the demand as well as an assessment and projection of needs for paratransit vehicle maintenance. The information that follows reflects the most current data from the Federal Transit Administration Approved Plan. The most current plan can be found on the Metro website at:

[http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20\(4%202029%202009\)final.pdf](http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20(4%202029%202009)final.pdf) - 2010-02-09.

Table 4.27

MetroAccess Statistics: FY2010 - FY2013

	FY2010 <u>Actual</u>	FY2011 <u>Actual</u>	FY2012 <u>Actual</u>	FY2013 <u>Approved</u>
STATISTICS:				
Total # of:				
MetroAccess - Dedicated Fleet:	599	600	600	600
Total Passengers	2,377,423	2,336,219	2,082,882	2,205,578
Total Passenger Revenue (000s)	\$4,278	\$4,301	\$7,824	\$7,720
Total Revenue (000s)	\$4,946	\$5,461	\$8,419	\$7,720
Total Operating Expense (000s)	\$98,575	\$103,440	\$104,224	\$114,727
Total Passengers for FY2012 - Projected				
RATIOS:				
Cost Per Passenger	\$41.46	\$44.28	\$50.04	\$52.02
Subsidy Per Passenger*	\$39.66	\$42.44	\$46.28	\$48.52
Percentage of Operating Cost Recovered from Passenger Revenues	4.3%	4.2%	7.5%	6.7%

* MetroAccess Services policy allows for a complimentary round trip for every instance in which the scheduled pick-up window was not met. Personal care assistants ride free, so the calculation will only apply to fare paying customers.

Table 4.28

MetroAccess Statistics: FY2010 - FY2013

	FY2010 Actual	FY2011 Actual	FY2012 Actual	FY2013 Approved
Total # of Vans in Fleet	500	576	582	582
Total # of Low Floor Vans in Fleet	99	22	16	16
Total # of Shuttles in Fleet	N/A	2	2	2
	599	600	600	600

*Fleet mix (vans/Low Floor Vans/shuttles) for FY2013 is a projection.

Table 4.29

MetroAccess Statistics

Active Fleet: FY2013

	Max Schedule d Fleet	Total Active Fleet	Vans/Low Floor Van/Shuttles
FY2012 Year-End (6/30/2012)	600	600	582 / 16 / 2
FY2013 Year-End (Projected)	600	600	582 / 16 / 2

Table 4.30

MetroAccess Statistics: FY2010 - FY2013

Average age of fleet at end of FY2013 will be 1.35 Years

<u>Manufacturer</u>	<u>Year Entered Service</u>	<u>Number of Vans/Cars</u>	<u>Vehicle Type</u>
FORD	2013	138	Vans
FORD	2012	0	Shuttle
FORD	2012	206	Vans
MV1/VPG	2012	16	Sedans
FORD	2011	2	Shuttle
FORD	2011	238	Vans
FORD	2010	0	Vans
FORD	2009	0	Vans
FORD	2008	0	Vans
FORD	2008	0	Sedans
Total Fleet Vehicles at End of FY2013		600	

Reimbursable Operating Budget

Fiscal Year 2013 Approved Budget: \$35.2 Million

Reimbursable projects are those unique services, programs or projects for which separate funding has been arranged. The most common projects are expanded bus services.

Table 4.31

Reimbursable Operating Projects: FY2013			
(dollars in Thousands)	FY2012	FY2013	
	<u>Budget</u>	<u>Budget</u>	<u>change</u>
State & Local Funding			
• DC Circulator ¹	17,044	14,510	(2,534)
Federal Grant Funding			
• Safety & Security grants	3,670	5,970	2,300
Other Sources of Funding			
• DC Circulator - Passenger fare revenue	3,360	3,394	34
• Neutral Host agreement with Carrier team	11,705	5,481	(6,224)
• Joint Development & Adjacent Construction projects	1,522	5,813	4,291
Total Expenditures	\$37,301	\$35,168	(2,133)

¹ Local funding equals expenditures less passenger revenue

DC Circulator

The FY2013 expense budget is \$17.9 million and a projected \$3.4 million in revenue, resulting in an annual net expense of \$14.5 million. The DC Circulator is a partnership between the District Department of Transportation, Washington Metropolitan Authority Transit Authority and DC Surface Transit Inc. Metro serves as the contract manager, verifying provisions of service, and providing technical advice. The expense for operating and managing the contract service are fully reimbursed by the District of Columbia.

Safety and Security Grants

Security grants for FY2013 are a combination of Transit Security Grant Program (TSGP), Urban Area Security Initiative (UASI), and National Explosive Detection Canine Team Program (NEDCTP) funding by the Department of Homeland Security. These grants provide funding for capital and operational security activities. Such funding enhances the ability of the Metro Transit Police Department to detect and deter potential attacks of terrorism through increased visibility, unpredictable presence, identification of areas for critical infrastructure hardening, and employee and public awareness.

Neutral Host

Neutral Host is an agreement with four cellular communication carriers to design, build, operate and maintain a wireless communication infrastructure throughout Metro's underground stations and tunnels. The infrastructure acts as "Neutral Host" between participating telecommunications service providers and the consumers of their services. A separate, parallel communication system is to be built for Metro's exclusive use to support its own wireless operational, administrative, and public safety needs. The carriers have agreed to reimburse Metro for all expenses incurred to build and maintain the system. Annual reimbursed costs include labor expenses for tunnel and track escorts.

Joint Development and Adjacent Construction Projects

The Metro Office of Joint Development and Adjacent Construction (JDAC) reviews and approves construction activities for those jurisdictional projects adjacent to Metrorail and Metrobus property, facilities, and operations in order to ensure that: Metro facilities and operations are not damaged or affected by the proposed project; Metro operations are not affected during and after the project construction; and Metro station capacity is not affected by the ridership generated by the project. Expenditures are reimbursed by the private or jurisdiction entity.

Table 4.32

OPERATING COST BY MODE
APPROVED FY2013
OPERATING REIMBURSEABLE BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	MTPD	BUS	CIO	TIES
Salaries (Total)	\$3,455	\$1,779	\$277	\$0	\$1,398
Full-Time Salaries	\$3,455	\$1,779	\$277	\$0	\$1,398
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages (Total)	\$6,404	\$0	\$0	\$3,790	\$2,614
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$2,110	\$0	\$0	\$1,834	\$276
Wage Lapse	-\$55	\$0	\$0	-\$55	\$0
Overtime Wages	\$4,349	\$0	\$0	\$2,011	\$2,338
TOTAL SALARIES AND WAGES	\$9,859	\$1,779	\$277	\$3,790	\$4,012
Fringes (Total)	\$5,055	\$1,420	\$144	\$1,690	\$1,801
Fringe Health	\$2,314	\$647	\$77	\$770	\$820
Fringe Pension	\$1,845	\$520	\$45	\$619	\$660
Other Fringe Benefits	\$876	\$247	\$21	\$294	\$313
Workers Compensation	\$21	\$6	\$1	\$7	\$7
TOTAL PERSONNEL COST	\$14,913	\$3,199	\$421	\$5,481	\$5,813
Services (Total)	\$18,339	\$2,771	\$15,568	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2,771	\$2,771	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$15,514	\$0	\$15,514	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$53	\$0	\$53	\$0	\$0
Materials & Supplies (Total)	\$15	\$0	\$15	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$15	\$0	\$15	\$0	\$0
Fuel & Propulsion (Total)	\$1,901	\$0	\$1,901	\$0	\$0
Diesel Fuel	\$1,901	\$0	\$1,901	\$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)	\$0	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0	\$0
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	\$20,255	\$2,771	\$17,484	\$0	\$0
TOTAL COST	\$35,168	\$5,970	\$17,904	\$5,481	\$5,813



Chapter V. Department Budgets

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Chapter V. Department Budgets

This chapter provides detailed goals, objectives, staffing and line-item budgets for each department in the Approved Fiscal Year 2013 Operating Budget.

Historical data for FY2010-FY2012 presented may not accurately reflect the departments' previous budget/actual due to reorganization within Metro. This does not affect the authority-wide overall total.

During the FY2013 budget development the Authority went through a Multi-Year planning exercise which resulted in the inclusion of various initiatives in the FY2013 budget. The initiatives were broadly categorized into Maintaining the Baseline for \$20.0M, Safety, Maintenance and System improvements for \$35.0M and Silver Line preparation for \$20.3M.

Initiatives	CATEGORY	FY2013 APPROVED OPERATING BUDGET CHANGES (<i>in Millions</i>)
Maintaining the Baseline	Baseline	\$20.00
Safety, System and Maintenance	Safety and Security	\$17.30
	System Improvements	\$5.00
	Maintenance	\$12.70
Subtotal		\$55.00
Other Changes	CATEGORY	FY2013 APPROVED OPERATING BUDGET CHANGES (<i>in Millions</i>)
Silver Line	Silver Line	\$20.30
Other	GM/CEO's Initiatives	(\$4.50)
	Pension	\$26.80
	Other Inflation	\$13.90
Subtotal		\$56.50
Total		\$111.50

In the following tables which display “operating cost by *mode*,” mode and operating unit are synonymous.

Budget Tables

Each department description is followed by two budget tables.

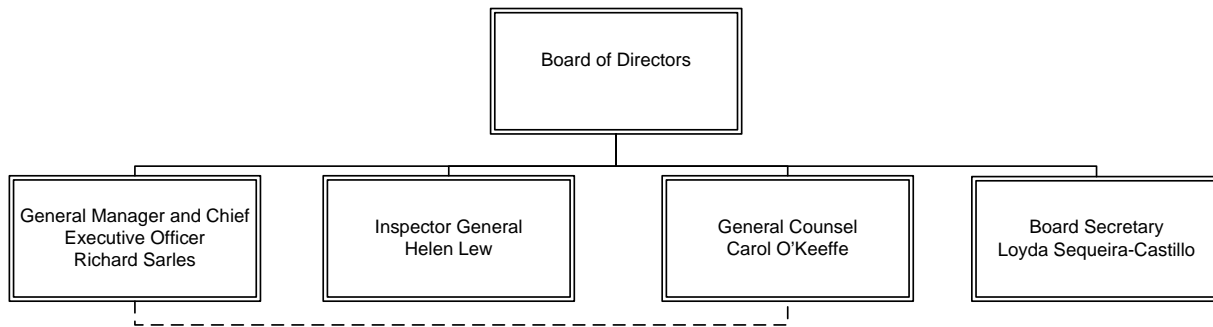
- ***Multi-year Operating Expense***

This table presents the department’s personnel and non-personnel approved operating expense budget for FY2013. It also provides actuals for FY2010, FY2011 and FY2012.

- ***Operating Expense by Mode***

This table presents the department's approved operating expense budget for FY2013 by the three operating modes, Bus, Rail and Access.

Independent Offices



General Manager and Chief Executive Officer

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$513	\$665	\$1,073	\$408	61.5%
NON-PERSONNEL COST	\$181	\$224	\$171	(\$53)	-23.7%
TOTAL COST	\$694	\$889	\$1,244	\$355	39.9%
BUDGETED POSITIONS	8	8	5	-3	-37.5%

Description

Under the leadership of the General Manager and Chief Executive Officer (GM/CEO), Richard Sarles, the organization remains focused on improving safety, reliability, financial stability and customer service.

The GM/CEO oversees the operation of a fleet of 1,100 trains, 1,500 buses, and over 600 MetroAccess vehicles in the District of Columbia, Maryland and Virginia, providing nearly 1.2 million trips each day. In support of the nation's second largest rail transit system and sixth largest bus network, the GM/CEO is responsible for directing an annual \$1.6 billion operating budget and a six year capital budget of \$5 billion with a supporting workforce of more than 12,000 employees.

With the largest capital program since its inception, the GM/CEO is overseeing the rebuilding of the system with more than a hundred projects that provide for new rail tracks, railcars, buses and escalators among many other infrastructure improvements. By focusing on bringing the system to a state of good repair, Metro is assuring reliable service for millions of the region's residents each day.

In the coming year, the agency will continue its focus on rebuilding the system, but also prepare for the future by ensuring compliance with recommendations of the National Transportation

Safety Board, preparing for new Silver Line service, and launching “Better Bus” service that reduces crowding and improves on-time performance for customers, as well as maintaining MetroAccess services. Building on \$200 million in cost savings over the last several years, Metro management has undertaken a review to further identify business efficiencies and cost containment strategies.

Inspector General

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$2,971	\$3,278	\$3,562	\$285	8.7%
NON-PERSONNEL COST	\$323	\$406	\$522	\$116	28.4%
TOTAL COST	\$3,294	\$3,684	\$4,084	\$400	10.9%
 BUDGETED POSITIONS	 29	 35	 32	 -3	 -8.6%

Description

The Office of Inspector General (OIG) is an independent office that reports to the Metro Board of Directors. OIG is modeled after the federal Offices of Inspectors General to advance Metro’s goals of accountability and transparency. OIG conducts audits, investigations and other reviews of Metro operations and activities, while keeping the Board fully informed about any deficiencies or fraud identified, as well as the necessity for and progress of corrective action.

Mission Statement

The Office of Inspector General supervises and conducts independent and objective audits, investigations, and other reviews of the Washington Metropolitan Area Transit Authority’s programs and operations to promote economy, efficiency, and effectiveness, as well as to prevent and detect fraud, waste, and abuse in such programs and operations. OIG provides advice to the Board of Directors and General Manager and Chief Executive Officer to assist in achieving the highest levels of program and operational performance at Metro.

General Counsel

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$4,395	\$4,691	\$5,005	\$313	6.7%
NON-PERSONNEL COST	\$727	\$914	\$1,233	\$319	34.9%
TOTAL COST	\$5,122	\$5,606	\$6,238	\$632	11.3%
 BUDGETED POSITIONS	 40	 41	 42	 1	 2.4%

Description

The role of the office of General Counsel (COUN) is not only to protect Metro's legal interests, but to serve as a pro-active problem-solving and problem-avoidance resource for Metro's policymakers and managers. COUN's organizational structure has been developed specifically to meet these objectives and to provide an effective mechanism for providing required legal services at the lowest possible cost.

Mission Statement

The mission of the General Counsel is to plan, direct, and provide substantially all of the legal services provided to Metro.

The Office of General Counsel:

- Renders legal advice on procurement/contractual matters
- Prepares agreements between Metro and public agencies or private organizations
- Actively participates in the joint development process
- Defends Metro in litigation and pursues claims on Metro's behalf
- Renders legal advice on specific policy and operational matters
- Interprets Metro's Compact
- Assists in the acquisition and sale of real property
- Provides day-to-day legal advice to Metro's Board of Directors, officers, and managers on a wide range of issues
- Renders legal advice on employment matters
- Renders legal advice on First Amendment issues
- Administers Metro's Public Access to Records and Privacy Policy programs

Board Secretary

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$421	\$434	\$458	\$24	5.5%
NON-PERSONNEL COST	\$96	\$220	\$153	(\$67)	-30.6%
TOTAL COST	\$516	\$654	\$610	(\$43)	-6.6%
 BUDGETED POSITIONS	 5	 5	 5	 0	 0.0%

Description

The Office of the Secretary (SECT) is an independent office that reports to the Metro Board of Directors. SECT is responsible for the coordinating, reviewing and distributing of Metro Board materials; recording and maintaining official records of Board actions and resolutions at meetings; publishing legal notices and arranging public hearings approved by the Board; working proactively with the General Manager and his staff to carry out the policies, goals and initiatives of the Metro Board; and serving as liaison between the Board, the Riders' Advisory Council, the Accessibility Advisory Committee, Metro staff, and its riders.

Mission Statement

The mission of the Office of the Secretary is to provide high-quality, comprehensive and administrative support services to the Metro Board of Directors; including responsive, accurate and timely guidance to the Board, their appointed bodies, and Metro staff with a focus on accountability, transparency, regionalism and customer value.

Table 5.1

OPERATING COST BY MODE
General Manager Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$709	\$277	\$418	\$14
Full-Time Salaries	\$709	\$277	\$418	\$14
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	\$709	\$277	\$418	\$14
Fringes (Total)	\$364	\$145	\$212	\$7
Fringe Health	\$142	\$57	\$83	\$3
Fringe Pension	\$115	\$46	\$67	\$2
Other Fringe Benefits	\$106	\$42	\$62	\$2
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,073	\$422	\$630	\$21
Services (Total)	\$26	\$10	\$15	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$10	\$4	\$6	\$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	\$15	\$6	\$9	\$0
Materials & Supplies (Total)	\$5	\$2	\$3	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$5	\$2	\$3	\$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)	\$141	\$55	\$83	\$3
Dues And Subscriptions	\$99	\$39	\$58	\$2
Conferences and Meetings	\$23	\$9	\$13	\$0
Business Travel/Public Hrg	\$6	\$2	\$4	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$13	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$171	\$67	\$101	\$3
TOTAL COST	\$1,244	\$489	\$731	\$24

Table 5.2

OPERATING EXPENSE BUDGET
General Manager Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$491	\$351	\$452	\$709	\$257	56.9%
Full-Time Salaries	\$491	\$351	\$452	\$709	\$257	
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	\$491	\$351	\$452	\$709	\$257	56.9%
Fringes (Total)	\$219	\$162	\$213	\$364	\$151	71.0%
Fringe Health	\$0	\$0	\$0	\$142	\$142	
Fringe Pension	\$36	\$30	\$48	\$115	\$66	
Other Fringe Benefits	\$183	\$133	\$165	\$106	(\$59)	
Workers Compensation	\$0	\$0	\$0	\$1	\$1	
TOTAL PERSONNEL COST	\$710	\$513	\$665	\$1,073	\$408	61.5%
Services (Total)	\$142	\$17	\$22	\$26	\$4	16.0%
Management Fee	\$2	\$0	\$0	\$0	\$0	
Professional & Technical	\$120	\$0	\$6	\$10	\$4	
Temporary Help	\$0	\$0	\$0	\$0	\$0	
Contract Maintenance	\$0	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$1	\$0	\$0	\$0	
Other	\$20	\$15	\$16	\$15	(\$1)	
Materials & Supplies (Total)	\$10	\$6	\$10	\$5	(\$5)	-51.9%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$10	\$6	\$10	\$5	(\$5)	
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)	\$161	\$159	\$192	\$141	(\$51)	-26.8%
Dues And Subscriptions	\$128	\$150	\$143	\$99	(\$45)	
Conferences and Meetings	\$19	\$7	\$33	\$23	(\$11)	
Business Travel/Public Hrg	\$13	\$2	\$3	\$6	\$3	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$1	\$0	\$12	\$13	\$1	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$313	\$181	\$224	\$171	(\$53)	-23.7%
TOTAL COST	\$1,023	\$694	\$889	\$1,244	\$355	39.9%

Table 5.3

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$2,470	\$1,046	\$1,386	\$38
Full-Time Salaries	\$2,567	\$1,081	\$1,438	\$48
Salary Lapse	-\$97	-\$34	-\$52	-\$10
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	\$2,470	\$1,046	\$1,386	\$38
Fringes (Total)	\$1,092	\$471	\$605	\$17
Fringe Health	\$497	\$214	\$275	\$8
Fringe Pension	\$400	\$172	\$222	\$6
Other Fringe Benefits	\$191	\$82	\$106	\$3
Workers Compensation	\$4	\$2	\$2	\$0
TOTAL PERSONNEL COST	\$3,562	\$1,517	\$1,991	\$55
Services (Total)	\$339	\$133	\$200	\$7
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$310	\$121	\$183	\$6
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6	\$2	\$3	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$23	\$9	\$14	\$0
Materials & Supplies (Total)	\$99	\$39	\$58	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$99	\$39	\$58	\$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)	\$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)	\$84	\$33	\$50	\$2
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$34	\$13	\$20	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$49	\$19	\$29	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$522	\$204	\$307	\$10
TOTAL COST	\$4,084	\$1,721	\$2,298	\$65

Table 5.4

OPERATING EXPENSE BUDGET
Inspector General Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$2,143	\$2,043	\$2,269	\$2,470	\$200	8.8%
Full-Time Salaries	\$2,143	\$2,043	\$2,269	\$2,567	\$297	
Salary Lapse	\$0	\$0	\$0	(\$97)	(\$97)	
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	\$2,143	\$2,043	\$2,269	\$2,470	\$200	8.8%
Fringes (Total)	\$948	\$928	\$1,008	\$1,092	\$84	8.4%
Fringe Health	\$0	\$0	\$0	\$497	\$497	
Fringe Pension	\$108	\$115	\$125	\$400	\$275	
Other Fringe Benefits	\$840	\$813	\$883	\$191	(\$692)	
Workers Compensation	\$0	\$0	\$0	\$4	\$4	
TOTAL PERSONNEL COST	\$3,091	\$2,971	\$3,278	\$3,562	\$285	8.7%
Services (Total)	\$262	\$296	\$305	\$339	\$34	11.1%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$244	\$227	\$282	\$310	\$28	
Temporary Help	\$0	\$10	(\$0)	\$0	\$0	
Contract Maintenance	\$2	\$41	\$7	\$6	(\$1)	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$16	\$18	\$16	\$23	\$7	
Materials & Supplies (Total)	\$12	\$7	\$77	\$99	\$21	27.6%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$12	\$7	\$77	\$99	\$21	
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)	\$21	\$20	\$24	\$84	\$60	254.7%
Dues And Subscriptions	\$1	\$1	\$0	\$1	\$1	
Conferences and Meetings	\$0	\$0	\$0	\$0	\$0	
Business Travel/Public Hrg	\$18	\$11	\$23	\$34	\$11	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$2	\$8	\$0	\$49	\$49	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$295	\$323	\$406	\$522	\$116	28.4%
TOTAL COST	\$3,386	\$3,294	\$3,684	\$4,084	\$400	10.9%

Table 5.5

OPERATING COST BY MODE
Counsel Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$3,469	\$1,356	\$2,044	\$68
Full-Time Salaries	\$3,469	\$1,356	\$2,044	\$68
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	\$3,469	\$1,356	\$2,044	\$68
Fringes (Total)	\$1,536	\$612	\$895	\$30
Fringe Health	\$698	\$278	\$406	\$14
Fringe Pension	\$561	\$223	\$327	\$11
Other Fringe Benefits	\$271	\$108	\$158	\$5
Workers Compensation	\$6	\$2	\$4	\$0
TOTAL PERSONNEL COST	\$5,005	\$1,968	\$2,939	\$98
Services (Total)	\$1,028	\$402	\$606	\$20
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$842	\$329	\$496	\$17
Temporary Help	\$19	\$7	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$166	\$65	\$98	\$3
Materials & Supplies (Total)	\$60	\$23	\$35	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$60	\$23	\$35	\$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)	\$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)	\$59	\$23	\$35	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$59	\$23	\$35	\$1
Miscellaneous (Total)	\$87	\$34	\$51	\$2
Dues And Subscriptions	\$56	\$22	\$33	\$1
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$15	\$6	\$9	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,233	\$482	\$727	\$24
TOTAL COST	\$6,238	\$2,450	\$3,666	\$122

Table 5.6

OPERATING EXPENSE BUDGET
Counsel Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$3,140	\$3,051	\$3,278	\$3,469	\$191	5.8%
Full-Time Salaries	\$3,140	\$3,051	\$3,277	\$3,469	\$191	
Salary Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Salaries	\$0	\$0	\$1	\$0	(\$1)	
Wages (Total)	\$0	\$0	\$0	\$0	\$0	#DIV/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	\$3,140	\$3,051	\$3,278	\$3,469	\$191	5.8%
Fringes (Total)	\$1,368	\$1,344	\$1,413	\$1,536	\$123	8.7%
Fringe Health	\$10	\$1	\$6	\$698	\$692	
Fringe Pension	\$128	\$136	\$142	\$561	\$420	
Other Fringe Benefits	\$1,229	\$1,206	\$1,266	\$271	(\$995)	
Workers Compensation	\$0	\$0	\$0	\$6	\$6	
TOTAL PERSONNEL COST	\$4,508	\$4,395	\$4,691	\$5,005	\$313	6.7%
Services (Total)	\$541	\$576	\$732	\$1,028	\$296	40.4%
Management Fee	\$0	\$0	(\$1)	\$0	\$1	
Professional & Technical	\$513	\$541	\$684	\$842	\$157	
Temporary Help	\$15	\$13	\$20	\$19	(\$1)	
Contract Maintenance	\$0	\$0	\$0	\$1	\$1	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$12	\$22	\$28	\$166	\$138	
Materials & Supplies (Total)	\$29	\$28	\$44	\$60	\$16	35.4%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$29	\$28	\$44	\$60	\$16	
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0	#DIV/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	\$0	\$0	#DIV/0!
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$1	\$0	\$0	\$0	
Casualty & Liability (Total)	\$11,938	\$0	\$0	\$0	\$0	#DIV/0!
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$11,938	\$0	\$0	\$0	\$0	
Leases (Total)	\$45	\$48	\$54	\$59	\$5	9.7%
Property	\$0	\$0	\$0	\$0	\$0	
Equipment	\$45	\$48	\$54	\$59	\$5	
Miscellaneous (Total)	\$77	\$75	\$84	\$87	\$2	2.6%
Dues And Subscriptions	\$56	\$57	\$59	\$56	(\$4)	
Conferences and Meetings	\$1	\$0	\$1	\$2	\$1	
Business Travel/Public Hrg	\$6	\$5	\$8	\$15	\$7	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$3	\$1	\$0	\$0	\$0	
Other	\$12	\$12	\$16	\$14	(\$2)	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	#DIV/0!
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$12,630	\$727	\$914	\$1,233	\$319	34.9%
TOTAL COST	\$17,138	\$5,122	\$5,606	\$6,238	\$632	11.3%

Table 5.7

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$318	\$124	\$187	\$6
Full-Time Salaries	\$318	\$124	\$187	\$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	\$318	\$124	\$187	\$6
Fringes (Total)	\$140	\$56	\$82	\$3
Fringe Health	\$64	\$25	\$37	\$1
Fringe Pension	\$51	\$20	\$30	\$1
Other Fringe Benefits	\$24	\$10	\$14	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$458	\$180	\$269	\$9
Services (Total)	\$53	\$21	\$31	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$5	\$8	\$0
Temporary Help	\$7	\$3	\$4	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$31	\$12	\$18	\$1
Materials & Supplies (Total)	\$7	\$3	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$3	\$4	\$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)	\$94	\$37	\$55	\$2
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$14	\$5	\$8	\$0
Business Travel/Public Hrg	\$34	\$13	\$20	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$37	\$14	\$22	\$1
Other	\$6	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$153	\$60	\$90	\$3
TOTAL COST	\$610	\$240	\$359	\$12

Table 5.8

OPERATING EXPENSE BUDGET
Board Secretary Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$282	\$288	\$298	\$318	\$19	6.5%
Full-Time Salaries	\$282	\$288	\$298	\$318	\$19	
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	\$282	\$288	\$298	\$318	\$19	6.5%
Fringes (Total)	\$127	\$133	\$136	\$140	\$5	3.4%
Fringe Health	\$0	\$0	\$0	\$64	\$64	
Fringe Pension	\$16	\$18	\$19	\$51	\$32	
Other Fringe Benefits	\$111	\$115	\$116	\$24	(\$92)	
Workers Compensation	\$0	\$0	\$0	\$1	\$1	
TOTAL PERSONNEL COST	\$409	\$421	\$434	\$458	\$24	5.5%
Services (Total)	\$55	\$45	\$123	\$53	(\$70)	-57.0%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$18	\$0	\$90	\$14	(\$76)	
Temporary Help	\$9	\$18	\$6	\$7	\$1	
Contract Maintenance	\$0	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$28	\$26	\$27	\$31	\$5	
Materials & Supplies (Total)	\$6	\$3	\$5	\$7	\$1	19.3%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$6	\$3	\$5	\$7	\$1	
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)	\$92	\$48	\$92	\$94	\$1	1.5%
Dues And Subscriptions	\$0	\$0	\$0	\$3	\$3	
Conferences and Meetings	\$6	\$11	\$4	\$14	\$10	
Business Travel/Public Hrg	\$32	\$18	\$33	\$34	\$1	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$46	\$19	\$53	\$37	(\$16)	
Other	\$9	\$0	\$3	\$6	\$3	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$153	\$96	\$220	\$153	(\$67)	-30.6%
TOTAL COST	\$562	\$516	\$654	\$610	(\$43)	-6.6%

Chief of Staff

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$3,154	\$2,728	\$3,797	\$1,068	39.2%
NON-PERSONNEL COST	\$400	\$334	\$600	\$266	79.8%
TOTAL COST	\$3,554	\$3,062	\$4,396	\$1,334	43.6%

BUDGETED POSITIONS	0	0	32	32
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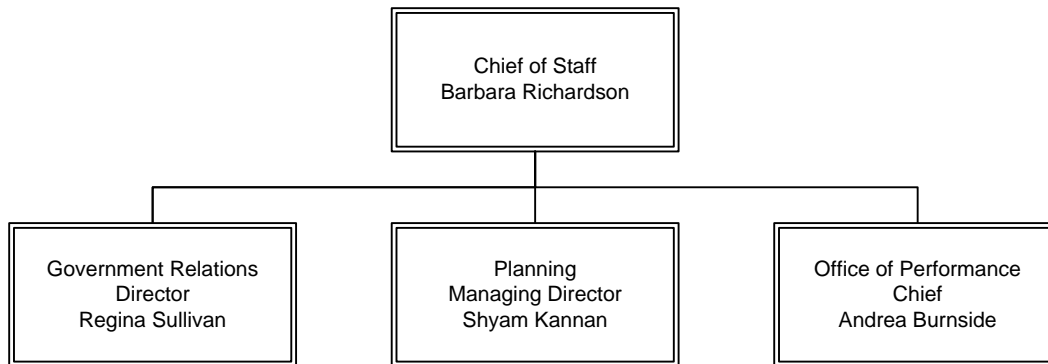
Description

Metro's Office of the Chief of Staff (CHOS) is an independent office that reports directly to the General Manager and Chief Executive Officer (GM/CEO), overseeing stakeholder relationships, developing and implementing the agency's strategic plans and goals, and leading agency-wide programs, as well as providing administrative support to internal agency staff in its day-to-day operations. CHOS currently has oversight of four offices: Office of Performance, Office of Government Relations and Policy, Office of Planning, and Office of Strategic Communications and Marketing Planning. As such, CHOS responsibilities include the following areas: performance management and reporting, business plan development and tracking, government relations and policy, regional and strategic planning, corridor planning and development, access planning and policy analysis, capital systems planning, sustainability, and Board communications.

Other responsibilities of CHOS include:

- Monitoring and following-up on all requests and directives from the GM/CEO
- Communicating and coordinating with the Executive Leadership Team (ELT) on Metro-wide policies, initiatives, and projects
- Coordinating audit reports with all relevant departments
- Providing communication and coordination on all organizational changes
- Reviewing and approving procurement and personnel actions
- Maintaining Metro's Policy/Instruction Manual and coordinating necessary updates
- Approving all Metro travel requests and providing travel policy
- Reviewing and approving correspondence addressed to the GM/CEO
- Reviewing responses to Public Access to Records Policy (PARP) requests including hearings on PARP request appeals

In June, 2012 Barbara Richardson was appointed Chief of Staff to the GM/CEO.



Mission Statement

The mission of the Office of the Chief of Staff (CHOS) is to lead major departmental projects and initiatives, direct the strategic planning process, oversee performance in achieving organizational goals and immediate priorities, build and maintain stakeholder relationships, and oversee management's Board communications.

NOTE: The Office of Performance (CPO) is an executive-level office. CPO's financials and budgeted positions are not included here, but can be viewed on pages V-19 through V-22.

Table 5.9

OPERATING COST BY MODE
Offices of Chief of Staff
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$2,632	\$1,103	\$1,508	\$21
Full-Time Salaries	\$2,661	\$1,118	\$1,523	\$21
Salary Lapse	-\$29	-\$15	-\$15	\$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	\$2,632	\$1,103	\$1,508	\$21
Fringes (Total)	\$1,164	\$495	\$660	\$9
Fringe Health	\$530	\$225	\$301	\$4
Fringe Pension	\$427	\$181	\$242	\$3
Other Fringe Benefits	\$203	\$86	\$115	\$2
Workers Compensation	\$5	\$2	\$3	\$0
TOTAL PERSONNEL COST	\$3,797	\$1,598	\$2,169	\$30
Services (Total)	\$367	\$153	\$213	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$251	\$117	\$133	\$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	\$116	\$36	\$79	\$1
Materials & Supplies (Total)	\$37	\$11	\$26	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$37	\$11	\$26	\$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)	\$4	\$2	\$2	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$2	\$2	\$0
Miscellaneous (Total)	\$192	\$76	\$114	\$2
Dues And Subscriptions	\$108	\$44	\$62	\$2
Conferences and Meetings	\$30	\$10	\$19	\$0
Business Travel/Public Hrg	\$32	\$14	\$18	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$4	\$2	\$2	\$0
Other	\$18	\$6	\$12	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$600	\$242	\$354	\$3
TOTAL COST	\$4,396	\$1,840	\$2,523	\$34

Table 5.10

OPERATING EXPENSE BUDGET
Chief of Staff

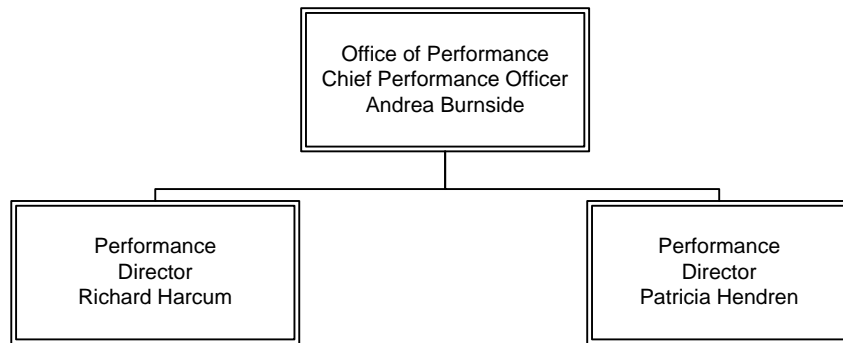
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$2,087	\$2,144	\$1,874	\$2,632	\$758	40.5%
Full-Time Salaries	\$2,087	\$2,144	\$1,873	\$2,661	\$788	
Salary Lapse	\$0	\$0	\$0	(\$29)	(\$29)	
Overtime Salaries	\$0	\$0	\$1	\$0	(\$1)	
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	\$2,087	\$2,144	\$1,874	\$2,632	\$758	40.5%
Fringes (Total)	\$947	\$1,010	\$854	\$1,164	\$310	36.3%
Fringe Health	\$2	\$6	\$8	\$530	\$522	
Fringe Pension	\$132	\$148	\$120	\$427	\$307	
Other Fringe Benefits	\$814	\$856	\$727	\$203	(\$524)	
Workers Compensation	\$0	\$0	\$0	\$5	\$5	
TOTAL PERSONNEL COST	\$3,035	\$3,154	\$2,728	\$3,797	\$1,068	39.2%
Services (Total)	\$360	\$345	\$285	\$367	\$82	28.7%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$290	\$263	\$214	\$251	\$37	
Temporary Help	\$0	\$0	\$0	\$0	\$0	
Contract Maintenance	\$0	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$70	\$81	\$71	\$116	\$45	
Materials & Supplies (Total)	\$14	\$13	\$14	\$37	\$24	175.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$14	\$13	\$14	\$37	\$24	
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)	\$3	\$4	\$4	\$4	\$0	2.0%
Property	(\$0)	\$0	\$0	\$0	\$0	
Equipment	\$3	\$4	\$4	\$4	\$0	
Miscellaneous (Total)	\$33	\$39	\$31	\$192	\$161	510.8%
Dues And Subscriptions	\$17	\$24	\$22	\$108	\$85	
Conferences and Meetings	\$4	\$5	\$4	\$30	\$26	
Business Travel/Public Hrg	\$10	\$6	\$4	\$32	\$28	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1	\$0	\$0	\$4	\$4	
Other	\$3	\$3	\$1	\$18	\$17	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$410	\$400	\$334	\$600	\$266	79.8%
TOTAL COST	\$3,445	\$3,554	\$3,062	\$4,396	\$1,334	43.6%

Office of Performance

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$1,011	\$1,031	\$1,038	\$8	0.7%
NON-PERSONNEL COST	\$312	\$320	\$635	\$315	98.4%
TOTAL COST	\$1,323	\$1,350	\$1,673	\$322	23.9%
BUDGETED POSITIONS	17	17	7	-10	-58.8%

Description

The Office of Performance (CPO) furthers the use of performance information to guide decisions, to promote Metro’s benefits in the region and to unify employees to accomplish the goals of the agency.



Mission Statement and Objectives

The Office of Performance (CPO) supports Metro’s mission adopted by the Board of Directors - “Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.”

The Office of Performance supports all five agency goals and twelve objectives listed in Metro’s Strategic Framework. To track Metro’s progress toward achieving these goals and objectives the Office of Performance publishes the Vital Signs Report and web based scorecard on wmata.com and also produces related analysis and presentations on the following key performance indicators:

- Bus On-Time Performance

- Bus Fleet Reliability
- Rail On-Time Performance
- Rail Fleet Reliability
- MetroAccess On-Time Performance
- Escalator System Availability
- Elevator System Availability
- Passenger Injury Rate
- Employee Injury Rate
- Crime Rate
- Customer Comment Rate

Table 5.11

OPERATING COST BY MODE
Office of Performance
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$720	\$282	\$424	\$14
Full-Time Salaries	\$720	\$282	\$424	\$14
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	\$720	\$282	\$424	\$14
Fringes (Total)	\$318	\$127	\$185	\$6
Fringe Health	\$145	\$58	\$84	\$3
Fringe Pension	\$117	\$46	\$68	\$2
Other Fringe Benefits	\$55	\$22	\$32	\$1
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,038	\$408	\$610	\$20
Services (Total)	\$577	\$226	\$340	\$11
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$577	\$226	\$340	\$11
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$41	\$22	\$18	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$41	\$22	\$18	\$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)	\$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	\$6	\$10	\$0
Dues And Subscriptions	\$6	\$2	\$3	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$11	\$4	\$6	\$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	\$635	\$254	\$368	\$12
TOTAL COST	\$1,673	\$663	\$977	\$33

OPERATING EXPENSE BUDGET
Office of Performance

Table 5.12

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$665	\$691	\$707	\$720	\$13	1.8%
Full-Time Salaries	\$665	\$690	\$707	\$720	\$13	
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	\$665	\$691	\$707	\$720	\$13	1.8%
Fringes (Total)	\$303	\$321	\$323	\$318	(\$5)	-1.7%
Fringe Health	\$0	\$0	\$0	\$145	\$145	
Fringe Pension	\$39	\$50	\$52	\$117	\$65	
Other Fringe Benefits	\$265	\$271	\$271	\$55	(\$216)	
Workers Compensation	\$0	\$0	\$0	\$1	\$1	
TOTAL PERSONNEL COST	\$968	\$1,011	\$1,031	\$1,038	\$8	0.7%
Services (Total)	\$237	\$233	\$296	\$577	\$281	94.7%
Management Fee	\$0	\$0	\$4	\$0	(\$4)	
Professional & Technical	\$228	\$233	\$292	\$577	\$285	
Temporary Help	\$7	\$0	\$0	\$0	\$0	
Contract Maintenance	\$2	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	\$0	
Materials & Supplies (Total)	\$46	\$75	\$21	\$41	\$20	93.4%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$46	\$75	\$21	\$41	\$20	
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)	\$16	\$5	\$2	\$16	\$14	645.8%
Dues And Subscriptions	\$1	\$1	\$0	\$6	\$5	
Conferences and Meetings	\$9	\$1	\$1	\$0	(\$1)	
Business Travel/Public Hrg	\$3	\$3	\$1	\$11	\$9	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$2	\$0	\$0	\$0	\$0	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$299	\$312	\$320	\$635	\$315	98.4%
TOTAL COST	\$1,267	\$1,323	\$1,350	\$1,673	\$322	23.9%

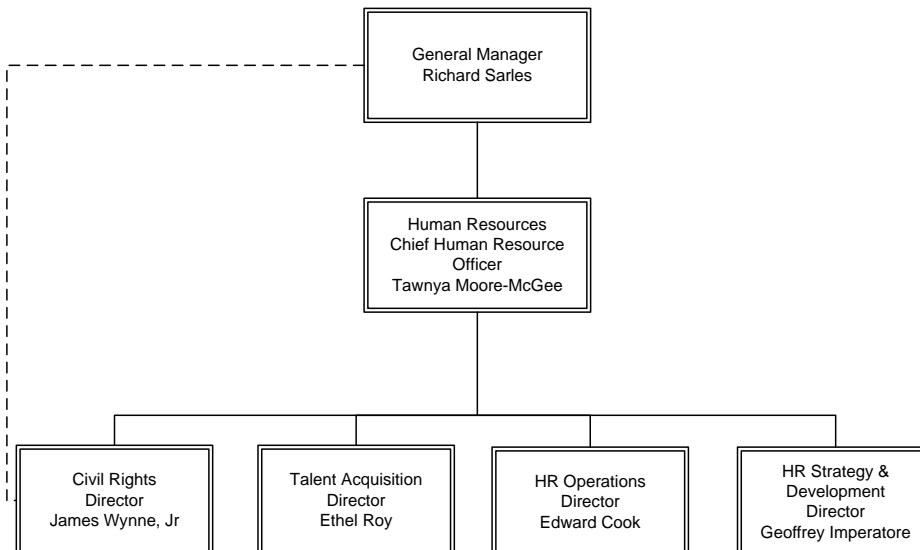
Human Resources

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$10,041	\$10,932	\$12,275	\$1,344	12.3%
NON-PERSONNEL COST	\$4,369	\$5,526	\$6,146	\$620	11.2%
TOTAL COST	\$14,410	\$16,458	\$18,421	\$1,964	11.9%
BUDGETED POSITIONS	132	123	131	8	6.5%

Description

The Department of Human Resources (HR) provides:

- Strategic human capital management guidance and administration
- Talent acquisition planning, employee relations and workforce planning
- Organizational development, training, succession planning and performance management
- Medical services and regulatory compliance
- Workforce diversity and compliance
- Policy development and change management
- Compensation and benefits program administration and services
- HR information systems and services



Mission Statement and Objectives

The Department of Human Resources (HR) develops and sustains programs, policies, and strategies which enhance organizational effectiveness, and maximize the potential of the organization and employees to advance the mission, goals, and objectives of Metro. HR supports and promotes a workplace that fosters respect, trust, equity, diversity, career and professional development, and collaboration.

The Department's goals are linked to Metro's strategic goals. The specific initiatives linked to the strategic goals are:

- Implement and manage Metro's commitment to the principles of equal opportunity, affirmative action, and equal access in a discrimination-free environment, including compliance with Title VI, Title VII, and other employment laws and requirements.
- Complete planning, development and transition of the HR organization to a new customer focused service delivery model.
- Implement strategic recruitment plans for critical capital and operating programs and business needs.
- Provide essential leadership and support for the Human Capital Management (HCM) project for upgrade of HR PeopleSoft core functions.
- Assess, frame and implement a mission-focused employee training and talent management program.
- Continue efforts to enhance and strengthen compensation management and benefits programs, including employee wellness initiatives.
- Review and revise HR policies and procedures to align with industry best practice and with Metro's core business needs.
- Streamline and enhance medical evaluations and clearance processes with special emphasis on pre-employment physicals, recertification, compliance standards, and fatigue management.

Table 5.13

OPERATING COST BY MODE
Human Resources Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$7,923	\$3,119	\$4,654	\$150
Full-Time Salaries	\$8,021	\$3,152	\$4,719	\$150
Salary Lapse	-\$208	-\$77	-\$130	-\$1
Overtime Salaries	\$110	\$43	\$65	\$2
Wages (Total)	\$254	\$99	\$149	\$5
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$264	\$103	\$156	\$5
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,176	\$3,218	\$4,803	\$155
Fringes (Total)	\$4,099	\$1,639	\$2,384	\$75
Fringe Health	\$1,644	\$659	\$954	\$31
Fringe Pension	\$1,323	\$530	\$768	\$25
Other Fringe Benefits	\$1,117	\$444	\$653	\$19
Workers Compensation	\$15	\$6	\$9	\$0
TOTAL PERSONNEL COST	\$12,275	\$4,857	\$7,187	\$231
Services (Total)	\$4,597	\$1,802	\$2,711	\$84
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$4,174	\$1,636	\$2,461	\$77
Temporary Help	\$82	\$32	\$48	\$2
Contract Maintenance	\$28	\$11	\$16	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$314	\$123	\$185	\$6
Materials & Supplies (Total)	\$365	\$137	\$206	\$23
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$365	\$137	\$206	\$23
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)	\$394	\$154	\$232	\$8
Property	\$0	\$0	\$0	\$0
Equipment	\$394	\$154	\$232	\$8
Miscellaneous (Total)	\$790	\$309	\$465	\$15
Dues And Subscriptions	\$25	\$10	\$14	\$0
Conferences and Meetings	\$36	\$14	\$21	\$1
Business Travel/Public Hrg	\$19	\$7	\$11	\$0
Interview & Relocation	\$24	\$9	\$14	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$422	\$165	\$249	\$8
Other	\$265	\$104	\$156	\$5
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$6,146	\$2,402	\$3,614	\$130
TOTAL COST	\$18,421	\$7,259	\$10,801	\$361

OPERATING EXPENSE BUDGET
Human Resources Summary

Table 5.14

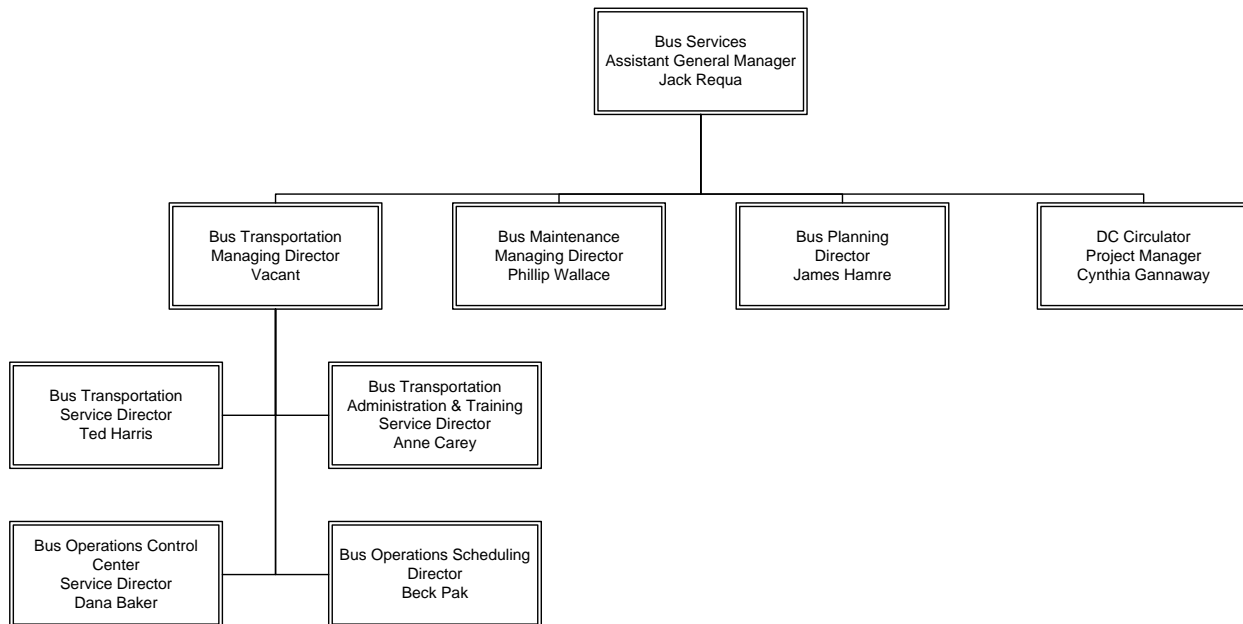
<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Actual 2011</u>	<u>Actual 2012</u>	<u>Approved Budget 2013</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$6,848	\$6,420	\$7,142	\$7,923	\$780	10.9%
Full-Time Salaries	\$6,761	\$6,301	\$6,964	\$8,021	\$1,057	
Salary Lapse	\$0	\$0	\$0	(\$208)	(\$208)	
Overtime Salaries	\$87	\$119	\$178	\$110	(\$68)	
Wages (Total)	\$283	\$212	\$348	\$254	(\$94)	-27.1%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$279	\$210	\$335	\$264	(\$70)	
Wage Lapse	\$0	\$0	\$0	(\$11)	(\$11)	
Overtime Wages	\$4	\$2	\$13	\$0	(\$13)	
TOTAL SALARIES AND WAGES	\$7,131	\$6,631	\$7,490	\$8,176	\$686	9.2%
Fringes (Total)	\$3,422	\$3,410	\$3,442	\$4,099	\$657	19.1%
Fringe Health	\$4	\$14	\$18	\$1,644	\$1,627	
Fringe Pension	\$298	\$325	\$397	\$1,323	\$926	
Other Fringe Benefits	\$3,121	\$3,070	\$3,027	\$1,117	(\$1,910)	
Workers Compensation	\$0	\$0	\$0	\$15	\$15	
TOTAL PERSONNEL COST	\$10,553	\$10,041	\$10,932	\$12,275	\$1,344	12.3%
Services (Total)	\$3,066	\$2,706	\$3,735	\$4,597	\$862	23.1%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$2,430	\$2,156	\$3,545	\$4,174	\$629	
Temporary Help	\$220	\$177	\$370	\$82	(\$288)	
Contract Maintenance	\$9	\$12	\$16	\$28	\$12	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$407	\$361	(\$196)	\$314	\$510	
Materials & Supplies (Total)	\$433	\$614	\$493	\$365	(\$128)	-25.9%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$433	\$614	\$493	\$365	(\$128)	
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	(\$0)	-100.0%
Diesel Fuel	\$0	\$0	\$0	\$0	(\$0)	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$25	\$27	\$27	\$0	(\$27)	-100.0%
Electricity and Gas	\$24	\$27	\$27	\$0	(\$27)	
Utilities - Other	\$1	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	(\$176)	\$0	\$176	-100.0%
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	(\$176)	\$0	\$176	
Leases (Total)	\$325	\$307	\$443	\$394	(\$49)	-11.0%
Property	\$224	\$296	\$405	\$0	(\$405)	
Equipment	\$101	\$11	\$37	\$394	\$356	
Miscellaneous (Total)	\$436	\$714	\$1,003	\$790	(\$214)	-21.3%
Dues And Subscriptions	\$16	\$7	\$8	\$25	\$16	
Conferences and Meetings	\$11	\$8	\$11	\$36	\$25	
Business Travel/Public Hrg	\$8	\$5	\$7	\$19	\$12	
Interview & Relocation	\$127	\$172	\$5	\$24	\$18	
Advertising	\$150	\$406	\$823	\$422	(\$401)	
Other	\$124	\$116	\$149	\$265	\$116	
Reimbursements (Total)	\$0	\$1	\$0	\$0	\$0	
Reimbursements	\$0	\$1	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$4,285	\$4,369	\$5,526	\$6,146	\$620	11.2%
TOTAL COST	\$14,838	\$14,410	\$16,458	\$18,421	\$1,964	11.9%

Department of Bus

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$335,373	\$345,163	\$371,265	\$26,102	7.6%
NON-PERSONNEL COST	\$68,713	\$74,847	\$70,703	(\$4,145)	-5.5%
TOTAL COST	\$404,087	\$420,010	\$441,968	\$21,958	5.2%
BUDGETED POSITIONS	3,920	3,954	3,995	41	1.0%

Description

The Department of Bus Services operates bus service in the District of Columbia, Maryland and Virginia on over 314 routes within a 1,500 square mile area. As of June 2012, Metrobus fleet was comprised of 1,492 buses serving 11,490 bus stops and 2,398 shelters and an average weekday ridership of over 442,000. The Department of Bus Services is responsible for all functions of bus service including operations, fleet maintenance, scheduling, and planning. In addition, the Department of Bus Services is responsible for the maintenance of over 1,911 vehicles and equipment that support all Metro operating functions and manages the DC Circulator contract, a reimbursable project.



Mission Statement and Objectives

The Department of Bus Services supports Metro’s mission adopted by the Board of Directors- “Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.”

The Department of Bus Services supports all five agency goals and twelve supporting objectives listed in WMATA’s Strategic Framework. To track progress towards these goals and objectives, Department of Bus Services reports on the following set of key performance indicators in the monthly Vital Signs Report:

- Bus On-Time Performance
- Bus Fleet Reliability
- Passenger Injury Rate
- Employee Injury Rate

Table 5.15

OPERATING COST BY MODE
Bus Services Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$32,476	\$30,493	\$1,957	\$26
Full-Time Salaries	\$32,525	\$30,504	\$1,994	\$27
Salary Lapse	-\$838	-\$789	-\$49	\$0
Overtime Salaries	\$789	\$778	\$11	\$0
Wages (Total)	\$222,385	\$219,696	\$2,687	\$2
Operator/StaMgr Wages	\$144,428	\$144,066	\$362	\$0
Operator/StaMgr Overtime	\$24,066	\$24,066	\$0	\$0
Full Time Wages	\$50,897	\$48,685	\$2,210	\$2
Wage Lapse	-\$1,386	-\$1,324	-\$62	\$0
Overtime Wages	\$4,380	\$4,204	\$176	\$0
TOTAL SALARIES AND WAGES	\$254,861	\$250,189	\$4,643	\$28
Fringes (Total)	\$116,404	\$114,347	\$2,045	\$12
Fringe Health	\$52,184	\$51,256	\$923	\$6
Fringe Pension	\$41,983	\$41,236	\$742	\$4
Other Fringe Benefits	\$21,770	\$21,396	\$372	\$2
Workers Compensation	\$467	\$458	\$8	\$0
TOTAL PERSONNEL COST	\$371,265	\$364,536	\$6,689	\$40
Services (Total)	\$10,205	\$9,971	\$233	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$358	\$346	\$12	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$8,475	\$8,259	\$216	\$0
Custodial Services	\$148	\$148	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,222	\$1,217	\$5	\$0
Materials & Supplies (Total)	\$21,565	\$18,958	\$2,606	\$0
Fuel and Lubricants	\$5,318	\$3,493	\$1,825	\$0
Tires	\$5,747	\$5,615	\$132	\$0
Other	\$10,500	\$9,850	\$650	\$0
Fuel & Propulsion (Total)	\$38,393	\$38,393	\$0	\$0
Diesel Fuel	\$31,405	\$31,405	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$6,988	\$6,988	\$0	\$0
Utilities (Total)	\$70	\$70	\$0	\$0
Electricity and Gas	\$62	\$62	\$0	\$0
Utilities - Other	\$8	\$8	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$413	\$413	\$0	\$0
Property	\$413	\$413	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$135	\$129	\$6	\$0
Dues And Subscriptions	\$10	\$4	\$6	\$0
Conferences and Meetings	\$10	\$10	\$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	\$112	\$112	\$0	\$0
Reimbursements (Total)	-\$77	-\$77	\$0	\$0
Reimbursements	-\$77	-\$77	\$0	\$0
TOTAL NONPERSONNEL COST	\$70,703	\$67,856	\$2,846	\$1
TOTAL COST	\$441,968	\$432,392	\$9,535	\$41

Table 5.16

OPERATING EXPENSE BUDGET
Bus Services Summary

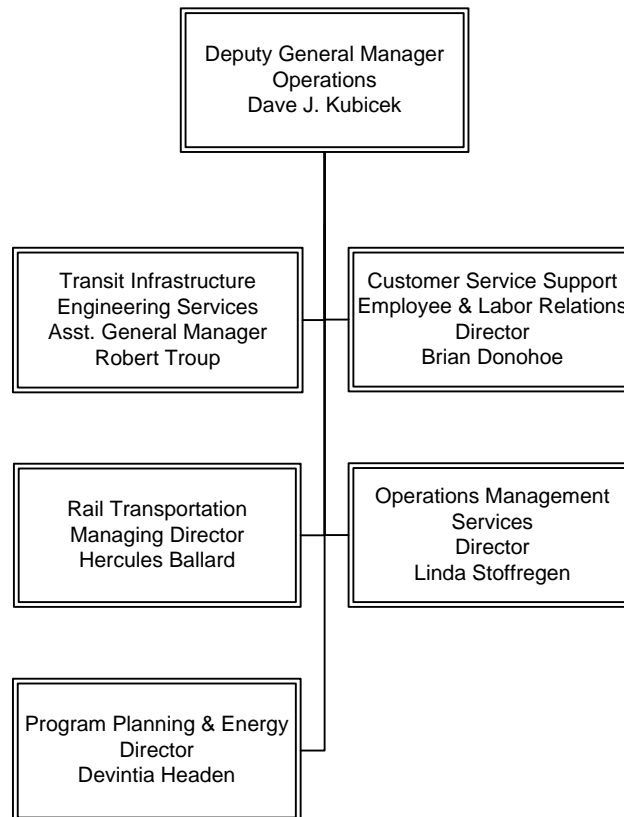
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$29,304	\$28,461	\$29,412	\$32,476	\$3,064	10.4%
Full-Time Salaries	\$28,856	\$27,962	\$28,911	\$32,525	\$3,614	
Salary Lapse	\$0	\$0	\$0	(\$838)	(\$838)	
Overtime Salaries	\$447	\$499	\$501	\$789	\$288	
Wages (Total)	\$197,877	\$210,110	\$217,834	\$222,385	\$4,551	2.1%
Operator/StaMgr Wages	\$124,696	\$135,642	\$141,603	\$144,428	\$2,825	
Operator/StaMgr Overtime	\$22,663	\$22,316	\$23,980	\$24,066	\$86	
Full Time Wages	\$45,855	\$47,186	\$47,381	\$50,897	\$3,516	
Wage Lapse	\$0	\$0	\$0	(\$1,386)	(\$1,386)	
Overtime Wages	\$4,664	\$4,966	\$4,870	\$4,380	(\$490)	
TOTAL SALARIES AND WAGES	\$227,181	\$238,571	\$247,246	\$254,861	\$7,615	3.1%
Fringes (Total)	\$92,887	\$96,802	\$97,917	\$116,404	\$18,487	18.9%
Fringe Health	\$132	\$24	\$12	\$52,184	\$52,173	
Fringe Pension	\$314	\$368	\$414	\$41,983	\$41,569	
Other Fringe Benefits	\$92,441	\$96,410	\$97,491	\$21,770	(\$75,721)	
Workers Compensation	\$0	\$0	\$0	\$467	\$467	
TOTAL PERSONNEL COST	\$320,067	\$335,373	\$345,163	\$371,265	\$26,102	7.6%
Services (Total)	\$8,046	\$7,133	\$7,872	\$10,205	\$2,333	29.6%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$221	\$192	\$125	\$358	\$233	
Temporary Help	\$0	\$0	\$0	\$1	\$1	
Contract Maintenance	\$7,182	\$6,198	\$6,849	\$8,475	\$1,626	
Custodial Services	\$49	\$25	\$2	\$148	\$146	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$594	\$718	\$896	\$1,222	\$327	
Materials & Supplies (Total)	\$26,949	\$25,674	\$28,257	\$21,565	(\$6,692)	-23.7%
Fuel and Lubricants	\$4,276	\$4,510	\$5,447	\$5,318	(\$129)	
Tires	\$4,761	\$5,564	\$6,068	\$5,747	(\$321)	
Other	\$17,912	\$15,600	\$16,741	\$10,500	(\$6,242)	
Fuel & Propulsion (Total)	\$32,696	\$35,106	\$38,006	\$38,393	\$387	1.0%
Diesel Fuel	\$23,316	\$25,873	\$29,656	\$31,405	\$1,750	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$9,381	\$9,234	\$8,351	\$6,988	(\$1,363)	
Utilities (Total)	\$133	\$107	\$137	\$70	(\$68)	-49.3%
Electricity and Gas	\$87	\$32	\$82	\$62	(\$20)	
Utilities - Other	\$46	\$74	\$56	\$8	(\$48)	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$496	\$678	\$540	\$413	(\$127)	-23.4%
Property	\$473	\$675	\$527	\$413	(\$113)	
Equipment	\$23	\$3	\$13	\$0	(\$13)	
Miscellaneous (Total)	\$110	\$65	\$87	\$135	\$48	54.9%
Dues And Subscriptions	\$7	\$7	\$11	\$10	(\$1)	
Conferences and Meetings	\$6	\$7	\$16	\$10	(\$6)	
Business Travel/Public Hrg	\$43	\$20	\$30	\$2	(\$28)	
Interview & Relocation	\$1	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$52	\$30	\$30	\$112	\$82	
Reimbursements (Total)	(\$26)	(\$50)	(\$52)	(\$77)	(\$25)	49.1%
Reimbursements	(\$26)	(\$50)	(\$52)	(\$77)	(\$25)	
TOTAL NONPERSONNEL COST	\$68,404	\$68,713	\$74,847	\$70,703	(\$4,145)	-5.5%
TOTAL COST	\$388,471	\$404,087	\$420,010	\$441,968	\$21,958	5.2%

Deputy General Manager of Operations

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$9,179	\$8,657	\$17,000	\$8,344	96.4%
NON-PERSONNEL COST	\$82,684	\$77,988	\$91,504	\$13,516	17.3%
TOTAL COST	\$91,862	\$86,644	\$108,504	\$21,860	25.2%
 BUDGETED POSITIONS	 82	 162	 166	 4	 2.5%

Description

The Deputy General Manager (DGMO) directs the daily operation of the Metrorail, Elevators and Escalators; and manages the Metro Capital Improvement Program (CIP) which includes infrastructure renewal, engineering, and design.



Mission Statement and Objectives

The Deputy General Manager's office supports Metro's mission adopted by the Board of Directors on September 30, 2010 which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

The DGMO's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goals are: Continually Improve Safety, Deliver Quality Service, Consistently Meet Customer Expectations and Be Good Stewards of Metro's Assets. To track progress towards these goals and objectives, the Deputy General Manager's office reports on the following set of key performance indicators monthly in the Vital Signs Report:

- Rail On-Time Performance
- Rail Fleet Reliability
- Escalator System Availability
- Elevator System Availability
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Table 5.17

OPERATING COST BY MODE
Operations Administration
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$5,459	\$2,478	\$2,935	\$46
Full-Time Salaries	\$5,452	\$2,480	\$2,926	\$46
Salary Lapse	-\$43	-\$24	-\$19	\$0
Overtime Salaries	\$49	\$22	\$27	\$0
Wages (Total)	\$6,347	\$795	\$5,553	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,569	\$844	\$5,726	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$11,806	\$3,273	\$8,487	\$46
Fringes (Total)	\$5,194	\$1,471	\$3,703	\$20
Fringe Health	\$2,366	\$670	\$1,687	\$9
Fringe Pension	\$1,903	\$539	\$1,357	\$7
Other Fringe Benefits	\$904	\$256	\$644	\$4
Workers Compensation	\$21	\$6	\$15	\$0
TOTAL PERSONNEL COST	\$17,000	\$4,744	\$12,190	\$66
Services (Total)	\$1,975	\$726	\$1,219	\$30
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,685	\$613	\$1,047	\$24
Temporary Help	\$5	\$2	\$3	\$0
Contract Maintenance	\$19	\$7	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$266	\$103	\$158	\$5
Materials & Supplies (Total)	\$930	\$55	\$875	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$930	\$55	\$875	\$1
Fuel & Propulsion (Total)	\$51,739	\$0	\$51,739	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$51,739	\$0	\$51,739	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$36,822	\$7,694	\$29,072	\$56
Electricity and Gas	\$34,539	\$6,951	\$27,533	\$55
Utilities - Other	\$2,283	\$743	\$1,539	\$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)	\$38	\$15	\$22	\$1
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$12	\$5	\$7	\$0
Business Travel/Public Hrg	\$22	\$8	\$13	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$2	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$91,504	\$8,489	\$82,927	\$88
TOTAL COST	\$108,504	\$13,234	\$95,117	\$154

Table 5.18

OPERATING EXPENSE BUDGET
Operations Administration

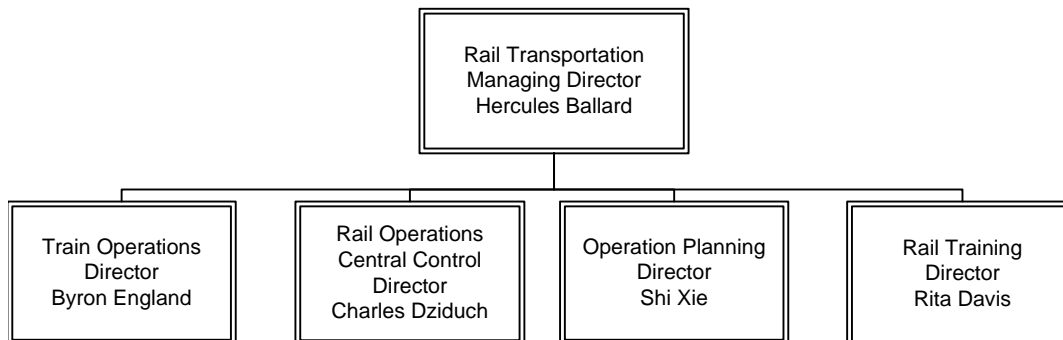
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$3,970	\$4,206	\$4,884	\$5,459	\$575	11.8%
Full-Time Salaries	\$3,952	\$4,121	\$4,858	\$5,452	\$594	
Salary Lapse	\$0	\$0	\$0	(\$43)	(\$43)	
Overtime Salaries	\$18	\$85	\$26	\$49	\$23	
Wages (Total)	\$3,540	\$2,236	\$1,219	\$6,347	\$5,128	420.6%
Operator/StaMgr Wages	\$7	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$3,414	\$2,088	\$1,098	\$6,569	\$5,471	
Wage Lapse	\$0	\$0	\$0	(\$222)	(\$222)	
Overtime Wages	\$120	\$148	\$121	\$0	(\$121)	
TOTAL SALARIES AND WAGES	\$7,510	\$6,442	\$6,103	\$11,806	\$5,703	93.4%
Fringes (Total)	\$3,077	\$2,737	\$2,553	\$5,194	\$2,641	103.4%
Fringe Health	\$6	\$1	(\$0)	\$2,366	\$2,366	
Fringe Pension	\$155	\$170	\$182	\$1,903	\$1,721	
Other Fringe Benefits	\$2,916	\$2,565	\$2,371	\$904	(\$1,468)	
Workers Compensation	\$0	\$0	\$0	\$21	\$21	
TOTAL PERSONNEL COST	\$10,587	\$9,179	\$8,657	\$17,000	\$8,344	96.4%
Services (Total)	\$975	\$1,230	\$1,376	\$1,975	\$599	43.5%
Management Fee	\$0	\$0	\$7	\$0	(\$7)	
Professional & Technical	\$877	\$1,034	\$490	\$1,685	\$1,195	
Temporary Help	\$15	\$15	\$0	\$5	\$5	
Contract Maintenance	\$0	\$0	\$0	\$19	\$19	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$83	\$181	\$879	\$266	(\$612)	
Materials & Supplies (Total)	\$76	\$177	\$902	\$930	\$29	3.2%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$76	\$177	\$902	\$930	\$29	
Fuel & Propulsion (Total)	\$0	\$50,866	\$47,582	\$51,739	\$4,157	8.7%
Diesel Fuel	\$0	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$50,866	\$47,582	\$51,739	\$4,157	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$30,384	\$28,089	\$36,822	\$8,733	31.1%
Electricity and Gas	\$0	\$28,915	\$26,346	\$34,539	\$8,193	
Utilities - Other	\$0	\$1,470	\$1,743	\$2,283	\$540	
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)	\$27	\$27	\$39	\$38	(\$2)	-4.0%
Dues And Subscriptions	\$4	\$1	\$5	\$3	(\$2)	
Conferences and Meetings	\$7	\$11	\$4	\$12	\$8	
Business Travel/Public Hrg	\$14	\$15	\$13	\$22	\$9	
Interview & Relocation	\$0	\$0	\$0	\$0	(\$0)	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$1	\$0	\$18	\$2	(\$16)	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$1,078	\$82,684	\$77,988	\$91,504	\$13,516	17.3%
TOTAL COST	\$11,665	\$91,862	\$86,644	\$108,504	\$21,860	25.2%

Rail Transportation

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$156,942	\$164,302	\$176,592	\$12,290	7.5%
NON-PERSONNEL COST	\$998	\$1,302	\$1,392	\$90	6.9%
TOTAL COST	\$157,940	\$165,604	\$177,984	\$12,380	7.5%
 BUDGETED POSITIONS	 4,111	 1,499	 1,552	 53	 3.5%

Description

The Department of Rail Transportation (RTRA) provides rail service across 106 miles of track and 86 rail stations, 40 of which are in DC, 26 in Maryland and 20 in Virginia. The Department of Rail Transportation is responsible for all facets of rail operations including the train operators, station managers, operations control center, training and scheduling.



Mission Statement and Objectives

The mission of Rail Transportation is to provide the nation’s best transit service to our customers. It supports Metro’s mission adopted by the Board of Directors which states: “Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.”

RAIL’s measures are linked to Metro’s five strategic goals and related objectives. The applicable departmental goals are: Continually Improve Safety, Deliver Quality Service and

Consistently Meet Customer Expectations. To track progress towards the goals and objectives, the Department of Rail Transportation reports on the following set of key performance indicators monthly in the Vital Signs Report:

- Rail On-Time Performance
- Rail Fleet Reliability
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Table 5.19

OPERATING COST BY MODE
Rail Transportation
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$23,003	\$618	\$22,370	\$15
Full-Time Salaries	\$22,237	\$618	\$21,604	\$15
Salary Lapse	-\$362	\$0	-\$362	\$0
Overtime Salaries	\$1,128	\$0	\$1,128	\$0
Wages (Total)	\$99,568	\$775	\$98,793	\$0
Operator/StaMgr Wages	\$81,225	\$0	\$81,225	\$0
Operator/StaMgr Overtime	\$13,379	\$0	\$13,379	\$0
Full Time Wages	\$4,304	\$775	\$3,529	\$0
Wage Lapse	-\$109	\$0	-\$109	\$0
Overtime Wages	\$769	\$0	\$769	\$0
TOTAL SALARIES AND WAGES	\$122,571	\$1,393	\$121,163	\$15
Fringes (Total)	\$54,021	\$626	\$53,388	\$6
Fringe Health	\$24,366	\$285	\$24,078	\$3
Fringe Pension	\$19,603	\$230	\$19,371	\$2
Other Fringe Benefits	\$9,834	\$109	\$9,723	\$1
Workers Compensation	\$218	\$3	\$215	\$0
TOTAL PERSONNEL COST	\$176,592	\$2,020	\$174,551	\$21
Services (Total)	\$776	\$0	\$776	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$356	\$0	\$356	\$0
Temporary Help	\$1	\$0	\$1	\$0
Contract Maintenance	\$17	\$0	\$17	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$403	\$0	\$403	\$0
Materials & Supplies (Total)	\$529	\$0	\$529	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$529	\$0	\$529	\$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)	\$19	\$0	\$19	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$19	\$0	\$19	\$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)	\$68	\$0	\$68	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$31	\$0	\$31	\$0
Business Travel/Public Hrg	\$21	\$0	\$21	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$15	\$0	\$15	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,392	\$0	\$1,392	\$0
TOTAL COST	\$177,984	\$2,020	\$175,943	\$21

Table 5.20

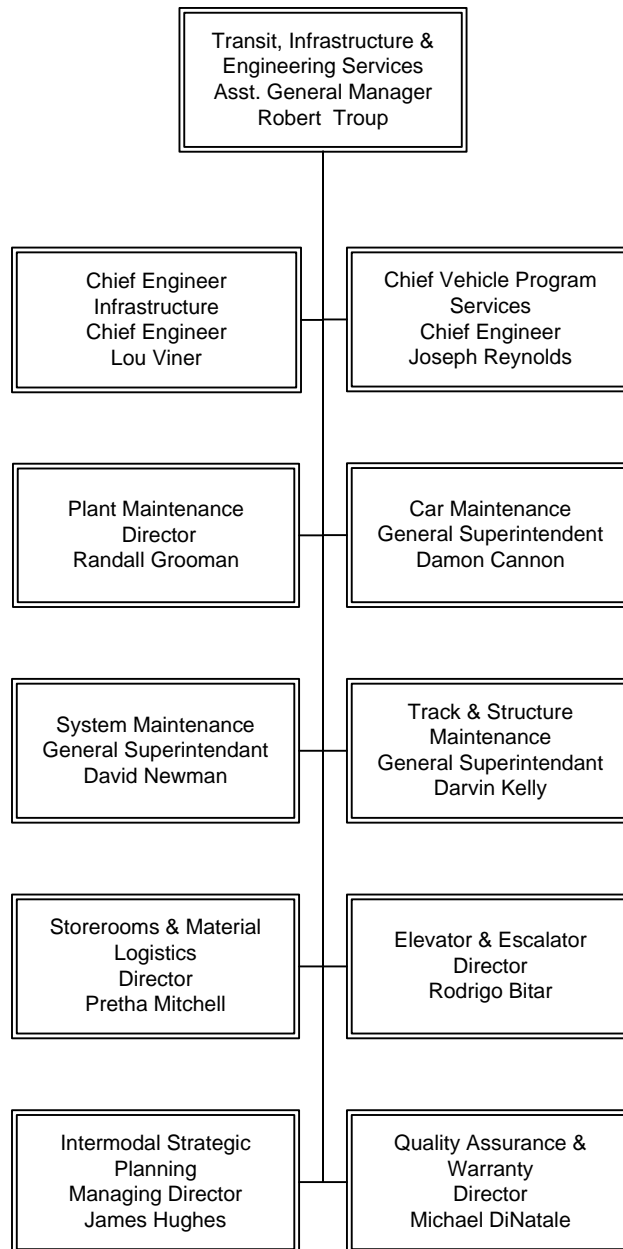
OPERATING EXPENSE BUDGET Rail Transportation						
(Dollars in Thousands)	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$20,973	\$21,299	\$21,609	\$23,003	\$1,394	6.4%
Full-Time Salaries	\$17,877	\$17,836	\$17,845	\$22,237	\$4,392	
Salary Lapse	\$0	\$0	\$0	(\$362)	(\$362)	
Overtime Salaries	\$3,097	\$3,463	\$3,764	\$1,128	(\$2,636)	
Wages (Total)	\$82,061	\$90,425	\$96,222	\$99,568	\$3,346	3.5%
Operator/StaMgr Wages	\$61,610	\$68,223	\$71,029	\$81,225	\$10,196	
Operator/StaMgr Overtime	\$15,899	\$17,542	\$20,609	\$13,379	(\$7,231)	
Full Time Wages	\$3,827	\$3,907	\$3,746	\$4,304	\$558	
Wage Lapse	\$0	\$0	\$0	(\$109)	(\$109)	
Overtime Wages	\$725	\$753	\$837	\$769	(\$68)	
TOTAL SALARIES AND WAGES	\$103,034	\$111,724	\$117,831	\$122,571	\$4,740	4.0%
Fringes (Total)	\$41,389	\$45,218	\$46,470	\$54,021	\$7,551	16.2%
Fringe Health	\$42	\$4	\$0	\$24,366	\$24,366	
Fringe Pension	\$120	\$147	\$163	\$19,603	\$19,441	
Other Fringe Benefits	\$41,227	\$45,067	\$46,307	\$9,834	(\$36,474)	
Workers Compensation	\$0	\$0	\$0	\$218	\$218	
TOTAL PERSONNEL COST	\$144,424	\$156,942	\$164,302	\$176,592	\$12,290	7.5%
Services (Total)	\$261	\$380	\$804	\$776	(\$28)	-3.5%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$62	\$194	\$384	\$356	(\$28)	
Temporary Help	\$10	\$0	\$3	\$1	(\$2)	
Contract Maintenance	\$0	\$0	\$0	\$17	\$17	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$190	\$186	\$418	\$403	(\$15)	
Materials & Supplies (Total)	\$358	\$600	\$459	\$529	\$70	15.2%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$358	\$600	\$459	\$529	\$70	
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)	\$5	\$4	\$4	\$19	\$16	424.6%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$5	\$4	\$4	\$19	\$16	
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)	\$185	\$14	\$35	\$68	\$32	90.3%
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0	
Conferences and Meetings	\$0	\$11	\$13	\$31	\$19	
Business Travel/Public Hrg	\$171	\$3	\$22	\$21	(\$1)	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$14	\$0	\$1	\$15	\$14	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$810	\$998	\$1,302	\$1,392	\$90	6.9%
TOTAL COST	\$145,234	\$157,940	\$165,604	\$177,984	\$12,380	7.5%

Transit Infrastructure and Engineering Services

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$314,032	\$323,619	\$353,047	\$29,428	9.1%
NON-PERSONNEL COST	\$63,792	\$69,733	\$75,710	\$5,977	8.6%
TOTAL COST	\$377,824	\$393,352	\$428,757	\$35,405	9.0%
 BUDGETED POSITIONS	 1,204	 3,882	 4,731	 849	 21.9%

Description

The Department of Transit Infrastructure and Engineering Services (TIES) is responsible for maintenance of Metro's 106 miles of track, 86 stations, 1,118 rail cars, 588 station escalators and 239 station elevators. TIES also manages the Metro Capital Improvement Program (CIP).



Mission Statement and Objectives

Transit Infrastructure and Engineering Services (TIES) supports Metro’s mission adopted by the Board of Directors which states: “Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.”

The Department of Transit Infrastructure and Engineering Services’ measures are linked to Metro’s five strategic goals and related objectives. The applicable departmental goals are Continually Improve Safety, Deliver Quality Service and Be Good Stewards of Metro’s Assets. To track progress towards these goals and objectives, TIES reports on the following set of key performance indicators monthly as part of the Vital Signs Report:

- Rail On-Time Performance
- Rail Fleet Reliability
- Escalator System Availability
- Elevator System Availability
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Table 5.21

OPERATING COST BY MODE
Transit Infrastructure and Eng
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$58,736	\$1,908	\$56,780	\$48
Full-Time Salaries	\$58,010	\$1,884	\$56,078	\$48
Salary Lapse	-\$957	-\$35	-\$922	\$0
Overtime Salaries	\$1,683	\$59	\$1,624	\$0
Wages (Total)	\$185,849	\$6,128	\$179,719	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$183,486	\$5,962	\$177,523	\$1
Wage Lapse	-\$4,697	-\$183	-\$4,514	\$0
Overtime Wages	\$7,060	\$350	\$6,710	\$0
TOTAL SALARIES AND WAGES	\$244,585	\$8,036	\$236,499	\$50
Fringes (Total)	\$108,462	\$3,681	\$104,759	\$22
Fringe Health	\$48,685	\$1,646	\$47,030	\$10
Fringe Pension	\$39,168	\$1,324	\$37,836	\$8
Other Fringe Benefits	\$20,173	\$697	\$19,472	\$4
Workers Compensation	\$435	\$15	\$421	\$0
TOTAL PERSONNEL COST	\$353,047	\$11,718	\$341,258	\$71
Services (Total)	\$34,805	\$4,521	\$30,260	\$24
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,478	\$1	\$3,477	\$0
Temporary Help	\$2,211	\$663	\$1,548	\$0
Contract Maintenance	\$23,290	\$3,802	\$19,464	\$24
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$5,826	\$54	\$5,771	\$0
Materials & Supplies (Total)	\$36,709	\$3,103	\$33,590	\$16
Fuel and Lubricants	\$238	\$36	\$202	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$36,471	\$3,067	\$33,388	\$16
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)	\$2,253	\$604	\$1,649	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$2,253	\$604	\$1,649	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,569	\$369	\$1,200	\$0
Property	\$1,006	\$358	\$647	\$0
Equipment	\$563	\$11	\$552	\$0
Miscellaneous (Total)	\$375	\$37	\$338	\$1
Dues And Subscriptions	\$30	\$12	\$18	\$0
Conferences and Meetings	\$23	\$6	\$16	\$0
Business Travel/Public Hrg	\$197	\$9	\$188	\$0
Interview & Relocation	\$2	\$0	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$20	\$0	\$20	\$0
Other	\$103	\$8	\$94	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$75,710	\$8,633	\$67,037	\$40
TOTAL COST	\$428,757	\$20,351	\$408,295	\$112

Table 5.22

OPERATING EXPENSE BUDGET
Transit Infrastructure and Eng

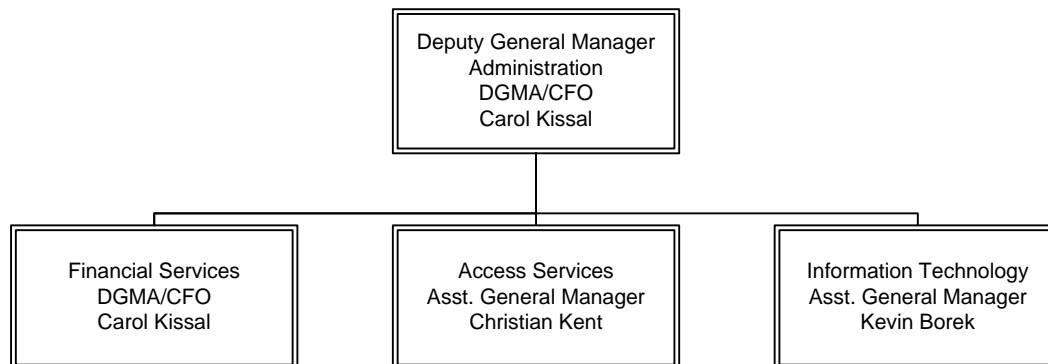
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$50,191	\$52,376	\$54,946	\$58,736	\$3,790	6.9%
Full-Time Salaries	\$46,345	\$48,073	\$50,184	\$58,010	\$7,826	
Salary Lapse	\$0	\$0	\$0	(\$957)	(\$957)	
Overtime Salaries	\$3,845	\$4,303	\$4,761	\$1,683	(\$3,078)	
Wages (Total)	\$161,349	\$170,971	\$176,584	\$185,849	\$9,265	5.2%
Operator/StaMgr Wages	\$0	\$1	\$5	\$0	(\$5)	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$144,556	\$152,847	\$157,865	\$183,486	\$25,621	
Wage Lapse	\$0	\$0	\$0	(\$4,697)	(\$4,697)	
Overtime Wages	\$16,793	\$18,124	\$18,714	\$7,060	(\$11,654)	
TOTAL SALARIES AND WAGES	\$211,539	\$223,347	\$231,530	\$244,585	\$13,055	5.6%
Fringes (Total)	\$85,567	\$90,685	\$92,089	\$108,462	\$16,373	17.8%
Fringe Health	\$152	\$59	\$38	\$48,685	\$48,647	
Fringe Pension	\$1,096	\$1,210	\$791	\$39,168	\$38,377	
Other Fringe Benefits	\$84,319	\$89,416	\$91,260	\$20,173	(\$71,087)	
Workers Compensation	\$0	\$0	\$0	\$435	\$435	
TOTAL PERSONNEL COST	\$297,106	\$314,032	\$323,619	\$353,047	\$29,428	9.1%
Services (Total)	\$22,297	\$18,417	\$20,270	\$34,805	\$14,535	71.7%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$617	\$625	\$974	\$3,478	\$2,504	
Temporary Help	\$2,399	\$2,249	\$2,070	\$2,211	\$141	
Contract Maintenance	\$17,978	\$14,675	\$15,906	\$23,290	\$7,384	
Custodial Services	\$0	\$2	\$8	\$0	(\$8)	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$1,304	\$865	\$1,312	\$5,826	\$4,513	
Materials & Supplies (Total)	\$48,036	\$41,614	\$45,486	\$36,709	(\$8,778)	-19.3%
Fuel and Lubricants	\$220	\$469	\$579	\$238	(\$341)	
Tires	\$1	\$0	\$5	\$0	(\$5)	
Other	\$47,815	\$41,144	\$44,902	\$36,471	(\$8,431)	
Fuel & Propulsion (Total)	\$57,403	\$144	\$1	\$0	(\$1)	-100.0%
Diesel Fuel	\$4	\$0	\$1	\$0	(\$1)	
Propulsion Power	\$57,399	\$144	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$35,981	\$2,168	\$2,085	\$2,253	\$168	8.0%
Electricity and Gas	\$32,652	\$94	\$0	\$0	\$0	
Utilities - Other	\$3,329	\$2,073	\$2,085	\$2,253	\$168	
Casualty & Liability (Total)	\$175	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$175	\$0	\$0	\$0	\$0	
Leases (Total)	\$1,326	\$1,258	\$1,668	\$1,569	(\$100)	-6.0%
Property	\$916	\$808	\$1,075	\$1,006	(\$69)	
Equipment	\$411	\$450	\$593	\$563	(\$30)	
Miscellaneous (Total)	\$533	\$194	\$226	\$375	\$149	65.8%
Dues And Subscriptions	\$21	\$6	\$8	\$30	\$22	
Conferences and Meetings	\$21	\$19	\$28	\$23	(\$5)	
Business Travel/Public Hrg	\$237	\$56	\$109	\$197	\$89	
Interview & Relocation	\$2	\$3	\$1	\$2	\$1	
Advertising	\$1	\$1	\$1	\$20	\$19	
Other	\$251	\$109	\$79	\$103	\$23	
Reimbursements (Total)	(\$0)	(\$2)	(\$3)	\$0	\$3	-100.0%
Reimbursements	(\$0)	(\$2)	(\$3)	\$0	\$3	
TOTAL NONPERSONNEL COST	\$165,751	\$63,792	\$69,733	\$75,710	\$5,977	8.6%
TOTAL COST	\$462,857	\$377,824	\$393,352	\$428,757	\$35,405	9.0%

Deputy General Manager of Administration

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$74,793	\$75,531	\$83,808	\$8,276	11.0%
NON-PERSONNEL COST	\$174,669	\$168,895	\$184,877	\$15,982	9.5%
TOTAL COST	\$249,462	\$244,426	\$268,684	\$24,258	9.9%
BUDGETED POSITIONS	560	710	743	33	4.6%

Description

The Deputy General Manager of Administration and Chief Financial Officer (DGMA/CFO) is responsible for the financial integrity and the administrative functions of Metro, including the collection of revenues and other income, the purchasing of all goods and services required by Metro, and accounting for the financial transactions of assets and liabilities. The DGMA/CFO also manages and directs the operations of Information Technology (IT) and Access Services (ACCS). Major initiatives include the replacement of the fare payment system for Bus and Rail, establishing an enterprise governance structure to manage the development and implementation of management operation systems to support bus and rail operations, developing a new business model for ACCS operations at Metro, and managing and directing the activities associated with the support of transit oriented development and future ridership growth.

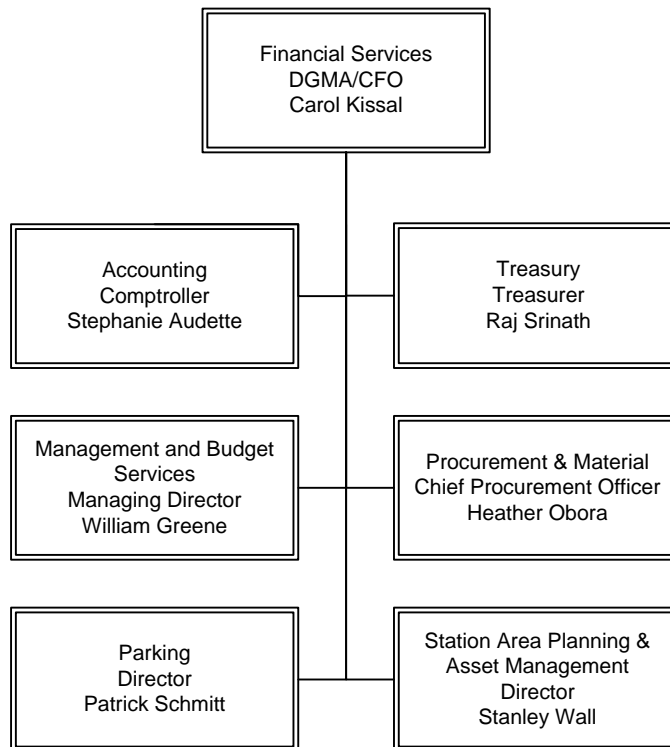


Financial Services

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$50,399	\$49,996	\$52,494	\$2,498	5.0%
NON-PERSONNEL COST	\$59,512	\$54,756	\$57,978	\$3,222	5.9%
TOTAL COST	\$109,911	\$104,752	\$110,472	\$5,720	5.5%
BUDGETED POSITIONS	321	382	413	31	8.1%

Description

The Department of Financial Services (CFO) is responsible for the financial integrity of Metro, including the collection of revenues and other income, the purchasing of all goods and services required by Metro, and accounting for the financial transactions of assets and liabilities. In addition, the CFO is also responsible for managing Federal grants, cash and risk, and Metro’s joint development and station area assets, as well as its parking operations.



Mission Statement and Objectives

The mission of Financial Services is to establish an integrated finance organization which turns around the current burdened transactional business model to a Value Analyzing Business Focus by connecting mission critical systems, workflow and processes which support the financial and administrative operations of Metro.

This will result in creating a resource efficient organization, adding value by delivering quality service, maintaining and enhancing Metro's image, and retaining and recruiting the best and brightest. An integrated organization will be effective in managing risk scenarios and the Development of Mission Critical Systems which support the goal of safety.

The measures of Financial Services are linked to Metro's five strategic goals and related objectives. The strategic framework used to achieve these goals and their respective measures to assess progress are:

- Manage Metro's assets efficiently by completing the annual financial budget;
- Receive guidance from the Board for the development of the FY2014 Operating and Capital budgets, present Proposed Budget to the Board by January 2013 and gain approval by June 30, 2013
- Manage agency assets by presenting to the Board a financial methodology to evaluate performance based upon return-on-investment and cost-benefit analysis, linking strategic goals to the day to day operations
- Target investments that generate revenue by identifying at least one new revenue generating initiative in FY2013
- Apply concepts and framework to use in development of performance objectives and targets:
 - Simplify operations
 - Integrate mission critical systems which support operations
 - Establish standards in process and workflow
 - Create leadership opportunities for employees
 - Access resources, cross functional departments and outside experts
 - Provide cross function and specialized training and development
 - Be responsive to the customer
 - Get connected to the customer
 - Develop appropriate performance measures and mitigate and analyze risk
 - Multi-year budgeting
 - Linked to performance outcomes
 - Capital project management
 - Establish project office for enterprise projects
 - New Electronic Payments Program
 - Award contract
 - Eliminate magnetic fare media
 - Asset management and supply chain
 - More efficiency in materials and supplies
 - Business intelligence
 - One version of the truth
 - Reduce cycle time for monthly close – 16 days to 8 days
 - Establish debt policy

Table 5.23

OPERATING COST BY MODE
Financial Services Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$18,877	\$6,849	\$11,743	\$286
Full-Time Salaries	\$19,210	\$6,992	\$11,928	\$290
Salary Lapse	-\$624	-\$216	-\$402	-\$6
Overtime Salaries	\$291	\$73	\$217	\$1
Wages (Total)	\$6,455	\$1,874	\$4,534	\$47
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,446	\$1,857	\$4,541	\$47
Wage Lapse	-\$158	-\$38	-\$120	-\$1
Overtime Wages	\$168	\$55	\$112	\$1
TOTAL SALARIES AND WAGES	\$25,333	\$8,723	\$16,276	\$333
Fringes (Total)	\$27,161	\$10,175	\$16,526	\$460
Fringe Health	\$5,087	\$1,786	\$3,234	\$67
Fringe Pension	\$4,093	\$1,437	\$2,602	\$54
Other Fringe Benefits	\$1,972	\$693	\$1,254	\$26
Workers Compensation	\$16,008	\$6,258	\$9,436	\$314
TOTAL PERSONNEL COST	\$52,494	\$18,898	\$32,802	\$793
Services (Total)	\$24,842	\$5,838	\$18,891	\$114
Management Fee	\$1,704	\$0	\$1,704	\$0
Professional & Technical	\$5,775	\$2,577	\$3,131	\$67
Temporary Help	\$131	\$56	\$73	\$2
Contract Maintenance	\$163	\$34	\$128	\$2
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$17,069	\$3,171	\$13,855	\$43
Materials & Supplies (Total)	\$3,098	\$1,048	\$2,005	\$45
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3,098	\$1,048	\$2,005	\$45
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)	\$30,079	\$13,117	\$16,662	\$300
Insurance	\$12,675	\$4,995	\$7,485	\$195
Claims	\$17,404	\$8,122	\$9,177	\$105
Leases (Total)	\$33	\$13	\$19	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$33	\$13	\$19	\$1
Miscellaneous (Total)	\$723	\$155	\$562	\$6
Dues And Subscriptions	\$117	\$45	\$70	\$2
Conferences and Meetings	\$44	\$17	\$26	\$1
Business Travel/Public Hrg	\$156	\$52	\$101	\$2
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$22	\$8	\$13	\$1
Other	\$384	\$32	\$351	\$1
Reimbursements (Total)	-\$798	\$3	-\$800	\$0
Reimbursements	-\$798	\$3	-\$800	\$0
TOTAL NONPERSONNEL COST	\$57,978	\$20,174	\$37,339	\$465
TOTAL COST	\$110,472	\$39,072	\$70,142	\$1,258

Table 5.24

OPERATING EXPENSE BUDGET
Financial Services Summary

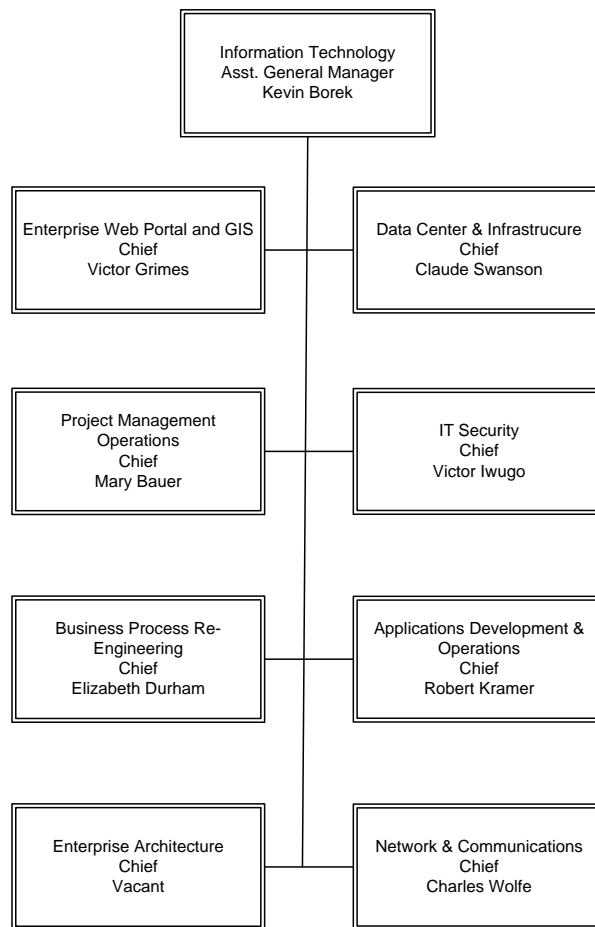
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$17,229	\$17,266	\$18,274	\$18,877	\$603	3.3%
Full-Time Salaries	\$17,088	\$17,090	\$18,109	\$19,210	\$1,101	
Salary Lapse	\$0	\$0	\$0	(\$624)	(\$624)	
Overtime Salaries	\$141	\$176	\$166	\$291	\$125	
Wages (Total)	\$6,300	\$5,942	\$6,275	\$6,455	\$180	2.9%
Operator/StaMgr Wages	\$8	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$1	\$0	\$0	\$0	\$0	
Full Time Wages	\$6,013	\$5,497	\$5,758	\$6,446	\$688	
Wage Lapse	\$0	\$0	\$0	(\$158)	(\$158)	
Overtime Wages	\$278	\$445	\$518	\$168	(\$350)	
TOTAL SALARIES AND WAGES	\$23,529	\$23,208	\$24,549	\$25,333	\$783	3.2%
Fringes (Total)	\$28,390	\$27,191	\$25,446	\$27,161	\$1,714	6.7%
Fringe Health	\$20	\$32	\$23	\$5,087	\$5,064	
Fringe Pension	\$629	\$717	\$737	\$4,093	\$3,356	
Other Fringe Benefits	\$9,285	\$9,189	\$8,817	\$1,972	(\$6,845)	
Workers Compensation	\$18,456	\$17,253	\$15,869	\$16,008	\$139	
TOTAL PERSONNEL COST	\$51,918	\$50,399	\$49,996	\$52,494	\$2,498	5.0%
Services (Total)	\$23,067	\$21,022	\$22,290	\$24,842	\$2,552	11.4%
Management Fee	\$3,624	\$3,227	\$3,299	\$1,704	(\$1,595)	
Professional & Technical	\$6,264	\$4,307	\$5,532	\$5,775	\$243	
Temporary Help	\$326	\$260	\$110	\$131	\$22	
Contract Maintenance	\$45	\$59	\$340	\$163	(\$177)	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$12,808	\$13,170	\$13,010	\$17,069	\$4,059	
Materials & Supplies (Total)	\$3,816	\$1,477	\$2,500	\$3,098	\$599	24.0%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$3,816	\$1,477	\$2,500	\$3,098	\$599	
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)	\$1	\$1	\$0	\$0	(\$0)	-100.0%
Electricity and Gas	\$1	\$1	\$0	\$0	(\$0)	
Utilities - Other	\$0	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$15,753	\$37,901	\$30,641	\$30,079	(\$562)	-1.8%
Insurance	\$11,903	\$12,596	\$14,570	\$12,675	(\$1,895)	
Claims	\$3,850	\$25,305	\$16,071	\$17,404	\$1,334	
Leases (Total)	\$66	\$72	\$74	\$33	(\$42)	-56.0%
Property	\$39	\$11	\$4	\$0	(\$4)	
Equipment	\$27	\$61	\$71	\$33	(\$38)	
Miscellaneous (Total)	\$489	\$629	\$483	\$723	\$240	49.8%
Dues And Subscriptions	\$51	\$50	\$66	\$117	\$51	
Conferences and Meetings	\$13	\$10	\$7	\$44	\$37	
Business Travel/Public Hrg	\$64	\$17	\$82	\$156	\$74	
Interview & Relocation	\$6	\$0	\$4	\$0	(\$4)	
Advertising	\$11	\$33	\$1	\$22	\$21	
Other	\$343	\$519	\$322	\$384	\$61	
Reimbursements (Total)	(\$509)	(\$1,590)	(\$1,233)	(\$798)	\$436	-35.3%
Reimbursements	(\$509)	(\$1,590)	(\$1,233)	(\$798)	\$436	
TOTAL NONPERSONNEL COST	\$42,683	\$59,512	\$54,755	\$57,978	\$3,223	5.9%
TOTAL COST	\$94,601	\$109,911	\$104,751	\$110,472	\$5,721	5.5%

Information Technology

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$19,975	\$21,315	\$26,660	\$5,345	25.1%
NON-PERSONNEL COST	\$17,033	\$17,282	\$21,449	\$4,167	24.1%
TOTAL COST	\$37,008	\$38,597	\$48,109	\$9,512	24.6%
 BUDGETED POSITIONS	 201	 288	 288	 0	 0.0%

Description

The Department of Information Technology (IT) ensures that Metro has the technical infrastructure required to support continuous safety and operational improvements, as well as the tools to communicate more effectively with our riders.



Mission Statement and Objectives

The Department of Information Technology (IT) supports Metro's mission of providing a safe, reliable, and effective transit system by creating and maintaining information management applications and infrastructure used to facilitate the delivery of services to our customers. The Department of Information Technology's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goals in which IT Services will play a role of material support are: Deliver Quality Service and Use Every Resource Wisely. IT will support these goals by:

- Providing sustaining support of existing information management/delivery systems for WMATA functional organizations and customers, including customer information management, fare collection, scheduling, content management and back-office operating functions.
- Developing and applying industry-standard information management and delivery solutions, in order to deliver new services in a cost-effective manner.
- Exercising an IT project management environment leveraging technology and industry best practice to maximize programmatic efficiency
- Establishing a Business Intelligence Analytic Environment for WMATA to monitor, measure and improve performance by creating authoritative data and translating it into actionable information.
- Establishing a five year investment and IT services roadmap leading to more efficient resource utilization

Table 5.25

OPERATING COST BY MODE
Information Technology Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$15,562	\$6,086	\$9,171	\$305
Full-Time Salaries	\$15,978	\$6,248	\$9,416	\$314
Salary Lapse	-\$472	-\$185	-\$278	-\$9
Overtime Salaries	\$56	\$22	\$33	\$1
Wages (Total)	\$2,933	\$1,148	\$1,729	\$56
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,749	\$1,075	\$1,620	\$54
Wage Lapse	-\$82	-\$32	-\$49	-\$2
Overtime Wages	\$266	\$105	\$157	\$4
TOTAL SALARIES AND WAGES	\$18,495	\$7,233	\$10,899	\$362
Fringes (Total)	\$8,166	\$3,252	\$4,755	\$159
Fringe Health	\$3,719	\$1,481	\$2,166	\$72
Fringe Pension	\$2,992	\$1,192	\$1,743	\$58
Other Fringe Benefits	\$1,420	\$566	\$827	\$28
Workers Compensation	\$33	\$13	\$19	\$1
TOTAL PERSONNEL COST	\$26,660	\$10,485	\$15,654	\$521
Services (Total)	\$18,943	\$7,408	\$11,163	\$372
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,222	\$869	\$1,310	\$44
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$13,369	\$5,228	\$7,878	\$263
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,352	\$1,311	\$1,975	\$66
Materials & Supplies (Total)	\$1,224	\$479	\$721	\$24
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,224	\$479	\$721	\$24
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)	\$1,253	\$490	\$738	\$25
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,253	\$490	\$738	\$25
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,122	\$0	\$1,122	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$1,122	\$0	\$1,122	\$0
Miscellaneous (Total)	\$30	\$12	\$18	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$18	\$7	\$11	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$9	\$4	\$5	\$0
Reimbursements (Total)	-\$1,122	\$0	-\$1,122	\$0
Reimbursements	-\$1,122	\$0	-\$1,122	\$0
TOTAL NONPERSONNEL COST	\$21,449	\$8,388	\$12,640	\$421
TOTAL COST	\$48,109	\$18,873	\$28,295	\$942

Table 5.26

OPERATING EXPENSE BUDGET
Information Technology Summary

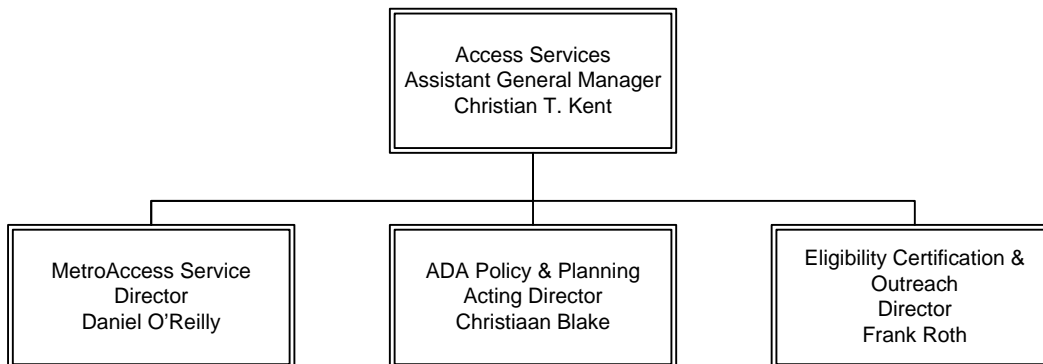
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$10,775	\$10,337	\$12,056	\$15,562	\$3,506	29.1%
Full-Time Salaries	\$10,733	\$10,252	\$11,881	\$15,978	\$4,097	
Salary Lapse	\$0	\$0	\$0	(\$472)	(\$472)	
Overtime Salaries	\$42	\$85	\$175	\$56	(\$119)	
Wages (Total)	\$3,473	\$3,570	\$2,924	\$2,933	\$9	0.3%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,538	\$3,009	\$2,602	\$2,749	\$147	
Wage Lapse	\$0	\$0	\$0	(\$82)	(\$82)	
Overtime Wages	\$936	\$561	\$321	\$266	(\$55)	
TOTAL SALARIES AND WAGES	\$14,249	\$13,906	\$14,979	\$18,495	\$3,515	23.5%
Fringes (Total)	\$6,196	\$6,069	\$6,336	\$8,166	\$1,830	28.9%
Fringe Health	\$5	\$2	\$0	\$3,719	\$3,719	
Fringe Pension	\$539	\$562	\$526	\$2,992	\$2,467	
Other Fringe Benefits	\$5,653	\$5,505	\$5,810	\$1,420	(\$4,390)	
Workers Compensation	\$0	\$0	\$0	\$33	\$33	
TOTAL PERSONNEL COST	\$20,445	\$19,975	\$21,315	\$26,660	\$5,345	25.1%
Services (Total)	\$14,757	\$15,326	\$15,395	\$18,943	\$3,548	23.0%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$1,140	\$1,701	\$2,259	\$2,222	(\$37)	
Temporary Help	\$313	\$171	(\$16)	\$0	\$16	
Contract Maintenance	\$10,258	\$10,796	\$10,018	\$13,369	\$3,351	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$3,046	\$2,659	\$3,134	\$3,352	\$218	
Materials & Supplies (Total)	\$824	\$836	\$659	\$1,224	\$565	85.8%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$824	\$836	\$659	\$1,224	\$565	
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)	\$683	\$851	\$1,221	\$1,253	\$32	2.6%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$683	\$851	\$1,221	\$1,253	\$32	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$1	\$0	\$1,122	\$1,122	
Property	\$0	\$1	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$1,122	\$1,122	
Miscellaneous (Total)	\$22	\$18	\$7	\$30	\$23	309.3%
Dues And Subscriptions	\$4	\$0	\$0	\$0	\$0	
Conferences and Meetings	\$7	\$1	\$0	\$3	\$2	
Business Travel/Public Hrg	\$10	\$17	\$7	\$18	\$11	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$2	\$1	\$0	\$9	\$9	
Reimbursements (Total)	\$0	\$0	\$0	(\$1,122)	(\$1,122)	
Reimbursements	\$0	\$0	\$0	(\$1,122)	(\$1,122)	
TOTAL NONPERSONNEL COST	\$16,287	\$17,033	\$17,282	\$21,449	\$4,167	24.1%
TOTAL COST	\$36,732	\$37,008	\$38,597	\$48,109	\$9,512	24.6%

Access Services

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$4,419	\$4,220	\$4,654	\$434	10.3%
NON-PERSONNEL COST	\$98,124	\$96,856	\$105,449	\$8,593	8.9%
TOTAL COST	\$102,542	\$101,077	\$110,103	\$9,026	8.9%
BUDGETED POSITIONS	38	40	42	2	5.0%

Description

The Department of Access Services (ACCS) ensures the accessibility of public transportation including all Metro facilities and Metro-owned bus stops, vertical transportation, fixed-route transit, and equipment for people with disabilities. Access Services also administers Metro’s Reduced Fare Program for people with disabilities, as well as the Free Ride Program for customers who are conditionally eligible for paratransit service. The department, through its three program offices, (ADA Policy & Planning, Eligibility Certification & Outreach, and MetroAccess Service), ensures the continuous improvement of all of Metro’s accessible services and facilities. These improvements benefit the public and have important safety ramifications. Continually promoting and educating people with disabilities on the safe and independent use of Metro’s accessible fixed-route services helps ensure that paratransit services are conserved for those individuals who truly need them.



Mission Statement and Objectives

The Department of Access Services (ACCS) supports Metro’s mission adopted by the Board of Directors which states: “Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.”

ACCS has also developed a department specific mission which states ACCS will ensure that:

- Metro's services are delivered
- Metro's personnel are trained
- Metro's equipment is maintained
- Metro's facilities are designed to provide safe, reliable, and accessible transportation to senior citizens and people with disabilities.

The Department of Access Services supports all five agency goals and twelve supporting objectives listed in Metro's Strategic Framework. To track progress towards these goals and objectives, ACCS reports on the following set of key performance indicators in the monthly Vital Signs Report:

- MetroAccess On-Time Performance
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Table 5.27

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$3,235	\$0	\$0	\$3,235
Full-Time Salaries	\$3,305	\$0	\$0	\$3,305
Salary Lapse	-\$90	\$0	\$0	-\$90
Overtime Salaries	\$20	\$0	\$0	\$20
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	\$3,235	\$0	\$0	\$3,235
Fringes (Total)	\$1,419	\$0	\$0	\$1,419
Fringe Health	\$646	\$0	\$0	\$646
Fringe Pension	\$520	\$0	\$0	\$520
Other Fringe Benefits	\$247	\$0	\$0	\$247
Workers Compensation	\$6	\$0	\$0	\$6
TOTAL PERSONNEL COST	\$4,654	\$0	\$0	\$4,654
Services (Total)	\$103,046	\$0	\$0	\$103,046
Management Fee	\$225	\$0	\$0	\$225
Professional & Technical	\$738	\$0	\$0	\$738
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$98,020	\$0	\$0	\$98,020
Other	\$4,062	\$0	\$0	\$4,062
Materials & Supplies (Total)	\$226	\$0	\$0	\$226
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$226	\$0	\$0	\$226
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)	\$1,500	\$0	\$0	\$1,500
Insurance	\$1,500	\$0	\$0	\$1,500
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$656	\$0	\$0	\$656
Property	\$656	\$0	\$0	\$656
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$22	\$0	\$0	\$22
Dues And Subscriptions	\$2	\$0	\$0	\$2
Conferences and Meetings	\$10	\$0	\$0	\$10
Business Travel/Public Hrg	\$4	\$0	\$0	\$4
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$6	\$0	\$0	\$6
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$105,449	\$0	\$0	\$105,449
TOTAL COST	\$110,103	\$0	\$0	\$110,103

Table 5.28

OPERATING EXPENSE BUDGET
Access Services Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Actual 2011</u>	<u>Actual 2012</u>	<u>Approved Budget 2013</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$2,951	\$3,046	\$2,937	\$3,235	\$298	10.1%
Full-Time Salaries	\$2,915	\$2,994	\$2,908	\$3,305	\$398	
Salary Lapse	\$0	\$0	\$0	(\$90)	(\$90)	
Overtime Salaries	\$36	\$52	\$30	\$20	(\$10)	
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	\$2,951	\$3,046	\$2,937	\$3,235	\$298	10.1%
Fringes (Total)	\$1,316	\$1,373	\$1,283	\$1,419	\$136	10.6%
Fringe Health	\$0	\$0	(\$0)	\$646	\$646	
Fringe Pension	\$159	\$163	\$148	\$520	\$372	
Other Fringe Benefits	\$1,157	\$1,210	\$1,135	\$247	(\$888)	
Workers Compensation	\$0	\$0	\$0	\$6	\$6	
TOTAL PERSONNEL COST	\$4,267	\$4,419	\$4,220	\$4,654	\$434	10.3%
Services (Total)	\$93,098	\$97,401	\$96,056	\$103,046	\$6,990	7.3%
Management Fee	\$0	\$0	\$0	\$225	\$225	
Professional & Technical	\$277	\$84	\$128	\$738	\$610	
Temporary Help	\$0	\$5	\$2	\$0	(\$2)	
Contract Maintenance	\$0	\$0	\$10	\$0	(\$10)	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$92,214	\$96,684	\$95,048	\$98,020	\$2,972	
Other	\$607	\$628	\$867	\$4,062	\$3,195	
Materials & Supplies (Total)	\$97	\$81	\$228	\$226	(\$2)	-0.9%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$97	\$81	\$228	\$226	(\$2)	
Fuel & Propulsion (Total)	\$3	\$0	\$0	\$0	\$0	
Diesel Fuel	\$3	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$18	\$14	\$8	\$0	(\$8)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$18	\$14	\$8	\$0	(\$8)	
Casualty & Liability (Total)	\$0	\$0	\$0	\$1,500	\$1,500	
Insurance	\$0	\$0	\$0	\$1,500	\$1,500	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$479	\$617	\$541	\$656	\$115	21.3%
Property	\$303	\$541	\$541	\$656	\$115	
Equipment	\$176	\$76	\$0	\$0	\$0	
Miscellaneous (Total)	\$24	\$10	\$24	\$22	(\$2)	-10.0%
Dues And Subscriptions	\$0	\$0	\$1	\$2	\$1	
Conferences and Meetings	\$7	\$4	\$4	\$10	\$6	
Business Travel/Public Hrg	\$16	\$5	\$14	\$4	(\$10)	
Interview & Relocation	\$0	\$0	\$4	\$0	(\$4)	
Advertising	\$0	\$1	\$0	\$0	\$0	
Other	(\$0)	\$0	\$0	\$6	\$6	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$93,718	\$98,124	\$96,856	\$105,449	\$8,593	8.9%
TOTAL COST	\$97,985	\$102,542	\$101,077	\$110,103	\$9,026	8.9%

Table 5.30

Metro Transit Police

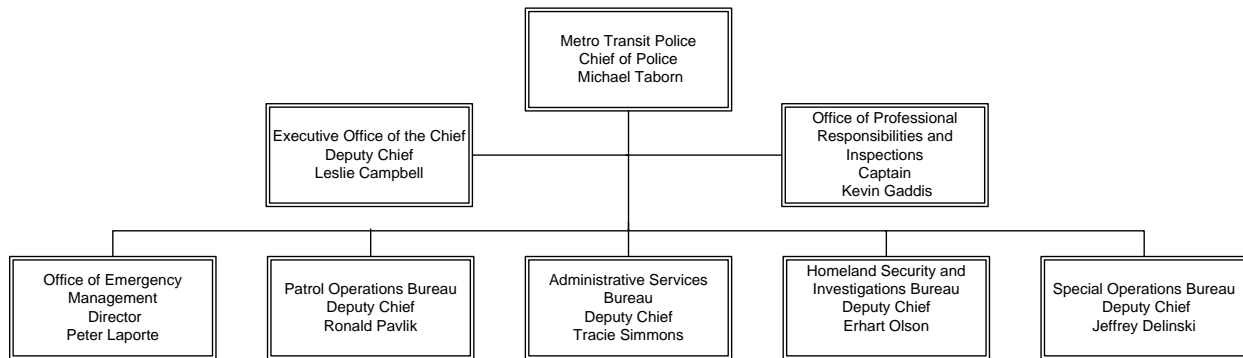
<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$64,316	\$62,613	\$70,605	\$7,993	12.8%
NON-PERSONNEL COST	\$2,306	\$2,937	\$3,157	\$220	7.5%
TOTAL COST	\$66,622	\$65,550	\$73,762	\$8,213	12.5%
BUDGETED POSITIONS	622	635	704	69	10.9%

Description

The Metro Transit Police Department (MTPD) is the only tri-state jurisdictional police department in the United States, operating in the District of Columbia, the Commonwealth of Virginia and the State of Maryland. MTPD is tasked with protecting the customers, and employees and revenues of the second largest rail system and sixth largest bus system in the United States. The MTPD currently consists of 492 sworn and 212 civilian personnel. MTPD provides protection for Metro riders, personnel, transit facilities and fare collection operations. The MTPD deploys uniformed officers, casual clothes officers, motor officers, and canine officers to patrol Metrobus, Metrorail trains, stations, and parking facilities. Additionally, MTPD has a dedicated Criminal Investigation Division, Special Response Team, Anti-Terrorism Team, and Training Division.

MTPD officers work proactively throughout the National Capital Region (NCR) to reduce crimes within the Metro system. MTPD officers play a significant role in the National Capital Regions' security, particularly responding and mitigating threats to the transit system and providing emergency response when needed. Several of MTPD's crime deterrent strategies and tactics are visible through uniformed patrol efforts, cameras in rail stations and on buses, random bag inspections, and chemical and biological detection efforts. Finally, the MTPD works collaboratively with local law enforcement, federal partners in the region, to include the FBI's Joint Terrorism Task Force, the Department of Homeland Security (DHS), and the Federal Transit Administration (FTA), and Federal Emergency Management Administration (FEMA) to provide a safe and secure transit environment.

An additional component of MTPD is the Office of Emergency Management (OEM). The OEM works in concert with first responder partners in the NCR, to respond to, timely mitigate, and recover from emergency and/or unusual situations that directly impact Metro. OEM is responsible for maintaining MTPD's Emergency Operations Plans, coordinates Metro familiarity related training for local first regional responders, federal partners, and military personnel. Additionally, OEM works in collaboration with regional partners to acquire various federal grants to offset Metro's costs to maintain and purchase various safety related equipment, and to conduct large scale regional drills.



Mission Statement and Objectives

The Metro Transit Police Department supports all five agency goals (Create a Safer Organization, Deliver Quality Service, Use Every Resource Wisely, Retain, Attract and Reward the Best and the Brightest and Maintain and Enhance Metro's Image) and twelve supporting objectives listed in WMATA's Strategic Framework. To track progress toward these goals and objectives, MTPD reports the "Crime Rate" Key Performance Indicator in the monthly Vital Signs Report.

Table 5.29

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$48,530	\$3,930	\$44,572	\$28
Full-Time Salaries	\$44,677	\$3,464	\$41,185	\$28
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,466	\$515	\$3,951	\$0
Wages (Total)	\$357	\$219	\$138	\$0
Operator/StaMgr Wages	\$66	\$0	\$66	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$256	\$192	\$65	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$35	\$27	\$8	\$0
TOTAL SALARIES AND WAGES	\$48,887	\$4,149	\$44,709	\$28
Fringes (Total)	\$21,719	\$1,928	\$19,779	\$12
Fringe Health	\$9,740	\$850	\$8,884	\$6
Fringe Pension	\$7,836	\$684	\$7,147	\$4
Other Fringe Benefits	\$4,056	\$386	\$3,668	\$2
Workers Compensation	\$87	\$8	\$79	\$0
TOTAL PERSONNEL COST	\$70,605	\$6,077	\$64,488	\$40
Services (Total)	\$1,654	\$264	\$1,390	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$814	\$48	\$765	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$1	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$836	\$215	\$621	\$0
Materials & Supplies (Total)	\$1,432	\$221	\$1,211	\$0
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,430	\$221	\$1,209	\$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)	\$4	\$1	\$3	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$1	\$3	\$0
Miscellaneous (Total)	\$67	\$12	\$55	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hrg	\$27	\$5	\$22	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$10	\$1	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,157	\$498	\$2,658	\$0
TOTAL COST	\$73,762	\$6,575	\$67,147	\$40

Table 5.30

OPERATING EXPENSE BUDGET
Metro Transit Police Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$42,590	\$45,352	\$44,496	\$48,530	\$4,033	9.1%
Full-Time Salaries	\$37,952	\$39,571	\$40,006	\$44,677	\$4,671	
Salary Lapse	\$0	\$0	\$0	(\$613)	(\$613)	
Overtime Salaries	\$4,638	\$5,781	\$4,490	\$4,466	(\$24)	
Wages (Total)	\$284	\$254	\$274	\$357	\$83	30.4%
Operator/StaMgr Wages	\$0	\$0	\$0	\$66	\$66	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$238	\$208	\$231	\$256	\$25	
Wage Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Wages	\$46	\$47	\$43	\$35	(\$8)	
TOTAL SALARIES AND WAGES	\$42,873	\$45,607	\$44,770	\$48,887	\$4,116	9.2%
Fringes (Total)	\$17,796	\$18,710	\$17,842	\$21,719	\$3,876	21.7%
Fringe Health	\$56	\$56	\$73	\$9,740	\$9,667	
Fringe Pension	\$117	\$174	\$175	\$7,836	\$7,661	
Other Fringe Benefits	\$17,624	\$18,480	\$17,595	\$4,056	(\$13,539)	
Workers Compensation	\$0	\$0	\$0	\$87	\$87	
TOTAL PERSONNEL COST	\$60,670	\$64,316	\$62,613	\$70,605	\$7,993	12.8%
Services (Total)	\$1,579	\$1,165	\$1,538	\$1,654	\$116	7.5%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$63	\$83	\$78	\$814	\$736	
Temporary Help	\$0	\$16	\$158	\$0	(\$158)	
Contract Maintenance	(\$1)	\$0	\$0	\$5	\$4	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$1,516	\$1,067	\$1,302	\$836	(\$466)	
Materials & Supplies (Total)	\$1,003	\$979	\$1,327	\$1,432	\$105	7.9%
Fuel and Lubricants	\$0	\$3	\$3	\$2	(\$2)	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$1,003	\$976	\$1,324	\$1,430	\$106	
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)	\$4	\$1	\$15	\$0	(\$15)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$4	\$1	\$15	\$0	(\$15)	
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	\$4	\$4	
Property	\$0	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$4	\$4	
Miscellaneous (Total)	\$90	\$161	\$57	\$67	\$11	18.7%
Dues And Subscriptions	\$3	\$1	\$0	\$9	\$9	
Conferences and Meetings	\$14	\$7	\$4	\$22	\$18	
Business Travel/Public Hrg	\$58	\$31	\$41	\$27	(\$14)	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$15	\$122	\$12	\$10	(\$2)	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$2,676	\$2,306	\$2,937	\$3,157	\$220	7.5%
TOTAL COST	\$63,346	\$66,622	\$65,550	\$73,762	\$8,213	12.5%

Department of System Safety & Environmental Management

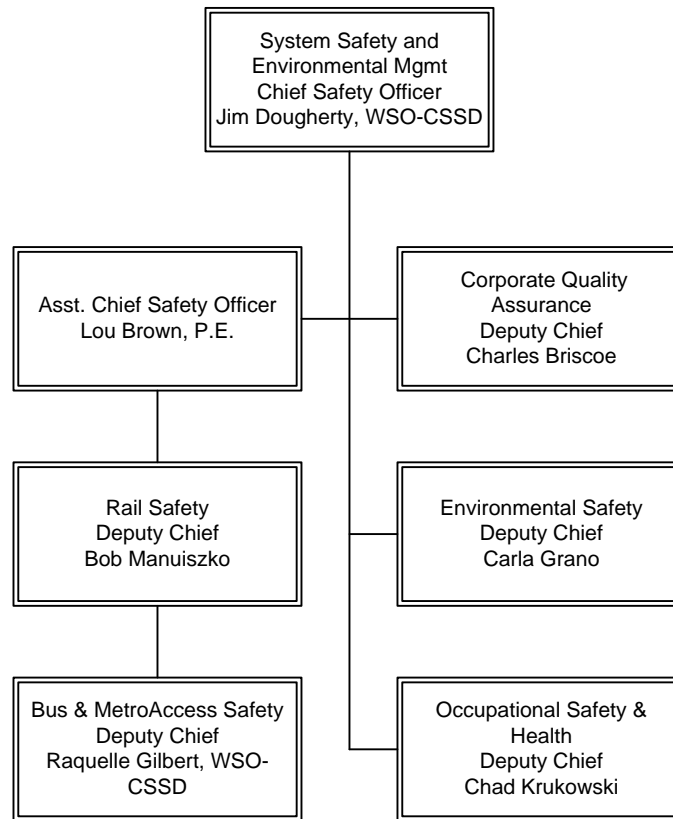
<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	\$ Change	Variance
PERSONNEL COST	\$6,609	\$7,089	\$7,716	\$628	8.9%
NON-PERSONNEL COST	\$11,114	\$8,830	\$9,726	\$896	10.2%
TOTAL COST	\$17,723	\$15,918	\$17,442	\$1,524	9.6%
 BUDGETED POSITIONS	 58	 59	 61	 2	 3.4%

Description

The Department of System Safety & Environmental Management (SAFE) services Metro with implementation and management of programs vital to ensuring our employees, customers and surrounding communities are safe. Programs include:

- System Safety Program Plan
- Occupation safety and health
- Accident and incident investigation / corrective actions
- Hazard management
- Internal safety audits
- Construction safety
- Safety (and security) certification of projects
- Safety data collection and analysis
- Industrial hygiene & environmental compliance
- Safety & occupational training
- Regulatory compliance
- Quality assurance & compliance
- Safety Training

SAFE has a staff of 61 highly educated and experienced personnel with advanced degrees in Safety, Electrical Engineering, Environmental Engineering, and Business Administration, in addition to other safety, engineering, technical and business-related fields. The staff includes a Certified Safety and Security Director (WSO-CSSD), Certified Safety Specialists (WSO-CSS), Certified Safety Professional (CSP), Certified Industrial Hygienist (CIH), Professional Engineers, and Associate Staff Instructors for FTA's Transportation Safety Institute (TSI).



Mission Statement and Objectives

The mission of the System Safety & Environmental Management department is to ensure that Metro’s Bus, Rail, and Access systems and other facilities are operationally safe and environmentally sound for all our employees, customers and surrounding communities.

The department measures are linked to Metro’s General Manager’s goals and related objectives. The overall goal is always zero accidents, injuries and fatalities. In striving to accomplish this goal, SAFE is promoting a corporate safety culture involving all levels, from the Board of Directors to every employee regardless of position or location.

Table 5.31

OPERATING COST BY MODE
Safety and Environmental Mgmt
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$5,347	\$2,284	\$2,899	\$163
Full-Time Salaries	\$5,385	\$2,317	\$2,905	\$163
Salary Lapse	-\$38	-\$32	-\$6	\$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	\$5,347	\$2,284	\$2,899	\$163
Fringes (Total)	\$2,369	\$1,030	\$1,268	\$72
Fringe Health	\$1,077	\$468	\$576	\$33
Fringe Pension	\$866	\$376	\$464	\$26
Other Fringe Benefits	\$417	\$182	\$223	\$12
Workers Compensation	\$10	\$4	\$5	\$0
TOTAL PERSONNEL COST	\$7,716	\$3,314	\$4,167	\$235
Services (Total)	\$8,926	\$4,061	\$4,662	\$203
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$6,700	\$3,189	\$3,352	\$160
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$11	\$4	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,215	\$868	\$1,303	\$43
Materials & Supplies (Total)	\$677	\$321	\$348	\$7
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$677	\$321	\$348	\$7
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)	\$123	\$55	\$66	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$123	\$55	\$66	\$1
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	\$9,726	\$4,437	\$5,077	\$212
TOTAL COST	\$17,442	\$7,752	\$9,244	\$447

Table 5.32

OPERATING EXPENSE BUDGET
Safety and Environmental Mgmt

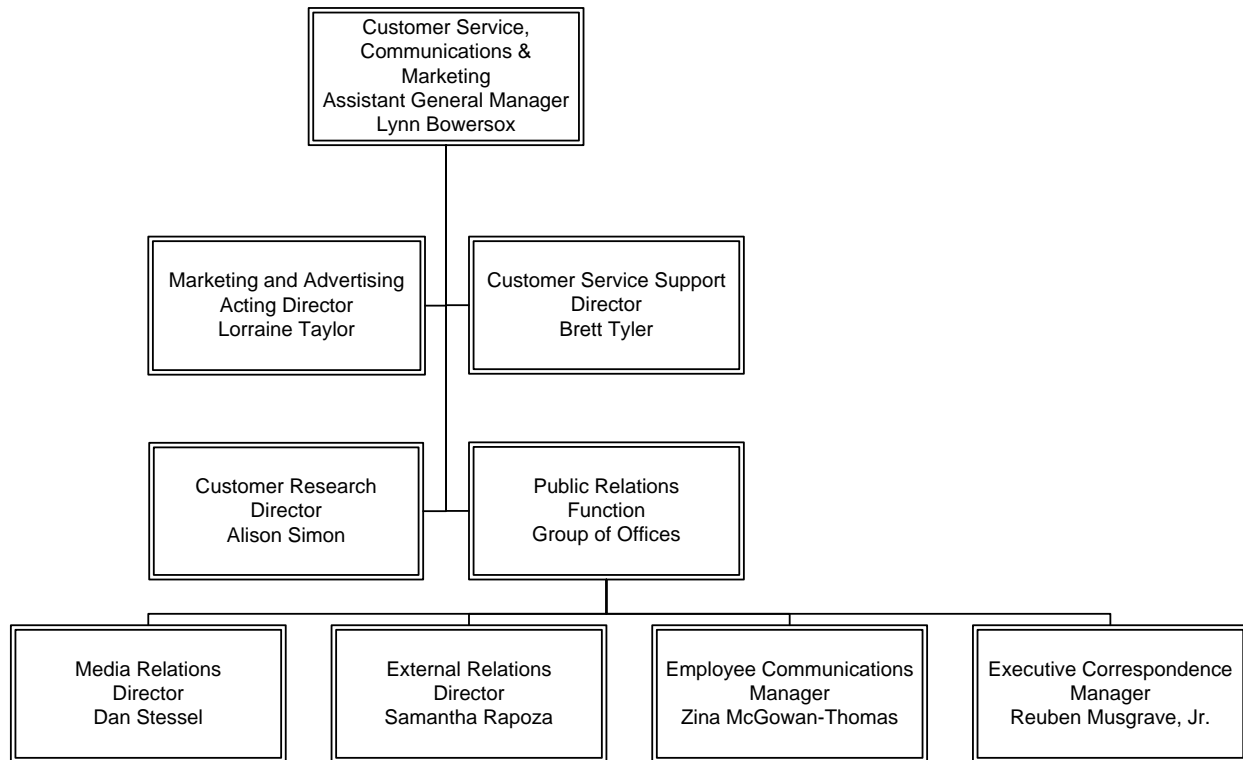
<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$4,005	\$4,593	\$4,973	\$5,347	\$374	7.5%
Full-Time Salaries	\$4,000	\$4,592	\$4,969	\$5,385	\$417	
Salary Lapse	\$0	\$0	\$0	(\$38)	(\$38)	
Overtime Salaries	\$4	\$0	\$4	\$0	(\$4)	
Wages (Total)	(\$1)	\$2	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	(\$1)	\$2	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$4,004	\$4,595	\$4,973	\$5,347	\$374	7.5%
Fringes (Total)	\$1,706	\$2,015	\$2,116	\$2,369	\$254	12.0%
Fringe Health	\$6	\$7	\$8	\$1,077	\$1,069	
Fringe Pension	\$115	\$172	\$173	\$866	\$693	
Other Fringe Benefits	\$1,584	\$1,836	\$1,935	\$417	(\$1,518)	
Workers Compensation	\$0	\$0	\$0	\$10	\$10	
TOTAL PERSONNEL COST	\$5,710	\$6,609	\$7,089	\$7,716	\$628	8.9%
Services (Total)	\$5,834	\$9,670	\$8,473	\$8,926	\$454	5.4%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$3,369	\$7,427	\$5,773	\$6,700	\$928	
Temporary Help	\$22	\$40	\$0	\$0	\$0	
Contract Maintenance	\$219	\$2	\$0	\$11	\$11	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$2,224	\$2,202	\$2,700	\$2,215	(\$485)	
Materials & Supplies (Total)	\$118	\$1,359	\$333	\$677	\$344	103.2%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$118	\$1,359	\$333	\$677	\$344	
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	\$17	\$0	(\$17)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$17	\$0	(\$17)	
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)	\$16	\$85	\$7	\$123	\$116	1751.9%
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0	
Conferences and Meetings	\$0	\$10	\$2	\$0	(\$2)	
Business Travel/Public Hrg	\$16	\$36	\$6	\$123	\$117	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$39	(\$1)	\$0	\$1	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$5,969	\$11,114	\$8,830	\$9,726	\$896	10.2%
TOTAL COST	\$11,678	\$17,723	\$15,918	\$17,442	\$1,524	9.6%

Customer Service, Communications and Marketing

<i>(Dollars in Thousands)</i>	Actual FY2011	Actual FY2012	Approved Budget FY2013	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$11,230	\$11,490	\$12,559	\$1,069	9.3%
NON-PERSONNEL COST	\$2,967	\$2,947	\$4,456	\$1,509	51.2%
TOTAL COST	\$14,197	\$14,437	\$17,015	\$2,578	17.9%
 BUDGETED POSITIONS	 142	 139	 126	 -13	 -9.4%

Description

The Department of Customer Service, Communications and Marketing (CSCM) is responsible for communicating, marketing and informing customers, employees, and others about Metro's services, programs and policies. Through its marketing and communications work, CSCM supports the growth of Metro ridership and revenues. CSCM also serves as the customer advocate within Metro by seeking input through research and representing customer opinions received through letters, phone calls and other avenues. With its Customer Service Center, CSCM directly serves customers by responding to more than six million customer comments or information requests a year. Offices within the CSCM Department include marketing and advertising, customer research, customer service, and the public relations function which includes media relations, external relations, employee communications and executive correspondence.



The Public Relations Function consists of the Office of Media Relations, the Office of External Relations, Employee Communications, and Executive Correspondence

Office of Media Relations (MREL)

The Office of Media Relations is responsible for the planning, development, execution and monitoring of public-facing communication, including all interaction between the Authority and broadcast and print media. In particular, this office:

- Functions as an in-house newsroom to provide the public with timely, accurate information, including responding to media inquiries on a broad spectrum of issues affecting the Authority and its stakeholders. In this capacity, MREL responds to approximately 500 media requests a month, serving as official “spokespersons” for Metro
- Educates the riding public about the Authority’s capital rebuilding efforts, policy changes, service adjustments, breaking news and special programs
- Oversees the strategic use of the Authority’s website and social media channels, including content development and architecture of information
- Engages customers in two-way communication through social media channels, including Twitter, Facebook, YouTube and blogs
- Facilitates communication of track work projects and informs the public to minimize delays and manage expectations

- Provides real-time bus service information, including detours and delays, through MetroAlerts
- Provides 24-hour on-call coverage for service disruptions and other emergent issues
- Supports internal Metro staff with communication support, including providing writing, video and photography services, and maintaining the agency's archives

Office of External Relations (EREL)

The Office of External Relations has a leadership role in planning for transit services during major special events held in the Washington, DC, region. Besides special events, it also serves as a liaison for communicating with thousands of the region's community and neighborhood groups, provides information for customers about transit service changes, and coordinates other special events. Specifically, the office:

- Compiles information about special events planned in the region and their impact on Metro transit services
- Coordinates with Rail and Bus about transit service needed to address the impact of major events planned in the region
- Acts as the primary liaison between Metro and external stakeholders about large scale special events, such as Inauguration planning
- Gathers input from, and provides information to, the region's community and neighborhood groups about planned Metro service and other policy changes
- Coordinates installation of special Metrorail station signage providing information to customers about transit service changes, including weekend track work, and other changes affecting customers
- Manages the Metro Information Person (MIP) program which provides added customer service staff during construction projects, special events and holidays
- Coordinates logistics for other special events such as ribbon cutting, ground breaking, and other ceremonial gatherings

Employee Communications

The Employee Communications program is responsible for working across multiple departments to develop and oversee employee communications which educate the WMATA workforce about organizational priorities including safety, capital rebuilding efforts, new equipment, funding, and other operations and business activities. The program identifies opportunities to reach employees using traditional internal channels that include newsletters, supervisor briefings, management meetings, workplace displays, as well as new and electronic channels like social media, electronic employee bulletin board, email, and the WMATA intranet site.

Executive Correspondence

The Executive Correspondence Team manages the flow of Metro's high-priority and policy-related external correspondence. The Executive Correspondence Team works with subject-matter experts throughout Metro to develop an appropriate response to each incoming letter or email, with responses written in a clear, customer-friendly style and transmitted in a timely

manner. This process includes coordinating reviews and approvals of outgoing responses with appropriate senior Metro managers. In addition, the Executive Correspondence Team prepares other standard, approved language to provide to the public about a broad range of Metro topics, and the team maintains a library of standard responses for use by other Metro departments.

Office of Marketing and Advertising (MKTG)

Marketing develops and implements promotional programs that sustain and build ridership and revenue. Marketing also generates revenue outside of the farebox through the sale of advertising on Metrobus and in the Metrorail system, merchandising and other programs. Metro's in-house printing plant (RADS) offers cost-effective and efficient design, printing and reproduction service for internal customers. In particular, the Office of Marketing and Advertising:

- Develops and implements strategic marketing initiatives to inform customers about changes or the launch of new services or policy initiatives
- Creates partnership promotions annually to build ridership
- Supports internal and external communications needs through the creation of over 200 graphics products annually
- Oversees the generation of more than \$15 million a year resulting from the sale of advertising space on Metrobuses and in the Metrorail system
- Promotes and supports the SmartBenefits[®] program that includes over 4,000 employers and more than 250,000 commuters in the region

Annually, the internal printing plant:

- Prints and distributes five million copies of the Metro Pocket Guide and 500,000 copies of "Your Guide To Metro" which are distributed in Metrorail stations, hotels, libraries, regional transit stores, national AAA offices, Travelers Aid Desks at Union Station and area airports, convention centers, and Capitol Hill offices
- Prints and distributes over three million copies of pocket bus and rail timetables covering bus and rail lines, and over 120,000 copies of the Metro System Route Maps depicting the entire Metrobus and Metrorail system
- Prints and distributes all internal Metro forms, and collateral materials to support special events

Customer Research (RESR)

The Office of Customer Research is charged with gathering and communicating customer opinions to improve Metro's services and programs, and providing decision-makers with customer input. To gain input, this office:

- Oversees a customer satisfaction survey of Metrobus, Metrorail and MetroAccess riders
- Manages a Mystery Rider program to provide independent assessments of bus and rail services
- Oversees qualitative and quantitative research to identify customer preferences and opinions, and provides customer input in Metro policy decisions
- Serves as an advisor to internal staff seeking guidance on customer opinions
- Provides customer metrics for program changes and initiatives undertaken by Metro

Office of Customer Service (CSVC)

The Office of Customer Service serves as Metro's primary call center, responding to customer comments, providing travel information to customers, and maintaining Metro's lost and found program. Specifically, the Office of Customer Service:

- Maintains and manages Metro's web Trip Planner to help customers plan more than 21 million trips annually on Metrorail, Metrobus and connecting carriers
- Provides service information to six million customers through the information call center
- Handles 70,000 customer comments each year received by Customer Relations via telephone, Metro's web site, emails and letters
- Manages the lost-and-found program which accounts for over 42,000 items lost in the Metro system annually
- Manages Metro's central telephone switchboard by routing more than 104,000 calls annually to the appropriate Metro office or individual
- Maintains, updates, and provides training for over 100 system users on Metro's Customer Relationship Management (CRM) System

Mission Statement and Objectives

The mission of the Department of Customer Service, Communications and Marketing is to support all of Metro's strategic goals and to build trust, confidence, credibility and loyalty in the Metro brand. CSCM pursues this mission in the activities described above.

Table 5.33

OPERATING COST BY MODE
Customer Service, Communications and Marketing Summary
APPROVED FY2013 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$5,742	\$2,530	\$2,696	\$515
Full-Time Salaries	\$5,818	\$2,581	\$2,737	\$500
Salary Lapse	-\$166	-\$74	-\$78	-\$15
Overtime Salaries	\$90	\$23	\$38	\$30
Wages (Total)	\$2,965	\$1,478	\$1,465	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,598	\$1,240	\$1,335	\$22
Wage Lapse	-\$76	-\$35	-\$40	-\$1
Overtime Wages	\$443	\$273	\$171	\$0
TOTAL SALARIES AND WAGES	\$8,707	\$4,008	\$4,162	\$537
Fringes (Total)	\$3,852	\$1,803	\$1,814	\$235
Fringe Health	\$1,755	\$821	\$826	\$107
Fringe Pension	\$1,412	\$661	\$665	\$86
Other Fringe Benefits	\$670	\$314	\$316	\$41
Workers Compensation	\$16	\$7	\$7	\$1
TOTAL PERSONNEL COST	\$12,559	\$5,811	\$5,976	\$772
Services (Total)	\$3,098	\$1,567	\$1,484	\$47
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$291	\$121	\$171	\$0
Temporary Help	\$36	\$19	\$17	\$0
Contract Maintenance	\$190	\$96	\$75	\$20
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,581	\$1,332	\$1,222	\$28
Materials & Supplies (Total)	\$1,104	\$129	\$965	\$10
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,104	\$129	\$965	\$10
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)	\$162	\$89	\$49	\$24
Electricity and Gas	\$162	\$89	\$49	\$24
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)	\$603	\$332	\$181	\$90
Property	\$0	\$0	\$0	\$0
Equipment	\$603	\$332	\$181	\$90
Miscellaneous (Total)	\$2,241	\$1,161	\$1,078	\$2
Dues And Subscriptions	\$5	\$3	\$3	\$0
Conferences and Meetings	\$17	\$8	\$9	\$0
Business Travel/Public Hrg	\$13	\$6	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,047	\$1,042	\$1,005	\$0
Other	\$159	\$102	\$55	\$2
Reimbursements (Total)	-\$2,752	\$0	-\$2,752	\$0
Reimbursements	-\$2,752	\$0	-\$2,752	\$0
TOTAL NONPERSONNEL COST	\$4,456	\$3,277	\$1,005	\$174
TOTAL COST	\$17,015	\$9,088	\$6,980	\$946

Table 5.34

OPERATING EXPENSE BUDGET
Cust Svc Comm and Mkt Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Actual 2011	Actual 2012	Approved Budget 2013	Change	Variance
Salaries (Total)	\$5,799	\$5,208	\$5,495	\$5,742	\$247	4.5%
Full-Time Salaries	\$5,712	\$5,138	\$5,471	\$5,818	\$347	
Salary Lapse	\$0	\$0	\$0	(\$166)	(\$166)	
Overtime Salaries	\$87	\$70	\$24	\$90	\$66	
Wages (Total)	\$2,938	\$2,649	\$2,586	\$2,965	\$379	14.7%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,339	\$2,283	\$2,313	\$2,598	\$285	
Wage Lapse	\$0	\$0	\$0	(\$76)	(\$76)	
Overtime Wages	\$599	\$366	\$273	\$443	\$170	
TOTAL SALARIES AND WAGES	\$8,738	\$7,857	\$8,081	\$8,707	\$626	7.7%
Fringes (Total)	\$3,678	\$3,373	\$3,409	\$3,852	\$443	13.0%
Fringe Health	\$8	\$8	\$8	\$1,755	\$1,747	
Fringe Pension	\$224	\$231	\$253	\$1,412	\$1,158	
Other Fringe Benefits	\$3,446	\$3,134	\$3,147	\$670	(\$2,477)	
Workers Compensation	\$0	\$0	\$0	\$16	\$16	
TOTAL PERSONNEL COST	\$12,415	\$11,230	\$11,490	\$12,559	\$1,069	9.3%
Services (Total)	\$1,556	\$1,735	\$1,497	\$3,098	\$1,601	107.0%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$149	\$229	\$107	\$291	\$185	
Temporary Help	\$0	\$39	\$13	\$36	\$23	
Contract Maintenance	\$71	(\$64)	\$125	\$190	\$65	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$1,336	\$1,531	\$1,252	\$2,581	\$1,329	
Materials & Supplies (Total)	\$908	\$712	\$772	\$1,104	\$332	43.0%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$908	\$712	\$772	\$1,104	\$332	
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)	\$7	\$92	\$119	\$162	\$44	36.8%
Electricity and Gas	\$7	\$92	\$117	\$162	\$45	
Utilities - Other	\$0	\$0	\$2	\$0	(\$2)	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$1,663	\$1,687	\$1,571	\$603	(\$968)	-61.6%
Property	\$82	\$157	\$0	\$0	\$0	
Equipment	\$1,581	\$1,530	\$1,571	\$603	(\$968)	
Miscellaneous (Total)	\$1,380	\$1,659	\$1,903	\$2,241	\$337	17.7%
Dues And Subscriptions	\$3	\$3	\$1	\$5	\$4	
Conferences and Meetings	\$9	\$5	\$3	\$17	\$13	
Business Travel/Public Hrg	\$7	\$8	\$1	\$13	\$12	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1,335	\$1,559	\$1,815	\$2,047	\$231	
Other	\$26	\$83	\$83	\$159	\$76	
Reimbursements (Total)	(\$3,370)	(\$2,919)	(\$2,915)	(\$2,752)	\$163	-5.6%
Reimbursements	(\$3,370)	(\$2,919)	(\$2,915)	(\$2,752)	\$163	
TOTAL NONPERSONNEL COST	\$2,144	\$2,967	\$2,947	\$4,456	\$1,509	51.2%
TOTAL COST	\$14,559	\$14,197	\$14,437	\$17,015	\$2,578	17.9%

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Chapter VI. Capital Program

This chapter provides information on Metro's Approved Fiscal Year 2013 capital budget and six-year capital program. The Capital Program includes the Capital Improvement Program (CIP), the Reimbursable Projects Program, the American Recovery and Reinvestment Act Program (ARRA), and the Safety and Security Program. Greater detail concerning the Reimbursable, ARRA, and Safety and Security Programs can be found in Appendix A.

The **CIP** is a rolling six-year program derived from a prioritization of Metro's 10-year \$13 billion Capital Needs Inventory (CNI), available capital funding, and other policy considerations. The CIP advances the rehabilitation, replacement, and enhancement of Metro's physical assets. The highest priority of the program is to invest in projects that improve the safety and reliability of the system. In fact, 94 percent of the projects in the approved FY2013-FY2018 CIP are performance projects that advance safety, reliability, and state of good repair investments. This focus on safety, reliability, and state of good repair reflects Metro's commitment to rebuilding the system.

The **Reimbursable Projects Program** is comprised of projects for which separate funding has been arranged with Metro's jurisdictional partners. The **ARRA** program consists of projects made possible by significant federal funding for infrastructure projects around the nation and stimulates the economy on both national and local levels. The **Safety and Security Program** is comprised of projects funded exclusively with federal grant funds, primarily from the Department of Homeland Security, for various initiatives to enhance passenger and employee security.

FY2013 Capital Budget

This chapter details the Approved capital budget for FY2013 of \$905.2 million: \$801.7 million for the CIP; \$56.5 million for reimbursable projects (\$3.0 million for new projects and \$53.5 million for prior-year reimbursable program project budgets); \$8.5 million for ARRA projects; and \$38.5 million for Safety and Security projects.

The FY2013 program of work includes projects which will improve safety, reliability, and service for customers by investing in critical infrastructure and equipment improvements, including projects to implement NTSB safety recommendations, track and signal upgrades, new railcars, buses and MetroAccess vehicles, and escalator replacement and rehabilitation. FY2013 investments include:

- Replacement of 95 Metro buses and the rehabilitation of 100 more buses
- Replacement of 138 MetroAccess vehicles
- Replacement of approximately 145 service vehicles
- Retrofitting of 2,400 feet of track floating slabs
- Replacement of 1,500 roadway signs

- Rehabilitation of 6,000 linear feet of track pads/shock absorbers
- Purchase and installation of 24 turnouts, rehabilitation of 12 miles of running rail, 16,565 direct fixation fasteners, and 10,500 cross ties rehabilitation of 3.75 miles of third rail
- Construction of a stairway between the platform and mezzanine at Bethesda Metrorail station
- Replacement of 3 escalators and rehabilitation of 51 escalators and 25 elevators
- Mitigation of approximately 2,140 leaks throughout the various Metro stations
- Passenger information pilot program using large video monitors at 14 stations
- Full rehabilitation of 12 Metro stations and mini-rehabilitation of another 12 Metro stations

Capital Improvement Program

Metro will invest \$5.0 billion over the next six years in more than 145 projects.

The Capital Funding Agreement (CFA) that established the initial CIP (FY2011-2016) allows for annual adjustments to the six-year program of projects within the terms of the CFA on a rolling basis to meet ongoing and updated CIP needs.

Through FY2018, Metro plans to invest almost \$940 million in projects to implement recommendations made by the NTSB, including replacement of the 1000 Series railcars, replacement of track circuits, replacement of power cables, installation of onboard event recorders, cable insulation testing, and removing the unnecessary Metrorail wayside maintenance communication system in order to eliminate its potential for interfering with the proper functioning of the train control system.

The program has nine categories: (1) Vehicles/Vehicle Parts, (2) Rail System Infrastructure Rehabilitation, (3) Maintenance Facilities, (4) Systems and Technology, (5) Track and Structure, (6) Passenger Facilities, (7) Maintenance Equipment, (8) Other Facilities and (9) Project Management and Support.

A brief overview of the categories can be found below. For greater detail on projects, please see Appendix A.

Vehicles / Vehicle Parts is replacement or purchase of new railcars, buses, paratransit vehicles and/or service vehicles, rehabilitation of railcars and buses and replacement parts to maintain the vehicle fleet.

Rail System Infrastructure Rehabilitation is multiple systems and equipment within the rail stations and tunnels that enable safe, reliable service.

Maintenance Facilities is rehabilitation, maintenance, replacement and/or new bus garages and rail yards to support repairs to vehicle fleet.

Systems and Technology is technology systems, software and equipment supporting transit operations and business functions.

Track and Structures is steel running rail that guides Metro's train cars, the cross ties and fasteners that hold the rail in place, the ballast bed that supports the cross ties and the third rail that provides power to the train. Structures include the retaining walls that protect the track bed and underground tunnels, the concrete pads that keep the track bed properly elevated and the bridges that span roads and bodies of water.

Passenger Facilities are facilities at Metro's 86 Metro rail stations, including bus loops, bus stops, parking garages, surface lots, Kiss-and-Ride spaces, access roads, bike racks and bike lockers.

Maintenance Equipment is equipment to rehabilitate track and maintain the vehicle fleet (rail and bus).

Other Facilities is facilities that house administrative offices, training rooms, revenue processing activities, material storage, police work and a print shop.

Project Management and Support is a line of credit that provides Metro with the ability to finance capital projects.

The CIP is funded by Federal grants, state and local contributions, planned long and short-term borrowing, and other miscellaneous sources. Federal funding includes federal transit formula grants, discretionary grants, and dedicated Federal funds authorized by the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432). PRIIA authorized \$1.5 billion over 10 years for Metro's capital and preventive maintenance projects to be matched dollar-for-dollar by the Metro Compact jurisdictions.

Summary of the Financial Plan

The financial plan for the CIP is built on the following assumptions:

- Federal Formula Grants assumes a 0% annual growth rate in FY2013 and between 2.5%-4% thereafter, through FY2018.
- Federal Dedicated Funds assumes \$150.0 million from the federal government and \$150.0 million from state and local contributors per year.
- System Performance Funds (previously called Local Additional Funds) system performance funds are used to invest in the system beyond federal grants and their matching funds. Over the six year CIP the jurisdictions will contribute \$675 million in System Performance Funds.
- State and Local Contributions for formula grants match and System Performance Funds were estimated by grouping projects into bus, rail, bus/rail, and paratransit categories and distributing the cost based on the FY2010 operating subsidy allocation.

- Miscellaneous CIP Funding is the anticipated proceeds from the sale of real estate, insurance claims, and other various sources as noted in the source of funds table that appears later in this chapter.
- Metro Matters Roll Over is funding rolled over from the Metro Matters period (FY2005 to FY2010) into the CFA period.
- Metro Matters Residual Funding, as a result of the Metro Matters reconciliation concluded in FY2011, an additional \$35.3 million of Metro Matters residual funding consisting of federal funds was made available for the current CIP.
- Debt assumes the issuance of a 25-year, tax-exempt, gross transit revenue bond. Total debt between FY2011 and FY2018 remains within the \$440 million forecast in the CFA.

Jurisdiction's Allocated Contribution

Each Jurisdiction's Allocated Contribution is based on a quarterly expenditure forecast consistent with the AWP. The forecast for jurisdictional contributions will be adjusted again in the fall of 2013.

Reimbursable Projects Program

The Reimbursable Project Development Program funds planning studies for new transit services for high priority corridors, station access and capacity improvements, and pre-development planning to support joint development in the District of Columbia, Maryland, and Virginia. Each jurisdiction contributes to the \$3.0 million funding level and approves the program priorities.

Table 6.1
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
(dollars in millions)

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
A Vehicles/ Vehicle Parts											
Replacement of Rail Cars	\$79,266	\$8,917	\$2,392	\$14,812	\$79,055	\$266,994	\$451,437	\$273,653	\$216,613	\$941,703	\$853,520
Replacement of Buses	65,607	110,398	67,152	52,815	83,153	77,993	457,118	73,493	86,086	616,696	440,691
Rehabilitation of Rail Cars	68,968	52,148	43,278	42,639	44,998	49,107	301,137	45,128	48,391	394,657	273,541
Rehabilitation of Buses	49,198	52,051	51,792	49,601	57,683	66,507	326,832	62,713	64,412	453,956	352,708
Replacement of MetroAccess Vehicles	11,626	11,373	8,547	8,222	10,915	13,695	64,378	12,446	13,049	89,873	66,874
Replacement of Service Vehicles	0,080	4,727	8,039	7,905	8,193	7,099	36,044	8,410	8,686	53,139	48,332
Rail Car Fleet Expansion	3,995	2,362	0,917	1,029	0,222	0,048	8,574	0,000	0,000	8,574	2,217
Bus Fleet Expansion	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Bus Enhancements	2,522	7,020	25,252	15,215	3,219	0,699	53,927	0,000	0,000	53,927	44,385
Subtotal	\$281,262	\$248,996	\$207,369	\$192,239	\$287,437	\$482,142	\$1,699,446	\$475,842	\$437,236	\$2,612,525	\$2,082,267
B Rail System Infrastructure Rehabilitation											
Rail Line Segment Rehabilitation	\$78,522	\$118,508	\$147,104	\$129,498	\$118,210	\$152,858	\$744,700	\$127,035	\$79,762	\$951,496	\$754,466
Subtotal	\$78,522	\$118,508	\$147,104	\$129,498	\$118,210	\$152,858	\$744,700	\$127,035	\$79,762	\$951,496	\$754,466
C Maintenance Facilities											
Rehabilitation and Replacement of Bus Garages	\$11,412	\$8,484	\$2,119	\$42,187	\$57,574	\$25,210	\$146,987	\$0,000	\$0,000	\$146,987	\$127,091
Maintenance of Bus Garages	12,679	26,612	28,681	24,576	11,225	2,438	106,211	0,000	0,000	106,211	66,920
Maintenance of Rail Yards	0,297	13,421	16,078	45,775	45,018	25,376	145,964	7,634	0,000	153,597	139,880
Rail Maintenance Facilities	1,277	4,284	42,348	31,637	7,383	1,604	88,533	0,000	0,000	88,533	82,971
Environmental Compliance Projects	2,155	4,666	4,820	4,595	2,431	3,985	22,652	5,063	5,229	32,944	26,123
Maintenance Bus and Rail Facilities	5,502	3,528	10,677	9,408	6,817	6,879	42,811	4,395	5,227	52,433	43,404
Expansion of Bus Garages	1,546	3,988	7,421	5,836	5,007	1,088	24,886	0,000	0,000	24,886	19,352
Subtotal	\$34,868	\$64,982	\$112,144	\$164,014	\$135,455	\$66,580	\$578,043	\$17,092	\$10,456	\$605,591	\$505,741
D Systems and Technology											
Power System Upgrades - Rail	\$4,058	\$0,219	\$0,880	\$5,581	\$6,709	\$8,155	\$25,601	\$7,268	\$6,872	\$39,741	\$35,464
Operations Support Software	26,688	31,744	30,313	36,103	35,208	35,778	195,833	30,001	27,111	252,945	194,513
Business Support Software & Equipment	18,643	27,021	28,813	27,643	20,280	13,674	136,073	11,400	10,471	157,944	112,280
Rail Fare Equipment	7,116	12,328	22,377	21,568	26,631	42,744	132,764	17,796	15,018	165,578	146,135
Subtotal	\$56,504	\$71,311	\$82,383	\$90,894	\$88,827	\$100,352	\$490,271	\$66,465	\$59,472	\$616,208	\$488,393
E Track and Structures											
Track Rehabilitation	\$53,056	\$76,296	\$54,114	\$43,036	\$49,079	\$60,185	\$335,766	\$56,587	\$61,461	\$453,814	\$324,462
Station/Tunnel Rehabilitation	3,420	3,460	2,883	3,035	3,574	4,242	20,614	4,952	5,539	31,105	24,225
Subtotal	\$56,476	\$79,756	\$56,997	\$46,070	\$52,653	\$64,427	\$356,379	\$61,540	\$67,000	\$484,920	\$348,688
F Passenger Facilities											
Elevator/Escalator Facilities	\$9,095	\$24,066	\$25,029	\$34,350	\$42,663	\$35,092	\$170,294	\$42,027	\$33,531	\$245,852	\$212,692
Maintenance of Rail Station Facilities	63,138	54,335	67,618	40,571	26,243	21,652	273,557	18,243	18,908	310,708	193,235
Bicycle & Pedestrian Facilities	0,516	1,501	2,646	1,674	1,716	1,927	9,980	1,703	1,622	13,305	11,288
Rail Station: Capacity/Enhancements	4,952	7,472	3,068	1,733	6,377	5,407	29,010	11,748	16,524	57,282	44,858
Bus Priority Corridor Improvements	1,139	3,215	2,500	4,915	3,640	6,382	21,792	4,073	2,262	28,127	23,772
Rail Station Equipment	0,103	0,682	0,176	0,179	0,206	0,298	1,644	0,210	0,212	2,067	1,282
Subtotal	\$78,943	\$91,273	\$101,037	\$83,423	\$80,845	\$70,757	\$506,277	\$78,004	\$73,059	\$657,341	\$487,126
G Maintenance Equipment											
Rail Maintenance Equipment	\$17,979	\$68,643	\$47,318	\$62,325	\$51,672	\$49,128	\$297,065	\$24,545	\$25,263	\$346,873	\$260,251
Bus Repair Equipment	2,331	5,260	2,016	3,447	3,345	3,841	20,240	3,549	3,665	27,453	19,863
Business Facilities Equipment	0,292	0,803	5,016	0,657	0,266	0,203	7,237	0,171	0,158	7,566	6,471
Subtotal	\$20,602	\$74,705	\$54,350	\$66,429	\$55,283	\$53,173	\$324,541	\$28,265	\$29,086	\$381,892	\$286,585
H Other Facilities											
Business Support Facilities	\$1,125	\$8,826	\$6,837	\$3,839	\$2,461	\$3,803	\$26,891	\$2,529	\$3,838	\$33,257	\$23,306
MTPD Support Facilities	0,445	11,035	17,710	14,402	3,111	0,676	47,379	0,000	0,000	47,379	35,899
Subtotal	\$1,570	\$19,861	\$24,547	\$18,241	\$5,573	\$4,478	\$74,270	\$2,529	\$3,838	\$80,637	\$59,205
I Project Management and Support											
Credit Facility	\$2,466	\$0,975	\$2,500	\$3,000	\$3,000	\$3,000	\$14,941	\$3,000	\$2,951	\$20,892	\$17,451
Subtotal	\$2,466	\$0,975	\$2,500	\$3,000	\$3,000	\$3,000	\$14,941	\$3,000	\$2,951	\$20,892	\$17,451
New Projects	\$0,000	\$0,000	\$13,230	\$0,900	\$0,622	\$1,070	\$15,822	\$1,657	\$0,813	\$18,293	\$18,293
Subtotal	\$0,000	\$0,000	\$13,230	\$0,900	\$0,622	\$1,070	\$15,822	\$1,657	\$0,813	\$18,293	\$18,293
Total	\$611,212	\$770,368	\$801,663	\$794,709	\$827,905	\$998,836	\$4,804,691	\$861,429	\$763,672	\$6,429,793	\$5,048,213
Prior Year Rollover	\$0,000	\$0,000	172,921	\$0,000	\$0,000	\$0,000	\$172,921	\$0,000	\$0,000	\$172,921	\$172,921
Total Spending Authority	\$611,212	\$770,368	\$974,584	\$794,709	\$827,905	\$998,836	\$4,977,613	\$861,429	\$763,672	\$6,602,714	\$5,221,135
Budget Authority to be Shifted to Out Years	0,000	0,000	62,400	0,000	0,000	0,000	\$62,400	0,000	0,000	\$62,400	\$62,400
Grand Total	\$611,212	\$770,368	\$1,036,984	\$794,709	\$827,905	\$998,836	\$5,040,013	\$861,429	\$763,672	\$6,665,114	\$5,283,535

Table 6.2
Multi-Year Capital Budget (CIP) Source of Funds: FY2011-2018
(dollars in millions)

	FY2011 Actual	FY2012 Estimate	FY2013 AWP	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	FY2018 Forecast	Total FY2011-18	Total FY2013-18
► Federal Funds:											
Federal Formula Grant Funds:											
> Section 5307 Grant	\$87.6	\$169.7	\$139.4	\$142.8	\$147.8	\$152.5	\$839.9	\$158.9	\$165.2	\$1,164.0	\$906.7
> Section 5309 Grant	73.3	116.5	101.3	103.8	107.4	111.2	613.5	115.1	119.7	848.2	658.5
> Federal Advance	-	-	29.1	(29.1)	-	-	-	-	-	-	-
Subtotal - Formula Grants	\$160.9	\$286.1	\$269.8	\$217.5	\$255.3	\$263.7	\$1,453.3	\$274.0	\$284.9	\$2,012.2	\$1,565.1
FTA State of Good Repair Grant	-	0.2	-	1.5	-	-	1.7	-	-	1.7	1.5
Federal PRIIA Grant	118.5	112.3	150.0	150.0	150.0	150.0	830.9	150.0	150.0	1,130.9	900.0
Federal TIGER Grant	-	0.3	1.5	3.1	1.1	4.3	10.3	-	-	10.3	9.9
Federal New Freedom Grant	-	-	1.0	-	-	-	1.0	-	-	1.0	1.0
Federal Urban Area Security Initiative (USAI) Grant	-	0.3	-	-	-	-	0.3	-	-	0.3	-
Federal Transit Security Grant Program (TSGP)	-	0.0	5.2	-	-	-	5.2	-	-	5.2	5.2
Federal Bus Grants	-	5.8	3.8	1.3	3.8	3.8	18.6	3.8	-	22.4	16.7
Subtotal: Federal Funds	\$279.5	\$405.2	\$431.2	\$373.4	\$410.2	\$421.8	\$2,321.3	\$427.8	\$434.9	\$3,184.0	\$2,499.4
► State and Local Funds:											
Match to Federal Formula Grants	\$40.2	\$70.8	\$60.2	\$61.7	\$63.8	\$65.9	\$362.6	\$68.5	\$71.2	\$502.3	\$391.3
System Performance Funds	59.1	104.1	112.4	114.4	115.7	117.2	622.9	107.6	107.6	838.1	674.9
Unbilled Jurisdictional Contributions	-	-	7.3	29.1	-	-	36.4	-	-	36.4	36.4
Subtotal: Federal Match & Local	99.3	174.9	179.9	205.2	179.5	183.1	1,021.9	176.1	178.8	1,376.8	1,102.6
District of Columbia	37.2	65.6	67.5	77.0	67.3	68.7	383.3	66.0	67.1	516.3	413.5
Montgomery County	17.3	30.4	31.3	35.7	31.2	31.9	177.8	30.6	31.1	239.5	191.8
Prince Georges County	19.0	33.5	34.5	39.3	34.4	35.1	195.8	33.7	34.2	263.7	211.2
Maryland Subtotal	36.3	63.9	65.7	75.0	65.6	66.9	373.6	64.4	65.4	503.3	403.0
Alexandria	4.1	7.2	7.4	8.4	7.4	7.5	42.0	7.2	7.3	56.6	45.3
Arlington County	7.6	13.4	13.8	15.8	13.8	14.1	78.5	13.5	13.7	105.8	84.7
City of Fairfax	0.3	0.5	0.5	0.5	0.5	0.5	2.6	0.5	0.5	3.6	2.9
Fairfax County	13.5	23.8	24.5	28.0	24.5	24.9	139.2	24.0	24.4	187.5	150.2
Falls Church	0.3	0.5	0.5	0.6	0.5	0.5	2.7	0.5	0.5	3.7	3.0
Virginia Subtotal	25.8	45.4	46.7	53.2	46.6	47.5	265.1	45.7	46.4	357.2	286.1
Subtotal: Contributions	99.3	174.9	179.9	205.2	179.5	183.1	1,021.9	176.1	178.8	1,376.8	1,102.6
Match to Federal Bus Grants	-	1.4	1.2	0.3	1.0	1.0	4.9	1.0	-	5.8	4.4
Match to FTA State of Good Repair Grant	-	0.1	-	-	-	-	0.1	-	-	0.1	-
Match to Federal PRIIA Grant	118.5	112.3	150.0	150.0	150.0	150.0	830.9	150.0	150.0	1,130.9	900.0
Subtotal: State and Local Funds	\$217.8	\$288.7	\$331.1	\$355.5	\$330.5	\$334.1	\$1,857.7	\$327.0	\$328.8	\$2,513.6	\$2,007.0
► Other CIP Funding Sources:											
Metro Matters Rollover	\$113.7	\$39.4	\$1.4	\$2.3	\$0.0	\$0.0	\$156.8	\$0.0	\$0.0	\$156.8	\$3.7
Metro Matters Residual Funding	-	-	23.7	-	-	-	23.7	-	-	23.7	23.7
FY2011 Projected Surplus	-	16.5	-	-	-	-	16.5	-	-	16.5	-
Land Sales	-	7.3	12.8	46.0	-	-	66.1	-	-	66.1	58.8
Red Line Insurance Proceeds	-	8.3	-	-	5.8	-	14.1	-	-	14.1	5.8
Insurance Proceeds	-	-	-	2.9	2.4	2.1	7.4	-	-	7.4	7.4
WFC Insurance Proceeds	0.1	-	-	-	-	-	0.1	-	-	0.1	-
Arlington Bus Garage Proceeds	-	5.3	-	-	-	-	5.3	-	-	5.3	-
Other CIP Funds	-	-	1.5	-	-	1.0	2.5	-	-	2.5	2.5
Subtotal: Other Funds	\$113.9	\$76.8	\$39.4	\$51.2	\$8.2	\$3.1	\$292.5	\$0.0	\$0.0	\$292.5	\$101.8
Total without Debt	\$611.2	\$770.6	\$801.7	\$780.2	\$748.8	\$759.0	\$4,471.5	\$754.9	\$763.7	\$5,990.1	\$4,608.2
► Debt Strategy	\$0.0	\$0.0	\$0.0	\$14.5	\$79.1	\$239.9	\$333.4	\$106.6	\$0.0	\$440.0	\$440.0
Total CIP	\$611.2	\$770.4	\$801.7	\$794.7	\$827.9	\$998.8	\$4,805.0	\$861.4	\$763.7	\$6,430.1	\$5,048.2
Prior Year Rollover	\$0.0	\$0.0	\$172.9	\$0.0	\$0.0	\$0.0	\$172.9	\$0.0	\$0.0	\$172.9	\$172.9
Total Spending Authority	611.2	770.4	974.6	794.7	827.9	998.8	4,977.7	861.4	763.7	6,602.8	5,221.1
Unbilled Jurisdictional Contributions	-	-	62.4	-	-	-	62.4	-	-	62.4	62.4
Grand Total - Budget Authority	\$611.2	\$770.4	\$1,037.0	\$794.7	\$827.9	\$998.8	\$5,040.1	\$861.4	\$763.7	\$6,662.5	\$5,283.5
► Reimbursable Funds	\$64.9	\$96.9	\$56.5	\$47.3	\$48.3	\$29.6	\$343.5	\$167.3	\$56.1	\$566.9	\$405.0
► Federal ARRA Grant Funds	\$62.7	\$42.3	\$8.5	\$0.0	\$0.0	\$0.0	\$113.4	\$0.0	\$0.0	\$113.4	\$8.5
► Federal Safety & Security Grants Funds	\$3.2	\$18.2	\$38.5	\$0.0	\$0.0	\$0.0	\$59.8	\$0.0	\$0.0	\$59.8	\$38.5
Non-CIP Rollover	\$0.0	\$0.0	\$5.0	\$0.0	\$0.0	\$0.0	\$5.0	\$0.0	\$0.0	\$5.0	\$5.0
Total Capital Program	\$741.9	\$927.8	\$1,145.5	\$842.0	\$876.2	\$1,028.4	\$5,561.9	\$1,028.7	\$819.8	\$7,410.3	\$5,740.5

Table 6.3
Reimbursable Capital Costs: FY2013

(dollars in millions)

All Jurisdictions	<u>FY2013</u>
Project Development	\$3.0

Table 6.4
Source of Funds for Reimbursable Capital Cost: FY2013

(dollars in millions)

All Jurisdictions	<u>FY2013</u>
District of Columbia	\$1.1
Maryland	1.1
Virginia	0.8
Total	<u>\$3.0</u>

Dollars in millions

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast			Forecast		Forecast		Forecast		Forecast	
				FY2014	FY2015	FY2016	FY2011-16 Total	FY2017	FY2018	FY2011-18 Total	FY2013-18 Total			
A Vehicles/ Vehicle Parts														
Replacement of Rail Cars														
CIPO057 1000 Series Rail Car Replacement	\$79,266	\$8,917	\$2,392	\$14,812	\$79,055	\$244,584	\$429,027	\$270,507	\$10,353	\$709,887	\$621,704	\$4,319	\$4,319	
CIPO059 2000/3000 Series Rail Car Replacement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.319	4.319	4.319	0.000	0.000	
CIPO060 4000 Series Rail Car Replacement	0.000	0.000	0.000	0.000	0.000	22,410	22,410	3,146	201,941	227,497	227,497	0.000	0.000	
CIPO069 Rail Cars (7000 Series) - 75% 8-Car Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Subtotal	\$79,266	\$8,917	\$2,392	\$14,812	\$79,055	\$266,994	\$451,437	\$273,653	\$216,613	\$941,703	\$853,520	\$4,319	\$4,319	
Replacement of Buses														
CIPO006 Bus Replacement	\$65,607	\$110,398	\$67,152	\$52,815	\$83,153	\$77,993	\$457,118	\$73,493	\$86,086	\$616,696	\$440,691	\$86,086	\$86,086	
Subtotal	\$65,607	\$110,398	\$67,152	\$52,815	\$83,153	\$77,993	\$457,118	\$73,493	\$86,086	\$616,696	\$440,691	\$86,086	\$86,086	
Rehabilitation of Rail Cars														
CIPO058 2000/3000 Series Rail Car Mid-Life Rehabilit	\$4,723	\$1,013	\$0,000	\$0,000	\$0,000	\$0,000	\$5,735	\$0,000	\$0,000	\$5,735	\$0,000	\$5,735	\$0,000	
CIPO061 5000 Series Rail Car Mid-Life Rehabilitation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.992	3.812	4.804	4.804	0.000	0.000	
CIPO063 Rail Rehabilitation Program	10,531	23,358	20,164	17,644	19,978	23,837	115,513	21,485	21,765	158,763	124,873	3,482	3,482	
CIPO064 1000 Series Rail Car HVAC Rhab	1,871	1,611	0.000	0.000	0.000	0.000	3,482	0.000	0.000	3,482	0.000	0.000	0.000	
CIPO067 Rail Car Safety & Reliability Enhancements	10,893	5,294	2,852	1,614	1,726	1,994	24,372	1,805	1,967	28,144	11,957	28,144	11,957	
CIPO125 Rail Preventive Maintenance	20,806	0.000	0.000	0.000	0.000	0.000	20,806	0.000	0.000	20,806	0.000	20,806	0.000	
CIPO142 Rail Lifecycle Overhaul	20,000	20,774	20,262	20,954	20,847	20,847	123,684	20,847	20,847	165,378	124,605	20,847	20,847	
CIPO148 Repair of Damaged Railcars	0.145	0.098	0.000	2.426	2.447	2.429	7,545	0.000	0.000	7,545	7,545	7,545	7,545	
Subtotal	\$68,968	\$52,148	\$43,278	\$42,639	\$44,998	\$49,107	\$301,137	\$45,128	\$48,391	\$394,657	\$273,541	\$48,391	\$48,391	
Rehabilitation of Buses														
CIPO005 Bus Rehabilitation Program	\$23,002	\$31,302	\$30,862	\$27,921	\$32,131	\$37,392	\$182,610	\$34,700	\$35,835	\$253,145	\$198,841	\$35,835	\$35,835	
CIPO008 Bus Repairables	4,773	10,041	10,491	10,885	14,813	18,376	69,380	17,273	17,838	104,491	89,677	17,838	17,838	
CIPO137 Bus Preventive Maintenance	11,424	0.000	0.000	0.000	0.000	0.000	11,424	0.000	0.000	11,424	0.000	0.000	0.000	
CIPO143 Bus Lifecycle Overhaul	10,000	10,707	10,438	10,794	10,739	10,739	63,418	10,739	10,739	84,896	64,189	10,739	10,739	
Subtotal	\$49,198	\$52,051	\$51,792	\$49,601	\$57,683	\$66,507	\$326,832	\$62,713	\$64,412	\$453,956	\$352,708	\$64,412	\$64,412	
Replacement of MetroAccess Vehicles														
CIPO015 MetroAccess Fleet Replacement	\$11,626	\$11,373	\$8,547	\$8,222	\$10,915	\$13,695	\$64,378	\$12,446	\$13,049	\$89,873	\$66,874	\$13,049	\$13,049	
Subtotal	\$11,626	\$11,373	\$8,547	\$8,222	\$10,915	\$13,695	\$64,378	\$12,446	\$13,049	\$89,873	\$66,874	\$13,049	\$13,049	
Replacement of Service Vehicles														
CIPO009 Service Vehicle Replacement	\$0,080	\$4,727	\$8,039	\$7,905	\$8,193	\$7,099	\$36,044	\$8,410	\$8,686	\$53,139	\$48,332	\$8,686	\$8,686	
Subtotal	\$0,080	\$4,727	\$8,039	\$7,905	\$8,193	\$7,099	\$36,044	\$8,410	\$8,686	\$53,139	\$48,332	\$8,686	\$8,686	
Rail Car Fleet Expansion														
CIPO062 6000 Series Rail Car Procurement	\$3,995	\$2,362	\$0,917	\$1,029	\$0,222	\$0,048	\$8,574	\$0,000	\$0,000	\$8,574	\$2,217	\$0,000	\$0,000	
Subtotal	\$3,995	\$2,362	\$0,917	\$1,029	\$0,222	\$0,048	\$8,574	\$0,000	\$0,000	\$8,574	\$2,217	\$0,000	\$0,000	
Bus Fleet Expansion														
CIPO003 Bus Fleet Expansion	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	
Subtotal	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	
Bus Enhancements														
CIPO002 Automatic Vehicle Location Eq	\$0,437	\$6,251	\$25,252	\$12,847	\$2,707	\$0,588	\$48,082	\$0,000	\$0,000	\$48,082	\$41,394	\$0,000	\$0,000	
CIPO007 Bus Camera Installation	2,085	0.769	0.000	2.368	0.512	0.111	5,845	0.000	0.000	5,845	2,991	0.000	0.000	
Subtotal	\$2,522	\$7,020	\$25,252	\$15,215	\$3,219	\$0,699	\$53,927	\$0,000	\$0,000	\$53,927	\$44,385	\$0,000	\$0,000	
Subtotal	\$281,262	\$248,996	\$207,369	\$192,239	\$287,437	\$482,142	\$1,699,446	\$475,842	\$437,236	\$2,612,525	\$2,082,267	\$437,236	\$437,236	

Table 6.5
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
(dollars in millions)

Dollars in millions

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
B Rail System Infrastructure Rehabilitation											
Rail Line Segment Rehabilitation											
CIP0107 Red Line Rehabilitation - Stage 1	\$48,368	\$75,697	\$84,676	\$38,166	\$18,059	\$5,765	\$270,731	\$0,000	\$0,000	\$270,731	\$146,666
CIP0108 Red Line Rehabilitation - Stage 2	0,000	0,000	0,440	1,231	14,023	73,977	89,671	92,552	79,762	261,985	261,985
CIP0110 Orange/Blue Rehabilitation - Stage 1	30,154	42,811	61,988	90,101	86,128	73,116	384,297	34,482	0,000	418,780	345,815
Subtotal	\$78,522	\$118,508	\$147,104	\$129,498	\$118,210	\$152,858	\$744,700	\$127,035	\$79,762	\$951,496	\$754,466
Subtotal	\$78,522	\$118,508	\$147,104	\$129,498	\$118,210	\$152,858	\$744,700	\$127,035	\$79,762	\$951,496	\$754,466
C Maintenance Facilities											
Rehabilitation and Replacement of Bus Garages											
CIP0084 Southern Avenue Bus Garage	\$1,939	\$2,610	\$0,862	\$4,338	\$39,125	\$19,391	\$68,264	\$0,000	\$0,000	\$68,264	\$63,715
CIP0085 Royal Bus Garage/Under Bed	9,474	4,996	0,829	33,353	13,759	5,795	68,206	0,000	0,000	68,206	53,736
CIP0086 Shepherd Parkway Bus Facility	0,000	0,878	0,428	4,495	4,691	0,025	10,517	0,000	0,000	10,517	9,639
Subtotal	\$11,412	\$8,484	\$2,119	\$42,187	\$57,574	\$25,210	\$146,987	\$0,000	\$0,000	\$146,987	\$127,091
Maintenance of Bus Garages											
CIP0119 Bus Garage Facility Repairs	\$12,679	\$26,612	\$28,681	\$24,576	\$11,225	\$2,438	\$106,211	\$0,000	\$0,000	\$106,211	\$66,920
Subtotal	\$12,679	\$26,612	\$28,681	\$24,576	\$11,225	\$2,438	\$106,211	\$0,000	\$0,000	\$106,211	\$66,920
Maintenance of Rail Yards											
CIP0116 Rail Yard Facility Repairs	\$0,297	\$13,421	\$16,078	\$45,775	\$45,018	\$25,376	\$145,964	\$7,634	\$0,000	\$153,597	\$139,880
Subtotal	\$0,297	\$13,421	\$16,078	\$45,775	\$45,018	\$25,376	\$145,964	\$7,634	\$0,000	\$153,597	\$139,880
Rail Maintenance Facilities											
CIP0071 Test Track & Commissioning Fac	\$1,277	\$4,284	\$42,348	\$31,637	\$7,383	\$1,604	\$88,533	\$0,000	\$0,000	\$88,533	\$82,971
Subtotal	\$1,277	\$4,284	\$42,348	\$31,637	\$7,383	\$1,604	\$88,533	\$0,000	\$0,000	\$88,533	\$82,971
Environmental Compliance Projects											
CIP0010 Environmental Compliance Proj	\$0,458	\$0,719	\$1,930	\$2,366	\$1,135	\$0,996	\$7,605	\$0,813	\$0,840	\$9,258	\$8,081
CIP0011 Underground Storage Tank Rptce	1,697	3,947	2,890	2,229	1,296	2,989	15,047	4,250	4,389	23,686	18,042
Subtotal	\$2,155	\$4,666	\$4,820	\$4,595	\$2,431	\$3,985	\$22,652	\$5,063	\$5,229	\$32,944	\$26,123
Maintenance Bus and Rail Facilities											
CIP0126 Financial Plan/Systemwide Upgrd	\$1,321	\$0,759	\$0,250	\$1,403	\$1,961	\$2,265	\$7,959	\$1,014	\$1,902	\$10,875	\$8,794
CIP0127 Support Equipment - MTPD	4,180	0,741	1,000	0,850	1,045	1,207	9,022	1,082	1,063	11,167	6,246
CIP0145 Rail Yard Hardening	0,000	2,028	8,987	7,109	3,802	3,406	25,330	2,300	2,262	29,892	27,865
CIP0155 Rehab Backlick Road Facility	0,000	0,000	0,440	0,047	0,010	0,002	0,500	0,000	0,000	0,500	0,860
Subtotal	\$5,502	\$3,528	\$10,677	\$9,408	\$6,817	\$6,879	\$42,811	\$4,395	\$5,227	\$52,433	\$43,404
Expansion of Bus Garages											
CIP0038 Bus Garage Capacity Enhancemnt	\$0,193	\$0,180	\$0,000	\$0,000	\$0,000	\$0,000	\$0,374	\$0,000	\$0,000	\$0,374	\$0,000
CIP0078 Bladensburg Shop Reconfigur	1,353	3,808	7,421	5,836	5,007	1,088	24,513	0,000	0,000	24,513	19,352
Subtotal	\$1,546	\$3,988	\$7,421	\$5,836	\$5,007	\$1,088	\$24,886	\$0,000	\$0,000	\$24,886	\$19,352
Subtotal	\$34,868	\$64,982	\$112,144	\$164,014	\$135,455	\$66,580	\$578,043	\$17,092	\$10,456	\$605,591	\$505,741

Table 6.5
Multi-Year Capital Budget (C-IP) Costs: FY2011-2018
(dollars in millions) Dollars in millions

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
D. Systems and Technology										
Power System Upgrades - Rail										
CIP0076 100% 8-Car Train - Power Upgrd	\$0.000	\$0.006	\$0.880	\$5.581	\$6.709	\$8.155	\$7.268	\$6.872	\$21.330	\$35.470
CIP0077 8-Car Train Power Upgrades	4.058	0.213	0.000	0.000	0.000	0.000	0.000	0.000	4.270	4.270
Subtotal	\$4.058	\$0.219	\$0.880	\$5.581	\$6.709	\$8.155	\$7.268	\$6.872	\$25.601	\$39.741
Operations Support Software										
CIP0042 Bus & Rail Asset Mgmt Software	\$1.228	\$3.774	\$4.120	\$2.971	\$5.010	\$5.354	\$3.894	\$3.624	\$22.459	\$29.977
CIP0043 Bus Operations Support Software	1.494	2.304	2.816	2.991	3.482	3.525	3.089	2.920	16.613	22.622
CIP0044 Customer & Regional Integrate	6.907	5.767	4.122	4.256	4.807	5.471	4.804	2.656	31.329	38.789
CIP0045 Data Centers & Infrastructures	8.020	7.492	2.576	5.761	5.452	5.303	6.700	6.650	34.604	47.954
CIP0047 Geographic Information System	0.971	1.252	1.500	2.000	2.584	1.952	1.444	2.072	10.259	13.775
CIP0051 Police Dispatch & Records Mgmt	0.000	0.153	1.866	1.969	2.044	0.444	0.000	1.967	6.475	8.442
CIP0052 Network and Communications	3.028	5.137	4.576	4.095	4.082	5.781	3.270	4.586	26.699	34.556
CIP0053 Network Operations Center(NOC)	0.925	0.581	0.895	3.334	2.624	2.737	2.486	2.468	11.096	16.051
CIP0056 Rail Operations Support Software	0.845	1.526	3.578	5.511	4.535	5.084	4.313	0.168	21.079	25.561
CIP0128 Data Governance&Business Intel	0.000	1.189	2.240	0.497	0.000	0.000	0.000	0.000	3.926	3.926
CIP0140 Rail Mileage Based Asset Mgmt	1.935	2.265	2.024	1.434	0.310	0.067	0.000	0.000	8.035	8.035
CIP0144 Bus Operations Control Center	1.335	0.304	0.000	0.000	0.000	0.000	0.000	0.000	1.339	1.339
CIP0149 Transit Asset Management System	0.000	0.300	0.000	1.283	0.277	0.060	0.000	0.000	1.920	1.920
Subtotal	\$26.688	\$31.744	\$30.313	\$36.103	\$35.208	\$35.778	\$30.001	\$27.111	\$195.833	\$252.945
Business Support Software & Equipment										
CIP0030 Currency Processing Machines	\$0.125	\$1.932	\$0.704	\$0.076	\$0.016	\$0.004	\$0.000	\$0.000	\$2.856	\$0.799
CIP0046 Document Management System	0.964	1.408	1.760	3.740	3.567	3.050	2.506	1.817	14.489	18.811
CIP0048 Sensitive Data Protection Tech	4.509	5.541	4.707	3.521	3.820	4.351	4.157	4.083	26.449	34.689
CIP0049 Management Support Software	7.061	12.587	7.345	13.490	6.301	0.960	0.478	0.000	47.744	48.222
CIP0050 IT OneStop & Office Automation	2.960	2.302	2.000	1.653	1.713	1.973	1.660	1.539	12.601	15.799
CIP0054 Customer Electronic Comm.	2.366	2.496	3.500	0.898	0.350	0.551	0.850	1.289	10.161	12.300
CIP0103 Police Portable Radio Replace	0.658	0.471	0.613	0.066	0.014	0.674	0.750	0.760	2.496	4.007
CIP0147 Electronic Countermeasures	0.000	0.283	0.000	0.000	0.000	0.000	0.000	0.000	0.283	0.283
CIP0195 Radio Project - Add'l Coverage	0.000	0.000	5.280	1.357	1.102	1.161	1.000	0.984	8.901	10.885
CIP0196 Safety Measurement System	0.000	0.000	2.904	2.841	3.396	0.951	0.000	0.000	10.092	10.092
Subtotal	\$18.643	\$27.021	\$28.873	\$27.643	\$20.280	\$13.674	\$11.400	\$10.471	\$136.073	\$157.944
Rail Fare Equipment										
CIP0031 Debit/Credit Processing Requir	\$0.331	\$0.729	\$0.227	\$0.229	\$0.258	\$0.293	\$0.257	\$0.243	\$2.066	\$2.566
CIP0032 Fare Media Encoders	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP0091 Automatic Fare Collection Mach	0.000	0.046	0.000	0.878	1.090	1.262	1.112	1.052	8.109	5.441
CIP0092 Ethernet Wiring for Rail Fare	1.469	1.642	4.400	0.102	0.222	8.109	0.000	0.000	8.109	4.998
CIP0093 Regional NEXTFARE System	4.200	5.150	7.132	3.138	0.842	20.645	0.000	0.000	20.645	11.295
CIP0094 Coin Collection Machines Imprv	0.114	1.698	2.279	0.245	0.053	0.012	0.400	0.000	4.400	4.400
CIP0097 New Electronic Payment Program	1.002	3.063	8.339	16.604	24.286	40.973	16.426	13.723	94.268	124.417
Subtotal	\$7.116	\$12.328	\$22.377	\$21.568	\$26.631	\$42.744	\$17.796	\$15.018	\$165.578	\$146.135
Subtotal	\$56.504	\$71.311	\$82.383	\$90.894	\$88.827	\$100.352	\$66.465	\$59.472	\$490.271	\$616.208
									\$488.393	\$488.393

Table 6.5
Multi-Year Capital Budget (C-IP) Costs: FY2011-2018
(dollars in millions)

		<i>Dollars in millions</i>										
		Actual	Estimate	AWP	Forecast	Forecast	Forecast	Forecast	Forecast	FY2011-16	FY2011-18	FY2011-18
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total	Total	Total
E Track and Structures												
Track Rehabilitation												
CIP0018	Track Welding Program	\$0.369	\$2.649	\$2.519	\$2.709	\$3.262	\$3.989	\$3.730	\$4.484	\$15.497	\$4.484	\$23.711
CIP0019	Track Floating Slab Rehab.	1.540	1.641	1.161	1.352	1.600	1.904	1.717	2.309	9.197	2.309	13.224
CIP0021	Track Pad/Shock Absorber Rehab	2.361	4.104	1.897	1.996	2.389	2.814	2.544	3.640	15.561	3.640	15.280
CIP0022	Track Structural Rehabilitation	2.802	4.187	2.544	1.726	1.819	2.124	1.917	2.544	15.201	1.917	23.632
CIP0023	Third Rail Rehabilitation	0.000	1.444	3.682	3.875	4.564	5.447	4.939	5.245	19.013	4.939	29.197
CIP0024	Track Rehabilitation	37.387	49.095	34.862	28.944	33.256	41.537	39.040	36.613	225.081	39.040	300.734
CIP0089	Track Fasteners	2.313	3.509	1.812	1.826	2.058	2.342	2.000	2.656	13.862	2.000	19.215
CIP0141	Chevery Abutment	5.860	1.906	0.440	0.047	0.010	0.002	0.000	0.000	8.266	0.000	8.266
CIP0146	Mainline #8 Switch Replacement	0.425	7.761	5.198	0.559	0.121	0.026	0.000	0.000	14.089	0.000	14.089
	Subtotal	\$53.056	\$76.296	\$54.114	\$43.036	\$49.079	\$60.185	\$56.587	\$61.461	\$335.766	\$61.461	\$453.814
	Station/Tunnel Rehabilitation											
CIP0026	Station/Tunnel Leak Mitigation	\$3.420	\$3.460	\$2.883	\$3.035	\$3.574	\$4.242	\$4.952	\$5.539	\$20.614	\$4.952	\$31.105
	Subtotal	\$3.420	\$3.460	\$2.883	\$3.035	\$3.574	\$4.242	\$4.952	\$5.539	\$20.614	\$4.952	\$31.105
	Subtotal	\$56.476	\$79.756	\$56.997	\$46.070	\$52.653	\$64.427	\$61.540	\$67.000	\$356.379	\$67.000	\$484.920
F Passenger Facilities												
Elevator/Escalator Facilities												
CIP0072	Elevator Rehabilitation	\$0.923	\$4.401	\$2.871	\$1.995	\$1.762	\$0.383	\$0.000	\$0.000	\$12.334	\$0.000	\$12.334
CIP0073	Escalator Rehabilitation	3.479	14.383	11.207	13.002	14.040	3.049	0.000	0.000	59.160	0.000	59.160
CIP0132	Elevator/Escalator Repairables	4.993	5.282	7.871	6.393	7.068	8.010	7.027	6.911	39.317	7.027	53.255
CIP0185	Escalator Replacement	0.000	0.000	3.080	12.960	19.794	23.650	35.000	26.619	59.484	35.000	121.103
	Subtotal	\$9.095	\$24.066	\$25.029	\$34.350	\$42.663	\$35.092	\$42.027	\$33.531	\$170.294	\$42.027	\$245.852
Maintenance of Rail Station Facilities												
CIP0087	Station Rehabilitation Program	\$8.633	\$8.671	\$10.851	\$8.900	\$10.247	\$12.178	\$11.341	\$11.712	\$59.481	\$11.712	\$82.534
CIP0138	System-wide Infrastructure Rhb	54.505	33.570	43.527	13.080	2.825	0.614	0.000	0.000	148.121	0.000	148.121
CIP0150	Fire Systems	0.000	2.043	5.136	10.024	6.349	1.379	0.000	0.000	24.931	0.000	24.931
CIP0151	Station Cooling Program	0.000	9.256	5.582	5.175	6.088	7.322	3.423	6.902	33.423	6.902	47.521
CIP0152	Parking Garage Rehabilitation	0.000	0.794	1.800	3.315	0.716	0.156	0.000	0.000	6.781	0.000	6.781
CIP0153	Accessible Station Signage	0.000	0.000	0.722	0.078	0.017	0.004	0.000	0.000	0.820	0.000	0.820
	Subtotal	\$63.138	\$54.335	\$67.618	\$40.571	\$26.243	\$21.652	\$27.357	\$18.243	\$170.294	\$18.243	\$310.708
Bicycle & Pedestrian Facilities												
CIP0035	Bicycle & Pedestrian Facility	\$0.516	\$1.501	\$2.646	\$1.674	\$1.716	\$1.927	\$1.703	\$1.622	\$9.980	\$1.703	\$13.305
	Subtotal	\$0.516	\$1.501	\$2.646	\$1.674	\$1.716	\$1.927	\$1.703	\$1.622	\$9.980	\$1.703	\$13.305
Rail Station: Capacity/Enhancements												
CIP0039	Core & System Capacity Develop	\$0.252	\$2.422	\$2.048	\$1.036	\$1.471	\$1.267	\$1.748	\$1.771	\$8.496	\$1.748	\$12.015
CIP0074	Parking Lot Credit Card Reader	4.700	5.050	1.021	0.110	0.024	0.005	0.000	0.000	10.910	0.000	10.910
CIP0088	Station Entrance Canopies	0.000	0.000	0.000	0.000	0.405	1.009	1.414	10.000	14.753	10.000	26.167
CIP0179	Gallery/Place Access Improvements	0.000	0.000	0.000	0.587	4.477	3.125	8.190	0.000	8.190	0.000	8.190
	Subtotal	\$4.952	\$7.472	\$3.068	\$1.733	\$6.377	\$5.407	\$29.010	\$11.748	\$29.010	\$11.748	\$57.282
Bus Priority Corridor Improvements												
CIP0037	Bus Priority Corridor Network	\$1.139	\$3.215	\$2.500	\$4.915	\$3.640	\$6.382	\$21.792	\$4.073	\$21.792	\$4.073	\$28.127
	Subtotal	\$1.139	\$3.215	\$2.500	\$4.915	\$3.640	\$6.382	\$21.792	\$4.073	\$21.792	\$4.073	\$28.127
Rail Station Equipment												
CIP0099	Police Emergency Mgmt Equipment	\$0.103	\$0.682	\$0.176	\$0.179	\$0.206	\$0.298	\$1.644	\$0.210	\$1.644	\$0.210	\$2.067
	Subtotal	\$0.103	\$0.682	\$0.176	\$0.179	\$0.206	\$0.298	\$1.644	\$0.210	\$1.644	\$0.210	\$2.067
	Subtotal	\$78.943	\$91.273	\$101.037	\$83.423	\$80.845	\$70.757	\$506.277	\$78.004	\$73.059	\$78.004	\$487.126

Table 6.5
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
(dollars in millions)

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast					FY2011-16 Total	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
				FY2014	FY2015	FY2016	FY2017	FY2018				
G Maintenance Equipment												
Rail Maintenance Equipment												
CIP0020 Rail Track Signage Replacement	\$1,238	\$1,322	\$0,983	\$1,035	\$1,235	\$1,406	\$1,341	\$1,396	\$1,396	\$9,955	\$7,395	
CIP0025 Track Maintenance Equipment	1,366	6,730	11,299	9,484	10,485	14,223	13,000	10,220	10,220	76,808	68,711	
CIP0027 Switch Machine Rehabilitation	0,314	0,863	1,000	0,832	1,071	1,298	1,181	0,000	0,000	7,880	6,704	
CIP0065 Geometry Vehicle	2,562	3,057	0,792	0,474	0,446	0,097	0,000	0,000	0,000	7,428	1,809	
CIP0066 Rail Shop Repair Equipment	1,662	1,881	2,053	8,315	6,307	2,291	0,000	0,000	0,000	22,510	18,966	
CIP0133 Wayside Work Equipment	0,877	2,472	0,117	3,170	3,922	0,852	0,000	0,000	0,000	11,410	8,060	
CIP0135 Train Control Signal	0,066	1,541	0,642	1,395	0,648	0,141	0,000	0,000	0,000	4,432	2,825	
CIP0136 FCC Radio Frequency Comm	0,136	1,566	0,000	0,000	0,000	0,000	0,000	0,000	0,000	1,702	0,000	
CIP0139 NTSB Recommendations	9,757	49,210	30,432	37,621	27,559	28,820	183,399	9,023	12,326	204,748	145,781	
Subtotal	\$17,979	\$68,643	\$47,318	\$62,325	\$51,672	\$49,128	\$297,065	\$24,545	\$25,263	\$346,873	\$260,251	
Bus Repair Equipment												
CIP0004 Bus Repair Equipment	\$2,331	\$5,260	\$2,016	\$3,447	\$3,345	\$3,841	\$20,240	\$3,549	\$3,665	\$27,453	\$19,863	
Subtotal	\$2,331	\$5,260	\$2,016	\$3,447	\$3,345	\$3,841	\$20,240	\$3,549	\$3,665	\$27,453	\$19,863	
Business Facilities Equipment												
CIP0028 Materials Handling Equipment	\$0,102	\$0,103	\$0,127	\$0,131	\$0,152	\$0,179	\$0,794	\$0,171	\$0,158	\$1,122	\$0,918	
CIP0029 Warehouse Vertical Storage Unit	0,190	0,700	4,889	0,526	0,114	0,025	6,444	0,000	0,000	6,444	5,553	
Subtotal	\$0,292	\$0,803	\$5,016	\$0,657	\$0,266	\$0,203	\$7,237	\$0,171	\$0,158	\$7,566	\$6,471	
Subtotal	\$20,602	\$74,705	\$54,350	\$66,429	\$55,283	\$53,173	\$324,541	\$28,265	\$29,086	\$381,892	\$286,585	
H Other Facilities												
Business Support Facilities												
CIP0033 Revenue Facility Equipment	\$0,030	\$0,016	\$0,194	\$0,422	\$0,423	\$0,336	\$1,420	\$0,399	\$0,377	\$2,195	\$2,150	
CIP0034 Revenue Collection Facility	0,000	0,000	1,100	1,105	0,239	0,052	2,496	0,000	0,000	2,496	2,496	
CIP0080 Jackson Graham Building Renova	1,095	8,810	5,543	2,312	1,800	3,415	22,976	2,130	3,461	28,566	18,661	
Subtotal	\$1,125	\$8,826	\$6,837	\$3,839	\$2,461	\$3,803	\$26,891	\$2,529	\$3,838	\$33,257	\$23,306	
MTPD Support Facilities												
CIP0101 Police Substation District 2	\$0,318	\$0,857	\$11,915	\$11,968	\$2,585	\$0,562	\$28,206	\$0,000	\$0,000	\$28,206	\$27,030	
CIP0106 Special Operations Division Facility	0,127	10,178	5,795	2,434	0,526	0,114	19,174	0,000	0,000	19,174	8,869	
Subtotal	\$0,445	\$11,035	\$17,710	\$14,402	\$3,111	\$0,676	\$47,379	\$0,000	\$0,000	\$47,379	\$35,899	
Subtotal	\$1,570	\$19,861	\$24,547	\$18,241	\$5,573	\$4,478	\$74,270	\$2,529	\$3,838	\$80,637	\$59,205	
I Project Management and Support												
Credit Facility												
CIP0131 Credit Facility	\$2,466	\$0,975	\$2,500	\$3,000	\$3,000	\$3,000	\$14,941	\$3,000	\$2,951	\$20,892	\$17,451	
Subtotal	\$2,466	\$0,975	\$2,500	\$3,000	\$3,000	\$3,000	\$14,941	\$3,000	\$2,951	\$20,892	\$17,451	
Subtotal	\$2,466	\$0,975	\$2,500	\$3,000	\$3,000	\$3,000	\$14,941	\$3,000	\$2,951	\$20,892	\$17,451	
New Projects												
CIP0197 Non-Revenue Facilities	\$0,000	\$0,000	\$0,704	\$0,900	\$0,622	\$1,070	\$3,295	\$1,657	\$0,813	\$5,766	\$5,766	
CIP0198 Concrete Stairs (NEW)	0,000	0,000	2,000	0,000	0,000	0,000	\$2,000	\$0,000	\$0,000	2,000	2,000	
CIP0199 Station & ROW Improvements (NEW)	0,000	0,000	5,527	0,000	0,000	0,000	5,527	0,000	0,000	5,527	5,527	
CIP0200 Breakers & Relay Electric Power (NEW)	0,000	0,000	2,000	0,000	0,000	0,000	2,000	0,000	0,000	2,000	2,000	
CIP0201 Design for facility for 8 car trains (NEW)	0,000	0,000	3,000	0,000	0,000	0,000	3,000	0,000	0,000	3,000	3,000	
Subtotal	\$0,000	\$0,000	\$13,230	\$0,900	\$0,622	\$1,070	\$15,822	\$1,657	\$0,813	\$18,293	\$18,293	
Total	\$611,212	\$770,368	\$801,663	\$794,709	\$827,905	\$998,836	\$4,804,691	\$861,429	\$763,672	\$6,429,793	\$5,048,213	
Prior Year Rollover	\$0,000	\$0,000	\$172,921	\$0,000	\$0,000	\$0,000	\$172,921	\$0,000	\$0,000	\$172,921	\$172,921	
Total Spending Authority	\$611,212	\$770,368	\$974,584	\$794,709	\$827,905	\$998,836	\$4,977,613	\$861,429	\$763,672	\$6,602,714	\$5,221,135	
Budget Authority to be Shifted to Out Years	0,000	0,000	62,400	0,000	0,000	0,000	\$62,400	0,000	0,000	\$62,400	\$62,400	
Grand Total	\$611,212	\$770,368	\$1,036,984	\$794,709	\$827,905	\$998,836	\$5,040,013	\$861,429	\$763,672	\$6,665,114	\$5,283,535	

Table 6.6
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
(dollars in millions)

Dollars in millions

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
CIP0002	\$0.437	\$6.251	\$25.252	\$12.847	\$2.707	\$0.588	\$48.082	\$0.000	\$0.000	\$48.082	\$41.394
CIP0003	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP0004	2.331	5.206	2.016	3.445	3.345	3.445	20.240	3.345	3.665	27.453	19,863
CIP0005	23.002	31.302	30.862	27.921	32.131	37.392	182.610	34.700	35.835	253.145	198,841
CIP0006	65.607	110.398	67.152	52.815	83.153	77.993	457.118	73.493	86.086	616.696	440,691
CIP0007	2.085	0.769	0.000	2.368	0.512	0.111	5.845	0.000	0.000	5.845	2,991
CIP0008	4.773	10.041	10.491	10.885	14.813	18.376	69,380	17.273	17.838	104,491	89,677
CIP0009	0.080	4.727	8.039	7.905	8.193	7.099	36,044	8.410	8.686	53,139	48,332
CIP0010	0.458	0.719	1.930	2.366	1.135	0.996	7,605	0.813	0.840	9,258	8,081
CIP0011	1.697	3.947	2.890	2.229	1.296	15,047	15,047	4.389	4.389	23,686	18,042
CIP0015	11.626	11.373	8.547	8.222	10.915	13.695	64,378	12.446	13.049	89,873	66,874
CIP0018	0.369	2.649	2.519	2.709	3.262	3.989	15,497	3.730	4.484	23,711	20,693
CIP0019	1.540	1.641	1.161	1.352	1.600	1.904	9,197	1.717	2.309	13,224	10,043
CIP0020	1.238	1.322	0.983	1.035	1.235	1.406	7,219	1.341	1.396	9,955	7,395
CIP0021	2.361	4.104	1.897	1.996	2.389	2.814	15,561	2.544	3.640	21,746	15,280
CIP0022	2.802	4.187	2.544	1.726	1.819	2.124	15,201	1.917	6.514	23,632	16,643
CIP0023	0.000	1.444	3.682	3.875	4.564	5.447	19,013	4.939	5.245	29,197	27,753
CIP0024	37.387	49.095	34.862	28.944	33.256	41.537	225,081	39.040	36.613	300,734	214,253
CIP0025	1.366	6.730	11.299	9.484	10.485	14.223	53,588	13.000	10.220	76,808	68,711
CIP0026	3.420	3.460	2.883	3.035	3.574	4.242	20,614	4.952	5.539	31,105	24,225
CIP0027	0.314	0.863	1.000	0.832	1.071	1.298	5,377	1.181	1.322	7,880	6,704
CIP0028	0.102	0.103	0.127	0.131	0.152	0.179	0,794	0.171	0.158	1,122	0,918
CIP0029	0.190	0.700	4.889	0.526	0.114	0.025	6,444	0.000	0.000	6,444	5,553
CIP0030	0.125	1.932	0.704	0.076	0.016	0.004	2,856	0.000	0.000	2,856	0,799
CIP0031	0.331	0.729	0.227	0.229	0.258	0.293	2,066	0.257	0.243	2,566	1,507
CIP0032	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0,000	0,000
CIP0033	0.030	0.016	0.194	0.422	0.239	0.336	1,420	0.399	0.377	2,195	2,150
CIP0034	0.000	0.000	1.100	1.105	0.239	0.052	2,496	0.000	0.000	2,496	2,496
CIP0035	0.516	1.501	2.646	1.674	1.716	1.927	9,980	1.703	1.622	13,305	11,288
CIP0037	1.139	3.215	2.500	4.915	3.640	6.382	21,792	4.073	2.262	28,127	23,772
CIP0038	0.193	0.180	0.000	0.000	0.000	0.000	0,374	0.000	0.000	0,374	0,000
CIP0039	0.252	2.422	2.048	1.036	1.471	1.267	8,496	1.748	1.771	12,015	9,341
CIP0042	1.228	3.774	4.120	2.971	5.010	5.354	22,459	3.894	3.624	29,977	24,975
CIP0043	1.494	2.304	2.816	2.991	3.482	3.525	16,613	3.089	2.920	22,622	18,824
CIP0044	6.907	5.767	4.122	4.256	4.807	5.471	31,329	4.804	2.656	38,789	26,115
CIP0045	8.020	7.492	2.576	5.761	5.452	5.303	34,604	6.700	6.650	47,954	32,442
CIP0046	0.964	1.408	1.760	3.740	3.567	3.050	14,489	2.506	1.817	18,811	16,439
CIP0047	0.971	1.252	1.500	2.000	2.584	1.952	10,259	1.444	2.072	13,775	11,551
CIP0048	4.509	5.541	4.707	3.521	3.820	4.351	26,449	4.157	4.083	34,689	24,639
CIP0049	7.061	12.587	7.345	13.490	6.301	0.960	47,744	0.478	0.000	48,222	28,574
CIP0050	2.960	2.302	2.000	1.653	1.713	1.973	12,601	1.660	1.539	15,799	10,538
CIP0051	0.000	0.153	1.866	1.969	2.044	0.444	6,475	0.000	1.967	8,442	8,289
CIP0052	3.028	5.137	4.576	4.095	4.082	5.781	26,699	3.270	4.586	34,556	26,391
CIP0053	0.925	0.581	0.895	3.334	2.624	2.737	11,096	2.486	2.468	16,051	14,544
CIP0054	2.366	2.496	3.500	0.898	0.350	0.551	10,161	0.850	1.289	12,300	7,438
CIP0056	0.845	1.526	3.578	5.511	4.535	5.084	21,079	4.313	0.168	25,561	23,190

Table 6.6
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
(dollars in millions)

Dollars in millions

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
CIP0057	79,266	8,917	2,392	14,812	79,055	244,584	429,027	270,507	10,353	709,887	6,217,704
CIP0058	4,723	1,013	0,000	0,000	0,000	0,000	5,735	0,000	0,000	5,735	0,000
CIP0059	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	4,319	4,319	0,000
CIP0060	0,000	0,000	0,000	0,000	0,000	22,410	22,410	3,146	201,941	227,497	2,274,977
CIP0061	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,992	3,812	4,804	4,804
CIP0062	3,995	2,362	0,917	1,029	0,222	0,048	8,574	0,000	0,000	8,574	2,217
CIP0063	10,531	23,358	20,164	17,644	19,978	23,837	115,513	21,485	21,765	158,773	1,248,873
CIP0064	1,871	1,611	0,000	0,000	0,000	0,000	3,482	0,000	0,000	3,482	0,000
CIP0065	2,562	3,057	0,792	0,474	0,446	0,097	7,428	0,000	0,000	7,428	1,809
CIP0066	1,662	1,881	2,053	8,315	6,307	2,291	22,510	0,000	0,000	22,510	18,966
CIP0067	10,893	5,294	2,852	1,614	1,726	1,994	24,372	1,805	1,967	28,144	11,957
CIP0069	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
CIP0071	1,277	4,284	42,348	31,637	7,383	1,604	88,533	0,000	0,000	88,533	82,971
CIP0072	0,923	4,401	2,871	1,995	1,762	0,383	12,334	0,000	0,000	12,334	7,010
CIP0073	3,479	14,383	11,207	13,002	14,040	3,049	59,160	0,000	0,000	59,160	41,298
CIP0074	4,700	5,050	1,021	0,110	0,024	0,005	10,910	0,000	0,000	10,910	1,160
CIP0076	0,000	0,006	0,880	5,581	6,709	8,155	21,330	7,268	6,872	35,470	35,464
CIP0077	4,058	0,213	0,000	0,000	0,000	0,000	4,270	0,000	0,000	4,270	0,000
CIP0078	1,353	3,808	7,421	5,836	5,007	1,088	24,513	0,000	0,000	24,513	19,352
CIP0080	1,095	8,810	5,543	2,312	1,800	3,415	22,976	2,130	3,461	28,566	18,661
CIP0084	1,939	2,610	0,862	4,338	39,125	19,391	68,264	0,000	0,000	68,264	63,715
CIP0085	9,474	4,996	0,829	33,353	13,759	5,795	68,206	0,000	0,000	68,206	53,736
CIP0086	0,000	0,878	0,428	4,495	4,691	0,025	10,517	0,000	0,000	10,517	9,639
CIP0087	8,633	8,671	10,851	8,900	10,247	12,178	59,481	11,341	11,712	82,534	65,230
CIP0088	0,000	0,000	0,000	0,405	0,000	1,009	1,414	10,000	14,753	26,167	26,167
CIP0089	2,313	3,509	1,812	1,826	2,058	2,342	13,860	2,700	2,656	19,215	13,394
CIP0091	0,000	0,046	0,000	0,878	1,090	1,262	3,276	1,112	1,052	5,441	5,394
CIP0092	1,469	1,642	4,400	0,473	0,102	0,022	8,109	0,000	0,000	8,109	4,998
CIP0093	4,200	5,150	7,132	3,138	0,842	0,183	20,645	0,000	0,000	20,645	11,295
CIP0094	0,114	1,698	2,279	0,245	0,053	0,012	4,400	0,000	0,000	4,400	2,589
CIP0097	1,002	3,063	8,339	16,604	24,286	40,973	94,268	16,426	13,723	124,417	120,352
CIP0099	0,103	0,682	0,176	0,179	0,206	0,298	1,644	0,210	0,212	2,067	1,282
CIP0101	0,318	0,857	11,915	11,968	2,585	0,562	28,206	0,000	0,000	28,206	27,030
CIP0103	0,658	0,471	0,066	0,066	0,014	0,674	2,496	0,750	0,760	4,007	2,877
CIP0106	0,127	10,178	5,795	2,434	0,526	0,114	19,174	0,000	0,000	19,174	8,869
CIP0107	48,368	75,697	84,676	38,166	18,059	5,765	270,731	0,000	0,000	270,731	146,666
CIP0108	0,000	0,000	0,440	1,231	14,023	73,977	89,671	92,552	79,762	261,985	261,985
CIP0110	30,154	42,811	61,988	90,101	86,128	73,116	384,297	34,482	0,000	418,780	345,815
CIP0116	0,297	13,421	16,078	45,775	45,018	25,376	145,964	7,634	0,000	153,597	139,880
CIP0119	12,679	26,612	28,681	24,576	11,225	2,438	106,211	0,000	0,000	106,211	66,920
CIP0125	20,806	0,000	0,000	0,000	0,000	0,000	20,806	0,000	0,000	20,806	0,000
CIP0126	1,321	0,759	0,250	1,403	1,961	2,265	7,959	1,014	1,902	10,875	8,794
CIP0127	4,180	0,741	1,000	0,850	1,045	1,207	9,022	1,082	1,063	11,167	6,246
CIP0128	0,000	1,189	2,240	0,497	0,000	0,000	3,926	0,000	0,000	3,926	2,737
CIP0131	2,466	0,975	2,500	3,000	3,000	3,000	14,941	3,000	2,951	20,892	17,451
CIP0132	4,693	5,282	7,871	6,939	7,068	8,010	39,317	7,027	6,911	53,255	43,280
CIP0133	0,877	2,472	0,117	3,170	3,922	0,852	11,410	0,000	0,000	11,410	8,060
CIP0135	0,066	1,541	0,642	1,395	0,648	0,141	4,432	0,000	0,000	4,432	2,825
CIP0136	0,136	1,566	0,000	0,000	0,000	0,000	1,702	0,000	0,000	1,702	0,000
CIP0137	11,424	0,000	0,000	0,000	0,000	0,000	11,424	0,000	0,000	11,424	0,000
CIP0138	54,505	33,570	43,527	13,080	2,825	0,614	148,121	0,000	0,000	148,121	60,045
CIP0139	9,757	49,210	30,432	37,621	27,559	28,820	183,399	9,023	12,326	204,748	145,781
CIP0140	1,935	2,265	2,024	1,434	0,310	0,067	8,035	0,000	0,000	8,035	3,836
CIP0141	5,860	1,906	0,440	0,047	0,010	0,002	8,266	0,000	0,000	8,266	0,500
CIP0142	20,000	20,774	20,262	20,954	20,847	20,847	123,684	20,847	20,847	165,378	124,605
CIP0143	10,000	10,707	10,438	10,794	10,739	10,739	63,418	10,739	10,739	84,896	64,189
CIP0144	1,335	0,000	0,000	0,000	0,000	0,000	1,339	0,000	0,000	1,339	0,000

Dollars in millions

	Actual FY2011	Estimate FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
CIP0145	0.000	2.028	8.987	7.109	3.802	3.406	25.330	2.300	2.262	29.892	27.865
CIP0146	0.425	7.761	5.198	0.559	0.121	0.026	14.089	0.000	0.000	14.089	5.904
CIP0147	0.000	0.283	0.000	0.000	0.000	0.000	0.283	0.000	0.000	0.283	0.000
CIP0148	0.145	0.098	0.000	2.426	2.447	2.429	7.545	0.000	0.000	7.545	7.302
CIP0149	0.000	0.300	0.000	1.283	0.277	0.060	1.920	0.000	0.000	1.920	1.620
CIP0150	0.000	2.043	5.136	10.024	6.349	1.379	24.931	0.000	0.000	24.931	22.888
CIP0151	0.000	9.256	5.582	5.175	6.088	7.322	33.423	6.902	7.196	47.521	38.264
CIP0152	0.000	0.794	1.800	3.315	0.716	0.156	6.781	0.000	0.000	6.781	5.987
CIP0153	0.000	0.000	0.722	0.078	0.017	0.004	0.820	0.000	0.000	0.820	0.500
CIP0155	0.000	0.000	0.440	0.047	0.010	0.002	0.500	0.000	0.000	0.500	0.500
CIP0179	0.000	0.000	0.000	0.587	4.477	3.125	8.190	0.000	0.000	8.190	8.190
CIP0185	0.000	0.000	3.080	12.960	19.794	23.650	59.484	35.000	26.619	121.103	121.103
CIP0195	0.000	0.000	5.280	1.357	1.102	1.161	8.901	1.000	0.984	10.885	10.885
CIP0196	0.000	0.000	2.904	2.841	3.396	0.951	10.092	0.000	0.000	10.092	10.092
CIP0197	0.000	0.000	0.704	0.900	0.622	1.070	3.295	1.657	0.813	5.766	5.766
CIP0198	0.000	0.000	2.000	0.000	0.000	0.000	2.000	0.000	0.000	2.000	2.000
CIP0199	0.000	0.000	5.527	0.000	0.000	0.000	5.527	0.000	0.000	5.527	5.527
CIP0200	0.000	0.000	2.000	0.000	0.000	0.000	2.000	0.000	0.000	2.000	2.000
CIP0201	0.000	0.000	3.000	0.000	0.000	0.000	3.000	0.000	0.000	3.000	3.000
	\$611.212	\$770.368	\$801.663	\$794.709	\$827.905	\$998.836	\$4,804.691	\$861.429	\$763.672	\$6,429.793	\$5,048.213
Prior Year Rollover	\$0.000	\$0.000	172.921	\$0.000	\$0.000	\$0.000	\$172.921	\$0.000	\$0.000	\$172.921	\$172.921
Total Spending Authority	\$611.212	\$770.368	974.584	\$794.709	\$827.905	\$998.836	4,977.613	\$861.429	\$763.672	\$6,602.714	\$5,221.135
Budget Authority to be Shifted to Out Years	0.000	0.000	62.400	0.000	0.000	0.000	\$62.400	0.000	0.000	\$62.400	\$62.400
Grand Total	\$611.212	\$770.368	\$1,036.984	\$794.709	\$827.905	\$998.836	\$5,040.013	\$861.429	\$763.672	\$6,665.114	\$5,283.535

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Appendix A.

Capital ProgramA-1

Appendix A. Capital Program

In addition to project level detail of the Capital Improvement Program (CIP), this appendix includes information on three previously approved capital programs: the American Recovery and Reinvestment Act (ARRA) Program, Reimbursable Projects Program, and Safety and Security Program. A summary of projects with multiple funding sources is also provided.

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Capital Improvement Program

The Capital Improvement Program (CIP) is a rolling six-year program which was derived from the 10-year \$13.3 billion Capital Needs Inventory (CNI) prioritization results, committed project funding and other policy considerations. The CIP addresses Metro's physical asset requirements by advancing safety and state of good repair needs on the system. The funding mechanism for these projects is the Capital Funding Agreement that went into effect on July 1, 2011. A more detailed overview of the CIP can be found in Chapter VI.

The categories of CIP projects are as follows:

- **Vehicles / Vehicle Parts** is replacement or purchase of new rail cars, buses, paratransit vehicles and/or service vehicles, rehabilitation of rail cars and buses and replacement parts to maintain the vehicle fleet.
- **Rail System Infrastructure Rehabilitation** is multiple systems and equipment within the rail stations and tunnels that enable safe, reliable service.
- **Maintenance Facilities** is rehabilitation, maintenance, replacement and/or new bus garages and rail yards to support repairs to vehicle fleet.
- **Systems and Technology** is technology systems, software and equipment supporting transit operations and business functions.
- **Track and Structures** is steel running rail that guides Metro's train cars, the cross ties and fasteners that hold the rail in place, the ballast bed that supports the cross ties and the third rail that provides power to the train. Structures include the retaining walls that protect the track bed and underground tunnels, the concrete pads that keep the track bed properly elevated and the bridges that span roads and bodies of water.
- **Passenger Facilities** are facilities at Metro's 86 Metro rail stations, including bus loops, bus stops, parking garages, surface lots, Kiss-and-Ride spaces, access roads and bus loops, bike racks and lockers.
- **Maintenance Equipment** is equipment to rehabilitate track and maintain the vehicle fleet (rail and bus).
- **Other Facilities** is facilities that house administrative offices, training rooms, revenue processing activities, material storage, police work and a print shop.
- **Project Management and Support** is a line of credit that provides Metro with the ability to finance capital projects.

Included in this appendix is project level detail for the entire CIP.

1. Project Information

Project ID: CIP0002 Project Name: Automatic Vehicle Location Equipment Replacement Project Type: Bus
 Sponsor Department: BUS Managing Department: BMNT Project Manager: Jonathan Walker Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will begin the replacement of Automatic Vehicle Location (AVL) equipment on buses that was installed in 2002. The equipment, which allows monitoring of bus locations, supports Next Bus and provides computer aided dispatch information. The equipment has a life span of 7-10 year and is at the end of its useful life.

Project Status
 Construction Operating Impact: Maintenance savings of approximately \$2,100,000 per year in FY14-16 based on anticipated warranty vs. current costs to maintain existing equipment.

FY2013 Planned Activities
 The mini-fleet testing of approximately 40 buses will occur in November 2012 and full deployment (1500 buses) will occur from January 2013 thru August 2013. The full deployment will include new hardware/software to be used in the Bus Operations Control Center (BOCC) at Carmen Turner Facility and Jackson Graham Building. Additionally, a contract for cellular services will be awarded.

6-Year Deliverables
 Complete installation of advanced on board electronics for the entire fleet. Upgrade BOCC systems with New Computer Aided Dispatch System.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant	437.1	5,818.1	25,252.4	12,629.2	2,706.9	587.9			47,431.7	41,176.5	47,431.7
Other Grants											
System Performance Funds		432.7							432.7		432.7
Misc Funds				217.6					217.6	217.6	217.6
Financing											
Total Planned Sources	\$ 437.1	\$ 6,250.8	\$ 25,252.4	\$ 12,846.8	\$ 2,706.9	\$ 587.9	\$ -	\$ -	\$ 48,081.9	\$ 41,394.1	\$ 48,081.9
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles		79.5	269.8						349.3	269.8	349.3
Construction		6,048.2	24,682.6	12,846.8	2,706.9	587.9			46,872.5	40,824.3	46,872.5
Force Account											
Project Management	437.1	123.0	300.0						860.1	300.0	860.1
Hardware/Software											
Other											
Total Planned Expenses	\$ 437.1	\$ 6,250.8	\$ 25,252.4	\$ 12,846.8	\$ 2,706.9	\$ 587.9	\$ -	\$ -	\$ 48,081.9	\$ 41,394.1	\$ 48,081.9
Prior Year Rollover											
			\$ 1,873.4						\$ 1,873.4	\$ 1,873.4	\$ 1,873.4
FY2013 Spending Authority			\$ 27,125.8								
Budget Authority to be Shifted to Out Years											
Total	\$ 437.1	\$ 6,250.8	\$ 27,125.8	\$ 12,846.8	\$ 2,706.9	\$ 587.9	\$ -	\$ -	\$ 49,955.4	\$ 43,267.5	\$ 49,955.4

1. Project Information

Project ID: CIP0004
 Project Name: Bus Repair Equipment
 Project Type: Bus
 Sponsor Department: BUS
 Managing Department: BMNT
 Project Manager: Darin Welt
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 10

Project Description
 This project will replace existing bus repair equipment that is past its useful life as well as provide new equipment (used by personnel and support staff for repair and maintenance of the bus and non-revenue fleets) to improve performance. Bus repair equipment includes, but is not limited to: forklifts, bus lifts, battery charging equipment, bus parts washers, and impact wrenches.

Project Status
 Construction
 Operating Impact: Replacing repair equipment will prevent future productivity loss due to broken equipment.

FY2013 Planned Activities
 Purchase various equipment required to support bus operations. Items include, but not limited to: bus parts washers, forklifts, impact wrenches, special use tool, bus transportation support equipment i.e.: portable radios, drum crushers, and safety and specialized testing equipment as required. Purchase of new equipment needed to support the Shepherd's Parkway Garage.

6-Year Deliverables
 Purchase equipment required to support bus operation. Replace parts washers, and purchase other needed equipment to support bus services.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11		FY12		FY13		FY14		FY15		FY16		FY17		FY18		FY11-16		FY13-18		Total		
	Actual	Estimate	Budget	Forecast	Budget	Forecast	Budget	Forecast	Budget	Forecast	Budget	Forecast	Budget	Forecast	Budget	Forecast	Total	Total	Total	Total	Total	Total	All Years
5307 Grant																							
5309 Grant																							
PRIA Grant																							
Other Grants																							
System Performance Funds																							
Misc Funds																							
Financing																							
Total Planned Sources	2,330.9	5,259.6	2,016.2	3,447.0	2,016.2	3,447.0	3,444.8	3,841.3	3,841.3	3,344.8	3,841.3	3,841.3	3,548.6	3,664.7	3,664.7	20,239.7	19,862.6	19,862.6	19,862.6	19,862.6	27,453.1	27,453.1	26,363.1
Planned Expenses:																							
Planning/Engineering																							
Equipment/Vehicles	2,213.4	5,226.6	1,996.0	3,447.0	1,996.0	3,447.0	3,444.8	3,841.3	3,841.3	3,344.8	3,841.3	3,841.3	3,548.6	3,664.7	3,664.7	20,093.3	19,862.5	19,862.5	19,862.5	19,862.5	27,282.6	27,282.6	27,282.6
Construction																							
Force Account																							
Project Management																							
Hardware/Software																							
Other																							
Total Planned Expenses	2,330.9	5,259.6	2,016.2	3,447.0	2,016.2	3,447.0	3,444.8	3,841.3	3,841.3	3,344.8	3,841.3	3,841.3	3,548.6	3,664.7	3,664.7	20,239.7	19,862.6	19,862.6	19,862.6	19,862.6	27,453.1	27,453.1	27,453.1
Prior Year Rollover																							
FY2013 Spending Authority																							
Budget Authority to be Shifted to Out Years																							
Total	2,330.9	5,259.6	4,547.4	3,447.0	4,547.4	3,447.0	3,841.3	3,841.3	3,344.8	3,841.3	3,841.3	3,548.6	3,664.7	3,664.7	22,770.9	22,770.9	22,333.8	22,333.8	22,333.8	22,333.8	29,984.2	29,984.2	29,984.2

1. Project Information

Project ID: CIP0005
 Project Name: Bus Rehabilitation Program
 Project Type: Bus
 Sponsor Department: BUS
 Managing Department: BMNT
 Project Manager: David Michels
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 12

Project Description
 The Bus Rehabilitation Program is performed in-house on 100 buses annually. The Overhaul programs include the rebuild of transmissions, engines, small components, and electronic components, and fleet improvement program.

Project Status
 Construction
 Operating Impact

FY2013 Planned Activities
 Rehabilitation of 100 buses, 80 engines, and 300 transmissions.
 Rehabilitation of approximately 600 buses, 300 engines, 400 transmissions, electronic components and small components.
 Rehabilitation of approximately 600 buses, 300 engines, 400 transmissions, electronic components and small components.

6-Year Deliverables

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11		FY12		FY13		FY14		FY15		FY16		FY17		FY18		FY11-16		FY13-18		Total		
	Actual	Estimate	Estimate	Forecast	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	Total	Total	Total	Total	All Years
5307 Grant																							
5309 Grant																							
PRI/A Grant																							
Other Grants																							
System Performance Funds																							
Misc Funds																							
Financing																							
Total Planned Sources	\$ 23,001.6	\$ 31,302.3	\$ 31,302.3	\$ 27,921.3	\$ 30,862.3	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 34,700.0	\$ 35,835.0	\$ 182,610.1	\$ 198,841.4	\$ 198,841.4	\$ 198,841.4	\$ 198,841.4	\$ 198,841.4	\$ 253,145.2	\$ 253,145.2
Planned Expenses:																							
Planning/Engineering																							
Equipment/Vehicles																							
Construction																							
Force Account																							
Project Management																							
Hardware/Software																							
Other																							
Total Planned Expenses	\$ 23,001.6	\$ 31,302.3	\$ 31,302.3	\$ 27,921.3	\$ 30,862.3	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 34,700.0	\$ 35,835.0	\$ 182,610.1	\$ 198,841.4	\$ 198,841.4	\$ 198,841.4	\$ 198,841.4	\$ 198,841.4	\$ 253,145.2	\$ 253,145.2
Prior Year Rollover																							
FY2013 Spending Authority					\$ 30,862.3																		
Budget Authority to be Shifted to Out Years																							
Total	\$ 23,001.6	\$ 31,302.3	\$ 31,088.6	\$ 27,921.3	\$ 31,088.6	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 32,130.8	\$ 34,700.0	\$ 35,835.0	\$ 182,610.1	\$ 199,067.7	\$ 199,067.7	\$ 199,067.7	\$ 199,067.7	\$ 199,067.7	\$ 199,067.7	\$ 253,371.5	\$ 253,371.5

1. Project Information

Project ID: CIP0006
 Project Name: Bus Replacement
 Project Type: Bus
 Sponsor Department: BUS
 Managing Department: BMNT
 Project Manager: Robert Golden
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 15

Project Description
 This project will result in the replacement on average 100 buses per year in order to maintain an average fleet (conventional and articulated) age of 7.5 years based on the 2010 fleet size of approximately 1,500 buses that range in size from 26 to 62 feet. Metro will continue to procure buses that utilize clean fuel technologies to reduce emissions and lower fuel costs. This project will include the procurement of large articulated buses for use on high capacity bus routes.

Project Status
 Construction
 Operating Impact: Maintenance savings is based on FY10 information that new buses placed in service saved approximately \$.52 per mile over the bus it replaced and based on the replacement schedule and the average miles driven of 37,000 miles a year.

FY2013 Planned Activities
 Award next five year bus procurement contract. FY2013 Bus procurement will consist of 95 Forty-foot Hybrid/ diesel electric buses.

6-Year Deliverables
 Procure, deliver and place into service the following types of buses: approximately 128 Bus Rapid Transit Hybrid/Electric heavy duty transit buses, forty to forty-two foot; approximately 430 Bus Rapid Transit CNG heavy duty transit buses, forty to forty-two foot; approximately 21 Rapid Transit Articulated heavy duty transit buses, sixty to sixty-two foot; and approximately 60 Bus Rapid Transit heavy duty, thirty foot buses.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 468.8	\$ 1,009.0	\$ 1,647.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	\$ -	\$ -	\$ -	\$ 50,743.4	\$ 78,352.6	\$ 73,193.1	\$ 68,692.7	\$ 86,085.7	\$ 230,750.2	\$ 412,601.4	\$ 551,863.8
PRIA Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Grants	\$ 29,551.2	\$ 7,192.0	\$ 11,617.7	\$ 2,071.6	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ -	\$ 60,032.5	\$ 28,089.3	\$ 64,832.5
System Performance Funds	\$ -	\$ 0.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.0	\$ -	\$ 0.0
Misc Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 65,607.4	\$ 110,398.3	\$ 67,151.7	\$ 52,815.0	\$ 83,152.6	\$ 77,993.1	\$ 73,492.7	\$ 86,085.7	\$ 457,118.0	\$ 440,690.7	\$ 616,696.4
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment/Vehicles	\$ 61,723.1	\$ 108,052.6	\$ 60,974.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,750.2	\$ 60,974.5	\$ 230,750.2
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ 49.2	\$ 3.9	\$ 2,795.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53.2	\$ 2,795.7	\$ 53.2
Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,433.7	\$ -	\$ 6,433.7
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 161.1	\$ -	\$ 1,733.7	\$ 52,815.0	\$ 83,152.6	\$ 77,993.1	\$ 73,492.7	\$ 86,085.7	\$ 215,855.4	\$ 375,272.7	\$ 375,433.8
Total Planned Expenses	\$ 65,607.4	\$ 110,398.3	\$ 67,151.7	\$ 52,815.0	\$ 83,152.6	\$ 77,993.1	\$ 73,492.7	\$ 86,085.7	\$ 457,118.0	\$ 440,690.7	\$ 616,696.4
Prior Year Rollover	\$ -	\$ -	\$ 4,097.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,097.5	\$ -	\$ 4,097.5
FY2013 Spending Authority	\$ -	\$ -	\$ 71,249.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 65,607.4	\$ 110,398.3	\$ 71,249.2	\$ 52,815.0	\$ 83,152.6	\$ 77,993.1	\$ 73,492.7	\$ 86,085.7	\$ 461,215.5	\$ 444,788.2	\$ 620,795.8

1. Project Information

Project ID: CIP0007 Project Name: Bus Camera Installation Project Type: Bus
 Sponsor Department: BUS Managing Department: BMNT Project Manager: Darin Welt Related Projects: None
 Jurisdiction: Systemwide Useful Life: 5

Project Description
 This project will complete the camera installation on remaining buses, resulting in all buses being equipped with camera systems to reduce detrimental impact of fraudulent claims and vandalism, deter crime, assist in criminal prosecutions, and help employees assist customer concerns and complaints.

Project Status
 Design
 Operating Impact: Bus cameras will require maintenance calculated on current contract costs of \$710 per vehicle per year.

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities.

6-Year Deliverables
 Complete installation on remaining buses not equipped and begin scheduled replacement of bus security systems. The replacement cost is \$10,000 per bus. Replacement of bus security systems past their useful life.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds	3.1								3.1		3.1
Misc Funds	2,081.7	769.2		800.0					3,650.9	800.0	3,650.9
Financing											
Total Planned Sources	\$ 2,084.8	\$ 769.2	\$ -	\$ 2,368.4	\$ 511.6	\$ 111.1	\$ -	\$ -	\$ 5,845.1	\$ 2,991.1	\$ 5,845.1
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles	2,081.7	769.2		2,368.4	511.6	111.1			5,842.0	2,991.1	5,842.0
Construction											
Force Account											
Project Management											
Hardware/Software											
Other	3.1								3.1		3.1
Total Planned Expenses	\$ 2,084.8	\$ 769.2	\$ -	\$ 2,368.4	\$ 511.6	\$ 111.1	\$ -	\$ -	\$ 5,845.1	\$ 2,991.1	\$ 5,845.1
Prior Year Rollover											
		\$ 0.0							\$ 0.0	\$ 0.0	\$ 0.0
FY2013 Spending Authority			\$ 0.0								
Budget Authority to be Shifted to Out Years											
Total	\$ 2,084.8	\$ 769.2	\$ 0.0	\$ 2,368.4	\$ 511.6	\$ 111.1	\$ -	\$ -	\$ 5,845.1	\$ 2,991.1	\$ 5,845.1

1. Project Information

Project ID: CIP0008 Project Name: Bus Repairables Project Type: Bus
 Sponsor Department: BUS Managing Department: BMNT Related Projects: None
 Jurisdiction: Systemwide Useful Life: 12 Project Manager: Raphael Alfred

Project Description
 This project provides the components necessary to rehabilitate buses. The bus rehabilitation components are needed to replace the repairable supply of replacement items, such as farebox assemblies, radiator assemblies, alternators, and driver seats when the core is beyond economical repair or when the composition of the fleet changes. In addition, the bus rehabilitation components are needed for engines and transmissions when technical changes are dictated by EPA regulations.

Project Status
 Construction Operating Impact: Neutral. These parts and assemblies keep buses in service.

FY2013 Planned Activities
 Procurement for bus components that have reached the end of their useful life and cannot be overhauled or repaired. These purchases are used to replenish inventory and add new parts required to keep the bus fleet in a state of good repair. Examples include: air-conditioning units, axles, radiator assemblies, fare boxes, engines, transmissions, seats, etc.

6-Year Deliverables
 Replace repairable bus components no longer repairable or past their useful life including but not limited to: alternators, transmissions, coolers, driver's seats, radiator assemblies, cylinder heads, door and fan motors. Replacement of engines as part of mid-life overhaul, destination sign replacement, hybrid/electric battery replacement, and replacement of soot filters

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 3,164.0	\$ 10,041.0	\$ 10,491.4	\$ 10,885.1	\$ 14,813.5	\$ 8,820.3	\$ 17,273.3	\$ 17,838.3	\$ 58,215.3	\$ 80,121.9	\$ 93,326.9
5309 Grant	-	-	-	-	-	9,555.4	-	-	9,555.4	-	9,555.4
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	241.0	-	-	-	-	-	-	-	241.0	-	241.0
Misc Funds	1,367.9	-	-	-	-	-	-	-	1,367.9	-	1,367.9
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 4,772.8	\$ 10,041.0	\$ 10,491.4	\$ 10,885.1	\$ 14,813.5	\$ 18,375.7	\$ 17,273.3	\$ 17,838.3	\$ 69,379.5	\$ 89,677.3	\$ 104,491.1
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	4,493.2	10,041.0	10,366.5	10,885.1	14,813.5	18,375.7	17,273.3	17,838.3	68,994.9	89,572.4	104,106.5
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	279.7	-	-	-	-	-	-	-	279.7	-	279.7
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 4,772.8	\$ 10,041.0	\$ 10,491.4	\$ 10,885.1	\$ 14,813.5	\$ 18,375.7	\$ 17,273.3	\$ 17,838.3	\$ 69,379.5	\$ 89,677.3	\$ 104,491.1
Prior Year Rollover											
			\$ 1,800.7						\$ 1,800.7	\$ 1,800.7	\$ 1,800.7
FY2013 Spending Authority			\$ 12,292.1						\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ 4,772.8	\$ 10,041.0	\$ 12,292.1	\$ 10,885.1	\$ 14,813.5	\$ 18,375.7	\$ 17,273.3	\$ 17,838.3	\$ 71,180.2	\$ 91,477.9	\$ 106,291.8

1. Project Information

Project ID: CIP0009 Project Name: Service Vehicle Replacement Project Type: Bus/Rail
 Sponsor Department: BUS Managing Department: BMNT Project Manager: Kevin Newman Related Projects: None
 Jurisdiction: Systemwide Useful Life: 6-10

Project Description
 This project will replace service vehicles that are past their useful life, which varies by vehicle type. These service vehicles are used in critical maintenance and law enforcement functions.

Project Status
 Construction: Construction
 Operating Impact: Newer service vehicles will result in lower maintenance and higher fuel economy and have warranties.

FY2013 Planned Activities
 Approximately 146 vehicles under 26,000 lbs. gross vehicle weight and 29 vehicles over 26,000 lbs. gross vehicle weight will be procured. Additionally, the remaining FY12 vehicle deliveries will be completed.

6-Year Deliverables
 Procure and deliver the replacement of the following types of non-revenue vehicles: approximately 350 passenger vehicles, approximately 285 pickup/utility trucks, approximately 225 various work vehicles and one armored vehicle.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	69.2	4,727.2	6,843.1	3,944.5	3,932.4	3,407.4	8,410.4	7,658.3	22,773.8	34,046.1	38,842.5
5309 Grant	6.7	-	338.8	4,110.7	4,260.1	3,691.4	-	-	12,407.7	12,401.0	12,407.7
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	4.5	-	-	-	-	-	1,027.3	4.5	1,031.8	1,027.3	1,031.8
Misc Funds	-	-	857.5	-	-	-	-	857.5	857.5	857.5	857.5
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	80.3	4,727.2	8,039.4	7,905.3	8,192.6	7,098.8	8,410.4	8,685.6	36,043.5	48,332.0	53,139.5
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	4,725.4	80.4	7,905.3	8,192.6	7,098.8	8,410.4	8,685.6	35,881.0	48,251.6	52,976.9
Construction	-	1.8	-	-	-	-	-	-	1.8	-	1.8
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	80.3	4,727.2	8,039.4	7,905.3	8,192.6	7,098.8	8,410.4	8,685.6	36,043.5	48,332.0	53,139.5
Prior Year Rollover											
			\$ 1,936.7						\$ 1,936.7		1,936.7
FY2013 Spending Authority			\$ 9,976.1								
Budget Authority to be Shifted to Out Years			\$ 906.0								
Total	80.3	4,727.2	10,882.1	7,905.3	8,192.6	7,098.8	8,410.4	8,685.6	38,886.3	51,174.7	55,982.2

1. Project Information

Project ID: CIP0010 Project Name: Environmental Compliance Projects Project Type: Bus/Rail
 Sponsor Department: SAFE Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: 5-15

Project Description
 This project provides for environmental upgrades and/or replacements, that are required in order to keep Metro in regulatory compliance so as not to risk civil and criminal penalties and fines. The scope of this project includes but is not limited to upgrade/replace support infrastructure and monitoring systems of storage tanks, oil separators, pumps, sensors, and waste water system, etc.

Project Status
 Construction

Operating Impact
 Upgrades of the remote monitoring system will reduce operation and maintenance costs.

FY2013 Planned Activities
 Respond to compliance issues from environmental regulators: veeder root system upgrade (fluid monitoring system) and storm water discharge monitoring system. Award contract for construction of water treatment/drainage pumping facility at Largo Drainage Pump System to comply with Washington Sewer and Sanitation Commission/Maryland Department of the Environment requirements.

6-Year Deliverables
 Work at facilities as follows- Jackson Graham Building (JGB): install generator tank leak detection system and overflow alarm, Under-ground storage tanks (UST); Bladensburg: Connect used oil tank to leak detection system above-ground storage tanks. Connect used oil tank to leak detection system ASTs, install used oil AST Storm water management, Upgrade pretreatment system USTs; Largo: construct and commission new drainage treatment facility; Four Mile Run: Replace storm oil water system (OWS) vent

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual		FY12 Estimate		FY13 Budget		FY14 Forecast		FY15 Forecast		FY16 Forecast		FY17 Forecast		FY18 Forecast		FY11-16 Total		FY11-18 Total		Total All Years	
5307 Grant	1.4	342.2	135.1	165.6	135.1	165.6	79.5	69.7	56.9	58.8	56.9	58.8	56.9	58.8	56.9	58.8	793.5	565.7	565.7	565.7	565.7	2,549.2
5309 Grant																						
PRI/A Grant																						
Other Grants																						
System Performance Funds																						
Misc Funds																						
Financing																						
Total Planned Sources	458.2	719.4	1,930.0	2,366.3	1,930.0	2,366.3	1,135.2	996.0	813.4	840.0	7,605.0	8,080.7	9,258.3									
Planned Expenses:																						
Planning/Engineering																						
Equipment/Vehicles																						
Construction	374.3	315.0	1,418.5	1,739.2	834.3	732.1	597.8	617.4	5,413.5	5,939.3	6,628.7	405.1	404.0	404.0	404.0	404.0	404.0	404.0	404.0	404.0	404.0	405.1
Force Account		1.0	96.5	118.3	56.8	49.8	40.7	322.4	686.9	824.3												
Project Management	76.3	61.1	164.0	201.1	96.5	84.7	71.4	683.7														
Hardware/Software																						
Other	6.3		115.8	142.0	68.1	59.8	48.8	50.4	391.9	484.8												
Total Planned Expenses	458.2	719.4	1,930.0	2,366.3	1,135.2	996.0	813.4	840.0	7,605.0	8,080.7	9,258.3											
Prior Year Rollover																						
FY2013 Spending Authority																						
Budget Authority to be Shifted to Out Years																						
Total	458.2	719.4	2,033.6	2,366.3	1,135.2	996.0	813.4	840.0	7,708.7	8,184.4	9,362.0											

1. Project Information

Project ID: CIP0011 Project Name: Underground Storage Tank Replacement Project Type: Bus
 Sponsor Department: SAFE Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: 30

Project Description
 This project replaces underground storage tanks (UST) and above ground storage tanks (AST) at the end of their warranty periods. In addition, this project rehabilitates the tank systems that are at mid-life with the latest technologies in order to minimize potential liabilities.

Project Status
 Construction
 Operating Impact: If tanks are not replaced, further degradation may lead to environmental mitigation costs.

FY2013 Planned Activities
 Complete removal and replacement of UST at Montgomery Bus Garage. Award new contract for removal/replacement/upgrade of USTs at Shady Grove, West Falls Church, and Bladensburg
 6-Year Deliverables
 Design, replace, and upgrade UST at West Falls Church, Shady Grove, Bladensburg, Forest Glen, Southern Avenue, Alexandria Yard, New Carrollton, Glenmont, Branch Avenue, Four Mile Run, and Greenbelt.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	2,889.9	-	-	-	-	-	2,889.9	2,889.9	2,889.9
System Performance Funds	1,696.9	3,946.6	-	2,228.9	1,295.5	-	-	4,389.0	9,167.9	7,913.5	13,557.0
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,696.9	\$ 3,946.6	\$ 2,889.9	\$ 2,228.9	\$ 1,295.5	\$ 2,988.9	\$ 4,250.0	\$ 4,389.0	\$ 15,046.7	\$ 18,042.2	\$ 23,685.7
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	1,030.8	2,518.8	2,124.1	1,638.3	952.2	2,196.8	3,123.8	3,235.9	10,461.0	13,261.0	16,810.7
Force Account	0.8	15.7	144.5	111.4	64.8	149.4	212.5	219.5	486.7	902.1	918.6
Project Management	177.1	546.0	245.6	189.5	110.1	254.1	361.3	373.1	1,522.4	1,533.6	2,256.7
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	6.8	-	173.4	133.7	77.7	179.3	255.0	263.3	571.0	1,082.5	1,089.3
Total Planned Expenses	\$ 1,696.9	\$ 3,946.6	\$ 2,889.9	\$ 2,228.9	\$ 1,295.5	\$ 2,988.9	\$ 4,250.0	\$ 4,389.0	\$ 15,046.7	\$ 18,042.2	\$ 23,685.7
Prior Year Rollover											
			\$ 711.8						\$ 711.8	\$ 711.8	711.8
FY2013 Spending Authority			\$ 3,601.7								
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ 1,696.9	\$ 3,946.6	\$ 3,601.7	\$ 2,228.9	\$ 1,295.5	\$ 2,988.9	\$ 4,250.0	\$ 4,389.0	\$ 15,758.4	\$ 18,754.4	\$ 24,397.5

1. Project Information

Project ID: CIP0015 Project Name: MetroAccess Fleet Replacement Project Type/Access: MetroAccess

Sponsor Department: ACCS Managing Department: ACCS Project Manager: Sherrie Collings Related Projects: ARA0030

Jurisdiction: Systemwide Useful Life: 4

Project Description: This project replaces vehicles in the paratransit fleet that have reached or exceeded their useful life of four years, maximizing fleet safety, reliability, and quality of service.

Project Status: Planning Operating Impact: Maintenance costs on vehicles. MetroAccess operating contract expense would be greatly increased if vehicle acquisitions are not capitalized.

FY2013 Planned Activities: Procure, deliver and place into service 138 raised roof paratransit replacement vans at about \$60,000 per van; procure and deliver six road supervisor support sedans at approximately \$20,000 per sedan; and purchase other ancillary equipment. The vans will be equipped with Mobile Data Terminals (MDT) and Drive Cams. Complete pilot vehicle, conduct first article inspection, and start production by November 2012.

6-Year Deliverables: Initiate and award contracts for production of approximately 1,200 replacement vehicles and ancillary equipment which have exceeded their useful life.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 10,534.7	\$ 11,373.0	\$ 8,546.8	\$ 8,222.4	\$ 10,915.3	\$ 13,694.9	\$ 12,445.6	\$ 13,048.8	\$ 63,287.0	\$ 66,873.7	\$ 88,781.4
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	954.2	(0.2)	-	-	-	-	-	-	954.0	-	954.0
Misc Funds	137.2	-	-	-	-	-	-	-	137.2	-	137.2
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 11,626.1	\$ 11,372.8	\$ 8,546.8	\$ 8,222.4	\$ 10,915.3	\$ 13,694.9	\$ 12,445.6	\$ 13,048.8	\$ 64,378.3	\$ 66,873.7	\$ 89,872.6
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	11,441.3	11,233.7	8,231.1	7,791.0	10,915.3	13,694.9	12,445.6	13,048.8	63,297.2	66,126.7	88,791.6
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	123.9	104.6	131.2	349.2	-	-	-	-	708.9	480.4	708.9
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	60.9	44.6	99.0	-	-	-	-	-	204.5	99.0	204.5
Total Planned Expenses	\$ 11,626.1	\$ 11,372.8	\$ 8,546.8	\$ 8,222.4	\$ 10,915.3	\$ 13,694.9	\$ 12,445.6	\$ 13,048.8	\$ 64,378.3	\$ 66,873.7	\$ 89,872.6
Prior Year Rollover											
			\$ 60.5						\$ 60.5		60.5
FY2013 Spending Authority			\$ 8,607.3								
Budget Authority to be Shifted to Out Years			\$ 125.3						\$ 125.3		125.3
Total	\$ 11,626.1	\$ 11,372.8	\$ 8,732.6	\$ 8,222.4	\$ 10,915.3	\$ 13,694.9	\$ 12,445.6	\$ 13,048.8	\$ 64,564.1	\$ 67,059.5	\$ 90,058.4

1. Project Information

Project ID: CIP0018 Project Name: Track Welding Program Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: ARA0012, CIP0024
 Jurisdiction: Systemwide Useful Life: Based on running rail life cycle

Project Description
 This project will improve the electrical conductivity of the rail, eliminate joint defects, reduce noise and wear, reduce maintenance and inspection costs, and help reduce cross tie fires by reducing the number of open rail joints throughout the rail system. This is an ongoing project. As a result of running rail replacement, approximately 400 new open joints are created each year. The flash butt welding approach enables open joints to be welded at a much faster rate. In addition, the flash butt welding process allows for thermal adjustment to our track system, reducing the occurrences of track buckling and track pull parts, thus reducing delays and shutdown.

Project Status
 Construction Operating Impact: Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities
 Weld 250 open rail joints per quarter for an annual total of 1,000 rail joints welded. Award four year flash butt welding contract.

6-Year Deliverables
 Complete 1,000 welds per year for a total of 6,000 welds over 6 years.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	0.5	-	-	-	-	-	-	-	0.5	-	0.5
5309 Grant	368.7	1,757.0	2,519.1	2,709.1	3,261.7	3,989.0	3,730.0	4,483.9	14,604.5	20,692.8	22,818.5
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	891.9	-	-	-	-	-	-	891.9	-	891.9
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 369.2	\$ 2,648.9	\$ 2,519.1	\$ 2,709.1	\$ 3,261.7	\$ 3,989.0	\$ 3,730.0	\$ 4,483.9	\$ 15,497.0	\$ 20,692.8	\$ 23,710.9
Planned Expenses:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
Planning/Engineering	2.6	22.8	-	-	-	-	-	-	25.4	-	25.4
Equipment/Vehicles	4.0	84.2	80.0	80.1	90.3	120.0	120.0	150.0	458.6	640.4	728.6
Construction	-	761.9	1,200.0	1,300.0	1,600.0	2,028.8	1,969.8	2,068.3	6,890.7	10,166.9	10,928.7
Force Account	121.9	1,583.6	1,037.3	1,173.0	1,361.4	1,615.2	1,415.2	2,029.4	6,842.4	8,581.5	10,287.0
Project Management	123.3	196.5	201.8	205.9	210.0	225.0	225.0	236.3	1,162.5	1,304.0	1,623.7
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	117.4	-	-	-	-	-	-	-	117.4	-	117.4
Total Planned Expenses	\$ 369.2	\$ 2,648.9	\$ 2,519.1	\$ 2,709.1	\$ 3,261.7	\$ 3,989.0	\$ 3,730.0	\$ 4,483.9	\$ 15,497.0	\$ 20,692.8	\$ 23,710.9
Prior Year Rollover			\$ 107.6						\$ 107.6		\$ 107.6
FY2013 Spending Authority			\$ 2,626.7								\$ 2,626.7
Budget Authority to be Shifted to Out Years			\$ -								\$ -
Total	\$ 369.2	\$ 2,648.9	\$ 2,626.7	\$ 2,709.1	\$ 3,261.7	\$ 3,989.0	\$ 3,730.0	\$ 4,483.9	\$ 15,604.5	\$ 20,800.4	\$ 23,818.5

1. Project Information

Project ID: CIP0019 Project Name: Track Floating Slab Rehabilitation Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: None
 Jurisdiction: Systemwide Useful Life: 20-25 Years

Project Description
 This project will replace failed isolation pads and restore the track structure to the proper elevation, which will prevent service delays and speed restrictions due to differential settlement of the track structure and reduce noise and vibration to the surrounding building and structures. Metro has an inventory of 45,530 linear feet of floating slabs. This project will result in the retrofitting of, on average, 1,500 linear feet per year.

Project Status
 Construction: Operating Impact: Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities
 Retrofit approximately 1,500 linear feet of floating slabs between Benning Road and Addison Road as well as various locations on the Red Line.

6-Year Deliverables
 Retrofit approximately 1,500 linear feet of floating slabs per year, procure approximately 2,150 isolator pads per year.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11		FY12		FY13		FY14		FY15		FY16		FY17		FY18		FY11-16		FY13-18		Total		
	Actual	Estimate	Estimate	Budget	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	Total	Total	Total	Total	All Years
5307 Grant																							
5309 Grant																							
PRI/A Grant																							
Other Grants																							
System Performance Funds																							
Misc Funds																							
Financing																							
Total Planned Sources	1,539.6	1,641.0	1,641.0	1,160.8	1,352.1	1,600.0	1,903.9	1,717.0	2,309.3	1,903.9	1,903.9	2,309.3	1,903.9	1,903.9	2,309.3	1,903.9	1,717.0	2,309.3	9,197.4	10,043.1	10,043.1	13,223.7	
Planned Expenses:																							
Planning/Engineering																							
Equipment/Vehicles																							
Construction	3.7	0.2	40.2	40.2	150.0	196.2	219.6	230.6	242.2	4.0	4.0	1,078.8	1,078.8	1,944.3	1,944.3	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Force Account																							
Project Management																							
Hardware/Software																							
Other																							
Total Planned Expenses	3.7	0.2	40.2	40.2	150.0	196.2	219.6	230.6	242.2	4.0	4.0	1,078.8	1,078.8	1,944.3	1,944.3	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Prior Year Rollover																							
FY2013 Spending Authority																							
Budget Authority to be Shifted to Out Years																							
Total	1,539.6	1,641.0	1,641.0	1,023.1	1,352.1	1,600.0	1,903.9	1,717.0	2,309.3	1,903.9	1,903.9	2,309.3	1,903.9	1,903.9	2,309.3	1,903.9	1,717.0	2,309.3	9,059.7	9,905.4	9,905.4	13,086.0	

1. Project Information

Project ID: CIP0020 Project Name: Replacement of Rail Track Signage Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: None
 Jurisdiction: Systemwide Useful Life: Exterior 15 years - Interior 20 years

Project Description

This project will replace old, illegible rail track graphic signs and various other signs indicating locations and warnings to employees, emergency responders, and the general public. Track graphics are essential for safe operations and emergency responses. Many signs throughout the Metrorail System are approximately 30 years old. Some of these signs require upgrading because they are damaged, deteriorated, or obsolete. The Right of Way (ROW) graphic signs are systemwide (on the ROW fence, chain markers, warning signs on tunnel vent shaft doors, third rail power warning signs, track identification signs, etc.).

Project Status

Operating Impact: Replacing worn, illegible graphics improve safety by warning employees, customers, and emergency responder of Right-of-Way (ROW) hazards.

FY2013 Planned Activities

Procure and install 1,500 roadway signs of various dimensions and types.

6-Year Deliverables

Procure and install 9,000 Right-Of-Way signs of various dimensions and types throughout the Metrorail System.

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	1,168.6	488.7	983.2	1,034.6	1,235.2	1,406.0	1,340.7	1,395.6	6,316.2	7,395.3	9,052.6
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	833.2	-	-	-	-	-	-	833.2	-	833.2
Misc Funds	69.6	-	-	-	-	-	-	-	-	-	69.6
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	1,238.1	1,322.0	983.2	1,034.6	1,235.2	1,406.0	1,340.7	1,395.6	7,219.0	7,395.3	9,955.4

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	106.9	181.6	98.0	124.1	188.4	168.3	177.0	185.0	867.2	940.7	1,229.2
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	888.1	1,015.6	792.2	816.3	931.8	1,116.7	1,036.7	1,077.6	5,560.8	5,771.4	7,675.2
Hardware/Software	89.1	124.8	93.0	94.2	115.0	121.0	127.0	133.0	637.0	683.2	897.0
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	1,237.9	1,322.0	983.2	1,034.6	1,235.2	1,406.0	1,340.7	1,395.6	7,218.8	7,395.3	9,955.1

Prior Year Rollover

\$ (261.6) \$ (261.6)

FY2013 Spending Authority

\$ 721.6

Budget Authority to be Shifted to Out Years

\$ - \$ -

Total

\$ 1,237.9 | \$ 1,322.0 | \$ 721.6 | \$ 1,034.6 | \$ 1,235.2 | \$ 1,406.0 | \$ 1,340.7 | \$ 1,395.6 | \$ 6,957.2 | \$ 7,133.7 | \$ 9,695.6

1. Project Information

Project ID: CIP0021 Project Name: Track Pad/Shock Absorber Rehabilitation Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: None
 Jurisdiction: Systemwide Useful Life: 15-20 Years

Project Description
 This project will rehabilitate the groud/plinth pads that maintain track structure integrity. Metro has an inventory of approximately 160 miles (844,800 linear feet) of groud pads. In addition, sections of track structure require rehabilitation to accept the new fasteners, switches, and switch machines required to sustain safe and efficient rail operations. Rehabilitation of the aerial groud pads is limited to the spring, summer and fall. During the winter months, groud pads are rehabilitated in the tunnels. The track geometry, cross-level, and gauge are maintained by the rail fasteners. The groud/plinth pads provide elevation and support for the running rails and are the main support for the rail fasteners. This project will rehabilitate 45,000 linear feet of groud pads, with an average of 7,500 linear feet per year.

Project Status
 Design: Will maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities
 Rehabilitate 8,000 linear feet of groud pads on Rhode Island Avenue, Grosvenor, Landover, D&G, Cheverly & Eisenhower Aenals. Procure cement material. Retrofit the trackbed for the new direct fixation fasteners and the switch machines.

6-Year Deliverables
 Repair on average 8,000 linear feet of groud pads per year; repair direct fixation switch groud pads; procure cement material; procure prime mover, volumetric mixer and flatcar in FY2018.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRI/A Grant	\$ 2,258.6	\$ 2,079.5	\$ -	\$ 1,996.3	\$ 2,388.9	\$ 2,814.2	\$ 2,544.4	\$ 3,640.1	\$ 11,537.6	\$ 13,383.9	\$ 17,722.0
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ -	\$ 2,024.6	\$ 1,896.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,921.2	\$ 1,896.6	\$ 3,921.2
Misc Funds	\$ 102.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102.3	\$ -	\$ 102.3
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 2,361.0	\$ 4,104.1	\$ 1,896.6	\$ 1,996.3	\$ 2,388.9	\$ 2,814.2	\$ 2,544.4	\$ 3,640.1	\$ 15,561.1	\$ 15,280.5	\$ 21,745.6
Planned Expenses:											
Planning/Engineering	\$ 10.7	\$ 9.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19.6	\$ -	\$ 19.6
Equipment/Vehicles	\$ 215.6	\$ 507.8	\$ 130.2	\$ 142.0	\$ 199.2	\$ 166.7	\$ 175.0	\$ 2,612.8	\$ 1,361.4	\$ 3,425.9	\$ 4,149.2
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ 1,730.5	\$ 3,345.3	\$ 1,602.0	\$ 1,686.7	\$ 2,015.2	\$ 2,473.1	\$ 2,186.2	\$ 834.9	\$ 12,852.8	\$ 10,798.1	\$ 15,874.0
Project Management	\$ 404.2	\$ 242.1	\$ 164.4	\$ 167.7	\$ 174.4	\$ 174.4	\$ 183.2	\$ 192.3	\$ 1,327.3	\$ 1,056.4	\$ 1,702.8
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Expenses	\$ 2,361.0	\$ 4,104.1	\$ 1,896.6	\$ 1,996.3	\$ 2,388.9	\$ 2,814.2	\$ 2,544.4	\$ 3,640.1	\$ 15,561.1	\$ 15,280.5	\$ 21,745.6
Prior Year Rollover	\$ -	\$ -	\$ (7.1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (7.1)	\$ -	\$ (7.1)
FY2013 Spending Authority	\$ -	\$ -	\$ 1,889.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 2,361.0	\$ 4,104.1	\$ 1,889.4	\$ 1,996.3	\$ 2,388.9	\$ 2,814.2	\$ 2,544.4	\$ 3,640.1	\$ 15,554.0	\$ 15,273.3	\$ 21,738.4

1. Project Information

Project ID: CIP0022 Project Name: Track Structural Rehabilitation Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: None
 Jurisdiction: Systemwide Useful Life: 20 Years; Bridge Deck Joints 4-10 Years; Deteriorated Concrete 5-10 Years; Bridge Bearing Pads 25 Years; Structural Tees and Angles 20 - 30 Years.

Project Description
 This project will rehabilitate structural components and restore elevated platforms, bridges, and retaining walls to their designed load carrying capacity. The goals are based on annual inspections and critical engineering assessments, as the loss of one of these structures could affect an entire Metrorail line segment.

Project Status
 Design: Well maintained track infrastructure maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities
 Rehabilitation of bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles. Receive, test, accept and place into service two 40 foot Boom trucks, and one 35 foot Boom truck. Complete the rehabilitation of Branch B bridge structure.

6-Year Deliverables
 Rehabilitation of bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles; Rehabilitate one down and under crane for under bridge inspections and rehabilitation; Procure one boom truck; Procure one welding truck

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	\$ 11.6	\$ 12.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRI/A Grant	\$ 2,232.4	\$ 1,785.0	\$ 2,543.6	\$ 1,725.9	\$ 1,818.8	\$ 2,123.9	\$ 1,917.0	\$ 6,513.9	\$ 12,229.6	\$ 16,643.1	\$ 20,660.5
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ -	\$ 2,402.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,402.4	\$ -	\$ 2,402.4
Misc Funds	\$ 569.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 569.1	\$ -	\$ 569.1
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 2,801.5	\$ 4,187.4	\$ 2,543.6	\$ 1,725.9	\$ 1,818.8	\$ 2,123.9	\$ 1,917.0	\$ 6,513.9	\$ 15,201.1	\$ 16,643.1	\$ 23,632.0
Planned Expenses:											
Planning/Engineering	\$ 11.6	\$ 12.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24.5	\$ -	\$ 24.5
Equipment/Vehicles	\$ 1,028.1	\$ 545.9	\$ 1,342.3	\$ 279.5	\$ 166.4	\$ 180.0	\$ 189.0	\$ 698.4	\$ 3,542.3	\$ 2,855.6	\$ 4,429.7
Construction	\$ -	\$ 1,285.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,285.3	\$ -	\$ 1,285.3
Force Account	\$ 1,482.8	\$ 2,167.8	\$ 1,036.9	\$ 1,258.8	\$ 1,481.3	\$ 1,769.4	\$ 1,544.8	\$ 5,232.2	\$ 9,197.0	\$ 12,714.5	\$ 16,365.1
Project Management	\$ 213.4	\$ 175.4	\$ 164.4	\$ 187.7	\$ 171.0	\$ 174.4	\$ 183.2	\$ 192.3	\$ 1,086.3	\$ 1,073.0	\$ 1,461.8
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 65.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65.7	\$ -	\$ 65.7
Total Planned Expenses	\$ 2,801.5	\$ 4,187.4	\$ 2,543.6	\$ 1,725.9	\$ 1,818.8	\$ 2,123.9	\$ 1,917.0	\$ 6,513.9	\$ 15,201.1	\$ 16,643.1	\$ 23,632.0
Prior Year Rollover	\$ -	\$ -	\$ (150.5)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (150.5)	\$ -	\$ (150.5)
FY2013 Spending Authority	\$ -	\$ -	\$ 2,393.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 2,801.5	\$ 4,187.4	\$ 2,393.1	\$ 1,725.9	\$ 1,818.8	\$ 2,123.9	\$ 1,917.0	\$ 6,513.9	\$ 15,050.6	\$ 16,492.6	\$ 23,481.5

1. Project Information

Project ID: CIP0023 Project Name: Third Rail Rehabilitation Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: None
 Jurisdiction: Systemwide Useful Life: 35-50 Years

Project Description
 This project will replace the original third rail (five miles annually) with the new aluminum and steel composite third rail, providing for more efficiency and less resistance for eight-car trains. Original third rails have become worn throughout the Metrorail system. This result will be rehabilitation on average five miles of the third rail per year.

Project Status
 Design Operating Impact: Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities
 Replace 5 miles of third rail. Receive, test, accept, and place into service one prime mover. Receive five miles of composite third rail. Procure contract option and receive third rail composite material for work being performed in FY2014.

6-Year Deliverables
 Replacement of five miles of original third rail with the composite third rail and installation components annually beginning in FY2013; begin and complete hiring process for third rail rehabilitation program in FY2013; procure prime mover and third rail material.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIIA Grant	-	482.5	3,681.7	3,875.5	4,564.5	5,446.7	4,939.0	5,245.2	18,050.9	27,752.6	28,235.0
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	962.0	-	-	-	-	-	-	962.0	-	962.0
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 1,444.4	\$ 3,681.7	\$ 3,875.5	\$ 4,564.5	\$ 5,446.7	\$ 4,939.0	\$ 5,245.2	\$ 19,012.8	\$ 27,752.6	\$ 29,197.0
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	1,438.4	1,937.7	2,603.0	2,910.6	3,308.0	3,473.4	3,559.3	12,197.6	17,791.9	19,230.3
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	1,655.0	1,179.3	1,555.3	2,034.5	1,356.2	1,271.1	6,424.1	9,351.4	9,351.4
Project Management	-	6.0	89.0	93.2	98.6	104.2	109.4	114.9	391.1	609.3	615.3
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 1,444.4	\$ 3,681.7	\$ 3,875.5	\$ 4,564.5	\$ 5,446.7	\$ 4,939.0	\$ 5,245.2	\$ 19,012.8	\$ 27,752.6	\$ 29,197.0
Prior Year Rollover		\$ -	\$ 4,073.0						\$ 4,073.0	\$ -	\$ 4,073.0
FY2013 Spending Authority			\$ 7,754.7								\$ 7,754.7
Budget Authority to be Shifted to Out Years			\$ -								\$ -
Total	\$ -	\$ 1,444.4	\$ 7,754.7	\$ 3,875.5	\$ 4,564.5	\$ 5,446.7	\$ 4,939.0	\$ 5,245.2	\$ 23,085.8	\$ 31,825.5	\$ 33,270.0

1. Project Information

Project ID: CIP0024 Project Name: Track Rehabilitation Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: CIP0146
 Jurisdiction: Systemwide Useful Life: Various for track rehab materials 5-20 years for track equipment

Project Description
 This project will rehabilitate the track infrastructure by replacing running rail, cross ties, direct fixation fasteners, third rail insulators and turnouts annually via the procurement of material and specialized equipment to facilitate the removal and installation of the track and switch panels which prevents service delays and speed restrictions. Track components require replacement when, based on industry standards, they become worn or unuseable due to deterioration, excessive wear, or defects. The result will be 60 miles of running rail rehabilitation, purchase/install 180 turnouts, 90,000 direct fixation fasteners, 48,000 cross ties during the six years for track rehabilitation.

Project Status
 Design: Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays. Newer equipment reduces maintenance costs and the probability of breakdowns on mainline.

FY2013 Planned Activities
 Install 34 yard and 4 mainline turnouts, 12 miles of running rail, 20,000 direct fixation fasteners, 15,000 cross ties, 7,000 third rail insulators and tamp 40 miles of ballasted track. Procure and receive capital track components such as 78' running rail, direct fixation fasteners, crossties, turnouts & crossovers.

6-Year Deliverables
 On average purchase and install 30 turnouts, 12 miles of running rail, 20,000 direct fixation fasteners, 15,000 cross ties, and 7,000 third rail insulators per year throughout the Metrorail system; Procure various track critical components such as 78' running rail, direct fixation fasteners, crossties, turnouts & crossovers.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	\$ 879.6	\$ 1,318.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	\$ 11,897.4	\$ 16,684.6	\$ 8,700.0	\$ 7,559.9	\$ 7,361.0	\$ 10,283.1	\$ 10,500.0	\$ 11,025.0	\$ 62,286.4	\$ 55,429.0	\$ 2,198.4
PRI/A Grants	\$ -	\$ 10,538.8	\$ 9,529.0	\$ 2,994.0	\$ 5,887.1	\$ 8,898.1	\$ 6,000.0	\$ 4,000.0	\$ 37,847.1	\$ 37,308.3	\$ 83,811.0
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ 22,201.0	\$ 20,338.0	\$ 16,000.0	\$ 17,500.0	\$ 19,609.7	\$ 21,949.7	\$ 22,114.5	\$ 21,138.0	\$ 117,598.3	\$ 118,311.8	\$ 47,847.1
Misc Funds	\$ 2,409.0	\$ 395.4	\$ 382.9	\$ 390.5	\$ 398.3	\$ 406.3	\$ 425.5	\$ 450.0	\$ 4,382.4	\$ 2,453.5	\$ 160,850.8
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 37,387.0	\$ 49,094.7	\$ 34,861.9	\$ 28,944.4	\$ 33,256.1	\$ 41,537.2	\$ 39,040.0	\$ 36,613.0	\$ 225,081.4	\$ 214,252.6	\$ 300,734.4
Planned Expenses:											
Planning/Engineering	\$ -	\$ 19.1	\$ 250.0	\$ 500.0	\$ -	\$ -	\$ -	\$ -	\$ 769.1	\$ 750.0	\$ 769.1
Equipment/Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Expenses	\$ 37,387.0	\$ 49,094.7	\$ 34,861.9	\$ 28,944.4	\$ 33,256.1	\$ 41,537.2	\$ 39,040.0	\$ 36,613.0	\$ 225,081.4	\$ 214,252.6	\$ 300,734.4
Prior Year Rollover											
	\$ -	\$ 1,318.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,198.4	\$ -	\$ 1,318.9
Budget Authority to be Shifted to Out Years											
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 37,387.0	\$ 49,094.7	\$ 36,180.8	\$ 28,944.4	\$ 33,256.1	\$ 41,537.2	\$ 39,040.0	\$ 36,613.0	\$ 226,400.3	\$ 215,571.6	\$ 302,053.3

1. Project Information

Project ID: CIP0025
 Project Name: Track Maintenance Equipment
 Project Type: Rail
 Sponsor Department: TRST
 Managing Department: TRST
 Project Manager: Kambezy Forster
 Jurisdiction: Systemwide
 Useful Life: 9-15 Years
 Related Projects: None

Project Description
 This project funds the rehabilitation/replacement of heavy-duty track equipment that has reached the end of its useful life and is no longer economically feasible to maintain. Track maintenance equipment is essential to deliver quality service and for the safe and efficient execution of the track rehabilitation work. Timely rehabilitation and replacement of self-propelled track equipment will ensure equipment reliability, reduce the probability of delays due to equipment breakdowns, and allow for efficient use of the right-of-way track time. Heavy-duty track equipment needs are determined on an as-needed basis and have a lead time of approximately 18 months.

Project Status
 Design
 Operating Impact: Newer equipment reduces maintenance costs and the probability of breakdowns on mainline.

FY2013 Planned Activities
 Procure, receive, test, accept and place into service the following various heavy-duty track equipment: Two spot tampers, six deicer flats, four screw spike driver, one scarfine, ten prime movers, one flash butt welding prime mover, one down & under truck, four tie crane, two spike pullers and two quad drills.

6-Year Deliverables
 Procure replacement vehicles and equipment to support track rehabilitation such as prime movers, locomotives, mobile maintenance units, hi-rail 180 cranes, speed swings and ballast regulators.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	858.5	2,141.7	9,499.3	9,483.9	10,485.0	14,223.1	13,000.0	10,219.9	46,691.4	66,911.1	69,911.3
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	4,588.3	1,800.0	-	-	-	-	-	6,388.3	1,800.0	6,388.3
Misc Funds	507.9	-	-	-	-	-	-	-	507.9	-	507.9
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,366.4	\$ 6,730.0	\$ 11,299.3	\$ 9,483.9	\$ 10,485.0	\$ 14,223.1	\$ 13,000.0	\$ 10,219.9	\$ 53,587.6	\$ 68,711.1	\$ 76,807.5
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	692.7	5,255.6	11,199.3	9,383.9	10,385.0	14,123.1	12,900.0	10,119.9	51,039.5	68,111.1	74,059.4
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	673.7	38.1	-	-	-	-	-	-	711.9	-	711.9
Project Management	-	-	100.0	100.0	100.0	100.0	100.0	100.0	400.0	600.0	600.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 1,366.4	\$ 6,730.0	\$ 11,299.3	\$ 9,483.9	\$ 10,485.0	\$ 14,223.1	\$ 13,000.0	\$ 10,219.9	\$ 53,587.6	\$ 68,711.1	\$ 76,807.5
Prior Year Rollover											
			\$ 16,519.1							\$ 16,519.1	\$ 16,519.1
FY2013 Spending Authority			\$ 27,818.4								
Budget Authority to be Shifted to Out Years			\$ 11,434.1							\$ 11,434.1	\$ 11,434.1
Total	\$ 1,366.4	\$ 6,730.0	\$ 39,252.4	\$ 9,483.9	\$ 10,485.0	\$ 14,223.1	\$ 13,000.0	\$ 10,219.9	\$ 81,540.8	\$ 96,664.3	\$ 104,760.7

1. Project Information

Project ID: CIP0026 Project Name: Station/Tunnel Leak Mitigation Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description: This project will restore and maintain the structural integrity of the tunnel liners, preventing leaks and corrosion of wayside systems, equipment and track components which will result in the mitigation of 12,900 leaks (2,150 annually). Station Tunnel Leak Mitigation eliminates unsafe wet conditions for Metrorail passengers and prevents service delays resulting from water intrusion.

Project Status: Construction

Operating Impact: Station and tunnel water leaks create slipping hazards for Metro's passengers and employees. In addition, water leaks deteriorate vital wayside system that leads to disruptions and service delays.

FY2013 Planned Activities: Repair 2,150 leaks. Receive, test, accept, and place into service one man lift.

6-Year Deliverables: Repair 12,900 leaks throughout the Metrorail System; procure leak repair material as needed; procure man lifts with estimated date of arrival in FY2013.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	153.9	527.6	-	-	-	-	-	-	527.6	-	527.6
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 3,419.7	\$ 3,460.4	\$ 2,883.4	\$ 3,034.5	\$ 3,574.1	\$ 4,241.6	\$ 4,952.4	\$ 5,539.3	\$ 20,613.8	\$ 24,225.4	\$ 31,105.4
Planned Expenses:											
Planning/Engineering	5.3	9.3	-	-	-	-	-	-	14.6	-	14.6
Equipment/Vehicles	454.4	566.0	146.0	53.3	61.8	45.2	255.7	268.5	1,326.7	830.5	1,850.9
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	2,466.5	2,612.3	2,555.4	2,795.6	3,322.9	4,003.2	4,493.8	5,057.7	17,755.8	22,228.6	27,307.4
Project Management	241.4	272.8	182.1	185.7	189.4	193.2	203.9	213.0	1,264.6	1,166.3	1,680.5
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	252.0	-	-	-	-	-	-	-	252.0	-	252.0
Total Planned Expenses	\$ 3,419.7	\$ 3,460.4	\$ 2,883.4	\$ 3,034.5	\$ 3,574.1	\$ 4,241.6	\$ 4,952.4	\$ 5,539.3	\$ 20,613.8	\$ 24,225.4	\$ 31,105.4
Prior Year Rollover											
			\$ (162.1)						\$ (162.1)		\$ (162.1)
FY2013 Spending Authority			\$ 2,721.4								\$ 2,721.4
Budget Authority to be Shifted to Out Years											
Total	\$ 3,419.7	\$ 3,460.4	\$ 2,721.4	\$ 3,034.5	\$ 3,574.1	\$ 4,241.6	\$ 4,952.4	\$ 5,539.3	\$ 20,451.7	\$ 24,063.3	\$ 30,943.4

1. Project Information

Project ID: CIP0027 Project Name: Switch Machine Rehabilitation Project Project Type: Rail
 Sponsor Department: SMNT Managing Department: SMNT Project Manager: Alan G. Nabb Related Projects: None
 Jurisdiction: Systemwide Useful Life: 15-20 Years

Project Description: This project will replace 120 switch machines as scheduled or as related to service delays in order to improve the safety and reliability of the interlocking track structure.
 Project Status: Construction Operating Impact: Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities: Rehabilitate 20 switch machines; procure 20 switch machines with new layouts. Reconfigure four M-3 switch machines for installation on the Blue Line in October 2012. Complete design and engineering cost estimate for replacement of switch machines in Alexandria Yard. Once yard switch machine technical specification is complete, initiate procurement for replacement yard switch machine and receive proposals or bids. Select replacement yard switch machine and initiate contract for replacement switch machine.
 6-Year Deliverables: Remove, rehabilitate, and replace 120 mainline switch machines throughout the Metrorail System; Procure 184 replacement yard switch machines for Alexandria, Brentwood, New Carrollton and West Falls Church Yards.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant	313.7	847.0	1,000.0	831.7	1,070.7	1,298.3	1,181.0	1,321.9	5,361.4	6,703.5	7,864.2
Other Grants											
System Performance Funds		15.6							15.6		15.6
Misc Funds											
Financing											
Total Planned Sources	\$ 313.7	\$ 862.7	\$ 1,000.0	\$ 831.7	\$ 1,070.7	\$ 1,298.3	\$ 1,181.0	\$ 1,321.9	\$ 5,377.0	\$ 6,703.5	\$ 7,879.9
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction	1.2	0.4							1.6		1.6
Force Account	88.5	527.4	175.6	180.8	193.0	203.1	213.3	223.9	1,368.5	1,189.8	1,805.7
Project Management											
Hardware/Software	188.6	334.8	824.4	650.8	877.7	1,095.2	967.7	1,091.9	3,971.5	5,513.7	6,037.2
Other	35.4								35.4		35.4
Total Planned Expenses	\$ 313.7	\$ 862.7	\$ 1,000.0	\$ 831.7	\$ 1,070.7	\$ 1,298.3	\$ 1,181.0	\$ 1,321.9	\$ 5,377.0	\$ 6,703.5	\$ 7,879.9
Prior Year Rollover											
		\$ 22.5								\$ 22.5	\$ 22.5
FY2013 Spending Authority			\$ 1,022.5								
Budget Authority to be Shifted to Out Years											
		\$ 649.9								\$ 649.9	\$ 649.9
Total	\$ 313.7	\$ 862.7	\$ 1,672.4	\$ 831.7	\$ 1,070.7	\$ 1,298.3	\$ 1,181.0	\$ 1,321.9	\$ 6,049.4	\$ 7,375.9	\$ 8,552.2

1. Project Information

Project ID: CIP0028 Project Name: Materials Handling Equipment Project Type: Bus/Rail
 Sponsor Department: PRMT Managing Department: CENI Project Manager: Arthur Noyes Related Projects: None
 Jurisdiction: Systemwide Useful Life: 8

Project Description
 This project replaces warehouse equipment such as forklifts, man lifts, components, and support infrastructures that has reached the end of its useful life.

Project Status
 Construction: Operating Impact: Newer equipment will require less maintenance and have a lower operating costs.

FY2013 Planned Activities
 Procure material handling equipment for warehouses 400 and 350, Metro Supply Facility, Bladensburg (T04) bus supply center, and satellite warehouse facilities such as order picker, pallet jacks, and forklift. Install infrastructure as required to support the new material handling equipment.

6-Year Deliverables
 Install high efficiency material handling equipment and support infrastructure at Metro Supply Facility, install and rehabilitate material handling equipment and support infrastructure at other Metro storerooms on a prioritized basis.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total																																																
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years																																																
5307 Grant	37.0	57.5	-	-	-	-	-	-	94.4	-	94.4																																																
5309 Grant	27.6	-	-	-	-	-	-	-	27.6	-	27.6																																																
PRIA Grant	-	-	127.0	-	-	-	-	-	127.0	127.0	127.0																																																
Other Grants	-	-	-	131.3	152.2	178.6	171.0	158.0	544.5	791.0	873.5																																																
System Performance Funds	37.1	45.3	-	-	-	-	-	-	-	-	-																																																
Misc Funds	-	-	-	-	-	-	-	-	-	-	-																																																
Financing	-	-	-	-	-	-	-	-	-	-	-																																																
Total Planned Sources	\$ 101.7	\$ 102.8	\$ 127.0	\$ 131.3	\$ 152.2	\$ 178.6	\$ 171.0	\$ 158.0	\$ 793.5	\$ 918.0	\$ 1,122.4																																																
Planned Expenses:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total																																																
Planning/Engineering	0.4	-	-	9.2	10.7	12.5	12.0	11.1	41.6	64.3	64.6																																																
Equipment/Vehicles	-	54.6	-	-	-	-	-	-	54.6	-	54.6																																																
Construction	-	26.8	93.3	96.5	111.9	131.3	125.7	116.1	459.7	674.7	701.5																																																
Force Account	5.0	-	6.3	6.6	7.6	8.9	8.5	7.9	34.5	45.9	50.9																																																
Project Management	38.5	21.3	10.8	11.2	12.9	15.2	14.5	13.4	109.9	78.0	137.8																																																
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-																																																
Other	57.9	-	7.6	7.9	9.1	10.7	10.3	9.5	93.2	55.1	112.9																																																
Total Planned Expenses	\$ 101.7	\$ 102.8	\$ 127.0	\$ 131.3	\$ 152.2	\$ 178.6	\$ 171.0	\$ 158.0	\$ 793.5	\$ 918.0	\$ 1,122.4																																																
Prior Year Rollover	<table border="0"> <tr> <td>\$</td> <td>92.1</td> <td colspan="10"></td> </tr> <tr> <td colspan="12" style="text-align: right;">FY2013 Spending Authority \$ 219.1</td> </tr> <tr> <td colspan="12" style="text-align: right;">Budget Authority to be Shifted to Out Years \$ -</td> </tr> <tr> <td>Total</td> <td>\$ 101.7</td> <td>\$ 102.8</td> <td>\$ 219.1</td> <td>\$ 131.3</td> <td>\$ 152.2</td> <td>\$ 178.6</td> <td>\$ 171.0</td> <td>\$ 158.0</td> <td>\$ 885.6</td> <td>\$ 1,010.1</td> <td>\$ 1,214.6</td> </tr> </table>											\$	92.1											FY2013 Spending Authority \$ 219.1												Budget Authority to be Shifted to Out Years \$ -												Total	\$ 101.7	\$ 102.8	\$ 219.1	\$ 131.3	\$ 152.2	\$ 178.6	\$ 171.0	\$ 158.0	\$ 885.6	\$ 1,010.1	\$ 1,214.6
\$	92.1																																																										
FY2013 Spending Authority \$ 219.1																																																											
Budget Authority to be Shifted to Out Years \$ -																																																											
Total	\$ 101.7	\$ 102.8	\$ 219.1	\$ 131.3	\$ 152.2	\$ 178.6	\$ 171.0	\$ 158.0	\$ 885.6	\$ 1,010.1	\$ 1,214.6																																																

1. Project Information

Project ID: CIP0029 Project Name: Warehouse Vertical Storage Units/Shelving Project Type: Bus/Rail
 Sponsor Department: PRMT Managing Department: CENI Project Manager: Arthur Noyes Related Projects: None
 Jurisdiction: Systemwide Useful Life: 8

Project Description: This project will install vertical storage units, shelving, and racking for storage of repair parts in order to allow greater storage capacity, inventory accuracy, and enhanced safety.

Project Status: Construction Operating Impact: A greater efficiency of space utilization lowers the need for facility expansion.

FY2013 Planned Activities: Complete installation and commissioning of vertical parts storage units at Carmen Turner Facility, Metro Supply Facility, rail facilities (including West Falls Church and Shady Grove) and bus/service vehicle facilities (including Bladensburg, Western, and Northern garages).

6-Year Deliverables: Purchase and install five new vertical parts storage units and reconfigure parts storage area at Metro Supply Facility, four storage units at CTF Storage 320, two vertical parts storage units at CTF Bus facility, one vertical storage unit at seven Rail Facilities (Shady Grove, Brentwood, West Falls Church, Alexandria, Branch Ave, New Carrollton and L'Enfant Plaza and one vertical storage unit at nine Bus & Service Vehicle Facilities (Royal Street, West Ox, Southern Ave, Western, Northern, Landover, Montgomery, Four Mile Run and Bladensburg). As necessary, additional vertical storage units shall be provided under this CIP for other Rail and Bus Maintenance Facilities.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	21.5	83.0	342.2	36.8	8.0	1.7	-	-	493.2	388.7	493.2
5309 Grant	10.4	543.9	3,593.1	386.6	83.5	18.1	-	-	4,635.7	4,081.4	4,635.7
PRI/A Grant	9.4	73.1	244.4	26.3	5.7	1.2	-	-	360.1	277.6	360.1
Other Grants	86.4	0.5	415.5	44.7	9.7	2.1	-	-	558.9	472.0	558.9
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	4.0	-	-	-	-	-	-	-	4.0	-	4.0
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	190.4	700.4	4,888.6	526.0	113.6	24.7	-	-	6,443.7	5,552.9	6,443.7
Planned Expenses:											
Planning/Engineering	62.7	-	293.3	31.6	6.8	1.5	-	-	395.8	333.2	395.8
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	10.4	543.9	3,593.1	386.6	83.5	18.1	-	-	4,635.7	4,081.4	4,635.7
Force Account	9.4	73.1	244.4	26.3	5.7	1.2	-	-	360.1	277.6	360.1
Project Management	86.4	0.5	415.5	44.7	9.7	2.1	-	-	558.9	472.0	558.9
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	190.4	700.4	4,888.6	526.0	113.6	24.7	-	-	6,443.7	5,552.9	6,443.7
Prior Year Rollover											
			\$ 481.4						\$ 481.4	\$ 481.4	\$ 481.4
FY2013 Spending Authority			5,370.0								
Budget Authority to be Shifted to Out Years											
			\$ -						\$ -	\$ -	\$ -
Total	190.4	700.4	5,370.0	526.0	113.6	24.7	-	-	6,925.1	6,034.3	6,925.1

1. Project Information

Project ID: CIP0030 Project Name: Currency Processing Machines Project Type: Bus/Rail
 Sponsor Department: TRES Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: 12

Project Description
 This project will replace existing currency machines that have exceeded their life expectancy with newer machines with advanced technology and software that will reduce breakdowns, increase efficiency up to 50%, and become more reliable. Cash counting operations are slowed when machines are out of service.

Project Status
 Operating Impact: Newer equipment will require less maintenance and have a lower overall impact.

FY2013 Planned Activities
 Three Currency Processing System (CPS) for the purpose of processing U.S. currency into a form that is useable by the Federal Reserve Bank and the U.S. banking community. Capabilities include: Transport Speed Rate of 90,000 notes per hour (25 notes per second) or greater; Detect and authenticate notes for value and fitness; Capable of handling two (2) series of notes of six (6) denominations.

6-Year Deliverables
 Replacement of existing currency machines that have exceeded their life expectancy

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	521.3	-	-	-	-	-	-	521.3	-	521.3
PRI/A Grant	-	-	703.9	-	-	-	-	-	703.9	703.9	703.9
Other Grants	-	1,410.4	-	75.7	16.4	3.6	-	-	1,631.1	95.6	1,631.1
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 125.1	\$ 1,931.7	\$ 703.9	\$ 75.7	\$ 16.4	\$ 3.6	\$ -	\$ -	\$ 2,856.3	\$ 799.5	\$ 2,856.3

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	2.3	-	-	49.3	5.3	1.1	0.2	-	58.2	56.0	58.2
Equipment/Vehicles	13.5	-	-	-	-	-	-	-	-	-	13.5
Construction	-	1,848.4	517.3	55.7	12.0	2.6	-	-	2,436.1	587.6	2,436.1
Force Account	-	-	35.2	3.8	0.8	0.2	-	-	40.0	40.0	40.0
Project Management	-	83.3	59.8	6.4	1.4	0.3	-	-	226.3	68.0	226.3
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	34.2	-	42.2	4.5	1.0	0.2	-	-	82.2	48.0	82.2
Total Planned Expenses	\$ 125.1	\$ 1,931.7	\$ 703.9	\$ 75.7	\$ 16.4	\$ 3.6	\$ -	\$ -	\$ 2,856.3	\$ 799.5	\$ 2,856.3

Prior Year Rollover
 \$ 46.7

FY2013 Spending Authority \$ 750.5

Budget Authority to be Shifted to Out Years
 \$ -

Total
 \$ 125.1 | \$ 1,931.7 | \$ 750.5 | \$ 75.7 | \$ 16.4 | \$ 3.6 | \$ - | \$ - | \$ 2,903.0 | \$ 846.1 | \$ 2,903.0

1. Project Information

Project ID: CIP0031 Project Name: Debt/Credit Processing Requirements Project Type: Bus/Rail
 Sponsor Department: TRES Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: 1-5

Project Description: This project will replace or upgrade Payment Card Industry (PCI) security standards required because Metro accepts credit card transactions. Failure to meet PCI compliance will result in severe fines and penalties, including the forfeiture of the use of credit cards in the system.

Project Status: Construction Operating Impact: None

FY2013 Planned Activities: Respond to potential compliance audit/ issues with banking and payment systems. Work includes software upgrades.

6-Year Deliverables: Upgrade software and hardware from the mezzanine to the central computer to meet Payment Card Industry (PCI) requirements. Upgrade the communication lines from the express vendors to the central computer.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ 330.6	\$ 728.8	\$ 226.9	\$ 228.7	\$ 257.7	\$ 293.1	\$ 257.4	\$ 243.3	\$ 2,065.7	\$ 1,507.0	\$ 2,566.4

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Expenses:											
Planning/Engineering	\$ 83.7	\$ 5.2	\$ 15.9	\$ 16.0	\$ 18.0	\$ 20.5	\$ 18.0	\$ 17.0	\$ 159.4	\$ 105.5	\$ 194.4
Equipment/Vehicles	-	301.6	163.3	164.6	185.5	211.0	185.3	175.2	1,026.1	1,083.0	1,386.6
Construction	-	-	3.4	3.4	3.9	4.4	3.9	3.7	15.1	22.6	22.6
Force Account	-	-	11.3	11.4	12.9	14.7	12.9	12.2	50.3	75.4	75.4
Project Management	82.1	31.8	19.3	19.4	21.9	24.9	21.9	20.7	201.5	128.1	244.0
Hardware/Software	156.4	388.1	-	-	-	-	-	-	544.6	-	544.6
Other	8.4	-	13.6	13.7	15.5	17.6	15.4	14.6	68.8	90.4	98.8
Total Planned Expenses	\$ 330.6	\$ 728.8	\$ 226.9	\$ 228.7	\$ 257.7	\$ 293.1	\$ 257.4	\$ 243.3	\$ 2,065.7	\$ 1,507.0	\$ 2,566.4

Prior Year Rollover: \$ 105.1

FY2013 Spending Authority: \$ 332.0

Budget Authority to be Shifted to Out Years: \$ 288.0

Total: \$ 330.6 | \$ 728.8 | \$ 620.0 | \$ 228.7 | \$ 257.7 | \$ 293.1 | \$ 257.4 | \$ 243.3 | \$ 2,458.8 | \$ 1,900.1 | \$ 2,959.5

1. Project Information

Project ID	CIP0032	Project Name	Fare Media Encoders	Project Type	Rail
Sponsor Department	TRES	Managing Department	TRES	Related Projects	None
Jurisdiction	Systemwide	Useful Life	N/A	Project Manager	Buddy Jaggie

Project Status: Operating Impact:

FY2013 Planned Activities:

6-Year Deliverables:

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1. Project Information

Project ID: CIP0033 Project Name: Replacement of Revenue Facility Equipment Project Type: Bus/Rail
 Sponsor Department: TRES Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10-15

Project Description
 This project replaces/upgrades hardware and software, such as fiber modules, scanners, and Global Positioning System (GPS) at the Revenue Collection Facility (RCF). In addition, approximately 100 of 264 revenue transfer carts will be replaced.

Project Status
 Construction

FY2013 Planned Activities
 Fabricate and deliver carts. Replace revenue equipment as needed.

6-Year Deliverables
 Replacement of revenue facility equipment including servers, loading dock levelers, and scanners. Replace 264 rail revenue collection carts Procure 40 additional carts for the new Dulles extension

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	0.5	15.5	194.1	421.9	422.8	335.7	-	-	1,415.2	1,374.4	1,415.2
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	4.6	-	-	-	-	-	398.5	376.8	4.6	775.3	779.9
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	29.8	15.5	194.1	421.9	422.8	335.7	398.5	376.8	1,419.7	2,149.7	2,195.1
Planned Expenses:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
Planning/Engineering	0.5	-	13.6	29.5	29.6	23.5	27.9	26.4	96.7	150.5	150.9
Equipment/Vehicles	19.4	5.0	142.6	310.1	310.7	246.7	292.9	276.9	1,015.2	1,580.1	1,585.1
Construction	-	-	9.7	21.1	21.1	16.8	19.9	18.8	68.7	107.5	107.5
Force Account	-	-	10.5	35.9	35.9	28.5	35.9	32.0	136.8	182.7	202.8
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	0.4	-	11.6	25.3	25.4	20.1	23.9	22.6	82.9	129.0	129.4
Total Planned Expenses	29.8	15.5	194.1	421.9	422.8	335.7	398.5	376.8	1,419.7	2,149.7	2,195.1
Prior Year Rollover	-										
FY2013 Spending Authority	194.1										
Budget Authority to be Shifted to Out Years	-										
Total	29.8	15.5	1,070.6	421.9	422.8	335.7	398.5	376.8	2,296.3	3,026.3	3,071.6

1. Project Information

Project ID: CIP0034 Project Name: Revenue Collection Facility (RCF) Building Expansion Project Type: Bus/Rail
 Sponsor Department: TRES Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: .40

Project Description
 This project will expand the Alexandria Revenue Collection Facility to accommodate future demand, including revenue collection needs of the extension to Dulles. The building has reached its maximum capacity to house both equipment and personnel required to maintain efficient service and operation of the revenue collection functions.

Project Status
 Construction Operating Impact: Increased operational support for expanded service.

FY2013 Planned Activities
 Procure and install two scan coin counters (4000 series) and lifts.
 Design and construct a second floor to increase facility by 5,500 square feet; increase the current fleet of rail revenue servicing carts from 240 to 280 carts.

6-Year Deliverables

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	1,105.0	238.7	51.8	-	-	1,395.5	1,395.5	1,395.5
Misc Funds	-	-	1,100.1	-	-	-	-	-	1,100.1	1,100.1	1,100.1
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 1,100.1	\$ 1,105.0	\$ 238.7	\$ 51.8	\$ -	\$ -	\$ 2,495.6	\$ 2,495.6	\$ 2,495.6

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	1,100.1	1,105.0	238.7	51.8	-	-	2,495.6	2,495.6	2,495.6
Total Planned Expenses	\$ -	\$ -	\$ 1,100.1	\$ 1,105.0	\$ 238.7	\$ 51.8	\$ -	\$ -	\$ 2,495.6	\$ 2,495.6	\$ 2,495.6

Prior Year Rollover: \$ -
 FY2013 Spending Authority: \$ 1,100.1
 Budget Authority to be Shifted to Out Years: \$ -
Total \$ - \$ 1,100.1 \$ 1,105.0 \$ 238.7 \$ 51.8 \$ - \$ - \$ 2,495.6 \$ 2,495.6 \$ 2,495.6

1. Project Information

Project ID: CIP0035
 Project Name: Bicycle & Pedestrian Facilities: Capacity Improvements
 Project Type: Rail
 Sponsor Department: DFA
 Managing Department: DFA
 Project Manager: Gail Tait-Nouri
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 20 years

Project Description
 This project will increase bicycle parking capacity at Metrorail stations and improve bicycle and pedestrian connections to stations from local communities. Additionally, this project will replace remaining Rack II style bike racks and other racks that are structurally damaged as well as provide additional racks and implement a locker replacement plan.

Project Status
 Design
 Operating Impact: Minimal Increased and more efficient physical infrastructure will result in minimal higher operational costs.

FY2013 Planned Activities
 Issue Request for Proposals for Bike&Ride Access technology and architectural design contract for seven secure bike parking facilities at Franconia-Springfield, Vienna, King Street, Takoma, East Falls Church, Silver Spring, and West Hyattsville Stations. Award task for construction of curb cut, crosswalk, lighting, and sidewalk improvements at Huntington, Shady Grove, Fort Totten, Vienna, West Falls Church, College Park, Greenbelt, and Dupont Stations. Complete design for Bike&Ride facilities at Franconia-Springfield, Vienna, and Takoma Stations. Start construction of two Bike&Rides at Vienna and Takoma Stations and begin design engineering for West Falls Church path Pimmit Hills to station.

6-Year Deliverables
 Design and construct bicycle parking facilities. Implement prioritized plan and design and install pedestrian and bicycle improvements.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 231.1	\$ 231.9	\$ 509.5	\$ 456.7	\$ 307.2	\$ 259.3	\$ 257.0	\$ 256.2	\$ 1,995.7	\$ 2,045.9	\$ 2,508.9
5309 Grant	128.4	115.6	100.0	-	-	-	-	-	344.0	100.0	344.0
PRI/A Grant	62.4	924.9	1,839.5	993.1	1,184.9	1,443.4	1,221.8	1,141.7	6,448.2	7,824.3	8,811.6
Other Grants	-	-	22.7	50.0	50.0	50.0	50.0	50.0	172.7	172.7	272.7
System Performance Funds	94.2	229.0	174.2	174.2	174.2	174.2	174.2	174.2	1,019.8	1,045.0	1,368.1
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 516.2	\$ 1,501.4	\$ 2,645.8	\$ 1,674.0	\$ 1,716.2	\$ 1,926.8	\$ 1,703.0	\$ 1,622.0	\$ 9,980.3	\$ 11,287.8	\$ 13,305.4
Planned Expenses:											
Planning/Engineering	\$ 231.1	\$ 231.9	\$ 509.5	\$ 456.7	\$ 307.2	\$ 259.3	\$ 257.0	\$ 256.2	\$ 1,995.7	\$ 2,045.9	\$ 2,508.9
Equipment/Vehicles	128.4	115.6	100.0	-	-	-	-	-	344.0	100.0	344.0
Construction	62.4	924.9	1,839.5	993.1	1,184.9	1,443.4	1,221.8	1,141.7	6,448.2	7,824.3	8,811.6
Force Account	-	-	22.7	50.0	50.0	50.0	50.0	50.0	172.7	172.7	272.7
Project Management	94.2	229.0	174.2	174.2	174.2	174.2	174.2	174.2	1,019.8	1,045.0	1,368.1
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 516.2	\$ 1,501.4	\$ 2,645.8	\$ 1,674.0	\$ 1,716.2	\$ 1,926.8	\$ 1,703.0	\$ 1,622.0	\$ 9,980.3	\$ 11,287.8	\$ 13,305.4
Prior Year Rollover									\$ 514.3	\$ 514.3	\$ 514.3
FY2013 Spending Authority									\$ 3,160.1	\$ 3,160.1	\$ 3,160.1
Budget Authority to be Shifted to Out Years									\$ 298.7	\$ 298.7	\$ 298.7
Total	\$ 516.2	\$ 1,501.4	\$ 3,458.8	\$ 1,674.0	\$ 1,716.2	\$ 1,926.8	\$ 1,703.0	\$ 1,622.0	\$ 10,793.4	\$ 12,100.9	\$ 14,118.4

1. Project Information

Project ID: CIP0037 Project Name: Bus Priority Corridor Network Enhancements Project Type: Bus
 Sponsor Department: BUS Managing Department: BPLN Project Manager: James Hamre Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project will enhance bus stops, transit centers, and customer information displays as well as assist local governments and State Departments of Transportation in an overall effort to improve transit speed and reliability. It will include implementation of road and traffic measures, such as signal priorities, queue jumpers, bus bulbs, painted lanes, and left turn priorities, to give buses priority on roads, and enhance transit identity and image.

Project Status
 Design
 Operating Impact: Operational savings through more efficient bus service.

FY2013 Planned Activities
 Continue development review of concept designs and develop and complete civil engineering designs for each terminal based on the concepts.

6-Year Deliverables
 Complete priority corridor improvements on 100 bus stops/associated route. Install traffic measures, such as painted markings, signal priority, queue jumpers, left-turn improvements, in coordination with local jurisdictions.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 628.7	\$ 2,882.8	\$ -	\$ 1,211.9	\$ 790.5	\$ 1,348.9	\$ 1,973.0	\$ 1,475.3	\$ 6,862.8	\$ 6,799.6	\$ 10,311.1
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	445.1	0.0	-	-	-	-	-	-	445.1	-	445.1
System Performance Funds	65.3	-	-	-	329.1	-	-	-	394.4	329.1	394.4
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,139.1	\$ 2,882.8	\$ -	\$ 1,211.9	\$ 1,119.6	\$ 1,348.9	\$ 1,973.0	\$ 1,475.3	\$ 7,702.3	\$ 7,128.7	\$ 11,150.6
Planned Expenses:											
Planning/Engineering	\$ 558.8	\$ 1,018.0	\$ -	\$ 1,153.2	\$ 1,177.1	\$ 1,117.2	\$ 2,693.0	\$ 1,729.8	\$ 5,024.3	\$ 7,370.3	\$ 8,947.1
Equipment/Vehicles	-	467.0	500.0	353.0	287.3	382.8	590.0	440.0	1,990.1	2,553.1	3,020.1
Construction	158.2	1,387.4	500.0	350.0	285.0	382.0	590.0	440.0	3,062.6	2,587.0	4,092.6
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	472.7	10.4	-	200.0	200.0	200.0	200.0	152.3	1,083.1	952.3	1,435.4
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	(50.6)	-	-	-	-	-	-	-	(50.6)	-	(50.6)
Total Planned Expenses	\$ 1,139.1	\$ 2,882.8	\$ 1,000.0	\$ 2,056.2	\$ 1,949.4	\$ 2,082.0	\$ 4,073.0	\$ 2,862.1	\$ 11,109.4	\$ 13,422.7	\$ 17,444.6
Prior Year Rollover											
	\$ -	\$ 2,678.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,678.0	\$ 2,678.0
FY2013 Spending Authority											
	\$ -	\$ 3,678.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years											
	\$ -	\$ 1,131.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131.0	\$ 1,131.0
Total	\$ 1,139.1	\$ 2,882.8	\$ 4,809.0	\$ 2,056.2	\$ 1,949.4	\$ 2,082.0	\$ 4,073.0	\$ 2,862.1	\$ 14,918.4	\$ 17,231.7	\$ 21,253.5

1. Project Information

Project ID: CIP0037_01
 Project Name: TIGER Program
 Project Type: Bus
 Sponsor Department: BUS
 Managing Department: BPLN
 Project Manager: Dinesh Patel
 Jurisdiction: Systemwide
 Useful Life: 0
 Related Projects: CIP0037

Project Description: This project will fund Bus Stops Enhancement at Addison Road and University Blvd., Customer Information Electronic Display Signs at various Bus Stops, Traffic Signal Priority on VA7 (Leesburg Pike), Improvements to Bus Infrastructures at Pentagon and Franconia-Springfield Metro Rail Stations.

Project Status: Design
 Operating Impact: 0

FY2013 Planned Activities
 Customer Information Signs System: Design Engineering and testing of prototype for signs. Continue update the quantity matrix with bus shelter and electric power information for Bus Stops; TSP; Design engineering and coordination with the jurisdictions for installation of on board signal equipment. Signed Memorandum of Understanding for Equipment Operation and Maintenance. Springfield-Franconia Bus Bay Improvements: First draft of feasible concept plan for internal review and with Fairfax County. Prepare for Construction Management Contract. Pentagon Bus Bay Improvements: Second draft of concept plan review with WMATA internal team and with the Department of Defense and final agreement on concept (10-15%) design. Prepare for Construction Management Contract. Addison Road: Customer Information Signs (Next Bus)

6-Year Deliverables

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	332.6	1,500.0	2,858.7	1,032.9	4,300.0	-	-	10,024.3	9,691.7	10,024.3
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	657.8	657.8
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 332.6	\$ 1,500.0	\$ 2,858.7	\$ 1,690.7	\$ 4,300.0	\$ -	\$ -	\$ 10,682.1	\$ 10,349.5	\$ 10,682.1
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	53.1	400.0	850.0	360.0	1,300.0	-	-	2,963.1	2,910.0	2,963.1
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	279.5	300.0	300.0	300.0	300.0	-	-	1,479.5	1,700.0	1,479.5
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	400.0	858.7	670.7	1,400.0	-	-	3,329.5	3,329.5	3,329.5
Total Planned Expenses	\$ -	\$ 332.6	\$ 1,500.0	\$ 2,858.7	\$ 1,690.7	\$ 4,300.0	\$ -	\$ -	\$ 10,682.1	\$ 10,349.5	\$ 10,682.1
Prior Year Rollover			\$ 1,522.5						\$ 1,522.5	\$ 1,522.5	\$ 1,522.5
FY2013 Spending Authority			\$ 3,022.5						\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ -	\$ 332.6	\$ 3,022.5	\$ 2,858.7	\$ 1,690.7	\$ 4,300.0	\$ -	\$ -	\$ 12,204.6	\$ 11,872.0	\$ 12,204.6

1. Project Information

Project ID: CIP0038 Project Name: Bus Garage Capacity Enhancements Project Type: Bus
 Sponsor Department: PLJD Managing Department: MCAP Project Manager: John Thomas Related Projects: None
 Jurisdiction: Systemwide Useful Life:

Project Description
 This project will purchase land and construct two bus garages (to be determined) with the capacity to store up to 250 buses each in order to meet the needs of the current bus fleet and the additional buses necessary to meet growing demand. Seven of the nine bus garages are at or near their storage capacity.

Project Status
 Close: Operating Impact: Additional infrastructure will require greater operational support. Lower dead heading costs.

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities.

6-Year Deliverables
 Complete facilities will require environmental assessment, planning and design, and acquisition of land prior to construction. Construction of two additional bus garages. Planning and design for the maintenance of the storage of large articulated buses. These activities are not funded at this time.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 47.6	\$ 1.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49.5	\$ -	\$ 49.5
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	16.3	178.3	-	-	-	-	-	-	194.5	-	194.5
Misc Funds	129.6	-	-	-	-	-	-	-	129.6	-	129.6
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 193.5	\$ 180.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 373.6	\$ -	\$ 373.6
Planned Expenses:											
Planning/Engineering	\$ 2.3	\$ 1.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.2	\$ -	\$ 4.2
Equipment/Vehicles	-	178.3	-	-	-	-	-	-	178.3	-	178.3
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	60.9	-	-	-	-	-	-	-	60.9	-	60.9
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	130.3	-	-	-	-	-	-	-	130.3	-	130.3
Total Planned Expenses	\$ 193.5	\$ 180.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 373.6	\$ -	\$ 373.6
Prior Year Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ 525.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525.9	\$ 525.9
Total	\$ 193.5	\$ 180.1	\$ 525.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 899.5	\$ 525.9	\$ 899.5

1. Project Information

Project ID: CIP0039 Project Name: Core & System Capacity Project Development Project Type: Rail
 Sponsor Department: SAAM Managing Department: SAAM Project Manager: Robin McElhenny Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project will fund planning studies, conceptual engineering, environmental clearance, and financial plans for core capacity enhancements targeted at increasing core capacity through pedestrian flow, vertical transportation, system enhancements, and station access improvements.

Project Status
 Design Operating Impact Enhancements of station and passenger facilities in the core would help relieve crowding conditions during the peak, improve operating safety at stations and allow for capacity expansion at less cost.

FY2013 Planned Activities
 Gallery Place Capacity Study: Selection of preferred design alternative and presentation to executive leadership and external stakeholders. L'Enfant Plaza Capacity Study: Based on benefits shown in pedestrian simulation model, select preferred alternative and develop benefit-cost analysis, and environmental screening. Selection of preferred design alternative and presentation to executive leadership and external stakeholders. Rail Passenger Survey: Completion of analysis and publication of final Rail Passenger Survey findings. Refine analysis and prepare final report. Rail Yard/ Maintenance Facility Plan: Complete study and publish final report. Update Rail Fleet Management Plan. Present the preferred alternative to agencies, jurisdictions and public. Initiate Study of Interline Connections (New Rail Connection between Existing Lines). Study will analyze feasibility of additional rail connections, in particular between Arlington Cemetery and Courthouse stations, allowing new service patterns and more frequent trains. Gallery Place Capacity Study: Based on benefits shown in pedestrian simulation model, select preferred alternative and develop benefit-cost analysis, and environmental screening. L'Enfant Plaza Capacity Study: Run pedestrian simulation of design alternatives and develop conceptual cost estimates. Rail Passenger Survey: Complete data entry and perform quality assurance and quality control. Regional Transit System Plan: Develop, model, and analyze second round scenarios. Develop cost estimates of second round scenarios. Prepare and host Public Workshops- Rail Yard/ Maintenance Facility Plan: Present viable projects to agencies, jurisdictions and public. Refine the viable projects, group projects into alternatives and develop conceptual capital and operating cost estimates. Based on measures of effectiveness, select preferred alternative. Metrorail Ridership Forecasts: Produce revised Metrorail Line Load.

6-Year Deliverables
 Study core stations to determine alternatives for access and capacity improvements. Perform planning studies that impact the safety, reliability, and efficient operation of the bus and rail systems. Develop recommendations for station access and capacity improvements to relieve crowding during peak and improve operational safety.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	\$ 246.8	\$ 2,422.1	\$ 2,047.6	\$ 1,035.9	\$ 1,471.5	\$ -	\$ -	\$ -	\$ 7,223.9	\$ 4,555.0	\$ 7,223.9
5309 Grant	-	-	-	-	-	\$ 1,266.8	\$ 1,748.0	\$ 1,770.8	\$ 1,266.8	\$ 4,785.6	\$ 4,785.6
PRIIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	5.4	-	-	-	-	-	-	0.5	5.4	0.5	5.9
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 252.2	\$ 2,422.1	\$ 2,047.6	\$ 1,035.9	\$ 1,471.5	\$ 1,266.8	\$ 1,748.0	\$ 1,771.3	\$ 8,496.0	\$ 9,341.1	\$ 12,015.3
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management	20.1	707.9	700.0	710.5	721.2	732.0	743.0	754.1	3,591.6	4,360.7	5,088.6
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 252.2	\$ 2,422.1	\$ 2,047.6	\$ 1,035.9	\$ 1,471.5	\$ 1,266.8	\$ 1,748.0	\$ 1,771.3	\$ 8,496.0	\$ 9,341.1	\$ 12,015.3
Prior Year Rollover		\$ -	\$ 0.7						\$ -	\$ 0.7	\$ 0.7
FY2013 Spending Authority			\$ 2,048.4								
Budget Authority to be Shifted to Out Years			\$ -	\$ 860.4					\$ -	\$ 860.4	\$ 860.4
Total	\$ 252.2	\$ 2,422.1	\$ 2,908.8	\$ 1,035.9	\$ 1,471.5	\$ 1,266.8	\$ 1,748.0	\$ 1,771.3	\$ 9,357.2	\$ 10,202.3	\$ 12,876.5

1. Project Information

Project ID CIP0042	Project Name Bus & Rail Asset Management Software	Project Type Bus/Rail
Sponsor Department IT	Managing Department IT	Related Projects ARA0014, ARA0019, CIP0047
Jurisdiction Systemwide	Useful Life 10	Project Manager Deven Sha

Project Description
This project will fund Maximo, Metro's asset and work management tracking system, which is critical to the operations of rail and bus.

Project Status
Design

Operating Impact
Lowering costs and lessening maintenance impact on customers.

FY2013 Planned Activities

Maximo enhancements include implementation of add-on products, additional modules, data integrity standards, enhancing existing functionality, as well as, creation of new and improving existing integrations. Establish and improve electronic workflow enforcement, key performance indicators, data enrichments, data audit processes and reporting. Upgrade Optram to latest version and integrate with Maximo. Design, develop and implement Greenbelt storeroom pilot. Procure mobile solution and roll-out to storeroom personnel and field technicians. Support Asset Management Program (SOG), GIS/Maximo Spatial, Asset Configuration Management implementations. Procure and install additional hardware and software for Maximo High Availability Phase III. Develop IT Asset Management requirements.

6-Year Deliverables

Complete Maximo 7.5 functional enhancements. Complete Optram 4.9 upgrade. Complete GIS and Maximo Spatial integration. Complete Maximo High Availability three phases. Complete implementation and roll-out of Mobile Asset and Inventory Management. Implement Illustrated Parts Catalog solution and integrate with Maximo. Complete Cognos and Maximo integration for Business Intelligence solution. Complete Maximo Data Warehouse development. Procure additional licenses for user expansion. Complete Maximo 8.x upgrade. Complete Structure 6.x upgrade. Complete Optram 5.x upgrade.

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	72.0	1,241.9	-	-	-	2,405.0	2,570.1	1,869.3	-	6,285.0	6,844.5	8,158.4
5309 Grant	469.2	2,532.2	-	1,672.9	2,605.5	2,784.3	-	-	-	10,064.1	7,062.7	10,064.1
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	2.8	(0.0)	4,119.7	1,298.6	-	-	-	2,025.1	3,624.2	5,421.2	11,067.6	11,070.4
Misc Funds	684.2	-	-	-	-	-	-	-	-	684.2	-	684.2
Financing	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,228.2	\$ 3,774.1	\$ 4,119.7	\$ 2,971.5	\$ 5,010.5	\$ 5,354.5	\$ 3,894.4	\$ 3,624.2	\$ 22,458.5	\$ 24,974.8	\$ 29,977.1	
Planned Expenses:		FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	1,222.9	147.2	140.0	140.0	140.0	140.0	140.0	140.0	140.0	1,930.1	840.0	2,210.1
Hardware/Software	5.3	832.5	1,243.4	-	2,400.0	2,000.0	800.0	400.0	6,481.2	6,843.4	7,681.2	7,681.2
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 1,228.2	\$ 3,774.1	\$ 4,119.7	\$ 2,971.5	\$ 5,010.5	\$ 5,354.5	\$ 3,894.4	\$ 3,624.2	\$ 22,458.5	\$ 24,974.8	\$ 29,977.1	
Prior Year Rollover												\$ 584.8
FY2013 Spending Authority	\$ 4,704.6											\$ 584.8
Budget Authority to be Shifted to Out Years												
Total	\$ 1,228.2	\$ 3,774.1	\$ 4,704.6	\$ 2,971.5	\$ 5,010.5	\$ 5,354.5	\$ 3,894.4	\$ 3,624.2	\$ 23,043.4	\$ 25,559.6	\$ 30,562.0	

1. Project Information

Project ID: CIP0043 Project Name: Bus Operations Support Software Project Type: Bus
 Sponsor Department: IT Managing Department: IT Project Manager: Adams Young Related Projects: CIP0002, CIP0047
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project completes the deployment of centralized, field, and on-board bus applications, such as automatic vehicle maintenance, computer aided dispatch, and automatic vehicle location system. It also completes integration and normalization of all data that is required to meet customer information needs.

Project Status
 Design Operating Impact: This will result in more efficient operations.

FY2013 Planned Activities
 1. Develop new build and test it using simulated data. Dispatchers will verify system functionality by generating incidents, assigning them to different users and locating vehicles, etc. 2. Migrate code to pre-production servers, conduct user acceptance testing at night time when radio traffic is low, verify system functionality, get sign-offs to move to production. 3. Pre-production will be promoted to daily operations, keeping current production servers on stand-by. 4. Close out activities, document operating procedures, application guides, training and transitioning to bus operations team.

6-Year Deliverables
 1. Establish an integrated bus data warehouse to consolidate bus systems: Automatic Passenger Count (APC), Automated Vehicle Maintenance (AVM), Automated Vehicle Location (AVL), scheduling (Trapeze), and fare collection data. 2. Integrate the new bus systems with existing WMATA business systems (Peoplesoft, Maximo, Trapeze, etc.) 3. Pilot an alternative scheduling system, improve and integrate with bus applications. 4. Sustain the newly implemented bus operation software by Bus CoABE & FES project. 5. Fully integrate with the newly implemented bus operation software. 6. Perform Phase two enhancements to the integrated bus data warehouse. 7. Upgrade (if cost effective), the scheduling system and integrate with downstream applications.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 321.0	\$ 2,304.1	\$ -	\$ -	\$ -	\$ -	\$ 3,088.7	\$ -	\$ 2,625.1	\$ 3,088.7	\$ 5,713.8
5309 Grant	301.2	-	-	-	-	-	-	-	301.2	-	301.2
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	2,816.3	2,991.3	3,482.4	3,524.8	-	2,920.1	12,832.5	15,734.9	15,752.6
System Performance Funds	17.7	-	-	-	-	-	-	-	-	-	-
Misc Funds	854.2	-	-	-	-	-	-	-	854.2	-	854.2
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,494.0	\$ 2,304.1	\$ 2,816.3	\$ 2,991.3	\$ 3,482.4	\$ 3,524.8	\$ 3,088.7	\$ 2,920.1	\$ 16,613.0	\$ 18,823.6	\$ 22,621.8
Planned Expenses:											
Planning/Engineering	\$ -	\$ 1,321.6	\$ 650.7	\$ 1,565.1	\$ 1,400.1	\$ 1,731.2	\$ 1,702.8	\$ 1,537.7	\$ 6,668.7	\$ 8,587.6	\$ 9,909.2
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	89.1	-	-	-	-	-	89.1	89.1	89.1
Project Management	1,279.3	392.7	450.0	450.0	450.0	450.0	450.0	450.0	3,472.0	2,700.0	4,372.0
Hardware/Software	214.7	589.8	1,626.5	976.2	1,632.3	1,343.6	935.9	932.4	6,383.2	7,447.0	8,251.5
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 1,494.0	\$ 2,304.1	\$ 2,816.3	\$ 2,991.3	\$ 3,482.4	\$ 3,524.8	\$ 3,088.7	\$ 2,920.1	\$ 16,613.0	\$ 18,823.6	\$ 22,621.8
Prior Year Rollover											
			\$ (263.3)						\$ (263.3)		\$ (263.3)
FY2013 Spending Authority			\$ 2,553.0								
Budget Authority to be Shifted to Out Years			\$ -								\$ -
Total	\$ 1,494.0	\$ 2,304.1	\$ 2,553.0	\$ 2,991.3	\$ 3,482.4	\$ 3,524.8	\$ 3,088.7	\$ 2,920.1	\$ 16,349.7	\$ 18,560.3	\$ 22,358.5

1. Project Information

Project ID: CIP0044 Project Name: Customer & Regional Integration Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Robert Dunham Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will modernize and integrate systems for communicating with customers and regional partners in a wide variety of circumstances including normal operations, major/minor delays, incident and accident occurrences, hazard management, emergencies, and safety hotline and dispatch. The project solves this daunting enterprise problem by developing and deploying an enterprise-wide Service Oriented Architecture (SOA) that will integrate information sharing authority-wide.

Project Status
 Design Operating Impact: This will result in more efficient operations.

FY2013 Planned Activities
 Business Intelligence Integration for Safety Measurement System. Business Process Reengineering for Business Intelligence. Upgrade of the Clarity System to V.13.

6-Year Deliverables
 Complete development of customer information web services (CIWS) infrastructure. Test and validate CIWS per IT Governance Process. Deliver communications and deployment plan for CIWS. Move CIWS into production. Complete planning, concept of operations, for follow-on to CIWS as needed. Implement automation of the Customer Operations Center and automatic sharing of rail and bus prediction information from Passenger Information Display System (PIDS) and NextBus. Create an automated incident management system that has the ability to share and coordinate spatial and temporal information across transit lines of business.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	1,620.9	-	4,124.9	-	2,307.2	-	2,305.9	-	8,050.0	8,735.0	10,356.0
5309 Grant	1,132.2	5,766.2	-	2,502.2	2,499.5	-	-	-	11,880.1	5,001.6	11,880.1
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	64.7	0.5	-	1,754.0	-	5,470.6	2,498.1	2,656.0	7,289.7	12,378.7	12,443.8
Misc Funds	4,109.5	-	-	-	-	-	-	-	4,109.5	-	4,109.5
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	6,907.3	5,766.8	4,124.9	4,256.1	4,806.7	5,470.6	4,804.0	2,656.0	31,329.3	26,115.3	38,789.4
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	6,907.3	159.1	599.6	599.6	599.6	599.6	599.6	599.6	9,464.9	3,597.8	10,664.1
Hardware/Software	-	36.9	350.0	350.0	350.0	350.0	481.0	481.0	1,436.9	2,362.0	2,398.9
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	6,907.3	5,766.8	4,124.9	4,256.1	4,806.7	5,470.6	4,804.0	2,656.0	31,329.3	26,115.3	38,789.4
Prior Year Rollover											
			\$ 528.7						\$ 528.7		528.7
FY2013 Spending Authority			\$ 4,650.6								2,563.8
Budget Authority to be Shifted to Out Years			\$ 2,563.8								2,563.8
Total	6,907.3	5,766.8	7,214.4	4,256.1	4,806.7	5,470.6	4,804.0	2,656.0	34,421.9	29,207.9	41,881.9

1. Project Information

Project ID: CIP0045 | Project Name: Data Centers and Infrastructures | Project Type: Bus/Rail
 Sponsor Department: IT | Managing Department: IT | Project Manager: Claude Swanson | Related Projects: None
 Jurisdiction: Systemwide | Useful Life: 10

Project Description

This project will bring the Data Center infrastructure up to date, including an upgrade of the data center facility and computer rooms, transition of enterprise platforms from mainframe to client-server, enterprise storage, and the consolidation of redundant and costly server infrastructure. Without this investment, Metro's current applications and all the applications considered in this capital plan will suffer from unnecessary failures possibly impacting visible transit operations such as rail control, fare collection or passenger information services.

Project Status

Design | Operating Impact: This project will enable WMATA to improve availability of the mission critical systems, implement Disaster Recovery capability for the critical systems, consolidate server resources and reduce operational costs, reduce overall Data Center carbon foot print.

FY2013 Planned Activities

Initiate procurements for DCI contractors and FY2013 initiatives - Data Center Improvements, IBM Hardware Upgrade, SAN Augmentation, Enterprise Virtual Desktop, Enterprise Monitoring Expansion and Metro IT One Stop and Office Automation.

6-Year Deliverables

Upgrade Data Center Cable Management system; Replace/repair Data Center floors, walls, UPS, and racks; Monitor and respond to network server and application issues; Upgrade enterprise email system; Test Disaster Recovery Plan; Upgrade Problem Management System; Upgrade/augment Storage Area Network; Enhance Virtual Tape Library

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	4,232.8	-	-	-	-	-	3,216.0	-	4,232.8	3,216.0	7,448.8
5309 Grant	1,822.3	3,214.6	-	3,387.1	-	-	-	-	8,424.1	3,387.1	8,424.1
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	93.8	4,777.1	2,576.0	2,374.3	5,452.4	5,302.9	3,484.0	6,649.7	20,076.7	25,839.3	30,210.3
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	1,870.8	-	-	-	-	-	-	-	1,870.8	-	1,870.8
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	8,019.8	7,491.8	2,576.0	5,761.4	5,452.4	5,302.9	6,700.0	6,649.7	34,604.4	32,442.4	47,954.1

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	-	2,709.6	1,379.7	1,618.9	1,591.0	1,449.2	1,672.1	1,720.3	8,748.4	9,431.2	12,140.8
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	4,192.3	256.1	-	195.6	-	-	-	-	4,643.9	195.6	4,643.9
Hardware/Software	3,827.6	4,526.0	1,196.3	3,947.0	3,861.5	3,853.7	5,027.8	4,929.4	21,212.1	22,815.7	31,169.3
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	8,019.8	7,491.8	2,576.0	5,761.4	5,452.4	5,302.9	6,700.0	6,649.7	34,604.4	32,442.4	47,954.1

Prior Year Rollover

(876.9) | (876.9) | \$

FY2013 Spending Authority \$ 1,699.2

Budget Authority to be Shifted to Out Years

8,019.8 | 7,491.8 | 1,699.2 | 5,761.4 | 5,452.4 | 5,302.9 | 6,700.0 | 6,649.7 | 33,727.6 | 31,565.6 | 47,077.2

Total

1. Project Information

Project ID: CIP0046 Project Name: Document Management System Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Robert Dunham Related Projects: ARA0024, CIP0047
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project provides for enterprise-wide document management for Metro, integration of the document management system with the major enterprise systems (such as PeopleSoft and Maximo), and compliance with Metro's proposed enterprise wide document retention. This project will also support moving many manual paper based processes to electronic processes by enabling enterprise applications such as PeopleSoft and Maximo to easily be linked to electronic records and forms as well as enhance Metro's ability to respond to information request.

Project Status
 Construction Operating Impact: Authority-wide Document Management Architecture providing real-time access to documents supporting requirements.

FY2013 Planned Activities
 Procure and deploy resources to: 1) Upgrade Documentum to version 6.6 2) Convert Bus operator files and processes to electronic formats and systems 3) Convert Worker's Compensation files and processes to electronic formats and systems

6-Year Deliverables
 Planning and designing the document management system; Support moving many manual paper based processes to electronic processes by enabling enterprise applications as in the case of PeopleSoft and Maximo to easily be linked to electronic records and forms.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 622.2	\$ -	\$ -	\$ -	\$ 1,991.3	\$ -	\$ 1,207.7	\$ 1,522.5	\$ 2,795.6	\$ 4,116.5	\$ 5,524.8
5309 Grant	-	-	-	-	2,175.6	-	-	-	2,797.7	2,175.6	2,797.7
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	220.9	-	1,759.8	3,739.9	-	3,050.5	1,302.9	294.1	8,771.1	10,147.3	10,368.1
Misc Funds	120.7	-	-	-	-	-	-	-	120.7	-	120.7
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 963.7	\$ 1,408.3	\$ 1,759.8	\$ 3,739.9	\$ 3,566.9	\$ 3,050.5	\$ 2,505.5	\$ 1,816.7	\$ 14,489.2	\$ 16,439.3	\$ 18,811.4
Planned Expenses:											
Planning/Engineering	\$ -	\$ 1,358.6	\$ 1,291.1	\$ 3,239.9	\$ 3,066.9	\$ 578.0	\$ 2,036.9	\$ 1,348.0	\$ 9,534.5	\$ 11,560.7	\$ 12,919.3
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	868.9	-	191.6	-	-	1,972.5	191.6	191.6	3,033.1	2,547.3	3,416.3
Hardware/Software	94.8	49.7	277.1	500.0	500.0	500.0	277.1	277.1	1,921.6	2,331.3	2,475.8
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 963.7	\$ 1,408.3	\$ 1,759.8	\$ 3,739.9	\$ 3,566.9	\$ 3,050.5	\$ 2,505.5	\$ 1,816.7	\$ 14,489.2	\$ 16,439.3	\$ 18,811.4
Prior Year Rollover											
		\$ 642.3							\$ 642.3	\$ 642.3	
FY2013 Spending Authority			\$ 2,402.1								
Budget Authority to be Shifted to Out Years											
Total	\$ 963.7	\$ 1,408.3	\$ 2,402.1	\$ 3,739.9	\$ 3,566.9	\$ 3,050.5	\$ 2,505.5	\$ 1,816.7	\$ 15,131.5	\$ 17,081.6	\$ 19,453.7

1. Project Information

Project ID: CIP0047 Project Name: Enterprise Geographic Information System Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Edwin Wells Related Projects: CIP0042, CIP0043, CIP0046, CIP0051
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will create a single, agency-wide enterprise Geographic Information System (GIS) to support integrated mapping and data, consistent information enterprise-wide, efficient operations, and informed stakeholders. In addition, integration of key maps, drawings, asset records, and emergency access locations agency-wide will be supported, which is critical for timely emergency responses.

Project Status
 Construction Operating Impact: Consistent geographic data and maps across the agency to support safer and more efficient asset management, transit operations, planning, public safety, and public information.

FY2013 Planned Activities
 Upgrade ArcGIS, Oracle, Windows, and Flex software. Establish failover stack at the Carmen Turner Facility. Deploy transit network data management software. Complete Maximo Spatial prototype. Complete maps of rail station features. Complete three new hires. Continue ongoing data maintenance work, integration of legacy data, and ongoing architecture/integration work with other systems.

6-Year Deliverables
 Development and maintenance of asset and transit network maps and spatial data. Legacy data consolidation and migration. Development of data maintenance tools and web mapping services. Ongoing architecture/integration work with other systems.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 217.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 692.9	\$ -	\$ 217.0	\$ 692.9	\$ 909.9
5309 Grant	498.0	519.6	-	1,125.5	-	-	-	-	2,143.1	1,125.5	2,143.1
PRI/A Grants	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	48.4	732.9	1,500.0	874.0	2,583.8	1,952.4	750.7	2,072.0	7,691.5	9,732.9	10,514.2
Misc Funds	207.3	-	-	-	-	-	-	-	207.3	-	207.3
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 970.8	\$ 1,252.4	\$ 1,500.0	\$ 1,999.5	\$ 2,583.8	\$ 1,952.4	\$ 1,443.6	\$ 2,072.0	\$ 10,258.9	\$ 11,551.3	\$ 13,774.6
Planned Expenses:											
Planning/Engineering	\$ -	\$ 853.1	\$ 625.0	\$ 999.5	\$ 1,308.8	\$ 702.4	\$ 193.6	\$ 822.0	\$ 4,888.8	\$ 4,651.3	\$ 5,504.4
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	970.8	337.1	775.0	900.0	1,025.0	1,150.0	1,150.0	1,150.0	5,157.9	6,150.0	7,457.9
Hardware/Software	-	62.2	100.0	100.0	250.0	100.0	100.0	100.0	612.2	750.0	812.2
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 970.8	\$ 1,252.4	\$ 1,500.0	\$ 1,999.5	\$ 2,583.8	\$ 1,952.4	\$ 1,443.6	\$ 2,072.0	\$ 10,258.9	\$ 11,551.3	\$ 13,774.6
Prior Year Rollover		\$ 2,373.2							\$ 2,373.2	\$ 2,373.2	\$ 2,373.2
FY2013 Spending Authority		\$ 3,873.2							\$ 3,873.2	\$ 3,873.2	\$ 3,873.2
Budget Authority to be Shifted to Out Years		\$ -							\$ -	\$ -	\$ -
Total	\$ 970.8	\$ 1,252.4	\$ 3,873.2	\$ 1,999.5	\$ 2,583.8	\$ 1,952.4	\$ 1,443.6	\$ 2,072.0	\$ 12,632.1	\$ 13,924.5	\$ 16,147.8

1. Project Information

Project ID: CIP0048 Project Name: Sensitive Data Protection Technology Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Eberechi Ugwu Related Projects: CIP0031, ARA0015
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will provide a comprehensive Metro-wide security architecture that will reduce the risk of malicious attacks and cyber-terrorism as well as fraud and waste, while achieving and maintaining regulatory compliance.

Project Status
 Design Provides regulatory compliance and data security.

FY2013 Planned Activities
 Continue the build out of Metro's Enterprise Information Security Architecture (EISA) by enabling capabilities to support the information technology environment. Establish and maintain various security zones within the Metro Intranet. PCI Zone-Migrate all Payment Card Industry (PCI) data into a designated security zone. Deploy database monitoring software to detect and protect access to sensitive information within the PCI zone and similar zones. Enable web single sign-on (WebSSO) to Metro services and systems and integrate identity and access management (IAM) implementation into Metro's physical security.

6-Year Deliverables
 Maintain a comprehensive enterprise security program. Establish various security zones within the Metro intranet. PCI Zone Data Migration-Migrate all PCI data into its designated security zone. Deploy database monitoring software to detect and protect access to sensitive information. Enable single sign on other services and systems. Integrate access management into physical security. Preserve security incident event logging and event correlation, as well as highly available, redundant, security zones for internal business units and external partners.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 1,240.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	\$ 1,399.3	\$ 3,806.5	\$ 3,855.9	\$ 2,069.7	\$ -	\$ -	\$ -	\$ -	\$ 5,096.6	\$ 12,095.6	\$ 13,336.2
PRI/A Grant	-	-	-	-	-	-	-	-	7,275.5	2,069.7	7,275.5
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	193.3	1,734.6	851.2	1,451.7	3,819.8	4,350.7	-	-	12,401.4	10,473.4	12,401.4
Misc Funds	1,675.4	-	-	-	-	-	-	-	1,675.4	-	1,675.4
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 4,508.7	\$ 5,541.1	\$ 4,707.1	\$ 3,521.5	\$ 3,819.8	\$ 4,350.7	\$ 4,157.0	\$ 4,082.7	\$ 26,448.9	\$ 24,638.7	\$ 34,688.5

Planned Expenses:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment/Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Management	3,758.4	156.3	1,110.0	1,110.0	1,110.0	1,295.0	1,295.0	1,295.0	8,539.8	7,215.0	11,129.8
Hardware/Software	750.3	1,333.0	378.0	78.0	-	195.0	195.0	710.0	2,734.3	1,556.0	3,639.3
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 4,508.7	\$ 5,541.1	\$ 4,707.1	\$ 3,521.5	\$ 3,819.8	\$ 4,350.7	\$ 4,157.0	\$ 4,082.7	\$ 26,448.9	\$ 24,638.7	\$ 34,688.5

Prior Year Rollover	\$ -	\$ (12.4)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (12.4)	\$ -	\$ (12.4)
FY2013 Spending Authority	\$ -	\$ -	\$ 4,694.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,508.7	\$ 5,541.1	\$ 4,694.8	\$ 3,521.5	\$ 3,819.8	\$ 4,350.7	\$ 4,157.0	\$ 4,082.7	\$ 26,536.5	\$ 24,626.4	\$ 34,676.2

1. Project Information

Project ID: CIP0049 Project Name: Management Support Software Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Naheed Monower Related Projects: ARA0016
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will replace and/or update software that supports corporate and financial control of operations such as treasury, budget, cash management, human capital management, procurement, and vendor management functions. This project is essential for Metro to meet its fiscal duty to maintain sufficient controls to manage its corporate operations.

Project Status
 Design Operating Impact: increased productivity and efficiency due to upgrades in technology

FY2013 Planned Activities
 Manage and staff the program office to support CIP049_02, and CIP049_07 projects, and management support for Integrated Finance Organization (IFO) Financials support. Deliver on Project Management Operations support activities for the planning, design, build, test, training and rollout/support phases of Configuration Management Systems and Inventory Projects.

6-Year Deliverables
 Provide enhanced support for the PeopleSoft Financials system to enable timely draw down of grants, improve timeliness of monthly and year-end Close related activities; program management support for inventory Phase 2 and Contract Lifecycle Management project.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 1,569.6	\$ -	\$ 3,023.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,592.9	\$ 3,023.3	\$ 4,592.9
5309 Grant	1,327.1	12,446.7	-	1,232.2	-	-	-	-	15,006.0	1,232.2	15,006.0
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	96.9	-	-	863.8	452.8	98.3	-	-	1,511.8	1,414.9	1,511.8
Misc Funds	4,067.4	-	-	-	-	-	-	-	4,067.4	-	4,067.4
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 7,061.0	\$ 12,446.7	\$ 3,023.3	\$ 2,096.0	\$ 452.8	\$ 98.3	\$ -	\$ -	\$ 25,178.1	\$ 5,670.4	\$ 25,178.1
Planned Expenses:											
Planning/Engineering	\$ -	\$ 10,364.4	\$ 1,023.3	\$ 1,013.0	\$ 252.8	\$ -	\$ -	\$ -	\$ 12,653.5	\$ 2,289.1	\$ 12,653.5
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	0.5	-	-	-	-	-	-	0.5	-	0.5
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	6,223.9	1,543.0	2,000.0	1,000.0	200.0	98.3	-	-	11,065.3	3,298.3	11,065.3
Hardware/Software	837.1	538.8	-	83.0	-	-	-	-	1,458.8	83.0	1,458.8
Other	-	0.0	-	-	-	-	-	-	0.0	-	0.0
Total Planned Expenses	\$ 7,061.0	\$ 12,446.7	\$ 3,023.3	\$ 2,096.0	\$ 452.8	\$ 98.3	\$ -	\$ -	\$ 25,178.1	\$ 5,670.4	\$ 25,178.1
Prior Year Rollover											
		\$ -	\$ 13,334.0						\$ 13,334.0	\$ -	\$ 13,334.0
FY2013 Spending Authority			\$ 16,357.4								
Budget Authority to be Shifted to Out Years			\$ -								
Total	\$ 7,061.0	\$ 12,446.7	\$ 16,357.4	\$ 2,096.0	\$ 452.8	\$ 98.3	\$ -	\$ -	\$ 38,512.1	\$ 19,004.5	\$ 38,512.1

1. Project Information

Project ID: CIP0049_01 | Project Name: HR Human Capital Module | Project Type: Bus/Rail
 Sponsor Department: IT | Managing Department: IT | Project Manager: Sue Fitzgerald | Related Projects: CIP0049
 Jurisdiction: Systemwide | Useful Life: 0

Project Description: This project will upgrade PeoplesSoft HCM from version 8.8 to 9.1 and add new modules including Talent Acquisition Management, Absence Management, Enterprise Learning Management and Portal Manager.

Project Status: Design | Operating Impact: 0

FY2013 Planned Activities: Develop change management, communications and leadership action plans. Conduct alignment and integrated process team workshops. Begin identifying functional requirements. Re-validate fit/gap analysis. Create environments and develop system security plan. Begin future state "to be" process mapping. Begin developing configuration documents. Continue identifying and documenting functional requirements. Complete role definition mapping. Develop data migration strategy. Develop draft training plan. Develop functional test scripts. Prepare for and conduct system testing. Begin developing training materials.

6-Year Deliverables: Upgrade HCM to 9.1. Implement Recruiting Solutions, including Talent Acquisition Management. Implement Absence Management. Implement Enterprise Learning Management.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	-	140.8	-	4,456.1	-	-	-	-	3,137.1	3,137.1	3,137.1
5309 Grant	-	-	-	-	-	-	-	-	4,596.8	4,596.8	4,596.8
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	3,123.6	1,800.0	391.0	-	-	5,314.5	5,314.5	5,314.5
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 140.8	\$ 3,137.1	\$ 7,579.7	\$ 1,800.0	\$ 391.0	\$ -	\$ -	\$ 13,048.5	\$ 12,907.7	\$ 13,048.5
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	140.8	-	-	-	-	-	-	140.8	140.8	140.8
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 140.8	\$ 3,137.1	\$ 7,579.7	\$ 1,800.0	\$ 391.0	\$ -	\$ -	\$ 13,048.5	\$ 12,907.7	\$ 13,048.5
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ 140.8	\$ 2,996.3	\$ 7,579.7	\$ 1,800.0	\$ 391.0	\$ -	\$ -	\$ 12,907.7	\$ 12,766.9	\$ 12,907.7

1. Project Information

Project ID: CIP0049_02 Project Name: Contract Lifecycle Management Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Naheed Monower Related Projects: CIP0049
 Jurisdiction: Systemwide Useful Life: 0

Project Description
 Sourcing and Contract Management are two key functional areas for the Office of Procurement and Materials (PRMT) at WMATA. Currently both of these functional areas rely on manual processes and are paper based resulting in inconsistent controls, inefficient processing and unreliable record keeping. This project is being established for WMATA to acquire a best in class sourcing and contract management solution that standardizes and optimizes our sourcing and contract management processes, provides transparency to the organization, meets all statutory requirements and FTA auditing standards.

Project Status
 Design Operating Impact: 0

FY2013 Planned Activities
 Begin validation of requirements and stakeholder analysis. Launch change management team and communications. Finalize requirements and design validation. Complete design and build activities. Execute change management action plan and stakeholder engagement. Prepare for testing and launch integration testing team. Complete final build of the system. Finalize training plan and train subject matter experts for user testing. Execute change management action plan and stakeholder engagement. Finalize implementation plan. Complete testing and training. Implement the system.

6-Year Deliverables
 1) Centralized electronic repository of all WMATA sourcing and contracts 2) Automated processes and systems for sourcing and contract management 3) Trained and upgraded procurement organization for sourcing and contracting activities

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	\$ -	\$ -	\$ 1,184.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,184.6	\$ 1,184.6	\$ 1,184.6
5309 Grant	\$ -	\$ -	\$ -	\$ 1,376.5	\$ -	\$ -	\$ -	\$ -	\$ 1,376.5	\$ 1,376.5	\$ 1,376.5
PRI/A Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ -	\$ -	\$ -	\$ 964.9	\$ 2,249.7	\$ 80.1	\$ -	\$ -	\$ 3,294.7	\$ 3,294.7	\$ 3,294.7
Misc Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ -	\$ -	\$ 1,184.6	\$ 2,341.4	\$ 2,249.7	\$ 80.1	\$ -	\$ -	\$ 5,855.8	\$ 5,855.8	\$ 5,855.8
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ 1,000.0	\$ 2,000.0	\$ 2,000.0	\$ 80.1	\$ -	\$ -	\$ 5,080.1	\$ 5,080.1	\$ 5,080.1
Equipment/Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Management	\$ -	\$ -	\$ 184.6	\$ 341.4	\$ 249.7	\$ -	\$ -	\$ -	\$ 775.7	\$ 775.7	\$ 775.7
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Expenses	\$ -	\$ -	\$ 1,184.6	\$ 2,341.4	\$ 2,249.7	\$ 80.1	\$ -	\$ -	\$ 5,855.8	\$ 5,855.8	\$ 5,855.8
Prior Year Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority	\$ -	\$ -	\$ 1,184.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,184.6	\$ 2,341.4	\$ 2,249.7	\$ 80.1	\$ -	\$ -	\$ 5,855.8	\$ 5,855.8	\$ 5,855.8

1. Project Information

Project ID: CIP0049_03 Project Name: Asset Management Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Kevin Borek Related Projects: CIP0049
 Jurisdiction: Systemwide Useful Life: 0

Project Description
 A pilot project to determine the viability of using modern product data management technology (PDM) to manage transit asset intellectual property (technical data). Although these PDM techniques are widely used in commercial industries in conjunction with modern transaction management solutions to manage complex asset bases, there is little history associated with this application in a transit environment and there are challenges which need to be addressed.

Project Status
 Design Operating Impact: 0

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities

6-Year Deliverables
 Depending upon the success of the pilot project, some six year deliverables would include the following: Determining/Establishing modern baseline technical data requirements for asset class induction. Determining/Establishing the workflows and business processes associated with asset induction, sustainment and retirement with respect to technical data management. Determining/Establishing the interfaces and dependencies between the PDM solution and other records management solutions in WMATA. Determining/Establishing the interfaces and dependencies between the PDM solution, other records management solutions and transaction management systems in WMATA.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11		FY12		FY13		FY14		FY15		FY16		FY17		FY18		FY11-16		FY13-18		Total		
	Actual	Estimate	Budget	Forecast	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	Total	Total	Total	Total	All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planned Expenses:																							
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Rollover																							
FY2013 Spending Authority																							
Budget Authority to be Shifted to Out Years																							
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1. Project Information

Project ID: CIP0049_07 Project Name: PeopleSoft Inventory Phase II Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Naheed Monower Related Projects: CIP0049
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will provide enhancements to the existing inventory system in use at Metro's Supply Facility (MSF). To provide automated back-order fulfillment, improve the hot pick process, provide cycle counting capabilities and integrate with the shuttles and carousels.

Project Status
 Design Operating Impact: Improve efficiency by automating manual processes

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities

6-Year Deliverables
 Automated back order fulfillment and improved hot-pick process, integration of the inventory system with the operation of the shuttles and carousels, ability to perform cycle counting.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ -	\$ -	\$ -	\$ 866.0	\$ 935.0	\$ -	\$ -	\$ -	\$ 1,801.0	\$ 1,801.0	\$ 1,801.0
5309 Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRI/A Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ -	\$ -	\$ -	\$ 607.0	\$ -	\$ 390.6	\$ -	\$ -	\$ 997.6	\$ 997.6	\$ 997.6
Misc Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ -	\$ -	\$ -	\$ 1,473.0	\$ 1,798.1	\$ 390.6	\$ -	\$ -	\$ 3,661.7	\$ 3,661.7	\$ 3,661.7
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ -	\$ 1,000.0	\$ 1,225.1	\$ 290.6	\$ -	\$ -	\$ 2,615.7	\$ 2,615.7	\$ 2,615.7
Equipment/Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Management	\$ -	\$ -	\$ -	\$ 473.0	\$ 473.0	\$ 100.0	\$ -	\$ -	\$ 1,046.0	\$ 1,046.0	\$ 1,046.0
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Expenses	\$ -	\$ -	\$ -	\$ 1,473.0	\$ 1,798.1	\$ 390.6	\$ -	\$ -	\$ 3,661.7	\$ 3,661.7	\$ 3,661.7
Prior Year Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ 1,473.0	\$ 1,798.1	\$ 390.6	\$ -	\$ -	\$ 3,661.7	\$ 3,661.7	\$ 3,661.7
Total	\$ -	\$ -	\$ -	\$ 1,473.0	\$ 1,798.1	\$ 390.6	\$ -	\$ -	\$ 3,661.7	\$ 3,661.7	\$ 3,661.7

1. Project Information

Project ID: CIP0050 Project Name: Metro IT One Stop and Office Automation Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Claude Swanson & Angela Lee Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project maintains a one-stop desktop service center for remote support and trouble-shooting, software and hardware installation, electronic software distribution, and Microsoft applications support. In addition, it will implement a new Enterprise level Problem Management System, execute a PC Replacement program, deliver customer service support, and implement an Enterprise level Knowledgebase.

Project Status
 Design Operating Impact: Support Staff will have access to up-to-date procedures and problem resolutions as well as faster and more consistent problem resolution.

FY2013 Planned Activities
 Submit Basic Ordering Agreement requisitions for helpdesk contractors - Helpdesk Technicians and Infrastructure Program Analyst. Initiate plans for helpdesk outsourcing in FY2013.

6-Year Deliverables
 Identify and prioritize issues and challenges faced by customers and technology support staff. Evaluate commercial knowledge base, business analytics, and remote desktop technologies to assist with build or buy decisions. Develop and implement knowledgebase content. Develop and implement remote control software applications based on identified opportunities identify best practice metrics, quality reporting, and customer surveys. Support the ordering, deployment and surplusing of desktop computer equipment.

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 578.1	\$ -	\$ -	\$ 822.4	\$ -	\$ -	\$ 796.6	\$ -	\$ 1,400.5	\$ 1,619.0	\$ 2,197.1
5309 Grant	\$ 1,505.3	\$ 1,952.7	\$ -	\$ 826.7	\$ 890.9	\$ -	\$ 863.0	\$ -	\$ 5,175.6	\$ 2,580.6	\$ 6,038.5
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	\$ 86.2	\$ 348.9	\$ 2,000.0	\$ 826.7	\$ -	\$ 1,972.7	\$ -	\$ 1,538.6	\$ 5,234.5	\$ 6,338.0	\$ 6,773.1
Misc Funds	\$ 790.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 790.5	\$ -	\$ 790.5
Total Planned Sources	\$ 2,960.1	\$ 2,301.6	\$ 2,000.0	\$ 1,653.5	\$ 1,713.3	\$ 1,972.7	\$ 1,659.5	\$ 1,538.6	\$ 12,601.1	\$ 10,537.6	\$ 15,799.2

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	\$ -	\$ 552.6	\$ 375.1	\$ 187.5	\$ 193.6	\$ 211.2	\$ 207.4	\$ 205.9	\$ 1,520.1	\$ 1,380.7	\$ 1,953.4
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	\$ 1,191.5	\$ 8.5	\$ 274.5	\$ 157.7	\$ -	\$ -	\$ -	\$ -	\$ 1,632.2	\$ 432.2	\$ 1,632.2
Hardware/Software	\$ 1,768.5	\$ 1,740.5	\$ 1,350.4	\$ 1,308.3	\$ 1,519.7	\$ 1,761.5	\$ 1,452.1	\$ 1,332.6	\$ 9,448.9	\$ 8,724.6	\$ 12,233.6
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 2,960.1	\$ 2,301.6	\$ 2,000.0	\$ 1,653.5	\$ 1,713.3	\$ 1,972.7	\$ 1,659.5	\$ 1,538.6	\$ 12,601.1	\$ 10,537.6	\$ 15,799.2

Prior Year Rollover

	\$ 873.6								\$ 873.6	\$ 873.6	
FY2013 Spending Authority	\$ 2,873.5										
Budget Authority to be Shifted to Out Years	\$ -										
Total	\$ 2,960.1	\$ 2,301.6	\$ 2,873.5	\$ 1,653.5	\$ 1,713.3	\$ 1,972.7	\$ 1,659.5	\$ 1,538.6	\$ 13,474.7	\$ 11,411.1	\$ 16,672.8

1. Project Information

Project ID: CIP0051 Project Name: Police Dispatch and Records Management Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: John Bercher Related Projects: CIP0047
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will replace the current Metro Transit Police Department legacy system with an up-to-date Records Management System (RMS) to support dispatch crime and response tracking to improve operations for riders.

Project Status
 Design Operating Impact: Replacement of this legacy system will provide savings through greater efficiency

FY2013 Planned Activities
 Initiate procurement process.

6-Year Deliverables
 Replace or upgrade MTPD dispatching and crime tracking system.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											981.0
5309 Grant											1,062.8
PRIIA Grant											
Other Grants											
System Performance Funds		152.9	1,865.7	1,968.8		443.9		1,967.1	4,431.3	6,245.4	6,398.4
Misc Funds											
Financing											
Total Planned Sources		152.9	1,865.7	1,968.8	2,043.8	443.9		1,967.1	6,475.1	8,289.2	8,442.2

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses		152.9	1,865.7	1,968.8	2,043.8	443.9		1,967.1	6,475.1	8,289.2	8,442.2
Prior Year Rollover										1,406.3	1,406.3
FY2013 Spending Authority											3,272.0

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Budget Authority to be Shifted to Out Years											
Total		152.9	3,272.0	1,968.8	2,043.8	443.9		1,967.1	7,881.4	9,695.5	9,848.5

1. Project Information

Project ID: CIP0052 Project Name: Network and Communications Project Type: Bus/Rail
 Sponsor Department: IT Managing Department: IT Project Manager: AJ Pegram Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will: 1) implement the new MetroNet data and voice network; 2) Support end-of-life telecommunications upgrades and replacements; 3) Support infrastructure enhancements and upgrades; 4) Implement wireless networking for operational needs by deploying approximately 800 wireless access points, and 5) Implement software to manage telecommunication asset including data circuits, CENTREX, and business telephone numbers. The effort to expand cell phone access in tunnels, known as Neutral Host, is being funded separately by mobile carriers.

Project Status
 Design Operating Impact: The MetroNet Capacity Enhancement program will increase band width and reliability. The increased band width will enable Metro to support strategic high band width initiatives such as wireless communications and video cameras throughout Metro properties.

FY2013 Planned Activities
 Complete Phase 1 of the multi-year project. In Phase 1 the core network system will be upgraded. This upgrade will increase the network capacity of the core network and Jackson Graham Building and Carmen Turner Facility Data Centers.

6-Year Deliverables
 Phases 2-3 will upgrade the network traffic aggregation points and the final phase will update the rail stations and auxiliary buildings.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	22.7	3,499.3	-	-	1,959.3	-	1,569.8	-	5,481.3	3,529.2	7,051.2
5309 Grant	2,305.7	-	-	2,457.5	2,122.6	-	1,700.7	-	6,885.9	6,280.8	8,586.5
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	143.6	1,637.8	4,576.1	1,637.7	-	5,780.8	-	4,586.2	13,776.1	16,580.8	18,362.3
Misc Funds	556.1	-	-	-	-	-	-	-	556.1	-	556.1
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 3,028.1	\$ 5,137.1	\$ 4,576.1	\$ 4,095.3	\$ 4,082.0	\$ 5,780.8	\$ 3,270.5	\$ 4,586.2	\$ 26,699.4	\$ 26,390.8	\$ 34,556.0
Planned Expenses:											
Planning/Engineering	1,439.4	3,235.1	2,838.3	2,709.9	2,653.1	4,027.3	2,263.3	2,765.2	16,901.1	17,257.1	21,929.7
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	847.6	676.2	220.5	149.5	196.6	278.5	157.6	202.9	2,366.9	1,223.6	2,747.4
Force Account	695.4	-	167.4	149.5	149.0	211.0	119.4	167.4	1,372.3	963.6	1,659.1
Project Management	-	17.3	150.0	100.0	100.0	150.0	100.0	150.0	517.3	750.0	767.3
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	45.7	-	-	-	-	-	-	-	45.7	-	45.7
Total Planned Expenses	\$ 3,028.1	\$ 5,137.1	\$ 4,576.1	\$ 4,095.3	\$ 4,082.0	\$ 5,780.8	\$ 3,270.5	\$ 4,586.2	\$ 26,699.4	\$ 26,390.8	\$ 34,556.0
Prior Year Rollover											
			\$ 378.5						\$ 378.5		\$ 378.5
FY2013 Spending Authority			\$ 4,954.6						\$ 4,954.6		\$ 4,954.6
Budget Authority to be Shifted to Out Years			\$ 0.0						\$ 0.0		\$ 0.0
Total	\$ 3,028.1	\$ 5,137.1	\$ 4,954.6	\$ 4,095.3	\$ 4,082.0	\$ 5,780.8	\$ 3,270.5	\$ 4,586.2	\$ 27,077.9	\$ 26,769.3	\$ 34,934.5

1. Project Information

Project ID: CIP0053
 Project Name: Network Operations Center (NOC)
 Project Type: Bus/Rail
 Sponsor Department: IT
 Managing Department: IT
 Project Manager: Claude Swanson
 Jurisdiction: Systemwide
 Useful Life: 10
 Related Projects: None

Project Description
 This project will implement a monitoring center to monitor and manage WMATA's network and associated infrastructure to prevent or isolate any type of critical event. This project will deliver a 24x7 Enterprise Monitoring Center offering: Network Monitoring, sophisticated monitoring toolset to determine warning, critical or catastrophic threshold events. This is a key part of increasing the up-time of mission-critical systems such as the rail control and financial systems and will result in a higher level of overall safety for passengers and employees.

Project Status
 Design
 Operating Impact: Ensure 24/7/365 monitoring of systems 2)Proactive/predictive and root cause analysis of network incidents 3)Detection of incidents < 5 mins, respond < 20 mins, resolve < 2 hours 4)keep critical services running on vendor supported hardware

FY2013 Planned Activities
 Continue to support Business Service Management via service operation insight. Spectrum & eHealth integration as well as stabilization and population of Computer Associate's Configuration Manager Database, a product typically used to manage change control for IT systems.

6-Year Deliverables
 Identify the most critical business applications and systems supporting Metro's services and operations. Establish Service Level Agreements (SLAs) for the identified Critical Business Services: Fare Collections, GOTR, PeopleSoft HR/Payroll/EPM, Oracle, MAXIMO, Intranet/Internet, Call Center/MetroAccess, Trapeze, MTPD Dispatch and Parking Garage. Identify the underlying IT infrastructure supporting the most critical Business Applications and Systems. Configure monitoring tool to accept event correlation and dependency relationships. The Authority will receive Network Incident Detection and Identification, Alert Notification, Escalation, and Reporting, Incident Ticket generation and Resolution, Escalation from all Metro Help Desks, Environmental Monitoring/Management, Availability and Performance Monitoring, Trend Reports and Performance Analysis, Performance/Capacity Management, Service and Problem Management, Event/Fault Management, Standards-based Incident Escalation Process, Digital Video Camera Surveillance, Real-time Router/Switch Status, and Real-time Server/Services Status.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 819.3	\$ -	\$ -	\$ 1,129.4	\$ -	\$ -	\$ 1,193.5	\$ -	\$ 1,948.7	\$ 2,322.9	\$ 3,142.2
5309 Grant	\$ 80.6	\$ 97.0	\$ -	\$ -	\$ 845.5	\$ -	\$ 1,293.0	\$ -	\$ 1,023.1	\$ 2,138.5	\$ 2,316.1
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	\$ 25.5	\$ 483.9	\$ 895.4	\$ 3,333.6	\$ 648.7	\$ 2,737.4	\$ -	\$ 2,467.7	\$ 8,124.5	\$ 10,082.8	\$ 10,592.2
Misc Funds	\$ 0.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.0	\$ -	\$ 0.0
Total Planned Sources	\$ 925.4	\$ 580.9	\$ 895.4	\$ 3,333.6	\$ 2,623.7	\$ 2,737.4	\$ 2,486.5	\$ 2,467.7	\$ 11,096.3	\$ 14,544.2	\$ 16,050.5
Planned Expenses:											
Planning/Engineering	\$ -	\$ 286.3	\$ 644.5	\$ 1,090.8	\$ 876.7	\$ 533.3	\$ 346.9	\$ 530.0	\$ 3,431.6	\$ 4,222.2	\$ 4,508.5
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	\$ 735.6	\$ 15.3	\$ -	\$ 142.4	\$ -	\$ -	\$ -	\$ 893.4	\$ 893.4	\$ 142.4	\$ 893.4
Hardware/Software	\$ 158.4	\$ 279.3	\$ 250.9	\$ 2,100.5	\$ 1,746.9	\$ 2,204.0	\$ 1,939.6	\$ 1,937.7	\$ 6,739.9	\$ 10,179.5	\$ 10,617.2
Other	\$ 31.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31.4	\$ 31.4	\$ -	\$ 31.4
Total Planned Expenses	\$ 925.4	\$ 580.9	\$ 895.3	\$ 3,333.6	\$ 2,623.7	\$ 2,737.4	\$ 2,486.5	\$ 2,467.7	\$ 11,096.3	\$ 14,544.2	\$ 16,050.5
Prior Year Rollover	\$ -	\$ -	\$ 313.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 313.8	\$ 313.8
FY2013 Spending Authority	\$ -	\$ -	\$ 1,209.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,209.2
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ 1.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.2	\$ 1.2
Total	\$ 925.4	\$ 580.9	\$ 1,210.4	\$ 3,333.6	\$ 2,623.7	\$ 2,737.4	\$ 2,486.5	\$ 2,467.7	\$ 11,411.4	\$ 14,859.2	\$ 16,365.6

1. Project Information

Project ID: CIP0054
 Project Name: Customer Electronic Communications & Outreach
 Project Type: Bus/Rail
 Sponsor Department: IT
 Managing Department: IT
 Project Manager: Mary Kaye Vavasour
 Jurisdiction: Systemwide
 Useful Life: 10
 Related Projects: None

Project Description
 This project will provide for enhanced electronic communications and customer outreach, focusing on customer demands for rapid and flexible data delivery systems for Metro communications, schedules, system alerts, and commuting benefits and fares.

Project Status
 Design
 Operating Impact: Development and implementation of these projects will result in more efficient operations and rider services

FY2013 Planned Activities

Develop iterations 3 and 4 of the threshold autoload design, review with customers and complete unit tests/bug fixes. Conduct UAT of the entire SmarTrip web application upgrade, execute security scans, and launch into production. Conduct functional and business requirements analysis for enhancement to SmarTrip application to enable Smart Benefits to be used to purchase products. Maintain existing Metroweb content. Build new sites, implement web parts as necessary or directed. Test and verify overall content and changes to Metroweb on the EA 2010 SharePoint dev environment. Configure Production environment. Attach and upgrade database. Perform visual upgrade to production. Finalize requirements and design for the Smart Benefits as payment source enhancement to the SmarTrip web application. Conduct development of the Smart Benefits as payment source enhancement, review with customer, execute testing and bug fixing. Design and build a mobile version of the SmarTrip web application. Design, develop and implement enhancements to the SmarTrip web application to sell bulk fare products.

6-Year Deliverables

Datasets and applications for Metro's most important communications elements (e.g. trip planning and system alerts) will be expanded to meet the demands of the latest technological developments influenced by entities such as social media, Google, and smart phones. Internal systems will be expanded to advance customer interfaces for SmarTrip, Smart Benefits, and electronic fare programs. Design and develop enterprise-wide safety oriented web applications. Maintain and enhance internet and intranet portal performances and navigation. Maintain and enhance portal availability and accessibility. Enhance key web-based applications, such as General Orders Track Right System (GOTRS), to take advantage of data that is now available related to performance. Maintain and enhance intranet portal design. Support the ongoing roll-out of the System Development Life Cycle (SDLC) framework in all application development activities. Respond to department requests for web application development and enhancement.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 524.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 408.1	\$ -	\$ 524.1	\$ 408.1	\$ 932.2
5309 Grant	\$ 601.6	\$ 2,079.7	\$ -	\$ 566.2	\$ -	\$ -	\$ 442.1	\$ -	\$ 3,247.5	\$ 1,008.3	\$ 3,689.6
PRIA Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ 50.4	\$ 416.5	\$ 3,500.0	\$ 331.4	\$ 350.2	\$ 550.8	\$ -	\$ 1,288.8	\$ 5,199.3	\$ 6,021.3	\$ 6,488.1
Misc Funds	\$ 1,189.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,189.7	\$ -	\$ 1,189.7
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 2,365.7	\$ 2,496.2	\$ 3,500.0	\$ 897.6	\$ 350.2	\$ 550.8	\$ 850.3	\$ 1,288.8	\$ 10,160.5	\$ 7,437.7	\$ 12,299.6
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment/Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Management	\$ 2,346.9	\$ 649.7	\$ 1,006.9	\$ 400.0	\$ -	\$ 110.8	\$ 120.0	\$ 125.0	\$ 4,514.4	\$ 1,762.8	\$ 4,759.4
Hardware/Software	\$ 18.7	\$ 84.7	\$ 50.0	\$ 47.6	\$ 50.2	\$ 40.0	\$ 40.0	\$ 100.0	\$ 291.2	\$ 327.8	\$ 431.2
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Expenses	\$ 2,365.7	\$ 2,496.2	\$ 3,500.0	\$ 897.6	\$ 350.2	\$ 550.8	\$ 850.3	\$ 1,288.8	\$ 10,160.5	\$ 7,437.7	\$ 12,299.6
Prior Year Rollover											
	\$ -	\$ -	\$ 694.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 694.9	\$ 694.9
FY2013 Spending Authority											
	\$ -	\$ -	\$ 4,195.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,195.0
Budget Authority to be Shifted to Out Years											
	\$ -	\$ -	\$ 0.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0
Total	\$ 2,365.7	\$ 2,496.2	\$ 4,195.0	\$ 897.6	\$ 350.2	\$ 550.8	\$ 850.3	\$ 1,288.8	\$ 10,855.5	\$ 8,132.7	\$ 12,994.5

1. Project Information

Project ID: CIP0056 Project Name: Rail Operations Support Software Project Type: Rail
 Sponsor Department: IT Managing Department: IT Project Manager: Robert Gholston Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10

Project Description: This project will provide software application support for the Rail Operations Control Centers and other rail operations areas in order to receive vendor support and operate the rail system.
 Project Status: Design Operating Impact: Upgrades are required to maintain vendor software and customer support and will have no operating impact.

FY2013 Planned Activities: Trapeze automation requirements gathering will be conducted. Implement Rail Performance Monitoring changes required for Dulles Phase I. Complete the design of the Trapeze Automation. Document the Requirements for Predictor Upgrade Construct and develop the Trapeze Automation. Finalized Requirement documents for Predictor Upgrade.

6-Year Deliverables: Replace aging server, workstation and software in support of Rail systems. Identify rail reporting solutions, issue requests for proposal, award contract solutions completing subsequent work and implement in production. Maintain Rail system under maintenance agreements. Design, develop and implement enhancements to existing rail support systems. Continue with efforts to integrate systems and automate interfaces wherever possible.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Planned Expenses:										Total All Years										
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total											
5307 Grant	67.6	-	-	-	-	-	-	-	67.6	2,070.2	2,137.8										
5309 Grant	472.1	1,493.3	-	3,980.5	2,267.7	-	2,242.7	-	8,213.6	8,490.9	10,456.3										
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-										
Other Grants	-	-	-	-	-	-	-	-	-	-	-										
System Performance Funds	26.2	32.6	3,578.0	1,530.7	2,267.7	5,083.8	168.4	12,518.9	12,628.6	12,687.3											
Misc Funds	279.4	-	-	-	-	-	-	279.4	-	-											
Financing	-	-	-	-	-	-	-	-	-	-											
Total Planned Sources	845.3	1,525.9	3,578.0	5,511.1	4,535.4	5,083.8	4,312.9	168.4	21,079.4	23,189.6	25,560.7										
Planned Expenses:																					
Planning/Engineering	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years										
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-										
Construction	-	-	-	-	-	-	-	-	-	-	-										
Force Account	-	-	-	-	-	140.0	-	-	140.0	140.0	140.0										
Project Management	607.0	-	371.3	370.9	371.5	231.5	-	-	1,952.2	1,345.1	1,952.2										
Hardware/Software	238.2	241.7	576.0	946.9	1,052.8	1,327.0	365.2	42.1	4,382.6	4,310.0	4,789.9										
Other	-	-	-	-	-	-	-	-	-	-	-										
Total Planned Expenses	845.3	1,525.9	3,578.0	5,511.1	4,535.4	5,083.8	4,312.9	168.4	21,079.4	23,189.6	25,560.7										
Prior Year Rollover																					
		\$	1,298.0								\$	1,298.0	\$	1,298.0							
FY2013 Spending Authority																					
		\$	4,876.0								\$	4,876.0	\$	4,876.0							
Budget Authority to be Shifted to Out Years																					
		\$	0.3								\$	0.3	\$	0.3							
Total		\$	845.3	\$	1,525.9	\$	4,876.3	\$	5,511.1	\$	4,535.4	\$	5,083.8	\$	168.4	\$	22,377.8	\$	24,488.0	\$	26,859.1

1. Project Information

Project ID: CIP0057 | Project Name: 1000 Series Rail Car Replacement | Project Type: Rail
 Sponsor Department: CENV | Managing Department: CENV | Project Manager: Debo Ogunrinde | Related Projects: CRB0019
 Jurisdiction: Systemwide | Useful Life: 40

Project Description
 This project will replace all 300 of the 1000 Series rail cars, which were purchased between 1974 and 1978, with new 7000 Series rail cars. This project is one component of a combined program plan structured to avoid repetitive developmental cost associated with a new car design and procurement.

Project Status
 Design: [] | Operating Impact: Newer rail cars will decrease maintenance / operating costs and improve reliability.

FY2013 Planned Activities
 Complete Final Design reviews, Prototype cars design verification reviews and First Article inspections for pilot cars.

6-Year Deliverables
 Purchase 300 7000 Series rail cars, which includes warranty, training and manuals per contract schedule.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 79,266.1	\$ 8,916.9	\$ 2,392.4	\$ 14,812.3	\$ 79,054.9	\$ 244,584.0	\$ 270,507.0	\$ 10,353.1	\$ 429,026.6	\$ 621,703.7	\$ 709,886.7
Planned Expenses:											
Planning/Engineering	\$ 77,003.2	\$ 8,916.9	\$ 1,758.4	\$ 10,887.0	\$ 58,105.4	\$ 244,584.0	\$ 210,822.6	\$ 7,609.5	\$ 401,235.0	\$ 535,766.9	\$ 619,687.1
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	2,262.8	-	119.6	740.6	3,952.7	-	13,525.3	517.7	4,813.0	18,856.0	18,856.0
Hardware/Software	-	-	155.5	962.8	5,138.6	-	17,583.0	672.9	8,519.7	24,512.8	26,775.6
Other	-	-	191.4	1,185.0	6,324.4	-	9,640.6	828.2	7,700.8	18,169.6	18,169.6
Total Planned Expenses	\$ 79,266.1	\$ 8,916.9	\$ 2,392.4	\$ 14,812.3	\$ 79,054.9	\$ 244,584.0	\$ 270,507.0	\$ 10,353.1	\$ 429,026.6	\$ 621,703.7	\$ 709,886.7
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ 79,266.1	\$ 8,916.9	\$ 2,111.1	\$ 14,812.3	\$ 79,054.9	\$ 244,584.0	\$ 270,507.0	\$ 10,353.1	\$ 428,745.3	\$ 621,422.4	\$ 709,605.4

1. Project Information

Project ID: CIP0058
 Project Name: 2000/3000 Series Rail Car Mid-Life Rehabilitation
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENV
 Project Manager: Kenneth Morford
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 40
 Project Status: Close
 Operating Impact: Rehabilitated railcars are more reliable and require less routine maintenance.
 FY2013 Planned Activities: Continue final configuration verification
 6-Year Deliverables: Car warranty and reliability period for 44 remaining railcars. Closeout of change orders including but not limited to chevrons, grounding bonds, and Communication Control Panel units. Closeout of the 2000/3000 Series Railcar Project.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds	2,761.2			0.0	0.0	0.0			2,761.2		2,761.2
Misc Funds	1,961.3								1,961.3		1,961.3
Financing											
Total Planned Sources	\$ 4,722.6	\$ 1,012.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 5,735.4	\$ 0.0	\$ 5,735.4
Planned Expenses:											
Planning/Engineering	1,299.8	877.0							2,176.8		2,176.8
Equipment/Vehicles	2,765.1	(193.6)	0.0						2,569.5	0.0	2,569.5
Construction											
Force Account	0.5	66.3							66.8		66.8
Project Management	330.3	259.0							589.3		589.3
Hardware/Software											
Other	328.8	4.2							333.0		333.0
Total Planned Expenses	\$ 4,722.6	\$ 1,012.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 5,735.4	\$ 0.0	\$ 5,735.4
Prior Year Rollover			\$ 1,472.0						\$ 1,472.0	\$ 1,472.0	\$ 1,472.0
FY2013 Spending Authority			\$ 1,472.0						\$ 1,472.0	\$ 877.7	\$ 877.7
Budget Authority to be Shifted to Out Years											
Total	\$ 4,722.6	\$ 1,012.8	\$ 2,349.7	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 8,085.1	\$ 2,349.7	\$ 8,085.1

1. Project Information

Project ID: CIP0059 Project Name: 2000/3000 Series Rail Car Replacement Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: TBD Related Projects: None
 Jurisdiction: Systemwide Useful Life: 40

Project Description
 This project will replace all 366 of the 2000/3000 Series rail cars, which were purchased between 1983 and 1988, with new 8000 Series rail cars. This project is one component of a combined program plan structured to avoid repetitive developmental cost associated with a new car design and procurement.

Project Status
 Design Operating Impact

FY2013 Planned Activities
 No activities are planned for FY2013.
 Start the replacement of the 2000/3000 Series rail cars

6-Year Deliverables

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Rollover											
FY2013 Spending Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1. Project Information

Project ID: CIP0060 Project Name: 4000 Series Rail Car Replacement Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Debo Ogunrinde Related Projects: CIP0057, CRB0019
 Jurisdiction: Systemwide Useful Life: 40

Project Description
 This project will fund the replacement all of 100 4000 Series rail cars, which were purchased during 1992-1994, in order to meet current safety standards and based on the contractors bids, it is more economical to replace there rail cars than to do a mid-life rehabilitation. In order to gain economies of scale and improve quality, this work is an option on the Kawasaki 7000 Series rail car contract.

Project Status
 Design: Operating Impact: Newer rail cars will decrease maintenance / operating costs and improve reliability.

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities

6-Year Deliverables
 Replace 100-4000 Series rail cars at \$1.64M per car. includes spare parts, warranty, and manuals.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	3,145.9	25,279.1	-	28,425.0	28,425.0
PRI/A Grant	-	-	-	-	-	22,410.4	142,501.0	22,410.4	22,410.4	164,911.4	164,911.4
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	0.0	-	-	34,160.8	0.0	34,160.8	34,160.8
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ 0.0	\$ 22,410.4	\$ 3,145.9	#####	\$ 22,410.4	\$ 227,497.1	\$ 227,497.1
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	1,568.7	220.2	14,135.9	1,568.7	15,924.8	15,924.8
Equipment/Vehicles	-	-	-	-	0.0	16,471.7	2,312.2	148,426.5	16,471.7	167,210.4	167,210.4
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	1,120.5	157.3	10,097.0	1,120.5	11,374.9	11,374.9
Project Management	-	-	-	-	-	1,456.7	204.5	13,126.2	1,456.7	14,787.3	14,787.3
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	251.7	16,155.3	1,792.8	18,199.8	18,199.8
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ 0.0	\$ 22,410.4	\$ 3,145.9	#####	\$ 22,410.4	\$ 227,497.1	\$ 227,497.1
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ -	\$ -	\$ 0.0	\$ 22,410.4	\$ 3,145.9	#####	\$ 22,410.4	\$ 227,497.1	\$ 227,497.1

1. Project Information

Project ID: CIP0061 Project Name: 5000 Series Rail Car Mid-Life Rehabilitation Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: TBD Related Projects: None
 Jurisdiction: Systemwide Useful Life: 40

Project Description: This project will fund the mid-life rehabilitation of all 192 of the 5000 Series rail cars.

Project Status: Design Operating Impact:

FY2013 Planned Activities: There is no FY2013 budget therefore no planned activities

6-Year Deliverables: Start mid-life rehabilitation on all 192 5000 Series rail cars.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds							992.1	3,812.1		4,804.2	4,804.2
Misc Funds											
Financing											
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 992.1	\$ 3,812.1	\$ -	\$ 4,804.2	\$ 4,804.2
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 992.1	\$ 3,812.1	\$ -	\$ 4,804.2	\$ 4,804.2
Prior Year Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 992.1	\$ 3,812.1	\$ -	\$ 4,804.2	\$ 4,804.2
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 992.1	\$ 3,812.1	\$ -	\$ 4,804.2	\$ 4,804.2

1. Project Information

Project ID: CIP0062 Project Name: 6000 Series Rail Car Procurement Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Kenneth Morford Related Projects: CRB0021, CRB0010
 Jurisdiction: Systemwide Useful Life: 40

Project Description
 This project will complete the 6000-Series rail car procurement options for 184 railcars which were placed into service in FY2009. Projected completion of the warranty and reliability period is FY2014.

Project Status
 Design

Operating Impact
 Newer rail cars will require less maintenance, though the addition of more railcars to the fleet will require additional operational support.

FY2013 Planned Activities
 Ongoing project management and project controls activities. Implement Mod18, Vehicle Management/Monitoring System

6-Year Deliverables
 Two-year contract and five-year warranty and reliability period. Complete closeout of all open correspondence/deliverables. Installations of emergency exterior door releases. Purchase of equipment such as truck bolster, wire crimper, and gear boxes.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 879.0	\$ 733.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5309 Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRI/A Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
System Performance Funds	\$ 3,733.0	\$ 2,362.0	\$ 917.0	\$ -	\$ 222.4	\$ 48.3	\$ -	\$ -	\$ 7,282.7	\$ 1,187.7	\$ 7,282.7
Misc Funds	\$ 261.5	\$ -	\$ -	\$ 1,029.4	\$ -	\$ -	\$ 1,290.9	\$ -	\$ 1,029.4	\$ 1,029.4	\$ 1,290.9
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 3,994.6	\$ 2,362.0	\$ 917.0	\$ 1,029.4	\$ 222.4	\$ 48.3	\$ -	\$ -	\$ 8,573.6	\$ 2,217.0	\$ 8,573.6
Planned Expenses:											
Planning/Engineering	\$ 879.0	\$ 733.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,612.8	\$ -	\$ 1,612.8
Equipment/Vehicles	\$ 1,071.7	\$ 1,246.2	\$ 871.2	\$ 1,029.4	\$ 222.4	\$ 48.3	\$ -	\$ -	\$ 4,491.1	\$ 2,171.2	\$ 4,491.1
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ 6.0	\$ 16.8	\$ 45.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68.6	\$ 45.9	\$ 68.6
Project Management	\$ 1,843.4	\$ 363.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,206.6	\$ -	\$ 2,206.6
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 194.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194.5	\$ -	\$ 194.5
Total Planned Expenses	\$ 3,994.6	\$ 2,362.0	\$ 917.0	\$ 1,029.4	\$ 222.4	\$ 48.3	\$ -	\$ -	\$ 8,573.6	\$ 2,217.0	\$ 8,573.6
Prior Year Rollover	\$ -	\$ -	\$ 1,562.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,562.5	\$ 1,562.5
FY2013 Spending Authority	\$ -	\$ -	\$ 2,479.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,479.5
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ 1,566.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,566.2	\$ 1,566.2
Total	\$ 3,994.6	\$ 2,362.0	\$ 4,045.7	\$ 1,029.4	\$ 222.4	\$ 48.3	\$ -	\$ -	\$ 11,702.3	\$ 5,345.7	\$ 11,702.3

1. Project Information

Project ID: CIP0063 Project Name: Rail Rehabilitation Program Project Type: Rail
 Sponsor Department: CENV Managing Department: CMNT Project Manager: Damon Cannon Related Projects: None
 Jurisdiction: Systemwide Useful Life: .40

Project Description

This project provides for the scheduled overhaul, procurement, and replenishment of repairable rail car components. In addition, procurement of repair parts, materials, and labor necessary to support and accomplish their scheduled overhaul in order to maintain a good state of rail car repair and maintain and improve life-cycle safety and railcar reliability. Approximately one-fifth of the fleet or 225 cars are subject to heavy overhaul annually. Major heavy overhaul components include replacement of wheels, brake systems, traction motors and truck overhaul.

Project Status

Design
 Operating Impact: These components keep railcars in service.

FY2013 Planned Activities

Ongoing FY13 activities include the following: Install wheel true machine, 5000 series truck overhauls, HVAC overhauls 1000 & 5000 series, 1000 series new LVPS installation, HVAC overhauls of 4000/2000/3000/6000 series, 4000 series cab and door window overhauls, HVAC change out on 2000/3000 vehicles, gearbox overhaul all series vehicles, vehicle doors rebase line install door relays and new door spindle drive/overhaul on 2000/3000 and 6000 vehicles, installation of new wheel measuring device at two locations 900K. Vehicle appearance enhancement program 2000/3000/5000/6000 vehicles. Clear coating and painting of vehicles and major deep cleaning of vehicles interiors. Gear box overhauls on all series fleet.

6-Year Deliverables

Identification and acquisition of materials necessary to maintain scheduled component, assembly, and subassembly overhaul. Identification and acquisition of depleted component, assembly, and subassembly float levels.

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	9,385.7	15,883.5	20,164.3	17,644.5	19,977.8	23,836.8	21,484.7	21,765.1	106,892.6	124,873.2	150,142.4
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	1,145.5	7,475.0	-	-	-	-	-	-	8,620.5	-	8,620.5
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 10,531.2	\$ 23,358.4	\$ 20,164.3	\$ 17,644.5	\$ 19,977.8	\$ 23,836.8	\$ 21,484.7	\$ 21,765.1	\$ 115,513.1	\$ 124,873.2	\$ 158,762.9

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	17,101.9	15,224.0	13,321.6	15,083.2	17,996.8	16,221.0	16,432.7	78,727.6	94,279.3	111,381.2
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	5,622.2	6,256.5	1,008.2	882.2	998.9	1,191.8	1,074.2	1,088.3	15,959.9	6,243.7	18,122.4
Project Management	258.9	-	1,310.7	1,146.9	1,298.6	1,549.4	1,396.5	1,414.7	5,564.4	8,116.8	8,375.6
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	4,650.2	-	1,209.9	1,058.7	1,198.7	1,430.2	1,289.1	1,305.9	9,547.6	7,492.4	12,142.6
Total Planned Expenses	\$ 10,531.2	\$ 23,358.4	\$ 20,164.3	\$ 17,644.5	\$ 19,977.8	\$ 23,836.8	\$ 21,484.7	\$ 21,765.1	\$ 115,513.1	\$ 124,873.2	\$ 158,762.9

Prior Year Rollover

\$ (442.6) \$ (442.6)

FY2013 Spending Authority \$ 19,721.7

Budget Authority to be Shifted to Out Years

\$ - \$ - \$ 19,977.8 \$ 17,644.5 \$ 21,484.7 \$ 23,836.8 \$ 21,484.7 \$ 21,765.1 \$ 115,070.5 \$ 124,430.6 \$ 158,320.3

Total

1. Project Information

Project ID: CIP0064 Project Name: 1000 Series Rail Car HVAC Rehabilitation Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Timothy Bach Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project will provide for the repair or replacement of major components, including 291 HVAC and 300 circuit breakers on the 1000 Series railcars to keep the cars operational until replacement cars start to be received in FY2015.

Project Status
 Design

Operating Impact
 HVAC systems will be more reliable, making more cars available and requiring less routine maintenance.

FY2013 Planned Activities
 Continue evaporator coil cleaning, asbestos abatement, condensate drain modification.

6-Year Deliverables
 Replace various HVAC and electrical equipment using a component kit. Replace brake components. Replace friction rings. Replace circuit breakers.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	56.8								56.8		56.8
5309 Grant	1,069.1	369.8			(0.0)	(0.0)			1,438.9	(0.0)	1,438.9
PRI/A Grant											
Other Grants											
System Performance Funds	716.8	1,241.2							1,958.0		1,958.0
Misc Funds	28.0								28.0		28.0
Financing											
Total Planned Sources	1,870.7	1,611.0	0.0	0.0	0.0	0.0	0.0	0.0	3,481.7	0.0	3,481.7
Planned Expenses:											
Planning/Engineering	1,063.4	1,100.7							2,164.1		2,164.1
Equipment/Vehicles	310.0	115.1							625.1		625.1
Construction											
Force Account		303.6							303.6		303.6
Project Management		297.3							388.9		388.9
Hardware/Software		91.5									
Other											
Total Planned Expenses	1,870.7	1,611.0	0.0	0.0	0.0	0.0	0.0	0.0	3,481.7	0.0	3,481.7
Prior Year Rollover			448.3						448.3		448.3
FY2013 Spending Authority			448.3						448.3		448.3
Budget Authority to be Shifted to Out Years			92.7						92.7		92.7
Total	1,870.7	1,611.0	541.0	0.0	0.0	0.0	0.0	0.0	4,022.7	541.0	4,022.7

1. Project Information

Project ID: CIP0065 Project Name: Geometry Vehicle Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Dennis Lemke Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project will procure a track geometry vehicle to analyze track conditions and complete the required capabilities of the inspection system, allowing for more comprehensive and frequent track inspections throughout the year as well as testing all new track construction projects and track repairs as they are installed.

Project Status
 Construction Operating Impact: Current inspections are contracted. WMATA ownership of a geometry vehicle will eliminate this expense and allow for more efficient inspections.

FY2013 Planned Activities
 Begin commissioning- testing on WMATA track, training, delivery of spare parts, Vehicle acceptance. Ongoing project management and project controls.

6-Year Deliverables
 Receive and accept Track Geometry Vehicle. Create and implement comprehensive track inspection program using the measuring systems installed on Track Geometry Vehicle.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRIA Grant											
Other Grants											
System Performance Funds	299.1								299.1		299.1
Misc Funds	2,263.2	203.5	302.4						2,769.1	302.4	2,769.1
Financing											
Total Planned Sources	\$ 2,562.3	\$ 3,056.7	\$ 792.0	\$ 473.9	\$ 445.9	\$ 96.9	\$ -	\$ -	\$ 7,427.8	\$ 1,808.8	\$ 7,427.8
Planned Expenses:											
Planning/Engineering	49.6	111.4	55.4	33.2	31.2	6.8			287.6	136.6	287.6
Equipment/Vehicles	2,490.1	2,836.7	382.1	348.3	327.8	71.2			6,656.2	1,329.4	6,656.2
Construction											
Force Account		19.7	55.4	33.2	31.2	6.8			146.3	126.6	146.3
Project Management	22.6	89.0	51.5	30.8	29.0	6.3			229.2	117.6	229.2
Hardware/Software											
Other			47.5	28.4	26.8	5.8			108.5	108.5	108.5
Total Planned Expenses	\$ 2,562.3	\$ 3,056.7	\$ 792.0	\$ 473.9	\$ 445.9	\$ 96.9	\$ -	\$ -	\$ 7,427.8	\$ 1,808.8	\$ 7,427.8
Prior Year Rollover											
									\$ 5,871.6	\$ 5,871.6	\$ 5,871.6
FY2013 Spending Authority									\$ 6,663.6		
Budget Authority to be Shifted to Out Years											
Total	\$ 2,562.3	\$ 3,056.7	\$ 6,663.6	\$ 473.9	\$ 445.9	\$ 96.9	\$ -	\$ -	\$ 13,299.3	\$ 7,680.3	\$ 13,299.3

1. Project Information

Project ID: CIP0066 Project Name: Rail Shop Repair Equipment Project Type: Rail
 Sponsor Department: CENV Managing Department: CENI Project Manager: Arthur Noyes Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project will replace maintenance and shop equipment, such as overhead cranes, rail train lifts, hoists, industrial shop air compressors, service elevators, hoisting mechanisms, wheel truing machines (WTM), and electrical controls that has reached the end of its useful life in order to provide reliability for the delivery of quality service. Design and install roof access to 7000 series cars in all maintenance shops of Rail Yards.

Project Status
 Construction

Operating Impact
 Newly purchased wheel truing equipment will replace older, unreliable equipment. Other items will replace older, less capable non-automated machining equipment, and wash tanks are necessary for on-going transit truck overhaul.

FY2013 Planned Activities
 Complete assembly of procurement package, advertise contract for WTM, vertical lathe, and wheel press. Complete study and begin design for 7000 series rooftop access project. Complete study and begin design for Greenbelt S&I series HVAC rehab building.

6-Year Deliverables
 Replace wheel truing machines at Greenbelt, Shady Grove, New Carrollton, Alexandria, and West Falls Church Yards. Install a new Wheel Press at Brentwood Yard. Provide removal and preparation for installation of a Vertical Turret Lathe at Greenbelt Yard. Design, fabricate and install roof access to 7000 series cars in all maintenance shops of Rail Yards.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ 1,662.4	\$ 1,881.5	\$ 2,053.1	\$ 8,314.8	\$ 6,307.2	\$ 2,291.4	\$ -	\$ -	\$ 22,510.4	\$ 18,966.4	\$ 22,510.4
Planned Expenses:											
Planning/Engineering	44.9	1,161.1	149.7	582.0	441.5	160.4	-	-	2,533.6	1,327.7	2,533.6
Equipment/Vehicles	-	586.9	1,478.2	5,986.6	4,541.2	1,649.8	-	-	14,242.7	13,655.8	14,242.7
Construction	287.4	82.8	30.8	124.7	94.6	34.4	-	-	654.8	284.5	654.8
Force Account	8.8	-	102.7	415.7	315.4	114.6	-	-	957.1	948.3	957.1
Project Management	97.7	24.3	174.5	706.8	536.1	194.8	-	-	1,734.2	1,612.1	1,734.2
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	1,223.6	26.3	123.2	498.9	378.4	137.5	-	-	2,387.9	1,138.0	2,387.9
Total Planned Expenses	\$ 1,662.4	\$ 1,881.5	\$ 2,053.1	\$ 8,314.8	\$ 6,307.2	\$ 2,291.4	\$ -	\$ -	\$ 22,510.4	\$ 18,966.4	\$ 22,510.4
Prior Year Rollover											
									\$ 4,689.8	\$ 4,689.8	\$ 4,689.8
FY2013 Spending Authority											\$ 6,742.9
Budget Authority to be Shifted to Out Years											\$ -
Total	\$ 1,662.4	\$ 1,881.5	\$ 6,742.9	\$ 8,314.8	\$ 6,307.2	\$ 2,291.4	\$ -	\$ -	\$ 27,200.2	\$ 23,656.3	\$ 27,200.2

1. Project Information

Project ID: CIP0067 Project Name: Rail Car Safety & Reliability Enhancements Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Kenneth Morford Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description: This project performs engineering analysis, diagnosis, testing, and resolution of safety, maintenance, and operational issues relating to the railcar fleet and its interaction with track work, automatic train control, communication, and power systems, resolving compatibility issues across the various fleets and infrastructure related to changes and aging in technology and components.

Project Status: Design Operating Impact: This project will result in greater efficiency and productivity.

FY2013 Planned Activities: Continue emergency exterior door releases, rollback prevention, wrong side door repair, air compressor replacements on 2000/3000 Series rail cars, communication control panels, fleet standardization, and precision stopping. Includes in-house labor, equipment, material and consultant services.

6-Year Deliverables: Resolve safety, reliability and compatibility issues across the various fleets. Install emergency exterior door releases. Install wrong side door openings. Install rail car rollback prevention. HVAC rail reliability for 5000 series rail cars. Perform engineering analysis, diagnostics, and testing.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	9,827.1	3,448.1	2,671.1	1,613.8	1,725.8	1,994.2	1,804.6	1,967.1	21,280.1	11,776.6	25,051.8
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	1,065.5	1,846.0	180.6	-	-	-	-	-	3,092.1	180.6	3,092.1
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 10,892.6	\$ 5,294.1	\$ 2,851.7	\$ 1,613.8	\$ 1,725.8	\$ 1,994.2	\$ 1,804.6	\$ 1,967.1	\$ 24,372.2	\$ 11,957.1	\$ 28,143.8
Planned Expenses:											
Planning/Engineering	-	1,624.8	321.5	150.0	-	-	-	-	2,096.2	471.5	2,096.2
Equipment/Vehicles	7,527.3	3,074.4	-	-	-	-	-	-	10,601.7	-	10,601.7
Construction	28.0	548.1	-	-	-	-	-	-	576.1	-	576.1
Force Account	-	11.0	17.0	6.0	-	-	-	-	34.0	23.0	34.0
Project Management	481.7	35.8	67.2	15.4	-	-	-	-	600.0	82.6	600.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	2,855.7	-	2,446.0	1,442.4	1,725.8	1,994.2	1,804.6	1,967.1	10,464.2	11,380.1	14,235.8
Total Planned Expenses	\$ 10,892.6	\$ 5,294.1	\$ 2,851.7	\$ 1,613.8	\$ 1,725.8	\$ 1,994.2	\$ 1,804.6	\$ 1,967.1	\$ 24,372.2	\$ 11,957.1	\$ 28,143.8
Prior Year Rollover											
			\$ 4,884.8						\$ 4,884.8	\$ 4,884.8	\$ 4,884.8
FY2013 Spending Authority			\$ 7,736.5						\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ 10,892.6	\$ 5,294.1	\$ 7,736.5	\$ 1,613.8	\$ 1,725.8	\$ 1,994.2	\$ 1,804.6	\$ 1,967.1	\$ 29,257.0	\$ 16,841.9	\$ 33,028.7

1. Project Information

Project ID: CIP0071 Project Name: Test Track & Commissioning Facility Project Type: Rail
 Sponsor Department: CENV Managing Department: MCAP Project Manager: John Thomas Related Projects: None
 Jurisdiction: Systemwide Useful Life: 50

Project Description
 This project will result in the design and construction of 10,000 feet of track between College Park and Greenbelt Metrorail stations. In addition, the design and construction of a multistory building in Greenbelt Rail Yard. Both facilities will be used to commission and test new and rehabilitated rail cars. This project will result in 10,000 feet of test track and a 25,000 square foot facility.

Project Status
 Construction

Operating Impact
 Operating costs will be required to maintain this facility, however testing will no longer interfere with the revenue rail system. The new track infrastructure and building will add new facilities that must be maintained and will increase utility costs.

FY2013 Planned Activities
 Complete installation of track monitoring system. Contractor to complete mobilization. Install temporary grade crossing on the revenue track during Green Line shut down in September 2012.

6-Year Deliverables
 Design and construct the test track and commissioning building.

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 1,271.7	\$ 528.8	\$ 42,347.8	\$ 31,637.2	\$ 7,382.8	\$ 1,603.6	\$ -	\$ -	\$ 84,771.7	\$ 82,971.3	\$ 84,771.7
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grants	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	5.7	401.8	-	-	-	-	-	-	407.5	-	407.5
Misc Funds	-	3,353.7	-	-	-	-	-	-	3,353.7	-	3,353.7
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,277.4	\$ 4,284.3	\$ 42,347.8	\$ 31,637.2	\$ 7,382.8	\$ 1,603.6	\$ -	\$ -	\$ 88,532.9	\$ 82,971.3	\$ 88,532.9

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	\$ 817.6	\$ 1,882.8	\$ 2,964.3	\$ 2,214.6	\$ 516.8	\$ 112.2	\$ -	\$ -	\$ 8,508.3	\$ 5,808.0	\$ 8,508.3
Equipment/Vehicles	-	186.1	-	-	-	-	-	-	186.1	-	186.1
Construction	-	1,419.7	31,125.6	23,253.3	5,426.3	1,178.6	-	-	62,403.6	60,983.9	62,403.6
Force Account	-	54.6	2,117.4	1,581.9	369.1	80.2	-	-	4,203.2	4,188.6	4,203.2
Project Management	432.6	739.0	3,599.6	2,689.2	627.5	136.3	-	-	8,224.2	7,052.6	8,224.2
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	27.2	-	2,540.9	1,898.2	443.0	96.2	-	-	5,005.5	4,978.3	5,005.5
Total Planned Expenses	\$ 1,277.4	\$ 4,284.3	\$ 42,347.8	\$ 31,637.2	\$ 7,382.8	\$ 1,603.6	\$ -	\$ -	\$ 88,532.9	\$ 82,971.3	\$ 88,532.9

Prior Year Rollover

	\$ (661.6)								\$ (661.6)		
FY2013 Spending Authority	\$ 41,686.2										
Budget Authority to be Shifted to Out Years	\$ -										
Total	\$ 1,277.4	\$ 4,284.3	\$ 41,686.2	\$ 31,637.2	\$ 7,382.8	\$ 1,603.6	\$ -	\$ -	\$ 87,871.3	\$ 82,309.6	\$ 87,871.3

1. Project Information

Project ID	CIP0072	Project Name	Elevator Rehabilitation	Project Type	Rail
Sponsor Department	ELES	Managing Department	ELES	Related Projects	CIP0107, CIP0110
Jurisdiction	Systemwide	Useful Life	20-25 years	Project Manager	Lonnie Murray

Project Description
This project will rehabilitate 22 of the oldest and poorest performing elevators necessary to maintain elevator safety, availability, and reliability. These elevators are rehabilitated with energy saving devices. Additionally, locations for rehabilitation will be tied to the system infrastructure rehabilitation Program schedule. Of these 22 elevators, 21 are hydraulic and one is traction.

Project Status
Design

Operating Impact
Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2013 Planned Activities
Rehabilitation of elevators at the Bethesda, Capitol South, Eastern Market, Foggy Bottom, Gallery Place, L'Enfant Plaza, McPherson Square, Smithsonian and Stadium-Armory Stations.

6-Year Deliverables
Modernization of 21 hydraulic elevators Modernization of one traction elevator

	2013		2014		2015		2016		2017		2018		Total All Years	
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY11-18 Total	FY13-18 Total	FY11-18 Total	FY13-18 Total	Total All Years
Planned Funding Sources:														
5307 Grant	\$ 4.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.8
5309 Grant	918.0	3,670.5	2,870.6	1,994.8	1,762.0	382.7	-	-	11,598.6	7,010.1	-	11,598.6	-	11,598.6
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	730.2	-	-	-	-	-	-	-	-	-	730.2	-	730.2
Financing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 922.8	\$ 4,400.6	\$ 2,870.6	\$ 1,994.8	\$ 1,762.0	\$ 382.7	\$ -	\$ -	\$ 12,333.6	\$ 7,010.1	\$ -	\$ 12,333.6	\$ 7,010.1	\$ 12,333.6
Planned Expenses:														
Planning/Engineering	-	-	200.9	139.6	123.3	26.8	-	-	490.7	490.7	-	490.7	-	490.7
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	368.2	3,382.8	2,109.9	1,466.2	1,295.1	281.3	-	-	8,903.5	5,152.4	-	8,903.5	-	8,903.5
Force Account	56.3	447.0	99.7	88.1	19.1	-	-	-	710.2	207.0	-	710.2	-	710.2
Project Management	498.3	5,709	2,440	1,696	149.8	32.5	-	-	1,665.0	595.9	-	1,665.0	-	1,665.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	216.0	131.3	174.7	42.1	-	-	564.1	564.1	-	564.1	-	564.1
Total Planned Expenses	\$ 922.8	\$ 4,400.6	\$ 2,870.6	\$ 1,994.8	\$ 1,762.0	\$ 382.7	\$ -	\$ -	\$ 12,333.6	\$ 7,010.1	\$ -	\$ 12,333.6	\$ 7,010.1	\$ 12,333.6
Prior Year Rollover														
		\$ -	\$ 441.2						\$ -	\$ 441.2		\$ -	\$ 441.2	\$ 441.2
FY2013 Spending Authority			\$ 3,371.9											
Budget Authority to be Shifted to Out Years			\$ -	\$ 583.5					\$ -	\$ 583.5		\$ -	\$ 583.5	\$ 583.5
Total	\$ 922.8	\$ 4,400.6	\$ 3,895.3	\$ 1,994.8	\$ 1,762.0	\$ 382.7	\$ -	\$ -	\$ 13,358.3	\$ 8,034.8	\$ -	\$ 13,358.3	\$ 8,034.8	\$ 13,358.3

1. Project Information

Project ID: CIP0073 | Project Name: Escalator Rehabilitation | Project Type: Rail
 Sponsor Department: ELES | Managing Department: ELES | Related Projects: CIP0107, CIP0110
 Jurisdiction: Systemwide | Useful Life: 20-25 years | Project Manager: Lonnie Murray

Project Description: This project will rehabilitate 97 escalators and replace three escalators necessary to maintain escalator availability, safety, and reliability. These escalators are rehabilitated with energy saving devices. Additionally, locations for rehabilitation will be tied to the System Infrastructure Rehabilitation Program schedule.

Project Status: Design | Operating Impact: Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2013 Planned Activities: Oversight of the rehabilitation of escalators at Dupont Circle, Farragut North, Judiciary Square, L'Enfant Plaza, Metro Center, Pentagon, Pentagon City, Potomac Avenue, Rosslyn and Gallery Place. Oversight of the escalator replacement at Dupont Circle and Pentagon Stations.

6-Year Deliverables: Modernize glass balustrade escalators on the Blue/Orange Line. Provide oversight on the modernization of glass balustrade escalators on the Red Line. Modernize Schindler escalators on the Blue/Orange Line. Provide oversight on the modernization of O&K escalators at Metro Center. Modernize O&K escalators at Smithsonian. Provide oversight for the modernization of O&K escalators at Metro Center. Replace APV Baker escalators at Pentagon. Line Provide oversight for replacement of APV Baker escalators at Dupont Circle. Replace O&K escalators at Foggy Bottom.

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	2013			2014			2015			2016			2017			2018		
				FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY19 Forecast	FY20 Forecast	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast	FY25 Forecast	FY26 Forecast	FY27 Forecast	FY28 Forecast	FY29 Forecast	FY30 Forecast	
5307 Grant	1,911.4	11,061.7	11,207.0	13,001.7	14,039.7	3,049.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRIIA Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	1,567.9	3,321.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 3,479.3	\$ 14,382.7	\$ 11,207.0	\$ 13,001.7	\$ 14,039.7	\$ 3,049.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Planned Expenses:	FY11 Actual	FY12 Estimate	FY13 Budget	2013			2014			2015			2016			2017			2018		
				FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY19 Forecast	FY20 Forecast	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast	FY25 Forecast	FY26 Forecast	FY27 Forecast	FY28 Forecast	FY29 Forecast	FY30 Forecast	
Planning/Engineering Equipment/Vehicles	-	442.8	-	-	-	213.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	2,418.5	12,483.8	10,650.0	12,800.0	12,700.0	2,241.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Force Account	169.4	415.5	-	-	-	152.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	795.8	795.4	557.0	201.7	1,339.7	259.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	95.5	-	-	-	-	183.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 3,479.3	\$ 14,382.7	\$ 11,207.0	\$ 13,001.7	\$ 14,039.7	\$ 3,049.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Prior Year Rollover: \$ 2,765.2

FY2013 Spending Authority \$ 13,972.2

Budget Authority to be Shifted to Out Years: \$ 353.7

Total \$ 3,479.3 | \$ 14,382.7 | \$ 14,325.9 | \$ 13,001.7 | \$ 14,039.7 | \$ 3,049.5 | \$ - | \$ - | \$ - | \$ - | \$ 62,278.7 | \$ 44,416.8 | \$ 62,278.7

1. Project Information

Project ID: CIP0074 Project Name: Installation of Parking Lot Credit Card Readers Project Type: Rail
 Sponsor Department: PARK Managing Department: PLID Project Manager: Patrick Schmitt Related Projects: None
 Jurisdiction: Systemwide Useful Life: 5

Project Description
 Phase I of this project will install credit card readers at remaining pay-on-exit parking garages and surface parking lots. Phase II will automate parking access and revenue control by providing remote communication between payment lanes and a parking operations center. This project will result in 40 credit card readers and three servers.

Project Status
 Construction
 Operating Impact: Additional equipment will require greater operational support.

FY2013 Planned Activities
 Infrastructure and network installation for VoIP video and audio connections; installation of video and intercom in-lane units; installation of additional Credit Card Readers at all parking fee collection lanes on the Orange, Blue and Yellow Lines to be completed and placed into operation.

6-Year Deliverables
 Install credit card readers at remaining pay-on-exit parking garages and surface parking lots; Automate parking access and revenue control

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	2,750.1	1,020.8	109.8	23.7	5.2	-	-	3,905.6	1,159.6	3,909.6
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	4,700.0	-	-	-	-	-	-	-	4,700.0	-	4,700.0
Misc Funds	-	2,300.3	-	-	-	-	-	-	2,300.3	-	2,300.3
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 4,700.0	\$ 5,050.4	\$ 1,020.8	\$ 109.8	\$ 23.7	\$ 5.2	\$ -	\$ -	\$ 10,910.0	\$ 1,159.6	\$ 10,910.0
Planned Expenses:											
Planning/Engineering	-	-	10.2	1.1	0.2	0.1	-	-	11.6	11.6	11.6
Equipment/Vehicles	-	-	1,010.6	108.7	23.5	5.1	-	-	1,148.0	1,148.0	1,148.0
Construction	4,700.0	5,050.4	-	-	-	-	-	-	9,750.4	-	9,750.4
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 4,700.0	\$ 5,050.4	\$ 1,020.8	\$ 109.8	\$ 23.7	\$ 5.2	\$ -	\$ -	\$ 10,910.0	\$ 1,159.6	\$ 10,910.0
Prior Year Rollover											
		\$ 39.7							\$ 39.7	\$ 39.7	\$ 39.7
FY2013 Spending Authority			\$ 1,060.5								
Budget Authority to be Shifted to Out Years		\$ 0.0							\$ 0.0	\$ 0.0	\$ 0.0
Total	\$ 4,700.0	\$ 5,050.4	\$ 1,060.5	\$ 109.8	\$ 23.7	\$ 5.2	\$ -	\$ -	\$ 10,949.6	\$ 1,199.2	\$ 10,949.6

1. Project Information

Project ID: CIP0076 Project Name: 100% 8-Car Train - Power Upgrades Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Tom Wirth Related Projects: CIP0077
 Jurisdiction: Systemwide Useful Life: 25 to 30

Project Description
This project includes the improvements to the traction-power system to allow the deployment towards 100% eight-car trains. The increase from six to eight cars increases power requirements of each train as well as the load put on the traction-power system. This will result in purchase and installation of 95,000 feet of third rail.

Project Status
Design Operating Impact: Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.

FY2013 Planned Activities
Obtain new 100% 8-Car Train Operations Simulation Report from WMATA Engineering. Prepare scope of work to solicit proposals for the design and preparation of contract bid documents with WMATA engineers. Obtain and evaluate design proposals. Award design contract. Award design contract begin design and preparation of Contract Documents.

6-Year Deliverables
Install equipment, install cable and conduits, install composite third rail.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11		FY12		FY13		FY14		FY15		FY16		FY17		FY18		FY11-16		FY13-18		Total		
	Actual	Estimate	Estimate	Budget	Budget	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	Total	Total	Total	Total	All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,871.7
5309 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	880.0
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,863.5
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,863.5
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Planned Expenses:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years												
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prior Year Rollover	-																						
FY2013 Spending Authority	\$ 880.0																						
Budget Authority to be Shifted to Out Years	-																						
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1. Project Information

Project ID: CIP0077 Project Name: 8-Car Train Power Upgrades Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Tom Wirth Related Projects: CIP0076
 Jurisdiction: Systemwide Useful Life: 25 to 30

Project Description
 This project will complete the improvements to the traction power system to allow the deployment of up to 50% eight car trains under the Metro Matters program. The increase from six to eight cars increases power requirements of each train and the load on the traction power system.

Project Status
 Close: Operating Impact: Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities.

6-Year Deliverables
 There are no planned activities in the 6 year period.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	1,590.2	-	-	-	-	-	-	-	1,590.2	-	1,590.2
Misc Funds	5.7	64.4	-	-	-	-	-	-	70.1	-	70.1
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 4,057.6	\$ 212.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,270.2	\$ -	\$ 4,270.2
Planned Expenses:											
Planning/Engineering	122.9	-	-	-	-	-	-	-	122.9	-	122.9
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	2,975.2	57.5	-	-	-	-	-	-	3,032.6	-	3,032.6
Force Account	247.8	50.7	-	-	-	-	-	-	298.5	-	298.5
Project Management	711.7	104.4	-	-	-	-	-	-	816.1	-	816.1
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	0.0	-	-	-	-	-	-	-	0.0	-	0.0
Total Planned Expenses	\$ 4,057.6	\$ 212.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,270.2	\$ -	\$ 4,270.2
Prior Year Rollover											
	\$ -	\$ -	\$ (0.0)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (0.0)	\$ (0.0)	\$ (0.0)
FY2013 Spending Authority											
	\$ -	\$ -	\$ (0.0)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (0.0)	\$ (0.0)	\$ (0.0)
Budget Authority to be Shifted to Out Years											
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,057.6	\$ 212.6	\$ (0.0)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,270.2	\$ (0.0)	\$ 4,270.2

1. Project Information

Project ID: CIP0078 Project Name: Bladensburg Shop Reconfiguration Project Type: Bus
 Sponsor Department: CENI Managing Department: CENI Project Manager: Arthur Noyes Related Projects: None
 Jurisdiction: Systemwide Useful Life: .40

Project Description
 This project includes development of a comprehensive design for Bladensburg Bus Garage reconfiguration and rehabilitation. This project will include but not limited to reconfigure the Bladensburg Heavy Overhead Shop to provide additional 6 to 9 service bays which supports increased fleet size and allows proper bus maintenance and reliability to meet customer needs. Urgent electrical work to alleviate grounding issues and fire hazards. Replace the emergency natural gas generator with a diesel unit. Reconfigure shop floor plan for compressed natural gas bus access and construct six to nine maintenance bays, one steam bay with bus lift. Upgrade service lane CNG refueling capacity.

Project Status
 Construction Operating Impact: Increased operational efficiency will offset the need for additional mechanics. This project itself does not increase the bus fleet size.

FY2013 Planned Activities
 Award fully executed contract. Receive 100% design documents/package. Begin installing six articulated bus maintenance bays. Commission new Emergency Diesel Generator. Continue associated switchgear installation/reconfiguration for new Emergency Diesel Generator.

6-Year Deliverables
 Prepare comprehensive design for Bladensburg reconfiguration and rehabilitation. Urgent electrical work to alleviate grounding issues and fire hazard. Replace the emergency natural gas generator with a diesel unit. Reconfigure shop floor plan for compressed natural gas bus access and construct six to nine maintenance bays, one steam bay with bus lift. Upgrade service lane CNG refueling capacity.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11-18										Total All Years
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	
5307 Grant	\$ 587.9	\$ 2,072.5	\$ 519.5	\$ 408.5	\$ 350.5	\$ 76.1	\$ -	\$ -	\$ 4,015.0	\$ 1,354.7	\$ 4,015.0
5309 Grant	28.4	1,477.7	5,454.7	4,289.7	3,680.1	799.3	-	-	24.4	15,730.0	15,730.0
PRI/A Grant	96.7	3.2	371.1	291.8	250.3	54.4	-	-	1,067.5	967.6	1,067.5
Other Grants	638.4	229.8	630.8	496.1	425.6	92.4	-	-	2,513.2	1,644.9	2,513.2
System Performance Funds	1.4	-	445.3	350.2	300.4	65.3	-	-	1,162.5	1,161.1	1,162.5
Misc Funds	\$ 1,352.7	\$ 3,807.6	\$ 7,421.4	\$ 5,836.4	\$ 5,006.9	\$ 1,087.5	\$ -	\$ -	\$ 24,512.5	\$ 19,352.2	\$ 24,512.5
Financing											
Total Planned Sources											
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses											
Prior Year Rollover									\$ 1,325.5	\$ 1,325.5	\$ 1,325.5
FY2013 Spending Authority									\$ 8,746.9		
Budget Authority to be Shifted to Out Years											
Total	\$ 1,352.7	\$ 3,807.6	\$ 8,746.9	\$ 5,836.4	\$ 5,006.9	\$ 1,087.5	\$ -	\$ -	\$ 25,838.0	\$ 20,677.7	\$ 25,838.0

1. Project Information

Project ID: CIP0080 Project Name: Jackson Graham Building Renovation Project Type: Bus/Rail
 Sponsor Department: PLNT Managing Department: PLNT Project Manager: Sherri Eley Related Projects: None
 Jurisdiction: Systemwide Useful Life: 40

Project Description
 This project will provide for the partial rehabilitation of several systems in the Jackson Graham Building (JGB), including the Power Distribution Unit (which provides power for the bus and rail operational control centers), four passenger elevators, two freight elevators, and exterior building repairs to patch exposed rebar.

Project Status
 Construction
 Operating Impact: Rehabilitated infrastructure will require less routine maintenance.

FY2013 Planned Activities
 The main component is the switchgear project, which progress continues into FY2013. Elevators 1-4 rehabilitation continues. Elevators 5 & 6 will be closed out during this fiscal year.

6-Year Deliverables
 Replace power distribution unit. Replace four passenger elevators and two freight elevators. Exterior repairs to Jackson Graham Building.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 183.6	\$ 797.3	\$ 388.0	\$ 161.8	\$ 126.0	\$ 239.1	\$ 149.1	\$ 242.3	\$ 1,895.8	\$ 1,306.3	\$ 2,287.2
5309 Grant	\$ 684.1	\$ 3,301.7	\$ 85.1	\$ 34.7	\$ 27.0	\$ 51.2	\$ 32.0	\$ 51.9	\$ 4,181.8	\$ 2,791.9	\$ 4,265.7
PRIA Grant	\$ 187.5	\$ 4,711.4	\$ 3,991.0	\$ 1,664.6	\$ 1,296.0	\$ 2,458.8	\$ 1,533.6	\$ 2,491.9	\$ 14,309.4	\$ 13,433.9	\$ 18,334.8
Other Grants	\$ -	\$ -	\$ 277.2	\$ 115.6	\$ 90.0	\$ 170.8	\$ 106.5	\$ 173.0	\$ 653.5	\$ 933.0	\$ 933.0
System Performance Funds	\$ 39.9	\$ -	\$ 471.2	\$ 196.5	\$ 153.0	\$ 290.3	\$ 181.1	\$ 294.2	\$ 1,150.9	\$ 1,586.2	\$ 1,626.1
Misc Funds	\$ -	\$ -	\$ 332.6	\$ 138.7	\$ 108.0	\$ 204.9	\$ 127.8	\$ 207.7	\$ 784.2	\$ 1,119.7	\$ 1,119.7
Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Sources	\$ 1,095.1	\$ 8,810.4	\$ 5,543.0	\$ 2,312.0	\$ 1,800.0	\$ 3,415.0	\$ 2,130.0	\$ 3,460.9	\$ 22,975.6	\$ 18,660.9	\$ 28,566.5
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment/Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Force Account	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Project Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hardware/Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Planned Expenses	\$ 1,095.1	\$ 8,810.4	\$ 5,543.0	\$ 2,312.0	\$ 1,800.0	\$ 3,415.0	\$ 2,130.0	\$ 3,460.9	\$ 22,975.6	\$ 18,660.9	\$ 28,566.5
Prior Year Rollover											
	\$ -	\$ -	\$ 86.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86.7	\$ -	\$ 86.7
FY2013 Spending Authority											
	\$ -	\$ -	\$ 5,629.7	\$ 2,312.0	\$ 1,800.0	\$ 3,415.0	\$ 2,130.0	\$ 3,460.9	\$ 23,062.3	\$ 18,747.6	\$ 28,653.2
Budget Authority to be Shifted to Out Years											
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,095.1	\$ 8,810.4	\$ 5,629.7	\$ 2,312.0	\$ 1,800.0	\$ 3,415.0	\$ 2,130.0	\$ 3,460.9	\$ 23,062.3	\$ 18,747.6	\$ 28,653.2

1. Project Information

Project ID: CIP0084 Project Name: Southern Avenue Bus Garage Replacement Project Type: Bus
 Sponsor Department: CENI Managing Department: MCAP Project Manager: John Thomas Related Projects: None
 Jurisdiction: Systemwide Useful Life: 50

Project Description
 This project will replace the existing Southern Avenue Bus Garage with a facility that can hold up to 250 buses, resulting in increased garage capacity, additional CNG fueling facilities, diesel fuel lanes, and gas pumps.

Project Status
 Design: The larger facility will likely consume more utilities than the existing facility. Maintenance of the facility will likely decrease in comparison to the existing old facility.

FY2013 Planned Activities
 Conduct a second public hearing. Close the public hearing process with the Board of Directors. Commence the preparation of final design. Award demolition contract, award Design-Build contract, commence demolition of existing garage

6-Year Deliverables
 Construction of a new bus garage replacing Southern Avenue bus garage.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds	242.8	-	-	-	39,124.9	2,763.8	-	-	42,131.4	41,888.7	42,131.4
Misc Funds											
Financing											
Total Planned Sources	\$ 1,938.8	\$ 2,609.9	\$ 861.5	\$ 4,338.4	\$ 39,124.9	\$ 19,390.6	\$ -	\$ -	\$ 68,264.1	\$ 63,715.4	\$ 68,264.1
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction	1,386.2	2,463.6	60.3	303.7	2,738.7	1,357.3	-	-	8,309.9	4,460.1	8,309.9
Force Account		5.1	633.2	3,188.7	28,756.8	14,252.1	-	-	46,836.0	46,836.0	46,836.0
Project Management			43.1	216.9	1,956.2	969.5	-	-	3,185.8	3,185.8	3,185.8
Hardware/Software		535.8	136.6	368.8	3,325.6	1,648.2	-	-	6,088.2	5,415.8	6,088.2
Other		16.9	4.5	260.3	2,347.5	1,163.4	-	-	3,844.3	3,822.9	3,844.3
Total Planned Expenses	\$ 1,938.8	\$ 2,609.9	\$ 861.5	\$ 4,338.4	\$ 39,124.9	\$ 19,390.6	\$ -	\$ -	\$ 68,264.1	\$ 63,715.4	\$ 68,264.1
Prior Year Rollover									\$ 8,011.6		\$ 8,011.6
FY2013 Spending Authority											\$ 8,873.2
Budget Authority to be Shifted to Out Years											\$ 20,018.6
Total	\$ 1,938.8	\$ 2,609.9	\$ 28,891.8	\$ 4,338.4	\$ 39,124.9	\$ 19,390.6	\$ -	\$ -	\$ 96,294.4	\$ 91,745.7	\$ 96,294.4

1. Project Information

Project ID: CIP0085 Project Name: Royal Street Bus Garage Replacement (Cinder Bed Road) Project Type: Bus
 Sponsor Department: CENI Managing Department: MCAP Project Manager: John Thomas Related Projects: CRB0014
 Jurisdiction: Systemwide Useful Life: 50

Project Description
This project is for the replacement of the existing Royal Street Garage with a Leadership in Energy and Environmental Design (LEED) Silver facility at Cinder Bed Road, with a capacity of 160 buses. This project also includes land and CNG fueling capability.

Project Status
Design Operating Impact: Upon opening, the Cinder Bed Road bus garage will increase WMATA's inventory of facilities that require maintenance, albeit minor in the case of a new facility. Also, utility costs will increase.

FY2013 Planned Activities
Submit application to Fairfax County for the Building Permit. Complete preparation of Design/Build contract. Obtain Building Permit and issue notice to proceed for Phase II of the Contract.

6-Year Deliverables
Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage. Coordinate with Washington Gas for the installation of a high pressure gas line for CNG fueling of buses. Procure and install CNG fueling equipment.

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	\$ 8,561.3	\$ 4,996.2	\$ 829.3	\$ 23,474.7	\$ -	\$ 5,795.3	\$ -	\$ -	\$ 43,656.8	\$ 30,099.3	\$ 43,656.8
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	212.2	-	-	4,260.0	8,034.6	-	-	-	12,506.8	12,794.6	12,506.8
System Performance Funds	700.0	-	-	5,618.3	5,724.1	-	-	-	12,042.3	11,342.3	12,042.3
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 9,473.5	\$ 4,996.2	\$ 829.3	\$ 33,353.0	\$ 13,758.7	\$ 5,795.3	\$ -	\$ -	\$ 68,206.0	\$ 53,736.3	\$ 68,206.0

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	\$ 3,487.7	\$ 4,486.8	\$ 58.0	\$ 2,334.7	\$ 963.1	\$ 405.7	\$ -	\$ -	\$ 11,736.0	\$ 3,761.5	\$ 11,736.0
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	12.1	609.5	24,514.5	10,112.6	4,259.6	-	-	39,508.3	39,496.2	39,508.3
Force Account	-	-	41.5	1,667.7	687.9	289.8	-	-	2,686.8	2,686.8	2,686.8
Project Management	783.6	492.7	70.5	2,835.0	1,169.5	492.6	-	-	5,844.0	4,567.6	5,844.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	5,202.2	4.5	49.8	2,001.2	825.5	347.7	-	-	8,430.9	3,224.2	8,430.9
Total Planned Expenses	\$ 9,473.5	\$ 4,996.2	\$ 829.3	\$ 33,353.0	\$ 13,758.7	\$ 5,795.3	\$ -	\$ -	\$ 68,206.0	\$ 53,736.3	\$ 68,206.0

Prior Year Rollover

	\$ 16,150.4								\$ 16,150.4	\$ 16,150.4	
FY2013 Spending Authority		\$ 16,979.7								\$ 9,165.2	\$ 9,165.2
Budget Authority to be Shifted to Out Years		\$ 9,165.2								\$ 9,165.2	\$ 9,165.2
Total	\$ 9,473.5	\$ 4,996.2	\$ 26,144.9	\$ 33,353.0	\$ 13,758.7	\$ 5,795.3	\$ -	\$ -	\$ 93,521.6	\$ 79,051.9	\$ 93,521.6

1. Project Information

Project ID: CIP0086 Project Name: Shepherd Parkway Bus Facility Project Type: Bus
 Sponsor Department: MCAP Managing Department: MCAP Project Manager: John Thomas Related Projects: CRB0004
 Jurisdiction: Systemwide Useful Life: 50

Project Description
 This project is for the replacement of Southeastern Bus Garage on Shepherd Parkway, which will result in increased garage capacity, additional CNG fueling facilities, diesel fuel lanes, gas pumps, and upgraded perimeter security.

Project Status
 Construction
 Operating Impact: Upon opening, the DC Village bus garage will increase WMATA's inventory of facilities that require maintenance, albeit minor in the case of a new facility. Also, utility costs will increase with the additional facility.

FY2013 Planned Activities
 Award contract and issue notice to proceed for the CNG equipment for Shepherd Parkway Bus Garage. Install perimeter security cameras for Shepherd Parkway Bus Garage.

6-Year Deliverables
 Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage. Procure and install CNG fueling equipment.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	877.9	-	4,495.2	4,690.8	-	-	-	10,063.9	9,185.9	10,063.9
Misc Funds	-	-	428.5	-	-	-	-	-	428.5	428.5	428.5
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 877.9	\$ 428.5	\$ 4,495.2	\$ 4,690.8	\$ 24.5	\$ -	\$ -	\$ 10,516.8	\$ 9,638.9	\$ 10,516.8
Planned Expenses:											
Planning/Engineering	-	387.4	30.0	314.7	328.4	1.7	-	-	1,062.1	674.7	1,062.1
Equipment/Vehicles	-	13.7	-	-	-	-	-	-	13.7	-	13.7
Construction	-	107.5	314.9	3,303.9	3,447.7	18.0	-	-	7,192.1	7,084.6	7,192.1
Force Account	-	-	21.4	224.8	234.5	1.2	-	-	481.9	481.9	481.9
Project Management	26.8	36.7	36.4	382.1	398.7	2.1	-	-	882.8	819.3	882.8
Hardware/Software	-	332.6	-	-	-	-	-	-	332.6	-	332.6
Other	(26.8)	-	25.7	269.7	281.4	1.5	-	-	551.6	578.3	551.6
Total Planned Expenses	\$ -	\$ 877.9	\$ 428.5	\$ 4,495.2	\$ 4,690.8	\$ 24.5	\$ -	\$ -	\$ 10,516.8	\$ 9,638.9	\$ 10,516.8
Prior Year Rollover											
			\$ 4,428.0						\$ 4,428.0	\$ 4,428.0	\$ 4,428.0
FY2013 Spending Authority			\$ 4,856.5								
Budget Authority to be Shifted to Out Years			\$ -								
Total	\$ -	\$ 877.9	\$ 4,856.5	\$ 4,495.2	\$ 4,690.8	\$ 24.5	\$ -	\$ -	\$ 14,944.9	\$ 14,066.9	\$ 14,944.9

1. Project Information

Project ID	CIP0088	Project Name	Station Entrance Canopies	Project Type	Rail
Sponsor Department	CENI	Managing Department	MCAP	Related Projects	None
Jurisdiction	Systemwide	Useful Life	:40	Project Manager	John Thomas

Project Status: Operating Impact
Canopies may reduce weather-related maintenance needs of escalators.

FY2013 Planned Activities: There is no FY2013 budget therefore no planned activities.

6-Year Deliverables: Planning for this project to start in FY15. Installation of 22 canopies over remaining station entrances with exposed escalators.

2. Project Budget (1,000 \$)

Planned Funding Sources:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	404.6	-	10,000.0	14,753.0	404.6	25,157.6	25,157.6	-
PRIA Grant	-	-	-	-	-	1,009.3	-	-	1,009.3	1,009.3	1,009.3	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ -	\$ -	\$ 404.6	\$ 1,009.3	\$ 10,000.0	\$ 14,753.0	\$ 1,414.0	\$ 26,167.0	\$ 26,167.0	\$ -
Planned Expenses:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	297.4	741.9	7,350.0	10,843.5	1,039.3	19,232.7	19,232.7	-
Force Account	-	-	-	20.2	50.5	500.0	737.7	70.7	1,308.3	1,308.3	1,308.3	-
Project Management	-	-	-	34.4	85.8	850.0	1,254.0	120.2	2,224.2	2,224.2	2,224.2	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	24.3	60.6	600.0	885.2	84.8	1,570.0	1,570.0	-
Total Planned Expenses	\$ -	\$ -	\$ -	\$ -	\$ 404.6	\$ 1,009.3	\$ 10,000.0	\$ 14,753.0	\$ 1,414.0	\$ 26,167.0	\$ 26,167.0	\$ -
Prior Year Rollover	\$ -											
FY2013 Spending Authority	\$ -											
Budget Authority to be Shifted to Out Years	\$ -											
Total	\$ -	\$ -	\$ -	\$ -	\$ 404.6	\$ 1,009.3	\$ 10,000.0	\$ 14,753.0	\$ 1,414.0	\$ 26,167.0	\$ 26,167.0	\$ -

1. Project Information

Project ID: CIP0089 Project Name: Track Fasteners Project Type: Rail
 Sponsor Department: TRST Managing Department: TRST Project Manager: Kambezy Forster Related Projects: CIP0024
 Jurisdiction: Systemwide Useful Life: Various

Project Description
This project replaces worn out track fasteners that cause stray currents and fires on the system. Metro has an inventory of 504,514 fasteners systemwide and this project will result in the replacement of 42,000 track fasteners.

Project Status
Design

FY2013 Planned Activities
Replace 7,000 direct fixation fasteners.

6-Year Deliverables
Replace 7,000 track fasteners per year for a total of 42,000 track fasteners during the 6 year capital improvement project. Augment system infrastructure rehabilitation of project fasteners replacement programs.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	1,328.1	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	1,801.9	1,812.4	1,825.8	2,058.4	2,341.8	2,700.0	2,655.5	12,153.1	13,393.8	17,508.7
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,455.3	-	-	-	-	-	-	1,455.3	-	1,455.3
Misc Funds	-	251.3	-	-	-	-	-	-	251.3	-	251.3
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 2,313.0	\$ 3,508.5	\$ 1,812.4	\$ 1,825.8	\$ 2,058.4	\$ 2,341.8	\$ 2,700.0	\$ 2,655.5	\$ 13,859.8	\$ 13,393.8	\$ 19,215.3
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	2.1	-	-	-	-	-	-	1,330.2	-	1,330.2
Construction	-	1,745.0	800.0	1,099.7	1,235.9	1,433.7	1,620.0	1,575.5	6,254.2	7,704.8	9,449.8
Force Account	653.7	1,718.9	1,012.4	786.1	822.5	908.0	1,080.0	1,080.0	5,901.6	5,689.0	8,061.6
Project Management	79.8	42.5	-	-	-	-	-	-	122.4	-	122.4
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	251.3	-	-	-	-	-	-	-	251.3	-	251.3
Total Planned Expenses	\$ 2,313.0	\$ 3,508.5	\$ 1,812.4	\$ 1,825.8	\$ 2,058.4	\$ 2,341.8	\$ 2,700.0	\$ 2,655.5	\$ 13,859.8	\$ 13,393.8	\$ 19,215.3
Prior Year Rollover											
		\$ 44.7							\$ 44.7		\$ 44.7
FY2013 Spending Authority			\$ 1,857.0								
Budget Authority to be Shifted to Out Years											
Total	\$ 2,313.0	\$ 3,508.5	\$ 1,857.0	\$ 1,825.8	\$ 2,058.4	\$ 2,341.8	\$ 2,700.0	\$ 2,655.5	\$ 13,904.4	\$ 13,438.5	\$ 19,260.0

1. Project Information

Project ID: CIP0091 Project Name: Automatic Fare Collection Machines Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: CIP0092
 Jurisdiction: Systemwide Useful Life: 20

Project Description: This project will purchase and install additional Fare Collection Equipment to accommodate additional riders and provide upgraded Automatic Fare Collection equipment parts in the rail system that are obsolescent and/or aging, reducing lines and improving customer service. Equipment will be installed at locations where ridership has increased beyond the capacity of the equipment currently installed to ensure reliability and appropriate revenue collection.
Project Status: Design Operating Impact: Additional equipment will require greater operational support. Replaced equipment will reduce cost of equipment repair.

FY2013 Planned Activities: There are no planned activities in FY2013.
6-Year Deliverables: Procure and install 55 Fare Vendors. Procure and install 50 fare-gates. Procure and install six Exitfare machines.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	46.2	-	878.4	-	-	1,112.5	-	924.5	1,990.8	2,037.0
PRI/A Grant	-	-	-	-	1,090.0	-	-	-	1,090.0	1,090.0	1,090.0
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	0.0	-	-	1,261.8	-	1,051.8	1,261.8	2,313.6	2,313.6
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 46.2	\$ 0.0	\$ 878.4	\$ 1,090.0	\$ 1,261.8	\$ 1,112.5	\$ 1,051.8	\$ 3,276.4	\$ 5,394.4	\$ 5,440.6
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	34.3	-	61.5	76.3	88.3	77.9	73.6	226.1	377.6	377.6
Construction	-	-	0.0	632.4	784.8	908.5	801.0	757.3	2,560.1	3,884.0	3,918.3
Force Account	-	-	-	13.2	16.4	18.9	16.7	15.8	48.5	80.9	80.9
Project Management	-	0.4	-	43.9	54.5	63.1	55.6	52.6	161.9	289.7	270.1
Hardware/Software	-	-	-	74.7	92.7	107.3	94.6	89.4	286.0	458.5	469.9
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 46.2	\$ 0.0	\$ 878.4	\$ 1,090.0	\$ 1,261.8	\$ 1,112.5	\$ 1,051.8	\$ 3,276.4	\$ 5,394.4	\$ 5,440.6
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ 46.2	\$ 1,028.6	\$ 878.4	\$ 1,090.0	\$ 1,261.8	\$ 1,112.5	\$ 1,051.8	\$ 4,305.0	\$ 1,028.6	\$ 6,469.2

1. Project Information

Project ID: Project Name: Project Type:
 Sponsor Department: Managing Department: Project Manager: Related Projects:
 Jurisdiction: Useful Life:

Project Description
 This project is for the installation of Ethernet wiring to all Automatic Fare Collection devices in the rail system, which will enhance communication speeds essential for the NEXTFARE project.

Project Status
 Construction: Operating Impact:
 FY2013 Planned Activities:
 6-Year Deliverables:

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources											
	\$ 1,468.6	\$ 1,642.0	\$ 4,400.2	\$ 473.4	\$ 102.3	\$ 22.2	\$ -	\$ -	\$ 8,108.7	\$ 4,988.1	\$ 8,108.7
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses											
	\$ 1,468.6	\$ 1,642.0	\$ 4,400.2	\$ 473.4	\$ 102.3	\$ 22.2	\$ -	\$ -	\$ 8,108.7	\$ 4,988.1	\$ 8,108.7
Prior Year Rollover											
			\$ 114.0						\$ 114.0	\$ -	\$ 114.0
FY2013 Spending Authority											
			\$ 4,514.2								
Budget Authority to be Shifted to Out Years											
Total	\$ 1,468.6	\$ 1,642.0	\$ 4,514.2	\$ 473.4	\$ 102.3	\$ 22.2	\$ -	\$ -	\$ 8,222.8	\$ 5,112.1	\$ 8,222.8

1. Project Information

Project ID: CIP0093
 Project Name: Integrating regional NEXTFARE System
 Project Type: Bus/Rail
 Sponsor Department: SMART
 Managing Department: SMART
 Project Manager: Ramon Abramovich
 Jurisdiction: Systemwide
 Useful Life: 6
 Related Projects: CIP0091, CIP0092

Project Description: This project will replace and upgrade regional NEXTFARE collection system as required as technology changes and for improved regional fare collection. This project will result in 250 Compact Point of Sale (CPOS) units.

Project Status: Construction
 Operating Impact: None.

FY2013 Planned Activities: Continued support of SmartTrip Program and Fare Collection Projects. Receive and install about 100 of the SmartTrip Dispensers. Place order for an additional 200 dispensers. Issue PO for 200 CPOS devices. Receive the 100 targets ordered FY12Q3.

6-Year Deliverables: Planning and design to upgrade the fare collection system technology Upgrade the fare collection system technology. Test and install new technology.

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	2013			2014			2015			2016			2017			2018			Total All Years	
				FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY19 Forecast	FY20 Forecast	FY21 Forecast	FY22 Forecast	FY23 Forecast	FY24 Forecast	FY25 Forecast	FY26 Forecast	FY27 Forecast	FY28 Forecast	FY29 Forecast	FY30 Forecast			
5307 Grant																							
5309 Grant																							
PRIA Grant																							
Other Grants																							
System Performance Funds																							
Misc Funds																							
Financing																							
Total Planned Sources	\$ 4,200.1	\$ 5,150.3	\$ 7,132.2	\$ 3,138.1	\$ 841.8	\$ 182.8	\$ 182.8	\$ 841.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 20,645.3	
Planned Expenses:																							
Planning/Engineering																							
Equipment/Vehicles																							
Construction																							
Force Account																							
Project Management																							
Hardware/Software																							
Other																							
Total Planned Expenses	\$ 4,200.1	\$ 5,150.3	\$ 7,132.2	\$ 3,138.1	\$ 841.8	\$ 182.8	\$ 182.8	\$ 841.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 20,645.3	
Prior Year Rollover																							
FY2013 Spending Authority	\$	\$ 1,059.6	\$ 8,191.7	\$ 3,138.1	\$ 841.8	\$ 182.8	\$ 182.8	\$ 841.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 21,704.9	
Budget Authority to be Shifted to Out Years																							
Total	\$ 4,200.1	\$ 5,150.3	\$ 8,191.7	\$ 3,138.1	\$ 841.8	\$ 182.8	\$ 182.8	\$ 841.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 182.8	\$ 21,704.9	

1. Project Information

Project ID	CIP0094	Project Name	Improvements to Coin Collection Machines	Project Type	Rail
Sponsor Department	CENI	Managing Department	CENI	Project Manager	Royland D. Fraser
Jurisdiction	Systemwide	Useful Life	7	Related Projects	CIP0091

Project Description
This project will install new coin vaults in Automatic Fare Collection rail equipment that have reached the end of their life expectancy.

Project Status
Construction

Operating Impact
The new design of coin vaults negates several problems with older units to reduce maintenance costs while increasing operational efficiency.

FY2013 Planned Activities
Exercise option for production and begin production of 600 Coin Vaults for Silver Line.

6-Year Deliverables
Fabricate and deliver 400 Coin Vaults. Award options for manufacture/fabrication of additional 600 coin vaults. Evaluate need for additional coin vaults due to system expansion.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	96.5	1,697.6	2,278.9	-	-	-	-	-	4,072.9	2,278.9	4,072.9
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	17.4	-	-	245.2	53.0	11.5	-	-	327.1	309.7	327.1
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 113.9	\$ 1,697.6	\$ 2,278.9	\$ 245.2	\$ 53.0	\$ 11.5	\$ -	\$ -	\$ 4,400.0	\$ 2,588.5	\$ 4,400.0
Planned Expenses:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	24.2	100.0	159.5	17.2	3.7	0.8	-	-	305.4	181.2	305.4
Equipment/Vehicles	-	1,597.6	1,640.8	176.5	36.1	8.3	-	-	3,461.3	1,863.7	3,461.3
Construction	-	-	34.2	3.7	0.8	0.2	-	-	38.8	38.8	38.8
Force Account	-	-	113.9	12.3	2.6	0.6	-	-	129.4	129.4	129.4
Project Management	88.7	(0.0)	193.7	20.8	4.5	1.0	-	-	308.8	220.0	308.8
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	1.0	-	136.7	14.7	3.2	0.7	-	-	156.3	155.3	156.3
Total Planned Expenses	\$ 113.9	\$ 1,697.6	\$ 2,278.9	\$ 245.2	\$ 53.0	\$ 11.5	\$ -	\$ -	\$ 4,400.0	\$ 2,588.5	\$ 4,400.0
Prior Year Rollover											
		\$ 469.3							\$ 469.3	\$ 469.3	\$ 469.3
FY2013 Spending Authority			\$ 2,748.2								
Budget Authority to be Shifted to Out Years											
		\$ -									
Total	\$ 113.9	\$ 1,697.6	\$ 2,748.2	\$ 245.2	\$ 53.0	\$ 11.5	\$ -	\$ -	\$ 4,869.3	\$ 3,057.8	\$ 4,869.3

1. Project Information

Project ID: CIP0097 Project Name: New Electronic Payments Program Project Type: Bus/Rail
 Sponsor Department: NEPP Managing Department: NEPP Project Manager: Gregory B. Garback Related Projects: None
 Jurisdiction: Systemwide Useful Life: 15

Project Description
 The New Electronic Payments Program (NEPP) will modernize and replace WMATA's fare collection system and implement a new electronic payments system. The NEPP will accept all forms of ISO/IEC-14443 compliant media, including, payment cards, NFC-enabled mobile phones and Federal ID cards. Customers will be able to link their media with established payment mechanisms enabled by WMATA. The architecture for the NEPP will transition WMATA from a proprietary, single-supplier architecture to an agency-controlled, multi-supplier open architecture, with well-defined interfaces owned and controlled by WMATA. The NEPP will be based on centralized accounts with fare calculations being performed by a Central Data System (CDS).

Project Status
 Operating Impact: Will eliminate need for overhaul of existing equipment and address concerns for component obsolescence, lower annual maintenance costs, implement new equipment warranties, provide better capture revenue and improve customer convenience.

FY2013 Planned Activities
 Award contract and begin management of contract deliverables; Initiate conceptual design reviews; Prepare proof of concept activities and Plan for pilot demonstration. Receive proposals 7/13/2012, distribute proposals to review teams and Source Selection Committees, review technical, price and financing proposals, identify competitive range, and begin efforts to finalize contract. Finalize contract documents and award contract. Begin management of contract deliverables and proof of concept activities and begin planning for pilot demonstration.

6-Year Deliverables
 Perform design reviews for system and equipment; Perform multi-modal, multi-operator pilot program; Deliver and deploy new fare equipment for MetroRail and Metrobus; Continue coordination with regional transit operators; Support integration efforts.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	992.3	1,250.0	5,003.6	9,626.0	12,628.7	-	7,884.6	5,489.2	16,871.8	23,171.1	13,373.8
5309 Grant	-	-	-	-	-	-	8,541.6	-	12,628.7	12,628.7	25,413.5
PRIA Grant	-	-	3,335.7	-	-	-	-	-	3,335.7	3,335.7	12,628.7
Other Grants	-	811.3	-	6,978.5	11,657.3	40,972.8	-	8,233.8	60,430.0	67,842.4	3,335.7
System Performance Funds	-	-	-	-	-	-	-	-	-	-	68,663.9
Misc Funds	-	1,001.7	-	-	-	-	-	-	1,001.7	-	1,001.7
Total Planned Sources	\$ 1,002.5	\$ 3,062.9	\$ 8,339.3	\$ 16,604.5	\$ 24,286.1	\$ 40,972.8	\$ 16,426.2	\$ 13,723.0	\$ 94,268.0	\$ 120,351.8	\$ 124,417.2
Planned Expenses:											
Planning/Engineering	942.2	1,672.4	5,620.5	14,687.5	21,500.0	37,242.0	13,356.0	11,213.0	81,664.5	103,618.9	106,233.5
Equipment/Vehicles	-	1,046.8	1,400.0	200.0	200.0	200.0	200.0	200.0	3,046.8	2,400.0	3,446.8
Construction	-	-	200.0	400.0	800.0	1,200.0	1,200.0	800.0	2,600.0	4,600.0	4,600.0
Force Account	60.2	343.7	800.0	802.0	1,000.0	1,020.0	1,040.0	1,060.0	4,026.0	5,722.0	6,126.0
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	318.8	515.0	786.1	1,310.8	630.2	450.0	2,930.7	4,010.9	4,010.9
Other	-	-	8,339.3	16,604.5	24,286.1	40,972.8	16,426.2	13,723.0	94,268.0	120,351.8	124,417.2
Total Planned Expenses	\$ 1,002.5	\$ 3,062.9	\$ 8,339.3	\$ 16,604.5	\$ 24,286.1	\$ 40,972.8	\$ 16,426.2	\$ 13,723.0	\$ 94,268.0	\$ 120,351.8	\$ 124,417.2
Prior Year Rollover											
		\$ 220.8							\$ 220.8	\$ 220.8	\$ 220.8
FY2013 Spending Authority			\$ 8,560.0						\$ 8,560.0	\$ -	\$ -
Budget Authority to be Shifted to Out Years											
	\$ 1,002.5	\$ 3,062.9	\$ 8,560.0	\$ 16,604.5	\$ 24,286.1	\$ 40,972.8	\$ 16,426.2	\$ 13,723.0	\$ 94,488.8	\$ 120,572.6	\$ 124,638.0
Total											

1. Project Information

Project ID: CIP0099 Project Name: Police Emergency Management Equipment Project Type: Rail
 Sponsor Department: MTPD Managing Department: MTPD Project Manager: Peter LaPorte Related Projects: None
 Jurisdiction: Systemwide Useful Life: 8

Project Description
 This project will fund replacement of damaged rescue and recovery equipment, upgrades to obsolete rescue and recovery equipment, and the deployment of rescue and recovery equipment to include planning, design, and installation of facilities improvements. In addition, this project will fund train-the-trainer programs for rescue and recovery equipment.

Project Status
 Construction Operating Impact: Additional equipment will require greater operational support.

FY2013 Planned Activities
 Complete improvements to Automatic External Defibrillator (AED) training and storage facilities; install up to 20 emergency evacuation carts in the rail system; Train the Trainer classes on new equipment

6-Year Deliverables
 Safety and security equipment repairs, replacements, and upgrades; Procurement and installation of Emergency Tunnel Evacuation Carts (ETEC), Storage Cabinets, and AED; Standardize ETEC storage locations throughout the Metrorail System. Replace damaged rescue and recovery equipment as needed Upgrade obsolete rescue equipment as needed.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ 102.6	\$ 682.4	\$ 176.3	\$ 179.5	\$ 205.7	\$ 297.5	\$ 210.3	\$ 212.4	\$ 1,644.0	\$ 1,281.7	\$ 2,066.7
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ 102.6	\$ 682.4	\$ 176.3	\$ 179.5	\$ 205.7	\$ 297.5	\$ 210.3	\$ 212.4	\$ 1,644.0	\$ 1,281.7	\$ 2,066.7
Prior Year Rollover									\$ 299.2	\$ 299.2	\$ 299.2
FY2013 Spending Authority									\$ 475.4	\$ 475.4	\$ 475.4
Budget Authority to be Shifted to Out Years											
Total	\$ 102.6	\$ 682.4	\$ 475.4	\$ 179.5	\$ 205.7	\$ 297.5	\$ 210.3	\$ 212.4	\$ 1,943.1	\$ 1,580.9	\$ 2,365.9

1. Project Information

Project ID: CIP0101 Project Name: Police Substation - New District 2/Training Facility Project Type: Bus/Rail
 Sponsor Department: MTPD Managing Department: MCAP Project Manager: John Thomas Related Projects: None
 Jurisdiction: Systemwide Useful Life: 50

Project Description
 This project is for the design and construction of a new substation for MTPD District 2 as well as a Police Training Facility.

Project Status
 Design: Operating Impact: Upon completion, this new facility will require allocation of additional operating resources.

FY2013 Planned Activities
 Complete design, obtain permits, perform grading, site work and utilities; complete Training Facility foundation and structure; commence on MTPD substation foundation and structure; initiate utility work; commence on interior work at the Training Facility.

6-Year Deliverables
 Complete the environmental analysis process, final design, and construction of facility.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ 318.2	\$ 857.2	\$ 11,914.9	\$ 11,968.5	\$ 2,585.4	\$ 561.5	\$ -	\$ -	\$ 28,205.6	\$ 27,030.3	\$ 28,205.6
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ 318.2	\$ 857.2	\$ 11,914.9	\$ 11,968.5	\$ 2,585.4	\$ 561.5	\$ -	\$ -	\$ 28,205.6	\$ 27,030.3	\$ 28,205.6
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ 318.2	\$ 857.2	\$ 14,559.6	\$ 11,968.5	\$ 2,585.4	\$ 561.5	\$ -	\$ -	\$ 30,850.3	\$ 29,674.9	\$ 30,850.3

1. Project Information

Project ID: CIP0103 Project Name: Police Portable Radio Replacement Project Type: Bus/Rail
 Sponsor Department: MTPD Managing Department: MTPD Project Manager: Ronald Pavlik Related Projects: None
 Jurisdiction: Systemwide Useful Life: 8

Project Description
To comply with the 2013 Federal Communications Commission narrow band requirement, this project will upgrade police radios to ensure compliance and to utilize the latest function available for use inside the Metro rail tunnel system. Also, the project funds the replacements of radios damaged in the course of law enforcement operations.

Project Status
Construction Operating Impact: This replacement equipment will prevent a loss of productivity due to out-of-service equipment and eliminate the need for custom parts.

FY2013 Planned Activities
Replace up to 230 Portable Police Radios
Procure portable radios.

6-Year Deliverables

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	654.0	-	-	-	-	-	-	-	654.0	-	654.0
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	612.5	-	-	-	-	-	612.5	612.5	612.5
Other Grants	-	471.2	-	65.9	14.2	673.9	750.0	760.3	1,229.7	2,264.3	2,739.9
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 658.4	\$ 471.2	\$ 612.5	\$ 65.9	\$ 14.2	\$ 673.9	\$ 750.0	\$ 760.3	\$ 2,496.2	\$ 2,876.8	\$ 4,006.5
Planned Expenses:											
Planning/Engineering	7.2	7.2	-	-	-	-	-	-	7.2	-	7.2
Equipment/Vehicles	464.1	464.1	612.5	65.9	14.2	673.9	750.0	760.3	2,489.1	2,876.8	3,999.4
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 658.4	\$ 471.2	\$ 612.5	\$ 65.9	\$ 14.2	\$ 673.9	\$ 750.0	\$ 760.3	\$ 2,496.2	\$ 2,876.8	\$ 4,006.5
Prior Year Rollover											
										\$ 195.8	\$ 195.8
FY2013 Spending Authority											
											\$ 808.3
Budget Authority to be Shifted to Out Years											
											\$ -
Total	\$ 658.4	\$ 471.2	\$ 808.3	\$ 65.9	\$ 14.2	\$ 673.9	\$ 750.0	\$ 760.3	\$ 2,692.0	\$ 3,072.6	\$ 4,202.3

1. Project Information

Project ID	CIP0106	Project Name	Special Operations Division Facility	Project Type	Bus/Rail
Sponsor Department	MTPD	Managing Department	MCAP	Project Manager	John Thomas
Jurisdiction	Systemwide	Useful Life		Related Projects	None

Project Description

This project will replace the temporary facility used by the Metro Transit Police Special Operations Division located in Suitland, Maryland, near the Branch Avenue Metrorail station. This facility includes the Special Response Team, Transit Anti-Crime Team, Auto Theft Unit, K-9 Teams, Explosive Ordinance Disposal Team, and Motorcycle Unit.

Project Status

Construction

Operating Impact

FY2013 Planned Activities

Award and issue notice to proceed to the selected contractor to implement improvements. Contractor mobilize the site. Complete renovation of Bldg. C to house MTPD training. Complete renovation of Bldg. A to be used as a reporting location for maintenance personnel and equipment storage. Complete renovation of Bldg. B, to house the Security Operations Control Center. Site improvements.

6-Year Deliverables

Site Preparation; Construction staging; Preliminary design; Request for proposal; Award Design Build contract; complete construction of the Special Operations Division facility.

2. Project Budget (1,000 \$)

		FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
		Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
Planned Funding Sources:												
5307 Grant												
5309 Grant												
PRIA Grant												
Other Grants												
System Performance Funds												
Misc Funds				5,795.1	2,433.9		114.2			8,343.1	8,343.1	8,343.1
Financing												
Total Planned Sources				5,795.1	2,433.9		114.2			19,173.9	8,868.9	19,173.9
Planned Expenses:												
Planning/Engineering												
Equipment/Vehicles												
Construction												
Force Account												
Project Management												
Hardware/Software												
Other												
Total Planned Expenses												
Prior Year Rollover												
FY2013 Spending Authority												
Budget Authority to be Shifted to Out Years												
Total												

1. Project Information

Project ID: CIP0107 Project Name: Red Line Rehabilitation - Stage 1 Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Kenneth Spain Related Projects: ARA0004, ARA0013
 Jurisdiction: Systemwide Useful Life: 10 to 40

Project Description
 This project is a rail line segment rehabilitation of the Red Line from Dupont to Silver Spring, which includes 11 Stations with a route mileage of approximately 10 miles. Rehabilitation will include all systems and infrastructure to increase overall efficiency.

Project Status
 Design Operating Impact: Operating costs will be reduced as a result of facility rehabilitation.

FY2013 Planned Activities
 Upgrade and Enlarge Kiosks; Platform Rehab A - Line: Paver tile replacement & platform edge rehabilitation; Upgrade suspended ceiling tiles; Upgrade station signage; Upgrade and replace platform canopy sky light systems; Replace Ventilation & Exhaust fans; Upgrade/Replace various Air conditioning/HVAC system; Upgrade and replace CCTV at stations; Upgrade and replace PA at stations; Escalator Replacement; Escalator Rehabilitation; Elevator Rehabilitation; Upgrade Automatic Train Control Systems; Replace Equipment at Traction Power Substation; Upgrade and replace ETS System; Replace equip at the braker stations; Replace electrical equipment in AC switchboard rooms; and New UPS system.

6-Year Deliverables
 Platform edge repairs at Shady Grove, Rockville, Twinbrook, and White Flint stations; Replace escalators at Foggy Bottom station entrance; Upgrade and enlarge Kiosks Elevator and escalator rehabilitation and replacement. Traction power replacement work at the braker and traction power substations, also electrical in AC switchboard rooms. Upgrade and replacement of emergency trip stations Work to be performed includes, but is not limited to, traction power, automatic train control and communication upgrades, track fastener replacement, tunnel ventilation, air conditions, canopy roof replacements, platform rehabilitation, public address, and CCTV system upgrades.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	19,468.1	40,655.8	73,193.7	38,165.8	18,058.9	5,765.3	-	-	11,482.1	11,482.1	11,482.1
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PR/A Grants	6,663.9	(0.0)	-	-	-	-	-	-	195,307.6	135,183.7	195,307.6
Other Grants	-	-	-	-	-	-	-	-	6,663.9	-	6,663.9
System Performance Funds	1,486.8	8,672.8	0.0	-	-	-	-	-	10,159.6	0.0	10,159.6
Misc Funds	20,749.3	26,368.3	-	-	-	-	-	-	47,117.7	-	47,117.7
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 48,368.1	\$ 75,696.9	\$ 84,675.8	\$ 38,165.8	\$ 18,058.9	\$ 5,765.3	\$ -	\$ -	\$ 270,730.8	\$ 146,665.8	\$ 270,730.8

Planned Expenses:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	956.5	667.2	5,927.3	-	-	-	-	-	7,551.0	5,927.3	7,551.0
Equipment/Vehicles	-	38.3	-	-	-	-	-	-	38.3	-	38.3
Construction	33,498.0	61,275.1	63,506.8	32,059.3	14,808.3	4,727.6	-	-	209,875.1	115,102.0	209,875.1
Force Account	7,722.4	11,045.3	8,044.2	3,625.8	1,715.6	547.7	-	-	32,701.0	13,933.3	32,701.0
Project Management	5,545.2	2,671.0	7,197.4	2,480.8	1,535.0	490.1	-	-	19,919.5	11,703.3	19,919.5
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	646.1	-	-	-	-	-	-	-	646.1	-	646.1
Total Planned Expenses	\$ 48,368.1	\$ 75,696.9	\$ 84,675.8	\$ 38,165.8	\$ 18,058.9	\$ 5,765.3	\$ -	\$ -	\$ 270,730.8	\$ 146,665.8	\$ 270,730.8

Prior Year Rollover: \$ 1,847.6

FY2013 Spending Authority: \$ 86,523.4

Budget Authority to be Shifted to Out Years: \$ -

Total	\$ 48,368.1	\$ 75,696.9	\$ 86,523.4	\$ 38,165.8	\$ 18,058.9	\$ 5,765.3	\$ -	\$ -	\$ 272,578.5	\$ 148,513.4	\$ 272,578.5
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1. Project Information

Project ID: CIP0108
 Project Name: Red Line Rehabilitation - Stage 2
 Project Type: Rail
 Sponsor Department: CENI
 Managing Department: CENI
 Project Manager: Kenneth Spain
 Jurisdiction: Systemwide
 Useful Life: 10 to 40
 Related Projects: None

Project Description: This project is a rail line segment rehabilitation of the Red Line from DuPont to Grosvenor, which includes 7 underground stations with a route mileage of approximately 9.6 miles. Rehabilitation will include all systems and infrastructure to increase overall efficiency.

Project Status: Design
 Operating Impact: Operating costs will be reduced as a result of facility rehabilitation.

FY2013 Planned Activities: Issue notice to proceed for engineering task to design and prepare request for proposal (RFP) document for Red Line Rehab Phase 2. Continue preparation of RFP documents for Red Line Rehab Phase 2.

6-Year Deliverables: Work to be performed includes, but is not limited to: waterproofing at Medical Center crossover; upgrade & enlarge kiosks at various stations; upgrade station signage; renovate station restrooms, interiors, and parking areas; upgrade of automatic train control and communications; upgrade track fasteners; replace station air conditioning systems; repair tunnel ventilation systems; construct station entrance canopy; upgrade and replace platform slabs and tiles.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	1,231.3	-	-	76,457.0	79,761.5	1,231.3	157,449.8	157,449.8
PRI/A Grant	-	-	-	-	14,023.2	67,033.4	8,031.9	-	81,056.6	89,088.5	89,088.5
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	440.0	-	-	6,943.5	8,063.6	-	7,383.5	15,447.1	15,447.1
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 440.0	\$ 1,231.3	\$ 14,023.2	\$ 73,976.9	\$ 92,552.4	\$ 79,761.5	\$ 89,671.4	\$ 261,985.3	\$ 261,985.3
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	30.8	86.2	981.6	5,178.4	6,478.7	5,983.3	6,277.0	18,339.0	18,339.0
Construction	-	-	303.6	849.6	9,676.0	51,044.1	63,861.2	55,035.5	61,873.3	180,769.9	180,769.9
Force Account	-	-	41.8	117.0	1,332.2	7,027.8	8,792.5	7,577.3	8,518.8	24,888.6	24,888.6
Project Management	-	-	37.4	104.7	1,192.0	6,888.0	7,867.0	6,779.7	7,622.1	22,268.8	22,268.8
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	26.4	73.9	841.4	4,438.6	5,553.1	4,785.7	5,380.3	15,719.1	15,719.1
Total Planned Expenses	\$ -	\$ -	\$ 440.0	\$ 1,231.3	\$ 14,023.2	\$ 73,976.9	\$ 92,552.4	\$ 79,761.5	\$ 89,671.4	\$ 261,985.3	\$ 261,985.3
Prior Year Rollover											
FY2013 Spending Authority			\$ 440.0								
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ 440.0	\$ 1,231.3	\$ 14,023.2	\$ 73,976.9	\$ 92,552.4	\$ 79,761.5	\$ 89,671.4	\$ 261,985.3	\$ 261,985.3

1. Project Information

Project ID: CIP0110 Project Name: Orange/Blue Rehabilitation - Stage 1 Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Richard Shiffet Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10 to 40

Project Description
 This project is a rail line segment rehabilitation of the Orange/Blue Lines from National Airport to Stadium-Armory, which includes 23 Stations with a route mileage of approximately 18.7 miles. Rehabilitation will include all systems and infrastructure to increase overall efficiency.

Project Status
 Construction Operating Impact: Operating costs will be reduced as a result of facility rehabilitation.

FY2013 Planned Activities
 Rehabilitation of Ceilings and Domes at Federal Center, Capitol South, Eastern Market stations; Continue rehab of equipment in AC Switchgear Rooms; Continue traction power substation work; Start Deanwood/Minnesota platform panel replacement; Continue Traction Power Substation(TPSS) work; Start 7 elevators; Start 34 escalators; Complete 29 escalators; Issue NTP for Phase 2 construction work. Complete Ac gear and ceiling tiles at Rosslyn; Complete 8 elevators; Continue rehab of the breaker stations; Complete Phase 1 construction work.

6-Year Deliverables
 Phase 1A: design, submittals, site specific work plans and administrative. Phase 1 - 6: automatic train control, traction power substations, tiebreaker stations, Heating Ventilation and Air-conditioning (HVAC), ceiling tiles, ventilation fans, tunnel rehab, AC switchgear, escalators, elevators, communication, and track work New Platforms at Deanwood/Minnesota and Arlington Cemetery. As of July 2012, project is in Phase 1. Phase 2 to start December 2012.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	\$ 1,461.4	\$ 6,616.8	\$ 4,167.6	\$ 6,288.6	\$ 6,025.0	\$ 5,117.2	\$ 2,413.8	\$ -	\$ 29,674.6	\$ 24,012.1	\$ 32,088.4
5309 Grant	-	17,974.9	-	11,001.2	54,328.6	73,103.3	-	-	156,408.0	138,433.1	156,408.0
PRI/A Grant	29,908.6	18,941.9	59,536.7	51,941.4	31,742.7	-	-	-	192,071.3	143,220.8	192,071.3
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	3,269.4	-	-	34,482.4	-	3,269.4	37,751.8	37,751.8
Misc Funds	245.0	5,133.8	-	23,624.8	-	-	-	-	29,003.6	23,624.8	29,003.6
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 30,153.6	\$ 42,050.6	\$ 59,536.7	\$ 89,836.8	\$ 86,071.3	\$ 73,103.3	\$ 34,482.4	\$ -	\$ 380,752.3	\$ 343,030.5	\$ 415,234.7
Planned Expenses:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
Planning/Engineering	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
Equipment/Vehicles	\$ 1,461.4	\$ 6,616.8	\$ 4,167.6	\$ 6,288.6	\$ 6,025.0	\$ 5,117.2	\$ 2,413.8	\$ -	\$ 29,674.6	\$ 24,012.1	\$ 32,088.4
Construction	-	1,305.7	-	-	-	-	-	-	1,305.7	-	1,305.7
Force Account	21,895.9	28,471.7	41,080.3	61,987.4	59,389.2	50,441.2	23,792.8	-	263,265.8	236,691.0	287,058.6
Project Management	2,970.3	3,258.8	5,656.0	8,534.5	8,176.8	6,944.8	3,275.8	-	35,541.1	32,587.9	38,817.0
Hardware/Software	3,627.2	2,399.6	5,060.6	7,636.1	7,316.1	6,213.8	2,931.0	-	32,253.4	29,157.6	35,184.4
Other	198.8	-	3,572.2	5,390.2	5,164.3	4,386.2	2,068.9	-	18,711.7	20,581.8	20,780.6
Total Planned Expenses	\$ 30,153.6	\$ 42,050.6	\$ 59,536.7	\$ 89,836.8	\$ 86,071.3	\$ 73,103.3	\$ 34,482.4	\$ -	\$ 380,752.3	\$ 343,030.5	\$ 415,234.7
Prior Year Rollover			\$ 2,015.1						\$ 2,015.1	\$ 2,015.1	\$ 2,015.1
FY2013 Spending Authority			\$ 61,551.8						\$ 61,551.8	\$ 61,551.8	\$ 61,551.8
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ 30,153.6	\$ 42,050.6	\$ 61,551.8	\$ 89,836.8	\$ 86,071.3	\$ 73,103.3	\$ 34,482.4	\$ -	\$ 382,767.4	\$ 345,045.6	\$ 417,249.8

1. Project Information

Project ID	CIP0110_01	Project Name	Shaft Elevation on the Mall	Project Type	Rail
Sponsor Department	CENI	Managing Department	CENI	Project Manager	Richard Shifflet
Jurisdiction	Systemwide	Useful Life	0	Related Projects	CIP0110

Project Status: Operating Impact:

FY2013 Planned Activities: Design & prepare Bid Package to install walls at all Metro Vent Shafts in the Mall area to protect from flooding during storm & high tide periods.

6-Year Deliverables: Install walls at all Metro Vent Shafts in the Mall area to protect from flooding during storm & high tide periods.

2. Project Budget (1,000 \$)

Planned Funding Sources:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	36.3	902.7	-	-	4.6	-	-	40.8	4.6	40.8	-
PRIA Grant	-	38.2	902.7	-	-	940.9	-	-	940.9	902.7	940.9	-
Other Grants	-	-	-	-	21.0	-	-	-	21.0	21.0	21.0	-
System Performance Funds	-	-	-	97.1	-	-	-	-	107.5	97.1	107.5	-
Misc Funds	-	10.4	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 84.9	\$ 902.7	\$ 97.1	\$ 21.0	\$ 4.6	\$ -	\$ -	\$ 1,110.2	\$ 1,025.4	\$ 1,110.2	\$ -
Planned Expenses:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	84.8	63.2	6.8	1.5	0.3	-	-	156.5	71.8	156.5	-
Force Account	-	-	663.5	71.4	15.4	3.4	-	-	753.7	753.7	753.7	-
Project Management	-	0.1	76.7	8.3	1.8	0.4	-	-	87.3	87.2	87.3	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	54.2	5.8	1.3	0.3	-	61.5	61.5	61.5	-
Total Planned Expenses	\$ -	\$ 84.9	\$ 902.7	\$ 97.1	\$ 21.0	\$ 4.6	\$ -	\$ -	\$ 1,110.2	\$ 1,025.4	\$ 1,110.2	\$ -
Prior Year Rollover												
FY2013 Spending Authority												
Budget Authority to be Shifted to Out Years												
Total	\$ -	\$ 84.9	\$ 817.8	\$ 97.1	\$ 21.0	\$ 4.6	\$ -	\$ -	\$ 1,025.4	\$ 940.5	\$ 1,025.4	\$ 1,025.4

1. Project Information

Project ID	CIP0110_02	Project Name	Dunn Loring Interlocking	Project Type	Rail
Sponsor Department	CENI	Managing Department	CENI	Related Projects	CIP0110
Jurisdiction	Systemwide	Useful Life	0	Project Manager	Richard Shifflet

Project Description: This project will result in the installation of a universal interlocking west of the Dunn Loring Metrorail station on the Orange Line.

Project Status: Construction

Operating Impact:

FY2013 Planned Activities: Design & prepare Bid Package to install a Universal Interlocking west of Dunn Loring station. Manage construction of all track work and systems installation. Design 100% complete. Pursue I-66 Lane closure permits. Initial information from VDOT indicates that permits will only be issued for nighttime over non holiday weekends. Construction sequence needs to be re-evaluated. Award ATC Contract. Apply for I-66 closure. Advertise and award the track work installation contract.

6-Year Deliverables: Install a Universal interlocking west of Dunn Loring station.

2. Project Budget (1,000 \$)

Planned Funding Sources:												
5307 Grant												
5309 Grant												
PRI/A Grant												
Other Grants												
System Performance Funds												
Misc Funds												
Financing												
Total Planned Sources												
	\$ -	\$ 675.8	\$ 1,548.5	\$ 166.6	\$ 36.0	\$ 7.8	\$ -	\$ -	\$ -	\$ 2,434.7	\$ 1,758.9	\$ 2,434.7
Planned Expenses:												
Planning/Engineering												
Equipment/Vehicles												
Construction												
Force Account												
Project Management												
Hardware/Software												
Other												
Total Planned Expenses												
	\$ -	\$ 675.8	\$ 1,548.5	\$ 166.6	\$ 36.0	\$ 7.8	\$ -	\$ -	\$ -	\$ 2,434.7	\$ 1,758.9	\$ 2,434.7
Prior Year Rollover												
	\$ -	\$ (675.8)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (675.8)	\$ -	\$ (675.8)
FY2013 Spending Authority												
	\$ -	\$ 872.8	\$ 872.8	\$ 166.6	\$ 36.0	\$ 7.8	\$ -	\$ -	\$ -	\$ 1,758.9	\$ 1,083.2	\$ 1,758.9
Budget Authority to be Shifted to Out Years												
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total												
	\$ -	\$ 675.8	\$ 872.8	\$ 166.6	\$ 36.0	\$ 7.8	\$ -	\$ -	\$ -	\$ 1,758.9	\$ 1,083.2	\$ 1,758.9

1. Project Information

Project ID: CIP0116 Project Name: Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Mark Magnusson Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10 to 25

Project Description
 This project is a rail yard rehabilitation of Alexandria, Brentwood, and New Carrollton Rail Yards that were put into service between 1976 and 1983. The scope of work will depend on the specific facility and rehabilitation will include all systems and infrastructure to increase overall efficiency. Scope of project includes rehabilitation of systems as needed at other yard facilities under Job Order tasks.

Project Status
 Construction Operating Impact: Operating costs will be reduced as a result of facility rehabilitation.

FY2013 Planned Activities
 Replacement of equipment, award of Yard Facilities contract, design, and beginning of construction activities.

6-Year Deliverables
 Rehabilitate interior and exterior walls, floors, and ceilings. Replace shop/building equipment, lighting, and electrical systems. Rehabilitate offices, locker rooms, and bathrooms. Rehabilitate HVAC and plumbing fixtures. Upgrade security and PA systems. Installation of control tower fire escape, rehabilitation of pavement, fences, street and yard lightning, and over haul of fire hydrants.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	9,455.2	16,077.8	45,774.8	45,018.0	25,375.6	7,633.6	-	141,701.5	139,879.9	149,335.2
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	296.6	3,965.4	-	-	-	-	-	-	4,261.9	-	4,261.9
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 296.6	\$ 13,420.6	\$ 16,077.8	\$ 45,774.8	\$ 45,018.0	\$ 25,375.6	\$ 7,633.6	\$ -	\$ 145,963.5	\$ 139,879.9	\$ 153,597.1
Planned Expenses:											
Planning/Engineering	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Equipment/Vehicles	296.6	1,166.0	1,125.4	3,204.2	3,151.3	1,776.3	534.4	-	10,719.8	9,791.6	11,254.2
Construction	-	1,107.4	-	-	-	-	-	-	1,107.4	-	1,107.4
Force Account	-	8,572.8	11,093.7	31,584.6	31,062.4	17,509.2	5,267.2	-	99,822.8	96,517.2	105,090.0
Project Management	-	1,170.8	1,577.4	4,348.6	4,276.7	2,410.7	725.2	-	13,734.2	13,288.6	14,459.4
Hardware/Software	-	1,403.5	1,366.6	3,890.9	3,826.5	2,156.9	648.9	-	12,644.5	11,889.8	13,293.3
Other	0.1	-	964.7	2,746.5	2,701.1	1,522.5	458.0	-	7,934.8	8,392.8	8,392.9
Total Planned Expenses	\$ 296.6	\$ 13,420.6	\$ 16,077.8	\$ 45,774.8	\$ 45,018.0	\$ 25,375.6	\$ 7,633.6	\$ -	\$ 145,963.5	\$ 139,879.9	\$ 153,597.1
Prior Year Rollover											
			\$ 2,078.8						\$ 2,078.8	\$ 2,078.8	\$ 2,078.8
FY2013 Spending Authority			\$ 18,156.6								
Budget Authority to be Shifted to Out Years			\$ -								
Total	\$ 296.6	\$ 13,420.6	\$ 18,156.6	\$ 45,774.8	\$ 45,018.0	\$ 25,375.6	\$ 7,633.6	\$ -	\$ 148,042.3	\$ 141,958.7	\$ 155,675.9

1. Project Information

Project ID	CIP0119_01	Project Name	Parts Storage Equipment	Project Type	Bus
Sponsor Department	CENI	Managing Department	CENI	Project Manager	Arthur Noyes
Jurisdiction	Systemwide	Useful Life	0	Related Projects	CIP0119

Project Description: Procurement and installation of additional vertical storage units.

Project Status: Construction

FY2013 Planned Activities: Procurement and installation of additional vertical storage units.

6-Year Deliverables: Procurement and installation of additional vertical storage units.

2. Project Budget (1,000 \$)

Planned Funding Sources:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,978.4	-	-	-	-	-	-	1,978.4	-	1,978.4	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 1,978.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,978.4	\$ -	\$ 1,978.4	\$ -
Planned Expenses:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	1,978.4	-	-	-	-	-	-	1,978.4	-	1,978.4	-
Force Account	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 1,978.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,978.4	\$ -	\$ 1,978.4	\$ -
Prior Year Rollover												
FY2013 Spending Authority												
Budget Authority to be Shifted to Out Years												
Total	\$ -	\$ 1,978.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,978.4	\$ -	\$ 1,978.4	\$ -

1. Project Information

Project ID: CIP0125 Project Name: Rail Preventive Maintenance Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Linda Stoffregen Related Projects: None
 Jurisdiction: Systemwide Useful Life: .40

Project Description
 This project will provide preventive maintenance on rail cars, perform major overhaul, rebuild and remanufacture railcar components and systems at scheduled 20-year mid-life cycle overhauls. This includes brake, truck traction motor, power supplies, HVAC, vital and non-vital relays, and other systems.

Project Status
 Design Operating Impact: The capital budget will subsidize these activities reducing the impact to the operating budget.

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities.

6-Year Deliverables
 Provide preventive maintenance on rail cars. This project closed in FY2011.

2. Project Budget (1,000 \$)

Planned Funding Sources:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	3,752.5	-	-	-	-	-	-	-	3,752.5	-	3,752.5
PRI/A Grant	3,871.7	-	-	-	-	-	-	-	3,871.7	-	3,871.7
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	13,181.7	-	-	-	-	-	-	-	13,181.7	-	13,181.7
Misc Funds	0.0	-	-	-	-	-	-	-	0.0	-	0.0
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 20,805.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,805.9	\$ -	\$ 20,805.9

Planned Expenses:

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	19,639.0	-	-	-	-	-	-	-	19,639.0	-	19,639.0
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	1,166.9	-	-	-	-	-	-	-	1,166.9	-	1,166.9
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 20,805.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,805.9	\$ -	\$ 20,805.9

Prior Year Rollover

FY2013 Spending Authority	\$ -
Budget Authority to be Shifted to Out Years	\$ 55.1
Total	\$ 55.1

Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55.1
Total	\$ 20,805.9	\$ -	\$ 55.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,861.0	\$ 55.1	\$ -	\$ 20,861.0

1. Project Information

Project ID: CIP0126
 Project Name: Financial Planning, Project Administration, and System Wide Infrastructure Upgrades
 Project Type: Bus/Rail
 Sponsor Department: OMB
 Managing Department: OMB
 Project Manager: Stacy Noblitt
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 5

Project Description: This project provides procurement and consultant support for bus and rail maintenance not included in the rail rehabilitation nor bus tier contracts.
 Project Status: N/A
 Operating Impact: This will require additional contracted labor.

FY2013 Planned Activities: Program Management consulting services. Exercise option one on Decision Lens software. Two consultants to assist with PeopleSoft Customer Contracts. One consultant to assist with reporting required by the Capital Funding Agreement.
 6-Year Deliverables: Minor maintenance items that are not under the major tier contracts, including servers and financial planning.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	1,004.5	597.8	-	-	-	-	-	-	1,602.3	-	1,602.3
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	(293.0)	161.6	250.0	1,402.7	1,961.0	2,264.7	1,013.6	1,901.6	5,747.0	8,793.7	8,662.3
System Performance Funds	609.9	-	-	-	-	-	-	-	609.9	-	609.9
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 1,321.4	\$ 759.4	\$ 250.0	\$ 1,402.7	\$ 1,961.0	\$ 2,264.7	\$ 1,013.6	\$ 1,901.6	\$ 7,959.2	\$ 8,793.7	\$ 10,874.5
Planned Expenses:											
Planning/Engineering	74.5	233.5	250.0	1,402.7	1,961.0	2,264.7	1,013.6	1,901.6	6,112.0	8,793.7	9,027.2
Equipment/Vehicles	15.1	-	-	-	-	-	-	-	89.6	-	89.6
Construction	650.7	510.8	-	-	-	-	-	-	1,161.5	-	1,161.5
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	596.2	-	-	-	-	-	-	-	596.2	-	596.2
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 1,321.4	\$ 759.4	\$ 250.0	\$ 1,402.7	\$ 1,961.0	\$ 2,264.7	\$ 1,013.6	\$ 1,901.6	\$ 7,959.2	\$ 8,793.7	\$ 10,874.5
Prior Year Rollover											
			\$ 1,187.9						\$ 1,187.9		\$ 1,187.9
FY2013 Spending Authority			\$ 1,437.9								\$ 1,437.9
Budget Authority to be Shifted to Out Years			\$ 132.0							\$ 132.0	\$ 132.0
Total	\$ 1,321.4	\$ 759.4	\$ 1,569.9	\$ 1,402.7	\$ 1,961.0	\$ 2,264.7	\$ 1,013.6	\$ 1,901.6	\$ 9,279.2	\$ 10,113.6	\$ 12,194.4

1. Project Information

Project ID: CIP0127 Project Name: Support Equipment - MTPD Project Type: Bus/Rail
 Sponsor Department: MTPD Managing Department: MTPD Project Manager: Ronald Pavlik Related Projects: None
 Jurisdiction: Systemwide Useful Life: 5

Project Description
 This project will fund the replacement of damaged and upgrade-obsolete law enforcement equipment and the planning, design, and installation of facility improvements. Additionally, this project will fund train-the-trainer programs for law enforcement equipment.
Project Status
 Construction
 Operating Impact
 Newer equipment will require less maintenance and have a lower overall operating budget impact.
FY2013 Planned Activities
 Replace Metrobus Enforcement Division (MED) surveillance van; Replace inventory of MTPD gas masks/respiratory hoods; Install Back-up power generators to MTPD facilities; Train the Trainer classes to new equipment.
6-Year Deliverables
 Replace or upgrade support equipment as needed over 6-year period.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	789.4	-	-	-	-	-	-	-	789.4	-	789.4
5309 Grant	45.3	(0.0)	-	-	-	-	-	-	45.3	-	45.3
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	39.6	103.9	-	849.5	1,044.6	1,206.8	1,081.5	1,063.2	3,244.4	5,245.7	5,389.1
System Performance Funds	3,306.1	636.8	1,000.0	-	-	-	-	-	4,942.9	1,000.0	4,942.9
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 4,180.4	\$ 740.7	\$ 1,000.0	\$ 849.5	\$ 1,044.6	\$ 1,206.8	\$ 1,081.5	\$ 1,063.2	\$ 9,022.0	\$ 6,245.7	\$ 11,166.7
Planned Expenses:											
Planning/Engineering	3,945.2	11.0	946.1	849.5	1,044.6	1,206.8	1,081.5	1,063.2	11.0	6,191.8	10,843.4
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	108.4	4.5	26.9	-	-	-	-	-	139.8	26.9	139.8
Force Account	93.9	18.8	26.9	-	-	-	-	-	139.6	26.9	139.6
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	32.9	-	-	-	-	-	-	-	32.9	-	32.9
Total Planned Expenses	\$ 4,180.4	\$ 740.7	\$ 1,000.0	\$ 849.5	\$ 1,044.6	\$ 1,206.8	\$ 1,081.5	\$ 1,063.2	\$ 9,022.0	\$ 6,245.7	\$ 11,166.7
Prior Year Rollover											
			\$ 289.1						\$ 289.1	\$ 289.1	\$ 289.1
FY2013 Spending Authority			\$ 1,289.1						\$ 1,289.1	\$ -	\$ -
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ 4,180.4	\$ 740.7	\$ 1,289.1	\$ 849.5	\$ 1,044.6	\$ 1,206.8	\$ 1,081.5	\$ 1,063.2	\$ 9,311.1	\$ 6,534.8	\$ 11,455.8

1. Project Information

Project ID: CIP0128
 Project Name: Data Governance and Business Intelligence
 Project Type: Bus/Rail
 Sponsor Department: IT
 Managing Department: IT
 Project Manager: Beth Durham
 Jurisdiction: Systemwide
 Useful Life: Useful Life
 Related Projects: None

Project Description
 This project will fulfill WMATA's needs for efficient, reliable business intelligence by providing the expertise, technologies, and strategies to implement a comprehensive program for data governance, data quality, and data reporting. The current environment lacks the key business and technology processes and standards that are the foundation of a business intelligence program. This project will solve that problem by setting strategic direction, formalizing responsibility and alignment among business users, data owners, and IT, and modernizing IT platforms, tools, and methods to deliver sophisticated business intelligence capability according to enterprise-level requirements.

Project Status
 Design
 Operating Impact: None

FY2013 Planned Activities
 Deliver reports and dashboards in the following areas: Finance, Safety, MTPD, Revenue & Ridership, Metro Access. Acquire and deploy data quality and data integration tools. Begin strategic data integration planning and design.

6-Year Deliverables
 Implement a comprehensive program for data governance, data quality, and data reporting.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,189.2	2,239.6	496.9	-	0.0	0.0	-	3,925.7	2,736.6	3,925.8
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 1,189.2	\$ 2,239.6	\$ 496.9	\$ -	\$ 0.0	\$ 0.0	\$ -	\$ 3,925.7	\$ 2,736.6	\$ 3,925.8
Planned Expenses:											
Planning/Engineering	-	756.4	1,520.7	346.9	-	0.0	0.0	-	2,624.1	1,867.7	2,624.1
Equipment/Vehicles	-	206.8	-	-	-	-	-	-	-	206.8	206.8
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	100.9	-	-	-	-	-	-	100.9	-	100.9
Project Management	-	125.0	718.9	150.0	-	-	-	-	994.0	868.9	994.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 1,189.2	\$ 2,239.6	\$ 496.9	\$ -	\$ 0.0	\$ 0.0	\$ -	\$ 3,925.7	\$ 2,736.6	\$ 3,925.8
Prior Year Rollover											
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority			\$ 2,239.6								
Budget Authority to be Shifted to Out Years			\$ 370.1							\$ 370.1	\$ 370.1
Total	\$ -	\$ 1,189.2	\$ 2,609.7	\$ 496.9	\$ -	\$ 0.0	\$ 0.0	\$ -	\$ 4,295.8	\$ 3,106.7	\$ 4,295.8

1. Project Information

Project ID	CIP0131	Project Name	Credit Facility	Project Type	Bus/Rail
Sponsor Department	TRES	Managing Department	TRES	Related Projects	None
Jurisdiction	Systemwide	Useful Life	N/A	Project Manager	Melissa Lee

Project Description: This project will fund the lines of credit available to finance capital cash flow needs.

Project Status: N/A Operating Impact: None

FY2013 Planned Activities: Line of credit availability fees.

6-Year Deliverables: Availability fees to maintain the lines of credit.

2. Project Budget (1,000 \$)

Planned Funding Sources:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	2,401.4	975.1	2,500.0	3,000.0	3,000.0	3,000.0	3,000.0	2,950.6	14,876.4	17,450.6	20,827.0	-
Misc Funds	64.7	-	-	-	-	-	-	-	64.7	-	64.7	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 2,466.1	\$ 975.1	\$ 2,500.0	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ 2,950.6	\$ 14,941.1	\$ 17,450.6	\$ 20,891.7	\$ -
Planned Expenses:												
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years	
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-	-
Project Management	327.9	-	-	-	-	-	-	-	327.9	-	327.9	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-
Other	1,753.2	975.1	2,500.0	3,000.0	3,000.0	3,000.0	3,000.0	2,950.6	14,228.3	17,450.6	20,178.9	-
Total Planned Expenses	\$ 2,081.1	\$ 975.1	\$ 2,500.0	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ 2,950.6	\$ 14,556.1	\$ 17,450.6	\$ 20,506.7	\$ -
Prior Year Rollover												\$ 24.9
FY2013 Spending Authority												\$ 2,524.9
Budget Authority to be Shifted to Out Years												\$ 2,534.3
Total	\$ 2,081.1	\$ 975.1	\$ 5,059.2	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ 2,950.6	\$ 17,115.4	\$ 20,009.8	\$ 23,066.0	\$ -

1. Project Information

Project ID: CIP0132
 Project Name: Elevator/ Escalator Repairables
 Project Type: Rail
 Sponsor Department: ELES
 Managing Department: ELES
 Project Manager: Ron Pittman
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: Various

Project Description: This project will provide for the capital repairs, upgrades, and replacement components for those beyond repair for elevators and escalators.
 Project Status: Design
 Operating Impact: Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2013 Planned Activities: Refurbishment of 100 Escalator Speed Reducers. Refurbishment of 400 Escalator Glide Stop Brake Boards. Refurbishment of 4000 Escalator Steps. The cleaning and deodorizing of 295 Escalator/Elevator well ways. The purchase of 700 New Escalator Rack & Axles.
 6-Year Deliverables: Repair of 1,250 Brake Boards Refurbish 17,500 escalator steps Refurbish 265 escalator reducers Replacement of 150 units of glass on escalators and elevators Replacement of 200 escalator handrails Heavy repairs to 25 escalators Replacement of 1,600 sections of escalator rack and axle Replacement of 900 sections of escalator step chain

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	1,577.4	2,287.3	5,667.2	4,603.2	5,088.7	5,767.3	491.9	4,976.1	2,054.0	3,029.6	3,029.6
5309 Grant	-	-	118.1	95.9	106.0	120.2	105.4	103.7	24,991.0	31,161.9	35,026.6
PRI/A Grant	-	-	2,994.9	393.6	319.7	400.5	351.4	345.6	440.1	649.2	649.2
Other Grants	-	-	0.3	669.0	543.4	600.7	597.3	587.5	2,617.1	3,678.8	3,801.8
System Performance Funds	94.1	1,510.0	-	6,393.3	-	8,010.1	-	-	16,007.5	14,403.5	16,007.5
Misc Funds	29.0	-	-	-	-	-	-	-	29.0	-	29.0
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	4,692.5	5,282.4	7,871.1	6,393.3	7,067.6	8,010.1	7,027.0	6,911.3	39,317.1	43,280.4	53,255.4
Planned Expenses:											
Planning/Engineering	-	-	551.0	447.5	494.7	560.7	491.9	483.8	2,054.0	3,029.6	3,029.6
Equipment/Vehicles	-	-	5,667.2	4,603.2	5,088.7	5,767.3	5,059.4	4,976.1	24,991.0	31,161.9	35,026.6
Construction	-	-	118.1	95.9	106.0	120.2	105.4	103.7	440.1	649.2	649.2
Force Account	-	-	2,994.9	393.6	319.7	400.5	351.4	345.6	7,033.6	2,164.0	7,730.5
Project Management	122.7	0.3	669.0	543.4	600.7	680.9	597.3	587.5	2,617.1	3,678.8	3,801.8
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	420.8	-	472.3	383.6	424.1	480.6	421.6	414.7	2,181.3	2,596.8	3,017.6
Total Planned Expenses	4,692.5	5,282.4	7,871.1	6,393.3	7,067.6	8,010.1	7,027.0	6,911.3	39,317.1	43,280.4	53,255.4
Prior Year Rollover			\$ 61.3						\$ 61.3	\$ 61.3	61.3
FY2013 Spending Authority			7,932.4								
Budget Authority to be Shifted to Out Years			\$ 498.6						\$ 498.6	\$ 498.6	498.6
Total	4,692.5	5,282.4	8,431.0	6,393.3	7,067.6	8,010.1	7,027.0	6,911.3	39,877.0	43,840.3	53,815.2

1. Project Information

Project ID: CIP0133 Project Name: Wayside Work Equipment Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Nicolas Dimitracopoulos Related Projects: None
 Jurisdiction: Systemwide Useful Life: 10

Project Description
 This project will install a safety signaling system at rail portals and other locations to alert personnel to approaching trains. This project will also develop an Amber light warning system to alert train operators about the presence of workers on the wayside.

Project Status
Construction Operating Impact: Additional system components will require maintenance support.

FY2013 Planned Activities
Portal Approach Warning System: Award construction contract. Continue material procurement and installation of portal approach warning systems. Amber Lights: Continue Design of amber Light warning system for remaining phases.

6-Year Deliverables
Specification development, engineering, project management and procurement. Outside engineering support to analyze requirements and train control and communications interfaces for the safety signaling system. Contractor to develop Final design and place purchase orders for equipment with long term delivery time.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRIA Grant											
Other Grants	877.4	2,007.5	-	3,169.8	3,921.7	851.8	-	-	10,828.2	7,943.3	10,828.2
System Performance Funds	-	-	117.0	-	-	-	-	-	117.0	117.0	117.0
Misc Funds	-	465.0	-	-	-	-	-	-	465.0	-	465.0
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 877.4	\$ 2,472.5	\$ 117.0	\$ 3,169.8	\$ 3,921.7	\$ 851.8	\$ -	\$ -	\$ 11,410.1	\$ 8,060.3	\$ 11,410.1
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction	101.2	1,117.7	8.2	221.9	274.5	359.6	-	-	1,783.1	564.2	1,783.1
Force Account	-	433.3	86.0	2,329.8	2,882.5	626.1	-	-	6,357.6	5,924.3	6,357.6
Project Management	115.6	187.8	5.8	158.5	196.1	42.6	-	-	706.4	403.0	706.4
Hardware/Software	658.7	710.0	9.9	269.4	333.3	72.4	-	-	2,053.8	685.1	2,053.8
Other	1.8	-	7.0	190.2	235.3	51.1	-	-	485.4	483.6	485.4
Total Planned Expenses	\$ 877.4	\$ 2,472.5	\$ 117.0	\$ 3,169.8	\$ 3,921.7	\$ 851.8	\$ -	\$ -	\$ 11,410.1	\$ 8,060.3	\$ 11,410.1
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ 877.4	\$ 2,472.5	\$ 2,876.6	\$ 3,169.8	\$ 3,921.7	\$ 851.8	\$ -	\$ -	\$ 14,169.8	\$ 10,819.9	\$ 14,169.8

1. Project Information

Project ID: CIP0135
 Project Name: Train Control Signal and Traction Power System Interface
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENI
 Project Manager: Ashton Robinson
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: Various
 Project Status: Design
 Operating Impact: None
 Project Description: This project funds engineering support and modifications as needed for the train control signaling and traction power system interface.
 FY2013 Planned Activities: Engineering for typical packages required to install microprocessor controlled relays for traction power, tie breaker stations, and air conditioning rooms. Begin baseline track-to-earth resistance of direct fixation track fasteners. Determine quantities required.
 6-Year Deliverables: Completion of engineering and commencement of installation; procurement.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	65.9	1,210.8	641.7	1,395.0	647.7	140.7	-	-	4,101.7	2,825.0	4,101.7
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	330.4	-	-	-	-	-	-	330.4	-	330.4
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 65.9	\$ 1,541.2	\$ 641.7	\$ 1,395.0	\$ 647.7	\$ 140.7	\$ -	\$ -	\$ 4,432.1	\$ 2,825.0	\$ 4,432.1
Planned Expenses:											
Planning/Engineering	1.2	1,412.6	44.9	97.7	45.3	9.8	-	-	1,611.6	197.8	1,611.6
Equipment/Vehicles	-	124.9	-	-	-	-	-	-	124.9	-	124.9
Construction	-	-	471.6	1,025.3	476.1	103.4	-	-	2,076.4	2,076.4	2,076.4
Force Account	-	0.0	32.1	69.8	32.4	7.0	-	-	141.3	141.3	141.3
Project Management	31.8	3.6	54.5	118.6	55.1	12.0	-	-	275.5	240.1	275.5
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	32.9	-	38.5	83.7	38.9	8.4	-	-	202.4	169.5	202.4
Total Planned Expenses	\$ 65.9	\$ 1,541.2	\$ 641.7	\$ 1,395.0	\$ 647.7	\$ 140.7	\$ -	\$ -	\$ 4,432.1	\$ 2,825.0	\$ 4,432.1
Prior Year Rollover											
			\$ 2,570.1						\$ 2,570.1	\$ 2,570.1	\$ 2,570.1
FY2013 Spending Authority			\$ 3,211.7								
Budget Authority to be Shifted to Out Years			\$ 1,235.8						\$ 1,235.8	\$ 1,235.8	\$ 1,235.8
Total	\$ 65.9	\$ 1,541.2	\$ 4,447.5	\$ 1,395.0	\$ 647.7	\$ 140.7	\$ -	\$ -	\$ 8,238.0	\$ 6,630.9	\$ 8,238.0

1. Project Information

Project ID: CIP0136
 Project Name: FCC Radio Frequency Communication Changes
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENI
 Project Manager: Nicolas Dimtracopoulos
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 15

Project Description
 This project will upgrade the infrastructure equipment as required by the new Federal Communications Commission (FCC) narrowing requirement that affects the agency's UHF radio system.

Project Status
 Design
 Operating Impact: Maintenance costs may increase due to greater number of above ground antenna sites.

FY2013 Planned Activities
 Using unexpended FY2012 budget, begin effort to identify and secure 700 MHz frequencies to license the new WMATA 700 MHz comprehensive radio communications system and start development of scope of work, initiate procurement activities to initiate and award contract or multiple contracts for the implementation of the new radio system.

6-Year Deliverables
 Additional work beyond FY2013 is not yet budgeted.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant	135.7	1,421.8	-	-	-	(0.0)	-	-	1,557.5	(0.0)	1,557.5
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	144.2	-	-	-	-	-	-	144.2	-	144.2
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 135.7	\$ 1,566.0	\$ -	\$ -	\$ -	\$ (0.0)	\$ -	\$ -	\$ 1,701.7	\$ (0.0)	\$ 1,701.7
Planned Expenses:											
Planning/Engineering	106.7	332.7	-	-	-	-	-	-	439.4	-	439.4
Equipment/Vehicles	-	982.1	-	-	-	-	-	-	982.1	-	982.1
Construction	-	20.5	-	-	-	-	-	-	20.5	-	20.5
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	29.0	230.6	-	-	-	-	-	-	259.6	-	259.6
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 135.7	\$ 1,566.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,701.7	\$ -	\$ 1,701.7
Prior Year Rollover											
		\$ 490.5							\$ 490.5		\$ 490.5
FY2013 Spending Authority			\$ 490.5								\$ 490.5
Budget Authority to be Shifted to Out Years			\$ 6,634.7							\$ 6,634.7	\$ 6,634.7
Total	\$ 135.7	\$ 1,566.0	\$ 7,125.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,826.8	\$ 7,125.2	\$ 8,826.8

1. Project Information

Project ID: C/P0137 Project Name: Bus Preventive Maintenance Project Type: Bus
 Sponsor Department: BUS Managing Department: BMNT Project Manager: Darin Welt Related Projects: None
 Jurisdiction: Systemwide Useful Life: 12

Project Description
 This project will provide preventive maintenance on buses.

Project Status
 Close: Operating Impact: Cost to maintain new equipment should be the same as maintaining existing equipment.

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities.

6-Year Deliverables
 Provide preventive maintenance on buses. This project closed in FY2011.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 11,423.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,423.6	\$ -	\$ 11,423.6
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 11,423.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,423.6	\$ -	\$ 11,423.6
Planned Expenses:											
Planning/Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment/Vehicles	11,423.6	-	-	-	-	-	-	-	11,423.6	-	11,423.6
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 11,423.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,423.6	\$ -	\$ 11,423.6
Prior Year Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority	\$ -	\$ 47.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47.3	\$ 47.3
Budget Authority to be Shifted to Out Years	\$ -	\$ -	\$ 47.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,471.0	\$ 11,471.0
Total	\$ 11,423.6	\$ -	\$ 47.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47.3	\$ 11,471.0

1. Project Information

Project ID: CIP0138
 Project Name: System-wide Infrastructure Rehabilitation
 Project Type: Rail
 Sponsor Department: CENI
 Managing Department: CENI
 Project Manager: Hitendra Patel
 Jurisdiction: Systemwide
 Useful Life: Various
 Related Projects: None

Project Description
 This project includes completion of various system infrastructure rehabilitation contracts currently underway. This project will also issue several job order service contracts and other minor procurement contracts including, but not limited to, station air conditioning system replacement, restoration of beams at Farragut North platform, Largo Garage structural repairs, urgent system repairs, correct undersized standpipes on 32 systems, various engineering studies and upgrade of Yellow-Green line station signage.

Project Status
 Construction
 Operating Impact: Modest increase of infrastructure maintenance is offset by expected reduction of breakdowns and repair costs

FY2013 Planned Activities
 Includes continuation and completion of various system infrastructure rehabilitation contracts currently underway and close-out of those contracts. This project will also issue several job order service contracts and other minor procurement contracts including, but not limited to: waterproofing and roof repairs; urgent structural and system repairs; various engineering studies; completion of Silver Spring train control room and communications control panels in train cars.

6-Year Deliverables
 Includes continuation and completion of various system infrastructure rehabilitation contracts currently underway and close-out of those contracts. This project will also issue several job order service contracts and other minor procurement contracts including, but not limited to: waterproofing and roof repairs; urgent structural and system repairs; various engineering studies; completion of Silver Spring train control room and communications control panels in train cars.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	2,939.5	6,411.9	3,898.6	885.6	191.3	41.6	-	-	14,398.4	5,017.0	14,398.4
5309 Grant	405	1,317.6	31,694.6	9,298.7	2,008.7	436.3	-	-	1,958.1	-	1,958.1
PRIA Grant	48,280.3	19,293.1	2,156.1	632.6	136.6	29.7	-	-	111,011.7	43,438.3	111,011.7
Other Grants	736.3	1,387.2	3,665.4	1,075.4	232.3	50.5	-	-	10,574.1	5,023.5	10,574.1
System Performance Funds	1,511.3	4,039.3	2,111.9	1,187.3	256.5	55.7	-	-	5,100.3	3,611.4	5,100.3
Misc Funds	997.7	491.2	43,526.6	13,079.6	2,825.4	613.7	-	-	148,121.0	60,045.2	148,121.0
Financing	54,505.5	33,570.3	43,526.6	13,079.6	2,825.4	613.7	-	-	148,121.0	60,045.2	148,121.0
Total Planned Sources											
Planned Expenses:											
Planning/Engineering	2,939.5	6,411.9	3,898.6	885.6	191.3	41.6	-	-	14,398.4	5,017.0	14,398.4
Equipment/Vehicles	405	1,317.6	31,694.6	9,298.7	2,008.7	436.3	-	-	1,958.1	-	1,958.1
Construction	48,280.3	19,293.1	2,156.1	632.6	136.6	29.7	-	-	111,011.7	43,438.3	111,011.7
Force Account	736.3	1,387.2	3,665.4	1,075.4	232.3	50.5	-	-	10,574.1	5,023.5	10,574.1
Project Management	1,511.3	4,039.3	2,111.9	1,187.3	256.5	55.7	-	-	5,100.3	3,611.4	5,100.3
Hardware/Software	997.7	491.2	43,526.6	13,079.6	2,825.4	613.7	-	-	148,121.0	60,045.2	148,121.0
Other	54,505.5	33,570.3	43,526.6	13,079.6	2,825.4	613.7	-	-	148,121.0	60,045.2	148,121.0
Total Planned Expenses											
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total											

1. Project Information

Project ID: Project Name: Project Type:
 Sponsor Department: Managing Department: Project Manager: Related Projects:
 Jurisdiction: Useful Life:

Project Description:

Project Status: Operating Impact:

FY2013 Planned Activities:

6-Year Deliverables:

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ 9,756.9	\$ 6,257.2	\$ 2,785.7	\$ 1,940.7	\$ 1,443.5	\$ 1,124.2	\$ 558.3	\$ -	\$ 23,308.2	\$ 7,852.3	\$ 23,866.5
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ 9,756.9	\$ 6,257.2	\$ 2,785.7	\$ 1,940.7	\$ 1,443.5	\$ 1,124.2	\$ 558.3	\$ -	\$ 23,308.2	\$ 7,852.3	\$ 23,866.5
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ 9,756.9	\$ 6,257.2	\$ 10,500.7	\$ 1,940.7	\$ 1,443.5	\$ 1,124.2	\$ 558.3	\$ -	\$ 31,023.2	\$ 15,567.3	\$ 31,581.4

1. Project Information

Project ID: CIP0139_06 Project Name: Replace GRS Track Circuits Project Type: Rail
 Sponsor Department: CENV Managing Department: CENI Project Manager: Doug Simkins Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project will establish a program to permanently remove from service all pulse-type parasitic oscillation that can cause a loss of train detection by the Generation 2 General Railway Signal (GRS) Company audio frequency track circuit modules.

Project Status
 Construction

FY2013 Planned Activities
 Working on interlocking loops and joint bonding on Red and Orange/Blue lines. Contract to replace track circuit modules for rest of rail system is in development.

6-Year Deliverables
 Replace track circuits, loops, and joint bonding system-wide.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ -	\$ 20,408.4	\$ 3,549.9	\$ 16,077.3	\$ 12,662.7	\$ 13,214.3	\$ -	\$ -	\$ 65,912.7	\$ 45,504.3	\$ 65,912.7
Planned Expenses:											
Planning/Engineering	\$ 390.2	\$ 742.8	\$ 248.5	\$ 1,125.4	\$ 886.4	\$ 935.0	\$ -	\$ -	\$ 4,318.3	\$ 3,185.3	\$ 4,318.3
Equipment/Vehicles	-	43.4	53.2	241.2	189.9	198.2	-	-	725.9	682.6	725.9
Construction	1,866.9	14,142.8	2,555.9	11,575.7	9,117.2	9,514.3	-	-	48,772.8	32,763.1	48,772.8
Force Account	625.8	3,762.5	177.5	803.9	633.1	660.7	-	-	6,663.5	2,275.2	6,663.5
Project Management	354.2	1,716.9	301.7	1,366.6	1,076.3	1,123.2	-	-	5,939.0	3,867.9	5,939.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	(3,237.1)	-	213.0	964.6	759.8	792.9	-	-	(506.8)	2,730.3	(506.8)
Total Planned Expenses	\$ -	\$ 20,408.4	\$ 3,549.9	\$ 16,077.3	\$ 12,662.7	\$ 13,214.3	\$ -	\$ -	\$ 65,912.7	\$ 45,504.3	\$ 65,912.7
Prior Year Rollover		\$ -	\$ 16,340.0						\$ -	\$ 16,340.0	\$ 16,340.0
FY2013 Spending Authority			\$ 19,889.9								
Budget Authority to be Shifted to Out Years			\$ -								
Total	\$ -	\$ 20,408.4	\$ 19,889.9	\$ 16,077.3	\$ 12,662.7	\$ 13,214.3	\$ -	\$ -	\$ 82,252.7	\$ 61,844.3	\$ 82,252.7

1. Project Information

Project ID: CIP0139_09
 Project Name: Remove Unnecessary Wayside Communication & Cable Installation Testing
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENI
 Project Manager: Alan G. Nabb
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: Various

Project Description
 This project will disconnect the Metrorail wayside maintenance communications system to eliminate its potential for interfering with proper functioning of the train control system. It will also perform cable insulation resistance test of track circuit cables, ATC room-to-room cables, signal cables, etc., as well as replace any cables that are found to not meet resistance specifications.

Project Status
 Construction

Operating Impact
 This is an NTSB recommendation for improving safety.

FY2013 Planned Activities
 Complete disconnecting the Metrorail wayside maintenance communications system and insulation resistance testing of track circuit cables system wide. Commence replacing track circuit cables that have tested to be outside resistance specifications. Begin testing ATC room-to-room, signal and other ATC cables throughout the Metrorail system.

6-Year Deliverables
 Removal of wayside maintenance communications system. Establishment of a recurring program to measure the resistance of all ATC cables system wide on a 10-year cycle. Establish the capability to replace any cables that are found to not be in compliance with resistance specifications.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	1,435.2	4,402.8	5,427.9	2,791.0	2,449.1	-	-	16,506.0	15,070.8	16,506.0
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	54.4	-	-	-	-	-	54.4	54.4	54.4
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 1,435.2	\$ 4,457.2	\$ 5,427.9	\$ 2,791.0	\$ 2,449.1	\$ -	\$ -	\$ 16,560.4	\$ 15,125.2	\$ 16,560.4
Planned Expenses:	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	Total
	Actual	Estimate	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	All Years
Planning/Engineering	-	125.9	312.0	380.0	195.4	171.4	-	-	1,184.7	1,058.8	1,184.7
Equipment/Vehicles	-	13.4	0.8	0.1	0.0	0.0	-	-	14.3	0.9	14.3
Construction	-	481.5	3,275.3	3,989.4	2,051.4	1,800.1	-	-	11,597.6	11,116.1	11,597.6
Force Account	93.1	772.7	222.9	271.4	139.5	122.5	-	-	1,622.1	796.3	1,622.1
Project Management	254.7	41.7	378.9	461.4	237.2	208.2	-	-	1,582.0	1,285.6	1,582.0
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	(347.7)	-	267.4	325.7	167.5	146.9	-	-	559.8	907.5	559.8
Total Planned Expenses	\$ -	\$ 1,435.2	\$ 4,457.2	\$ 5,427.9	\$ 2,791.0	\$ 2,449.1	\$ -	\$ -	\$ 16,560.4	\$ 15,125.2	\$ 16,560.4
Prior Year Rollover											
									\$ 768.7	\$ 768.7	\$ 768.7
FY2013 Spending Authority											
											\$ 5,225.9
Budget Authority to be Shifted to Out Years											
											\$ -
Total	\$ -	\$ 1,435.2	\$ 5,225.9	\$ 5,427.9	\$ 2,791.0	\$ 2,449.1	\$ -	\$ -	\$ 17,329.1	\$ 15,893.9	\$ 17,329.1

1. Project Information

Project ID: CIP0139_10 Project Name: National Transit Safety Board Automatic Train Control System Safety Analysis Project Type: Rail
 Sponsor Department: CENV Managing Department: CENI Project Manager: Nicholas Croce Related Projects: CIP0139-06
 Jurisdiction: Systemwide Useful Life: year to year update & monitoring

Project Description
 This project will conduct a comprehensive safety analysis of the Metrorail automatic train control system to evaluate all foreseeable failures of this system that could result in a loss of train separation and detection, including parasitic oscillation, cable faults and placement, and corrugated rail.

Project Status
 Construction Operating Impact: This is a NTSB recommendation for improving safety. Failure to complete this project may result in undiscovered failures that could result in a loss of train separation.

FY2013 Planned Activities
 Delivery of Vehicle Systems, Interface and Operating & Support Hazard Analysis, Hazard Log, Safety Requirements Specification, and Safety Case. Begin implementation of hazard mitigations as identified in the Safety Case.

6-Year Deliverables
 Complete implementation of hazard mitigations

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	\$ 117.9	\$ 1,352.2	\$ 162.8	\$ 19.8	\$ 6.6	\$ 4.1	\$ 2.9	\$ -	\$ 1,663.3	\$ 196.1	\$ 1,666.2
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	282.6	94.2	58.2	41.0	-	4,146.9	2,802.0	4,187.9
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 1,386.0	\$ 2,325.9	\$ 282.6	\$ 94.2	\$ 58.2	\$ 41.0	\$ -	\$ 4,146.9	\$ 2,802.0	\$ 4,187.9
Planned Expenses:											
Planning/Engineering	\$ 117.9	\$ 1,352.2	\$ 162.8	\$ 19.8	\$ 6.6	\$ 4.1	\$ 2.9	\$ -	\$ 1,663.3	\$ 196.1	\$ 1,666.2
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	207.7	69.3	42.8	30.1	-	2,029.3	2,059.4	2,059.4
Project Management	2.9	116.3	14.1	4.7	2.9	2.9	2.1	-	140.9	140.1	143.0
Hardware/Software	51.6	31.8	197.7	24.0	8.0	5.0	3.5	-	320.0	238.2	323.5
Other	(172.3)	-	139.6	17.0	5.7	3.5	2.5	-	(6.7)	168.1	(4.2)
Total Planned Expenses	\$ -	\$ 1,386.0	\$ 2,325.9	\$ 282.6	\$ 94.2	\$ 58.2	\$ 41.0	\$ -	\$ 4,147.0	\$ 2,802.0	\$ 4,188.0
Prior Year Rollover											
			\$ (983.9)						\$ (983.9)		\$ (983.9)
FY2013 Spending Authority			\$ 1,342.0								
Budget Authority to be Shifted to Out Years			\$ -								
Total	\$ -	\$ 1,386.0	\$ 1,342.0	\$ 282.6	\$ 94.2	\$ 58.2	\$ 41.0	\$ -	\$ 3,163.3	\$ 1,818.1	\$ 3,204.1

1. Project Information

Project ID: CIP0139_16 Project Name: Hazard Identification & Resolution Project Type: Rail
 Sponsor Department: CENV Managing Department: CENI Project Manager: TBD Related Projects: None
 Jurisdiction: Systemwide Useful Life:

Project Description
 This project will review the Hazard Identification and Resolution Matrix process in the system safety program plan to ensure that safety-critical systems, such as the automatic train control system and its subsystem components, are assigned appropriate levels of risk in light of the issues identified in this accident.

Project Status
 N/A Operating Impact: This is a NTSB recommendation for improving safety

FY2013 Planned Activities
 There is no FY2013 budget therefore no planned activities.

6-Year Deliverables
 Review the Hazard Identification and Resolution Matrix process

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant		2.4							2.4		2.4
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ -	\$ 2.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.4	\$ -	\$ 2.4
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ -	\$ 2.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.4	\$ -	\$ 2.4
Prior Year Rollover											
FY2013 Spending Authority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ 2.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.4	\$ -	\$ 2.4

1. Project Information

Project ID	CIP0139_20	Project Name	Program to Monitor Recorders	Project Type	Rail
Sponsor Department	CENV	Managing Department	CENV	Project Manager	Dennis Lemke
Jurisdiction	Systemwide	Useful Life	15-20 years	Related Projects	None
Project Description	This project will develop and implement a program to monitor the recorders.				
Project Status	Construction				
Operating Impact	This is a NTSB recommendation for improving safety				
FY2013 Planned Activities	Completion of field tests. Begin Serial Production. Award contract for 2000/3000 series and 6000 series railcar wiring changes. Begin re-wiring work. Continue Fleet updates to hardware, software and wiring.				
6-Year Deliverables	Support Program to monitor event recorders				

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	1,937.7	768.9	166.1	36.1	-	-	2,908.8	2,908.8	2,908.8
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 1,937.7	\$ 768.9	\$ 166.1	\$ 36.1	\$ -	\$ -	\$ 2,908.8	\$ 2,908.8	\$ 2,908.8
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	135.6	53.8	11.6	2.5	-	-	203.6	203.6	203.6
Construction	-	-	29.1	11.3	2.3	0.5	-	-	43.6	43.6	43.6
Force Account	-	-	1,395.2	533.6	119.6	26.0	-	-	2,094.3	2,094.3	2,094.3
Project Management	-	-	135.6	53.8	11.6	2.5	-	-	203.6	203.6	203.6
Hardware/Software	-	-	126.0	50.0	10.8	2.3	-	-	189.1	189.1	189.1
Other	-	-	116.3	46.1	10.0	2.2	-	-	174.5	174.5	174.5
Total Planned Expenses	\$ -	\$ -	\$ 1,937.7	\$ 768.9	\$ 166.1	\$ 36.1	\$ -	\$ -	\$ 2,908.8	\$ 2,908.8	\$ 2,908.8
Prior Year Rollover											
			\$ (66.4)						\$ (66.4)	\$ (66.4)	\$ (66.4)
FY2013 Spending Authority			\$ 1,871.3								
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 1,871.3	\$ 768.9	\$ 166.1	\$ 36.1	\$ -	\$ -	\$ 2,842.4	\$ 2,842.4	\$ 2,842.4

1. Project Information

Project ID: CIP0139_P1
 Project Name: Examine Track Circuits
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENI
 Project Manager: Alan G. Nabb
 Jurisdiction: Systemwide
 Useful Life: 10 years
 Related Projects: CIP0139_06

Project Description
 This project will examine General Railway Signal (GRS) Company Generation 2 audio frequency track circuits for parasitic oscillation until Project CIP 139-06 replaces all GRS Generation 2 circuits. Additionally, this project conducts corrosion control testing and remediation at selected interlockings in the Metrorail System.

Project Status
 Construction
 Operating Impact: This is a NTSB recommendation for improving safety

FY2013 Planned Activities
 Semi-annually test 1200 track circuits for parasitic oscillations. Remediate five interlockings based upon the corrosion control testing conducted during FY2012. Conduct corrosion control testing at 15 additional interlockings during FY2013.

6-Year Deliverables
 Semi-annual parasitic oscillation testing of GRS Generation two audio frequency track circuits. Corrosion control testing report on interlockings tested during FY 2012. Corrosion control testing report on 15 interlockings tested during FY2013. Remediation of corrosion at five interlockings identified during the FY2012 testing.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	3,533.7	2,762.9	1,413.4	305.3	66.3	-	-	8,081.6	4,547.9	8,081.6
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 3,533.7	\$ 2,762.9	\$ 1,413.4	\$ 305.3	\$ 66.3	\$ -	\$ -	\$ 8,081.6	\$ 4,547.9	\$ 8,081.6
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	424.4	335.5	193.4	98.9	21.4	4.6	-	-	318.4	318.4	318.4
Force Account	-	2,766.5	2,030.7	1,038.8	224.4	48.7	-	-	760.0	3,342.7	6,109.2
Project Management	44.4	416.8	138.1	70.7	15.3	3.3	-	-	688.6	277.4	688.6
Hardware/Software	1.7	15.0	234.8	120.1	26.0	5.6	-	-	403.3	386.6	403.3
Other	(470.6)	-	165.8	84.8	18.3	4.0	-	-	(197.7)	272.9	(197.7)
Total Planned Expenses	\$ -	\$ 3,533.7	\$ 2,762.9	\$ 1,413.4	\$ 305.3	\$ 66.3	\$ -	\$ -	\$ 8,081.6	\$ 4,547.9	\$ 8,081.6
Prior Year Rollover									\$ (1,213.9)	\$ (1,213.9)	\$ (1,213.9)
FY2013 Spending Authority									\$ 1,549.0	\$ -	\$ 1,549.0
Budget Authority to be Shifted to Out Years									\$ -	\$ -	\$ -
Total	\$ -	\$ 3,533.7	\$ 1,549.0	\$ 1,413.4	\$ 305.3	\$ 66.3	\$ -	\$ -	\$ 6,867.7	\$ 3,334.0	\$ 6,867.7

1. Project Information

Project ID: CIP0139_P2
 Project Name: Electrical Components Performing in Track Circuits Systems
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENI
 Project Manager: Nicholas Croce
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: year to year update & monitoring

Project Description: This project will develop a program to periodically determine that the electronic components in the train control systems are performing within design tolerances.
 Project Status: Construction
 Operating Impact: This is a NTSB recommendation for improving safety

FY2013 Planned Activities: Installation of ATC event recorder systems at Shady Grove Yard (A99) and Glenmont Yard (B98). Installation of revised printed circuit boards in Ansaldo Automatic Train Protection modules on the Red Line, Blue Line and Green Line. Delivery of updated ATC Book of Plan drawings in AutoCAD format for the Green Line and portions of the Blue-Orange Line.

6-Year Deliverables: Installation of ATC event recording equipment for all rail yards. Replacement of track circuit components as required ATC Safety Analysis. Delivery of updated ATC Book of Plan drawings in AutoCAD format for all ATC locations.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	43.7	1,027.6	301.9	176.9	90.6	19.7	-	-	1,660.3	589.0	1,660.3
5309 Grant	-	312.4	63.3	37.7	19.4	4.2	-	-	437.0	124.7	437.0
PRI/A Grant	-	-	3,106.2	1,819.2	932.3	202.5	-	-	6,060.2	6,060.2	6,060.2
Other Grants	1.4	0.0	215.6	126.3	64.7	14.1	-	-	422.2	420.7	422.2
System Performance Funds	19.3	57.5	366.5	214.8	110.1	23.9	-	-	792.1	715.3	792.1
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	84.4	1,397.5	4,312.2	2,526.5	1,294.8	281.2	-	-	9,812.2	8,414.8	9,812.2
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	(64.4)	-	258.7	151.6	77.7	16.9	-	-	440.5	504.9	440.5
Total Planned Expenses	64.4	1,397.5	4,312.2	2,526.5	1,294.8	281.2	-	-	9,812.2	8,414.8	9,812.2
Prior Year Rollover											
			\$ 911.3						\$ 911.3	\$ 911.3	\$ 911.3
FY2013 Spending Authority			\$ 5,223.5								
Budget Authority to be Shifted to Out Years			\$ -								
Total	\$ -	\$ 1,397.5	\$ 5,223.5	\$ 2,526.5	\$ 1,294.8	\$ 281.2	\$ -	\$ -	\$ 10,723.5	\$ 9,326.1	\$ 10,723.5

1. Project Information

Project ID	CIP0139_P4	Project Name	Loss of Shunt Tools	Project Type	Rail
Sponsor Department	CENV	Managing Department	CENI	Related Projects	None
Jurisdiction	Systemwide	Useful Life	year to year update & monitoring	Project Manager	Thomas Kellough

Project Description

This project will implement the loss of shunt tools to enhance safety redundancy of train control by evaluating track occupancy data in order to detect losses in track occupancy.

Project Status

Design

Operating Impact

This is a NTSB recommendation for improving safety

FY2013 Planned Activities

Design a prototype system to monitor and evaluate track circuit occupancy data to detect a loss of train detection that may be deployed at the wayside level.

6-Year Deliverables

Continue to support track circuit monitoring processes and interfaces

2. Project Budget (1,000 \$)

Planned Funding Sources:													
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years		
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	702.3	-	94.4	20.4	4.4	-	-	821.5	119.3	821.5	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	877.6	-	-	-	-	-	877.6	877.6	877.6	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 702.3	\$ 877.6	\$ 94.4	\$ 20.4	\$ 4.4	\$ -	\$ -	\$ 1,699.2	\$ 996.9	\$ 1,699.2	\$ -	\$ -
Planned Expenses:													
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years		
Planning/Engineering	12.2	412.8	61.4	6.6	1.4	0.3	-	-	494.8	69.8	494.8	-	-
Equipment/Vehicles	-	-	645.1	69.4	15.0	3.3	-	-	732.7	732.7	732.7	-	-
Construction	-	-	43.9	4.7	1.0	0.2	-	-	49.8	49.8	49.8	-	-
Force Account	-	289.4	74.6	8.0	1.7	0.4	-	-	485.7	84.7	485.7	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	(123.7)	-	52.7	5.7	1.2	0.3	-	-	(63.9)	59.8	(63.9)	-	-
Total Planned Expenses	\$ -	\$ 702.3	\$ 877.6	\$ 94.4	\$ 20.4	\$ 4.4	\$ -	\$ -	\$ 1,699.2	\$ 996.9	\$ 1,699.2	\$ -	\$ -
Prior Year Rollover													
			\$ 60.8						\$ 60.8	\$ 60.8	\$ 60.8		
FY2013 Spending Authority			\$ 958.4						\$ 958.4	\$ 958.4	\$ 958.4		
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -		
Total	\$ -	\$ 702.3	\$ 958.4	\$ 94.4	\$ 20.4	\$ 4.4	\$ -	\$ -	\$ 1,760.0	\$ 1,057.7	\$ 1,760.0	\$ -	\$ 1,760.0

1. Project Information

Project ID: CIP0135_P6
 Project Name: Replace power cables
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENI
 Project Manager: Kelly Reahl
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 20-30

Project Description
 This project will replace approximately 75,000 linear feet of 1,000 KCMIL traction power cable and associated equipment throughout the Metro rail system in support of increased rail and track circuit reliability. KCMIL is a gauge of cable (thousand circular millimeters).

Project Status
 Construction
 Operating Impact: Cable installation maintenance will be offset by decreased frequency of rail power disruptions.

FY2013 Planned Activities
 To continue the procurement and replacement of 1000 kcmil traction power cable and associated materials. Procure 1500 kcmil cable for locations that have no additional conduits available as well as the associated 1500 kcmil materials required for installation.

6-Year Deliverables
 Continue nightly cable installation work. Develop and award new cable contracts for both 1,000 KCMIL and 1,500 KCMIL cable. Continue procurement of material.

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 10,300.7	\$ 3,036.6	\$ 8,617.6	\$ 8,678.6	\$ 11,563.9	\$ 8,424.0	\$ 12,325.6	\$ 42,197.4	\$ 52,646.4	\$ 62,947.0
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	2,953.5	3,725.0	2,186.4	6,204.7	6,248.6	8,326.0	6,055.3	8,374.5	28,758.2	37,905.4	43,697.9
Force Account	518.8	1,716.9	151.8	430.9	433.9	578.2	421.2	616.3	3,830.6	2,632.3	4,868.0
Project Management	242.5	1,698.0	258.1	732.5	737.7	982.9	716.0	1,047.7	4,651.7	4,474.9	6,415.4
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	(3,714.9)	321.8	182.2	517.1	520.7	693.8	505.4	739.5	(1,479.3)	3,158.8	(234.3)
Total Planned Expenses	\$ -	\$ 10,300.7	\$ 3,036.6	\$ 8,617.6	\$ 8,678.6	\$ 11,563.9	\$ 8,424.0	\$ 12,325.6	\$ 42,197.4	\$ 52,646.4	\$ 62,947.0
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ 10,300.7	\$ 9,410.5	\$ 8,617.6	\$ 8,678.6	\$ 11,563.9	\$ 8,424.0	\$ 12,325.6	\$ 48,571.3	\$ 59,020.2	\$ 69,320.9

1. Project Information

Project ID: CIP0140 Project Name: Rail Mileage Based Asset Management Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Michael Smith Related Projects: CIP0042, CIP0043
 Jurisdiction: Systemwide Useful Life: 5

Project Description: This project will fund the rail mileage based asset management system.
 Project Status: Design Operating Impact: This tool will improve rail car reliability based on the ability of maintenance managers and engineers to adequately manage and analyze rail car component configurations.

FY2013 Planned Activities: Maximo Asset Configuration Module (ACM) application development and testing. Define the configuration standard for the railcar fleets. Go-Live with Maximo ACM application. Perform installation and testing of mileage capture solution on test cars. ACM application training. Implement a pilot wireless inventory/storeroom management system at the Alexandria Storeroom (#300) using mobile handle computer with barcode scan capability. Implement a transition from time-based maintenance to mileage-based maintenance for all rail car fleets.

6-Year Deliverables: Develop, document, validate, and verify requirements for all areas of the project. Perform Business Process Reengineering for Rail Car Configuration Management and Storeroom Operations Processes. Install/Implement Asset Configuration Manager and Mobile Maximo for inventory in Maximo 7.5 Dev, Test, QA, and Production environments. Conduct User Acceptance Testing for Asset Configuration Manager and Mobile Maximo for inventory applications. Conduct user training on mileage-based maintenance functionality. Install the As-Designed and test wireless mileage capture solution. Install 368 ruggedized mobile computers in the 2000/3000, 5000 and 6000 Series rail fleet (18 months in duration). Transition each modified rail cars into the established mileage based maintenance program.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	1,907.5	874.9	-	284.4	-	-	-	-	3,066.8	284.4	3,066.8
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	27.1	1,389.8	-	1,150.0	309.8	67.3	-	-	2,944.0	1,527.1	2,944.0
Misc Funds	-	-	2,024.1	-	-	-	-	-	2,024.1	2,024.1	2,024.1
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	1,934.5	2,264.7	2,024.1	1,434.4	309.8	67.3	-	-	8,034.8	3,835.6	8,034.8
Planned Expenses:											
Planning/Engineering	1,824.2	1,735.9	2,024.1	1,133.2	217.7	4.7	-	-	5,272.0	3,183.6	5,272.0
Equipment/Vehicles	-	-	-	-	223.1	48.5	-	-	2,289.6	271.5	2,289.6
Construction	-	-	-	21.5	4.6	1.0	-	-	27.2	27.2	27.2
Force Account	-	2.4	-	71.7	15.5	3.4	-	-	91.0	90.6	93.0
Project Management	110.4	-	-	121.9	26.3	5.7	-	-	264.4	154.0	264.4
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	86.1	18.6	4.0	-	-	108.7	108.7	108.7
Total Planned Expenses	1,934.5	2,264.7	2,024.1	1,434.4	309.8	67.3	-	-	8,034.8	3,835.6	8,034.8
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	1,934.5	2,264.7	4,275.6	1,434.4	309.8	67.3	-	-	10,286.3	6,087.1	10,286.3

1. Project Information

Project ID: CIP0141
 Project Name: Cheeverly Abutment
 Project Type: Rail
 Sponsor Department: CENI
 Managing Department: MCAP
 Project Manager: John Thomas
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 50

Project Description: This project provides funding for the design and construction of a wall that will provide long term protection for the Cheeverly abutment on the Orange Line.

Project Status: Close
 Operating Impact: Speed restrictions currently in place at this location will be lifted and normal travel conditions will be restored.

FY2013 Planned Activities: Execute final payments; Complete close-out of the project.

6-Year Deliverables: Contract completion scheduled for the Fall 2012

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	1,620.1	1,112.4	-	-	-	-	-	-	2,732.5	-	2,732.5
5309 Grant	-	-	-	47.3	10.2	2.2	-	-	59.8	59.8	59.8
PRIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	408.6	793.5	440.0	-	-	-	-	-	1,642.1	440.0	1,642.1
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	3,831.5	-	-	-	-	-	-	-	3,831.5	-	3,831.5
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 5,860.2	\$ 1,905.9	\$ 440.0	\$ 47.3	\$ 10.2	\$ 2.2	\$ -	\$ -	\$ 8,265.9	\$ 499.8	\$ 8,265.9
Planned Expenses:											
Planning/Engineering	6.9	299.3	30.8	-	-	-	-	-	337.0	30.8	337.0
Equipment/Vehicles	-	-	6.6	-	-	-	-	-	6.6	6.6	6.6
Construction	4,211.8	799.3	316.8	-	-	-	-	-	5,327.9	316.8	5,327.9
Force Account	-	-	59.4	-	-	-	-	-	2,499.7	59.4	2,499.7
Project Management	1,633.0	807.3	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	8.4	-	26.4	47.3	10.2	2.2	-	-	94.6	86.2	94.6
Total Planned Expenses	\$ 5,860.2	\$ 1,905.9	\$ 440.0	\$ 47.3	\$ 10.2	\$ 2.2	\$ -	\$ -	\$ 8,265.9	\$ 499.8	\$ 8,265.9
Prior Year Rollover											
			\$ (359.0)							\$ (359.0)	\$ (359.0)
FY2013 Spending Authority			\$ 81.0								\$ 81.0
Budget Authority to be Shifted to Out Years			\$ -								\$ -
Total	\$ 5,860.2	\$ 1,905.9	\$ 81.0	\$ 47.3	\$ 10.2	\$ 2.2	\$ -	\$ -	\$ 7,906.8	\$ 140.8	\$ 7,906.8

1. Project Information

Project ID: CIP0142 Project Name: Rail Lifecycle Overhaul Project Type: Rail
 Sponsor Department: CENV Managing Department: CENV Project Manager: Linda Stoffregen Related Projects: CIP0125
 Jurisdiction: Systemwide Useful Life: Various

Project Description: This project provides upgrades, repairs, and maintenance to rail capital assets that have a useful life of over one year.
 Project Status: Construction
 Operating Impact: The capital budget will subsidize these activities reducing the impact to the operating budget.
 FY2013 Planned Activities: Labor and the procurement and installation of the parts required to maintain rail cars including but not limited to: rail insulators, running rail, rail frogs, and rail vehicle door control units
 6-Year Deliverables: Labor and the procurement and installation of the parts required to maintain rail cars

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	20,000.0	19,526.0	11,780.8	11,780.8	20,847.4	20,847.0	20,847.0	20,847.0	71,129.6	112,823.6	112,823.6
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 20,000.0	\$ 20,773.6	\$ 20,262.0	\$ 20,954.1	\$ 20,847.4	\$ 20,847.0	\$ 20,847.0	\$ 20,847.0	\$ 123,684.0	\$ 124,604.4	\$ 165,378.0
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	20,000.0	19,526.0	11,780.8	11,780.8	20,847.4	20,847.0	20,847.0	20,847.0	71,129.6	112,823.6	112,823.6
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ 20,000.0	\$ 20,773.6	\$ 20,262.0	\$ 20,954.1	\$ 20,847.4	\$ 20,847.0	\$ 20,847.0	\$ 20,847.0	\$ 123,684.0	\$ 124,604.4	\$ 165,378.0
Prior Year Rollover											
			\$ 26.4						\$ 26.4	\$ 26.4	\$ 26.4
FY2013 Spending Authority			\$ 20,288.4						\$ 20,288.4		
Budget Authority to be Shifted to Out Years											
Total	\$ 20,000.0	\$ 20,773.6	\$ 20,288.4	\$ 20,954.1	\$ 20,847.4	\$ 20,847.0	\$ 20,847.0	\$ 20,847.0	\$ 123,710.4	\$ 124,630.8	\$ 165,404.4

1. Project Information

Project ID	CIP0143	Project Name	Bus Lifecycle Overhaul	Project Type	Bus
Sponsor Department	BUS	Managing Department	BMNT	Related Projects	CIP0137
Jurisdiction	Systemwide	Useful Life	12	Project Manager	Darin Welt

Project Description
This project provides upgrades, repairs, and maintenance to bus capital assets that have a life of over one year.

Project Status
Construction

Operating Impact
Cost to maintain new equipment should be the same as maintaining existing equipment.

FY2013 Planned Activities
Ongoing scheduled replacement of small capital items on the fleet that must be replaced on an ongoing basis to maintain reliability including but limited to bus body parts, tires, wheel chair lifts, radios, and starters.

6-Year Deliverables
Repair, upgrades and maintenance of bus capital assets including but not limited to replacement of bus body parts, tires, wheel chair lifts, and destination signs.

2. Project Budget (1,000 \$)

Planned Funding Sources:														
5307 Grant														
5309 Grant														
PRI/A Grant														
Other Grants														
System Performance Funds														
Misc Funds														
Financing														
Total Planned Sources														
	\$ 10,000.0	\$ 10,707.5	\$ 10,438.0	\$ 10,794.4	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 63,418.4	\$ 63,418.4	\$ 64,189.2	\$ 64,189.2	\$ 84,896.6
Planned Expenses:														
Planning/Engineering														
Equipment/Vehicles														
Construction														
Force Account														
Project Management														
Hardware/Software														
Other														
Total Planned Expenses														
	\$ 10,000.0	\$ 10,707.5	\$ 10,438.0	\$ 10,794.4	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 63,418.4	\$ 63,418.4	\$ 64,189.2	\$ 64,189.2	\$ 84,896.6
Prior Year Rollover														
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority														
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Budget Authority to be Shifted to Out Years														
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 10,000.0	\$ 10,707.5	\$ 10,445.5	\$ 10,794.4	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 10,739.2	\$ 63,425.9	\$ 63,425.9	\$ 64,196.7	\$ 64,196.7	\$ 84,904.2

1. Project Information

Project ID: CIP0144 Project Name: Bus Operations Control Center Project Type: Bus
 Sponsor Department: BUS Managing Department: BMNT Project Manager: Sherril Eley Related Projects: None
 Jurisdiction: Systemwide Useful Life: Operating Impact: This project is complete

Project Description: This project will provide for additional space and equipment for a permanent Bus Operations Control Center (BOCC), which will be co-located with Rail Operations Control Center. The BOCC arranges bus bridges and bus shuttles because of elevator outages.

Project Status: Close

FY2013 Planned Activities: There is no FY2013 budget therefore no planned activities.

6-Year Deliverables: Additional space and equipment for the Bus Operations Control Center (BOCC). This project was completed in FY2011.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds	1,334.6	3.9							1,338.5		1,338.5
Financing											
Total Planned Sources	\$ 1,334.6	\$ 3.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338.5	\$ -	\$ 1,338.5
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles	13.7								13.7		13.7
Construction	310.1								310.1		310.1
Force Account	1,010.8	3.9							1,014.7		1,014.7
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ 1,334.6	\$ 3.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338.5	\$ -	\$ 1,338.5
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ 1,334.6	\$ 3.9	\$ 265.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,603.9	\$ 265.4	\$ 1,603.9

1. Project Information

Project ID: CIP0145 Project Name: Rail Yard Hardening and Bus Security Project Type: Bus/Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Raj Sarkar Related Projects: None
 Jurisdiction: Systemwide Useful Life: 5-10 years

Project Description
 This project will provide for the hardening of various rail yards and enhancement of bus security. The funding for this project is provided via a dedicated Federal security grant.

Project Status
 Construction

Operating Impact
 Initial maintenance costs are included in the grant. Will improve Metro System Security.

FY2013 Planned Activities
 Rail Yard Hardening - Complete procurement and begin installation of fencing and lighting. Camera installation.

6-Year Deliverables
 Hardening at Alexandria, New Carrollton, and Brentwood yards Purchase and installation of security features, such as high fences, closed circuit TV, intrusion detection, access control, and lighting. Maintenance contracts for installed security features.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRIA Grant											
Other Grants		38.9	1,986.6		37.1				2,062.5	2,023.6	2,062.5
System Performance Funds		479.8		7,108.9	3,764.4	3,405.8	1,421.6	2,262.1	14,758.9	17,962.9	18,442.7
Misc Funds											
Financing											
Total Planned Sources		518.7	1,986.6	7,108.9	3,801.5	3,405.8	2,300.0	2,262.1	16,821.4	20,864.9	21,383.6
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction		479.8	1,986.6	7,108.9	3,801.5	3,405.8	2,300.0	2,262.1	16,302.7	20,864.9	20,864.9
Force Account											
Project Management		2.6							2.6		2.6
Hardware/Software		36.2							36.2		36.2
Other											
Total Planned Expenses		518.7	1,986.6	7,108.9	3,801.5	3,405.8	2,300.0	2,262.1	16,821.4	20,864.9	21,383.6
Prior Year Rollover											
			\$ 612.5							\$ 612.5	612.5
FY2013 Spending Authority			\$ 2,599.0								
Budget Authority to be Shifted to Out Years			\$ 6,411.2							\$ 6,411.2	6,411.2
Total		\$ -	\$ 9,010.3	\$ 7,108.9	\$ 3,801.5	\$ 3,405.8	\$ 2,300.0	\$ 2,262.1	\$ 23,945.1	\$ 27,888.6	\$ 28,407.3

1. Project Information

Project ID	CIP0145_01	Project Name	Bus Security	Project Type	Bus
Sponsor Department	CENI	Managing Department	CENI	Related Projects	CIP0145
Jurisdiction	Systemwide	Useful Life	5-10 years	Project Manager	Raj Sarkar

Project Description: This project funds bus driver and remote disabling system.

Project Status: Construction

Operating Impact: None

FY2013 Planned Activities: Procure, install, test, and commission bus driver authentication and remote disabling system.

6-Year Deliverables: Procure, install, test, and commission bus driver authentication and remote disabling system.

2. Project Budget (1,000 \$)

Planned Funding Sources:												
5307 Grant												
5309 Grant												
PRI/A Grant												
Other Grants												
System Performance Funds												
Misc Funds												
Financing												
Total Planned Sources	\$ -	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.3	\$ -	\$ 0.3
Planned Expenses:												
Planning/Engineering												
Equipment/Vehicles												
Construction												
Force Account												
Project Management												
Hardware/Software												
Other												
Total Planned Expenses	\$ -	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.3	\$ -	\$ 0.3
Prior Year Rollover											\$ (689.1)	\$ (689.1)
FY2013 Spending Authority												
												\$ (689.1)
Budget Authority to be Shifted to Out Years												
												\$ -
Total	\$ -	\$ 0.3	\$ (689.1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (688.8)	\$ (689.1)	\$ (688.8)

1. Project Information

Project ID	CIP0145_02	Project Name	Electronic Security Systems	Project Type	Bus/Rail
Sponsor Department	CENI	Managing Department	CENI	Project Manager	Raj Sarkar
Jurisdiction	Systemwide	Useful Life	5-10 years	Related Projects	CIP0145
Project Description	Provides project management support for grant-funded Electronic Safety and Security (ESS) projects.				
Project Status	Construction				
Operating Impact	None				
FY2013 Planned Activities	Provide support as required for ESS projects.				
6-Year Deliverables	Provide support as required for ESS projects.				

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	2,200.0	-	-	-	-	-	2,200.0	2,200.0	2,200.0
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	2,221.4	-	-	-	-	-	2,221.4	2,221.4	2,221.4
Other Grants	-	1,508.6	778.6	-	-	-	-	-	2,287.2	778.6	2,287.2
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources											
	\$ -	\$ 1,508.6	\$ 5,200.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,708.6	\$ 5,200.0	\$ 6,708.6
Planned Expenses:											
Planning/Engineering	-	-	600.0	-	-	-	-	-	600.0	600.0	600.0
Equipment/Vehicles	-	847.9	1,000.0	-	-	-	-	-	1,847.9	1,000.0	1,847.9
Construction	-	233.5	1,000.0	-	-	-	-	-	1,233.5	1,000.0	1,233.5
Force Account	-	427.2	2,600.0	-	-	-	-	-	3,027.2	2,600.0	3,027.2
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses											
	\$ -	\$ 1,508.6	\$ 5,200.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,708.6	\$ 5,200.0	\$ 6,708.6
Prior Year Rollover											
		\$ -	\$ 3,216.4						\$ -	\$ 3,216.4	\$ 3,216.4
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
	\$ -	\$ 1,508.6	\$ 8,416.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,925.0	\$ 8,416.4	\$ 9,925.0
Total											
	\$ -	\$ 1,508.6	\$ 8,416.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,925.0	\$ 8,416.4	\$ 9,925.0

1. Project Information

Project ID	CIP0145_03	Project Name	Electronic Security System-Non Grant	Project Type	Bus/Rail
Sponsor Department	CENI	Managing Department	CENI	Project Manager	Raj Sarkar
Jurisdiction	Systemwide	Useful Life	0	Related Projects	CIP0145
Project Description	Provides project management support for non-grant-funded Electronic Safety and Security (ESS) projects.				
Project Status	Construction	Operating Impact	None		
FY2013 Planned Activities	Provide support as required for ESS projects.				
6-Year Deliverables	Provide support as required for ESS projects.				

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	577.9	415.8	-	-	-	-	-	993.8	415.8	993.8
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 577.9	\$ 1,800.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,377.9	\$ 1,800.0	\$ 2,377.9
Planned Expenses:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	577.9	1,800.0	-	-	-	-	-	2,377.9	1,800.0	2,377.9
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 577.9	\$ 1,800.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,377.9	\$ 1,800.0	\$ 2,377.9
Prior Year Rollover	\$		1,222.1								
FY2013 Spending Authority			\$ 3,022.1								
Budget Authority to be Shifted to Out Years			\$								
Total	\$ -	\$ 577.9	\$ 3,022.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,600.0	\$ 3,022.1	\$ 3,600.0

1. Project Information

Project ID: CIP0146
 Project Name: Mainline No. 8 Switch Replacement Program
 Project Type: Rail
 Sponsor Department: CENI
 Managing Department: TRST
 Project Manager: Kambezy Forster
 Jurisdiction: Systemwide
 Useful Life: Various
 Related Projects: CIP0024

Project Description
 This project will fund additional personnel to replace the remaining mainline and yard unguarded No. 8 turnouts in accordance with the NTSB recommendations.

Project Status
 Design

Operating Impact
 Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2013 Planned Activities
 Replace 34 yard turnouts.

6-Year Deliverables
 Replace mainline and yard turnouts.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRIA Grant		6,331.0	5,197.9	559.2	120.8	26.2			12,235.2	5,904.2	12,235.2
Other Grants											
System Performance Funds		424.6	1,429.6						1,854.2		1,854.2
Misc Funds											
Financing											
Total Planned Sources	\$ 424.6	\$ 7,760.6	\$ 5,197.9	\$ 559.2	\$ 120.8	\$ 26.2	\$ -	\$ -	\$ 14,089.4	\$ 5,904.2	\$ 14,089.4
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles		14.8							14.8		14.8
Construction											
Force Account	512.3	7,739.9	5,197.9	559.3	120.8	26.2			14,156.4	5,904.2	14,156.4
Project Management		5.9							5.9		5.9
Hardware/Software											
Other	(87.7)								(87.7)		(87.7)
Total Planned Expenses	\$ 424.6	\$ 7,760.6	\$ 5,197.9	\$ 559.3	\$ 120.8	\$ 26.2	\$ -	\$ -	\$ 14,089.4	\$ 5,904.2	\$ 14,089.4
Prior Year Rollover											
FY2013 Spending Authority				\$ 5,197.9							
Budget Authority to be Shifted to Out Years											
Total	\$ 424.6	\$ 7,760.6	\$ 5,198.1	\$ 559.3	\$ 120.8	\$ 26.2	\$ -	\$ -	\$ 14,089.7	\$ 5,904.4	\$ 14,089.7

1. Project Information

Project ID: CIP0147
 Project Name: FBI National Electronic Countermeasures Program
 Project Type: Bus/Rail
 Sponsor Department: MTPD
 Managing Department: MTPD
 Project Manager: Ronald Pavlik
 Jurisdiction: Systemwide
 Useful Life: None
 Related Projects: None

Project Description: This project will fund the purchase of equipment and training for participation in the FBI National Electronic Countermeasures Program. The funding for this project is provided via a dedicated Federal security grant.

Project Status: Close
 Operating Impact: None

FY2013 Planned Activities: No planned activities after FY2012. No Budget for FY2013-18.

6-Year Deliverables: Purchase of equipment and training for participation in the FBI National Electronic Countermeasures Program.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants		283.0							283.0		283.0
System Performance Funds					(0.0)				(0.0)		(0.0)
Misc Funds											
Financing											
Total Planned Sources		283.0			(0.0)				283.0	(0.0)	283.0
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles		283.0							283.0		283.0
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses		283.0							283.0		283.0
Prior Year Rollover											
		\$ 68.0							\$ 68.0		\$ 68.0
FY2013 Spending Authority											
		\$ 68.0							\$ 68.0		\$ 68.0
Budget Authority to be Shifted to Out Years											
		\$ -							\$ -		\$ -
Total		\$ -	\$ 68.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351.0	\$ 68.0	\$ 351.0

1. Project Information

Project ID: CIP0148
 Project Name: Repair of Damaged Railcars
 Project Type: Rail
 Sponsor Department: CENV
 Managing Department: CENV
 Project Manager: Kenneth Morford
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: .40

Project Description: Repair of railcars damaged in accidents, including repair of six of twelve Metro railcars that were involved in an accident at the West Falls Church rail yard and railcars damaged in the June 22, 2009 Red Line accident. Non-repairable railcars will be scrapped.

Project Status: Design
 Operating Impact: Reduce car availability

FY2013 Planned Activities: Continue in-house repairs.

6-Year Deliverables: Repair of four of twelve Metro railcars that were involved in West Falls Church accident. Repair of railcars involved in June 22, 2009 Red Line accident.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIA Grant	-	-	-	2,426.3	-	2,428.7	-	-	4,855.0	4,855.0	4,855.0
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	144.6	-	0.0	-	-	-	-	-	144.6	0.0	144.6
Misc Funds	-	98.2	-	-	2,446.6	-	-	-	2,544.9	2,446.6	2,544.9
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ 144.6	\$ 98.2	\$ 0.0	\$ 2,426.3	\$ 2,446.6	\$ 2,428.7	\$ -	\$ -	\$ 7,544.6	\$ 7,301.7	\$ 7,544.6
Planned Expenses:											
Planning/Engineering	\$ 144.6	\$ 98.2	\$ -	\$ 169.8	\$ 171.3	\$ 170.0	\$ -	\$ -	\$ 354.0	\$ 511.1	\$ 754.0
Equipment/Vehicles	-	-	0.0	1,783.4	1,798.3	1,785.1	-	-	5,366.7	5,366.7	5,366.7
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	169.8	171.3	170.0	-	-	511.1	511.1	511.1
Project Management	-	-	-	157.7	159.0	157.9	-	-	474.6	474.6	474.6
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	145.6	146.8	145.7	-	-	438.1	438.1	438.1
Total Planned Expenses	\$ 144.6	\$ 98.2	\$ 0.0	\$ 2,426.3	\$ 2,446.6	\$ 2,428.7	\$ -	\$ -	\$ 7,544.6	\$ 7,301.7	\$ 7,544.6
Prior Year Rollover			\$ 1,127.6						\$ 1,127.6	\$ 1,127.6	\$ 1,127.6
FY2013 Spending Authority			\$ 1,127.6								
Budget Authority to be Shifted to Out Years			\$ 6,682.9						\$ 6,682.9	\$ 6,682.9	\$ 6,682.9
Total	\$ 144.6	\$ 98.2	\$ 7,810.5	\$ 2,426.3	\$ 2,446.6	\$ 2,428.7	\$ -	\$ -	\$ 15,355.1	\$ 15,112.2	\$ 15,355.1

1. Project Information

Project ID: CIP0149 Project Name: Transit Asset Management System Project Type: Rail
 Sponsor Department: DGMO Managing Department: DGMO Related Projects: None
 Jurisdiction: Systemwide Useful Life: None Project Manager: TBD

Project Description
 The intent of this pilot project is to develop an agency asset management model that will integrate Metro's asset management practices into one, coordinated, organizational strategy, and provide the basis for continually improving asset management practices at Metro. This project will build upon Metro's previous asset management initiatives and systems. This project is funded by an FTA grant to demonstrate effective Transit Asset Management systems and "best practices" which can be replicated to improve public transportation asset management throughout the industry.

Project Status
 Design Operating Impact: None

FY2013 Planned Activities
 Continue Asset and Asset Hierarchy definition. Complete Asset Management Strategy, Objectives and Policy definition. Mobile solution configuration and development. Asset Life-Cycle Costing policy and procedures development. Asset Condition assessment and performance monitoring procedure and standard development. Asset management plan development. Complete Mobile solution testing. Asset Life-Cycle Costing policy and procedures development. Asset Condition assessment and performance monitoring procedure and standard development. Complete Asset management plan. Asset maintenance policy development. Asset commissioning and transition policy and procedure development. Complete Asset and Asset Hierarchy definition. Mobile solution configuration and development. Panel of expertise will continue to review asset classification, certification process, and procedures for updating inventory list. Inventory assets. Panel of expertise will continue to review asset classification, certification process, and procedures for updating inventory list. Present Mobile solution to WMATA ESC, stakeholders and FTA. Asset Life-Cycle Costing policy and procedures development. Asset Condition assessment and performance monitoring procedure and standard development. Asset maintenance policy development. Asset commissioning and procedures development. Asset condition assessment and performance monitoring procedure and standard development.

6-Year Deliverables
 Develop asset management model.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	300.0	-	1,282.6	-	-	-	-	1,582.6	1,282.6	1,582.6
System Performance Funds	-	-	-	-	277.1	60.2	-	-	337.2	337.2	337.2
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 300.0	\$ -	\$ 1,282.6	\$ 277.1	\$ 60.2	\$ -	\$ -	\$ 1,919.9	\$ 1,619.9	\$ 1,919.9

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	200.0	77.1	10.2	-	-	287.2	287.2	287.2
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ 300.0	\$ -	\$ 1,282.6	\$ 277.1	\$ 60.2	\$ -	\$ -	\$ 1,919.9	\$ 1,619.9	\$ 1,919.9

Prior Year Rollover
 \$ 2,430.0
 FY2013 Spending Authority \$ 2,430.0
 Budget Authority to be Shifted to Our Years
 \$ - \$ 300.0 \$ 2,700.0 \$ 1,282.6 \$ 277.1 \$ 60.2 \$ - \$ - \$ 4,619.9 \$ 4,319.9 \$ 4,619.9
 Total

1. Project Information

Project ID: CIP0150 Project Name: Fire Systems Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Nicolas Dimtracopoulos Related Projects: None
 Jurisdiction: Systemwide Useful Life: Various

Project Description
 This project upgrades existing Fire Alarm systems in auxiliary facilities and provides a central monitoring system. The scope may include but not limited to removal/replacement of Halon Suppression System, develop Fire and Intrusion Alarm (FIA) training lab, replace/repair existing standpipe system including parking garages.

Project Status
 Construction Operating Impact: Will improve Metro System Safety and Security. Will increase maintenance costs.

FY2013 Planned Activities
 Begin construction of Fire Alarm Systems at Carmen Turner Facility, Alexandria Yard, West Falls Church Yard, Shady Grove Yard, and Glenmont Yard. Preliminary drawings and scope of work for each facility from on-call consultants. Complete design, obtain required permits, supply, install, test, commission the Fire Alarm system and obtain Fire Marshall approval by contractors.

6-Year Deliverables
 Complete upgrade of existing Fire Alarm systems in auxiliary facilities and a central monitoring system. Complete removal/replacement of Halon Suppression System. Develop a Fire and Intrusion Alarm (FIA) training lab. Replace/repair existing standpipe system including parking garages.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	6,349.1	1,379.0	-	-	7,728.1	7,728.1	7,728.1
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	2,042.7	-	10,024.3	-	-	-	-	12,067.0	10,024.3	12,067.0
Misc Funds	-	-	5,136.0	-	-	-	-	-	5,136.0	5,136.0	5,136.0
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 2,042.7	\$ 5,136.0	\$ 10,024.3	\$ 6,349.1	\$ 1,379.0	\$ -	\$ -	\$ 24,931.1	\$ 22,868.4	\$ 24,931.1
Planned Expenses:											
Planning/Engineering	-	413.4	359.5	701.7	444.4	96.5	-	-	2,015.6	1,602.2	2,015.6
Equipment/Vehicles	-	23.8	-	-	-	-	-	-	23.8	-	23.8
Construction	-	1,438.4	3,775.0	7,367.9	4,666.6	1,013.6	-	-	18,261.4	16,823.0	18,261.4
Force Account	-	-	256.8	501.2	317.5	69.0	-	-	1,144.4	1,144.4	1,144.4
Project Management	-	167.1	436.6	852.1	539.7	117.2	-	-	2,112.6	1,945.5	2,112.6
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	308.2	601.5	380.9	82.7	-	-	1,373.3	1,373.3	1,373.3
Total Planned Expenses	\$ -	\$ 2,042.7	\$ 5,136.0	\$ 10,024.3	\$ 6,349.1	\$ 1,379.0	\$ -	\$ -	\$ 24,931.1	\$ 22,868.4	\$ 24,931.1
Prior Year Rollover											
			\$ 19.3						\$ 19.3	\$ 19.3	\$ 19.3
FY2013 Spending Authority			\$ 5,155.3						\$ 5,155.3	\$ 5,155.3	\$ 5,155.3
Budget Authority to be Shifted to Out Years			\$ 98.0						\$ 98.0	\$ 98.0	\$ 98.0
Total	\$ -	\$ 2,042.7	\$ 5,253.3	\$ 10,024.3	\$ 6,349.1	\$ 1,379.0	\$ -	\$ -	\$ 25,048.4	\$ 23,005.7	\$ 25,048.4

1. Project Information

Project ID: CIP0151 Project Name: Station Cooling Program Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Mark H. Magnussen Related Projects: None
 Jurisdiction: Systemwide Useful Life: 15-20 years

Project Description: This project funds the rehabilitation of station air conditioning systems including but not limited to rehabilitation/replacement of chiller plants, cooling towers and air handling units and ductwork.
 Project Status: Construction Operating Impact: Project is designed to keep cooling systems functioning properly and improve customer service.

FY2013 Planned Activities: Develop scope of station air conditioning rehab including chiller rehabilitation/replacement. Issue solicitation. Award contract and start rehabilitation work. Complete 21 A/C Replacement (Anacostia, Navy Yard, Benning Road, Capitol Heights, U St., Pentagon City). Complete three Chillers Replacement (Gallery Place & U St).
 6-Year Deliverables: Overhaul chillers (7 & 14 years); replace at 20 years; Replace cooling towers Replace air conditioning units.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	2,604.0	5,582.1	5,174.6	6,088.2	7,321.9	6,902.0	7,195.5	26,770.8	38,264.3	40,868.3
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	6,652.5	-	-	-	-	-	-	6,652.5	-	6,652.5
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ 9,256.5	\$ 5,582.1	\$ 5,174.6	\$ 6,088.2	\$ 7,321.9	\$ 6,902.0	\$ 7,195.5	\$ 33,423.3	\$ 38,264.3	\$ 47,520.8
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	9,052.3	4,102.8	3,803.4	4,474.8	5,381.6	5,073.0	5,288.7	26,814.9	28,124.3	37,176.6
Force Account	-	-	279.1	258.7	304.4	366.1	345.1	359.8	1,208.3	1,913.2	1,913.2
Project Management	-	201.7	474.5	439.8	517.5	622.4	586.7	611.6	2,255.9	3,252.5	3,454.2
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	334.9	310.5	365.3	439.3	414.1	431.7	1,450.0	2,295.9	2,295.9
Total Planned Expenses	\$ -	\$ 9,256.5	\$ 5,582.1	\$ 5,174.6	\$ 6,088.2	\$ 7,321.9	\$ 6,902.0	\$ 7,195.5	\$ 33,423.3	\$ 38,264.3	\$ 47,520.8
Prior Year Rollover											
									\$ (531.5)	\$ (531.5)	\$ (531.5)
FY2013 Spending Authority											
											\$ 5,050.6
Budget Authority to be Shifted to Out Years											
											\$ -
Total	\$ -	\$ 9,256.5	\$ 5,050.6	\$ 5,174.6	\$ 6,088.2	\$ 7,321.9	\$ 6,902.0	\$ 7,195.5	\$ 32,891.8	\$ 37,732.9	\$ 46,989.3

1. Project Information

Project ID: CIP0152 Project Name: Parking Garage Rehabilitation Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Royland D. Fraser Related Projects: None
 Jurisdiction: Systemwide Useful Life: 30

Project Description
 This project funds rehabilitation of parking structures including repair of horizontal concrete surfaces, slabs, soffits, beams, columns, walls; repair or replacement of post-tensioning anchorages, tendons, sheathing and expansion joints; application of traffic markings and traffic bearing membrane. WMATA has 21 parking garages. These garages have to be rehabilitated at mid-life after 7-10 years and at full-life after 15-18 years to maintain safe operations and prevent future major repair costs.

Project Status
 Construction Operating Impact: Maintenance costs will be reduced as a result of rehabilitation.

FY2013 Planned Activities
 Award contract for rehabilitation of one parking garage based at Southern Garage. Award contract to rehabilitate two or three parking garages (depending on costs estimates) at Suttland, Branch Ave and Vienna.

6-Year Deliverables
 Rehabilitation of three parking garages: Southern Avenue, Vienna South, Suttland. Condition assessment, design, and procurement for future rehabilitations.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources	\$ -	\$ 794.4	\$ 1,800.4	\$ 3,314.8	\$ 716.0	\$ 155.5	\$ -	\$ -	\$ 6,781.1	\$ 5,986.7	\$ 6,781.1
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction											
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses	\$ -	\$ 794.4	\$ 1,800.4	\$ 3,314.8	\$ 716.0	\$ 155.5	\$ -	\$ -	\$ 6,781.1	\$ 5,986.7	\$ 6,781.1
Prior Year Rollover			\$ 205.6						\$ 205.6	\$ -	\$ 205.6
FY2013 Spending Authority			\$ 2,006.0								\$ 2,006.0
Budget Authority to be Shifted to Out Years			\$ -						\$ -	\$ -	\$ -
Total	\$ -	\$ 794.4	\$ 2,006.0	\$ 3,314.8	\$ 716.0	\$ 155.5	\$ -	\$ -	\$ 6,986.7	\$ 6,192.3	\$ 6,986.7

1. Project Information

Project ID: CIP0155 Project Name: Rehab of Backlick Road Facility Project Type/Access: Access
 Sponsor Department: ACCS Managing Department: ACCS Project Manager: Sherrie Collings Related Projects: None
 Jurisdiction: Systemwide Useful Life: 5

Project Description
 The project funds the rehabilitation and improvement of Metro-owned property located at Backlick and Industrial Roads in Springfield, VA needed to satisfy requirements for occupancy and initial use. Improvements include repaving, fencing, lighting and utilities. The property will be divided between ACCS and TIES. ACCS will operate approximately 50 MetroAccess vehicles from this site. TIES will use their allocated portion of the property to store track equipment.

Project Status
 Planning Operating Impact: None

FY2013 Planned Activities
 Installation of lighting and a CCTV system.

6-Year Deliverables
 Begin and complete lighting and CCTV system installation as well as repaving, fencing, lighting and utilities as needed.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	440.0	47.3	10.2	2.2	-	-	499.8	499.8	499.8
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 440.0	\$ 47.3	\$ 10.2	\$ 2.2	\$ -	\$ -	\$ 499.8	\$ 499.8	\$ 499.8
Planned Expenses:											
Planning/Engineering	-	-	30.3	-	-	-	-	-	30.3	30.3	30.3
Equipment/Vehicles	-	-	78.9	-	-	-	-	-	78.9	78.9	78.9
Construction	-	-	277.9	47.3	10.2	2.2	-	-	337.7	337.7	337.7
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	52.9	-	-	-	-	-	52.9	52.9	52.9
Other	-	-	440.0	47.3	10.2	2.2	-	-	499.8	499.8	499.8
Total Planned Expenses	\$ -	\$ -	\$ 440.0	\$ 47.3	\$ 10.2	\$ 2.2	\$ -	\$ -	\$ 499.8	\$ 499.8	\$ 499.8
Prior Year Rollover											
FY2013 Spending Authority			\$ 440.0								
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ 440.0	\$ 47.3	\$ 10.2	\$ 2.2	\$ -	\$ -	\$ 499.8	\$ 499.8	\$ 499.8

1. Project Information

Project ID: CIP0179
 Project Name: Gallery Place Access & Capacity Improvements
 Project Type: Rail
 Sponsor Department: PLJD
 Managing Department: MCAP
 Project Manager: John Thomas
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life:
 Operating Impact: None
 Project Description: This project will fund the preliminary engineering, design, and construction of near term improvements to enhance the capacity at the Gallery Place-Chinatown station. These improvements include a pedestrian bridge connecting the east and west mezzanines over the Red Line tracks with vertical circulation (stairs envisioned) to both Red Line platforms. This project is considered the first phase of more comprehensive long term capacity improvements at Gallery Place station.
 Project Status: N/A
 FY2013 Planned Activities: There are no planned activities in FY2013.
 6-Year Deliverables: Prepare design documents and contract package; select contractor; complete pedestrian bridge over Red Line tracks; additional items to be determined with completion of project scope.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant				587.4	4,477.3	3,125.3			8,190.0	8,190.0	8,190.0
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds											
Financing											
Total Planned Sources				587.4	4,477.3	3,125.3			8,190.0	8,190.0	8,190.0
Planned Expenses:											
Planning/Engineering				41.1	313.4	218.8			573.3	573.3	573.3
Equipment/Vehicles											
Construction				431.7	3,290.8	2,297.1			6,019.6	6,019.6	6,019.6
Force Account				29.4	223.9	156.3			409.5	409.5	409.5
Project Management				49.9	380.6	265.6			696.1	696.1	696.1
Hardware/Software											
Other				35.2	268.6	187.5			491.4	491.4	491.4
Total Planned Expenses				587.4	4,477.3	3,125.3			8,190.0	8,190.0	8,190.0
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total				587.4	4,477.3	3,125.3			8,190.0	8,190.0	8,190.0

1. Project Information

Project ID: CIP0185
 Project Name: Escalator Replacement
 Project Type: Rail
 Sponsor Department: ELES
 Managing Department: ELES
 Project Manager: Lonnie Murray
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life:
 Operating Impact: None
 Project Status: Design
 Project Description: This project will fund the replacement of the oldest and poorest performing escalators in the system which is necessary to maintain escalator availability and reliability. Additionally, the new escalators will be equipped with energy saving devices. This will result in the replacement of 62 escalators at 15 stations. Two canopies are also included in this project.
 FY2013 Planned Activities: Award contract in 2nd quarter of FY13 and begin review and approval of design submittals in 3rd quarter of FY13.
 6-Year Deliverables: Full replacement of 88 escalators.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	12,960.3	19,793.8	23,649.7	35,000.0	26,619.3	56,403.8	118,023.1	118,023.1
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	3,080.1	-	-	-	-	-	3,080.1	3,080.1	3,080.1
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 3,080.1	\$ 12,960.3	\$ 19,793.8	\$ 23,649.7	\$ 35,000.0	\$ 26,619.3	\$ 59,483.9	\$ 121,103.2	\$ 121,103.2
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	215.6	907.2	1,385.6	1,655.5	2,450.0	1,863.4	4,163.9	8,477.2	8,477.2
Construction	-	-	2,263.9	9,525.8	14,548.4	17,382.5	25,725.0	19,565.2	43,720.7	89,010.9	89,010.9
Force Account	-	-	134.0	648.0	989.7	1,182.5	1,750.0	1,331.0	2,974.2	6,055.2	6,055.2
Project Management	-	-	261.8	1,101.6	1,682.5	2,010.2	2,975.0	2,262.6	5,056.1	10,293.8	10,293.8
Hardware/Software	-	-	-	-	-	-	-	-	-	-	-
Other	-	-	184.8	777.6	1,187.6	1,419.0	2,100.0	1,597.2	3,569.0	7,266.2	7,266.2
Total Planned Expenses	\$ -	\$ -	\$ 3,080.1	\$ 12,960.3	\$ 19,793.8	\$ 23,649.7	\$ 35,000.0	\$ 26,619.3	\$ 59,483.9	\$ 121,103.2	\$ 121,103.2
Prior Year Rollover											
FY2013 Spending Authority			\$ 3,080.1								
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ 3,080.1	\$ 12,960.3	\$ 19,793.8	\$ 23,649.7	\$ 35,000.0	\$ 26,619.3	\$ 59,483.9	\$ 121,103.2	\$ 121,103.2

1. Project Information

Project ID: CIP0195
 Project Name: Radio Project - Supplemental Coverage
 Project Type: Rail
 Sponsor Department: CENI
 Managing Department: MTPD
 Project Manager: Arthur Troup
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life:
 Project Status: Construction
 Operating Impact: None
 Project Description: This project will fund the implementation of the Comprehensive Radio Communication System (CRCS).
 FY2013 Planned Activities: Upgrade of below ground CRCS system
 6-Year Deliverables: Upgrade of below ground CRCS system

2. Project Budget (1,000 \$)

Planned Funding Sources:	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRIIA Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	0.0	1,357.4	1,102.5	1,160.9	1,000.0	983.5	3,620.8	5,604.3	5,604.3
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 5,280.2	\$ 1,357.4	\$ 1,102.5	\$ 1,160.9	\$ 1,000.0	\$ 983.5	\$ 8,901.0	\$ 10,884.6	\$ 10,884.6
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	4,224.2	1,085.9	882.0	928.7	800.0	786.8	7,120.8	8,707.7	8,707.7
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	1,056.0	271.5	220.5	232.2	200.0	196.7	1,780.2	2,176.9	2,176.9
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ -	\$ 5,280.2	\$ 1,357.4	\$ 1,102.5	\$ 1,160.9	\$ 1,000.0	\$ 983.5	\$ 8,901.0	\$ 10,884.6	\$ 10,884.6
Prior Year Rollover											
FY2013 Spending Authority			\$ 5,280.2								
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ 5,280.2	\$ 1,357.4	\$ 1,102.5	\$ 1,160.9	\$ 1,000.0	\$ 983.5	\$ 8,901.0	\$ 10,884.6	\$ 10,884.6

1. Project Information

Project ID	CIP0196	Project Name	Safety Measurement System	Project Type	Bus
Sponsor Department	SAFE	Managing Department	SAFE	Related Projects	None
Jurisdiction	Systemwide	Useful Life			
Project Manager	John Bercher				
Project Description	This project will develop an automated and centralized safety management system that will capture information from accidents that occur in all MetroAccess, Metrobus, and Metrorail vehicles. This system will give Metro a single, repository of safety data and will be capable of generating reports.				
Project Status	Design				
FY2013 Planned Activities	Commence, complete and implement requirements development for Hazard Management 3.0, SORTS, business intelligence functions, and EMS module. Complete requirements gathering and implementation for Safety Compliance				
6-Year Deliverables	FY14-Safety Compliance Module, Fatigue Management Module, Taproot Integration, Portal Customization; FY15-Safety and Security Certification, Digital Evidence Repository, CAD/RMS integration; Safety and Security Certification v2; Organization Administration, System Change Control				

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	2,904.1	2,841.1	3,395.9	951.2	-	-	10,092.4	10,092.4	10,092.4
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 2,904.1	\$ 2,841.1	\$ 3,395.9	\$ 951.2	\$ -	\$ -	\$ 10,092.4	\$ 10,092.4	\$ 10,092.4
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	-	-	-	-	-	-	-	-	-
Project Management	-	-	-	-	-	-	-	-	-	-	-
Hardware/Software	-	-	-	250.0	-	-	-	-	250.0	250.0	250.0
Other	-	-	-	-	-	-	-	-	-	-	-
Total Planned Expenses	\$ -	\$ -	\$ 2,904.1	\$ 2,841.1	\$ 3,395.9	\$ 951.2	\$ -	\$ -	\$ 10,092.4	\$ 10,092.4	\$ 10,092.4
Prior Year Rollover											
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2013 Spending Authority			\$ 2,904.1								
Budget Authority to be Shifted to Out Years											
	\$ -	\$ -	\$ 2,904.1	\$ 2,841.1	\$ 3,395.9	\$ 951.2	\$ -	\$ -	\$ 10,092.4	\$ 10,092.4	\$ 10,092.4
Total	\$ -	\$ -	\$ 2,904.1	\$ 2,841.1	\$ 3,395.9	\$ 951.2	\$ -	\$ -	\$ 10,092.4	\$ 10,092.4	\$ 10,092.4

1. Project Information

Project ID: CIP0197
 Project Name: Non-Revenue Facilities
 Project Type: Bus/Rail
 Sponsor Department: PLNT
 Managing Department: PLNT
 Project Manager: Sherril Eley
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life: 0

Project Description
 Implementation of various infrastructure projects to maintain non-revenue facilities that include: Carmen Turner Facility (CTF), Stone Straw and 3421 Penny Drive. Rehabilitation of HVAC components, electrical enhancements, structural components and other related mechanical systems to support the mission critical functions managed by Rail, Bus, WTPD and IT Operation Centers. Failure to restore these critical components could result in loss of power, HVAC and other critical data/communications systems.

Project Status
 Construction
 Operating Impact: None

FY2013 Planned Activities
 CTF: purchase new electrical, gas, heating, cooling, and fan coil unit equipment
 3421 Penny Dr.: enhance sprinkler system and upgrades to electrical wiring, flooring, bathrooms, carpets, and drain pits
 Stone Straw: replace condensers, steam boiler, and all appurtenance

6-Year Deliverables
 CTF: continue purchasing HVAC equipment as well as roof replacement and repairs to exhaust fans and water source heat pump
 3421 Penny Dr.: replace HVAC systems, roof, spouts, and gutters as well as pressure washing system units and sealing concrete pavement/joints
 Stone Straw: replace heat pump, steam humidifier, and lighting protection

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	-	-	-	-	-	-	-	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	703.5	900.1	621.6	1,070.0	1,657.1	813.4	3,295.2	5,765.7	5,765.7
Misc Funds	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 703.5	\$ 900.1	\$ 621.6	\$ 1,070.0	\$ 1,657.1	\$ 813.4	\$ 3,295.2	\$ 5,765.7	\$ 5,765.7
Planned Expenses:											
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	49.2	63.0	43.5	74.9	116.0	56.9	230.7	403.6	403.6
Force Account	-	-	517.1	661.6	456.9	786.4	1,218.0	597.9	2,421.9	4,237.8	4,237.8
Project Management	-	-	35.2	45.0	31.1	53.5	82.9	40.7	164.8	288.3	288.3
Hardware/Software	-	-	56.8	76.5	52.8	90.9	140.9	69.1	277.1	487.1	487.1
Other	-	-	45.2	54.0	37.3	64.2	99.4	48.8	200.7	348.9	348.9
Total Planned Expenses	\$ -	\$ -	\$ 703.5	\$ 900.1	\$ 621.6	\$ 1,070.0	\$ 1,657.1	\$ 813.4	\$ 3,295.2	\$ 5,765.7	\$ 5,765.7
Prior Year Rollover											
FY2013 Spending Authority											
Budget Authority to be Shifted to Out Years											
Total	\$ -	\$ -	\$ 703.5	\$ 900.1	\$ 621.6	\$ 1,070.0	\$ 1,657.1	\$ 813.4	\$ 3,295.2	\$ 5,765.7	\$ 5,765.7

1. Project Information

Project ID: CIP0198
 Project Name: Stair at Bethesda Station
 Project Type: Rail
 Sponsor Department: CENI
 Managing Department: MCAP
 Project Manager: John Thomas
 Related Projects: None
 Jurisdiction: Systemwide
 Useful Life:
 Project Status: Construction
 Operating Impact: Small magnitude of additional maintenance
 Project Description: This project will fund the design and construction of platform to mezzanine stairs at the Bethesda Metrorail station.
 FY2013 Planned Activities: Complete design; select/hire contractors; construct stairs
 6-Year Deliverables: Project to be completed in FY2013

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds											
Misc Funds			2,000.0						2,000.0	2,000.0	2,000.0
Financing											
Total Planned Sources			2,000.0						2,000.0	2,000.0	2,000.0
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction			140.0						140.0	140.0	140.0
Force Account											
Project Management											
Hardware/Software											
Other											
Total Planned Expenses			140.0						140.0	140.0	140.0
Prior Year Rollover											
FY2013 Spending Authority			2,000.0								
Budget Authority to be Shifted to Out Years											
Total			2,000.0						2,000.0	2,000.0	2,000.0

1. Project Information

Project ID: CIP0199 Project Name: Station & Right Of Way Improvements Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Tom Wirth Related Projects: None
 Jurisdiction: Systemwide Useful Life: Operating Impact: None

Project Description
 This project will improve lighting and remediate water intrusions in Right Of Way (ROW) facilities, stations, and other facilities.

Project Status
 Construction

FY2013 Planned Activities
 Improve lighting at Union Station and Judiciary Square Metrorail stations; remediate water intrusions at ROW facilities.

6-Year Deliverables
 Improve lighting at, but not limited to: Union Station, Judiciary Square, Pentagon City, and Friendship Heights Metrorail stations; remediate water intrusions in various facilities.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds			5,527.0						5,527.0	5,527.0	5,527.0
Misc Funds											
Financing											
Total Planned Sources			5,527.0						5,527.0	5,527.0	5,527.0
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction			386.9						386.9	386.9	386.9
Force Account			4,062.3						4,062.3	4,062.3	4,062.3
Project Management			276.3						276.3	276.3	276.3
Hardware/Software			469.8						469.8	469.8	469.8
Other			331.6						331.6	331.6	331.6
Total Planned Expenses			5,527.0						5,527.0	5,527.0	5,527.0
Prior Year Rollover											
FY2013 Spending Authority			5,527.0								
Budget Authority to be Shifted to Out Years											
Total			5,527.0						5,527.0	5,527.0	5,527.0

1. Project Information

Project ID: CIP0200 Project Name: Breakers & Relay Electric Power Project Type: Rail
 Sponsor Department: CENI Managing Department: CENI Project Manager: Tom Wirth Related Projects: None
 Jurisdiction: Systemwide Useful Life: 0

Project Description: This project will replace existing relays to Micro-Processor Relays in direct current (DC) switchgears, evaluate main line and yard/shop traction power substation and tie breaker station alternating current (AC) and DC protective devices.
 Project Status: Construction Operating Impact: None

FY2013 Planned Activities
 Replace existing relays to Micro-Processor Relays in DC switchgears. Evaluate main line and yard/shop traction power substation and tie breaker station DC protective devices. Evaluate traction power substation AC protective devices. Evaluate AC substation protective devices. Visit typical substations to confirm location, arrangement and wiring of the existing electromechanical relays to be replaced. Develop technical and procurement (Division 1) specifications for relay procurement, installation, test equipment and training.

6-Year Deliverables
 Replace existing relays to Micro-Processor Relays in DC switchgears. Evaluate main line and yard/shop traction power substation and tie breaker station DC protective devices. Evaluate traction power substation AC protective devices. Evaluate AC substation protective devices. Visit typical substations to confirm location, arrangement and wiring of the existing electromechanical relays to be replaced. Develop technical and procurement (Division 1) specifications for relay procurement, installation, test equipment and training.

2. Project Budget (1,000 \$)

	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years
Planned Funding Sources:											
5307 Grant											
5309 Grant											
PRI/A Grant											
Other Grants											
System Performance Funds			2,000.0						2,000.0	2,000.0	2,000.0
Misc Funds											
Financing											
Total Planned Sources			2,000.0						2,000.0	2,000.0	2,000.0
Planned Expenses:											
Planning/Engineering											
Equipment/Vehicles											
Construction			1,470.0						1,470.0	1,470.0	1,470.0
Force Account			100.0						100.0	100.0	100.0
Project Management			170.0						170.0	170.0	170.0
Hardware/Software											
Other			120.0						120.0	120.0	120.0
Total Planned Expenses			2,000.0						2,000.0	2,000.0	2,000.0
Prior Year Rollover											
FY2013 Spending Authority			2,000.0								
Budget Authority to be Shifted to Out Years											
Total			2,000.0						2,000.0	2,000.0	2,000.0

1. Project Information

Project ID	CIP0201	Project Name	8-car Train Facility Design	Project Type	Rail
Sponsor Department	CENI	Managing Department	CENI	Related Projects	None
Jurisdiction	Systemwide	Useful Life	0	Project Manager	TBD

Project Status: Construction

Operating Impact: None

FY2013 Planned Activities: Develop a detailed implementation plan and schedule for the expansion of 8-car train service.

6-Year Deliverables: Comprehensive 8-car train implementation plan.

2. Project Budget (1,000 \$)

Planned Funding Sources:													
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years		
5307 Grant	-	-	-	-	-	-	-	-	-	-	-	-	-
5309 Grant	-	-	3,000.0	-	-	-	-	-	3,000.0	3,000.0	3,000.0	-	-
PRI/A Grant	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Grants	-	-	-	-	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-	-	-	-	-
Misc Funds	-	-	-	-	-	-	-	-	-	-	-	-	-
Financing	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Planned Sources	\$ -	\$ -	\$ 3,000.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ -	\$ -
Planned Expenses:													
	FY11 Actual	FY12 Estimate	FY13 Budget	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	Total All Years		
Planning/Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-
Equipment/Vehicles	-	-	210.0	-	-	-	-	-	210.0	210.0	210.0	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-
Force Account	-	-	2,205.0	-	-	-	-	-	2,205.0	2,205.0	2,205.0	-	-
Project Management	-	-	150.0	-	-	-	-	-	150.0	150.0	150.0	-	-
Hardware/Software	-	-	255.0	-	-	-	-	-	255.0	255.0	255.0	-	-
Other	-	-	180.0	-	-	-	-	-	180.0	180.0	180.0	-	-
Total Planned Expenses	\$ -	\$ -	\$ 3,000.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ -	\$ -
Prior Year Rollover	\$ -												
FY2013 Spending Authority											\$ 3,000.0		
Budget Authority to be Shifted to Out Years													
Total	\$ -	\$ -	\$ 3,000.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000.0	\$ 3,000.0	\$ 3,000.0	\$ -	\$ -

American Recovery and Reinvestment Act (ARRA) Program

The American Recovery and Reinvestment Act (ARRA) was signed into law by President Obama on February 17, 2009. The legislation provides significant federal funding to infrastructure projects around the nation and stimulates the economy on both national and local levels.

The projects selected receive 100 percent federal funding; no local match is required. Metro's portion of the regional allocation is \$201.8 million. The Board approved the budget in March 2009. The legislation specifies that these projects be pursued expeditiously; to that end it is expected that these projects will be completed within three years. Projects were prioritized and selected according to Metro's goals and the ability to meet the specific legislation requirements. A total of \$188.4 million was expended through FY2012. The remaining \$13.4 million is anticipated to be exhausted at the conclusion of FY2013.

There are seven categories of ARRA projects as follows:

- Vehicles & Vehicle Parts includes replacement buses, MetroAccess vehicles, bus parts, and service vehicle replacements.
- Maintenance Facility projects replace, repair, and expand maintenance and garage capacity to maintain the existing fleet and meet growing transit demand.
- Passenger Facilities projects improve the safety and efficiency of stations.
- Safety and Security projects provide for an even safer environment for customers and employees.
- Replacement of Maintenance and Repair Equipment that has reached the end of its useful life is necessary in order to provide reliable service.
- Operations Systems are important for employee and customer safety, service efficiency, and exchange of reliable real-time information.
- Information Technology projects enhance system recovery in disaster situations and improve system efficiency.

Because the entire \$201.8 million ARRA Capital Program was adopted by the Board in FY2009, no additional budget authority is required for FY2013. A forecast of expenditures for FY2013 is provided for informational purposes.

Table A.1 on the following page provides a summary of ARRA projects consistent with the available forecast at the time of the approval of the FY2013 Budget by the Board of Directors on May 24, 2012. The subsequent project pages reflect an updated expenditure forecast.

Table A.1
OTHER CAPITAL PROJECTS
American Recovery and Investment Act Projects: FY2013
(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Estimate	Annual Work Plan Year: FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	ARRA Total
Vehicles & Vehicle Parts										
ARA0027	\$27.025	-	-	\$0.001	-	-	-	-	-	\$27.026
ARA0030	3.760	-	0.389	-	-	-	-	-	-	3.764
ARA0028	5.993	-	-	-	-	-	-	-	-	5.993
ARA0021	2.487	0.003	-	0.183	-	-	-	-	-	2.673
ARA0022	11.087	-	-	0.005	-	-	-	-	-	11.092
Subtotal	\$50.353	\$0.003	\$0.389	\$0.189	-	-	-	-	-	\$50.548
Maintenance Facilities										
ARA0001	\$4.259	\$13.602	\$3.480	\$0.202	-	-	-	-	-	\$21.400
ARA0002	1.466	14.140	14.394	0.000	-	-	-	-	-	30.000
ARA0003	4.547	2.392	0.638	0.023	-	-	-	-	-	7.600
Subtotal	\$10.273	\$30.135	\$18.512	\$0.226	-	-	-	-	-	\$59.000
Passenger Facilities										
ARA0004	\$4.360	\$8.890	-	\$1.750	-	-	-	-	-	\$16.000
ARA0005	-	0.127	0.321	1.881	-	-	-	-	-	2.500
ARA0006	0.077	0.063	0.266	0.592	-	-	-	-	-	1.200
Subtotal	\$4.437	\$9.080	\$0.587	\$4.223	-	-	-	-	-	\$19.700
Safety & Security										
ARA0007	\$1.965	\$0.169	\$0.871	-	-	-	-	-	-	\$3.000
ARA0017	2.337	0.616	0.046	0.000	-	-	-	-	-	3.000
ARA0025	0.809	0.027	-	0.000	-	-	-	-	-	0.836
ARA0031	0.869	0.000	-	-	-	-	-	-	-	0.869
ARA0008	2.640	1.044	0.307	0.000	-	-	-	-	-	3.991
Subtotal	\$8.620	\$1.856	\$1.224	\$0.001	-	-	-	-	-	\$11.696
Maintenance & Repair Equipment										
ARA0009	-	-	\$4.999	-	-	-	-	-	-	\$4.999
ARA0020	1.335	0.312	-	0.013	-	-	-	-	-	1.661
ARA0010	-	0.384	1.919	1.313	-	-	-	-	-	4.000
ARA0011	0.706	6.947	2.284	0.002	-	-	-	-	-	10.511
ARA0012	0.446	2.661	0.752	0.056	-	-	-	-	-	3.900
ARA0029	1.030	-	0.000	0.000	-	-	-	-	-	1.030
Subtotal	\$3.517	\$10.304	\$9.954	\$1.384	-	-	-	-	-	\$26.100
Operations Systems										
ARA0013	\$0.649	\$2.840	\$9.404	\$1.874	-	-	-	-	-	\$17.900
ARA0026	2.039	0.182	-	-	-	-	-	-	-	2.221
ARA0014	0.519	0.896	1.321	0.253	-	-	-	-	-	3.000
ARA0019	0.345	1.133	0.022	0.000	-	-	-	-	-	1.500
ARA0018	0.292	0.038	-	0.027	-	-	-	-	-	0.357
Subtotal	\$3.844	\$5.089	\$10.746	\$2.154	-	-	-	-	-	\$24.978
Information Technology										
ARA0015	\$1.591	\$1.045	\$0.774	\$0.057	-	-	-	-	-	\$3.511
ARA0024	0.527	0.222	-	0.001	-	-	-	-	-	0.750
ARA0016	0.257	4.743	-	0.000	-	-	-	-	-	5.000
Subtotal	\$2.374	\$6.011	\$0.774	\$0.058	-	-	-	-	-	\$9.261
Miscellaneous Other										
ARA0023	-	\$0.196	\$0.096	\$0.258	-	-	-	-	-	\$0.550
Total	\$83.418	\$62.673	\$42.282	\$8.492	-	-	-	-	-	\$201.833
Rollover	-	-	-	\$4.969	-	-	-	-	-	\$4.969
Grand Total	\$83.418	\$62.673	\$42.282	\$13.461	-	-	-	-	-	\$201.833

1. Project Information

Project ID	ARA0001	Project Name	New Bus Body and Paint Shop (ST04)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	CENI	Project Manager	Roy Fraser
Jurisdiction	N/A	Useful Life	30	Related Projects	None

Project Description
This project will re-design and expand the bus body shop at the Carmen Turner Facility to include new paint booths. The construction of the booths will require extensive work, including demolition of existing electrical and mechanical systems, mezzanines, offices, and the existing loading dock and canopy, as well as installation of new sprinkler and HVAC systems, and structural foundation.

Project Status
Construction

Operating Impact
Upon completion of contract work in Spring 2012, increased operating expenses for material and staffing will result from additional equipment maintenance, phones, fire alarms, gas detection, computers, cleaning, and electrical power.

FY2013 Planned Activities
Completion of bus body and paint maintenance facility at Carmen Turner Facility

6-Year Deliverables
Complete facility and turnover to Bus Maintenance by November of 2012.

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal		\$21,400	\$13,602	\$3,480	\$0,058	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$21,400	\$0,058
Miscellaneous												
State & Local												
Operating												
Total Sources		\$21,400	\$13,602	\$3,480	\$0,058	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$21,400	\$0,058
Total Uses		\$21,400	\$13,602	\$3,480	\$0,058	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$21,400	\$0,058

1. Project Information

Project ID	ARA0002	Project Name	Replacement of Southeastern Bus Garage (SD5)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	MCAP	Project Manager	John Thomas
Jurisdiction	N/A	Useful Life		Related Projects	CIP086, CC_SEGR
Project Description	This project will replace the Southeastern Bus Garage, which was built in 1972, with a facility to be built at Shepherd Parkway that includes space for bus parking, maintenance bays, fuel service, bus wash lanes, and transportation and maintenance offices.				
Project Status	Close-out/Completion	Operating Impact			
FY2013 Planned Activities	Project is complete.				
6-Year Deliverables	Project is complete.				

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18
Federal	Actual	Estimate	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total
Miscellaneous	\$30,000	\$14,140	\$14,394	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$30,000	\$0,000
TIIF											
State & Local											
Operating											
Total Sources	\$30,000	\$14,140	\$14,394	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$30,000	\$0,000
Total Uses		\$30,000	\$14,140	\$14,394	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$30,000	\$0,000

1. Project Information

Project ID	ARA0003	Project Name	Bus Garage Facility Repairs (ST.1)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	CENI	Related Projects	None
Jurisdiction	N/A	Useful Life		Project Manager	Arthur Noyes
Project Description	This project will provide upgrades to bus garage employee bathrooms, including the design and installation of new fixtures, ceiling, lockers, carpets/tiles, A/C and heating system at Bladensburg, Western, Four Mile Run, Landover, Montgomery, and Royal Street bus garages.				
Project Status	Construction	Operating Impact	Upgrade will have negligible effect on the operating budget and new replacement will result in slightly less maintenance.		
FY2013 Planned Activities	Complete Bladensburg, Four Mile Run, Montgomery, Landover, and Western lockers and restrooms.				
6-Year Deliverables	Complete Bladensburg, Four Mile Run, Montgomery, Landover, and Western lockers and restrooms.				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$7,600	\$4,547	\$2,392	\$0,638	\$0,023	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$7,600	\$0,023
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources	\$7,600	\$4,547	\$2,392	\$0,638	\$0,023	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$7,600	\$0,023
Total Uses	\$7,600	\$4,547	\$2,392	\$0,638	\$0,023	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$7,600	\$0,023

1. Project Information

Project ID	ARA0004	Project Name	Replacement of Crumbling Platforms (ST08)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	CENI	Related Projects	CIP0107, ARA0013
Jurisdiction	N/A	Useful Life	30	Project Manager	Hitendra Patel

Project Description: This project will replace deteriorated sections of platform edge slab and platform tiles at Shady Grove and Rockville Stations to ensure safety.

Project Status: Construction

Operating Impact: Do not expect an increase in maintenance costs. Lifecycle costs should be better than that of the current tiles. Liabilities due to slips and falls may decrease due to better slip resistance.

FY2013 Planned Activities: Complete replacement of Crumbling Platforms at Shady Grove and Rockville.

6-Year Deliverables: Complete replacement of Crumbling Platforms at Shady Grove and Rockville.

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal		\$16,000	\$4,360	\$8,890	\$0,000	\$2,750	\$0,000	\$0,000	\$0,000	\$16,000	\$2,750
Miscellaneous											
TJIF											
State & Local											
Operating											
Total Sources		\$16,000	\$4,360	\$8,890	\$0,000	\$2,750	\$0,000	\$0,000	\$0,000	\$16,000	\$2,750
Total Uses		\$16,000	\$4,360	\$8,890	\$0,000	\$2,750	\$0,000	\$0,000	\$0,000	\$16,000	\$2,750

1. Project Information

Project ID	ARA0005	Project Name	Update Platform Real-Time Signs (ST28)	Project Type	ARRA
Sponsor Department	IT	Managing Department	IT	Related Projects	None
Jurisdiction	N/A	Useful Life	10	Project Manager	Robert Gholston
Project Description	This project will upgrade the Core IT System so that it supports the Passenger Information Display System (PIDS), which consists of sign support software and sign system servers. This project also includes PIDS hardware and software, labor, training, and custom interface software to Metro's unique train control and customer operations infrastructure.				
Project Status	Construction	Operating Impact	Mitigation of future operating cost increases by maintaining systems at an acceptable operating level		
FY2013 Planned Activities	Update or replace the Dark Sign system which is used in conjunction with the Passenger Information Display System (PIDS). Provide development support for updates and maintenance of the PIDS and related ancillary systems				
6-Year Deliverables	Update or replace the Dark Sign system which is used in conjunction with the Passenger Information Display System (PIDS) Provide development support for updates and maintenance of the PIDS and related ancillary systems				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding		Pre-FY11 Actual		FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$2,500	\$0,000	\$0,127	\$0,321	\$2,053	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,500	\$2,053
Miscellaneous														
State & Local														
Operating														
Total Sources	\$2,500	\$0,000	\$0,127	\$0,321	\$2,053	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,500	\$2,053
Total Uses	\$2,500	\$0,000	\$0,127	\$0,321	\$2,053	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,500	\$2,053

1. Project Information

Project ID	ARA0006	Project Name	Metro Center Sales Office Replacement (ST38)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	CENI	Related Projects	None
Jurisdiction	N/A	Useful Life	0	Project Manager	Roy Fraser

Project Description
This project will replace the existing Metro Center Sales Office which has six sales windows with a new sales office that will have 10 sales windows, upgraded security, closed circuit television, work space, and administrative support areas.

Project Status
Construction

Operating Impact
Additional sales office area will require more phones, cameras, electric power usage, computers and cleaning, resulting in additional operating expenses for staffing and maintenance.

FY2013 Planned Activities
Completion of sales office replacement.

6-Year Deliverables
Complete replacement sales office

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	Total Funding	\$1,200	\$0,077	\$0,063	\$0,266	\$0,794	\$0,000	\$0,000	\$0,000	\$0,000	\$1,200	\$0,794
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources		\$1,200	\$0,077	\$0,063	\$0,266	\$0,794	\$0,000	\$0,000	\$0,000	\$0,000	\$1,200	\$0,794
Total Uses		\$1,200	\$0,077	\$0,063	\$0,266	\$0,794	\$0,000	\$0,000	\$0,000	\$0,000	\$1,200	\$0,794

1. Project Information

Project ID: ARA0007 Project Name: Bus Garage Security Update (ST23) Project Type: ARRA
 Sponsor Department: CENI Managing Department: CENI Project Manager: Roy Fraser Related Projects: CK, BSSE, CK, MONT
 Jurisdiction: N/A Useful Life:

Project Description: This project is for the installation of enhanced security equipment at the Four Mile Run, Bladensburg, and Landover Metrobus Divisions. Enhancements include guard booth, entry gates, camera systems, access control, and ID.

Project Status: Close-out/Completion Operating Impact: Increases maintenance costs for camera maintenance and custodial/plumbing maintenance of guard booths.

FY2013 Planned Activities: Project is complete

6-Year Deliverables: Complete installation of closed circuit television system with analytic perimeter control at Bladensburg. Complete installation of exterior fencing, guard booth with access control and closed circuit television system with analytic perimeter control at Landover.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding		Pre-FY11 Actual		FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$3,000		\$1,965	\$0,169	\$0,866	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,000
Miscellaneous														
TJIF														
State & Local														
Operating														
Total Sources	\$3,000	\$1,965	\$0,169	\$0,866	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,000
Total Uses	\$3,000	\$1,965	\$0,169	\$0,866	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,000

1. Project Information

Project ID	ARA0008	Project Name	Additional Station Alarm/Chemical Sensors (S148)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	CENI	Related Projects	None
Jurisdiction	N/A	Project Manager	Nicolas Dimitracopoulos	Useful Life	

Project Description: This project will provide alarm and control system (ICAD) to monitor and control the Below Ground Distributed Antenna system and relocate existing PROTECT sensors from track level to platform level in 21 Metro stations.

Close-out/Completion: Operating Impact: Will result in a reduction to operating cost.

FY2013 Planned Activities: Project is complete and is in closeout phase.

6-Year Deliverables: Project is complete and is in closeout phase.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$3,991	\$2,640	\$1,044	\$0,307	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,991	\$0,000
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources	\$3,991	\$2,640	\$1,044	\$0,307	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,991	\$0,000
Total Uses	\$3,991	\$2,640	\$1,044	\$0,307	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,991	\$0,000

1. Project Information

Project ID	ARA0009	Project Name	Heavy Duty Locomotives for Maintenance (SI12)	Project Type	ARRA
Sponsor Department	TSSM	Managing Department	TSSM	Related Projects	None
Jurisdiction	N/A	Useful Life	Various	Project Manager	Clay Bunting
Project Description	This project provides for train prime movers that will perform snow removal, contact rail de-icing, replace/repair of rail, and provide supply for hydraulic, pneumatic tools, and other wayside related maintenance.				
Project Status	Construction	Operating Impact	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.		
FY2013 Planned Activities	Perform snow removal and contact de-icing during times of inclement weather				
6-Year Deliverables	Perform snow removal and contact de-icing during times of inclement weather				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$4,999	\$0,000	\$0,000	\$4,999	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,999	\$0,000
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources	\$4,999	\$0,000	\$0,000	\$4,999	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,999	\$0,000
Total Uses	\$4,999	\$0,000	\$0,000	\$4,999	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,999	\$0,000

1. Project Information

Project ID	ARA0010	Project Name	35-Ton Crane for Track Work (ST17)	Project Type	ARRA
Sponsor Department	TSSM	Managing Department	TSSM	Related Projects	None
Jurisdiction	N/A	Useful Life	12-15 years	Project Manager	Michael Brown
Project Description	This project will procure a 35 ton track maintenance railroad crane with a 40 foot length flat car for counterweight to be used throughout the Metrorail system.				
Project Status	Construction	Operating Impact	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.		
FY2013 Planned Activities	Receive 35-Ton Crane for track work throughout the Metrorail System.				
6-Year Deliverables	Receive 35-Ton Crane for track work throughout the Metrorail System. Panelized track and special track work for track rehabilitation				

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal		\$3,839	\$0,000	\$0,384	\$1,919	\$1,536	\$0,000	\$0,000	\$0,000	\$0,000	\$3,839	\$1,536
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources		\$3,839	\$0,000	\$0,384	\$1,919	\$1,536	\$0,000	\$0,000	\$0,000	\$0,000	\$3,839	\$1,536
Total Uses		\$3,839	\$0,000	\$0,384	\$1,919	\$1,536	\$0,000	\$0,000	\$0,000	\$0,000	\$3,839	\$1,536

1. Project Information

Project ID	ARA0011	Project Name	Heavy Duty Track Equipment (ST07)	Project Type /ARRA	
Sponsor Department	TSSM	Managing Department	TSSM	Related Projects	CIP025
Jurisdiction	N/A	Useful Life	Various	Project Manager	Clay Bunting
Project Description	This project will procure special track equipment, such as a drain cleaning prime mover, scarifier, and excavator.				
Project Status	Construction	Operating Impact	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.		
FY2013 Planned Activities	Drain cleaning prime mover.				
6-Year Deliverables	Drain cleaning prime mover.				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$10,508	\$0,706	\$6,947	\$2,284	\$0,572	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$10,508	\$0,572
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources	\$10,508	\$0,706	\$6,947	\$2,284	\$0,572	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$10,508	\$0,572
Total Uses	\$10,508	\$0,706	\$6,947	\$2,284	\$0,572	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$10,508	\$0,572

1. Project Information

Project ID	ARA0012	Project Name	Track Welding Program to Repair Defects (ST18)	Project Type /ARRA	
Sponsor Department	TSSM	Managing Department	TSSM	Related Projects	CIP018
Jurisdiction	N/A	Useful Life	Various	Project Manager	Michael Brown
Project Description	This project employs flash butt welding, which enables open joints to be welded at a much faster rate. In addition, the flash butt welding process allows for thermal adjustment to our track system, reducing the occurrences of track buckling and pull-aparts. This project accounts for approximately 500 welds.				
Project Status	Construction	Operating Impact	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.		
FY2013 Planned Activities	Welding joints				
6-Year Deliverables	Weld 125 open rail joints				

2. Project Budget (1,000 \$)

Planned Funding Sources:		Total Funding										
	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total	
Federal	\$3,900	\$0,446	\$2,661	\$0,752	\$0,042	\$0,000	\$0,000	\$0,000	\$0,000	\$3,900	\$0,042	
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources	\$3,900	\$0,446	\$2,661	\$0,752	\$0,042	\$0,000	\$0,000	\$0,000	\$0,000	\$3,900	\$0,042	
Total Uses		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
		\$3,900	\$0,446	\$2,661	\$0,752	\$0,042	\$0,000	\$0,000	\$0,000	\$0,000	\$3,900	\$0,042

1. Project Information

Project ID	ARA0013	Project Name	Upgrade 3 (Three) Oldest Stations and Systems (S109)	Project Type /ARRA
Sponsor Department	CENI	Managing Department	CENI	Related Projects
Jurisdiction	N/A	Project Manager	Hitendra Patel	CIP0107, ARA0004
Useful Life	10 to 40			
Project Description	This project will upgrade or replace systems at three of the oldest Metrorail stations (Judiciary Square, Union and Rhode Island Stations) and the trackways in between them, including station signage, traction power equipment, Train Control Room upgrade, and Closed Circuit TV and PA System upgrades.			
Project Status	Construction	Operating Impact	Upgrade of public address and closed circuit televisions will add additional speakers and cameras, resulting in increased operating costs.	
FY2013 Planned Activities	Replace/upgrade three oldest stations under Red Line Rehabilitation Contract.			
6-Year Deliverables	Replace/upgrade three oldest stations under Red Line Rehabilitation Contract.			

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18
Federal	Pre-FY11 Actual	Actual	Estimate	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total
Miscellaneous	\$17,900	\$0,649	\$2,840	\$9,404	\$5,008	\$0,000	\$0,000	\$0,000	\$0,000	\$17,900	\$5,008
TJIF											
State & Local											
Operating											
Total Sources	\$17,900	\$0,649	\$2,840	\$9,404	\$5,008	\$0,000	\$0,000	\$0,000	\$0,000	\$17,900	\$5,008
Total Uses	\$17,900	\$0,649	\$2,840	\$9,404	\$5,008	\$0,000	\$0,000	\$0,000	\$0,000	\$17,900	\$5,008

1. Project Information

Project ID	ARA0014	Project Name	Bus Real-Time, Route, and Scheduling Systems (ST21)	Project Type /ARRA	
Sponsor Department	CENI	Managing Department	CENI	Related Projects	CIP042
Jurisdiction	N/A	Useful Life		Project Manager	Adam Young
Project Description	This project is for hardware and software installation, testing, and documentation costs necessary for enhancements to the Trapeze enterprise scheduling system to support bus route optimization and operational change. Also included is the Business Process Reviews and Implementation, Training, User Guides, and other technical documentation.				
Project Status	Construction	Operating Impact			
FY2013 Planned Activities	Upgrade trapeze to version 9; Business process review and implementation, Training, upgrade and integration; Trapeze FX interface; Trapeze OPS interface (MON); Trapeze ATIS data loader; OPS sign-in terminal; Custom reports bus infrastructure review				
6-Year Deliverables	Upgrade trapeze to version 9; Business process review and implementation, Training, upgrade and integration; Trapeze FX interface; Trapeze OPS interface (MON); Trapeze ATIS data loader; OPS sign-in terminal; Custom reports bus infrastructure review				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$3,000	\$0,519	\$0,896	\$1,321	\$0,263	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,263
Miscellaneous												
State & Local												
Operating												
Total Sources	\$3,000	\$0,519	\$0,896	\$1,321	\$0,263	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,263
Total Uses	\$3,000	\$0,519	\$0,896	\$1,321	\$0,263	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,263

1. Project Information

Project ID	ARA0015	Project Name	Sensitive Data Protection Technology (ST16)	Project Type /ARRA
Sponsor Department	IT	Managing Department/IT	Project Manager: Victor Iwuigo	Related Projects CIP048
Jurisdiction	N/A	Useful Life		
Project Description	This project will improve the IT enterprise infrastructure pertaining to confidentiality, integrity, availability, and accountability for Metro's sensitive data through contract services and the purchase and installation of industry standard hardware and software. This project deploys secure services to ensure that only authorized people can access sensitive information originating at Metro.			
Project Status	Construction	Operating Impact		
FY2013 Planned Activities	Conduct multiple risk assessments			
6-Year Deliverables	Conduct Risk Assessment on Data Center and Infrastructure system Conduct risk assessment on network and communications systems Conduct risk assessment on enterprise applications systems Identify management and user provisioning systems			

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11 Actual	FY11 Pre-FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal		\$3,511	\$1,591	\$0,774	\$0,102	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,511	\$0,102
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources		\$3,511	\$1,591	\$0,774	\$0,102	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,511	\$0,102
Total Uses		\$3,511	\$1,591	\$0,774	\$0,102	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,511	\$0,102

1. Project Information

Project ID	ARA0017	Project Name	Communications Equipment for Operations Control Center (ST24)	Project Type	ARRA
Sponsor Department	CENI	Managing Department	CENI	Related Projects	None
Jurisdiction	N/A	Useful Life		Project Manager	Roy Fraser

Project Description: Will allow the Carmen Turner Operations Control Center (OCC) to perform as the primary OCC. This requires the procurement and upgrade of several components, installation and test of six Projectors for the two story view wall, NTSB mandated Voice Recorder, and miscellaneous electrical work to support these upgrades.

Project Status: Close-out/Completion: Operating Impact

FY2013 Planned Activities: Project is complete

6-Year Deliverables: Complete final testing and personnel training for operation of the OCC projection system. Furnish and install new power equipment (transformers, switchgears, etc) and a power facility to convert CTF to PEPCO power.

2. Project Budget (1,000 \$)

Planned Funding Sources:		Total Funding											
	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total		
Federal	\$3,000	\$2,337	\$0,616	\$0,046	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,000	\$3,000	\$0,000
Miscellaneous													
TJIF													
State & Local													
Operating													
Total Sources	\$3,000	\$2,337	\$0,616	\$0,046	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,000	\$3,000	\$0,000
Total Uses		Total Budget											
	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total		
	\$3,000	\$2,337	\$0,616	\$0,046	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$3,000	\$0,000	\$3,000	\$0,000

1. Project Information

Project ID	ARA0019	Project Name	Bus Engine Fluid Alert System (S734)	Project Type /ARRA
Sponsor Department	BUS	Managing Department/IT		Related Projects CIP042
Jurisdiction	N/A	Useful Life: 20	Project Manager: Deven Sha	
Project Description	This project will purchase hardware and software for fluid use and inventory reports. In addition, installing and configuring the FLEETWATCH Fluid Management System at all Metro fueling stations and maintenance bay locations as well as providing electronic recording of vehicle number, mileage, amounts of diesel fuel, gasoline, CNG, engine oil, coolant, and automatic transmission fluid dispensed to buses and support vehicles at service lanes.			
Project Status	Close-out/Completion	Operating Impact		
FY2013 Planned Activities	This project is complete.			
6-Year Deliverables	This project is complete.			

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY11-16	FY13-18	
Federal	Pre-FY11 Actual	Actual	Estimate	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total	Total	
Miscellaneous	\$1,500	\$0,345	\$1,133	\$0,022	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,500	\$0,000	
TJIF												
State & Local												
Operating												
Total Sources	\$1,500	\$0,345	\$1,133	\$0,022	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,500	\$0,000	
Total Uses		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
		\$0,345	\$1,133	\$0,022	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,500	\$0,000

1. Project Information

Project ID	ARA0023	Project Name	Program Management	Project Type	ARRA
Sponsor Department	OMBS	Managing Department	OMBS	Related Projects	None
Jurisdiction	N/A	Useful Life		Project Manager	Stacy Noblitt
Project Description	This project funds the evaluation of the capital procurement processes, including ARRA reporting requirements, lessons learned, and close-out in the management of ARRA projects, to help determine what changes may be needed for more effective procurements in support of WMATA requirements.				
Project Status	Design				
FY2013 Planned Activities	Evaluation of the capital procurement processes, including ARRA projects				
6-Year Deliverables	Evaluation of the capital procurement processes, including ARRA projects				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.550	\$0.000	\$0.196	\$0.096	\$0.258	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.550	\$0.258
Miscellaneous												
TJIF												
State & Local												
Operating												
Total Sources	\$0.550	\$0.000	\$0.196	\$0.096	\$0.258	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.550	\$0.258
Total Uses	\$0.550	\$0.000	\$0.196	\$0.096	\$0.258	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.550	\$0.258

1. Project Information

Project ID	ARA0030	Project Name	MetroAccess Fleet Expansion and Replacement (ST10)	Project Type	ARRA
Sponsor Department	BUS	Managing Department	ACCS	Project Manager	Sherrie Collings
Jurisdiction	N/A	Useful Life	4	Related Projects	CIP015
Project Description	Purchase of seventy-four (74) 2009/2010 model year Ford E350 Modified Paratransit Vans and related equipment, parts, and manuals to expand the MetroAccess paratransit fleet.				
Project Status	Close-out/Completion	Operating Impact			
FY2013 Planned Activities	Project Complete. No additional planned activities.				
6-Year Deliverables	None - Complete				

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11 Actual	FY11 Estimate	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	Total Funding	\$4,150	\$3,760	\$0,000	\$0,389	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,150	\$0,000
Miscellaneous												
TIF												
State & Local												
Operating												
Total Sources		\$4,150	\$3,760	\$0,000	\$0,389	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,150	\$0,000
Total Uses		\$4,150	\$3,760	\$0,000	\$0,389	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,150	\$0,000

Reimbursable Projects

Reimbursable projects are those unique projects for which separate funding has been arranged with Metro's jurisdictional partners. Reimbursable projects were authorized by prior Board actions and are displayed for informational purposes. Information for these existing reimbursable projects includes actual expenditures of \$1.3 billion through FY2012 as well as forecasted expenditures of \$56.5 million in FY2013. It is anticipated that \$47.3 million will be expended in FY2014. Although no additional budget authority is required for FY2013, an expenditure forecast is provided for informational purposes.

Some of the most prominent Reimbursable Projects in the FY2013 and FY2014 expenditure forecast include, but are not limited to the following:

- Phase I extension of Metrorail from the Orange Line between East and West Falls Church Stations for 11.5 miles to Wiehle Avenue on the eastern edge of Reston. The extension includes five new stations, four in Tyson's Corner-Tyson's East, Tyson's Central 123, Tyson's Central 7, and Tyson's West. While this overall project is managed by the Metropolitan Washington Airports Authority, Metro lends critical expertise, oversight, systems integration, and the procurement of additional railcars to support this new service.
- Replacement of the existing Southeastern Division Bus Garage for a new facility to be constructed at Shepherd Parkway.
- Reconfiguration of the bus loop and Kiss & Ride at the King Street-Old Town Metrorail station.

Table A.2 on the following page provides a summary of Capital Reimbursable projects consistent with the available forecast at the time of the approval of the FY2013 Budget by the Board of Directors on May 24, 2012. The subsequent project pages reflect an updated expenditure forecast.

Table A.2
OTHER CAPITAL PROJECTS
Summary of Reimbursable Capital Projects: FY2013
(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Estimate	Annual Work Plan Year:					Reimbursable Total	
				FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast		FY2018 Forecast
District of Columbia										
CRB0027		\$ 2,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,339
CRB0002		17,404	0.240	-	-	-	-	-	-	17,644
CRB0031		29,822	-	-	-	-	-	-	-	29,822
CRB0073		0.112	-	-	-	-	-	-	-	0.112
CRB0078		0.020	-	-	-	-	-	-	-	0.020
CRB0036		19,499	-	-	-	-	-	-	-	19,499
CRB0004		14,685	0.984	30.379	0.069	-	-	-	-	55,355
CRB0047		0.013	-	-	-	-	-	-	-	0.013
CRB0049		1,009	-	-	-	-	-	-	-	1,009
CRB0056		0.609	-	-	-	-	-	-	-	0.609
CRB0001		15,159	0.667	0.062	0.080	-	-	-	-	15,968
CRB0052		-	-	0.019	-	-	-	-	-	0.019
CRB0057		7,008	0.000	-	-	-	-	-	-	7,008
CRB0058		1,234	-	-	-	-	-	-	-	1,234
CRB0003		108,623	1,000	-	-	-	-	-	-	109,623
CRB0096		0.219	-	-	-	-	-	-	-	0.219
CRB0100		1,412	-	-	-	-	-	-	-	1,412
CRB0107		18,096	-	-	-	-	-	-	-	18,096
CRB0111		4,510	-	-	-	-	-	-	-	4,510
CRB0119		0.094	-	0.000	-	-	-	-	-	0.094
Regional										
CRB0005		6,320	0.725	1,123	1,099	1,099	1,099	1,099	1,099	14,762
DC Subtotal		\$ 248,188	\$ 3,617	\$ 31,583	\$ 10,417	\$ 1,168	\$ 1,099	\$ 1,099	\$ 1,099	\$ 299,369
Montgomery County										
CRB0006		\$ 5,125	\$ 4,325	\$ 16,850	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,301
CRB0043		2,213	-	-	-	-	-	-	-	2,213
CRB0046		0.261	-	-	-	-	-	-	-	0.261
CRB0007		0.821	0.519	-	-	-	-	-	-	1,339
CRB0055		17,373	-	-	-	-	-	-	-	17,373
CRB0085		0.071	-	-	-	-	-	-	-	0.071
CRB0106		0.021	-	-	-	-	-	-	-	0.021
CRB0116		-	-	-	-	-	-	-	-	-
Prince George's County										
CRB0030		17,307	-	0,000	-	-	-	-	-	17,307
CRB0034		1,765	-	-	-	-	-	-	-	1,765
CRB0037		22,417	-	-	-	-	-	-	-	22,417
CRB0008		69,291	0.119	0,003	-	-	-	-	-	69,413
Maryland-wide										
CRB0009		4,990	0.557	0,816	1,076	1,076	1,076	1,076	1,076	12,819
CRB0105		10,198	-	-	-	-	-	-	-	10,198
CRB0010		466,820	0.160	0,000	-	-	-	-	-	466,980
CRB0108		0.304	0.001	-	-	-	-	-	-	0.305
Maryland Subtotal		\$ 618,978	\$ 5,680	\$ 17,670	\$ 1,076	\$ 1,076	\$ 1,076	\$ 1,076	\$ 1,076	\$ 648,784

Washington Metropolitan Area Transit Authority

Summary of Reimbursable Capital Projects: FY2013

(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Estimate	Annual Work Plan Year:		FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	Reimbursable Total
				FY2013 Forecast	FY2014 Forecast				
Virginia									
Alexandria, City of									
CRB0023 Alexandria Rail Yard - EA	\$ 0.094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.094
CRB0032 Crystal City - Potomac (Alex)	-	0.049	-	-	-	-	-	-	0.232
CRB0011 Eisenhower Avenue Station Entrance	-	0.126	0.107	-	-	-	-	-	4.164
CRB0012 King Street Station Bus Loop Reconfiguration	-	0.025	0.504	3.240	0.395	-	-	-	16.349
CRB0075 King Street Station Improvements	16.349	-	-	-	-	-	-	-	0.187
CRB0113 Potomac Yards	0.187	-	-	-	-	-	-	-	3.103
CRB0013 Potomac Yard Alt. Analysis	0.225	0.335	1.194	1.080	0.270	-	-	-	4.263
CRB0014 Royal Street Bus Garage Replacement	1.865	2.398	-	-	-	-	-	-	0.780
Arlington County									
CRB0064 Arlington County Project Mgmt.	0.780	-	-	-	-	-	-	-	14.644
CRB0025 Ballston Station Improvements	14.487	0.154	0.003	-	-	-	-	-	0.361
CRB0068 Clarendon Station Improvements	0.148	0.213	-	-	-	-	-	-	3.890
CRB0015 Columbia Pike Street Car NEPA & PE	0.250	1.777	1.591	0.272	-	-	-	-	0.962
CRB0016 Bus Super Stop Prototype	0.069	0.229	0.663	-	-	-	-	-	0.347
CRB0070 Crystal City Canopy	0.347	-	-	-	-	-	-	-	0.130
CRB0080 Rosslyn Access Improvements	0.130	-	(0.000)	-	-	-	-	-	4.190
CRB0042 Rosslyn Station New Entrance	3.811	0.162	0.217	-	-	-	-	-	5.074
CRB0044 Shirlington Bus Station	5.074	-	-	-	-	-	-	-	0.007
CRB0117 Shirlington Garage Design Study	0.007	-	-	-	-	-	-	-	0.018
Fairfax County									
CRB0026 Bus Stop Signs 600 in Fairfax	-	-	0.018	-	-	-	-	-	16.608
CRB0033 Franconia/Springfield Garage	16.601	0.007	-	-	-	-	-	-	32.699
CRB0035 Huntington Parking Structure	32.699	-	-	-	-	-	-	-	1.791
CRB0006 Springfield Circulator	1.791	-	-	-	-	-	-	-	0.498
CRB0082 TAGS Shuttle Buses	0.498	-	-	-	-	-	-	-	0.733
CRB0050 Vienna/Fairfax-GMU Parking Structure	0.733	-	-	-	-	-	-	-	26.163
CRB0051 Vienna Parking Structure	26.163	-	-	-	-	-	-	-	0.049
CRB0053 Vienna Station Improve - Pulte Home	0.049	-	-	-	-	-	-	-	1.840
CRB0017 Vienna Mezzanine Stairs	-	0.416	1.425	-	-	-	-	-	16.842
CRB0054 West Falls Church Parking Structure	16.709	0.054	0.080	-	-	-	-	-	2.617
CRB0084 West Fall Church Bus Bays	2.250	0.319	0.047	-	-	-	-	-	0.825
Virginia-wide									
CRB0018 Project Development	5.481	0.452	0.595	0.825	0.825	0.825	0.825	0.825	11.478
CRB0029 Crystal City/Potomac Yard	1.095	0.173	0.021	-	-	-	-	-	1.289
CRB0019 Dulles Extension Design/Build	12.190	40.131	40.603	39.620	43.533	26.597	164.250	53.078	465.321
CRB0059 Dulles Preliminary Engineering/NEPA	57.969	-	-	-	-	-	-	-	57.969
CRB0020 Dulles Phase 2 (PE)	-	0.617	0.820	-	-	-	-	-	1.438
CRB0120 VA Station Name Changes	0.775	0.005	-	-	-	-	-	-	0.780
Virginia Subtotal	\$ 218.827	\$ 47.642	\$ 47.887	\$ 45.037	\$ 45.023	\$ 46.142	\$ 165.075	\$ 53.903	\$ 696.911
All Jurisdictional and Other Partners									
CRB0021 6000-Series Rail Cars Base Contract	\$ 112.152	\$ 6.809	\$ (0.723)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 118.238
CRB0022 Regional Travel Training ACCS	0.091	0.512	0.471	-	-	-	-	-	1.075
CRB0039 Fiber Optic Cable Installation	2.414	0.086	-	-	-	-	-	-	2.500
CRB0038 Precision Stopping	0.452	0.415	-	-	-	-	-	-	0.867
CRB0041 IT Communication Enhancement	1.421	0.004	-	-	-	-	-	-	1.425
CRB0060 Regional Fare Int. (MTA)	6.114	0.025	-	-	-	-	-	-	6.139
MISC0005 Tax Advantage Lease Program	7.028	0.083	0.054	-	-	-	-	-	7.165
All Jurisdiction Subtotal	\$ 129.672	\$ 7.935	\$ (0.197)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137.410
Total	\$ 1,215.665	\$ 64.874	\$ 96.943	\$ 56.530	\$ 47.268	\$ 48.317	\$ 167.250	\$ 56.078	\$ 1,782.473
Rollover				0.576					
Grand Total	\$ 1,215.665	\$ 64.874	\$ 96.943	\$ 57.106	\$ 47.268	\$ 48.317	\$ 167.250	\$ 56.078	\$ 1,782.473

1. Project Information

Project ID	CRB0001	Project Name	Anacostia Light Rail Demonstration	Project Type	Reimbursable
Sponsor Department	CENV	Managing Department	CENV	Related Projects	None
Jurisdiction	District of Columbia	Useful Life	-	Project Manager	Ken Morford

Project Description
This project will develop a streetcar for a corridor east of the Anacostia River.

Project Status
Construction Operating Impact None. The operator for this project has yet to be determined.

FY2013 Planned Activities
Perform scheduled maintenance of streetcars stored on WMATA property

6-Year Deliverables
Perform scheduled maintenance of streetcars stored on WMATA property Update agreement with DDOT for this reimbursable project

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal											\$0.000	\$0.000
Miscellaneous												
TIIF												
State & Local		15,159	0,667	0,062	2,086	-	-	-	-	-	17,974	2,086
Operating												
Total Sources		\$15,159	\$0,667	\$0,062	\$2,086	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$17,974	\$2,086

Total Budget		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Total Uses		\$15,159	\$0,667	\$0,062	\$2,086	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$17,974	\$2,086

1. Project Information

Project ID	CRB0004	Project Name	Southeast Bus Garage Replacement	Project Type	Reimbursable
Sponsor Department	TIES	Managing Department	MICAP	Project Manager	John Thomas / Edward Shepperson
Jurisdiction	District of Columbia	Useful Life	-	Related Projects	AFAC002
Project Description	This project will replace the Southeastern Bus Garage, which was built in 1972, with a facility to be built at Shepherd Parkway that includes space for bus parking, maintenance bays, fuel service, bus wash lanes, and transportation and maintenance offices.				
Project Status	Construction	Operating Impact	-		
FY2013 Planned Activities	Issue a final completion certificate for design/build contract. Complete installation of IT elements and open garage for service in September 2012.				
6-Year Deliverables	Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage. Procure and install CNG fueling equipment.				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.000										\$0.000	\$0.000
Miscellaneous	0.000										-	-
TIIF												
State & Local	55,355	14,685	0,984	30,379	9,238	0,069	-	-	-	-	55,355	9,307
Operating	0.000										-	-
Total Sources	\$55,355	\$14,685	\$0,984	\$30,379	\$9,238	\$0,069	\$0,000	\$0,000	\$0,000	\$0,000	\$40,670	\$9,307
Total Uses	\$55,355	\$14,685	\$0,984	\$30,379	\$9,238	\$0,069	\$0,000	\$0,000	\$0,000	\$0,000	\$40,670	\$9,307

1. Project Information

Project ID	CRB0005	Project Name	Project Development	Project Type	Reimbursable
Sponsor Department	DGMA	Managing Department	DGMA	Related Projects:	CRB0009 and CRB0018
Jurisdiction	District of Columbia	Useful Life	N/A	Project Manager:	Robin McElhenny

Project Status: Planning Operating Impact: N/A

This project is for regional and local jurisdictional transit planning for new transit services in high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development in the District of Columbia.

FY2013 Planned Activities: Complete the following: 1. Enfant-Second Entrance Study, Foggy Bottom Station Second Entrance Study Update, and Tenleytown Bus Facility Analysis. Continuation of the following: DC Priority Bus Corridors Traffic Simulation, Light Rail Train/Streetcar Interpretability Phase 2, Core Capacity Interline Connection, and Bus Data Collection.

6-Year Deliverables: Planning and development for conceptual designs for new transit services in high priority corridors; Station access and capacity improvements; Support for joint development.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16	FY13-18
											Total	Total
Federal	\$0.000										\$0.000	\$0.000
Miscellaneous	0.000										-	-
TIIF	17.377	6.412	0.725	1.123	3.622	1.099	1.099	1.099	1.099	1.099	8.767	9.117
State & Local	0.000										-	-
Operating												
Total Sources	\$17.377	\$6.412	\$0.725	\$1.123	\$3.622	\$1.099	\$1.099	\$1.099	\$1.099	\$1.099	\$8.767	\$9.117

Total Budget	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16	FY13-18
										Total	Total
\$17.377	\$6.412	\$0.725	\$1.123	\$3.622	\$1.099	\$1.099	\$1.099	\$1.099	\$1.099	\$8.767	\$9.117

1. Project Information

Project ID	CRB0008	Project Name	New Carrollton Rail Yard Expansion	Project Type	Reimbursable
Sponsor Department	CENI	Managing Department	M/CAP	Related Projects	None
Jurisdiction	Prince George's County	Useful Life			
		Project Manager	Thomas / Patrick Verdon		
Project Description	This project will build a new 20 railcar service, inspection shop, and new loop track at the New Carrollton Rail Yard.				
Project Status	Design	Operating Impact			
FY2013 Planned Activities	This project is in the close out stage.				
6-Year Deliverables	No current planned activities				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16		FY13-18	
											Total	Total	Total	Total
Federal	\$0.000										\$0.000	\$0.000		
Miscellaneous	0.000										-	-		
TIIF														
State & Local	70.375	69.291	0.119	0.003	0.962	-	-	-	-	-	70.375	70.375	0.962	0.962
Operating	0.000										-	-		
Total Sources	\$70.375	\$69.291	\$0.119	\$0.003	\$0.962	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$70.375	\$70.375	\$0.962	\$0.962
Total Uses	\$70.375	\$69.291	\$0.119	\$0.003	\$0.962	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$70.375	\$70.375	\$0.962	\$0.962

1. Project Information

Project ID: CRB0009 Project Name: Project Development Project Type: Reimbursable
 Sponsor Department: DGMA Managing Department: DGMA Project Manager: Robin McElhenny Related Projects: CRB0005 and CRB0018
 Jurisdiction: Maryland-wide Useful Life: N/A

Project Description
 This project is for regional and local jurisdiction transit planning for new transit services in high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development in Maryland.

Project Status
 Planning Operating Impact: N/A

FY2013 Planned Activities
 Continuation of station planning in support of Training & Organizational Development Department at designation stations, such as New Carrollton, Shady Grove, Glenmont, and Largo Town Center. Additionally, station capacity at pedestrian simulation at the Silver Spring Station, participation in local land use studies, and continuation of the following regional projects: Light Rail Train/Streetcar Interoperability Phase 2, Core Capacity Interline Connection, and Bus Data Collection.

6-Year Deliverables
 Planning and development for conceptual designs for new transit services in high priority corridors; Station access and capacity improvements; Support for joint development.

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal											\$0.000	\$0.000
Miscellaneous												
TIIF												
State & Local		6.278	0.557	0.816	1.724	1.076	1.076	1.076	1.076	1.076	6.325	7.104
Operating												
Total Sources		\$14.755	\$0.557	\$0.816	\$1.724	\$1.076	\$1.076	\$1.076	\$1.076	\$1.076	\$6.325	\$7.104
Total Uses		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
		\$14.755	\$6.278	\$0.557	\$0.816	\$1.724	\$1.076	\$1.076	\$1.076	\$1.076	\$6.325	\$7.104

1. Project Information

Project ID	CRB0011	Project Name	Eisenhower Station Entrance	Project Type	Reimbursable
Sponsor Department	CENI	Managing Department	M/CAP	Related Projects	None
Jurisdiction	City of Alexandria	Useful Life		Project Manager	John Thomas

Project Description: This project funds the construction of a second entrance on the north side of Eisenhower Avenue as a means of enhancing pedestrian access to the station.

Project Status: Design Operating Impact: N/A

FY2013 Planned Activities: Continue construction of entrance on the north side of the station.

6-Year Deliverables: Construction of a second entrance on the north side of Eisenhower Avenue.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total		FY13-18 Total	
											FY11-16 Total	FY13-18 Total		
Federal	\$0.000										\$0.000	\$0.000		
Miscellaneous	0.000													
TIIF	1.800		0.126	0.107	1.568						1.800	1.800		1.568
State & Local	0.000													
Operating	\$1.800	\$0.000	\$0.126	\$0.107	\$1.568	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.800	\$1.800	\$1.800	\$1.568
Total Sources														
Total Uses														

1. Project Information

Project ID	CRB0012	Project Name	King Street Station Bus Loop Reconfiguration	Project Type	Reimbursable
Sponsor Department	CENI	Managing Department	M/CAP	Related Projects	None
Jurisdiction	City of Alexandria	Useful Life		Project Manager	John Thomas

Project Description: This project will finalize the best reconfiguration for the bus loop, Kiss & Ride, and construct the improvements at the King Street Metro Station.

Project Status: Design Operating Impact

FY2013 Planned Activities: Begin construction of the bus loop.

6-Year Deliverables: Reconfigured Bus loop and Kiss & Ride.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Miscellaneous	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TIIF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
State & Local	4.164	0.025	0.504	3.240	0.395	-	-	-	-	4.164	3.635
Operating	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Sources	\$4.164	\$0.000	\$0.025	\$3.240	\$0.395	\$0.000	\$0.000	\$0.000	\$0.000	\$4.164	\$3.635

Total Budget	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
	\$4.164	\$0.000	\$0.025	\$3.240	\$0.395	\$0.000	\$0.000	\$0.000	\$0.000	\$4.164	\$3.635

1. Project Information

Project ID: CRB0013 Project Name: Potomac Yard Alternatives Analysis Project Type: Reimbursable
 Sponsor Department: TIES Managing Department: MCAP Project Manager: John Thomas Related Projects: None
 Jurisdiction: City of Alexandria Useful Life: 50

Project Description
 This project will fund a study of a new Metrorail station on the Blue-Yellow lines between National Airport and Braaddock Road Stations.

Project Status
 Design Operating Impact

FY2013 Planned Activities
 Draft Environmental Impact Statement is ongoing. Conduct public hearing. Selection of locally preferred alternative.

6-Year Deliverables
 Preparation and distribution of an Environmental Impact Statement. Conduct public hearing. Prepare preliminary engineering documents. Prepare contract documents.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total		FY13-18 Total	
											FY11-16 Total	FY13-18 Total	FY11-16 Total	FY13-18 Total
Federal	\$0.000										\$0.000	\$0.000		
Miscellaneous	0.000													
TIIF	3.000	0.225	0.335	1.194	1.080	0.270	-	-	-	-	-	3.103	-	1.350
State & Local	0.000													
Operating														
Total Sources	\$3.000	\$0.225	\$0.335	\$1.194	\$1.080	\$0.270	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.879	\$0.000	\$1.350
Total Uses	\$3.000	\$0.225	\$0.335	\$1.194	\$1.080	\$0.270	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.879	\$0.000	\$1.350

1. Project Information

Project ID: CRB0015 Project Name: Columbia Pike - NEPA and Small Starts Project Type: Reimbursable
 Sponsor Department: CHOS Managing Department: CHOS Project Manager: John Dittmeier Related Projects: CRB0016
 Jurisdiction: Arlington County Useful Life: N/A (study)

Project Description
 This project entails conducting the environmental documentation and related engineering for the Columbia Pike Transit Initiative, for which Arlington County is the current project sponsor and will deliver the project through design, right-of-way acquisition, construction, operations, and maintenance.

Project Status
 Planning Operating Impact: Should Arlington County implement streetcar project, a reduction of Metrobus service and operating costs would result no sooner than FY2018.

FY2013 Planned Activities
 Arlington and Fairfax Counties to select streetcar build alternative; project will end in FY2013

6-Year Deliverables
 Subject to availability of funding, Arlington County will design and build the streetcar line by Fall 2017.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.000										\$0.000	\$0.000
Miscellaneous	0.000										-	-
TIIF	0.000		1.777	1.591	0.442	-	-	-	-	-	-	0.442
State & Local	4.060	0.250	1.777	1.591	0.442	-	-	-	-	-	4.060	-
Operating	0.000										-	-
Total Sources	\$4.060	\$0.250	\$1.777	\$1.591	\$0.442	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.060	\$0.442
Total Uses	\$4.060	\$0.250	\$1.777	\$1.591	\$0.442	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.060	\$0.442

1. Project Information

Project ID	CRB0016	Project Name	Columbia Pike Super Stops	Project Type	Reimbursable
Sponsor Department	CENI	Managing Department	CENI	Related Projects	CBR0015
Jurisdiction	Arlington County	Useful Life	20	Project Manager	Royland Fraser

Project Description
This project funds a pilot program to construct two prototype bus super stops. The three planned super stops are located along Columbia Pike at the NW and SW corner of Dinmiddle Street and the SE corner of Walter Reed Drive.

Project Status
Design
Operating Impact
Facilities maintained by Arlington County. No impact on Metro operations.

FY2013 Planned Activities
Complete construction and commissioning of Super Stop at Walter Reed & Columbia Pike

6-Year Deliverables
Complete construction of one Super Stop

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.000										\$0.000	\$0.000
Miscellaneous	0.000										-	-
TIIF	2.000	0.069	0.229	0.663	1.038	-	-	-	-	-	2.000	1.038
State & Local	0.000										-	-
Operating												
Total Sources	\$2.000	\$0.069	\$0.229	\$0.663	\$1.038	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.000	\$1.038
Total Uses	\$2.000	\$0.069	\$0.229	\$0.663	\$1.038	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.000	\$1.038

1. Project Information

Project ID: CRB0017 Project Name: Vienna Station Mezzanine Stair Project Type: Reimbursable
 Sponsor Department: CENI Managing Department: CENI Project Manager: Hitendra Patel Related Projects: None
 Jurisdiction: Fairfax County Useful Life: 30

Project Description This project will include design and construction of a new stairway, new foundations, and a mezzanine extension to relieve congestion at the Vienna/Fairfax - GMU Station alongside the outbound escalator to the platform.

Project Status Design Operating Impact Additional space on mezzanine and a new stairway will result in marginally increased maintenance costs.

FY2013 Planned Activities Stairs open to public in May 2012. Project is in close out stage.

6-Year Deliverables Project is in close out stage.

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal											\$0.000	\$0.000
Miscellaneous												
TIIF			0.416	1.425	0.160						2.000	0.160
State & Local												
Operating												
Total Sources		\$0.000	\$0.416	\$1.425	\$0.160	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.000	\$0.160
Total Uses		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
		\$0.000	\$0.416	\$1.425	\$0.160	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.000	\$0.160

1. Project Information

Project ID	CRB0018	Project Name	Project Development	Project Type	Reimbursable
Sponsor Department	DGMA	Managing Department	DGMA	Related Projects:	CRB0005 and CRB0009
Jurisdiction	Virginia-wide	Useful Life	N/A	Project Manager:	Robin McElhenny

Project Status: Planning Operating Impact: N/A

Project Description
This project is for regional and local jurisdictional transit planning for new transit services in high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development in Virginia.

FY2013 Planned Activities
Continuation of the Crystal City Station Improvement Study and initiatives of a Van Dorn Station Improvement Study as well as other station planning studies in Fairfax and Arlington Counties, continuation of stakeholder participation in local land use studies, and continuation of the following regional projects: Light Rail Train/Streetcar Interoperability Phase 2, Core Capacity Interline Connection, and Bus Data Collection.

6-Year Deliverables
Planning and development for conceptual designs for new transit services in high priority corridors; Station access and capacity improvements; Support for joint development.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.000										\$0.000	\$0.000
Miscellaneous	0.000										-	-
TIIF	12.085	6.088	0.452	0.595	0.825	0.825	0.825	0.825	0.825	0.825	10.435	4.950
State & Local												
Operating	0.000										-	-
Total Sources	\$12.085	\$6.088	\$0.452	\$0.595	\$0.825	\$0.825	\$0.825	\$0.825	\$0.825	\$0.825	\$4.347	\$4.950

Total Budget	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
\$12.085	\$6.088	\$0.452	\$0.595	\$0.825	\$0.825	\$0.825	\$0.825	\$0.825	\$0.825	\$4.347	\$4.950

1. Project Information

Project ID: CRB0019 Project Name: Dulles Phase I - Metrorail Extension Design-Build Project Type: Reimbursable
 Sponsor Department: TIES Managing Department: MCAP Project Manager: Ildefonso Burgos Related Projects: CRB0020
 Jurisdiction: Virginia-wide Useful Life: 50

Project Description
 The Silver Line extension is being built in two phases. Phase 1 runs from East Falls Church to Wiehle Avenue in Reston and has four stations in Tysons Corner. Phase 1 is 11.7 miles long. The new heavy rail line shares the Orange Line tracks from East Falls Church and branches off to the Dulles Connector Road (Route 267) west to Route 123 and Route 7 in Tysons Corner.

Project Status
 Design Operating Impact: Utility costs, maintenance material costs, and personnel costs for maintenance and operations

FY2013 Planned Activities
 Provide Oversight and Technical Review for WMATA Deliverables which include Railcars, Non-Revenue Vehicles, Automatic Fare Collection, Communication Backbone Upgrade, Rail Operations Center Upgrade, System Graphics, Art in Transit and Non-Revenue Vehicles.

6-Year Deliverables
 Provide technical oversight. Procure rail cars and non-revenue vehicles, equipment and furniture. Revise the communication backbone to connect the extension to the remainder of the system. Update Rail Operations Computer System (ROCS). Procure and install fare collection equipment.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	50,000										50,000	50,000
Miscellaneous	0,000											
TIIF	0,000											
State & Local	478,718	12,190	40,131	40,603	39,620	43,533	45,317	26,597	164,250	53,078	235,801	372,395
Operating	0,000											
Total Sources	\$478,718	\$12,190	\$40,131	\$40,603	\$39,620	\$43,533	\$45,317	\$26,597	\$164,250	\$53,078	\$235,801	\$372,395
Total Uses	\$478,718	\$12,190	\$40,131	\$40,603	\$39,620	\$43,533	\$45,317	\$26,597	\$164,250	\$53,078	\$235,801	\$372,395

1. Project Information

Project ID	CRB0020	Project Name	Dulles Phase 2 (PE)	Project Type	Reimbursable
Sponsor Department	TIES	Managing Department	MCAP	Related Projects	CRB0019
Jurisdiction	Virginia-wide	Useful Life	-	Project Manager	Ildefonso Burgos

Project Status: Design Operating Impact: Utility costs, maintenance material costs, and personnel costs for maintenance and operations

FY2013 Planned Activities: Provide technical oversight for the review of 100% PE documents

6-Year Deliverables: Provide technical oversight.

Phase 2 of the Dulles Extension (Silver Line) will run from Wiehite Avenue in Reston to just west of Ashburn. Phase 2 is 11.5 miles. The new heavy rail line shares the Orange Line tracks from East Falls Church and branches off to the Dulles Connector Road (Route 267) west to Route 123 and Route 7 in Tysons Corner. It then follows the Dulles Toll Road (also Route 267) through Reston, Herndon, Dulles Airport, and on to Ashburn.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16	FY13-18
											Total	Total
Federal	\$0.000										\$0.000	\$0.000
Miscellaneous	0.000										-	-
TIIF	0.000										-	-
State & Local	3.500		0.617	0.820	2.062	-	-	-	-	-	3.500	2.062
Operating	0.000										-	-
Total Sources	\$3.500	\$0.000	\$0.617	\$0.820	\$2.062	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$3.500	\$2.062
Total Uses	\$3.500	\$0.000	\$0.617	\$0.820	\$2.062	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$3.500	\$2.062

1. Project Information

Project ID	CRB0021	Project Name	6000 Rail Car Purchase - Base	Project Type	Reimbursable
Sponsor Department	CENV	Managing Department	CENV	Related Projects	N/A
Jurisdiction	All Jurisdictions	Useful Life	-	Project Manager	Ken Morford

Project Description
This project funds the procurement of 184 cars to support the increase in fleet requirements as part of the Largo extension and Metro Matters Program.

Project Status
Design
Operating Impact: No operating impact; all cars have been delivered and are in revenue service

FY2013 Planned Activities
All cars have completed final acceptance. Remaining activity is completion of the Vehicle Management/Monitoring System upgrade.

6-Year Deliverables
Completion of extended warranty. Completion of Vehicle Management/Monitoring System upgrade.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16		FY13-18	
											Total	Total	Total	Total
Federal	\$0.000										\$0.000	\$0.000		
Miscellaneous	0.000													
TIIF	120.000	112.152	6.809	(0.723)	1.762	-	-	-	-	-	-	120.000	-	1.762
State & Local														
Operating	0.000													
Total Sources	\$120.000	\$112.152	\$6.809	(\$0.723)	\$1.762	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$120.000	\$120.000	\$1.762

Total Uses	Total Budget	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16		FY13-18	
											Total	Total	Total	Total
	\$120.000	\$112.152	\$6.809	(\$0.723)	\$1.762	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$120.000	\$120.000	\$1.762

1. Project Information

Project ID	CRB0022	Project Name	Regional Travel Training ACCS	Project Type	Reimbursable
Sponsor Department	ACCS	Managing Department	ACCS	Related Projects	JARC and New Freedom Grants
Jurisdiction	All Jurisdictions	Useful Life	2	Project Manager	Sherrie Collings
Project Description	Regional Travel Training Project, a partnership between Metro and three Centers for Independent Living in Maryland, Virginia, and the District of Columbia, promotes travel training for people with disabilities enabling use of Metro's accessible fixed route service.				
Project Status	Construction	Operating Impact	Increased use of accessible fixed route by persons with disabilities reduces reliance on MetroAccess. Each trip diverted saves Metro approximately \$44.		
FY2013 Planned Activities	Processing of final invoices and closeout meetings with all stakeholders				
6-Year Deliverables	Final year of a two-year project - complete travel training to people with disabilities in Maryland, Virginia, and the District of Columbia to enable use of accessible fixed route transit; Complete and closeout project				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal										\$0.000	\$0.000
Miscellaneous											
TIIF											
State & Local		0.091	0.512	0.471	0.160	-	-	-	-	1,234	0.160
Operating											
Total Sources	\$1,234	\$0,091	\$0,512	\$0,471	\$0,160	\$0,000	\$0,000	\$0,000	\$0,000	\$1,234	\$0,160
Total Uses	\$1,234	\$0,091	\$0,512	\$0,471	\$0,160	\$0,000	\$0,000	\$0,000	\$0,000	\$1,234	\$0,160

1. Project Information

Project ID: CRB0025 Project Name: Ballston Station Improvements Project Type: Reimbursable
 Sponsor Department: MCAP Managing Department: MCAP Project Manager: John Thomas Related Projects: N/A
 Jurisdiction: Arlington County Useful Life: -

Project Description This project adds an additional elevator next to the existing elevator on the north side of the Ballston Station east entrance as well as two new elevators and a connecting passageway on the south side of the entrance.

Project Status Design Operating Impact: -

FY2013 Planned Activities This project is complete and is in close-out stage.

6-Year Deliverables No current planned activities

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	Total Funding	\$0.000	\$0.154	\$0.003	\$0.120	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Miscellaneous		0.000										
TIIF		0.000	0.154	0.003	0.120	-	-	-	-	-	-	0.120
State & Local		14.763	14.487								14.763	
Operating		0.000										
Total Sources		\$14.763	\$14.487	\$0.003	\$0.120	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.763	\$0.120
Total Uses		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
		\$14.763	\$14.487	\$0.003	\$0.120	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.763	\$0.120

1. Project Information

Project ID	CRB0029	Project Name	Crystal City/Potomac Yard	Project Type	Reimbursable
Sponsor Department	PLUD	Managing Department	PLUD	Related Projects	N/A
Jurisdiction	Virginia-wide	Useful Life	0	Project Manager	Wendy Jia

Project Description: Completed Environmental Review in 2007 and 2010 (revised CE). Currently undertaking the Crystal City/Potomac Yards Transit way Operating Plan

Project Status: Close-out/Completion
Operating Impact: The operating plan will assist Metro's service implementation for the opening of CCPY transitway in 2013, including service design, scheduling, fleet requirements, marketing and service supervision. The plan will also formulate access policies for the transitway operations.

FY2013 Planned Activities: Project is in close-out phase

6-Year Deliverables: Project is in close-out phase

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total		FY13-18 Total	
											\$0.000	\$0.000	\$0.000	\$0.000
Federal	0.000													
Miscellaneous	0.000													
TIIF	1.506	1.095	0.173	0.021	0.217	-	-	-	-	-	-	1.506	-	0.217
State & Local	0.000													
Operating	0.000													
Total Sources	\$1.506	\$1.095	\$0.173	\$0.021	\$0.217	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.506	\$0.000	\$0.217

Total Budget	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total		FY13-18 Total	
										\$0.000	\$0.000	\$0.000	\$0.000
Total Uses	\$1.506	\$1.095	\$0.021	\$0.217	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.506	\$0.000	\$0.217

1. Project Information

Project ID: CRB0042 Project Name: Rosslyn Station New Entrance Project Type: Reimbursable
 Sponsor Department: CENI Managing Department: M/CAP Project Manager: Thomas Robinson Related Projects: N/A
 Jurisdiction: Arlington County Useful Life: 0

Project Description This project is for the construction of a new Rosslyn Station Entrance, authorized by Arlington County. The station will consist of 3 new high speed elevators, an underground station mezzanine connection, an emergency stairway, and related infrastructure and improvements.

Project Status Design Operating Impact THE NEW FACILITIES WILL REQUIRE OPERATIONS AND MAINTENANCE PERSONNEL TO PROVIDE MAINTENANCE. THE NEW FACILITY WILL HAVE NW POWER REQUIREMENTS. THE NEW KIOSK WILL REQUIRE OPERATIONS STAFFING

FY2013 Planned Activities Construct a new entrance at Rosslyn Station.

6-Year Deliverables Construct a new entrance at Rosslyn Station. Three new high-speed elevators, and underground station mezzanine and passageway connection. An emergency stairway.

2. Project Budget (1,000 \$)

Planned Funding Sources:		FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	Total Funding	\$0.000								\$0.000	\$0.000
Miscellaneous		0.000									
TIIF		5.089	0.217	0.899						5.089	0.899
State & Local		0.000									
Operating											
Total Sources		\$5.089	\$0.162	\$0.217	\$0.899	\$0.000	\$0.000	\$0.000	\$0.000	\$5.089	\$0.899
Total Uses		\$5.089	\$0.162	\$0.217	\$0.899	\$0.000	\$0.000	\$0.000	\$0.000	\$5.089	\$0.899

1. Project Information

Project ID	CRB0052	Project Name	U St Stat 14 St Bus Access Improvement	Project Type	Reimbursable
Sponsor Department	BPLN	Managing Department	BPLN	Project Manager	Jim Hamre
Jurisdiction	District of Columbia	Useful Life	-	Related Projects	N/A
Project Description	Improve bus signage at U Street and 14th Street				
Project Status	Close-out/Completion	Operating Impact	N/A		
FY2013 Planned Activities	Project is complete				
6-Year Deliverables	Project is complete				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal										\$0.000	\$0.000
Miscellaneous											
TIIF											
State & Local		0.481	0.019							0.500	
Operating											
Total Sources	\$0.500	\$0.481	\$0.019	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$0.000
Total Uses	\$0.500	\$0.481	\$0.019	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$0.000

1. Project Information

Project ID	CRB0084	Project Name	West Fall Church Bus Bays	Project Type	Reimbursable
Sponsor Department	MCAP	Managing Department	CENI	Related Projects	N/A
Jurisdiction	Fairfax County	Useful Life	-	Project Manager	Raj Sarkar
Project Description	This project will fund a Pedestrian Canopy at North Bus Bays (Commuter Bus Bays) that includes drainage and lighting improvements.				
Project Status	Design	Operating Impact	None		
FY2013 Planned Activities	This project has been completed				
6-Year Deliverables	No current planned activities				

2. Project Budget (1,000 \$)

Planned Funding Sources:		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal											\$0.000	\$0.000
Miscellaneous												
TIIF			0.319	0.047	0.133	-	-	-	-	-	2,750	0.133
State & Local		2,250										
Operating												
Total Sources		\$2,750	\$0,319	\$0,047	\$0,133	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,750	\$0,133
Total Uses		Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
		\$2,250	\$0,319	\$0,047	\$0,133	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,750	\$0,133

Safety and Security Projects

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, mostly of which comes from the Department of Homeland Security. Under U.S. Department of Homeland Security grant regulations, grants may be expended over a period of 18 to 24 months.

Safety and Security projects were authorized by prior Board actions and are displayed for informational purposes. Information for these existing Safety and Security projects includes actual expenditures of \$22.3 million through FY2012. It is anticipated that the balance of \$38.1 million will be expended in FY2013. Although no additional budget authority is required for FY2013, an expenditure forecast is provided for informational purposes.

Some of the most prominent Safety and Security Projects in FY2012 and FY2013 expenditure forecast include, but are not limited to the following:

- Expansion of the Closed Circuit TV system by installing an onboard surveillance system on buses, with remote access available for police.
- Installation of Closed Circuit TV cameras and intelligent video behavior analysis to detect intrusions and suspicious activities at shaft and portal locations in close proximity to underwater tunnel locations, as well as other high risk shaft/portal locations in the Metrorail system.
- Installation of a system of countermeasures consisting of a 6-foot pivoting gate with a card swipe for access control with auditory and visual alarms to indicate unauthorized entry.
- Installation of CCTV cameras with video analytics capability to detect intrusions and suspicious activities at shafts and portal locations in the Metrorail system

Table A.3 on the following page provides a summary of Safety & Security projects consistent with the available forecast at the time of the approval of the FY2013 Budget by the Board of Directors on May 24, 2012. The subsequent project pages reflect an updated expenditure forecast.

Table A.3
OTHER CAPITAL PROJECTS
Summary of Safety & Security Projects: FY2013
(dollars in millions)

	Pre-FY2011		FY2011		FY2012		Annual Work Plan Year:		FY2014		FY2015		FY2016		FY2017		FY2018		Grand Total			
	Actual		Actual	Estimate	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	Total FY2011-16	Total									Total	
SEC0001 Bus Garage Security	\$ 0.580	\$ 2.047	\$ 3.178	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.804	
SEC0002 Cameras on Buses	-	-	4.979	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	0.010	4.989	
SEC0003 Cameras on Rail Cars	-	0.007	0.088	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.024	7.118	
SEC0004 CV and Access Control	-	0.040	1.086	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	10.082	11.208	
SEC0005 Chemical Detection	-	-	1.306	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.306	
SEC0006 Metrorail Station Camera	-	0.035	2.689	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.725	
SEC0007 Montgomery Garage	-	-	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.046	
SEC0008 PG Radio Upgrade	0.284	0.122	-	-	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.500	
SEC0009 Platform Security	-	0.038	0.356	-	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	5.855	6.250	
SEC0010 PROTECT Systems	-	0.606	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.606	
SEC0011 Radio Redundancy AOCC	0.090	0.129	4.442	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	3.875	8.445	
SEC0012 Vent Intrusion Detection	-	-	0.014	0.014	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.500	11.514	
SEC0030 Mobile Emergency Response Vehic	-	0.141	0.002	0.002	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.176	
Total	\$ 0.953	\$ 3.166	\$ 18.162	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 38.496	\$ 60.777	
Rollover																						
Grand Total	\$ 0.953	\$ 3.166	\$ 18.162	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 38.077	\$ 60.777	

1. Project Information

Project ID: SEC0001 Project Name: Bus Garage Security Project Type: Safety & Security
 Sponsor Department: MTPD Managing Department: CENI Project Manager (raj): Sarkar Related Projects: SEC0007, ARA0007
 Jurisdiction: N/A Useful Life: 7 to 10

Project Description: This project will fund a combination of hardening measures for bus garages based on an assessment of their individual needs. The measures include fencing, lighting, guard booths, entry/exit gates, access control, bollards, and closed circuit television cameras.

Project Status: Construction Operating Impact: The project will reduce the risk of a transit bus becoming a delivery device for Vehicle-Borne Improvised Explosive Device (VBIED) by deterring and detecting attempts by terrorists to access the buses while at the garage. This reduces the risk of loss of a bus or critical regional infrastructure due to the VBIED.

FY2013 Planned Activities: Closeout activities; project completed ahead of forecast

6-Year Deliverables: Project is in closeout stage.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$5,836	\$0,580	\$2,047	\$3,178	\$0,032	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$5,836	\$0,032
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$5,836	\$0,580	\$2,047	\$3,178	\$0,032	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$5,836	\$0,032
Total Uses	\$5,836	\$0,580	\$2,047	\$3,178	\$0,032	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$5,836	\$0,032

1. Project Information

Project ID	SEC0002	Project Name	Cameras on Buses	Project Type	Safety & Security
Sponsor Department	BUS	Managing Department	BMNT	Related Projects:	
Jurisdiction	N/A	Useful Life	5-7 years	Project Manager	Vyron Johnson
Project Description	This project will expand the Closed Circuit TV system by installing an onboard surveillance system on 468 buses, equipping 50 Metro Transit Police Department (MTPD) vehicles for remote access to the surveillance equipment, and providing a back office system for operation of the system and retrieval of data.				
Project Status	Construction	Operating Impact	New units come with a three year parts and labor warranty		
FY2013 Planned Activities	Complete installation and testing of wireless infrastructure in garages and complete/close out project				
6-Year Deliverables	Systems will be replaced on a 5-7 year cycle				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding		Pre-FY11 Actual		FY11 Actual		FY12 Estimate		FY13 Forecast		FY14 Forecast		FY15 Forecast		FY16 Forecast		FY17 Forecast		FY18 Forecast		FY11-16 Total		FY13-18 Total	
Federal	\$6,410	\$0,000	\$0,000	\$0,000	\$4,979	\$1,431	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$6,410	\$0,000	\$6,410	\$1,431
Miscellaneous																								
THF																								
State & Local																								
Operating																								
Total Sources	\$6,410	\$0,000	\$0,000	\$0,000	\$4,979	\$1,431	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$6,410	\$0,000	\$6,410	\$1,431
Total Uses	\$6,410	\$0,000	\$0,000	\$0,000	\$4,979	\$1,431	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$6,410	\$0,000	\$6,410	\$1,431

1. Project Information

Project ID	SEC0003	Project Name	Cameras on Rail Cars	Project Type	Safety & Security
Sponsor Department	MTPD	Managing Department	MTPD	Project Manager	Dennis Lemke
Jurisdiction	N/A	Useful Life	-	Related Projects:	

Project Description
This project will fund camera monitoring computers that provide real time access to live video images originating from the rail cars at selected passenger stations, rail yards, and tunnel locations. In addition, the computers will provide real time access to camera views to transit police on the train using a portable computer with wireless Ethernet connectivity through encrypted log-in credentials.

Project Status
Construction
Operating Impact
CCTV cameras provide a force multiplier to transit police and frontline employees by increasing deterrence factor and improving response time.

FY2013 Planned Activities
Install CCTV demonstration on six 6000-Series railcars; install demonstration of wireless transmission to one rail yard and 10 stations

6-Year Deliverables
Install 234 CCTV cameras on railcars

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY13-18 Total	
											FY11-16 Total	FY13-18 Total
Federal	\$7,140	\$0,000	\$0,007	\$0,088	\$7,045	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$7,140	\$7,045
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$7,140	\$0,000	\$0,007	\$0,088	\$7,045	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$7,140	\$7,045
Total Uses	\$7,140	\$0,000	\$0,007	\$0,088	\$7,045	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$7,140	\$7,045

1. Project Information

Project ID	SEC0004	Project Name	CCTV and Access Control	Project Type	Safety & Security
Sponsor Department	MTPD	Managing Department	CENI	Project Manager (raj)	Sankar
Jurisdiction	N/A	Useful Life	7 to 10	Related Projects:	

Project Description
This project will upgrade CCTV at stations to provide the latest viewing capability both in terms of quality and range as well as increase in the capacity of data/images that can be monitored through the conversion to fiber optic connections. CCTV cameras provide a force multiplier to transit police and frontline employees by providing deterrence to terrorists by reducing the likelihood of a successful attack and add an additional layer of detection in combating the risk of a suspicious device going unrecognized. This project will increase the probability of early detection of suspicious activity or items in 45 stations.

Project Status
Construction
Operating Impact
Will improve safety and security of system. Will increase maintenance requirements.

FY2013 Planned Activities
Continue installation of the Video Management System, cameras, hardware, and other equipment at Metrorail stations.

6-Year Deliverables
Complete CCTV upgrade at Metrorail stations, including the commissioning of a new Video Management System, installation of cameras on station mezzanines, and platforms and related hardware in communications rooms. Test and integrate CCTV system with PSIM.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$11,676	\$0,000	\$0,040	\$1,086	\$10,550	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$11,676	\$10,550
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$11,676	\$0,000	\$0,040	\$1,086	\$10,550	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$11,676	\$10,550
Total Uses	\$11,676	\$0,000	\$0,040	\$1,086	\$10,550	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$11,676	\$10,550

1. Project Information

Project ID: SEC0005 Project Name: Chemical Detection UASI 09 Project Type: Safety & Security
 Sponsor Department: MTPD Managing Department: CENI Project Manager: Nicolas Dimitracopoulos Related Projects: 0
 Jurisdiction: N/A Useful Life: 0

Project Description: This project will install the PROTECT chemical detection system at Foggy Bottom and Federal Triangle stations. This project enhances Metro's first response communication to various jurisdictional agencies by being able to view and detect terrorist attacks from a centralized control and communications area. This project will improve the ability of first responders to determine appropriate prophylaxis in the case of a chemical or radiological attack.
 Project Status: Close-out/Completion Operating Impact: 0

FY2013 Planned Activities: Complete

6-Year Deliverables: Complete

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$1,300	\$0,000	\$0,000	\$1,300	(\$0,000)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,300	(\$0,000)
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$1,300	\$0,000	\$0,000	\$1,300	(\$0,000)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,300	(\$0,000)
Total Uses	\$1,300	\$0,000	\$0,000	\$1,300	(\$0,000)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,300	(\$0,000)

1. Project Information

Project ID: SEC00066 Project Name: Metrorail Station Camera Project Type: Safety & Security
 Sponsor Department: MTPD Managing Department: CENI Project Manager: Raj Sankar Related Projects:
 Jurisdiction: N/A Useful Life: 7 to 10

Project Description: The project will provide surveillance camera coverage to all Metrorail station entrances. Surveillance cameras will be installed over each of the 153 Metrorail station entrances without current camera coverage. CCTV cameras provide a force multiplier to transit police and frontline employees by providing deterrence to terrorists by reducing the likelihood of a successful attack and add an additional layer of detection in combating the risk of a suspicious device going unrecognized. This project will increase the probability of early detection of suspicious activity or items in 45 stations.

Project Status: Close-out/Completion Operating Impact: Will improve safety and security of system. Will increase maintenance requirements.

FY2013 Planned Activities: Closeout activities; project was completed ahead of forecast

6-Year Deliverables: Closeout activities; project was completed ahead of forecast

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$2,774	\$0,000	\$0,035	\$2,689	\$0,050	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,774	\$0,050
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$2,774	\$0,000	\$0,035	\$2,689	\$0,050	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,774	\$0,050
Total Uses	\$2,774	\$0,000	\$0,035	\$2,689	\$0,050	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$2,774	\$0,050

1. Project Information

Project ID	SEC0007	Project Name	Montgomery Garage TSGP 07	Project Type	Safety & Security
Sponsor Department	MTPD	Managing Department	BMNT	Project Manager	Wyron Johnson
Jurisdiction	N/A	Useful Life	-	Related Projects	SEC0001
Project Description	This project will fund work at Montgomery Garage.				
Project Status	Close-out/Completion	Operating Impact	None		
FY2013 Planned Activities	Project is complete				
6-Year Deliverables	Project is complete				

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$0.023	\$0.000	\$0.000	\$0.023	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.023	\$0.000
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$0.023	\$0.000	\$0.000	\$0.023	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.023	\$0.000
Total Uses	\$0.023	\$0.000	\$0.000	\$0.023	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.023	\$0.000

1. Project Information

Project ID	SEC0008	Project Name	PG Radio Upgrade	Project Type	Safety & Security
Sponsor Department	MTPD	Managing Department	CENI	Related Projects:	
Jurisdiction	N/A	Useful Life		Project Manager	Nicolas Dimitracopoulos

Project Description
To improve preparedness and response capabilities within the Metrorail tunnel in Prince George's County, an upgrade of the public safety radio system is needed. Funds for this project will procure and install radio bi-directional amplifiers (BDAs) that tie into existing cable, which transmits on the 800MHz distributed Antenna System, testing the existing cable, installing remote sensors at all BDAs, and providing a local system controller within WMATA's Gallery Place station.

Project Status
Construction

Operating Impact
The radio system is a critical system for first responder communication in any emergency. This project will ensure communication in underground portions of Prince George's County.

FY2013 Planned Activities
Closeout activities; project was completed ahead of forecast

6-Year Deliverables
Closeout activities; project was completed ahead of forecast

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY13-18 Total	
											FY11-16 Total	FY13-18 Total
Federal	\$0.500	\$0.284	\$0.122	\$0.000	\$0.095	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$0.095
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$0.500	\$0.284	\$0.122	\$0.000	\$0.095	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$0.095
Total Uses	\$0.500	\$0.284	\$0.122	\$0.000	\$0.095	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$0.095

1. Project Information

Project ID	SEC0009	Project Name	Platform Security	Project Type	Safety & Security
Sponsor Department	MTPD	Managing Department	CENI	Related Projects:	
Jurisdiction	N/A	Useful Life	7 to 10	Project Manager (Raj) Sankar	

Project Description
This project will install a system of countermeasures consisting of a 6-foot pivoting gate with a card swipe for access control with auditory and visual alarms to indicate unauthorized entry. Uncontrolled access to the critical infrastructure of the tunnel network will be limited through the visual deterrent of a gate at the end of the platform and a card access control with alarms for alerting unauthorized access attempts. This combined with the cameras installed to monitor the gates and access control will reduce the value of the location to potential terrorists by reducing the likelihood of a successful attack.

Project Status
Construction
Operating Impact
Will improve safety and security of system. Will increase maintenance requirements.

FY2013 Planned Activities
Initiate design, procurement, and installation of end of platform security devices including gates with card swipes for restricted entry, cameras, electronic alarms, and other equipment at Metro rail stations

6-Year Deliverables
Initiate design, procurement, and installation of end of platform security devices including gates with card swipes for restricted entry, cameras, electronic alarms, and other equipment at Metro rail stations. Evaluation of prototype gate implementation. Award contract for the design, manufacture, installation, integration and testing of platform end gates and associated surveillance equipment including cameras integrate and test with Video Management System.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY13-18	
											FY11-16 Total	FY13-18 Total
Federal	\$6,518	\$0,000	\$0,038	\$0,356	\$6,123	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$6,518	\$6,123
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$6,518	\$0,000	\$0,038	\$0,356	\$6,123	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$6,518	\$6,123
Total Uses	\$6,518	\$0,000	\$0,038	\$0,356	\$6,123	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$6,518	\$6,123

1. Project Information

Project ID: SEC0011 Project Name: Radio Redundancy AOCC Project Type: Safety & Security
 Sponsor Department: MTPD Managing Department: CENI Project Manager: Nicolas Dimitracopoulos Related Projects:
 Jurisdiction: N/A Useful Life: 15

Project Description: This project will allow Metro to complete the multi-year Department of Homeland Security grant funding effort to provide redundant Operations Control Center capability.

Project Status: Construction Operating Impact: Failure of the primary radio system is an unacceptable hazard. Completion of the redundant radio system will ensure that in the case of a primary failure the radio communications can be seamlessly run from the back-up radio control equipment without interruption.

FY2013 Planned Activities: Complete installation, cutover and acceptance testing of redundant feed for below ground Comprehensive Radio Communications System (CRCS), Master Site at CTF by FY12.

6-Year Deliverables: Complete installation, cutover and acceptance testing of redundant feed for below ground Comprehensive Radio Communications System (CRCS), Master Site at CTF by FY12.

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16 Total	FY13-18 Total
Federal	\$5,900	\$0,090	\$0,129	\$4,442	\$1,240	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$5,900	\$1,240
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$5,900	\$0,090	\$0,129	\$4,442	\$1,240	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$5,900	\$1,240
Total Uses	\$5,900	\$0,090	\$0,129	\$4,442	\$1,240	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$5,900	\$1,240

1. Project Information

Project ID	SEC0012	Project Name	Vent Intrusion Detection	Project Type	Safety & Security
Sponsor Department	MTPD	Managing Department	CENI	Related Projects:	0
Jurisdiction	N/A	Useful Life	0	Project Manager (raj)	Sarkar

Project Description: install CCTV cameras with video analytics capability to detect intrusions and suspicious activities at shafts and portal locations in the Metrorail system

Project Status: Construction / Operating Impact

FY2013 Planned Activities

Complete tasks for the installation of CCTV cameras at shaft and portal locations, construct Security Operations Control Center at Pennsy Drive facility

6-Year Deliverables

Complete tasks for the installation of CCTV cameras at shaft and portal locations, construct Security Operations Control Center at Pennsy Drive facility

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY11-16		FY13-18	
											Total	Total	Total	Total
Federal	\$11,500	\$0,000	\$0,014	\$11,486	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$11,500	\$11,500	\$11,486	\$11,486
Miscellaneous														
THF														
State & Local														
Operating														
Total Sources	\$11,500	\$0,000	\$0,014	\$11,486	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$11,500	\$11,500	\$11,486	\$11,486
Total Uses	\$11,500	\$0,000	\$0,014	\$11,486	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$11,500	\$11,500	\$11,486	\$11,486

1. Project Information

Project ID: SEC0030 Project Name: Mobile Emergency Response Cabinets Project Type: Safety & Security
 Sponsor Department: MTPD Managing Department: MTPD Project Manager: Charles Biro Related Projects:
 Jurisdiction: N/A Useful Life: 10

Project Description
 This grant is buying storage cabinets for Metro Emergency Response Vehicles (MERV). MERV's are electric carts that are used to transport emergency responders quickly to the scene of an incident in a tunnel and evacuate people from the tunnel.

Project Status
 Close-out/Completion Operating Impact
 During an emergency, quick access to the scene by emergency responders is critical to rendering life-saving aid. The MERV cabinets will ensure the powered carts to deliver first responders to the scene quickly will be operable and available when needed.

FY2013 Planned Activities
 Closeout activities; project was completed ahead of forecast

6-Year Deliverables
 Closeout activities; project was completed ahead of forecast

2. Project Budget (1,000 \$)

Planned Funding Sources:	Total Funding	Pre-FY11 Actual	FY11 Actual	FY12 Estimate	FY13 Forecast	FY14 Forecast	FY15 Forecast	FY16 Forecast	FY17 Forecast	FY18 Forecast	FY13-18 Total	
											FY11-16 Total	FY13-18 Total
Federal	\$0.175	\$0.000	\$0.141	\$0.002	\$0.032	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.175	\$0.032
Miscellaneous												
THF												
State & Local												
Operating												
Total Sources	\$0.175	\$0.000	\$0.141	\$0.002	\$0.032	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.175	\$0.032
Total Uses	\$0.175	\$0.000	\$0.141	\$0.002	\$0.032	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.175	\$0.032

Projects with Multiple Funding Sources

There are a small number of capital projects that are funding by multiple sources and are therefore spread across multiple sections of the Capital Program. Table A.4 shows a summary view of these projects.

Table A.4
Capital Projects with Multiple Funding Sources
Approved obligation-based budgets with proposed expenditure-based budgets
Dollars in Millions

Project ID/Project Name	Program	Expenditure Capital Improvement Program											
		Budget	FY2011 Actual	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total		
ARA0002	ARRA	\$30.0	\$14.1	\$14.4	\$0.0	-	-	-	-	-	-	-	\$58.5
CRB0004	Reimbursable	67.5	1.0	30.4	9.2	0.1	-	-	-	-	-	-	108.2
CIP0086	CIP	-	-	0.9	0.4	4.5	4.7	0.0	-	-	-	-	10.5
	Total	\$97.5	\$15.1	\$45.7	\$9.7	\$4.6	\$4.7	\$0.0	-	-	-	-	\$177.3
CC_ROYL	Reimbursable	\$4.3	-	-	-	-	-	-	-	-	-	-	\$4.3
CIP0085	CIP	-	9.5	5.0	0.8	33.4	13.8	5.8	-	-	-	-	68.2
	Total	\$4.3	\$9.5	\$5.0	\$0.8	\$33.4	\$13.8	\$5.8	-	-	-	-	\$72.5
ARA0013	ARRA	\$17.9	\$2.8	\$9.4	\$1.9	-	-	-	-	-	-	-	\$32.0
ARA0004	ARRA	16.0	8.9	-	1.7	-	-	-	-	-	-	-	10.6
CIP0107	CIP	-	48.4	75.7	84.7	38.2	18.1	5.8	-	-	-	-	270.7
	Total	\$17.9	\$60.1	\$85.1	\$88.3	\$38.2	\$18.1	\$5.8	-	-	-	-	\$313.4
ARA0027	ARRA	\$27.0	-	-	\$0.0	-	-	-	-	-	-	-	\$27.0
CIP0006	CIP	-	65.6	110.4	67.2	52.8	83.2	78.0	73.5	86.1	-	-	531
	Total	\$27.0	\$65.6	\$110.4	\$67.2	\$52.8	\$83.2	\$78.0	\$73.5	\$86.1	-	-	\$557.6
ARA0030	ARRA	\$3.8	-	\$0.4	-	-	-	-	-	-	-	-	\$4.2
CIP0015	CIP	-	11.6	11.4	8.5	8.2	10.9	13.7	12.4	13.0	-	-	76.8
	Total	\$3.8	\$11.6	\$11.8	\$8.5	\$8.2	\$10.9	\$13.7	\$12.4	\$13.0	-	-	\$81.0
ARA0028	ARRA	\$6.0	-	-	-	-	-	-	-	-	-	-	\$6.0
CIP0009	CIP	-	0.1	4.7	8.0	7.9	8.2	7.1	8.4	8.7	-	-	44.5
	Total	\$6.0	\$0.1	\$4.7	\$8.0	\$7.9	\$8.2	\$7.1	\$8.4	\$8.7	-	-	\$50.4
ARA0021	ARRA	\$2.7	\$0.0	-	\$0.2	-	-	-	-	-	-	-	\$2.9
CIP0008	CIP	-	4.8	10.0	10.5	10.9	14.8	18.4	17.3	17.8	-	-	86.7
	Total	\$2.7	\$4.8	\$10.0	\$10.7	\$10.9	\$14.8	\$18.4	\$17.3	\$17.8	-	-	\$89.5
ARA0029	ARRA	\$1.0	-	\$0.0	\$0.0	-	-	-	-	-	-	-	\$1.0
CIP0021	CIP	-	2.4	4.1	1.9	2.0	2.4	2.8	2.5	3.6	-	-	18.1
	Total	\$1.0	\$2.4	\$4.1	\$1.9	\$2.0	\$2.4	\$2.8	\$2.5	\$3.6	-	-	\$19.1
ARA0012	ARRA	\$3.9	\$2.7	\$0.8	\$0.1	-	-	-	-	-	-	-	\$7.4
CIP0018	CIP	-	0.4	2.6	2.5	2.7	3.3	4.0	3.7	4.5	-	-	19.2
	Total	\$3.9	\$3.0	\$3.4	\$2.6	\$2.7	\$3.3	\$4.0	\$3.7	\$4.5	-	-	\$26.6
ARA0015	ARRA	\$3.5	\$1.0	\$0.8	\$0.1	-	-	-	-	-	-	-	\$5.4
CIP0048	CIP	-	4.5	5.5	4.7	3.5	3.8	4.4	4.2	4.1	-	-	30.6
	Total	\$3.5	\$5.5	\$6.3	\$4.8	\$3.5	\$3.8	\$4.4	\$4.2	\$4.1	-	-	\$36.0
ARA0024	ARRA	\$0.8	\$0.2	-	\$0.0	-	-	-	-	-	-	-	\$1.0
CIP0046	CIP	-	1.0	1.4	1.8	3.7	3.6	3.1	2.5	1.8	-	-	17.0
	Total	\$0.8	\$1.2	\$1.4	\$1.8	\$3.7	\$3.6	\$3.1	\$2.5	\$1.8	-	-	\$18.0



Appendix B.

Resolutions of the Board of Directors.....	B-1
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Appendix B. 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 Year 2013 Annual Budget.

Index of Board Resolutions

<u>Resolution No.</u>		<u>Page</u>
1981-36	Authorize AGM-Finance and/or Treasurer to execute accounts to administer authority investments	B-2
2011-08	Approval to Increase Positions for the Dulles Metrorail	B-3
2011-44	Blue/Yellow Line Service Re-alignment	B-4
2011-48	Approval of Public Hearing Staff Report for Proposed Bus Service Changes	B-5
2012-01	Public Hearings on Proposed FY2013 Fare Adjustments	B-10
2012-02	Approval for a Proposed Agreement to Enhance Bus Service Between West Falls Church Station and Mark Center Transit Center	B-14
2012-06	Fiscal Year 2013 Bus Enhancement Program	B-16
2012-09	Approval of Public Hearings on Proposed FY2013 Fare Adjustments	B-20
2012-14	Approval of FY2013 Budget	B-40
2012-17	Lines of Credit Renewal	B-57

PRESENTED & ADOPTED: OCTOBER 1, 1981
SUBJECT: AUTHORIZE AGM-FINANCE &/OR TREASURER
TO EXECUTE ACCOUNTS TO ADMINISTER AUTHORITY INVESTMENTS

#81-36
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, the Treasurer, pursuant to the Washington Metropolitan Area Transit Authority Compact, is designated the custodian of the funds of the Authority; and

WHEREAS, the Board, pursuant to Article XVI, Section 69, paragraphs (a) and (b) of the WMATA Compact has established rules governing the creation of bank accounts and the investment of Authority funds;

NOW, THEREFORE, BE IT RESOLVED by this Board that the AGM-Finance and/or the Treasurer is empowered to execute such accounts as necessary to administer Authority investments; and

BE IT FURTHER RESOLVED that the Treasurer is empowered, subject to the approval of the AGM-Finance, to delegate the authority to enter transactions and issue instructions for the aforesaid accounts.

Motion by Mr. LaPlaca, seconded by Rev. Moore, and unanimously approved.
Ayes: 6 - Mr. Alexander, Rev. Moore, Mrs. Grotos, Mr. Downs, Mr. Barnett & Mr. LaPlaca

SUBJECT: APPROVAL TO INCREASE POSITIONS FOR THE DULLES METRORAIL PROJECT

2011-08

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors annually approves the operating and capital budgets by department, expense category and project, and establishes the total number of positions for WMATA; and

WHEREAS, The adopted number of positions for FY2011 is 11,077; and

WHEREAS, Staff have clearly identified the need for additional positions for the management for the Dulles Metrorail Project; and

WHEREAS, The additional positions will be funded by the Dulles Metrorail Project; now, therefore be it

RESOLVED, That the Board of Directors authorizes the General Manager to immediately initiate the hiring procedure to add 12 new capital positions; and be it further

RESOLVED, That the Board of Directors approves an increase to the headcount for FY2011 from 11,077 to 11,089; 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

Motioned by Mr. Benjamin, seconded by Mrs. Hynes

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Ms. Hewlett, Mrs. Hynes, Mr. Wells, Mr. Acosta and Mr. Benjamin

SUBJECT: BLUE/YELLOW LINE SERVICE REALIGNMENT

2011-44
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Staff presented the proposed service change and related project elements for the Blue/Yellow Line Service Realignment to the October 13, 2011 Customer Service and Operations Committee; and

WHEREAS, The service realignment addresses peak period crowding, increases peak period service crossing the Potomac River, and prepares for the transition to rail operations when the Dulles corridor rail extension begins service; and

WHEREAS, The service realignment will affect peak period service only and will shift one-third of the existing Blue Line trains to operate as the Yellow Line service between Franconia-Springfield and Greenbelt, and new Orange Line service will be added between West Falls Church and Largo Town Center; now, therefore be it

RESOLVED, That the Blue/Yellow Line Service Realignment is approved and is expected to begin by June 2012; 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

Motioned by Mr. Downs, seconded by Mr. Nichols

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hynes, Ms. Bowser, Mr. Acosta and Mr. Barnes

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT FOR PROPOSED BUS SERVICE CHANGES

**2011-48
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Metrobus has established criteria to determine service effectiveness, including average ridership per day, passengers per revenue trip, passengers per revenue mile, subsidy per passenger, and cost recovery; and

WHEREAS, Service improvements to provide more efficient service are periodically needed, including additional trips on crowded routes, additional trips to extend service later in the evening, additional running time on trips that are consistently late, and additional Saturday or Sunday service to areas with the greatest demand; and

WHEREAS, Service improvements can be made using existing resources by redirecting resources to areas of greatest need; and

WHEREAS, This approach to service realignment would not increase operating costs and not require additional buses, but would increase ridership, increase the farebox recovery ratio, and maintain or improve overall on-time performance and customer satisfaction; and

WHEREAS, The Board of Directors approved holding public hearings on the proposed service realignment on September 22, 2011; and

WHEREAS, Five public hearings in three jurisdictions were held to solicit customer reaction to proposed modifications to bus service; and

WHEREAS, Comment on the proposed changes to improve service effectiveness and customer satisfaction was generally favorable; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report and Recommendation to adopt the service adjustments shown on Attachment A; and be it further

RESOLVED, That specific service adjustments for Fiscal Year 2012 as detailed in Attachment A of this Resolution will efficiently meet customer requirements for service; and be it further

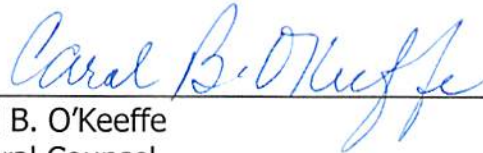
RESOLVED, That these specific service adjustments when executed in their entirety, will be cost neutral; and be it further

RESOLVED, That these service adjustments will redirect existing resources to areas of greatest need; and be it further

RESOLVED, That the service changes will take effect beginning in December, 2011; 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

ATTACHMENT A

Page 1 of 3

Route	Description	Service Proposal	Annual Hours
District of Columbia			
L1, 2, 4	Connecticut Avenue	Reroute L1 via Virginia Ave NW from C to 23 rd St; Reroute L2 to Calvert St, Columbia Rd, and Dupont Circle underpass; Eliminate L4	(4,950)
P1,2,6	Anacostia-Eckington	Restructure routes to discontinue P1 and P2	(3,400)
62,64,A4, B2,D2, D8, G2, H8, P6, U4, U5, W2, W6, W8	Various	Eliminate low-productive late Friday and Saturday night trips (Page 3)	(920)
Maryland			
F4, 6	New Carrollton-Silver Spring	Provide additional running time and increase capacity; break into separate lines. Reroute F6 to Fort Totten Station	7,478
R1, 2, 5	Riggs Road Revised Proposal	Reroute R2 via 23rd Avenue. Eliminate R5 route designation, with service provided by R1 and R2. Retain existing span of service on weekends; do not expand hours.	847
R3	Greenbelt-Fort Totten Revised Proposal	Restructure to provide bidirectional weekday rush period service between Greenbelt Station and PG Plaza Station, with service to Archives II.	(12,224)
C4, J2, Q4, Y7,9	Various	Eliminate low productive late night trips (Page 4)	(1,101)
Virginia			
1F	Wilson Boulevard	Eliminate late night service (Page 4)	(152)
3T	Pimmit Hills Revised Proposal	Shorten Saturday service hours to 7 am - 9 pm. Cut back all 3T service from Tyson Westpark to Tysons Corner	(2,165)

ATTACHMENT A

District of Columbia Late Night Trips for Elimination

ROUTE	FRIDAYS	SATURDAYS
62 Takoma - Petworth	Lv Takoma at 2:20, 2:53, 3:26; Lv Ga Ave at 2:37, 3:10, 3:43	Lv Takoma at 2:32, 3:17 Lv Ga Ave at 2:48, 3:33
64 Fort Totten - Petworth	Lv Fort Totten at 1:54, 2:29 Lv Federal Triangle at 2:30, 3:15	Lv Fort Totten at 1:59, 2:39 Lv Federal Triangle at 2:35, 3:15
A4 Anacostia – Fort Drum	Lv Anacostia at 3:30	NA
B2 Bladensburg Road – Anacostia	NA	Lv Mount Rainier at 1:45, 2:15 Lv Anacostia at 2:26, 2:56
D2 Glover Park – Dupont Circle	Lv Glover Park at 2:21 Lv Dupont Circle at 2:44	Lv Glover Park at 2:32 Lv Dupont Circle at 2:55
D8 Hospital Center	NA	Lv Veterans Med Ctr at 12:46, 1:16 Lv Union Station at 1:00, 1:30, 2:00
G2 P Street – LeDroit Park	Lv Howard Univ at 1:00, 1:30 Lv Georgetown at 1:27, 1:57	Lv Howard Univ at 1:06 Lv Georgetown at 1:34
H8 Park Road- Brookland	Lv Rhode Island at 2:31, 3:06 Lv Mount Pleasant at 2:28, 3:03	Lv Rhode Island at 2:35, 3:08 Lv Mount Pleasant at 2:36, 3:09
P6 Anacostia – Eckington	Lv Rhode Island Ave at 2:01, 2:31 Lv Archives at 2:07, 3:07	Lv Rhode Island Ave at 1:50, 2:20 Lv Archives at 1:54, 2:54
U4 Sheriff Road – River Terrace	Lv Minn Ave at 2:00, 2:30, 3:00, 3:30	NA
U5 Mayfair – Marshall Heights	Lv Minn Ave at 2:41, 3:11	Minn Ave at 3:11
W2 United Medical Center – Anacostia	Lv United Med Ctr at 2:15, 2:50 Lv Anancosita Sta at 2:50, 3:30	Lv United Med Ctr at 2:27, 3:00 Lv Anancosita Sta at 2:55, 3:30
W6, W8 Garfield – Anacostia Loop	W6 Lv Anacostia Sta at 1:00, 1:30, 2:10, 2:50, 3:30 W8 Lv Anacostia Sta at 12:45, 1:15, 1:55, 2:35, 3:15	W6 Lv Anacostia Sta at 1:00, 1:30, 2:10, 2:50, 3:30 W8 Lv Anacostia Sta at 12:45, 1:15, 1:55, 2:35, 3:15

ATTACHMENT A

Maryland and Virginia Late Night Trips for Elimination

MARYLAND			
ROUTE	OTHER DAYS	SATURDAYS	SUNDAYS
C4 Greenbelt – Twinbrook	Lv Twinbrook at 12:49 Monday – Thursday. Continue to operate on Friday	Lv Twinbrook at 1:21 Lv PG Plaza at 1:47	NA
J2 Bethesda –Silver Spring	NA	Lv Silver Spring at 1:26, 1:56 Lv Montgomery Mall at 1:35	Lv Silver Spring at 12:03, 12:33 Lv Montgomery Mall at 12:20
Q4 Veirs Mill Road	Lv Silver Spring at 2:01 (eliminate on Friday, now its only day of operation)	Lv Rockville at 12:52, 1:22 Lv Silver Spring at 1:42	NA
Y7,Y9 Georgia Avenue - Maryland	Y9 Lv Wheaton at 1:49, 2:19 (eliminate on Friday, now their only day of operation)	Y7 Lv Wheaton at 1:49, 2:19	Y9 Lv Montgomery Hospital at 11:41, 12:10 Y9 Lv Wheaton at 12:26, 12:50
VIRGINIA			
1F Wilson Boulevard	Lv Ballston at 1:30, 2:00, 2:30, 3:00, 3:30 Eliminate on Friday	NA	NA

SUBJECT: PUBLIC HEARINGS ON PROPOSED FY2013 FARE ADJUSTMENTS

2012-01
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) provides Metrobus, Metrorail and MetroAccess services to the residents of the region; and

WHEREAS, These systems combine to provide about 365 million passenger trips annually; and

WHEREAS, The Washington metropolitan region has come to rely on the services of the Metrorail, Metrobus, and MetroAccess systems to provide safe and reliable service to respond to the mobility and accessibility travel needs of the region for work and discretionary activities; and

WHEREAS, The cost of Metrobus, Metrorail and MetroAccess services is funded in part by passenger revenues and in part by subsidies provided by the District of Columbia, the State of Maryland, local jurisdictions in Virginia and the Commonwealth of Virginia; and

WHEREAS, The General Manager/Chief Executive Officer's proposed FY2013 budget calls for balancing the budget with increased subsidies from the supporting jurisdictions and additional fare revenue from fare adjustments; and

WHEREAS, There is a desire to consider a \$0.05 station-specific surcharge on entry and exit to provide additional funds for improvements at that station for up to 2 stations in each Compact jurisdiction located within the WMATA Transit Zone and subject to further Board approval of the proposed improvements; and

WHEREAS, The General Manager/Chief Executive Officer recommends that the Board of Directors conduct a public hearing on the proposed FY2013 Capital Improvement Program in conjunction with the hearings on the proposed fare agreements; and

WHEREAS, Any increase in fares requires a public hearing pursuant to the WMATA Compact; now, therefore be it

RESOLVED, That, in accordance with Section 62 of the WMATA Compact, the Board of Directors will conduct a series of public hearings to solicit public comment on a

Motioned by Mrs. Hudgins, seconded by Mr. Acosta

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mrs. Hampshire-Cowan, Mr. Dyke, Ms. Bowser, Mr. Acosta and Ms. Porter

proposed fare increase and other rate adjustments as shown on Attachment A to this resolution; and be it further

RESOLVED, That the Board of Directors expressly reserves judgment on whether any of the proposed fare increases or other rate adjustments, are appropriate or justified; and be it further

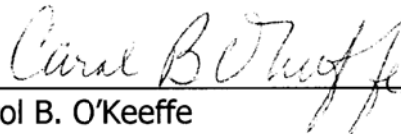
RESOLVED, That Staff is directed to develop and implement an outreach program that will invite public input through a number of ways including town hall meetings, public hearings, online surveys, written or e-mail submissions, and web site postings; and be it further

RESOLVED, That the Board of Directors directs the General Manager/Chief Executive Officer to include the proposed FY2013 Capital Improvement Program and federal grant applications for federal fiscal year 2012 in the public hearings being held in connection with the proposed fare increase; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager/Chief Executive Officer to report on the findings of the public hearings and that the Board of Directors shall consider these findings and public comments in its deliberations on a proposed fare increase or other rate adjustments as well as in its decision on the FY2013 Capital Improvement Program; 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

FY13 Fare Proposals For Public Hearing

	<u>From</u>	<u>To</u>
Metrorail		
Peak Fares¹ Using SmarTrip[®]		
1 Boarding Charge	\$1.95	\$2.10
2 Increase mileage charge by 5.71%		
<i>Composite miles between 3 and 6 miles</i>	\$0.299	\$0.316
<i>Composite miles over 6 miles</i>	\$0.265	\$0.280
3A Maximum peak fare		
<i>Increase maximum peak fare to \$5.75</i>	\$5.00	\$5.75
<i>Peak charge for senior/disabled is one-half peak fare</i>	\$0.95 - \$2.50	\$1.05 - \$2.85
3B Maximum peak fare		
<i>Increase maximum peak fare to \$6</i>	\$5.00	\$6.00
<i>Peak charge for senior/disabled is one-half peak fare</i>	\$0.95 - \$2.50	\$1.05 - \$3.00
4 Peak-of-the-peak surcharge ²	\$0.20	eliminate
Off-Peak Fares³ Using SmarTrip[®]		
5A Boarding charge, increase by 5.71%	\$1.60	\$1.70
5B Boarding charge, index to 90% of Peak Boarding Charge	\$1.60	\$1.90
6A Index Off-Peak Composite Miles to Peak Fares (Alternate 1)		
<i>Composite miles between 3 and 6 miles</i>	NA	\$0.237
<i>Composite miles over 6 miles</i>	NA	\$0.210
6B Index Off-Peak Composite Miles to Peak Fares (Alternate 2)		
<i>Composite miles between 3 and 6 miles</i>	NA	\$0.284
<i>Composite miles over 6 miles</i>	NA	\$0.252
6C Current Off-Peak Fare Structure		
<i>Charge for first 7 composite miles</i>	\$1.60	eliminate
<i>Charge for composite miles between 7 and 10 miles</i>	\$2.15	eliminate
<i>Charge for composite miles greater than 10 miles</i>	\$2.75	eliminate
7A Maximum off-peak fare of \$3.50	\$2.75	\$3.50
7B Maximum off-peak fare of \$4.00	\$2.75	\$4.00
8 Off-peak charge for senior/disabled is one-half peak fare	\$0.95 - \$2.50	\$1.05 - \$3.00
Paper Farecard⁴ Peak and Off-Peak Surcharges and Fares		
9A Non-SmarTrip [®] fare surcharge (Alternate 1)	\$0.25	\$1.00
9B Non-SmarTrip [®] fare surcharge (Alternate 2)	\$0.25	eliminate
10 Non-SmarTrip [®] fare surcharge for Senior/disabled(Alternate 1)	\$0.10	\$0.50
11 Full fare for paper cards outer zone per zone map	NA	\$6.00
12 Full fare for paper cards _inner zone per zone map	NA	\$4.00
13 Peak/Off-Peak charge for senior/disabled is one-half zone charge	NA	\$2.00 - \$3.00
14 Full fare for paper cards during peak periods	NA	\$6.00
15 Full fare for paper cards during off-peak periods	NA	\$4.00
16 Peak/Off-Peak charge for senior/disabled is one-half peak full fare	NA	\$3.00
Rail Passes		
17 One day pass, valid after 9:30 AM weekdays, all day weekend/holiday	\$9.00	eliminate
18 All day pass paper or SmarTrip [®]	NA	\$14.00
19A 7-Day Short Trip pass	\$32.35	eliminate
19B 7-Day Short Trip pass	\$32.35	\$35.00
20 7-day Fast pass	\$47.00	\$57.50
21 30-day DC SmartStudent pass, rail and bus within DC	\$30.00	\$32.00
22 DC Student farecards & SmarTrip [®] - 10 rail trips within DC	\$9.50	\$10.00

FY13 Fare Proposals For Public Hearing

	<u>From</u>	<u>To</u>
23 Transit Link card on MARC and VRE ⁵	\$102.00	\$108.00
24 Transit Link card on MTA ⁵	\$157.00	\$166.00
25 28-day Fast Pass	NA	\$230.00
26 28-day Short Trip Pass	NA	\$140.00
Other		
27 \$0.05 surcharge on entry and exit for station improvements at 2 stations in each Compact jurisdiction located within the WMATA Transit Zone and subject to further Board approval of the proposed improvements	NA	\$0.05
Metrobus		
Regular Fares		
28 Local bus SmarTrip [®] boarding charge	\$1.50	\$1.60
29 Local bus SmarTrip [®] charge for senior/disabled	\$0.75	\$0.80
30 Local bus cash boarding charge	\$1.70	\$2.00
31 Local bus cash boarding charge for senior/disabled	\$0.85	\$1.00
32 Express bus cash boarding charge	\$3.85	\$4.00
33 Express bus cash boarding charge for senior/disabled including cash differential	\$1.90	\$2.00
34 Airport designated route boarding charge for senior/disabled including cash differential	\$1.90	\$3.00
Bus Passes		
35 7-Day Regional Bus pass	\$15.00	\$16.00
36 7-day Regional senior/disabled pass	\$7.50	\$8.00
37 DC student pass for Smartrip [®] (DC OneCard) - 10 trips	\$7.50	\$8.00
Other		
38 DC student tokens - 10 trips per pack	\$7.50	\$8.00
39 Package of 10 tokens for organizations	\$17.00	\$20.00
MetroAccess		
40 MetroAccess fare (within ADA 3/4 mile service corridor) ⁶	varies	varies
41 Maximum fare	\$7.00	\$7.40
Parking		
42 District of Columbia	\$3.25 - \$4.25	\$3.50 - \$4.50
43 Montgomery County	\$4.00 - \$4.75	\$4.25 - \$5.00
44 Prince George's County	\$4.25	\$4.50
45 Virginia	\$4.50	\$4.75
Other		
46 Bicycle locker rental	\$200.00 (annual)	\$120.00 (annual)

¹ Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.

² Peak-of-the-peak hours are from 7:30 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:00 p.m. weekdays, except on national holidays.

³ Off-Peak fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.

⁴ Fare change for magnetic paper farecards on rail will be effective following the Labor Day holiday in September 2012.

⁵ Metro's portion of the Transit Link Cards on MARC, VRE and MTA.

⁶ MetroAccess fare is twice the equivalent fixed route SmarTrip[®] fare based on fastest trip. Effective February 27, 2011. No change in Supplemental Zone fares is being proposed.

SUBJECT: APPROVAL FOR A PROPOSED AGREEMENT TO ENHANCE BUS SERVICE BETWEEN WEST FALLS CHURCH STATION AND MARK CENTER TRANSIT CENTER

2012-02
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Department of Defense (DOD) seeks to provide a high level of quality public transportation service at the new Mark Center Transit Center facility; and

WHEREAS, The DOD agrees to establish a reimbursable project funding agreement for operation of non-regional service; and

WHEREAS, The DOD agrees to provide funding for its share of capital required to provide non-regional service through the reimbursable project funding agreement; and

WHEREAS, Metro has the legal authority to enter into an agreement for the provision of transit service with the Federal Government pursuant to Compact § 12(f); and

WHEREAS, Metrobus has the resources available to enhance service on the Metrobus 28 line which already provides some service to the Mark Center Transit Center; and

WHEREAS, Metrobus identified the need for additional service in the proposed corridor in the June 2009 Leesburg Pike Evaluation Study and previously has not been able to identify funding to make said improvements; and

WHEREAS, The proposed actions will help fulfill the goals of delivering quality service to customers, and enhancing mobility by improving access to and linkages between transportation options; and

WHEREAS, The DOD will reimburse Metro at the full tariff rate for all passenger trips by DOD employees on the Metrobus service connecting the West Falls Church Station and the Mark Center Transit Center at no out-of-pocket cost to the rider through the reimbursable project funding agreement; now, therefore be it

RESOLVED, That the cost to operate this service will be billed to the DOD at the annually budgeted amount for non-regional Metrobus service on the same quarterly schedule as all other jurisdictional partners, which requires payment to be received in advance of the provision of service, through a reimbursable funding agreement; and be it further

Motioned by Mr. Downs, seconded by Mr. Dyke

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mrs. Hampshire-Cowan, Mr. Dyke, Ms. Bowser, Mr. Acosta and Ms. Porter

RESOLVED, That the share of capital funding required to provide this service will be billed to the DOD at the annually budgeted amount for non-regional Metrobus service on the same quarterly schedule as all other jurisdictional partners, which requires payment to be received in advance of capitally funded work being performed through a reimbursable funding agreement; and be it further

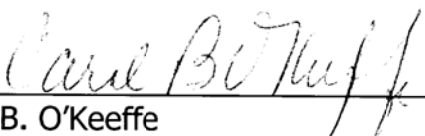
RESOLVED, That in addition to payments required under the first and second "RESOLVED" above, all passenger trips provided to DOD employees under the terms of this agreement will be reimbursed at the full tariff rate by the DOD through a reimbursable funding agreement; and be it further

RESOLVED, That this service may be terminated 120 days after the DOD provides official notice to Metro, with any excess funding paid in advance being returned to the DOD after the actual termination of service; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager/Chief Executive Officer to negotiate and execute a reimbursable funding agreement with the DOD covering this service; 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

SUBJECT: FISCAL YEAR 2013 BUS ENHANCEMENT PROGRAM

2012-06
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On October 27, 2011, the Board of Directors approved the Blue/Yellow Line realignment known as "Rush Plus" in Resolution #2011-44; and

WHEREAS, Staff is proceeding with plans to implement the "Rush Plus" realignment effective June 18, 2012; and

WHEREAS, In December 2010, Metro inaugurated bus routes providing additional and improved travel options from Virginia directly into the District; and

WHEREAS, As a result of the "Rush Plus" realignment, estimates indicate that approximately 16,000 riders of the Blue Line will be negatively impacted by the reduction in the number of trips going to Rosslyn; and

WHEREAS, The estimate of the number of riders impacted indicates that a sufficient market of ridership exists for a productive bus route from the DelRay, Arlandria and Crystal City areas to Rosslyn as a complementary alternative for some passenger travel; and

WHEREAS, The City of Alexandria and Arlington County desire to implement this additional service as a non-regional supplement to a regional route for a demonstration period not to exceed 18 months; and

WHEREAS, The FY2013 budget proposal includes funding to further implement the Priority Corridor Network (PCN), and the projects proposed under this initiative include the introduction of new limited stop MetroExtra routes to three new corridors, the conversion of four existing routes to limited stop MetroExtra services, and refinements to 11 existing corridors to improve on-time performance and reliability and to reduce crowding; and

WHEREAS, The proposed FY2013 budget includes funding to implement the running-time, crowding and safety adjustments needed to maintain a State Of Good Operations in the Metrobus system; now, therefore be it

RESOLVED, That the Board of Directors approves the extension of Metrobus 10E to Rosslyn along the routing described in Attachment A, at an annual total cost of

Motioned by Mr. Downs, seconded by Mr. Dyke

B-16 Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Barnes

\$294,000 to be funded by the City of Alexandria and Arlington County as a non-regional demonstration service for the first 18 months; and be it further

RESOLVED, That the Authority is authorized to utilize funds from the operating reserve fund to allow Metro to begin PCN service effective June 17, 2012, at an estimated cost of \$2.27M for FY 2013; and be it further

RESOLVED, That this new Metrobus service will begin on June 17, 2012; and be it further

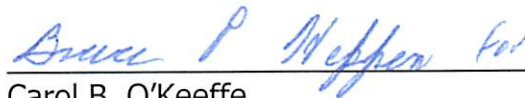
RESOLVED, That the Customer Service, Safety and Operations Committee recommends that the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2013 budget be revised to include the \$294,000 in cost and associated revenue to implement this service; and be it further

RESOLVED, That advertisement and promotion for Metrobus service be included in the "Rush Plus" service communication plan; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO to begin the implementation process of the recommended PCN projects, and the running-time, crowding and safety adjustments needed to maintain a State Of Good Operations, effective June 17, 2012; 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

ROUTING DESCRIPTION FOR
 PROPOSED 10E METROBUS ROUTE EXTENSION TO ROSSLYN
Extended Segments in Bold

ROUTE:	10E	LINE NAME:	HUNTING POINT-PENTAGON
DIRECTION:	SOUTHBOUND	EFFECTIVE DATE:	6/17/12
DIVISION:	ROY/FMR	TRAPEZE - CD:	2, 1, 10E – 10E:01
DESTINATION SIGN:	ROSSLYN STATION	SERVICE TYPE:	LOCAL

FROM TERMINAL: **BRADDOCK ROAD STATION**
 Designated bus bay

TO TERMINAL: **LYNN & 19th STREETS**
 East side of Lynn St.
 South of 19th St.

—	Station Rdwy.
Right	Braddock Rd.
Right	Mount Vernon Ave.
Continue	Arlington Ridge Rd.
Right	Lynn St.
Right	Army-Navy Dr.
Left	Fern St.
Right	Pentagon Rotary Rd.
Left	Eads St.
Bear Left	Pentagon Transit Center Rdwy. (upper level)
Continue	To designated bus bay
Left	Rdwy. to Eads St. exit
Right	Eads St.
Left	15th St.
Right	Bell St.
Continue	To designated stop at Crystal City Station
Bear Left	Across 18th St. to continue on Bell St.
Right	20th St.
Right	Jefferson Davis Hwy. (Rt. #110)
Bear Left	Exit to Wilson Blvd. (at I-66 exit)
Continue	Wilson Blvd.
Right	Lynn St.
Continue	To designated terminal stand

ROUTING DESCRIPTION FOR
 PROPOSED 10E METROBUS ROUTE EXTENSION TO ROSSLYN
Extended Segments in Bold

ROUTE: 10E **LINE NAME:** HUNTING POINT-PENTAGON
DIRECTION: SOUTHBOUND

FROM TERMINAL: LYNN & 19th STREETS
 East side of Lynn St.
 South of 19th St.

TO TERMINAL: BRADDOCK ROAD STATION
 Designated bus bay

—	Lynn St.
Right	Lee Hwy. (Rt. 29 North)(to Roosevelt Bridge)
Right	Exit 75-Va. Rt. 110 South
Continue	Jefferson Davis Hwy. (Rt. #110)
Bear Right	Ramp to 15th St./Pentagon City
Left	15th St.
Right	Bell St.
Continue	To designated stop at Crystal City Station
Right	18th St.
Right	Eads St.
Bear Left	Pentagon Transit Center Rdwy. (upper level)
Continue	To designated bus bay
Left	Rdwy. to Eads St.
Right	Eads St.
Right	Army-Navy Dr.
Left	Lynn St.
Left	Arlington Ridge Rd.
Continue	Mt. Vernon Ave.
Left	Braddock Rd.
Left	West St.
Left	Entrance to Braddock Road Station
Continue	To designated bus bay

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT AND FY2013 FARE INCREASE

2012-09

**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/Chief Executive Officer's (GM/CEO) proposed FY2013 operating budget and has conducted six public hearings preceded by open forums on the proposed fare changes, the results of which are summarized in a Staff Report (Attachment A); and

WHEREAS, Staff also conducted an "on-line" survey whose results are summarized in the Staff Report; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated the proposed adjustments to fares and service throughout the decision making process to determine whether these changes would have a disparate impact on minority and low-income populations, and has determined there is no significant disparate impact on minority or low-income populations at the system-wide level in the fare proposals recommended by the GM/CEO; and

WHEREAS, It is anticipated that the Montgomery Council will approve continued funding for the "Kids Ride Free" program to subsidize free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m. for the FY2013 Budget; and

WHEREAS, It is anticipated that the District of Columbia may wish to "buy down" student fares to maintain the fares at the June 2010 level; and

WHEREAS, The Board of Directors approved the Monthly Permit Parking Program under Resolution No. 98-35 and amended the program in Resolution No. 2000-58 to be renamed the Reserved Parking Program; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report on the public hearings and outreach held in February and March of 2012, concerning proposed service changes attached as Attachment A; and be it further

Motioned by Mr. Acosta, seconded by Mr. Downey

B-20 Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Barnes

RESOLVED, That the Board of Directors:

1. Approves increases to the Metrobus, Metrorail and MetroAccess fares and parking fares reflected in Attachment B to begin on or about Sunday, July 1, 2012; and
2. Eliminates the "peak of the peak" surcharge; and
3. Determines that the value of transfers from local bus services shall follow the procedures applied in the WMATA Tariff whereby the local bus fare paid is the value of the transfer on Metrobus, with any required "step-up" fare to the WMATA fare to be paid by the customer; and
4. Approves the Montgomery County Council "Kids Ride Free" program to provide free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m., subject to funding by Montgomery County; and
5. Approves a \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction in the Compact Transit Zone for the purpose of funding station-specific capital improvements to Metro facilities at the stations where the surcharge is levied; provided that each jurisdiction receives approval for its proposed two stations from the Board prior to implementation; and;
6. Grants the General Manager/Chief Executive Officer in consultation with the affected jurisdiction the authority to establish within the range set out on Attachment B the fee for the Monthly Reserved Parking Program separately for each parking facility; and be it further

RESOLVED, That the Board of Directors provides the District of Columbia the opportunity to absorb any student fare increase by increasing the school subsidy payment accordingly; and be it further

RESOLVED, That the General Manager and Chief Executive Officer is authorized to adjust the ratio of parking spaces for each WMATA parking facility that qualify for the Reserved Parking program as it is deemed most beneficial to the customers and proper utilization of available parking capacity; 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

ATTACHMENT A

STAFF REPORT

**Public Hearings
On
Details of the Proposed FY 2013 Budget, Fare Proposal and
Capital Improvement Program**

April 12, 2012

Washington Metropolitan Area Transit Authority

General Information

Public Comment and Reporting Process

The following report is a summary of the comments on the FY 2013 WMATA budget and fare proposal, and capital program received by Metro staff and Board members during a public comment period and at public hearings held between February 11 and March 21, 2012. This Staff Summary Report reflects oral and written comments received at each public hearing, those mailed, faxed or e-mailed to Metro headquarters, and the results of an on-line questionnaire.

The purpose of the public hearings is twofold. First, the public hearings satisfy the requirements of Section 62 of the Metro Compact and Federal Transit Administration statutes that require public hearings be held prior to implementing a fare increase or service reduction. Second, the hearings allow Metro to solicit and obtain public comment regarding the proposed changes to fund expanded peak period rail service on four lines, enhance priority bus corridors to improve reliability, and prepare for Silver Line service, as well as implement certain fare program changes including eliminating the peak of the peak surcharge, increasing bus and rail fares, and instituting new multi ride passes.

A series of six public hearings was conducted from February 27-March 7, 2011. Two public hearings were held in each jurisdiction. A detailed list of hearing times and locations is provided in Appendix A, as is the hearing docket. The public was also informed that if approved, any modifications were expected to take effect on or about July 1, 2012.

Formal notice of these hearings was made in eight regional publications in six different languages, as well as advertisements placed in the Express and Examiner and six weekly newspapers. In addition, notice was posted on Metro's Web site, in Metro buses and trains, in banners and posters in stations, through email outreach and community lists, and sent to 80 government stakeholders and more than 1,400 civic and community organizations.

Standard procedures were employed at each public hearing. Prior to the hearing, Metro hosted Open Forums, where staff was available to respond to questions on the docket and on Metro operations in general. A series of documents were available describing the proposals being considered to balance the FY 2012 Metro operating budget. Metro staff also offered a variety of service information to attendees prior to the start of the hearings, and made available a video for the public about Metro's current budget priorities and capital rebuilding efforts. In addition, cyber café at each forum allowed members of the public to email comments on the docket, or to take the online budget and fare survey.

At the beginning of each hearing, the presiding Board member read a prepared statement outlining the public hearing process. Then, a senior member of the Metro staff provided an explanation of the major proposed changes. Following this, pre-registered speakers were called to the podium to offer testimony. Following the testimony of pre-registered speakers, the presiding Board member called upon speakers in the order that they registered at the hearing. Public officials were given five minutes to speak. All others were allowed three

minutes to make comments. Additionally, all attendees were informed that Metro would accept written testimony until 5 p.m. March 12, 2011.

Executive Summary

A public comment period was held between February 11 and March 12, 2012 to solicit and obtain public input on proposals to balance the FY 2013 Washington Metropolitan Area Transit Authority (Metro) operating budget.

Six public hearings were conducted between February 27 and March 7, 2012, which included opportunities for the public to provide oral and written testimony in the District of Columbia, Maryland, and Virginia. Comments were also accepted via mail and online. Additionally, a questionnaire was made available which the public could complete online to comment on the public docket.

The proposals being considered on the public docket include elimination of the peak of the peak surcharge, increases to base rail and bus fares, a parking fee increase, and changes to certain multi-ride passes.

Approximately 4,212 inputs were received during the public comment period submitted through oral testimony at a public hearing, written testimony, emailed and mailed comments, petitions, and/or through the on-line survey.

With respect to public hearing and written comments submitted, the majority of comments focused on the Metro Access maximum fare cap and fare increase, current Metro service levels and service quality, opposition to rail and bus fare increases, and funding sources, as well as cost containment.

Of the 216 public comments received at hearings and in writing, 28% oppose a MetroAccess fare increase, 22% oppose any fare increase, and 6% support a fare increase.

The number of people who participated in the online survey more than tripled compared to 2011. From the online survey, which was taken by more than 3,600 responders, 57% favor the elimination of the peak of the peak surcharge, 79% favor the paper fare surcharge, 79% support higher parking fees.

With respect to MetroAccess fares, 82% support the current structure. However, 42% of those respondents support the current structure with an increase to the cap on the maximum fare to \$7.40.

On the question of multi-ride passes, there is strong (72%) support for an unrestricted, unlimited, one-day paper fare card, as Metro riders support fare media that meets the needs of visitors.

When customers were asked about budget priorities, they ranked NTSB compliance, performance and bus reliability, and railcar maintenance as the top three most important improvements.

On the capital improvement program, survey participants ranked rail track, rehabilitation of rail infrastructure and vehicle/vehicle parts as their top 3 improvement priorities for the current program. Going forward, the most important future capital priority for respondents is 8-car trains for all lines during peak travel, as well as projects that address station overcrowding and rehabilitate more rail lines.

92% of respondents have observed construction on the system and 89% want WMATA to maintain its current rebuilding schedule. Respondents in this survey again confirmed the importance of communicating information with them while they are on the system, and 88% indicated that they have heard about Metro's rebuilding program, with more than half saying they know the program by brand name, Metro Forward.

It is important to note, that regardless of the channel by which customers delivered their input on the FY 2013 budget, these comments reflect only those who responded to the call for comment on the public docket. This report provides a summary of the data collected which uses percentages to organize the information collected. Like the public hearing, the survey was available to all and was not designed to obtain a random representative sample.

PUBLIC HEARING AND WRITTEN INPUT

There were a total of 537 customer inputs from the 2012 budget fare hearings, including 321 from a petition, 123 in-person and 92 were received from written testimony.

383 (71.3%)	oppose increases in MetroAccess fares
338 (62.9%)	oppose proposed paper fare card penalty
58 (10.8%)	comments received were unrelated to the public docket
47 (8.8%)	oppose an increase in rail and bus fares
25 (4.6%)	support additional cost avoidance
24 (4.5%)	support increased contributions from jurisdictions
12 (2.2%)	support fare increases
5 (1.0%)	support capital program

	JURISDICTION	Support 05 surcharge	Not opposed to increase	Oppose All Increases	Oppose Access increase	Find alternate savings	Support Increased Parking	Oppose Increased Parking	Oppose Bus Fare Increase	Oppose removal of P of P	Support removal of peak of peak	Opposes SmarTrip® Penalty	OT Jurisdictions should pay more	OT Implement flat fare	OT More pass options	Completely unrelated
DC	120	4	3	16	81	6	0	0	4	1	0	82	6	1	2	9
	22.35%	57.14%	25.00%	34.04%	21.15%	24.00%	0.00%	0.00%	57.14%	33.33%	0.00%	24.26%	25.00%	20.00%	16.67%	15.52%
Maryland	262	0	1	9	226	6	1	0	0	2	1	207	7	3	2	21
	48.79%	0.00%	8.33%	19.15%	59.01%	24.00%	50.00%	0.00%	0.00%	68.67%	33.33%	61.24%	29.17%	60.00%	16.67%	36.21%
Virginia	70	1	5	8	32	9	0	0	1	0	1	33	6	0	6	16
	13.04%	14.29%	41.67%	17.02%	8.36%	36.00%	0.00%	0.00%	14.29%	0.00%	33.33%	9.76%	25.00%	0.00%	50.00%	27.59%
Undetermined	85	2	3	14	44	4	1	1	2	0	1	16	5	1	2	12
	15.83%	28.57%	25.00%	29.79%	11.48%	16.00%	50.00%	100.00%	28.57%	0.00%	33.33%	4.73%	20.83%	20.00%	16.67%	20.69%
Total	537	7	12	47	383	25	2	1	7	3	3	338	24	5	12	58
	1.30%	2.23%	8.75%	71.32%	4.66%	0.37%	0.19%	1.30%	0.56%	0.56%	62.94%	4.47%	0.93%	2.23%	10.80%	

To consider this in a weighted fashion, without including each petition signature as a unique input, the total of 216 customer inputs from the 2012 budget fare hearings would break out as follows:

- 61 (28.5%) opposed increase in MetroAccess fares
- 58 (27.0%) comments were unrelated to the public docket
- 47 (22.0%) opposed an increase in rail and bus fares.
- 25 (11.5%) support additional cost avoidance
- 24 (11.5%) support additional increase from the jurisdictions
- 16 (7.5%) oppose paper farecard penalty
- 12 (5.5%) support fare increase

OTHER INPUT

Although not part of the formal public transcript, Metro also solicited comments on the budget and fare proposal from MetroAccess customers and advocates for people with disabilities via a telephone line that recorded comments. The comments were transcribed from voicemails recorded beginning on February 27, 2012 at (202) 722-1882. Twenty-three comments were received, all of whom oppose an increase in MetroAccess fares.

ON-LINE QUESTIONNAIRE INPUT

To facilitate public input, a survey on the docket was developed, in which respondents were asked to select options that they would most likely support. Multiple answers to some questions were permitted, resulting in certain questions having response tallies exceeding 100%. During the public comment period, more than 3600 people responded.

The majority of online survey respondents (57%) favor the elimination of the peak-of-the-peak surcharge. More than 80% of those who did not support its elimination favor maintaining the surcharge at current levels.

79% of respondents support higher fares for paper tickets. 44% support the current fare structure but favor increasing the surcharge from 25 cents to \$1. 29% support moving to the proposed \$6/\$4 flat paper structure, while the remaining respondents were indifferent.

On the parking fee, 55% agree that parking fees should increase 25 cents or more per day, and 24% support higher parking fees in stations that fill up early. It is important to note that 44% of the respondents indicated that they reside in the District of Columbia, which has only six WMATA parking facilities out of 50 across the system.

With respect to MetroAccess fares, 82% support the current structure. However, participants were divided over increases, with 42% supporting the current structure with an increase to the cap on the maximum fare to \$7.40 and 40% preferring the current structure.

The survey also asked for feedback on equity pricing. 84% of responders indicated they support consistency in the way Metro treats peak and off-peak fares. Specifically, 45% support an off-peak discount of 25%. 21% support setting the same price, irrespective of travel time. And 19% suggest providing a consistent 10% discount for off-peak travel.

On the question of multi-ride passes, there is strong (72%) support for an unrestricted, unlimited, one-day paper fare card, as Metro riders support fare media that meets the needs of visitors.

52% of responders supported the 28-Day SmarTrip® pass, 51% support a 7-day SmarTrip® pass, 39% like the 7-Day short trip, paper pass, and 31% were favorable towards the 28-Day short trip paper farecard. However, 55% indicated they are not interested in a customized pass option.

When customers were asked about budget priorities, they ranked NTSB compliance, performance and bus reliability, and railcar maintenance as the top three most important improvements.

In considering how to fund Metro's operating priorities, responders offered their views on both cost avoidance and alternate funding options. 83% of survey participants indicated that they favor employees contributing to their pensions. Respondents also said that they view funding as a shared responsibility between taxpayers and riders – and believe 51% of costs should be taxpayer supported and 48% rider supported. Further, by an overwhelming majority, responders support a dedicated source of funding for Metro.

On the capital improvement program, survey participants ranked rail track, rehabilitation of rail infrastructure and vehicle/vehicle parts as their top three improvement priorities for the current program. Going forward, the most important future priority for respondents is 8-car trains for all lines during peak travel, as well as projects that address station overcrowding and rehabilitate more rail lines.

92% of respondents have observed construction on the system and 89% want WMATA to maintain its current accelerated track rehabilitation. Respondents in this survey again confirmed the importance of communicating information with them while they are on the system, and 88% indicated that they have heard about Metro's rebuilding program, with more than half saying they know the program by name, Metro Forward.

Specifically, they are tuning into multiple communications channels. People indicated they learned about Metro Forward through:

Rail station posters featuring employees	73%
Rail station posters featuring riders	67%
Escalator murals	51%
Bus posters	49%
Newspaper/TV media	40%
Twitter	25%
Radio ads	11%
Facebook videos	7%

Appendix A:
Metro's 2012 Budget Survey Results

Metro Fiscal Year 2013 Budget Customer Survey

Introduction

After years of lack of upkeep, Metro is now showing its age. Equipment and systems no longer perform at a level that our customers expect and deserve. In 2011, a multi-year improvement program began to enhance safety and rebuild the system. As part of this rebuilding program, Metro is:

- Replacing track
- Buying new rail cars
- Repairing and replacing escalators/elevators
- Replacing and rehabilitating buses and MetroAccess vehicles among many other projects

The proposed budget is critical to continuing the rebuilding to improve safety and reliability. Have you heard of Metro's comprehensive rebuilding program?

Yes 88%

No 12%

Section 1 – Budget

To plan for the upcoming budget year (beginning July 1), Metro began by identifying cost savings. Without cutting bus, rail, or MetroAccess services, Metro will implement actions this year to save \$5 million in administrative expenses. This is in addition to the \$200 million in operating costs that has been eliminated over the past four years. Even with these savings, Metro will still need an additional \$116 million this year to balance its budget.

The agency's yearly operating budget (paying for day-to-day expenses) is \$1.6 billion. Currently, of every \$1 received, \$0.91 goes directly for services while \$0.09 pays for back-office support.

A. SUPPORT SERVICES

We'd like your thoughts in prioritizing services that support Metro's day-to-day rail, bus, and MetroAccess services.

Please rank the following in order of importance to you:

- | | |
|------------|---|
| 1st | Long term planning functions for the future of Metro |
| 2nd | On-board train/bus cleaning |
| 2nd | The presence of station managers at each station |
| 4th | Number of transit police officers on the force |
| 5th | Cleanliness of stations |
| 6th | Exterior cleaning of trains/buses |
| 6th | Hours available for customer call center for info or take concerns |

B. ADDING SERVICES

Of the \$116 million increase required to balance the budget, \$55 million is needed to improve safety, security, reliability, and other services.

As a rider of our system, please rank the following improvements from most to least important to you:

- 1st** Comply with NTSB requirements
- 2nd** Improve performance/ on-time reliability of bus service
- 3rd** Increase maintenance of railcars
- 4th** Increase elevator & escalator preventative maintenance
- 5th** Expand rail rush hour service
- 6th** Improve safety with fatigue management program
- 7th** Add police officers to the force
- 8th** Prepare for the Silver Line service
- 9th** Maintain terrorism prevention unit previously funded

C. PERSONNEL EXPENSES

Of the \$116 million required to balance the budget, about \$61 million is needed for operating services. Of that, \$29 million (or 48%) is needed for additional pension benefit expenses. Overall, personnel costs represent 70% of the Authority's total budget. Currently, WMATA pays 100% of the pension costs for most all of our union represented employees. Most of the Agency's 11,000 member workforce costs are determined by union contracts that are scheduled for renegotiation this year. Metro has budgeted for NO employee wage increases for fiscal year 2013.

In order to stabilize expenses and maintain pension programs to attract and retain skilled employees, which of the following would you recommend that Metro consider during its upcoming contract negotiations:

- Employees should contribute to their pension costs: 83%**
- WMATA should continue to pay all pension costs: 17%**

Section 2 – Paying for Metro

A. Metro's General Manager has proposed balancing the budget through cost sharing between the taxpayers living in the supporting jurisdictions (those areas served by Metro) and riders who use the system. Benefits of Metro to both riders and non-riders include access to bus and rail services, traffic congestion relief, and economic growth for the community. The General Manager's proposal calls for an increase of \$53 million from the jurisdictions and \$66 million from riders, via fares (net a projected decline of \$3 million in rider revenue).

Today, the cost to operate Metro services is split 53% paid by riders and 45% paid by taxpayers in the jurisdictions and 2% other revenue (advertising, etc).

What do you think is the appropriate amount for jurisdictions vs. riders to pay for Metro services? (avg scores)

- Taxpayers in Metro jurisdictions: 51%**
- Riders: 48%**

B. Without expanding service, every year Metro faces the challenge of increased expenses from maintaining aging infrastructure, inflation of costs for materials and utilities, and health and pension costs for employees. Assuming management is successful in continuing to constrain costs for core services to 2-3% annually, there will still be an annual requirement to offset some cost increases.

To help pay for the cost of keeping Metro in a state of good repair for the future, which of the following would you recommend? (multiple mentions allowed)

Institute a dedicated revenue source from a tax:	69%
Continue to identify needs and funds on a year-to-year basis:	40%
Have an automatic annual adjustment in fares by the rate of inflation:	27%
Other, please specify:	22%

Section 3 – Capital Funding

A. Separate from funds that support day-to-day services, capital funds are specifically dedicated to reinvesting, improving and extending the life of Metro infrastructure, facilities, and equipment. As mentioned previously, Metro has a six-year \$5 billion capital rebuilding program underway dedicated to bringing Metro's current track infrastructure, stations, rail cars, and buses to a state of good repair. There is no funding in this program for expanding the system (beyond the Silver Line service).

Have you seen construction in the Metro system?

Yes 92%
No 8%

B. Have you heard of Metro Forward?

Yes 55%
No 45%

C. (if yes to previous questions, ask): Which of the following have you seen? (multiple mentions allowed)

Rail station posters of Metro employees:	73%
Rail station posters of riders:	67%
Murals on escalator barricades:	51%
Posters on the buses:	49%
Read about it in the newspaper or TV:	40%
Murals on the tile floors:	34%
Ads in newspapers:	32%
Tweets on Twitter:	25%
Ads on the radio:	11%
Videos on Facebook:	7%

D. Metro is advancing a very aggressive repair and reconstruct program that consists of multiple construction sites every weekend and throughout the week. It is expected that construction will be needed for several years. Some have suggested that perhaps the program is too aggressive because of the disruptions that result at night and weekends. Which would you prefer?

Metro should maintain its accelerated construction schedule:	89%
Metro should slow down even at the risk that there may be more breakdowns:	11%

C. TYPE OF FARES

There are several ways that a rider can pay for a bus or rail ride. Currently, 80% of riders use SmarTrip® cards. These cards save Metro millions of dollars every year as well as speed boarding on buses and at the rail station turnstiles. The other ways that riders can pay their fare include cash (on buses only) or using paper fare cards (on rail only). Riders currently pay more using cash or paper fares than if they use a SmarTrip® card (to encourage SmarTrip® usage). Which of the following proposals would you most support? (multiple mentions)

Metro should continue to charge higher fares for cash and paper fares:	79%
Metro should do away with all cash payments and paper farecards:	18%
Metro should charge equal fares for SmarTrip® paper farecards, and cash:	18%

D. PAPER FARES

Paper farecards are primarily used by occasional riders and out-of-town visitors. To encourage the use of SmarTrip® cards as well as to simplify fares for those unfamiliar with Metro's fare structure, two flat fares are being proposed for paper farecards. \$6 fare for a one-way trip during the peak period and a \$4 one-way fare for an off-peak trip. Which of the following would you most support?

Keep current structure but increase surcharge for paper tickets for \$0.25 to \$1.00:	44%
Adopt the \$6/\$4 flat paper fare structure:	29%
Doesn't matter to me:	27%

E. PASSES

Metro currently offers three Metrorail passes: a one-day pass, a Short Trip pass and a Fast Pass

- The current Metrorail day pass costs \$9 but is restricted to trips after 9:30 am.
- The 7-day Short Trip pass costs \$32.35 and provides unlimited trips valued at \$3.25 or less during peak periods, and unlimited off-peak travel.
- The 7-day Fast Pass costs \$47.00 and provides unrestricted, unlimited travel on Metrorail.

Only 2.5% of all trips are made using the one-day pass, and less than 1% of trips are made using the other two passes. Taking into account the fare increases and that some riders are advocating for additional passes, would you favor any of the following pass options? (multiple mentions, percentage saying 'yes')

One-day pass good for unrestricted, unlimited travel available on paper farecards, cost=\$14:	72%
7-day Fast Pass available on SmarTrip® cost=\$57.50:	51%
7-day Short Trip pass available on paper farecards, cost \$35:	39%
28-day Fast Pass available on SmarTrip®, cost=\$230:	52%
28-day Short Trip pass available on paper farecards, cost=\$140:	31%

F. CUSTOMIZED MONTHLY PASS

Another pass option might be a custom monthly pass. The cost of this pass would equal one month of your "usual" Metrorail commute (ie, if your standard weekday Metrorail commute cost you \$6 per day, the cost of the custom pass would be 20 x \$6, or \$120). Unlimited additional Metrorail trips of an equal or lesser value would be provided free of charge. Trips costing more than the "usual" Metrorail trip would require a visit to the Exitfare machine, to pay the difference in cost.

In reviewing this option, Metro staff determined that developing such a concept would require extensive programming, re-engineering, and adding SmarTrip® targets to the Exitfare machines. The costs to Metro

associated with these changes would be approximately \$3 million. Would you be interested in such a customized unlimited pass option?

Yes 45%
No 55%

G. EQUITY IN PRICING

Equity is also a consideration in the fare proposal under consideration and for the future. For instance, the General Manager's fare proposal works towards standardizing the difference between peak and off-peak fares. Currently the discount for traveling in the off-peak ranges from 18% to 45% of the peak fare depending on the route. With equity in mind, Metro should work towards:

Providing a consistent 25% discount for traveling off-peak: 45%
Make peak and off-peak the same price: 21%
Providing a consistent 10% discount for traveling off-peak: 19%
Leave the range the same as it is today (inconsistent): 16%

H. PARKING

Currently, daily parking throughout the Metro system is priced between \$3.50 and \$4.50 per weekday depending on location. Parking fees have not changed since 2008. The current proposal would increase parking by \$0.25 per day. Which of the following would you support?

Increase parking by \$0.25 throughout the system: 29%
Increase parking by more than \$0.25 throughout the system: 26%
Charge a higher cost at stations that fill earliest: 24%
Do not increase parking fees: 21%

Section 5 – MetroAccess

The American's with Disabilities Act (ADA) sets fares for customers with disabilities who qualify for special paratransit services. According to ADA, the fare cannot exceed 2 times the cost of a comparable trip on either bus or rail. Metro complies with this law and sets a fare based on the comparable *fastest* trip on either bus or rail (up to \$7). The service is door-to-door and costs Metro, on average, \$45 per trip.

An alternative has been proposed by Metro's Accessibility Advisory Committee. The proposed fare is 2 times the cost of a comparable trip on *bus only*. The savings to disabled customers would be a reduction of the average cost of paratransit services from \$4.85 to \$2.98. The new maximum fare for these customers would be \$3.00 (from the current \$7.00). This reduction in fare would cost Metro \$3.3 million annually. Which of the following would you support?

Keep the fare structure as is but increase the highest fare to \$7.40: 42%
Keep the fare structure as it currently is: 40%
Reduce the fare from the fastest comparable fare (on rail) to least expensive comparable fare (on bus), cost = \$3.3 million to Metro: 18%

Section 6 – Demographics

A. Where do you live?

District of Columbia:	44%
Arlington County:	12%
City of Alexandria:	5%
City of Fairfax:	1%
Fairfax County:	10%
City of Falls Church:	1%
Prince George's County:	6%
Montgomery County:	16%
Loudoun County:	0%
Other, Metro DC Area:	2%
Other, Non-Metro DC area:	2%

B. What is your Gender?

Male:	50%
Female:	50%

C. How old are you?

18-24:	16%
25-29:	33%
30-34:	19%
35-44:	14%
45-54:	9%
55-64:	7%
65+:	2%

D. Are you a Federal Government Employee?

Yes	23%
No	77%

E. Do you receive transportation benefits from your employer?

Yes	47%
No	53%

F. What is the highest level of education you have completed?

Less than High School:	0%
High school graduate:	2%
Technical/Business school graduate:	1%
Some college:	7%
Four year college degree:	37%
Some post-graduate work:	13%
Post-graduate/professional degree:	41%

G. Are you of Latin or Hispanic Origin?

Yes	5%
No	95%

H. What is your race?

White/Caucasian	82%
Black/African American	9%
Asian/Pacific Islander	4%
Native American	0%
Other	5%

I. What is your household's annual income range?

< \$10,000:	3%
\$10,000-\$14,999:	1%
\$15,000-\$24,999:	2%
\$25,000-\$34,999:	5%
\$35,000-\$49,999:	16%
\$50,000-\$74,999:	23%
\$75,000-\$99,999:	15%
\$100,000-\$149,999:	19%
\$150,000-\$199,999:	9%
>\$200,000:	7%

ATTACHMENT B

FY2013 Proposed Fare Changes

Fares and Fees

	CURRENT Fares / Fees	FY2013 Fare Proposal
Metrorail Fares		
Peak Fares ¹		
1 · Boarding charge	\$1.95	\$2.10
2 · Composite miles between 3 and 6 miles	\$0.299	\$0.316
3 · Composite miles over 6 miles	\$0.265	\$0.280
4 · Maximum peak fare	\$5.00	\$5.75
5 · Charge for senior/disabled is one-half peak fare	\$0.95 - \$2.50	\$1.05 - \$2.85
6 · Peak-of-the-peak surcharge	\$0.20	eliminate
Off-Peak Fares ²		
7 · Boarding charge	\$1.60	\$1.70
8 · Composite miles between 3 and 6 miles ³	NA	\$0.237
9 · Composite miles over 6 miles	NA	\$0.210
10 · Maximum off-peak fare	\$2.75	\$3.50
11 · Charge for senior/disabled is one-half peak fare during off-peak	\$0.95 - \$2.50	\$1.05 - \$2.85
12 · Charge for first 7 composite miles	\$1.60	eliminate
13 · Charge for composite miles between 7 and 10 miles	\$2.15	eliminate
14 · Charge for composite miles greater than 10 miles	\$2.75	eliminate
Magnetic Paper Fare Card Fares		
14 · Non-SmarTrip® fare surcharge ⁴	\$0.25	\$1.00
15 · Senior/disabled non-SmarTrip® surcharge	\$0.10	\$0.50
Rail Passes		
16 · One-day pass, valid after 9:30 a.m.	\$9.00	eliminate
17 · One day pass, no time restriction	NA	\$14.00
18 · 7-Day fast pass for rail available on SmarTrip®	\$47.00	\$57.50
19 · 28-Day fast pass for rail available on SmarTrip®	NA	\$230.00
20 · 7-Day short-trip pass alternative avail on paper farecards	\$32.35	\$35.00
Other Rail Fares		
21 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	no change
22 · 30-Day DC SmartStudent pass & DC One Card, within DC ⁵	\$30.00	\$32.00
23 · DC Student farecards & DC One Card - 10 rail trips within DC ⁵	\$9.50	\$10.00
24 · Transit Link card on MARC and VRE ⁶	\$102.00	\$108.00
25 · Transit Link card on MTA ⁶	\$157.00	\$166.00
Metrobus Fares and Fees		
Regular Fares		
26 · SmarTrip® boarding charge for local/limited-stop bus	\$1.50	\$1.60
27 · SmarTrip® boarding charge for express bus	\$3.65	no change
28 · Cash boarding charge for local/limited-stop bus	\$1.70	\$1.80
29 · Cash boarding charge for express bus	\$3.85	\$4.00
30 · Cash/SmarTrip® boarding charge for airport designated routes	\$6.00	no change
Senior/Disabled: One-half Regular Fares		
31 · SmarTrip® boarding charge for local/limited-stop bus	\$0.75	\$0.80
32 · SmarTrip® boarding charge for express bus	\$1.80	no change
33 · Cash boarding charge for local/limited-stop bus	\$0.85	\$0.90
34 · Cash boarding charge for express bus	\$1.90	\$2.00
35 · Cash/SmarTrip® boarding charge for airport designated routes	\$1.80 - \$1.90	\$3.00

		CURRENT Fares / Fees	FY2013 Fare Proposal
Metrobus Fares and Fees			
Bus Transfers			
36	· Bus-to-bus transfers utilizing SmarTrip® card	\$0.00	no change
37	· Rail-to-bus transfer utilizing SmarTrip® card ⁷	\$0.50 discount	no change
38	· Transfer from MARC, VRE, and MTA	\$0.00	no change
39	· Transfer from regional bus partners	varies	no change
Bus Passes			
40	· 7-Day Regional Bus pass	\$15.00	\$16.00
41	· 7-Day Regional senior/disabled pass	\$7.50	\$8.00
Other Fare Media			
42	· Package of 10 tokens, available to organizations	\$17.00	\$18.00
43	· 30-Day DC SmartStudent pass & DC One Card Pass ⁵	\$30.00	\$32.00
44	· DC student tokens - 10 trips per pack ⁵	\$7.50	\$8.00
45	· DC student pass on DC One Card - 10 trips ⁵	\$7.50	\$8.00
MetroAccess Fares			
46	· MetroAccess fare (within ADA 3/4 mile service corridor) ⁸	varies	varies
47	· Maximum fare	\$7.00	no change
Parking Fees⁹			
48	· District of Columbia	\$3.25 - \$4.25	\$3.50 - \$4.50
49	· Montgomery County	\$4.00 - \$4.75	\$4.25 - \$5.00
50	· Prince George's County	\$4.25	\$4.50
51	· Virginia	\$4.50	\$4.75
52	· Monthly reserved parking fee	\$65.00	\$45.00-\$65.00
53	· Parking meters \$1.00/60 minutes	\$1.00	no change
54	· Prince George's parking garage at New Carrollton	\$85.00	no change
55	· Non-Metro Rider parking fees	\$8.25 - \$25.00	no change
Other Fees			
56	· Bicycle locker rental	\$200.00 (annual)	\$120.00 (annual)
57	· Surcharge on Entry/Exit for station improvements, two stations per Compact Jurisdiction ¹⁰	NA	\$0.05

¹ Peak fares are in effect from opening through 9:30 a.m. and from 3:00 p.m. to 7:00 p.m. weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.

² Off-Peak fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.

³ Off-Peak fares are capped at a percentage increase over the June 2010 approved fares.

⁴ Non-SmarTrip® fare surcharge is in addition to the peak or off-peak fare charged.

⁵ The District of Columbia may choose to absorb the increase in student fares by increasing the school subsidy payment.

⁶ Metro's portion of the Transit Link Cards on MARC, VRE and MTA.

⁷ Anacostia and Congress Heights rail stations have an additional \$0.50 discount for all transfers between bus and rail for qualifying bus routes.

⁸ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip. Effective February 27, 2011. No change in supplemental zone fares.

⁹ Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking garage at New Carrollton is \$70 base fee plus \$15 surcharge.

¹⁰ Rail stations with surcharge are designated per Jurisdiction discretion pending Board approval.

PRESENTED AND ADOPTED: May 24, 2012

SUBJECT: APPROVAL OF FY2013 BUDGET

2012-14
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/Chief Executive Officer's (GM/CEO) proposed FY2013 budget and has conducted six public hearings preceded by open forums on the fare proposal and approved fare changes, reflected in Resolution #2012-09; and

WHEREAS, The Board of Directors recognizes the importance of multi-year planning and has directed WMATA Staff to develop a list of major budget issues and initiatives for the Board to consider during the FY2014 budget development process; now, therefore be it

RESOLVED, That the Board of Directors approves the FY2013 budget of \$2.52 billion, as detailed in Attachment A; and be it further

RESOLVED, That the FY2013 operating portion of the budget totals \$1.58 billion, with operating expenses and subsidies, detailed in Attachments B-1 and B-2; and be it further

RESOLVED, That to the extent possible, consistent with contractual obligations, up to \$250,000 from the pension line item in the Operating budget will be allocated to a consulting contract for a full assessment of the benefits and issues related to the consolidation of WMATA's defined benefit pension plans and, if not possible, staff will identify another funding source for the assessment; and be it further

RESOLVED, That the 103-mile rail construction debt service portion of the FY2013 budget totals \$16.2 million and is allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That \$21.17 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2013 budget and are allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That the FY2013 budget for the Capital Improvement Program (CIP) totals \$801.7 million as detailed in Attachments C-1 and C-2; and be it further

RESOLVED, That the American Recovery and Reinvestment Act Projects FY2013 budget totals \$8.5 million and the budget for Safety & Security Projects totals \$38.5 million as detailed in Attachments D-1 and D-2; and be it further

RESOLVED, That the budget for operating reimbursable program projects totals \$35.2 million and \$56.5 million for the capital portion which includes \$3.0 million for new projects and \$53.5 million for prior-year reimbursable program project budgets, all as detailed in Attachments D-3 and D-4; and be it further

RESOLVED, That the Board of Directors approves the multi-year CIP for FY2013 through FY2018 of \$5.50 billion plus the roll-over of unexpended capital funds from FY2012 into FY2013; and be it further

RESOLVED, That the GM/CEO is authorized to rollover unexpended Capital budget at the end of a fiscal year into the following fiscal year; and be it further

RESOLVED, That the Board of Directors approves use of Capital funds of \$30.7 million for preventive maintenance expenditures; and be it further

RESOLVED, That in order to implement the elements of the CIP and Operating budget, the GM/CEO and the Chief Financial Officer or designee are authorized to: (1) file and execute grant applications on behalf of Metro for funds from the federal government and any other public or private entity consistent with the Operating budget, the CIP and Capital Needs Inventory; (2) conduct public hearings in furtherance of the implementation of the CIP; and (3) execute and file the annual Federal Transit Administration Certifications and Assurances; and be it further

RESOLVED, That the Board of Directors adopts the Budget Work Plan for FY2014 and Beyond as detailed in Attachment E; 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

ATTACHMENT A**FY2013 BUDGET**

(dollars in millions)

	Fiscal 2013 Budget	Capital Six-year Program
Operating Budget		
Metrorail Operations	\$896.4	
Metrobus Operations	\$565.0	
MetroAccess Operations	\$114.7	
Subsidized Operating Budget	\$1,576.1	
Preventive Maintenance	(\$30.7)	
Funding from FY2011 Surplus	(\$2.3)	
Debt Service	\$16.2	
Metro Matters Debt Service	\$21.1	
Total Operating Budget	\$1,580.4	
Operating Reimbursable Programs	\$35.2	
Capital Budget		
Capital Improvement Program	\$801.7	\$5,048.2
ARRA	\$8.5	\$8.5
Safety and Security	\$38.5	\$38.5
Capital Reimbursable	\$56.5	\$405.0
Total Capital Budget	\$905.2	\$5,500.2
FY2013 BUDGET APPROVAL	\$2,520.8	\$5,500.2

ATTACHMENT B-1**FISCAL 2013 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES**

	FY2013 Budget	Metrobus	Metrorail	MetroAccess
REVENUES				
Passenger	\$ 772,288,176	\$ 138,420,469	\$ 626,148,189	\$ 7,719,518
Other Passenger	7,600,000	2,553,800	5,046,200	-
Parking	48,600,256	-	48,600,256	-
Advertising	15,500,000	10,385,000	5,115,000	-
Joint Development	8,000,000	-	8,000,000	-
Fiber Optics	14,500,000	-	14,500,000	-
Interest	7,137,000	2,324,652	4,812,349	-
Other	330,000	300,000	30,000	-
Total Revenues	\$ 873,955,433	\$ 153,983,920	\$ 712,251,994	\$ 7,719,518
EXPENSES				
Personnel	\$1,128,166,320	\$ 439,343,081	\$ 681,166,022	\$ 7,657,218
Services	210,193,072	36,884,461	69,335,057	103,973,554
Materials & Supplies	69,694,018	24,954,464	44,363,300	376,254
Fuel & Propulsion Power	91,005,246	38,392,890	52,612,356	-
Utilities	39,979,311	8,947,049	30,927,214	105,048
Casualty & Liability	31,579,237	13,117,426	16,662,291	1,799,520
Leases & Rentals	4,855,992	1,306,672	2,793,329	755,991
Miscellaneous	5,083,232	2,120,917	2,903,093	59,222
Reimbursements	(4,456,118)	(74,300)	(4,381,818)	-
Total Expenses	\$1,576,100,310	\$ 564,992,659	\$ 896,380,844	\$ 114,726,806
GROSS SUBSIDY	\$ 702,144,877	\$ 411,008,739	\$ 184,128,850	\$ 107,007,288
Less: Preventive Maintenance	(30,700,000)	(10,438,000)	(20,262,000)	-
Less: FY2011 Surplus Funding	(2,300,000)	(2,300,000)		-
Net Operating Subsidy	\$ 669,144,877	\$ 398,270,739	\$ 163,866,850	\$ 107,007,288

**FISCAL YEAR 2013 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS**

	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Total								
Metrobus Operating Subsidy								
Regional Bus Subsidy	\$137,037,904	\$48,593,172	\$56,646,812	\$14,935,836	\$24,680,410	\$592,174	\$41,501,733	\$1,316,200
Non-Regional Bus Subsidy	\$31,765,878	\$9,164,973	\$22,533,782	\$1,437,276	\$737,807	\$0	\$7,326,779	\$0
Subtotal	\$168,803,782	\$57,758,146	\$79,180,594	\$16,373,113	\$25,418,217	\$592,174	\$48,828,513	\$1,316,200
Percent of Total	42.4%	14.5%	19.9%	4.1%	6.4%	0.1%	12.3%	0.3%
MetroAccess Subsidy								
Base Allocation	\$52,203,971	\$28,633,319	\$27,516,699	\$6,954,045	\$14,512,464	\$463,005	\$24,561,803	\$388,520
Max Fare Subsidy	\$727,531	\$3,949,643	\$1,715,654	\$290,459	\$217,869	\$47,882	\$1,647,598	\$36,388
Subtotal	\$52,931,502	\$32,582,962	\$29,232,354	\$7,244,504	\$14,730,333	\$510,887	\$26,209,401	\$424,908
Percent of Total	32.3%	19.9%	17.8%	4.4%	9.0%	0.3%	16.0%	0.3%
MetroAccess Subsidy								
Percent of Total	25.6%	20.9%	39.7%	0.9%	1.0%	0.3%	11.6%	0.1%
Net Operating Subsidy								
100%	\$249,120,556	\$112,665,426	\$150,890,815	\$24,547,511	\$41,205,724	\$1,386,178	\$87,462,291	\$1,866,377
	37.2%	16.8%	22.5%	3.7%	6.2%	0.2%	13.1%	0.3%
Debt Service								
Metro Matters Debt Service	\$6,088,784	\$2,868,676	\$2,871,859	\$835,821	\$1,614,946	\$27,523	\$1,867,601	\$22,690
Total Debt Service	\$10,672,581	\$4,944,539	\$5,505,697	\$0	\$0	\$0	\$0	\$52,939
	\$16,761,365	\$7,813,215	\$8,377,556	\$835,821	\$1,614,946	\$27,523	\$1,867,601	\$75,629
FY2013 Jurisdictional Operating Funding								
	\$265,881,921	\$120,478,641	\$159,268,371	\$25,383,332	\$42,820,670	\$1,413,701	\$89,329,892	\$1,942,006

FY2013 CAPITAL BUDGET
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
ATTACHMENT C-1
 FY2013 CAPITAL BUDGET
 (dollars in millions)

A	Vehicles/ Vehicle Parts	Actual FY2011	Budget FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	Forecast FY2017	Forecast FY2018	FY2011-18	
										Total	Total
	Replacement of Rail Cars										
	CIP0057 1000 Series Rail Car Replaceml	\$79,266	\$8,636	\$2,392	\$14,812	\$79,055	\$244,584	\$270,507	\$10,353	\$709,605	\$621,704
	CIP0059 2000/3000 Series Rail Car Replacement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4,319	4,319	4,319
	CIP0060 4000 Series Rail Car Replaceml	0.000	0.000	0.000	0.000	0.000	22,410	3,146	201,941	227,497	227,497
	CIP0069 Rail Cars (2000 Series) - 75% 8-Car Trains	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	Subtotal	\$79,266	\$8,636	\$2,392	\$14,812	\$79,055	\$266,994	\$273,653	\$216,613	\$941,421	\$853,520
	Replacement of Buses										
	CIP0006 Bus Replacement	\$65,607	\$114,496	\$67,152	\$52,815	\$83,153	\$77,993	\$73,493	\$86,086	\$620,794	\$440,691
	Subtotal	\$65,607	\$114,496	\$67,152	\$52,815	\$83,153	\$77,993	\$73,493	\$86,086	\$620,794	\$440,691
	Rehabilitation of Rail Cars										
	CIP0058 2000/3000 Series Rail Car Mid-Life Rehabilitat	\$4,723	\$3,363	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$8,085	\$0.000
	CIP0061 5000 Series Rail Car Mid-Life Rehabilitator	0.000	0.000	0.000	0.000	0.000	0.000	0.992	3,812	4,804	4,804
	CIP0063 Rail Rehabilitation Program	10,531	22,916	20,164	17,644	19,978	23,837	21,485	21,765	158,320	124,873
	CIP0064 1000 Series Rail Car HVAC Rhat	1,871	2,152	0.000	0.000	0.000	0.000	0.000	0.000	4,023	0.000
	CIP0067 Rail Car Safety & Reliability Enhancements	10,893	10,179	2,852	1,614	1,726	1,994	1,805	1,967	33,029	11,957
	CIP0125 Rail Preventive Maintenance	20,806	0.055	0.000	0.000	0.000	0.000	0.000	0.000	20,861	0.000
	CIP0142 Rail Lifecycle Overhaul	20,000	20,800	20,262	20,954	20,847	20,847	20,847	20,847	165,405	124,605
	CIP0148 Repair of Damaged Railcars	0.145	7,909	0.000	2,426	2,447	2,429	0.000	0.000	15,355	7,302
	Subtotal	\$68,968	\$67,373	\$43,278	\$42,639	\$44,998	\$49,107	\$45,128	\$48,391	\$409,882	\$273,541
	Rehabilitation of Buses										
	CIP0005 Bus Rehabilitation Program	\$23,002	\$31,529	\$30,862	\$27,921	\$32,131	\$37,392	\$34,700	\$35,835	\$253,372	\$198,841
	CIP0008 Bus Repairables	4,773	11,842	10,491	10,885	14,813	18,376	17,273	17,838	106,292	89,677
	CIP0137 Bus Preventive Maintenance	11,424	0.047	0.000	0.000	0.000	0.000	0.000	0.000	11,471	0.000
	CIP0143 Bus Lifecycle Overhaul	10,000	10,715	10,438	10,794	10,739	10,739	10,739	10,739	84,904	64,189
	Subtotal	\$49,198	\$54,133	\$51,792	\$49,601	\$57,683	\$66,507	\$62,713	\$64,412	\$456,038	\$352,706
	Replacement of MetroAccess Vehicles										
	CIP0015 MetroAccess Fleet Replacement	\$11,626	\$11,559	\$8,547	\$8,222	\$10,915	\$13,695	\$12,446	\$13,049	\$90,058	\$66,874
	Subtotal	\$11,626	\$11,559	\$8,547	\$8,222	\$10,915	\$13,695	\$12,446	\$13,049	\$90,058	\$66,874
	Replacement of Service Vehicles										
	CIP0009 Service Vehicle Replacement	\$0,080	\$7,570	\$8,039	\$7,905	\$8,193	\$7,099	\$8,410	\$8,686	\$55,982	\$48,332
	Subtotal	\$0,080	\$7,570	\$8,039	\$7,905	\$8,193	\$7,099	\$8,410	\$8,686	\$55,982	\$48,332
	Rail Car Fleet Expansion										
	CIP0062 6000 Series Rail Car Procuremt	\$3,995	\$5,491	\$0,917	\$1,029	\$0,222	\$0,048	\$0,000	\$0,000	\$11,702	\$2,217
	Subtotal	\$3,995	\$5,491	\$0,917	\$1,029	\$0,222	\$0,048	\$0,000	\$0,000	\$11,702	\$2,217
	Bus Fleet Expansion										
	CIP0003 Bus Fleet Expansion	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
	Subtotal	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
	Bus Enhancements										
	CIP0002 Automatic Vehicle Location Eqt	\$0,437	\$8,124	\$25,252	\$12,847	\$2,707	\$0,588	\$0,000	\$0,000	\$49,955	\$41,394
	CIP0007 Bus Camera Installation	2,085	0,489	0,000	2,368	0,512	0,111	0,000	0,000	5,565	2,991
	Subtotal	\$2,522	\$8,614	\$25,252	\$15,215	\$3,219	\$0,699	\$0,000	\$0,000	\$55,521	\$44,385
	Subtotal	\$281,262	\$277,870	\$207,369	\$192,239	\$287,437	\$482,142	\$475,842	\$437,236	\$2,641,398	\$2,082,267
	B Rail System Infrastructure Rehabilitation										
	Rail Line Segment Rehabilitation										
	CIP0107 Red Line Rehabilitation - Stage 1	\$48,368	\$79,824	\$84,676	\$38,166	\$18,059	\$5,765	\$0,000	\$0,000	\$274,857	\$146,666
	CIP0108 Red Line Rehabilitation - Stage 2	0.000	0.000	0.440	1,231	14,023	73,977	92,552	79,762	261,985	261,985
	CIP0110 Orange/Blue Rehabilitation - Stage 1	30,154	44,066	61,988	90,101	86,128	73,116	34,482	0.000	420,034	345,815
	Subtotal	\$78,522	\$123,889	\$147,104	\$129,498	\$118,210	\$152,858	\$127,035	\$79,762	\$956,877	\$754,466
	Subtotal	\$78,522	\$123,889	\$147,104	\$129,498	\$118,210	\$152,858	\$127,035	\$79,762	\$956,877	\$754,466

Multi-Year Capital Budget (CIP) Costs: FY2011-2018

ATTACHMENT C-1

FY2013 CAPITAL BUDGET

(dollars in millions)

	Actual FY2011	Budget FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
C Maintenance Facilities											
Rehabilitation and Replacement of Bus Garages											
CIP0084	\$1,939	\$30,640	\$0,862	\$4,338	\$39,125	\$19,391	\$96,294	\$0,000	\$0,000	\$96,294	\$63,715
CIP0085	9,474	30,312	0,829	33,353	13,759	5,795	93,522	0,000	0,000	93,522	53,736
CIP0086	0,000	5,279	4,428	4,495	4,691	0,025	14,918	0,000	0,000	14,918	9,639
Subtotal	\$11,412	\$66,231	\$2,119	\$42,187	\$57,574	\$25,210	\$204,734	\$0,000	\$0,000	\$204,734	\$127,091
Maintenance of Bus Garages											
CIP0119	\$12,679	\$32,250	\$28,681	\$24,576	\$11,225	\$2,438	\$111,849	\$0,000	\$0,000	\$111,849	\$66,920
Subtotal	\$12,679	\$32,250	\$28,681	\$24,576	\$11,225	\$2,438	\$111,849	\$0,000	\$0,000	\$111,849	\$66,920
Maintenance of Rail Yards											
CIP0116	\$0,297	\$15,499	\$16,078	\$45,775	\$45,018	\$25,376	\$148,042	\$7,634	\$0,000	\$155,676	\$139,880
Subtotal	\$0,297	\$15,499	\$16,078	\$45,775	\$45,018	\$25,376	\$148,042	\$7,634	\$0,000	\$155,676	\$139,880
Rail Maintenance Facilities											
CIP0071	\$1,277	\$3,623	\$42,348	\$31,637	\$7,383	\$1,604	\$87,871	\$0,000	\$0,000	\$87,871	\$82,971
Subtotal	\$1,277	\$3,623	\$42,348	\$31,637	\$7,383	\$1,604	\$87,871	\$0,000	\$0,000	\$87,871	\$82,971
Environmental Compliance Projects											
CIP0010	\$0,458	\$0,823	\$1,930	\$2,366	\$1,135	\$0,996	\$7,709	\$0,813	\$0,840	\$9,362	\$8,081
CIP0011	1,697	4,658	2,890	2,229	1,296	2,989	15,758	4,250	4,389	24,397	18,042
Subtotal	\$2,155	\$5,481	\$4,820	\$4,595	\$2,431	\$3,985	\$23,467	\$5,063	\$5,229	\$33,759	\$26,123
Maintenance Bus and Rail Facilities											
CIP0126	\$1,321	\$2,079	\$0,250	\$1,403	\$1,961	\$2,265	\$9,279	\$1,014	\$1,902	\$12,194	\$8,794
CIP0127	4,180	1,030	1,000	0,850	1,207	1,082	9,311	1,063	1,063	11,456	6,246
CIP0145	0,000	13,379	8,987	7,109	3,802	3,406	36,681	2,300	2,262	41,244	27,865
CIP0155	0,000	0,000	0,440	0,047	0,010	0,002	0,500	0,000	0,000	0,500	0,500
Subtotal	\$5,502	\$16,488	\$10,677	\$9,408	\$6,817	\$6,879	\$55,771	\$4,395	\$5,227	\$65,394	\$43,404
Expansion of Bus Garages											
CIP0038	\$0,193	\$0,705	\$0,000	\$0,000	\$0,000	\$0,000	\$0,899	\$0,000	\$0,000	\$0,899	\$0,000
CIP0078	1,353	5,133	7,421	5,836	5,007	1,088	25,838	0,000	0,000	25,838	19,352
Subtotal	\$1,546	\$5,839	\$7,421	\$5,836	\$5,007	\$1,088	\$26,737	\$0,000	\$0,000	\$26,737	\$19,352
Subtotal	\$34,868	\$145,411	\$112,144	\$164,014	\$135,455	\$66,580	\$658,472	\$17,092	\$10,456	\$686,020	\$505,741
D Systems and Technology											
Power System Upgrades - Rail											
CIP0076	\$0,000	\$0,000	\$0,880	\$5,581	\$6,709	\$8,155	\$21,324	\$7,268	\$6,872	\$35,464	\$35,464
CIP0077	4,058	0,108	0,000	0,000	0,000	0,000	4,165	0,000	0,000	4,165	0,000
Subtotal	\$4,058	\$0,108	\$0,880	\$5,581	\$6,709	\$8,155	\$25,489	\$7,268	\$6,872	\$39,630	\$35,464
Operations Support Software											
CIP0042	\$1,228	\$4,359	\$4,120	\$2,971	\$5,010	\$5,354	\$23,043	\$3,894	\$3,624	\$30,562	\$24,975
CIP0043	1,494	2,041	2,816	2,991	3,482	3,525	16,350	3,089	2,920	22,359	18,824
CIP0044	6,907	8,859	4,122	4,256	4,807	5,471	34,422	4,804	2,656	41,882	26,115
CIP0045	8,020	6,615	2,576	5,761	5,452	5,303	33,728	6,700	6,650	47,077	32,442
CIP0047	0,971	3,626	1,500	2,000	2,584	1,952	12,632	1,444	2,072	16,148	11,551
CIP0051	0,000	1,559	1,866	1,969	2,044	0,444	7,881	0,000	1,967	9,848	8,289
CIP0052	3,028	5,516	4,576	4,095	4,082	5,781	27,078	3,270	4,586	34,935	26,391
CIP0053	0,925	0,896	0,895	3,334	2,624	2,737	11,411	2,486	2,468	16,366	14,544
CIP0056	0,845	2,824	3,278	5,511	4,535	5,084	22,378	4,313	0,168	26,859	23,190
CIP0128	0,000	1,559	2,240	0,497	0,000	0,000	4,296	0,000	0,000	4,296	2,737
CIP0140	1,935	4,516	2,024	1,434	0,310	0,067	10,286	0,000	0,000	10,286	3,836
CIP0144	1,335	0,269	0,000	0,000	0,000	0,000	1,604	0,000	0,000	1,604	0,000
CIP0149	0,000	3,000	0,000	1,283	0,277	0,060	4,620	0,000	0,000	4,620	1,620
Subtotal	\$26,688	\$45,639	\$30,313	\$36,103	\$35,208	\$35,778	\$209,729	\$30,001	\$27,111	\$266,841	\$194,513

FY2013 CAPITAL BUDGET
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
ATTACHMENT C-1
 FY2013 CAPITAL BUDGET
 (dollars in millions)

	Actual FY2011	Budget FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
Business Support Software & Equipment											
CIPO030	\$0.125	\$1,978	\$0.704	\$0.076	\$0.016	\$0.004	\$2,903	\$0.000	\$0.000	\$2,903	\$0.799
CIPO046	0.964	2,051	1,760	3,740	3,567	3,050	15,131	2,506	1,817	19,454	16,439
CIPO048	4.509	5,529	4,707	3,521	3,820	4,351	26,437	4,157	4,083	34,676	24,639
CIPO049	7.061	25,781	7,345	13,490	6,301	0.960	60,937	0.478	0.000	61,415	28,574
CIPO050	2.960	3,175	2,000	1,653	1,973	1.539	13,475	1,660	1.539	16,673	10,538
CIPO054	2.366	3,191	3,175	0.898	0.350	0.551	10,855	0.850	1.289	12,995	7,438
CIPO103	0.658	0.667	0.613	0.066	0.014	0.674	2,692	0.750	0.760	4,202	2,877
CIPO147	0.351	0.000	0.000	0.000	0.000	0.000	0.351	0.000	0.000	0.351	0.000
CIPO195	0.000	0.000	5.280	1.357	1.102	1.161	8,901	1.000	0.984	10,885	10,885
CIPO196	0.000	0.000	2.904	2.841	3.396	0.951	10,092	1.000	0.000	10,092	10,092
Subtotal	\$18,643	\$42,723	\$28,813	\$27,643	\$20,280	\$13,674	\$151,775	\$11,400	\$10,471	\$173,646	\$112,280
Rail Fare Equipment											
CIPO031	\$0.331	\$1,122	\$0.227	\$0.229	\$0.258	\$0.293	\$2,459	\$0.257	\$0.243	\$2,960	\$1,507
CIPO032	0.000	0.913	0.000	0.000	0.000	0.000	0.913	0.000	0.000	0.913	0.000
CIPO091	0.000	1.075	0.000	0.878	1.090	1.262	4,305	1.112	1.052	6,469	5,394
CIPO092	1.469	1,756	4,400	0.473	0.102	0.022	8,223	0.000	0.000	8,223	4,998
CIPO093	4.200	6,210	7,132	3.138	0.842	0.183	21,705	0.000	0.000	21,705	11,295
CIPO094	0.114	2.167	2.279	0.245	0.053	0.012	4,869	0.000	0.000	4,869	2,589
CIPO097	1.002	3,284	8,339	16,604	24,286	40,973	94,489	16,426	13,723	124,638	120,352
Subtotal	\$7,116	\$16,526	\$22,377	\$21,568	\$26,631	\$42,744	\$136,963	\$17,796	\$15,018	\$169,777	\$146,135
Subtotal	\$56,504	\$104,996	\$82,363	\$90,894	\$88,827	\$100,352	\$523,956	\$66,465	\$59,472	\$649,893	\$488,393
E Track and Structures											
Track Rehabilitation											
CIPO018	\$0.369	\$2,756	\$2,519	\$2,709	\$3,262	\$3,989	\$15,605	\$3,730	\$4,484	\$23,818	\$20,693
CIPO019	1.540	1,503	1,161	1,352	1,600	1,904	9,060	1,717	2,309	13,086	10,043
CIPO021	2,361	4,097	1,897	1,996	2,389	2,814	15,554	2,544	3,640	21,738	15,280
CIPO022	2,802	4,037	2,544	1,726	1,819	2,124	15,051	1,917	6,514	23,482	16,643
CIPO023	0.000	5,517	3,682	3,875	4,564	5,447	23,086	4,939	5,245	33,270	27,275
CIPO024	37,387	50,414	34,862	28,944	33,256	41,537	226,400	39,040	36,613	302,053	214,253
CIPO089	2,313	3,553	1,812	1,826	2,058	2,342	13,904	2,700	2,656	19,260	13,394
CIPO141	5,860	1,547	0.440	0.047	0.010	0.002	7,907	0.000	0.000	7,907	5,904
CIPO146	0.425	5,906	5,198	0.559	0.121	0.026	12,235	0.000	0.000	12,235	5,904
Subtotal	\$53,056	\$79,331	\$54,114	\$43,036	\$49,079	\$60,185	\$338,801	\$56,587	\$61,461	\$456,850	\$324,462
Station/Tunnel Rehabilitation											
CIPO026	\$3,420	\$3,298	\$2,883	\$3,035	\$3,574	\$4,242	\$20,452	\$4,952	\$5,539	\$30,943	\$24,225
Subtotal	\$3,420	\$3,298	\$2,883	\$3,035	\$3,574	\$4,242	\$20,452	\$4,952	\$5,539	\$30,943	\$24,225
Subtotal	\$56,476	\$82,629	\$56,997	\$46,070	\$52,653	\$64,427	\$359,253	\$61,540	\$67,000	\$487,793	\$348,688
F Passenger Facilities											
Elevator/Escalator Facilities											
CIPO072	\$0.923	\$5,425	\$2,871	\$1,995	\$1,762	\$0.383	\$13,358	\$0.000	\$0.000	\$13,358	\$7,010
CIPO073	3,479	17,502	11,207	13,002	14,040	3,049	62,279	0.000	0.000	62,279	41,298
CIPO132	4,693	5,842	7,871	6,393	7,068	8,010	39,877	7,027	6,911	53,815	43,280
CIPO185	0.000	0.000	3,080	12,960	19,794	23,650	59,484	35,000	26,619	121,103	121,103
Subtotal	\$9,095	\$28,769	\$25,029	\$34,350	\$42,663	\$35,092	\$174,998	\$42,027	\$33,531	\$250,555	\$212,692
Maintenance of Rail Station Facilities											
CIPO087	\$8,633	\$7,832	\$10,851	\$8,900	\$10,247	\$12,178	\$58,642	\$11,341	\$11,712	\$81,695	\$65,230
CIPO138	54,505	55,206	43,527	13,080	2,825	0.614	169,757	0.000	0.000	169,757	60,045
CIPO150	0.000	0.000	5,136	10,024	6,349	1,379	25,048	0.000	0.000	25,048	22,888
CIPO151	0.000	8,725	5,582	5,175	6,088	7,322	32,892	6,902	7,196	46,989	38,264
CIPO152	0.000	1,000	1,800	3,315	0.716	0.156	6,987	0.000	0.000	6,987	5,987
CIPO153	0.000	0.000	0.722	0.078	0.017	0.004	0.820	0.000	0.000	0.820	0.820
Subtotal	\$63,138	\$74,923	\$67,618	\$40,571	\$26,243	\$21,652	\$294,145	\$18,243	\$18,908	\$331,296	\$193,233

FY2013 CAPITAL BUDGET
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
ATTACHMENT C-1
 FY2013 CAPITAL BUDGET
 (dollars in millions)

	Actual FY2011	Budget FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
Bicycle & Pedestrian Facilities											
CIP0035	\$0.516	\$2.315	\$2.646	\$1.674	\$1.716	\$1.927	\$10.794	\$1.703	\$1.622	\$14.119	\$11.288
Subtotal	\$0.516	\$2.315	\$2.646	\$1.674	\$1.716	\$1.927	\$10.794	\$1.703	\$1.622	\$14.119	\$11.288
Rail Station: Capacity/Enhancements											
CIP0039	\$0.252	\$3.283	\$2.048	\$1.036	\$1.471	\$1.267	\$9.357	\$1.748	\$1.771	\$12.876	\$9.341
CIP0074	4.700	5.090	1.021	0.110	0.024	0.005	10.950	0.000	0.000	10.950	1.160
CIP0088	0.000	0.000	0.000	0.000	0.405	1.009	1.414	10.000	14.753	26.167	26.167
CIP0179	0.000	0.000	0.000	0.587	4.477	3.125	8.190	0.000	0.000	8.190	8.190
Subtotal	\$4.952	\$8.373	\$3.068	\$1.733	\$6.377	\$5.407	\$29.911	\$11.748	\$16.524	\$58.183	\$44.858
Bus Priority Corridor Improvements											
CIP0037	\$1.139	\$8.547	\$2.500	\$4.915	\$3.640	\$6.382	\$27.123	\$4.073	\$2.262	\$33.458	\$23.772
Subtotal	\$1.139	\$8.547	\$2.500	\$4.915	\$3.640	\$6.382	\$27.123	\$4.073	\$2.262	\$33.458	\$23.772
Rail Station Equipment											
CIP0099	\$0.103	\$0.982	\$0.176	\$0.179	\$0.206	\$0.298	\$1.943	\$0.210	\$0.212	\$2.366	\$1.282
Subtotal	\$0.103	\$0.982	\$0.176	\$0.179	\$0.206	\$0.298	\$1.943	\$0.210	\$0.212	\$2.366	\$1.282
Subtotal	\$78.943	\$123.909	\$101.037	\$83.423	\$80.845	\$70.757	\$538.914	\$78.004	\$73.059	\$689.977	\$487.126
G Maintenance Equipment											
Rail Maintenance Equipment											
CIP0020	\$1.238	\$1.061	\$0.983	\$1.035	\$1.235	\$1.406	\$6.958	\$1.341	\$1.396	\$9.694	\$7.395
CIP0025	1.366	34.683	11.299	9.484	10.485	14.223	81.541	13.000	10.220	104.761	68.711
CIP0027	0.314	1.535	1.000	0.832	1.071	1.298	6.049	1.181	1.322	8.552	6.704
CIP0065	2.562	8.928	0.792	0.474	0.446	0.097	13.299	0.000	0.000	13.299	1.809
CIP0066	1.662	6.571	2.053	8.315	6.307	2.291	27.200	0.000	0.000	27.200	18.966
CIP0133	0.877	5.232	0.117	3.170	3.922	0.852	14.170	0.000	0.000	14.170	8.060
CIP0135	0.066	5.347	0.642	1.395	0.648	0.141	8.238	0.000	0.000	8.238	2.825
CIP0136	0.136	8.691	0.000	0.000	0.000	0.000	8.827	0.000	0.000	8.827	0.000
CIP0139	9.757	75.089	30.432	37.621	27.559	28.820	209.278	9.023	12.326	230.627	145.781
Subtotal	\$17.979	\$147.138	\$47.318	\$62.325	\$51.672	\$49.128	\$375.560	\$24.545	\$25.263	\$425.368	\$260.251
Bus Repair Equipment											
CIP0004	\$2.331	\$7.791	\$2.016	\$3.447	\$3.345	\$3.841	\$22.771	\$3.549	\$3.665	\$29.984	\$19.863
Subtotal	\$2.331	\$7.791	\$2.016	\$3.447	\$3.345	\$3.841	\$22.771	\$3.549	\$3.665	\$29.984	\$19.863
Business Facilities Equipment											
CIP0028	\$0.102	\$0.195	\$0.127	\$0.131	\$0.152	\$0.179	\$0.886	\$0.171	\$0.158	\$1.215	\$0.918
CIP0029	0.190	1.182	4.889	0.526	0.114	0.025	6.925	0.000	0.000	6.925	5.552
Subtotal	\$0.292	\$1.377	\$5.016	\$0.657	\$0.266	\$0.203	\$7.811	\$0.171	\$0.158	\$8.140	\$6.471
Subtotal	\$20.602	\$156.306	\$54.350	\$66.429	\$55.283	\$53.173	\$406.142	\$28.265	\$29.086	\$463.492	\$286.585
H Other Facilities											
Business Support Facilities											
CIP0033	\$0.030	\$0.892	\$0.194	\$0.422	\$0.423	\$0.336	\$2.296	\$0.399	\$0.377	\$3.072	\$2.150
CIP0034	0.000	0.000	1.100	1.105	0.239	0.052	2.496	0.000	0.000	2.496	2.496
CIP0080	1.095	8.897	5.543	2.312	1.800	3.415	23.062	2.130	3.461	28.653	18.661
Subtotal	\$1.125	\$9.789	\$6.837	\$3.839	\$2.461	\$3.803	\$27.854	\$2.529	\$3.838	\$34.220	\$23.306
MTPD Support Facilities											
CIP0101	\$0.318	\$3.502	\$11.915	\$11.968	\$2.585	\$0.562	\$30.850	\$0.000	\$0.000	\$30.850	\$27.030
CIP0106	0.127	10.280	5.795	2.434	0.526	0.114	19.276	0.000	0.000	19.276	8.869
Subtotal	\$0.445	\$13.782	\$17.710	\$14.402	\$3.111	\$0.676	\$50.126	\$0.000	\$0.000	\$50.126	\$35.899
Subtotal	\$1.570	\$23.571	\$24.547	\$18.241	\$5.573	\$4.478	\$77.980	\$2.529	\$3.838	\$84.346	\$59.205

FY2013 CAPITAL BUDGET
Multi-Year Capital Budget (CIP) Costs: FY2011-2018
ATTACHMENT C-1
 FY2013 CAPITAL BUDGET
 (dollars in millions)

	Actual FY2011	Budget FY2012	AWP FY2013	Forecast FY2014	Forecast FY2015	Forecast FY2016	Forecast FY2017	Forecast FY2018	FY2011-16 Total	Forecast FY2017	Forecast FY2018	FY2011-18 Total	FY2013-18 Total
I Project Management and Support													
Credit Facility													
CIP0131	\$2,466	\$3,534	\$2,500	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$17,500	\$3,000	\$2,951	\$23,451	\$17,451
Subtotal	\$2,466	\$3,534	\$2,500	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$17,500	\$3,000	\$2,951	\$23,451	\$17,451
Subtotal	\$2,466	\$3,534	\$2,500	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$17,500	\$3,000	\$2,951	\$23,451	\$17,451
New Projects													
CIP0197	\$0,000	\$0,000	\$0,704	\$0,900	\$0,622	\$1,070	\$1,657	\$0,813	\$3,295	\$1,657	\$0,813	\$5,766	\$5,766
CIP0198	0,000	0,000	2,000	0,000	0,000	0,000	0,000	0,000	\$2,000	\$0,000	\$0,000	5,527	5,527
CIP0199	0,000	0,000	5,527	0,000	0,000	0,000	0,000	0,000	5,527	0,000	0,000	2,000	2,000
CIP0200	0,000	0,000	2,000	0,000	0,000	0,000	0,000	0,000	2,000	0,000	0,000	3,000	3,000
CIP0201	0,000	0,000	3,000	0,000	0,000	0,000	0,000	0,000	3,000	0,000	0,000	3,000	3,000
Subtotal	\$0,000	\$0,000	\$13,230	\$0,900	\$0,622	\$1,070	\$1,657	\$0,813	\$15,822	\$1,657	\$0,813	\$16,293	\$18,293
Total	\$611,212	\$1,042,116	\$801,663	\$794,709	\$827,905	\$998,836	\$861,429	\$763,672	\$5,076,440	\$861,429	\$763,672	\$6,699,541	\$5,048,213

ATTACHMENT C-2
FY2013 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Source of Funds: FY2011-2018

(dollars in millions)

	FY2011 Actual	FY2012 Budget	FY2013 AWP	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	FY2018 Forecast	Total FY2011-18	Total FY2013-18
▶ Federal Funds:											
Federal Formula Grant Funds:											
>	\$87.6	\$191.1	\$139.4	\$142.8	\$147.8	\$152.5	\$861.3	\$158.9	\$165.2	\$1,185.4	\$906.7
>	73.3	129.2	101.3	103.8	107.4	111.2	626.2	115.1	119.7	861.0	658.5
>			29.1	(29.1)							
FTA State of Good Repair Grant	\$160.9	\$320.3	\$269.8	\$217.5	\$255.3	\$263.7	\$1,487.5	\$274.0	\$284.9	\$2,046.4	\$1,565.1
Federal PRIIA Grant	-	2.4	-	1.5	-	-	3.9	-	-	3.9	1.5
Federal PRIIA Grant	118.5	181.2	150.0	150.0	150.0	150.0	899.7	150.0	150.0	1,199.7	900.0
Federal TIGER Grant	-	1.5	1.5	3.1	1.1	4.3	11.4	-	-	11.4	9.9
Federal New Freedom Grant	-	-	1.0	-	-	-	1.0	-	-	1.0	1.0
Federal Urban Area Security Initiative (USA)	-	0.4	-	-	-	-	0.4	-	-	0.4	-
Federal Transit Security Grant Program (TS)	-	13.4	5.2	-	-	-	18.6	-	-	18.6	5.2
Federal Bus Grants	-	10.4	3.8	1.3	3.8	3.8	23.2	3.8	-	27.1	16.7
Subtotal: Federal Funds	\$279.5	\$529.9	\$431.2	\$373.4	\$410.2	\$421.8	\$2,446.0	\$427.8	\$434.9	\$3,308.7	\$2,499.4
▶ State and Local Funds:											
Match to Federal Formula Grants	\$40.2	\$76.9	\$60.2	\$61.7	\$63.8	\$65.9	\$368.7	\$68.5	\$71.2	\$508.4	\$391.3
System Performance Funds	59.1	112.7	112.4	114.4	115.7	117.2	631.6	107.6	107.6	846.7	674.9
Unbilled Jurisdictional Contributions	-	-	7.3	29.1	-	-	36.4	-	-	36.4	36.4
Subtotal: Federal Match & Local	99.3	189.6	179.9	205.2	179.5	183.1	1,036.7	176.1	178.8	1,391.5	1,102.6
District of Columbia	37.2	71.1	67.5	77.0	67.3	68.7	388.8	66.0	67.1	521.9	413.5
Montgomery County	17.3	33.0	31.3	35.7	31.2	31.9	180.4	30.6	31.1	242.1	191.8
Prince Georges County	19.0	36.3	34.5	39.3	34.4	35.1	198.6	33.7	34.2	266.6	211.2
Maryland Subtotal	36.3	69.3	65.7	75.0	65.6	66.9	378.9	64.4	65.4	508.6	403.0
Alexandria	4.1	7.8	7.4	8.4	7.4	7.5	42.6	7.2	7.3	57.2	45.3
Arlington County	7.6	14.6	13.8	15.8	13.8	14.1	79.7	13.5	13.7	106.9	84.7
City of Fairfax	0.3	0.5	0.5	0.5	0.5	0.5	2.7	0.5	0.5	3.6	2.9
Fairfax County	13.5	25.8	24.5	28.0	24.5	24.9	141.2	24.0	24.4	189.5	150.2
Falls Church	0.3	0.5	0.5	0.6	0.5	0.5	2.8	0.5	0.5	3.7	3.0
Virginia Subtotal	25.8	49.2	46.7	53.2	46.6	47.5	268.9	45.7	46.4	361.0	286.1
Subtotal: Contributions	99.3	189.6	179.9	205.2	179.5	183.1	1,036.7	176.1	178.8	1,391.5	1,102.6
Match to Federal Bus Grants	-	1.4	1.2	0.3	1.0	1.0	4.9	1.0	-	5.8	4.4
Match to Federal PRIIA Grant	118.5	164.0	150.0	150.0	150.0	150.0	882.5	150.0	150.0	1,182.5	900.0
Subtotal: State and Local Funds	\$217.8	\$355.0	\$331.1	\$355.5	\$330.5	\$334.1	\$1,924.1	\$327.0	\$328.8	\$2,579.9	\$2,007.0
▶ Other CIP Funding Sources:											
Metro Matters Rollover	\$113.7	\$32.0	\$1.4	\$2.3	\$0.0	\$0.0	\$149.5	\$0.0	\$0.0	\$149.5	\$3.7
Metro Matters Residual Funding	-	11.6	23.7	-	-	-	35.3	-	-	35.3	23.7
FY2011 Projected Surplus	-	16.5	-	-	-	-	16.5	-	-	16.5	-
Land Sales	-	7.3	12.8	46.0	-	-	66.1	-	-	66.1	58.8
Red Line Insurance Proceeds	-	8.3	-	-	5.8	-	14.1	-	-	14.1	5.8
Insurance Proceeds	-	-	-	2.9	2.4	2.1	7.4	-	-	7.4	7.4
WFC Insurance Proceeds	0.1	7.9	-	-	-	-	8.1	-	-	8.1	-
Arlington Bus Garage Proceeds	-	5.3	-	-	-	-	5.3	-	-	5.3	-
Other CIP Funds	-	1.8	1.5	-	-	1.0	4.2	-	-	4.2	2.5
Subtotal: Other Funds	\$113.9	\$90.7	\$39.4	\$51.2	\$8.2	\$3.1	\$306.4	\$0.0	\$0.0	\$306.4	\$101.8
Total without Debt	\$611.2	\$975.6	\$801.7	\$780.2	\$748.8	\$759.0	\$4,676.5	\$754.9	\$763.7	\$6,195.0	\$4,608.2
Unbilled Jurisdictional Contributions	\$0.0	\$30.1	\$0.0	\$0.0	\$0.0	\$0.0	\$30.1	\$0.0	\$0.0	\$30.1	\$0.0
Debt Strategy	\$0.0	\$0.0	\$0.0	\$14.5	\$79.1	\$239.9	\$333.4	\$106.6	\$0.0	\$440.0	\$440.0
Total CIP	\$611.2	\$1,005.7	\$801.7	\$794.7	\$827.9	\$998.8	\$5,040.0	\$861.4	\$763.7	\$6,665.1	\$5,048.2
Reimbursable Funds	\$64.9	\$97.5	\$56.5	\$47.3	\$48.3	\$29.6	\$344.2	\$167.3	\$56.1	\$567.5	\$405.0
Federal ARRA Grant Funds	\$62.7	\$47.7	\$8.5	\$0.0	\$0.0	\$0.0	\$118.9	\$0.0	\$0.0	\$118.9	\$8.5
Federal Safety & Security Grants Funds	\$3.2	\$17.7	\$38.5	\$0.0	\$0.0	\$0.0	\$59.4	\$0.0	\$0.0	\$59.4	\$38.5
Total Capital Program	\$742.0	\$1,168.6	\$905.2	\$842.0	\$876.2	\$1,028.4	\$5,562.4	\$1,028.7	\$819.8	\$7,410.8	\$5,500.2

ATTACHMENT D-1

OTHER CAPITAL PROJECTS

American Recovery and Investment Act Projects: FY2013

(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Forecast	Annual Work Plan Year: FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	ARRA Total
Vehicles & Vehicle Parts										
ARA0027	\$27.025	-	-	\$0.001	-	-	-	-	-	\$27.026
ARA0030	3.760	-	0.393	-	-	-	-	-	-	3.764
ARA0028	5.993	-	-	-	-	-	-	-	-	5.993
ARA0021	2.487	0.003	-	0.183	-	-	-	-	-	2.673
ARA0022	11.087	-	-	0.005	-	-	-	-	-	11.092
Subtotal	\$50.353	\$0.003	\$0.393	\$0.189	-	-	-	-	-	\$50.548
Maintenance Facilities										
ARA0001	\$4.259	\$13.602	\$3.336	\$0.202	-	-	-	-	-	\$21.400
ARA0002	1.466	14.140	14.394	0.000	-	-	-	-	-	30.000
ARA0003	4.547	2.392	0.637	0.023	-	-	-	-	-	7.600
Subtotal	\$10.273	\$30.135	\$18.367	\$0.226	-	-	-	-	-	\$59.000
Passenger Facilities										
ARA0004	\$4.360	\$8.890	\$1.000	\$1.750	-	-	-	-	-	\$16.000
ARA0005	-	0.127	0.492	1.881	-	-	-	-	-	2.500
ARA0006	0.077	0.063	0.468	0.592	-	-	-	-	-	1.200
Subtotal	\$4.437	\$9.080	\$1.960	\$4.223	-	-	-	-	-	\$19.700
Safety & Security										
ARA0007	\$1.965	\$0.169	\$0.914	-	-	-	-	-	-	\$3.000
ARA0017	2.337	0.616	0.046	0.000	-	-	-	-	-	3.000
ARA0025	0.809	0.027	-	0.000	-	-	-	-	-	0.836
ARA0031	0.869	0.000	-	0.000	-	-	-	-	-	0.869
ARA0008	2.640	1.044	0.307	0.000	-	-	-	-	-	3.991
Subtotal	\$8.620	\$1.856	\$1.221	\$0.001	-	-	-	-	-	\$11.696
Maintenance & Repair Equipment										
ARA0009	-	-	\$4.999	-	-	-	-	-	-	\$4.999
ARA0020	1.335	0.312	-	0.013	-	-	-	-	-	1.661
ARA0010	-	0.384	2.303	1.313	-	-	-	-	-	4.000
ARA0011	0.706	6.947	2.856	0.002	-	-	-	-	-	10.511
ARA0012	0.446	2.661	0.738	0.056	-	-	-	-	-	3.900
ARA0029	1.030	-	0.000	0.000	-	-	-	-	-	1.030
Subtotal	\$3.517	\$10.304	\$10.896	\$1.384	-	-	-	-	-	\$26.100
Operations Systems										
ARA0013	\$0.649	\$2.840	\$12.538	\$1.874	-	-	-	-	-	\$17.900
ARA0026	2.039	0.182	-	-	-	-	-	-	-	2.221
ARA0014	0.519	0.896	1.331	0.253	-	-	-	-	-	3.000
ARA0019	0.345	1.133	0.022	0.000	-	-	-	-	-	1.500
ARA0018	0.292	0.038	-	0.027	-	-	-	-	-	0.357
Subtotal	\$3.844	\$5.089	\$13.891	\$2.154	-	-	-	-	-	\$24.978
Information Technology										
ARA0015	\$1.591	\$1.045	\$0.818	\$0.057	-	-	-	-	-	\$3.511
ARA0024	0.527	0.222	-	0.001	-	-	-	-	-	0.750
ARA0016	0.257	4.743	-	0.000	-	-	-	-	-	5.000
Subtotal	\$2.374	\$6.011	\$0.818	\$0.058	-	-	-	-	-	\$9.261
Miscellaneous Other										
ARA0023	-	\$0.196	\$0.096	\$0.258	-	-	-	-	-	\$0.550
Total	\$83.418	\$62.673	\$47.642	\$8.492	-	-	-	-	-	\$201.833

Summary of Safety & Security Projects: FY2013

(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Forecast	Annual Work Plan Year:		FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	FY2018 Forecast	Grand Total
				FY2013 Forecast	FY2014 Forecast						
SEC0001	\$ 0.580	\$ 2.047	\$ 3.210	\$ -	\$ -			\$ 5.257			\$ 5.837
SEC0002	-	-	6.400	0.010	0.010			6.410			6.410
SEC0003	-	0.007	0.109	7.024	7.024			7.140			7.140
SEC0004	-	0.040	1.554	10.082	10.082			11.676			11.676
SEC0005	-	-	1.300	-	-			1.300			1.300
SEC0006	-	0.035	2.738	0.000	0.000			2.774			2.774
SEC0007	-	-	-	0.023	0.023			0.023			0.023
SEC0008	0.284	0.122	-	0.095	0.095			0.217			0.500
SEC0009	-	0.038	0.624	5.855	5.855			6.518			6.518
SEC0010	-	0.606	-	-	-			0.606			0.606
SEC0011	0.090	0.129	1.806	3.875	3.875			5.810			5.900
SEC0012	-	-	-	11.500	11.500			11.500			11.500
SEC0030	-	0.141	0.001	0.033	0.033			0.175			0.175
Total	\$ 0.953	\$ 3.166	\$ 17.743	\$ 38.496	\$ -	\$ -	\$ -	\$ 59.405	\$ -	\$ -	\$ 60.358

ATTACHMENT D-3

OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2013

(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Forecast	Annual Work Plan Year:				Reimbursable Total	
				FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast		FY2017 Forecast
District of Columbia									
CRB0027 Brentwood Rail Yard Expansion	\$ 2.339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2.339
CRB0002 DC Downtown Circulator Buses	17.404	0.240	-	-	-	-	-	-	17.644
CRB0031 DC Convention Center	29.822	-	-	-	-	-	-	-	29.822
CRB0073 Dupont Circle Artwork	0.112	-	-	-	-	-	-	-	0.112
CRB0078 Minnesota Avenue Public Hearing	0.020	-	-	-	-	-	-	-	0.020
CRB0036 Navy Yard Station Modification	19.499	-	-	-	-	-	-	-	19.499
CRB0004 Southeast Bus Garage Replacement	14.685	0.984	42.557	0.069	-	-	-	-	67.533
CRB0047 DC Student SmartTrip Pass	0.013	-	-	-	-	-	-	-	0.013
CRB0049 Union Row: U Str/Cardozo Stn	1.009	-	-	-	-	-	-	-	1.009
CRB0056 Yellow Line Extension	0.609	-	-	-	-	-	-	-	0.609
CRB0001 Ana. Lt. Rail Dem. - Vehicles	15.159	0.667	0.040	0.080	-	-	-	-	15.947
CRB0052 U St Stat 14 St Bus Access Imp	-	-	0.019	-	-	-	-	-	0.019
CRB0057 DC Alternative Analysis	7.008	0.000	-	-	-	-	-	-	7.008
CRB0058 DC Starter Line	1.234	-	-	-	-	-	-	-	1.234
CRB0003 NY Avenue Metrorail Station	108.623	1.000	-	-	-	-	-	-	109.623
CRB0096 DC Station Name Changes	0.219	-	-	-	-	-	-	-	0.219
CRB0100 Georgetown Streetscape	1.412	-	-	-	-	-	-	-	1.412
CRB0107 MCI Arena	18.096	-	-	-	-	-	-	-	18.096
CRB0111 National Airport	4.510	-	-	-	-	-	-	-	4.510
CRB0119 DC Station Trailblazer Signs	0.094	-	0.000	-	-	-	-	-	0.094
Regional									
CRB0005 Project Development	6.320	0.725	1.007	1.099	1.099	1.099	1.099	1.099	14.646
DC Subtotal	\$ 248.188	\$ 3.617	\$ 43.623	\$ 10.417	\$ 1.168	\$ 1.099	\$ 1.099	\$ 1.099	\$ 311.409

ATTACHMENT D-3

OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2013

(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Forecast	Annual Work Plan Year:					Reimbursable Total	
				FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast		FY2018 Forecast
Fairfax County										
CRB0117 Shirlington Garage Design Study	0.007	-	-	-	-	-	-	-	-	0.007
CRB0026 Bus Stop Signs 600 in Fairfax	-	-	-	-	-	-	-	-	-	-
CRB0033 Franconia/Springfield Garage	16.601	0.007	-	-	-	-	-	-	-	16.608
CRB0035 Huntington Parking Structure	32.699	-	-	-	-	-	-	-	-	32.699
CRB0006 Springfield Circulator	1.791	-	-	-	-	-	-	-	-	1.791
CRB0082 TAGS Shuttle Buses	0.498	-	-	-	-	-	-	-	-	0.498
CRB0050 Vienna/Fairfax-GMU Parking Structure	26.163	-	-	-	-	-	-	-	-	26.163
CRB0051 Vienna Parking Structure	0.049	-	-	-	-	-	-	-	-	0.049
CRB0053 Vienna Station Improve - Pulte Home	-	0.416	1.136	-	-	-	-	-	-	1.552
CRB0017 Vienna Mezzanine Stairs	16.709	0.054	-	-	-	-	-	-	-	16.762
CRB0054 West Falls Church Parking Structure	2.250	0.319	0.047	-	-	-	-	-	-	2.617
CRB0084 West Fall Church Bus Bays	-	-	-	-	-	-	-	-	-	-
Virginia-wide										
CRB0018 Project Development	5.481	0.452	0.639	0.825	0.825	0.825	0.825	0.825	0.825	11.522
CRB0029 Crystal City/Potomac Yard	1.095	0.173	0.020	-	-	-	-	-	-	1.288
CRB0019 Dulles Extension Design/Build	12.190	40.131	29.402	39.620	43.533	45.317	26.597	164.250	53.078	454.119
CRB0059 Dulles Preliminary Engineering/NEPA	57.969	-	-	-	-	-	-	-	-	57.969
CRB0020 Dulles Phase 2 (PE)	-	0.617	0.446	-	-	-	-	-	-	1.064
CRB0120 VA Station Name Changes	0.775	0.005	-	-	-	-	-	-	-	0.780
Virginia Subtotal	\$ 218.827	\$ 47.642	\$ 36.326	\$ 45.037	\$ 45.023	\$ 46.142	\$ 27.422	\$ 165.075	\$ 53.903	\$ 685.350
All Jurisdictional and Other Partners										
CRB0021 6000-Series Rail Cars Base Contract	\$ 112.152	\$ 6.809	\$ 1.483	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120.444
CRB0022 Regional Travel Training ACCS	0.091	0.512	0.513	-	-	-	-	-	-	1.116
CRB0039 Fiber Optic Cable Installation	2.414	0.086	-	-	-	-	-	-	-	2.500
CRB0038 Precision Stopping	0.452	0.415	-	-	-	-	-	-	-	0.867
CRB0041 IT Communication Enhancement	1.421	0.004	-	-	-	-	-	-	-	1.425
CRB0060 Regional Fare Int. (MTA)	6.114	0.025	-	-	-	-	-	-	-	6.139
MSC0005 Tax Advantage Lease Program	7.028	0.083	-	-	-	-	-	-	-	7.112
All Jurisdiction Subtotal	\$ 129.672	\$ 7.935	\$ 1.996	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139.603
Grand Total	\$ 1,215.665	\$ 64.874	\$ 97.519	\$ 56.530	\$ 47.268	\$ 48.317	\$ 29.597	\$ 167.250	\$ 56.078	\$ 1,783.049

ATTACHMENT D-4
OTHER OPERATING PROJECTS

Summary of Reimbursable Operating Projects: FY2013

(dollars in millions)

	<u>FY2012 Budget</u>	<u>FY2013 Budget</u>
State & Local Funding		
• DC Circulator (1)	17.044	14.500
Federal Grant Funding		
• Safety & Security grants	3.670	5.969
Other Sources of Funding		
• DC Circulator - Passenger revenue	3.360	3.394
• Neutral Host agreement with Carrier team	11.705	9.381
• Joint Development & Adjacent Construction projects	1.522	1.913
Total Expenditures	\$ 37.301	\$ 35.157

Note (1): Local funding equals expenditures less passenger revenue

SUBJECT: LINES OF CREDIT RENEWAL

2012-17
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The existing short-term lines of credit which support the capital program and operating cash flow needs, will be expiring on June 30, 2012; and

WHEREAS, It is advantageous to Metro to attempt to negotiate extensions of those lines of credit in an amount not to exceed \$150 million for the three lines of credit; now, therefore be it

RESOLVED, That the Board of Directors authorizes Richard R. Sarles, Carol D. Kissal, and Raj Srinath, or each of them individually, to negotiate and execute all required documents to extend the term of the existing short-term financing facilities with Wells Fargo Bank, Bank of America and U.S. Bank to June 30, 2013; and be it further

RESOLVED, That the Board of Directors authorizes the temporary use of these lines of credit for the temporary funding of the approved capital program with all costs of such usage charged to the applicable capital project; and be it further

RESOLVED, That the Board of Directors authorizes the temporary use of these lines of credit for short periods of time to ameliorate the impact of any shortfall in the Operating budget; provided, however, that all costs of such usage (including interest) shall be solely payable out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the lines of credit and not from any capital funds provided by the funding jurisdictions or from federal grants; and be it finally

Motioned by Mr. Dyke, seconded by Mr. Acosta

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Mr. Bulger, Mr. Acosta and Mr. Barnes

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Appendix C.

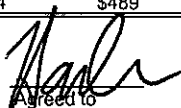
Office Budgets C-1

Appendix C. Office Budgets

This appendix includes all offices pertinent to the FY2013 budget for Metro. The associated department budgets were discussed in Chapter V.

OPERATING COST BY MODE
General Manager Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$709	\$277	\$418	\$14
Full-Time Salaries	\$709	\$277	\$418	\$14
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	\$709	\$277	\$418	\$14
Fringes (Total)	\$364	\$145	\$212	\$7
Fringe Health	\$142	\$57	\$83	\$3
Fringe Pension	\$115	\$46	\$67	\$2
Other Fringe Benefits	\$106	\$42	\$62	\$2
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,073	\$422	\$630	\$21
Services (Total)	\$26	\$10	\$15	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$10	\$4	\$6	\$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	\$15	\$6	\$9	\$0
Materials & Supplies (Total)	\$5	\$2	\$3	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$5	\$2	\$3	\$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)	\$141	\$55	\$83	\$3
Dues And Subscriptions	\$99	\$39	\$58	\$2
Conferences and Meetings	\$23	\$9	\$13	\$0
Business Travel/Public Hrg	\$6	\$2	\$4	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$13	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$171	\$67	\$101	\$3
TOTAL COST	\$1,244	\$489	\$731	\$24


Agreed to

Richard Sarles
General Manager & CEO

8/6/12
Date

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY2013 BUDGET

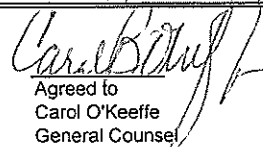
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,470	\$1,046	\$1,386	\$38
Full-Time Salaries	\$2,567	\$1,081	\$1,438	\$48
Salary Lapse	-\$97	-\$34	-\$52	-\$10
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$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	\$2,470	\$1,046	\$1,386	\$38
Fringes (Total)	\$1,092	\$471	\$605	\$17
Fringe Health	\$497	\$214	\$275	\$8
Fringe Pension	\$400	\$172	\$222	\$6
Other Fringe Benefits	\$191	\$82	\$106	\$3
Workers Compensation	\$4	\$2	\$2	\$0
TOTAL PERSONNEL COST	\$3,562	\$1,517	\$1,991	\$55
Services (Total)	\$339	\$133	\$200	\$7
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$310	\$121	\$183	\$6
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6	\$2	\$3	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$23	\$9	\$14	\$0
Materials & Supplies (Total)	\$99	\$39	\$58	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$99	\$39	\$58	\$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)	\$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)	\$84	\$33	\$50	\$2
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$34	\$13	\$20	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$49	\$19	\$29	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$522	\$204	\$307	\$10
TOTAL COST	\$4,084	\$1,721	\$2,298	\$65

Helen Lew
Agreed to
Helen Lew
Inspector General

8/14/12
Date


OPERATING COST BY MODE
Counsel Summary
APPROVED FY2013 OPERATING BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,469	\$1,356	\$2,044	\$68
Full-Time Salaries	\$3,469	\$1,356	\$2,044	\$68
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	\$3,469	\$1,356	\$2,044	\$68
Fringes (Total)	\$1,536	\$612	\$895	\$30
Fringe Health	\$698	\$278	\$406	\$14
Fringe Pension	\$561	\$223	\$327	\$11
Other Fringe Benefits	\$271	\$108	\$158	\$5
Workers Compensation	\$6	\$2	\$4	\$0
TOTAL PERSONNEL COST	\$5,005	\$1,968	\$2,939	\$98
Services (Total)	\$1,028	\$402	\$606	\$20
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$842	\$329	\$496	\$17
Temporary Help	\$19	\$7	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$166	\$65	\$98	\$3
Materials & Supplies (Total)	\$60	\$23	\$35	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$60	\$23	\$35	\$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)	\$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)	\$59	\$23	\$35	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$59	\$23	\$35	\$1
Miscellaneous (Total)	\$87	\$34	\$51	\$2
Dues And Subscriptions	\$56	\$22	\$33	\$1
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$15	\$6	\$9	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,233	\$482	\$727	\$24
TOTAL COST	\$6,238	\$2,450	\$3,666	\$122


8/7/12
 Agreed to _____ Date _____
 Carol O'Keeffe
 General Counsel

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY2013 BUDGET

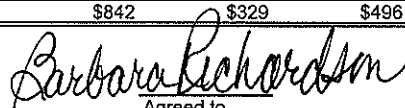
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$318	\$124	\$187	\$6
Full-Time Salaries	\$318	\$124	\$187	\$6
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$318	\$124	\$187	\$6
Fringes (Total)	\$140	\$56	\$82	\$3
Fringe Health	\$64	\$25	\$37	\$1
Fringe Pension	\$51	\$20	\$30	\$1
Other Fringe Benefits	\$24	\$10	\$14	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$458	\$180	\$269	\$9
Services (Total)	\$53	\$21	\$31	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$5	\$8	\$0
Temporary Help	\$7	\$3	\$4	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$31	\$12	\$18	\$1
Materials & Supplies (Total)	\$7	\$3	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$3	\$4	\$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)	\$94	\$37	\$55	\$2
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$14	\$5	\$8	\$0
Business Travel/Public Hrg	\$34	\$13	\$20	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$37	\$14	\$22	\$1
Other	\$6	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$153	\$60	\$90	\$3
TOTAL COST	\$610	\$240	\$359	\$12


 Agreed to
 Loyda Sequeira-Castillo
 Board Secretary

7/25/12
 Date

OPERATING COST BY MODE
Chief of Staff Administration
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$494	\$193	\$291	\$10
Full-Time Salaries	\$494	\$193	\$291	\$10
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	\$494	\$193	\$291	\$10
Fringes (Total)	\$219	\$86	\$129	\$4
Fringe Health	\$100	\$39	\$59	\$2
Fringe Pension	\$80	\$31	\$47	\$2
Other Fringe Benefits	\$38	\$15	\$22	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$714	\$279	\$421	\$14
Services (Total)	\$19	\$7	\$11	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8	\$3	\$5	\$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	\$11	\$4	\$7	\$0
Materials & Supplies (Total)	\$4	\$1	\$2	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$4	\$1	\$2	\$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)	\$105	\$41	\$62	\$2
Dues And Subscriptions	\$74	\$29	\$44	\$1
Conferences and Meetings	\$17	\$7	\$10	\$0
Business Travel/Public Hrg	\$5	\$2	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$10	\$4	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$128	\$50	\$76	\$3
TOTAL COST	\$842	\$329	\$496	\$17


8/6/12
 Agreed to _____ Date _____
 Barbara Richardson
 Chief of Staff

OPERATING COST BY MODE
Government Relations Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$941	\$470	\$470	\$0
Full-Time Salaries	\$970	\$485	\$485	\$0
Salary Lapse	-\$29	-\$15	-\$15	\$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	\$941	\$470	\$470	\$0
Fringes (Total)	\$417	\$211	\$205	\$0
Fringe Health	\$190	\$96	\$93	\$0
Fringe Pension	\$153	\$77	\$75	\$0
Other Fringe Benefits	\$72	\$37	\$36	\$0
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,357	\$682	\$675	\$0
Services (Total)	\$270	\$135	\$135	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$219	\$109	\$109	\$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	\$51	\$26	\$26	\$0
Materials & Supplies (Total)	\$16	\$8	\$8	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$16	\$8	\$8	\$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)	\$4	\$2	\$2	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$2	\$2	\$0
Miscellaneous (Total)	\$62	\$31	\$31	\$0
Dues And Subscriptions	\$27	\$14	\$14	\$0
Conferences and Meetings	\$4	\$2	\$2	\$0
Business Travel/Public Hrg	\$23	\$11	\$11	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$4	\$2	\$2	\$0
Other	\$4	\$2	\$2	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$351	\$176	\$176	\$0
TOTAL COST	\$1,708	\$857	\$851	\$0



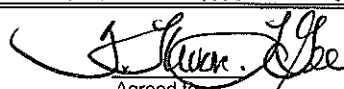
 Agreed to
 Regina Sullivan
 Director, Government Relations



 Date

OPERATING COST BY MODE
Human Resources AGM Admin
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$278	\$109	\$163	\$6
Full-Time Salaries	\$304	\$119	\$179	\$6
Salary Lapse	-\$26	-\$9	-\$16	\$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	\$278	\$109	\$163	\$6
Fringes (Total)	\$123	\$49	\$71	\$3
Fringe Health	\$56	\$22	\$32	\$1
Fringe Pension	\$45	\$18	\$26	\$1
Other Fringe Benefits	\$21	\$9	\$12	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$401	\$159	\$234	\$8
Services (Total)	\$478	\$187	\$282	\$9
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$448	\$175	\$264	\$9
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$28	\$11	\$16	\$1
Materials & Supplies (Total)	\$40	\$16	\$23	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$40	\$16	\$23	\$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)	\$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)	\$54	\$21	\$32	\$1
Dues And Subscriptions	\$11	\$4	\$7	\$0
Conferences and Meetings	\$19	\$8	\$11	\$0
Business Travel/Public Hrg	\$3	\$1	\$2	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$20	\$8	\$12	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$572	\$224	\$337	\$11
TOTAL COST	\$973	\$382	\$571	\$20


 Agreed to _____ Date 9/13/12
 Tawnya Moore-Mcgee
 Chief, Human Resources

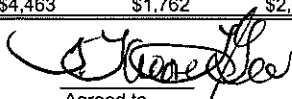
OPERATING COST BY MODE
 HR Operations Services Summary
 APPROVED FY2013 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,156	\$1,243	\$1,856	\$57
Full-Time Salaries	\$3,147	\$1,237	\$1,854	\$56
Salary Lapse	-\$101	-\$38	-\$63	-\$1
Overtime Salaries	\$110	\$43	\$65	\$2
Wages (Total)	\$254	\$99	\$149	\$5
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$264	\$103	\$156	\$5
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,409	\$1,343	\$2,005	\$62
Fringes (Total)	\$1,508	\$605	\$877	\$27
Fringe Health	\$686	\$275	\$398	\$12
Fringe Pension	\$552	\$221	\$321	\$10
Other Fringe Benefits	\$265	\$106	\$154	\$5
Workers Compensation	\$6	\$2	\$4	\$0
TOTAL PERSONNEL COST	\$4,918	\$1,947	\$2,882	\$89
Services (Total)	\$1,733	\$678	\$1,021	\$34
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,610	\$630	\$949	\$32
Temporary Help	\$77	\$30	\$45	\$2
Contract Maintenance	\$4	\$2	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$43	\$17	\$25	\$1
Materials & Supplies (Total)	\$119	\$47	\$70	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$119	\$47	\$70	\$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)	\$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)	\$394	\$154	\$232	\$8
Property	\$0	\$0	\$0	\$0
Equipment	\$394	\$154	\$232	\$8
Miscellaneous (Total)	\$278	\$109	\$164	\$5
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$8	\$3	\$5	\$0
Interview & Relocation	\$20	\$8	\$11	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$243	\$95	\$143	\$5
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,524	\$987	\$1,487	\$50
TOTAL COST	\$7,441	\$2,934	\$4,369	\$138


 Agreed to _____ Date 09/13/2012
 Edward Cook
 Director, HR Operations Services

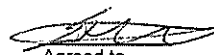
OPERATING COST BY MODE
HR Strategy & Development
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,651	\$654	\$966	\$31
Full-Time Salaries	\$1,651	\$654	\$966	\$31
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	\$1,651	\$654	\$966	\$31
Fringes (Total)	\$1,215	\$486	\$708	\$21
Fringe Health	\$332	\$134	\$192	\$6
Fringe Pension	\$267	\$108	\$154	\$5
Other Fringe Benefits	\$613	\$243	\$360	\$10
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$2,866	\$1,140	\$1,674	\$52
Services (Total)	\$1,458	\$575	\$861	\$23
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,303	\$514	\$770	\$20
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$155	\$61	\$92	\$2
Materials & Supplies (Total)	\$130	\$45	\$67	\$18
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$130	\$45	\$67	\$18
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)	\$8	\$3	\$5	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$5	\$2	\$3	\$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	\$1,597	\$623	\$933	\$41
TOTAL COST	\$4,463	\$1,762	\$2,607	\$93


 Agreed to _____ Date 9/13/12
 Geoffrey Imperatore
 Director, HR Strategy & Development

OPERATING COST BY MODE
Client Services
APPROVED FY2013 BUDGET

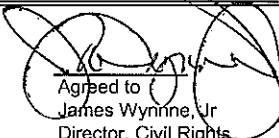
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,125	\$833	\$1,250	\$42
Full-Time Salaries	\$2,184	\$854	\$1,287	\$43
Salary Lapse	-\$59	-\$22	-\$37	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$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	\$2,125	\$833	\$1,250	\$42
Fringes (Total)	\$938	\$374	\$545	\$19
Fringe Health	\$427	\$170	\$248	\$8
Fringe Pension	\$344	\$137	\$200	\$7
Other Fringe Benefits	\$163	\$65	\$95	\$3
Workers Compensation	\$4	\$2	\$2	\$0
TOTAL PERSONNEL COST	\$3,063	\$1,207	\$1,795	\$61
Services (Total)	\$522	\$204	\$307	\$10
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$452	\$177	\$266	\$9
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$19	\$7	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$51	\$20	\$30	\$1
Materials & Supplies (Total)	\$43	\$17	\$25	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$43	\$17	\$25	\$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)	\$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)	\$438	\$171	\$258	\$9
Dues And Subscriptions	\$8	\$3	\$4	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$1	\$1	\$1	\$0
Interview & Relocation	\$4	\$2	\$3	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$422	\$165	\$249	\$8
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,002	\$392	\$591	\$20
TOTAL COST	\$4,066	\$1,599	\$2,386	\$81


 Agreed to
 Ethel Roy
 Director, Client Services

9/13/12
 Date

OPERATING COST BY MODE
Civil Rights Summary
APPROVED FY2013 BUDGET

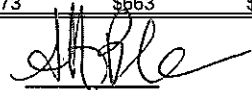
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$713	\$279	\$419	\$14
Full-Time Salaries	\$735	\$288	\$433	\$14
Salary Lapse	-\$22	-\$8	-\$14	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$713	\$279	\$419	\$14
Fringes (Total)	\$315	\$126	\$183	\$6
Fringe Health	\$143	\$57	\$83	\$3
Fringe Pension	\$115	\$46	\$67	\$2
Other Fringe Benefits	\$55	\$22	\$32	\$1
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,028	\$405	\$602	\$21
Services (Total)	\$406	\$159	\$239	\$8
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$361	\$141	\$213	\$7
Temporary Help	\$5	\$2	\$3	\$0
Contract Maintenance	\$3	\$1	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$37	\$14	\$22	\$1
Materials & Supplies (Total)	\$34	\$13	\$20	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$34	\$13	\$20	\$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)	\$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)	\$12	\$5	\$7	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$6	\$2	\$4	\$0
Business Travel/Public Hrg	\$1	\$1	\$1	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$452	\$177	\$266	\$9
TOTAL COST	\$1,480	\$582	\$668	\$29


 Agreed to _____
 James Wynne, Jr.
 Director, Civil Rights

Date 9/13/12

OPERATING COST BY MODE
Office of Performance
APPROVED FY2013 BUDGET

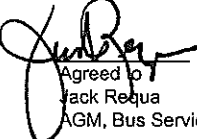
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$720	\$282	\$424	\$14
Full-Time Salaries	\$720	\$282	\$424	\$14
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$720	\$282	\$424	\$14
Fringes (Total)	\$318	\$127	\$185	\$6
Fringe Health	\$145	\$58	\$84	\$3
Fringe Pension	\$117	\$46	\$68	\$2
Other Fringe Benefits	\$55	\$22	\$32	\$1
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,038	\$408	\$610	\$20
Services (Total)	\$577	\$226	\$340	\$11
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$577	\$226	\$340	\$11
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$41	\$22	\$18	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$41	\$22	\$18	\$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)	\$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	\$6	\$10	\$0
Dues And Subscriptions	\$6	\$2	\$3	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$11	\$4	\$6	\$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	\$635	\$254	\$368	\$12
TOTAL COST	\$1,673	\$663	\$977	\$33


 Agreed to
 Andrea Burnside
 Chief, Office of Performance

8-01-12
 Date

OPERATING COST BY MODE
COO Bus Summary
APPROVED FY2013 BUDGET

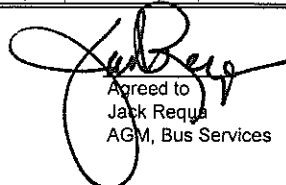
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,401	\$1,669	\$713	\$20
Full-Time Salaries	\$2,454	\$1,706	\$728	\$20
Salary Lapse	-\$61	-\$45	-\$15	\$0
Overtime Salaries	\$8	\$8	\$0	\$0
Wages (Total)	\$593	\$593	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$510	\$510	\$0	\$0
Wage Lapse	-\$15	-\$15	\$0	\$0
Overtime Wages	\$98	\$98	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,994	\$2,262	\$713	\$20
Fringes (Total)	\$1,341	\$1,021	\$311	\$9
Fringe Health	\$609	\$463	\$142	\$4
Fringe Pension	\$490	\$373	\$114	\$3
Other Fringe Benefits	\$237	\$182	\$54	\$2
Workers Compensation	\$5	\$4	\$1	\$0
TOTAL PERSONNEL COST	\$4,335	\$3,283	\$1,024	\$28
Services (Total)	\$49	\$36	\$12	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$29	\$16	\$12	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$5	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$15	\$15	\$0	\$0
Materials & Supplies (Total)	\$60	\$50	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$60	\$50	\$9	\$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)	\$5	\$5	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$5	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$114	\$92	\$22	\$1
TOTAL COST	\$4,449	\$3,375	\$1,045	\$29


 Agreed to
 Jack Requa
 AGM, Bus Services

7/26/12
 Date

OPERATING COST BY MODE
 Bus Transportation Summary
 APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$19,241	\$18,512	\$727	\$2
Full-Time Salaries	\$19,314	\$18,563	\$749	\$2
Salary Lapse	-\$516	-\$494	-\$22	\$0
Overtime Salaries	\$443	\$443	\$0	\$0
Wages (Total)	\$174,436	\$173,776	\$658	\$2
Operator/StaMgr Wages	\$144,428	\$144,066	\$362	\$0
Operator/StaMgr Overtime	\$24,066	\$24,066	\$0	\$0
Full Time Wages	\$5,769	\$5,463	\$305	\$2
Wage Lapse	-\$146	-\$137	-\$9	\$0
Overtime Wages	\$318	\$318	\$0	\$0
TOTAL SALARIES AND WAGES	\$193,676	\$192,288	\$1,385	\$3
Fringes (Total)	\$88,369	\$87,764	\$604	\$2
Fringe Health	\$39,675	\$39,399	\$275	\$1
Fringe Pension	\$31,919	\$31,697	\$221	\$1
Other Fringe Benefits	\$16,420	\$16,315	\$105	\$0
Workers Compensation	\$355	\$352	\$2	\$0
TOTAL PERSONNEL COST	\$282,046	\$280,052	\$1,989	\$5
Services (Total)	\$931	\$931	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$213	\$213	\$0	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$15	\$15	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$701	\$701	\$0	\$0
Materials & Supplies (Total)	\$637	\$637	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$637	\$637	\$0	\$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)	\$385	\$385	\$0	\$0
Property	\$385	\$385	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$110	\$110	\$0	\$0
Dues And Subscriptions	\$1	\$1	\$0	\$0
Conferences and Meetings	\$10	\$10	\$0	\$0
Business Travel/Public Hrg	\$1	\$1	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$98	\$98	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,062	\$2,062	\$0	\$0
TOTAL COST	\$284,108	\$282,114	\$1,989	\$5


 Agreed to
 Jack Requa
 AGM, Bus Services

7/26/12
 Date

OPERATING COST BY MODE
Bus Maintenance Summary
APPROVED FY2013 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$10,834	\$10,312	\$517	\$5
Full-Time Salaries	\$10,757	\$10,235	\$517	\$5
Salary Lapse	-\$261	-\$250	-\$11	\$0
Overtime Salaries	\$338	\$327	\$11	\$0
Wages (Total)	\$47,356	\$45,328	\$2,029	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$44,618	\$42,712	\$1,905	\$0
Wage Lapse	-\$1,225	-\$1,173	-\$52	\$0
Overtime Wages	\$3,964	\$3,788	\$176	\$0
TOTAL SALARIES AND WAGES	\$58,190	\$55,640	\$2,546	\$5
Fringes (Total)	\$26,694	\$25,562	\$1,130	\$2
Fringe Health	\$11,900	\$11,394	\$506	\$1
Fringe Pension	\$9,574	\$9,166	\$407	\$1
Other Fringe Benefits	\$5,113	\$4,900	\$213	\$0
Workers Compensation	\$106	\$102	\$5	\$0
TOTAL PERSONNEL COST	\$84,885	\$81,202	\$3,676	\$7
Services (Total)	\$9,225	\$9,004	\$221	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$116	\$116	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$8,455	\$8,239	\$216	\$0
Custodial Services	\$148	\$148	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$507	\$501	\$5	\$0
Materials & Supplies (Total)	\$20,868	\$18,271	\$2,597	\$0
Fuel and Lubricants	\$5,318	\$3,493	\$1,825	\$0
Tires	\$5,747	\$5,615	\$132	\$0
Other	\$9,803	\$9,163	\$640	\$0
Fuel & Propulsion (Total)	\$38,393	\$38,393	\$0	\$0
Diesel Fuel	\$31,405	\$31,405	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$6,988	\$6,988	\$0	\$0
Utilities (Total)	\$70	\$70	\$0	\$0
Electricity and Gas	\$62	\$62	\$0	\$0
Utilities - Other	\$8	\$8	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$28	\$28	\$0	\$0
Property	\$28	\$28	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$20	\$14	\$6	\$0
Dues And Subscriptions	\$9	\$3	\$6	\$0
Conferences and Meetings	\$0	\$0	\$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	\$9	\$9	\$0	\$0
Reimbursements (Total)	-\$77	-\$77	\$0	\$0
Reimbursements	-\$77	-\$77	\$0	\$0
TOTAL NONPERSONNEL COST	\$68,526	\$65,702	\$2,824	\$0
TOTAL COST	\$153,411	\$146,904	\$6,500	\$7

P. Wallace

Agreed to
Phillip Wallace
Managing Director, Bus Maintenance

7-25-12

Date

OPERATING COST BY MODE
Deputy General Manager
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$370	\$145	\$218	\$7
Full-Time Salaries	\$370	\$145	\$218	\$7
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$1,000	\$0	\$1,000	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,000	\$0	\$1,000	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,370	\$145	\$1,218	\$7
Fringes (Total)	\$599	\$65	\$531	\$3
Fringe Health	\$273	\$30	\$242	\$1
Fringe Pension	\$220	\$24	\$195	\$1
Other Fringe Benefits	\$104	\$11	\$92	\$1
Workers Compensation	\$2	\$0	\$2	\$0
TOTAL PERSONNEL COST	\$1,969	\$210	\$1,749	\$10
Services (Total)	\$202	\$79	\$119	\$4
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$19	\$7	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$183	\$72	\$108	\$4
Materials & Supplies (Total)	\$831	\$15	\$815	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$831	\$15	\$815	\$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)	\$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)	\$21	\$8	\$12	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$13	\$5	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$2	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,054	\$102	\$947	\$5
TOTAL COST	\$3,023	\$311	\$2,696	\$16


Agreed to
Dave Kubicek
DGM Operations

2012.08.17
Date

OPERATING COST BY MODE
TIES AGM Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$406	\$132	\$267	\$7
Full-Time Salaries	\$406	\$132	\$267	\$7
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	\$406	\$132	\$267	\$7
Fringes (Total)	\$183	\$61	\$119	\$3
Fringe Health	\$81	\$27	\$53	\$1
Fringe Pension	\$66	\$22	\$43	\$1
Other Fringe Benefits	\$35	\$12	\$23	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$589	\$193	\$386	\$10
Services (Total)	\$7	\$3	\$4	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$4	\$1	\$2	\$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	\$3	\$1	\$2	\$0
Materials & Supplies (Total)	\$16	\$6	\$10	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$16	\$6	\$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)	\$24	\$7	\$16	\$1
Dues And Subscriptions	\$1	\$0	\$0	\$0
Conferences and Meetings	\$4	\$2	\$2	\$0
Business Travel/Public Hrg	\$8	\$3	\$4	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$12	\$2	\$9	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$47	\$16	\$29	\$1
TOTAL COST	\$636	\$209	\$416	\$11

ART

Agreed to

Robert Troup

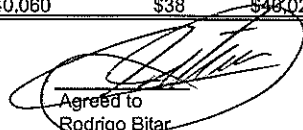
AGM / Infrastructure & Engineering Services

8/16/2012

Date

OPERATING COST BY MODE
TIES Elevator Escalator
APPROVED FY2013 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,460	\$16	\$5,444	\$1
Full-Time Salaries	\$5,398	\$16	\$5,382	\$1
Salary Lapse	-\$89	\$0	-\$89	\$0
Overtime Salaries	\$151	\$0	\$151	\$0
Wages (Total)	\$15,036	\$0	\$15,036	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$14,849	\$0	\$14,849	\$0
Wage Lapse	-\$353	\$0	-\$353	\$0
Overtime Wages	\$540	\$0	\$540	\$0
TOTAL SALARIES AND WAGES	\$20,496	\$16	\$20,479	\$1
Fringes (Total)	\$9,084	\$7	\$9,076	\$0
Fringe Health	\$4,105	\$3	\$4,101	\$0
Fringe Pension	\$3,302	\$3	\$3,299	\$0
Other Fringe Benefits	\$1,640	\$1	\$1,639	\$0
Workers Compensation	\$37	\$0	\$37	\$0
TOTAL PERSONNEL COST	\$29,580	\$23	\$29,556	\$1
Services (Total)	\$6,914	\$0	\$6,914	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$24	\$0	\$24	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,199	\$0	\$2,199	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$4,690	\$0	\$4,690	\$0
Materials & Supplies (Total)	\$3,452	\$14	\$3,438	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3,452	\$14	\$3,438	\$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)	\$67	\$0	\$67	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$67	\$0	\$67	\$0
Miscellaneous (Total)	\$47	\$0	\$47	\$0
Dues And Subscriptions	\$7	\$0	\$7	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$10	\$0	\$10	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$13	\$0	\$13	\$0
Other	\$16	\$0	\$16	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$10,481	\$14	\$10,466	\$0
TOTAL COST	\$40,060	\$38	\$48,022	\$1


 Agreed to
 Rodrigo Bitar
 General Superintendent / ELES

8-20-12
 Date

OPERATING COST BY MODE
TIES Vehicle Program Services
APPROVED FY2013 BUDGET

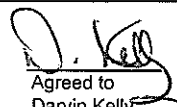
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$7,245	\$381	\$6,858	\$5
Full-Time Salaries	\$7,236	\$381	\$6,850	\$5
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$9	\$0	\$9	\$0
Wages (Total)	\$224	\$0	\$224	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$204	\$0	\$204	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$20	\$0	\$20	\$0
TOTAL SALARIES AND WAGES	\$7,469	\$381	\$7,082	\$5
Fringes (Total)	\$3,263	\$171	\$3,090	\$2
Fringe Health	\$1,487	\$78	\$1,407	\$1
Fringe Pension	\$1,196	\$63	\$1,132	\$1
Other Fringe Benefits	\$568	\$30	\$537	\$0
Workers Compensation	\$13	\$1	\$13	\$0
TOTAL PERSONNEL COST	\$10,732	\$552	\$10,172	\$8
Services (Total)	\$2,903	\$0	\$2,903	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,826	\$0	\$2,826	\$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	\$77	\$0	\$77	\$0
Materials & Supplies (Total)	\$408	\$0	\$408	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$408	\$0	\$408	\$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)	\$51	\$0	\$51	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$0	\$4	\$0
Business Travel/Public Hrg	\$40	\$0	\$40	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$0	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,362	\$0	\$3,362	\$0
TOTAL COST	\$14,094	\$552	\$13,534	\$8


 Agreed to
 Joseph Reynolds
 Director/Chief Vehicle Program Services

Date 8/17/12

OPERATING COST BY MODE
TIES Track & Structures
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$6,613	\$0	\$6,613	\$0
Full-Time Salaries	\$6,533	\$0	\$6,533	\$0
Salary Lapse	-\$166	\$0	-\$166	\$0
Overtime Salaries	\$246	\$0	\$246	\$0
Wages (Total)	\$14,136	\$0	\$14,136	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$13,928	\$0	\$13,928	\$0
Wage Lapse	-\$363	\$0	-\$363	\$0
Overtime Wages	\$572	\$0	\$572	\$0
TOTAL SALARIES AND WAGES	\$20,749	\$0	\$20,749	\$0
Fringes (Total)	\$9,188	\$0	\$9,188	\$0
Fringe Health	\$4,123	\$0	\$4,123	\$0
Fringe Pension	\$3,317	\$0	\$3,317	\$0
Other Fringe Benefits	\$1,710	\$0	\$1,710	\$0
Workers Compensation	\$37	\$0	\$37	\$0
TOTAL PERSONNEL COST	\$29,937	\$0	\$29,937	\$0
Services (Total)	\$4,592	\$0	\$4,592	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,435	\$0	\$4,435	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$157	\$0	\$157	\$0
Materials & Supplies (Total)	\$4,839	\$0	\$4,839	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$4,839	\$0	\$4,839	\$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)	\$129	\$0	\$129	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$129	\$0	\$129	\$0
Miscellaneous (Total)	\$28	\$0	\$28	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$1	\$0	\$1	\$0
Business Travel/Public Hrg	\$19	\$0	\$19	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$7	\$0	\$7	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$9,589	\$0	\$9,589	\$0
TOTAL COST	\$39,526	\$0	\$39,526	\$0

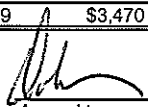

 Agreed to
 Darwin Kelly

5/21/2012
 Date

General Superintendent / TRST

OPERATING COST BY MODE
TIES Systems Maintenance
APPROVED FY2013 BUDGET

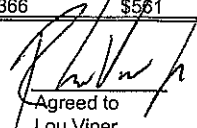
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$12,871	\$76	\$12,794	\$0
Full-Time Salaries	\$12,266	\$68	\$12,198	\$0
Salary Lapse	-\$259	-\$25	-\$233	\$0
Overtime Salaries	\$863	\$33	\$830	\$0
Wages (Total)	\$56,268	\$1,388	\$54,880	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$55,229	\$1,260	\$53,969	\$0
Wage Lapse	-\$1,351	-\$36	-\$1,315	\$0
Overtime Wages	\$2,389	\$164	\$2,225	\$0
TOTAL SALARIES AND WAGES	\$69,138	\$1,464	\$67,674	\$0
Fringes (Total)	\$30,632	\$661	\$29,971	\$0
Fringe Health	\$13,748	\$300	\$13,448	\$0
Fringe Pension	\$11,061	\$241	\$10,820	\$0
Other Fringe Benefits	\$5,700	\$117	\$5,582	\$0
Workers Compensation	\$123	\$3	\$120	\$0
TOTAL PERSONNEL COST	\$99,770	\$2,126	\$97,645	\$0
Services (Total)	\$6,186	\$351	\$5,835	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6,077	\$351	\$5,726	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$109	\$0	\$109	\$0
Materials & Supplies (Total)	\$10,286	\$636	\$9,651	\$0
Fuel and Lubricants	\$9	\$0	\$9	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10,277	\$636	\$9,641	\$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)	\$1,180	\$358	\$822	\$0
Property	\$1,006	\$358	\$647	\$0
Equipment	\$175	\$0	\$175	\$0
Miscellaneous (Total)	\$17	\$0	\$17	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$12	\$0	\$12	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$4	\$0	\$4	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$17,669	\$1,345	\$16,324	\$0
TOTAL COST	\$117,439	\$3,470	\$113,969	\$0


 Agreed to
 David Newman
 General Superintendent / SMNT

08/22/12
 Date

OPERATING COST BY MODE
TIES Infrastructure Services
APPROVED FY2013 BUDGET


<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,000	\$320	\$4,679	\$1
Full-Time Salaries	\$5,000	\$320	\$4,679	\$1
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	\$5,000	\$320	\$4,679	\$1
Fringes (Total)	\$2,186	\$144	\$2,041	\$0
Fringe Health	\$996	\$66	\$930	\$0
Fringe Pension	\$801	\$53	\$748	\$0
Other Fringe Benefits	\$380	\$25	\$355	\$0
Workers Compensation	\$9	\$1	\$8	\$0
TOTAL PERSONNEL COST	\$7,186	\$464	\$6,721	\$1
Services (Total)	\$728	\$31	\$697	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$341	\$0	\$341	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$3	\$1	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$383	\$30	\$354	\$0
Materials & Supplies (Total)	\$369	\$40	\$328	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$369	\$40	\$328	\$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)	\$85	\$25	\$59	\$0
Dues And Subscriptions	\$16	\$12	\$4	\$0
Conferences and Meetings	\$8	\$5	\$4	\$0
Business Travel/Public Hrg	\$33	\$6	\$26	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$26	\$2	\$24	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,181	\$96	\$1,084	\$0
TOTAL COST	\$8,366	\$561	\$7,805	\$1


 Agreed to
 Lou Viner
 Chief / Infrastructure Services

8/22/12
 Date

OPERATING COST BY MODE
TIES Car Maintenance
APPROVED FY2013 BUDGET

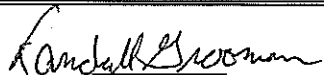
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$9,825	\$16	\$9,808	\$1
Full-Time Salaries	\$9,861	\$16	\$9,843	\$1
Salary Lapse	-\$224	\$0	-\$224	\$0
Overtime Salaries	\$188	\$0	\$188	\$0
Wages (Total)	\$59,168	\$5	\$59,162	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$58,582	\$5	\$58,577	\$0
Wage Lapse	-\$1,599	\$0	-\$1,599	\$0
Overtime Wages	\$2,185	\$0	\$2,185	\$0
TOTAL SALARIES AND WAGES	\$68,992	\$21	\$68,970	\$1
Fringes (Total)	\$30,725	\$10	\$30,715	\$0
Fringe Health	\$13,711	\$4	\$13,706	\$0
Fringe Pension	\$11,030	\$4	\$11,027	\$0
Other Fringe Benefits	\$5,861	\$2	\$5,860	\$0
Workers Compensation	\$123	\$0	\$123	\$0
TOTAL PERSONNEL COST	\$99,717	\$31	\$99,685	\$1
Services (Total)	\$3,061	\$0	\$3,061	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$188	\$0	\$188	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$2,666	\$0	\$2,666	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$204	\$0	\$204	\$0
Materials & Supplies (Total)	\$10,350	\$0	\$10,350	\$0
Fuel and Lubricants	\$193	\$0	\$193	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10,158	\$0	\$10,158	\$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)	\$8	\$0	\$8	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$8	\$0	\$8	\$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)	\$52	\$0	\$52	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$47	\$0	\$47	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$0	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$13,471	\$0	\$13,471	\$0
TOTAL COST	\$113,188	\$31	\$113,156	\$1



 Agreed to _____ Date 8/29/12
 Damon Cannon
 General Superintendent / Car Maintenance

OPERATING COST BY MODE
TIES Plant Maintenance
APPROVED FY2013 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$8,403	\$371	\$8,028	\$4
Full-Time Salaries	\$8,408	\$355	\$8,049	\$4
Salary Lapse	-\$231	-\$10	-\$221	\$0
Overtime Salaries	\$227	\$26	\$201	\$0
Wages (Total)	\$39,058	\$4,735	\$34,321	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$38,819	\$4,697	\$34,121	\$1
Wage Lapse	-\$1,066	-\$147	-\$919	\$0
Overtime Wages	\$1,305	\$186	\$1,119	\$0
TOTAL SALARIES AND WAGES	\$47,461	\$5,106	\$42,349	\$5
Fringes (Total)	\$21,067	\$2,360	\$18,704	\$2
Fringe Health	\$9,462	\$1,046	\$8,416	\$1
Fringe Pension	\$7,613	\$841	\$6,771	\$1
Other Fringe Benefits	\$3,907	\$464	\$3,443	\$0
Workers Compensation	\$85	\$9	\$75	\$0
TOTAL PERSONNEL COST	\$68,527	\$7,466	\$61,054	\$8
Services (Total)	\$10,301	\$4,137	\$6,140	\$24
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$2,208	\$663	\$1,545	\$0
Contract Maintenance	\$7,901	\$3,451	\$4,427	\$24
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$192	\$24	\$168	\$0
Materials & Supplies (Total)	\$6,906	\$2,406	\$4,485	\$15
Fuel and Lubricants	\$36	\$36	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6,870	\$2,370	\$4,485	\$15
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)	\$2,245	\$604	\$1,641	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$2,245	\$604	\$1,641	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$191	\$11	\$181	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$191	\$11	\$181	\$0
Miscellaneous (Total)	\$31	\$4	\$27	\$0
Dues And Subscriptions	\$3	\$0	\$3	\$0
Conferences and Meetings	\$3	\$0	\$3	\$0
Business Travel/Public Hrg	\$5	\$0	\$5	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$20	\$4	\$16	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$19,675	\$7,162	\$12,474	\$39
TOTAL COST	\$88,202	\$14,627	\$73,528	\$47


 Agreed to _____ Date 8/20/12
 Randall Grooman
 Director / Plant Maintenance

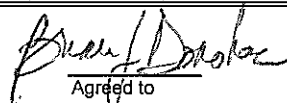
OPERATING COST BY MODE
TIES Intermodal Planning
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$356	\$139	\$210	\$7
Full-Time Salaries	\$356	\$139	\$210	\$7
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	\$356	\$139	\$210	\$7
Fringes (Total)	\$157	\$63	\$91	\$3
Fringe Health	\$72	\$28	\$42	\$1
Fringe Pension	\$58	\$23	\$34	\$1
Other Fringe Benefits	\$27	\$11	\$16	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$513	\$202	\$301	\$10
Services (Total)	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$2	\$0	\$2	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2	\$0	\$2	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$2	\$0	\$2	\$0
TOTAL COST	\$515	\$202	\$303	\$10


 Agreed to _____ Date 8/20/12
 James Hughes
 Managing Director / Intermodal Planning

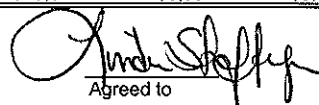
OPERATING COST BY MODE
Labor Relations Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$954	\$373	\$562	\$19
Full-Time Salaries	\$954	\$373	\$562	\$19
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	\$954	\$373	\$562	\$19
Fringes (Total)	\$421	\$168	\$245	\$8
Fringe Health	\$192	\$76	\$112	\$4
Fringe Pension	\$154	\$61	\$90	\$3
Other Fringe Benefits	\$73	\$29	\$43	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,375	\$541	\$807	\$27
Services (Total)	\$1,285	\$502	\$757	\$25
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,245	\$487	\$734	\$24
Temporary Help	\$5	\$2	\$3	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$35	\$14	\$21	\$1
Materials & Supplies (Total)	\$6	\$3	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6	\$3	\$4	\$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)	\$17	\$7	\$10	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$7	\$3	\$4	\$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	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,308	\$512	\$771	\$26
TOTAL COST	\$2,683	\$1,052	\$1,578	\$53

 9.12.12
 Agreed to _____ Date
 Brian Donohoe
 Director/Labor Relations

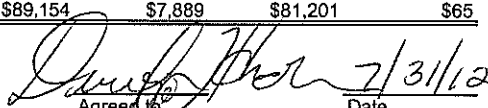
OPERATING COST BY MODE
Operations Management Services
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,774	\$1,826	\$1,934	\$14
Full-Time Salaries	\$3,768	\$1,828	\$1,926	\$14
Salary Lapse	-\$43	-\$24	-\$19	\$0
Overtime Salaries	\$49	\$22	\$27	\$0
Wages (Total)	\$5,347	\$795	\$4,553	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$5,569	\$844	\$4,726	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$9,121	\$2,620	\$6,487	\$14
Fringes (Total)	\$4,014	\$1,178	\$2,830	\$6
Fringe Health	\$1,828	\$537	\$1,289	\$3
Fringe Pension	\$1,471	\$432	\$1,037	\$2
Other Fringe Benefits	\$698	\$205	\$492	\$1
Workers Compensation	\$16	\$5	\$12	\$0
TOTAL PERSONNEL COST	\$13,135	\$3,798	\$9,317	\$20
Services (Total)	\$426	\$144	\$281	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$380	\$126	\$254	\$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	\$46	\$18	\$27	\$1
Materials & Supplies (Total)	\$78	\$37	\$41	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$78	\$37	\$41	\$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)	\$5	\$1	\$3	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$5	\$1	\$3	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$509	\$183	\$325	\$1
TOTAL COST	\$13,644	\$3,981	\$9,642	\$21


8/30/12
 Agreed to _____ Date _____
 Linda Stoffregen
 Director/Operations Management Services

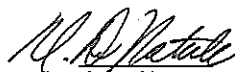
OPERATING COST BY MODE
 Program Planning and Energy
 APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$361	\$135	\$220	\$6
Full-Time Salaries	\$361	\$135	\$220	\$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	\$361	\$135	\$220	\$6
Fringes (Total)	\$159	\$61	\$96	\$3
Fringe Health	\$73	\$28	\$44	\$1
Fringe Pension	\$58	\$22	\$35	\$1
Other Fringe Benefits	\$28	\$11	\$17	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$521	\$196	\$316	\$9
Services (Total)	\$62	\$0	\$62	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$60	\$0	\$60	\$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	\$0	\$2	\$0
Materials & Supplies (Total)	\$15	\$0	\$15	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$15	\$0	\$15	\$0
Fuel & Propulsion (Total)	\$51,739	\$0	\$51,739	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$51,739	\$0	\$51,739	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$36,818	\$7,693	\$29,069	\$56
Electricity and Gas	\$34,539	\$6,951	\$27,533	\$55
Utilities - Other	\$2,279	\$742	\$1,536	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$88,633	\$7,693	\$80,884	\$56
TOTAL COST	\$89,154	\$7,889	\$81,201	\$65


 Agreed to _____ Date 7/31/12
 Devintia Headen
 Acting Director/PPL

OPERATING COST BY MODE
TIES Quality Assurance & Warranty
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,425	\$327	\$1,081	\$16
Full-Time Salaries	\$1,425	\$327	\$1,081	\$16
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	\$1,425	\$327	\$1,081	\$16
Fringes (Total)	\$626	\$147	\$472	\$7
Fringe Health	\$285	\$67	\$215	\$3
Fringe Pension	\$229	\$54	\$173	\$3
Other Fringe Benefits	\$109	\$26	\$82	\$1
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$2,050	\$474	\$1,552	\$24
Services (Total)	\$41	\$0	\$41	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$31	\$0	\$31	\$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	\$10	\$0	\$10	\$0
Materials & Supplies (Total)	\$33	\$0	\$33	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$33	\$0	\$33	\$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)	\$30	\$0	\$30	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$15	\$0	\$15	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$14	\$0	\$14	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$104	\$0	\$104	\$0
TOTAL COST	\$2,154	\$474	\$1,656	\$24

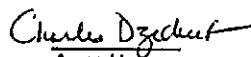


Agreed to
Michael DiNatale
Director / Quality Assurance & Warranty

8/30/2012
Date

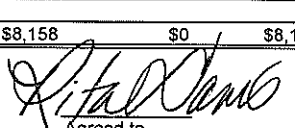
OPERATING COST BY MODE
 Rail Operations Control Center
 APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$8,463	\$15	\$8,447	\$1
Full-Time Salaries	\$8,158	\$15	\$8,142	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$305	\$0	\$305	\$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	\$8,463	\$15	\$8,447	\$1
Fringes (Total)	\$3,695	\$7	\$3,688	\$0
Fringe Health	\$1,682	\$3	\$1,679	\$0
Fringe Pension	\$1,353	\$3	\$1,350	\$0
Other Fringe Benefits	\$645	\$1	\$644	\$0
Workers Compensation	\$15	\$0	\$15	\$0
TOTAL PERSONNEL COST	\$12,158	\$22	\$12,135	\$1
Services (Total)	\$128	\$0	\$128	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$109	\$0	\$109	\$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	\$19	\$0	\$19	\$0
Materials & Supplies (Total)	\$18	\$0	\$18	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$18	\$0	\$18	\$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)	\$4	\$0	\$4	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$4	\$0	\$4	\$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	\$151	\$0	\$151	\$0
TOTAL COST	\$12,309	\$22	\$12,286	\$1


9/18/12
 Agreed to _____ Date _____
 Charles Dziduch
 Director/Rail Operations Control Center

OPERATING COST BY MODE
Training
APPROVED FY2013 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$2,264	\$0	\$2,264	\$0
Full-Time Salaries	\$2,228	\$0	\$2,228	\$0
Salary Lapse	-\$63	\$0	-\$63	\$0
Overtime Salaries	\$100	\$0	\$100	\$0
Wages (Total)	\$3,262	\$0	\$3,262	\$0
Operator/StaMgr Wages	\$3,194	\$0	\$3,194	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$68	\$0	\$68	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$5,526	\$0	\$5,526	\$0
Fringes (Total)	\$2,411	\$0	\$2,411	\$0
Fringe Health	\$1,098	\$0	\$1,098	\$0
Fringe Pension	\$883	\$0	\$883	\$0
Other Fringe Benefits	\$419	\$0	\$419	\$0
Workers Compensation	\$10	\$0	\$10	\$0
TOTAL PERSONNEL COST	\$7,937	\$0	\$7,937	\$0
Services (Total)	\$149	\$0	\$149	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$111	\$0	\$111	\$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	\$38	\$0	\$38	\$0
Materials & Supplies (Total)	\$72	\$0	\$72	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$72	\$0	\$72	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$221	\$0	\$221	\$0
TOTAL COST	\$8,158	\$0	\$8,158	\$0


9/14/2012
 Agreed to _____ Date _____
 Rita Davis
 Director/Rail Training

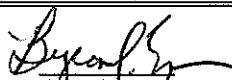
OPERATING COST BY MODE
Rail Transportation
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$501	\$18	\$483	\$1
Full-Time Salaries	\$501	\$18	\$483	\$1
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	\$501	\$18	\$483	\$1
Fringes (Total)	\$219	\$8	\$211	\$0
Fringe Health	\$100	\$4	\$96	\$0
Fringe Pension	\$80	\$3	\$77	\$0
Other Fringe Benefits	\$38	\$1	\$37	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$720	\$26	\$693	\$1
Services (Total)	\$87	\$0	\$87	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$6	\$0	\$6	\$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	\$81	\$0	\$81	\$0
Materials & Supplies (Total)	\$42	\$0	\$42	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$42	\$0	\$42	\$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)	\$33	\$0	\$33	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$31	\$0	\$31	\$0
Business Travel/Public Hrg	\$2	\$0	\$2	\$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	\$162	\$0	\$162	\$0
TOTAL COST	\$883	\$26	\$856	\$1

 9/10/12
 Agreed to Date
 Hercules Ballard
 Director/RTRA Administration

OPERATING COST BY MODE
Train Operations
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$10,658	\$118	\$10,535	\$6
Full-Time Salaries	\$10,234	\$118	\$10,110	\$6
Salary Lapse	-\$299	\$0	-\$299	\$0
Overtime Salaries	\$724	\$0	\$724	\$0
Wages (Total)	\$95,892	\$775	\$95,117	\$0
Operator/StaMgr Wages	\$78,032	\$0	\$78,032	\$0
Operator/StaMgr Overtime	\$13,379	\$0	\$13,379	\$0
Full Time Wages	\$3,854	\$775	\$3,078	\$0
Wage Lapse	-\$109	\$0	-\$109	\$0
Overtime Wages	\$737	\$0	\$737	\$0
TOTAL SALARIES AND WAGES	\$106,550	\$893	\$105,652	\$6
Fringes (Total)	\$47,022	\$401	\$46,618	\$3
Fringe Health	\$21,180	\$183	\$20,996	\$1
Fringe Pension	\$17,039	\$147	\$16,891	\$1
Other Fringe Benefits	\$8,614	\$70	\$8,543	\$0
Workers Compensation	\$189	\$2	\$188	\$0
TOTAL PERSONNEL COST	\$153,572	\$1,294	\$152,270	\$9
Services (Total)	\$243	\$0	\$243	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$0	\$14	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$0	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$228	\$0	\$228	\$0
Materials & Supplies (Total)	\$343	\$0	\$343	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$343	\$0	\$343	\$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)	\$19	\$0	\$19	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$19	\$0	\$19	\$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)	\$19	\$0	\$19	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$16	\$0	\$16	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$3	\$0	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$625	\$0	\$625	\$0
TOTAL COST	\$154,198	\$1,294	\$152,895	\$9

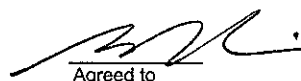

Agreed to

9-12-12
Date

Byron England
Director/Train Operations

OPERATING COST BY MODE
 Rail Operations Scheduling
 APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,116	\$468	\$641	\$7
Full-Time Salaries	\$1,116	\$468	\$641	\$7
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$414	\$0	\$414	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$383	\$0	\$383	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$32	\$0	\$32	\$0
TOTAL SALARIES AND WAGES	\$1,530	\$468	\$1,055	\$7
Fringes (Total)	\$674	\$210	\$460	\$3
Fringe Health	\$307	\$96	\$210	\$1
Fringe Pension	\$247	\$77	\$169	\$1
Other Fringe Benefits	\$117	\$37	\$80	\$1
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$2,204	\$678	\$1,516	\$10
Services (Total)	\$168	\$0	\$168	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$115	\$0	\$115	\$0
Temporary Help	\$1	\$0	\$1	\$0
Contract Maintenance	\$15	\$0	\$15	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$37	\$0	\$37	\$0
Materials & Supplies (Total)	\$54	\$0	\$54	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$54	\$0	\$54	\$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)	\$12	\$0	\$12	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$12	\$0	\$12	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$233	\$0	\$233	\$0
TOTAL COST	\$2,437	\$678	\$1,749	\$10


9/12/12
 Agreed to _____ Date _____
 Shelly Xie
 Director/Rail Operations Scheduling

OPERATING COST BY MODE
TIES Storerooms & Material Logistics
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,133	\$129	\$998	\$6
Full-Time Salaries	\$1,121	\$129	\$986	\$6
Salary Lapse	\$12	\$0	\$12	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$1,960	\$0	\$1,960	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,875	\$0	\$1,875	\$0
Wage Lapse	\$36	\$0	\$36	\$0
Overtime Wages	\$49	\$0	\$49	\$0
TOTAL SALARIES AND WAGES	\$3,094	\$129	\$2,959	\$6
Fringes (Total)	\$1,351	\$58	\$1,291	\$3
Fringe Health	\$616	\$26	\$588	\$1
Fringe Pension	\$495	\$21	\$473	\$1
Other Fringe Benefits	\$235	\$10	\$225	\$0
Workers Compensation	\$6	\$0	\$5	\$0
TOTAL PERSONNEL COST	\$4,445	\$186	\$4,249	\$9
Services (Total)	\$73	\$0	\$73	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$64	\$0	\$64	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$8	\$0	\$8	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$47	\$0	\$47	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$47	\$0	\$47	\$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)	\$12	\$0	\$12	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$0	\$3	\$0
Business Travel/Public Hrg	\$8	\$0	\$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	\$132	\$0	\$132	\$0
TOTAL COST	\$4,577	\$186	\$4,381	\$9

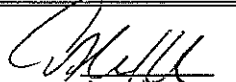
Prertha Mitchell
on behalf of
Prertha Mitchell

Agreed to
Prertha Mitchell
Director / Storerooms & Material Logistics

9/17/2012
Date

OPERATING COST BY MODE
CFO Administrative Office
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$403	\$157	\$237	\$8
Full-Time Salaries	\$403	\$157	\$237	\$8
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	\$403	\$157	\$237	\$8
Fringes (Total)	\$178	\$71	\$103	\$3
Fringe Health	\$81	\$32	\$47	\$2
Fringe Pension	\$65	\$26	\$38	\$1
Other Fringe Benefits	\$31	\$12	\$18	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$580	\$228	\$341	\$11
Services (Total)	\$863	\$338	\$509	\$17
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$847	\$331	\$499	\$17
Temporary Help	\$15	\$6	\$9	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$0	\$0
Materials & Supplies (Total)	\$9	\$4	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9	\$4	\$5	\$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)	\$13	\$5	\$8	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$4	\$2	\$2	\$0
Business Travel/Public Hrg	\$5	\$2	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$886	\$346	\$522	\$17
TOTAL COST	\$1,466	\$574	\$863	\$29


 Agreed to
 Carol Kissal
 CFO/DGMA

7/27/12
 Date

OPERATING COST BY MODE
Accounting Summary
APPROVED FY2013 BUDGET

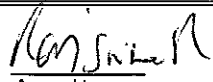
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,680	\$1,441	\$2,165	\$74
Full-Time Salaries	\$3,771	\$1,475	\$2,222	\$74
Salary Lapse	-\$105	-\$38	-\$67	-\$1
Overtime Salaries	\$15	\$5	\$9	\$1
Wages (Total)	\$823	\$322	\$485	\$16
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$799	\$312	\$471	\$16
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$23	\$9	\$14	\$0
TOTAL SALARIES AND WAGES	\$4,503	\$1,763	\$2,650	\$90
Fringes (Total)	\$1,988	\$793	\$1,156	\$39
Fringe Health	\$906	\$361	\$527	\$18
Fringe Pension	\$729	\$290	\$424	\$14
Other Fringe Benefits	\$346	\$138	\$201	\$7
Workers Compensation	\$8	\$3	\$5	\$0
TOTAL PERSONNEL COST	\$6,491	\$2,556	\$3,806	\$130
Services (Total)	\$110	\$43	\$65	\$2
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$69	\$27	\$41	\$1
Temporary Help	\$10	\$4	\$6	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$30	\$12	\$18	\$1
Materials & Supplies (Total)	\$131	\$51	\$77	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$131	\$51	\$77	\$3
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)	\$90	\$35	\$53	\$2
Dues And Subscriptions	\$23	\$9	\$14	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$62	\$24	\$37	\$1
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	\$331	\$129	\$195	\$6
TOTAL COST	\$6,821	\$2,685	\$4,001	\$136

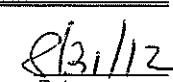
Stephanie Audette
Agreed to
Stephanie Audette
Comptroller

7/23/2012
Date

OPERATING COST BY MODE
Treasury Summary Offices
APPROVED FY2013 BUDGET

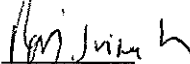
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,527	\$1,761	\$2,717	\$48
Full-Time Salaries	\$4,684	\$1,835	\$2,800	\$50
Salary Lapse	-\$293	-\$91	-\$200	-\$1
Overtime Salaries	\$135	\$18	\$118	\$0
Wages (Total)	\$4,005	\$919	\$3,085	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$4,076	\$931	\$3,145	\$1
Wage Lapse	-\$108	-\$18	-\$90	\$0
Overtime Wages	\$37	\$6	\$30	\$0
TOTAL SALARIES AND WAGES	\$8,532	\$2,680	\$5,802	\$49
Fringes (Total)	\$19,729	\$7,450	\$11,943	\$335
Fringe Health	\$1,712	\$549	\$1,153	\$10
Fringe Pension	\$1,377	\$442	\$928	\$8
Other Fringe Benefits	\$662	\$213	\$446	\$4
Workers Compensation	\$15,978	\$6,247	\$9,417	\$314
TOTAL PERSONNEL COST	\$28,261	\$10,131	\$17,746	\$384
Services (Total)	\$19,398	\$4,754	\$14,586	\$58
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,005	\$1,600	\$1,390	\$16
Temporary Help	\$56	\$27	\$29	\$1
Contract Maintenance	\$4	\$1	\$3	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$16,332	\$3,127	\$13,164	\$41
Materials & Supplies (Total)	\$883	\$197	\$684	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$883	\$197	\$684	\$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)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$30,079	\$13,117	\$16,662	\$300
Insurance	\$12,675	\$4,995	\$7,485	\$195
Claims	\$17,404	\$8,122	\$9,177	\$105
Leases (Total)	\$30	\$12	\$17	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$30	\$12	\$17	\$1
Miscellaneous (Total)	\$452	\$56	\$396	\$1
Dues And Subscriptions	\$21	\$10	\$11	\$0
Conferences and Meetings	\$11	\$6	\$5	\$0
Business Travel/Public Hrg	\$52	\$13	\$39	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$1	\$0
Other	\$367	\$26	\$341	\$0
Reimbursements (Total)	-\$798	\$3	-\$800	\$0
Reimbursements	-\$798	\$3	-\$800	\$0
TOTAL NONPERSONNEL COST	\$50,044	\$18,139	\$31,545	\$361
TOTAL COST	\$78,305	\$28,269	\$49,291	\$745


 Agreed to
 Raj Srinath
 Treasurer/Treasury


 Date

OPERATING COST BY MODE
Smart Trip Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	-\$17	-\$4	-\$12	\$0
Full-Time Salaries	\$0	\$0	\$0	\$0
Salary Lapse	-\$17	-\$4	-\$12	\$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	-\$17	-\$4	-\$12	\$0
Fringes (Total)	-\$7	-\$2	-\$5	\$0
Fringe Health	-\$3	-\$1	-\$2	\$0
Fringe Pension	-\$3	-\$1	-\$2	\$0
Other Fringe Benefits	-\$1	\$0	-\$1	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	-\$24	-\$6	-\$18	\$0
Services (Total)	\$7,424	\$2,199	\$5,217	\$8
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$0	\$2	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$2	\$0	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$7,419	\$2,198	\$5,213	\$8
Materials & Supplies (Total)	\$17	\$5	\$12	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$17	\$5	\$12	\$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)	\$19	\$8	\$11	\$0
Dues And Subscriptions	\$2	\$2	\$0	\$0
Conferences and Meetings	\$7	\$4	\$3	\$0
Business Travel/Public Hrg	\$9	\$1	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$1	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	-\$798	\$3	-\$800	\$0
Reimbursements	-\$798	\$3	-\$800	\$0
TOTAL NONPERSONNEL COST	\$6,661	\$2,213	\$4,439	\$8
TOTAL COST	\$6,637	\$2,207	\$4,421	\$8


8/31/12
 Agreed to Date
 Raj Srinath
 Treasurer/Treasury

OPERATING COST BY MODE
Management & Budget Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,052	\$804	\$1,208	\$41
Full-Time Salaries	\$2,094	\$819	\$1,234	\$41
Salary Lapse	-\$42	-\$15	-\$26	\$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	\$2,052	\$804	\$1,208	\$41
Fringes (Total)	\$906	\$361	\$527	\$18
Fringe Health	\$413	\$165	\$240	\$8
Fringe Pension	\$332	\$132	\$193	\$7
Other Fringe Benefits	\$158	\$63	\$92	\$3
Workers Compensation	\$4	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$2,959	\$1,165	\$1,735	\$59
Services (Total)	\$202	\$73	\$126	\$4
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$163	\$56	\$104	\$3
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$39	\$17	\$22	\$1
Materials & Supplies (Total)	\$26	\$10	\$15	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$26	\$10	\$15	\$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)	\$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)	\$28	\$11	\$17	\$1
Dues And Subscriptions	\$12	\$5	\$7	\$0
Conferences and Meetings	\$7	\$3	\$4	\$0
Business Travel/Public Hrg	\$10	\$4	\$6	\$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	\$256	\$94	\$158	\$5
TOTAL COST	\$3,215	\$1,259	\$1,893	\$64


 Agreed to _____
 William Greene
 Managing Director/Management & Budget Services

Date 7/23/12

OPERATING COST BY MODE
Procurement Summary Offices
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,928	\$2,315	\$3,499	\$115
Full-Time Salaries	\$5,974	\$2,336	\$3,521	\$117
Salary Lapse	-\$183	-\$72	-\$108	-\$4
Overtime Salaries	\$137	\$50	\$86	\$1
Wages (Total)	\$1,628	\$634	\$963	\$31
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,570	\$614	\$925	\$31
Wage Lapse	-\$50	-\$20	-\$30	-\$1
Overtime Wages	\$108	\$39	\$68	\$1
TOTAL SALARIES AND WAGES	\$7,556	\$2,949	\$4,462	\$145
Fringes (Total)	\$3,357	\$1,333	\$1,960	\$64
Fringe Health	\$1,519	\$604	\$887	\$29
Fringe Pension	\$1,222	\$486	\$713	\$23
Other Fringe Benefits	\$601	\$238	\$352	\$11
Workers Compensation	\$14	\$5	\$8	\$0
TOTAL PERSONNEL COST	\$10,912	\$4,282	\$6,422	\$209
Services (Total)	\$1,583	\$609	\$941	\$33
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,416	\$544	\$842	\$30
Temporary Help	\$50	\$20	\$30	\$1
Contract Maintenance	\$84	\$33	\$49	\$2
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$33	\$13	\$20	\$1
Materials & Supplies (Total)	\$2,007	\$785	\$1,183	\$39
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2,007	\$785	\$1,183	\$39
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)	\$3	\$1	\$2	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$3	\$1	\$2	\$0
Miscellaneous (Total)	\$120	\$47	\$69	\$3
Dues And Subscriptions	\$54	\$20	\$32	\$1
Conferences and Meetings	\$13	\$5	\$7	\$0
Business Travel/Public Hrg	\$23	\$9	\$14	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$18	\$8	\$10	\$1
Other	\$12	\$5	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,713	\$1,442	\$2,194	\$76
TOTAL COST	\$14,625	\$5,724	\$8,616	\$285

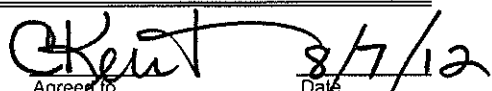
Heather Obora

Agreed to
Heather Obora
Chief Procurement Officer

8/7/12
Date

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,235	\$0	\$0	\$3,235
Full-Time Salaries	\$3,305	\$0	\$0	\$3,305
Salary Lapse	-\$90	\$0	\$0	-\$90
Overtime Salaries	\$20	\$0	\$0	\$20
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	\$3,235	\$0	\$0	\$3,235
Fringes (Total)	\$1,419	\$0	\$0	\$1,419
Fringe Health	\$646	\$0	\$0	\$646
Fringe Pension	\$520	\$0	\$0	\$520
Other Fringe Benefits	\$247	\$0	\$0	\$247
Workers Compensation	\$6	\$0	\$0	\$6
TOTAL PERSONNEL COST	\$4,654	\$0	\$0	\$4,654
Services (Total)	\$103,046	\$0	\$0	\$103,046
Management Fee	\$225	\$0	\$0	\$225
Professional & Technical	\$738	\$0	\$0	\$738
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$98,020	\$0	\$0	\$98,020
Other	\$4,062	\$0	\$0	\$4,062
Materials & Supplies (Total)	\$226	\$0	\$0	\$226
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$226	\$0	\$0	\$226
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)	\$1,500	\$0	\$0	\$1,500
Insurance	\$1,500	\$0	\$0	\$1,500
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$656	\$0	\$0	\$656
Property	\$656	\$0	\$0	\$656
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$22	\$0	\$0	\$22
Dues And Subscriptions	\$2	\$0	\$0	\$2
Conferences and Meetings	\$10	\$0	\$0	\$10
Business Travel/Public Hrg	\$4	\$0	\$0	\$4
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$6	\$0	\$0	\$6
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$105,449	\$0	\$0	\$105,449
TOTAL COST	\$110,103	\$0	\$0	\$110,103


 Agreed to _____ Date 8/7/12
 Christian T. Kent
 AGM/Access Services

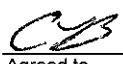
OPERATING COST BY MODE
MACS Summary
APPROVED FY2013 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,021	\$0	\$0	\$1,021
Full-Time Salaries	\$1,064	\$0	\$0	\$1,064
Salary Lapse	-\$43	\$0	\$0	-\$43
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	\$1,021	\$0	\$0	\$1,021
Fringes (Total)	\$448	\$0	\$0	\$448
Fringe Health	\$204	\$0	\$0	\$204
Fringe Pension	\$164	\$0	\$0	\$164
Other Fringe Benefits	\$78	\$0	\$0	\$78
Workers Compensation	\$2	\$0	\$0	\$2
TOTAL PERSONNEL COST	\$1,468	\$0	\$0	\$1,468
Services (Total)	\$101,831	\$0	\$0	\$101,831
Management Fee	\$225	\$0	\$0	\$225
Professional & Technical	\$261	\$0	\$0	\$261
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$98,020	\$0	\$0	\$98,020
Other	\$3,325	\$0	\$0	\$3,325
Materials & Supplies (Total)	\$119	\$0	\$0	\$119
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$119	\$0	\$0	\$119
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)	\$1,500	\$0	\$0	\$1,500
Insurance	\$1,500	\$0	\$0	\$1,500
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$656	\$0	\$0	\$656
Property	\$656	\$0	\$0	\$656
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$3	\$0	\$0	\$3
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$0	\$0	\$2
Business Travel/Public Hrg	\$1	\$0	\$0	\$1
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	\$104,109	\$0	\$0	\$104,109
TOTAL COST	\$105,578	\$0	\$0	\$105,578


 Agreed to _____ Date _____
 Daniel O'Reilly
 Director/MetroAccess Services

OPERATING COST BY MODE
 ADA Policy and Planning Summary
 APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$858	\$0	\$0	\$858
Full-Time Salaries	\$883	\$0	\$0	\$883
Salary Lapse	-\$26	\$0	\$0	-\$26
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	\$858	\$0	\$0	\$858
Fringes (Total)	\$376	\$0	\$0	\$376
Fringe Health	\$171	\$0	\$0	\$171
Fringe Pension	\$138	\$0	\$0	\$138
Other Fringe Benefits	\$65	\$0	\$0	\$65
Workers Compensation	\$2	\$0	\$0	\$2
TOTAL PERSONNEL COST	\$1,234	\$0	\$0	\$1,234
Services (Total)	\$152	\$0	\$0	\$152
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$92	\$0	\$0	\$92
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$60	\$0	\$0	\$60
Materials & Supplies (Total)	\$54	\$0	\$0	\$54
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$54	\$0	\$0	\$54
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)	\$12	\$0	\$0	\$12
Dues And Subscriptions	\$1	\$0	\$0	\$1
Conferences and Meetings	\$5	\$0	\$0	\$5
Business Travel/Public Hrg	\$1	\$0	\$0	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$6	\$0	\$0	\$6
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$218	\$0	\$0	\$218
TOTAL COST	\$1,452	\$0	\$0	\$1,452


 Agreed to
 Christian Blake
 Acting Director/ADA Policy and Planning

Date 8/1/12

OPERATING COST BY MODE
Eligibility Certification & Outreach Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$953	\$0	\$0	\$953
Full-Time Salaries	\$933	\$0	\$0	\$933
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$20	\$0	\$0	\$20
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	\$953	\$0	\$0	\$953
Fringes (Total)	\$418	\$0	\$0	\$418
Fringe Health	\$190	\$0	\$0	\$190
Fringe Pension	\$153	\$0	\$0	\$153
Other Fringe Benefits	\$73	\$0	\$0	\$73
Workers Compensation	\$2	\$0	\$0	\$2
TOTAL PERSONNEL COST	\$1,372	\$0	\$0	\$1,372
Services (Total)	\$445	\$0	\$0	\$445
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	\$445	\$0	\$0	\$445
Materials & Supplies (Total)	\$3	\$0	\$0	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3	\$0	\$0	\$3
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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$448	\$0	\$0	\$448
TOTAL COST	\$1,820	\$0	\$0	\$1,820


 Agreed to
 Frank Roth
 Director/Eligibility Certification & Outreach

8-6-12
 Date

OPERATING COST BY MODE
Information Technology Admin.
APPROVED FY2013 BUDGET


<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$355	\$139	\$209	\$7
Full-Time Salaries	\$366	\$143	\$215	\$7
Salary Lapse	-\$11	-\$4	-\$6	\$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	\$355	\$139	\$209	\$7
Fringes (Total)	\$157	\$62	\$91	\$3
Fringe Health	\$71	\$28	\$42	\$1
Fringe Pension	\$57	\$23	\$33	\$1
Other Fringe Benefits	\$27	\$11	\$16	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$511	\$201	\$300	\$10
Services (Total)	\$70	\$28	\$41	\$1
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	\$70	\$28	\$41	\$1
Materials & Supplies (Total)	\$22	\$9	\$13	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$22	\$9	\$13	\$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)	\$22	\$9	\$13	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$18	\$7	\$11	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$115	\$45	\$68	\$2
TOTAL COST	\$626	\$246	\$368	\$12


 Agreed to _____
 Kevin Borek
 AGM, Information Technology

B-20-12
 Date

OPERATING COST BY MODE
Application Dev. & Operations
APPROVED FY2013 BUDGET

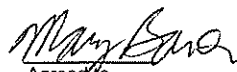
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,340	\$2,088	\$3,147	\$105
Full-Time Salaries	\$5,505	\$2,153	\$3,244	\$108
Salary Lapse	-\$165	-\$65	-\$97	-\$3
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$525	\$205	\$309	\$10
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$499	\$195	\$294	\$10
Wage Lapse	-\$15	-\$6	-\$9	\$0
Overtime Wages	\$41	\$16	\$24	\$1
TOTAL SALARIES AND WAGES	\$5,865	\$2,293	\$3,456	\$115
Fringes (Total)	\$2,589	\$1,031	\$1,508	\$50
Fringe Health	\$1,179	\$470	\$687	\$23
Fringe Pension	\$949	\$378	\$553	\$18
Other Fringe Benefits	\$450	\$179	\$262	\$9
Workers Compensation	\$11	\$4	\$6	\$0
TOTAL PERSONNEL COST	\$8,454	\$3,325	\$4,964	\$165
Services (Total)	\$7,229	\$2,827	\$4,260	\$142
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,810	\$708	\$1,067	\$36
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5,419	\$2,119	\$3,194	\$106
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$182	\$71	\$107	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$182	\$71	\$107	\$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)	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$7,411	\$2,898	\$4,368	\$146
TOTAL COST	\$15,865	\$6,223	\$9,331	\$311


 Agreed to
 Robert Kramer
 Chief, Applications Development & Operations

9/4/2012
 Date

OPERATING COST BY MODE
Project Management
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$704	\$275	\$415	\$14
Full-Time Salaries	\$726	\$284	\$428	\$14
Salary Lapse	-\$22	-\$9	-\$13	\$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	\$704	\$275	\$415	\$14
Fringes (Total)	\$311	\$124	\$181	\$6
Fringe Health	\$142	\$56	\$82	\$3
Fringe Pension	\$114	\$45	\$66	\$2
Other Fringe Benefits	\$54	\$22	\$31	\$1
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,015	\$399	\$596	\$20
Services (Total)	\$54	\$21	\$32	\$1
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	\$54	\$21	\$32	\$1
Materials & Supplies (Total)	\$238	\$93	\$140	\$5
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$238	\$93	\$140	\$5
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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$292	\$114	\$172	\$6
TOTAL COST	\$1,307	\$513	\$768	\$26


9/14/2012
 Agreed to Date
 Mary Bauer
 Chief, Project Management Operations

OPERATING COST BY MODE
Enterprise Architecture
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$235	\$92	\$139	\$5
Full-Time Salaries	\$243	\$95	\$143	\$5
Salary Lapse	-\$7	-\$3	-\$4	\$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	\$235	\$92	\$139	\$5
Fringes (Total)	\$104	\$41	\$60	\$2
Fringe Health	\$47	\$19	\$28	\$1
Fringe Pension	\$38	\$15	\$22	\$1
Other Fringe Benefits	\$18	\$7	\$11	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$339	\$133	\$199	\$7
Services (Total)	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$0	\$0	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0
TOTAL COST	\$339	\$133	\$199	\$7


 Agreed to
 Kevin Borek
 AGM, Information Technology

8-20-12
 Date

OPERATING COST BY MODE
Business Process Re-Engineering
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$129	\$50	\$76	\$3
Full-Time Salaries	\$129	\$50	\$76	\$3
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	\$129	\$50	\$76	\$3
Fringes (Total)	\$57	\$23	\$33	\$1
Fringe Health	\$26	\$10	\$15	\$1
Fringe Pension	\$21	\$8	\$12	\$0
Other Fringe Benefits	\$10	\$4	\$6	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$186	\$73	\$109	\$4
Services (Total)	\$65	\$25	\$38	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$65	\$25	\$38	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$0	\$0	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$65	\$25	\$38	\$1
TOTAL COST	\$251	\$98	\$147	\$5

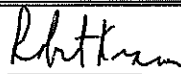
Elizabeth Durham
Agreed to

8-31-12
Date

Elizabeth Durham
Chief, Business Process Re-Engineering

OPERATING COST BY MODE
Enterprise Web Portal
APPROVED FY2013 BUDGET

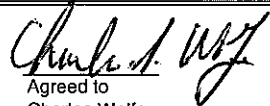
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$592	\$231	\$349	\$12
Full-Time Salaries	\$610	\$238	\$359	\$12
Salary Lapse	-\$18	-\$7	-\$11	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
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	\$592	\$231	\$349	\$12
Fringes (Total)	\$261	\$104	\$152	\$5
Fringe Health	\$119	\$47	\$69	\$2
Fringe Pension	\$96	\$38	\$56	\$2
Other Fringe Benefits	\$45	\$18	\$26	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$853	\$335	\$501	\$17
Services (Total)	\$263	\$103	\$155	\$5
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$263	\$103	\$155	\$5
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$0	\$0	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$263	\$103	\$155	\$5
TOTAL COST	\$1,116	\$438	\$656	\$22


 Agreed to
 Rob Kramer
 Chief, Enterprise Web Portal & GIS

9/4/2012
 Date

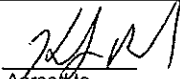
OPERATING COST BY MODE
Network and Communications
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,056	\$1,195	\$1,801	\$60
Full-Time Salaries	\$3,134	\$1,225	\$1,847	\$62
Salary Lapse	-\$94	-\$37	-\$55	-\$2
Overtime Salaries	\$17	\$7	\$10	\$0
Wages (Total)	\$2,408	\$942	\$1,419	\$46
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,250	\$880	\$1,326	\$44
Wage Lapse	-\$68	-\$26	-\$40	-\$1
Overtime Wages	\$225	\$89	\$133	\$3
TOTAL SALARIES AND WAGES	\$5,464	\$2,137	\$3,220	\$106
Fringes (Total)	\$2,412	\$961	\$1,405	\$47
Fringe Health	\$1,099	\$438	\$640	\$21
Fringe Pension	\$884	\$352	\$515	\$17
Other Fringe Benefits	\$420	\$167	\$244	\$8
Workers Compensation	\$10	\$4	\$6	\$0
TOTAL PERSONNEL COST	\$7,876	\$3,098	\$4,625	\$153
Services (Total)	\$5,232	\$2,046	\$3,083	\$103
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$157	\$61	\$92	\$3
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$1,847	\$722	\$1,089	\$36
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,227	\$1,262	\$1,902	\$63
Materials & Supplies (Total)	\$759	\$297	\$447	\$15
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$759	\$297	\$447	\$15
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)	\$1,253	\$490	\$738	\$25
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,253	\$490	\$738	\$25
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)	\$8	\$3	\$5	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$7,251	\$2,836	\$4,273	\$142
TOTAL COST	\$15,127	\$5,934	\$8,898	\$295


 Agreed to _____ Date 8-15-12
 Charles Wolfe
 Chief, Network & Communications


OPERATING COST BY MODE
IT Security
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,422	\$556	\$838	\$28
Full-Time Salaries	\$1,462	\$572	\$862	\$29
Salary Lapse	-\$40	-\$16	-\$24	-\$1
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	\$1,422	\$556	\$838	\$28
Fringes (Total)	\$628	\$250	\$366	\$12
Fringe Health	\$286	\$114	\$166	\$6
Fringe Pension	\$230	\$92	\$134	\$4
Other Fringe Benefits	\$109	\$43	\$64	\$2
Workers Compensation	\$3	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$2,049	\$806	\$1,203	\$40
Services (Total)	\$829	\$324	\$488	\$16
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$829	\$324	\$488	\$16
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$0	\$0	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$829	\$324	\$488	\$16
TOTAL COST	\$2,878	\$1,130	\$1,692	\$56


 Agreed to _____ Date 8-20-12
 Victor Iwugo
 Chief, IT Security

OPERATING COST BY MODE
Data Center Infrastructure
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,730	\$1,459	\$2,198	\$73
Full-Time Salaries	\$3,805	\$1,488	\$2,242	\$75
Salary Lapse	-\$114	-\$45	-\$67	-\$2
Overtime Salaries	\$40	\$16	\$23	\$1
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	\$3,730	\$1,459	\$2,198	\$73
Fringes (Total)	\$1,647	\$656	\$959	\$32
Fringe Health	\$750	\$299	\$437	\$15
Fringe Pension	\$604	\$240	\$351	\$12
Other Fringe Benefits	\$286	\$114	\$167	\$6
Workers Compensation	\$7	\$3	\$4	\$0
TOTAL PERSONNEL COST	\$5,377	\$2,115	\$3,157	\$105
Services (Total)	\$5,200	\$2,034	\$3,065	\$102
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$255	\$100	\$151	\$5
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,945	\$1,934	\$2,914	\$97
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$22	\$9	\$13	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$22	\$9	\$13	\$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)	\$1,122	\$0	\$1,122	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$1,122	\$0	\$1,122	\$0
Miscellaneous (Total)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	-\$1,122	\$0	-\$1,122	\$0
Reimbursements	-\$1,122	\$0	-\$1,122	\$0
TOTAL NONPERSONNEL COST	\$5,222	\$2,042	\$3,078	\$103
TOTAL COST	\$10,599	\$4,157	\$6,235	\$208



Agreed to
Claude Swanson
Chief, Data Center & Infrastructure

8/14/12
Date

OPERATING COST BY MODE
Station Area Planning & Asset Management Summary
APPROVED FY2013 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,407	\$370	\$1,036	\$0
Full-Time Salaries	\$1,407	\$370	\$1,036	\$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	\$1,407	\$370	\$1,036	\$0
Fringes (Total)	\$619	\$167	\$452	\$0
Fringe Health	\$282	\$76	\$206	\$0
Fringe Pension	\$227	\$61	\$166	\$0
Other Fringe Benefits	\$108	\$29	\$79	\$0
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$2,025	\$537	\$1,488	\$0
Services (Total)	\$451	\$22	\$429	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$274	\$19	\$255	\$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	\$177	\$2	\$175	\$0
Materials & Supplies (Total)	\$25	\$2	\$23	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$25	\$2	\$23	\$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)	\$19	\$0	\$19	\$0
Dues And Subscriptions	\$5	\$0	\$4	\$0
Conferences and Meetings	\$5	\$0	\$5	\$0
Business Travel/Public Hrg	\$3	\$0	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$3	\$0	\$3	\$0
Other	\$4	\$0	\$4	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$495	\$24	\$472	\$0
TOTAL COST	\$2,520	\$560	\$1,960	\$0

Stanley Wall

Agreed to
Stanley Wall
Director/Station Area Planning & Asset Management

9/14/2012
Date

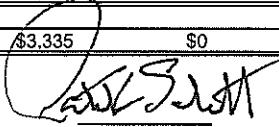
OPERATING COST BY MODE
 Planning Summary
 APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,197	\$439	\$747	\$11
Full-Time Salaries	\$1,197	\$439	\$747	\$11
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	\$1,197	\$439	\$747	\$11
Fringes (Total)	\$528	\$198	\$326	\$5
Fringe Health	\$241	\$90	\$148	\$2
Fringe Pension	\$194	\$72	\$119	\$2
Other Fringe Benefits	\$92	\$34	\$57	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,726	\$637	\$1,073	\$16
Services (Total)	\$78	\$11	\$66	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$25	\$5	\$20	\$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	\$53	\$6	\$47	\$0
Materials & Supplies (Total)	\$18	\$2	\$16	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$18	\$2	\$16	\$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)	\$25	\$4	\$21	\$0
Dues And Subscriptions	\$7	\$2	\$5	\$0
Conferences and Meetings	\$9	\$2	\$7	\$0
Business Travel/Public Hrg	\$5	\$1	\$4	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$0	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$120	\$16	\$103	\$1
TOTAL COST	\$1,846	\$653	\$1,176	\$17

Barbara Richardson 8/6/12
 Agreed to _____ Date
 Barbara Richardson
 Chief of Staff

OPERATING COST BY MODE
Parking Summary
APPROVED FY2013 BUDGET

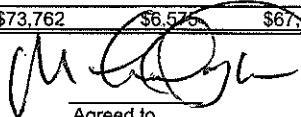
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$753	\$0	\$753	\$0
Full-Time Salaries	\$750	\$0	\$750	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$3	\$0	\$3	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$753	\$0	\$753	\$0
Fringes (Total)	\$329	\$0	\$329	\$0
Fringe Health	\$150	\$0	\$150	\$0
Fringe Pension	\$120	\$0	\$120	\$0
Other Fringe Benefits	\$57	\$0	\$57	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,082	\$0	\$1,082	\$0
Services (Total)	\$2,235	\$0	\$2,235	\$0
Management Fee	\$1,704	\$0	\$1,704	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$75	\$0	\$75	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$456	\$0	\$456	\$0
Materials & Supplies (Total)	\$17	\$0	\$17	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$17	\$0	\$17	\$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)	\$1	\$0	\$1	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$1	\$0	\$1	\$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	\$2,254	\$0	\$2,254	\$0
TOTAL COST	\$3,335	\$0	\$3,335	\$0


 Agreed to
 Patrick Schmidt
 Director/Parking

7-23-12
 Date

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2013 BUDGET

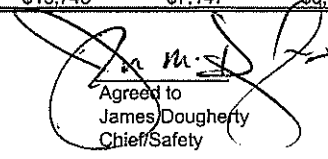
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$48,530	\$3,930	\$44,572	\$28
Full-Time Salaries	\$44,677	\$3,464	\$41,185	\$28
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,466	\$515	\$3,951	\$0
Wages (Total)	\$357	\$219	\$138	\$0
Operator/StaMgr Wages	\$66	\$0	\$66	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$256	\$192	\$65	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$35	\$27	\$8	\$0
TOTAL SALARIES AND WAGES	\$48,887	\$4,149	\$44,709	\$28
Fringes (Total)	\$21,719	\$1,928	\$19,779	\$12
Fringe Health	\$9,740	\$850	\$8,884	\$6
Fringe Pension	\$7,836	\$684	\$7,147	\$4
Other Fringe Benefits	\$4,056	\$386	\$3,668	\$2
Workers Compensation	\$87	\$8	\$79	\$0
TOTAL PERSONNEL COST	\$70,605	\$6,077	\$64,488	\$40
Services (Total)	\$1,654	\$264	\$1,390	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$814	\$48	\$765	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$1	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$836	\$215	\$621	\$0
Materials & Supplies (Total)	\$1,432	\$221	\$1,211	\$0
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,430	\$221	\$1,209	\$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)	\$4	\$1	\$3	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$1	\$3	\$0
Miscellaneous (Total)	\$67	\$12	\$55	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hrg	\$27	\$5	\$22	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$10	\$1	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,157	\$498	\$2,658	\$0
TOTAL COST	\$73,762	\$6,575	\$67,147	\$40


Agreed to
Michael Taborn
Chief/MTPD

Date 8/15/12

OPERATING COST BY MODE
System Safety & Environmental Management
APPROVED FY2013 BUDGET

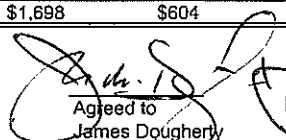
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,195	\$1,894	\$2,268	\$34
Full-Time Salaries	\$4,195	\$1,894	\$2,268	\$34
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$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	\$4,195	\$1,894	\$2,268	\$34
Fringes (Total)	\$1,861	\$854	\$992	\$15
Fringe Health	\$845	\$388	\$451	\$7
Fringe Pension	\$680	\$312	\$363	\$5
Other Fringe Benefits	\$329	\$151	\$175	\$3
Workers Compensation	\$8	\$3	\$4	\$0
TOTAL PERSONNEL COST	\$6,057	\$2,748	\$3,260	\$48
Services (Total)	\$8,912	\$4,046	\$4,662	\$203
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$6,689	\$3,177	\$3,352	\$160
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$11	\$4	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,212	\$865	\$1,303	\$43
Materials & Supplies (Total)	\$653	\$297	\$348	\$7
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$653	\$297	\$348	\$7
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)	\$123	\$55	\$66	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$123	\$55	\$66	\$1
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	\$9,688	\$4,399	\$5,077	\$212
TOTAL COST	\$15,745	\$7,147	\$8,337	\$260



 Agreed to _____ Date 7/31/2012
 James Dougherty
 Chief/Safety

OPERATING COST BY MODE
Quality Assurance
APPROVED FY2013 BUDGET

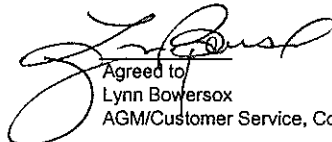
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,152	\$391	\$632	\$130
Full-Time Salaries	\$1,190	\$423	\$638	\$130
Salary Lapse	-\$38	-\$32	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$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	\$1,152	\$391	\$632	\$130
Fringes (Total)	\$508	\$176	\$276	\$57
Fringe Health	\$231	\$80	\$126	\$26
Fringe Pension	\$186	\$64	\$101	\$21
Other Fringe Benefits	\$88	\$31	\$48	\$10
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,660	\$566	\$907	\$186
Services (Total)	\$14	\$14	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$12	\$12	\$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	\$3	\$3	\$0	\$0
Materials & Supplies (Total)	\$24	\$24	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$24	\$24	\$0	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$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	\$38	\$38	\$0	\$0
TOTAL COST	\$1,698	\$604	\$907	\$186


 Agreed to
 James Dougherty
 Chief/Safety

Date 7/31/2012

OPERATING COST BY MODE
Customer Services, Communications & Marketing Administration
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$234	\$113	\$121	\$1
Full-Time Salaries	\$234	\$113	\$121	\$1
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	\$234	\$113	\$121	\$1
Fringes (Total)	\$103	\$51	\$51	\$0
Fringe Health	\$47	\$23	\$23	\$0
Fringe Pension	\$38	\$19	\$19	\$0
Other Fringe Benefits	\$18	\$9	\$9	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$337	\$164	\$172	\$1
Services (Total)	\$114	\$51	\$62	\$1
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	\$114	\$51	\$62	\$1
Materials & Supplies (Total)	\$7	\$3	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$3	\$4	\$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)	\$14	\$5	\$8	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$2	\$1	\$1	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$135	\$59	\$74	\$1
TOTAL COST	\$472	\$223	\$246	\$3



 Agreed to _____ Date 8.30.12
 Lynn Bowersox
 AGM/Customer Service, Communications & Marketing

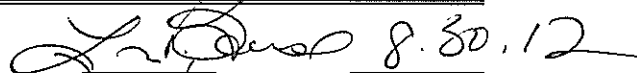
OPERATING COST BY MODE
Marketing & Advert. Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,711	\$513	\$1,198	\$0
Full-Time Salaries	\$1,732	\$526	\$1,206	\$0
Salary Lapse	-\$55	-\$17	-\$38	\$0
Overtime Salaries	\$34	\$5	\$30	\$0
Wages (Total)	\$603	\$0	\$603	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$598	\$0	\$598	\$0
Wage Lapse	-\$19	\$0	-\$19	\$0
Overtime Wages	\$24	\$0	\$24	\$0
TOTAL SALARIES AND WAGES	\$2,314	\$513	\$1,801	\$0
Fringes (Total)	\$1,016	\$231	\$786	\$0
Fringe Health	\$463	\$105	\$358	\$0
Fringe Pension	\$372	\$85	\$288	\$0
Other Fringe Benefits	\$177	\$40	\$137	\$0
Workers Compensation	\$4	\$1	\$3	\$0
TOTAL PERSONNEL COST	\$3,330	\$744	\$2,586	\$0
Services (Total)	\$1,773	\$920	\$853	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$24	\$12	\$12	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,749	\$908	\$841	\$0
Materials & Supplies (Total)	\$971	\$60	\$911	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$971	\$60	\$911	\$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)	\$2,090	\$1,066	\$1,024	\$0
Dues And Subscriptions	\$3	\$2	\$2	\$0
Conferences and Meetings	\$6	\$3	\$3	\$0
Business Travel/Public Hrg	\$6	\$3	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,046	\$1,042	\$1,005	\$0
Other	\$29	\$17	\$12	\$0
Reimbursements (Total)	-\$2,752	\$0	-\$2,752	\$0
Reimbursements	-\$2,752	\$0	-\$2,752	\$0
TOTAL NONPERSONNEL COST	\$2,082	\$2,045	\$37	\$0
TOTAL COST	\$5,412	\$2,789	\$2,623	\$0


8-27-12
 Agreed to Date
 Lorraine Taylor
 Director/Marketing & Advertising

OPERATING COST BY MODE
Public Relations Summary
APPROVED FY2013 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,948	\$974	\$974	\$0
Full-Time Salaries	\$2,002	\$1,001	\$1,001	\$0
Salary Lapse	-\$60	-\$30	-\$30	\$0
Overtime Salaries	\$6	\$3	\$3	\$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	\$1,948	\$974	\$974	\$0
Fringes (Total)	\$863	\$438	\$425	\$0
Fringe Health	\$393	\$199	\$194	\$0
Fringe Pension	\$316	\$160	\$156	\$0
Other Fringe Benefits	\$150	\$76	\$74	\$0
Workers Compensation	\$4	\$2	\$2	\$0
TOTAL PERSONNEL COST	\$2,811	\$1,412	\$1,399	\$0
Services (Total)	\$129	\$70	\$60	\$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	\$129	\$70	\$60	\$0
Materials & Supplies (Total)	\$52	\$26	\$26	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$52	\$26	\$26	\$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)	\$115	\$77	\$37	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$6	\$3	\$3	\$0
Business Travel/Public Hrg	\$5	\$2	\$2	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$0	\$0
Other	\$103	\$72	\$32	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$296	\$173	\$123	\$0
TOTAL COST	\$3,107	\$1,585	\$1,522	\$0


 Agreed to _____ Date _____
 Lynn Bowersox
 AGM/Customer Service, Communications & Marketing

OPERATING COST BY MODE
Customer Service Summary
APPROVED FY2013 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,709	\$861	\$334	\$514
Full-Time Salaries	\$1,710	\$872	\$339	\$499
Salary Lapse	-\$51	-\$26	-\$10	-\$15
Overtime Salaries	\$50	\$15	\$5	\$30
Wages (Total)	\$2,363	\$1,478	\$863	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,000	\$1,240	\$737	\$22
Wage Lapse	-\$57	-\$35	-\$21	-\$1
Overtime Wages	\$419	\$273	\$147	\$0
TOTAL SALARIES AND WAGES	\$4,071	\$2,339	\$1,197	\$536
Fringes (Total)	\$1,808	\$1,051	\$522	\$235
Fringe Health	\$824	\$479	\$238	\$107
Fringe Pension	\$663	\$385	\$191	\$86
Other Fringe Benefits	\$315	\$183	\$91	\$41
Workers Compensation	\$7	\$4	\$2	\$1
TOTAL PERSONNEL COST	\$5,880	\$3,390	\$1,719	\$771
Services (Total)	\$379	\$200	\$132	\$46
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$12	\$7	\$5	\$0
Contract Maintenance	\$190	\$96	\$75	\$20
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$177	\$97	\$53	\$27
Materials & Supplies (Total)	\$66	\$37	\$20	\$10
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$66	\$37	\$20	\$10
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)	\$162	\$89	\$49	\$24
Electricity and Gas	\$162	\$89	\$49	\$24
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)	\$603	\$332	\$181	\$90
Property	\$0	\$0	\$0	\$0
Equipment	\$603	\$332	\$181	\$90
Miscellaneous (Total)	\$16	\$9	\$6	\$2
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$16	\$9	\$6	\$2
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,227	\$667	\$388	\$173
TOTAL COST	\$7,107	\$4,057	\$2,106	\$944


 Agreed to
 Brett M. Tyler
 Director/Customer Service Support

8/28/12
 Date

OPERATING COST BY MODE
Customer Research Summary
APPROVED FY2013 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$139	\$70	\$70	\$0
Full-Time Salaries	\$139	\$70	\$70	\$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	\$139	\$70	\$70	\$0
Fringes (Total)	\$62	\$31	\$30	\$0
Fringe Health	\$28	\$14	\$14	\$0
Fringe Pension	\$23	\$11	\$11	\$0
Other Fringe Benefits	\$11	\$5	\$5	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$201	\$101	\$100	\$0
Services (Total)	\$703	\$327	\$377	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$291	\$121	\$171	\$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	\$412	\$206	\$206	\$0
Materials & Supplies (Total)	\$7	\$4	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$4	\$4	\$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)	\$6	\$3	\$3	\$0
Dues And Subscriptions	\$1	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$3	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$716	\$333	\$383	\$0
TOTAL COST	\$917	\$434	\$483	\$0


8/22/12
 Agreed to _____ Date _____
 Alison Simon
 Director/Customer Research

Appendix D.

Key Performance IndicatorsD-1

Appendix D. Key Performance Indicators (KPI)

This appendix contains information on Metro's operational performance through CY2011.

Overview

As a regional transportation system, Metro's system-wide performance is documented in the Vital Signs Report. The Vital Signs Report provides regular analysis of a small number of strategic key performance indicators (KPI's) that monitor long term progress in the areas of safety, security, service reliability and customer satisfaction.

The Vital Signs Report demonstrates Metro's commitment to be transparent and accountable to our Board of Directors, jurisdictional stakeholders and the public. Current performance information is available anytime at www.wmata.com/about_metro/scorecard

The report is not designed to measure the experience of individual customers using Metro's services. Instead, the Vital Signs Report communicates if the Metro system's performance is improving, worsening or remaining steady.

Detailed performance analysis is presented in the Vital Signs Report discussing the changes in performance and the actions taken to improve performance. This report documents results and strives to hold Metro's management accountable for what is working, what is not working, and why.

CY2011 Year End Review

Target Setting

In early calendar year 2011, Metro established targets for the KPI's included in the GM/CEO Execution Plan. The targets establish the desired performance direction or level for Metro employees to strive toward. The targets were developed after careful analysis of trend data and consideration of internal capabilities and external constraints. Legacy targets were updated to reflect current operating conditions and new targets developed for other KPI's.

Metrobus On-Time Performance

Metrobus started the calendar year with noticeably improved results throughout the first quarter as compared to the first quarter of the prior fiscal year. But by the start of the second quarter operational improvements took a decline, trending with the performance of the prior year's level. By the third quarter of CY2011 these improvements had solidly taken hold with on-time performance consistently out-performing the same quarter of CY2010. The fourth quarter of CY2011 recorded similar results as CY2010.

Some of the more challenging problems of the year involved combating growing congestion on area roadways and getting around a large and growing number of detours as roads were continually being torn up due to construction. A good example of this was May 2011 when 38 separate detours required re-routing Metrobus around unexpected road construction zones.

One of the most productive ways to cope with these and other challenges that cause buses to run off-schedule has been to vest more authority in bus Service Operations Managers (SOM's). These employees were deployed out onto the area roadway to be front line eyes and ears for the bus operators and central control dispatchers. The SOM's were given the freedom to resolve on-time performance issues using strategies they believed to be most effective at the site.

Additional improvements came throughout the year as Metrobus route planners continued to perform route level performance analysis looking for creative ways to realign service or shift and redeploy buses to get around area trouble spots. This work continued throughout CY2011 with Metro staff strategizing with local government transportation experts to jointly work on getting buses moving on-time throughout the region.

Metrobus Fleet Reliability

Metrobus commenced CY2011 year with the first quarter exceeding its targeted reliability. Throughout middle of the calendar year, Metrobus was below its targeted reliability level. Analysis had proven that the warmer weather of summer has a noticeably negative impact on bus reliability. The bus maintenance staff recognized the incredible strain that severe summer heat placed on bus mechanical systems and worked toward finding ways to alleviate this problem caused by the heat.

Some of the best performance this calendar year was delivered by the new hybrid-electric buses that were recently added to the fleet. These buses often out-perform older diesel powered buses by a two to one margin. One downside to this new technology was the need to work out unexpected component problems such as emission and cooling system problems with the manufacturer this past year. The repairs were done under warranty and will ultimately lead to consistent high-reliability. In the mid-range in terms of reliability were the clean diesel and compressed natural gas (CNG) powered buses. Each type of power plant required its own maintenance and inspection routines and the mechanical experts at Metro continually worked to fine tune those processes to maximize reliability.

Rail On-Time Performance

Rail on-time performance was down in the first quarter of CY2011 and then stabilized in the the next two quarters to above 90 percent. For the last quarter of CY2011, on-time performance was down slightly due to track work, new operating learning to maintain schedules and seasonal delays that require slower operations of trains. In CY2011, train operators were encouraged to closely monitor their train arrival/departure schedule, supervisors on platforms monitored on-time performance and superintendents reviewed trend information regularly to identify specific issues and develop targeted responses. The Rail Operations Control Center monitored incident response times to identify ways of improving communication with response teams stationed throughout the system to resolve incident delays quicker. For example, delays related to railcars routinely accounted for more than half of all delay-causing incidents on the rail system. Rail Transportation worked closely with Car Maintenance to quickly address problems when they occurred to minimize delays. Despite these challenges, the performance showed an improvement over CY2011.

Metro also continued to perform track work to ensure safe infrastructure by moving forward aggressively on the capital program's infrastructure renewal projects. This included improvements to the tracks, tunnels and platforms, as well as communications equipment used to operate the trains safely.

Rail Fleet Reliability

Metrorail fleet reliability fluctuated in both CY2011 and CY2010 below its target. Metro staff worked to keep trains running as the peak period requirement for railcars was increased to 860 during the fiscal year.

A small number of problem categories challenged the various sub-fleets of railcars. Railcar door-related delays were the most frequent type of railcar failure, causing half of the delays on two of the workhorses of the rail fleet. This is highly correlated with the number of passengers in the rail system. Door mechanisms required an engineering and manufacturing solution that began in CY2011 and will be in development through the coming calendar year.

The second most frequent category of delays due to railcars was brake failures. There were improvements to brake failures in the 1000 series railcars but this has been offset by the drop in performance due to the doors.

Metro continued to operate its trains with the 1000 series railcars in the belly of trains. This practice has resulted in more mixed train consists and adds complexity to the trains' communication systems. This will continue to challenge railcar maintenance personnel until the oldest cars are replaced.

In addition to the technological and maintenance challenges in CY2011, there was also difficulty resulting from railcar parts shortages. It has become increasingly difficult to stock and store the thousands of rare and often custom parts needed to maintain the rail fleet. Reverse engineering, specialty procurements and campaigns targeting specific component systems have all been strategies employed this year to keep the fleet moving. This problem is expected to be alleviated once the new 7000 series replaces the 1000 series rail cars.

MetroAccess On-Time Performance

MetroAccess consistently improved its performance throughout the year and for the third and fourth quarter met or exceeded its target of 93%. This performance was achieved partly because of improved eligibility procedures, and largely due to rigorous monitoring and adjusting of service to improve efficiency while maintaining performance. This performance was achieved in spite of a few challenges during the year operating during winter storms in late January and with flooded facilities in February. Redundancies have been put in place to prevent service disruption in the future. The consistent focus on efficient service scheduling, dispatching, on-street vehicle operations, and maintenance, along with training for all staff paid off with routinely reliable service being provided for the customers.

Escalator System Availability

Escalator availability declined as anticipated in the second half of CY2011 as Metro strengthened its escalator maintenance program by placing greater emphasis on escalator replacement in the Capital Improvement Program (CIP). Addressing the more complex repairs resulted in less time-intensive repairs which ended the year with improved availability when compared to CY2010. This was assisted by a larger force of mechanics available to address outages from overtime work in addition to an expansion in modernization work (including the first replacement in fifteen years at the Foggy Bottom and Union stations), intensified inspection processes and increased preventive maintenance.

These actions were taken by Metro to improve long-term reliability of escalators. In the short-term, this caused inconvenience for Metro customers as escalators were taken out of service for repair, leaving customers to walk rather than ride escalators. Unlike Metro's buses and trains, escalators cannot be taken off-site to a repair shop for maintenance. To address this, Metro enhanced its customer communication via wmata.com. The enhanced elevator/escalator page showed real-time service status, causes of outages and an estimated back in service date.

Elevator System Availability

Elevator system availability performed very close to the target of 97.5 percent for all of CY2011 and by June had exceeded the target with 97.9 percent of all elevators in service but fell off in the third quarter of CY2011. Even in this high performing area it is recognized that elevators play a crucial role in keeping the rail system accessible. One elevator going out of service can add significant travel time for some customers who must use shuttle buses between stations. In addition, when key elevators at rail transfer stations go out of service, this has a multiplier effect by making large sections of the transit system inaccessible.

Metro actions in CY2011 focused on strengthening the elevator maintenance program through standardization of maintenance practices, more rigorous quality control inspections and enhancing maintenance training by deploying teams in geographic areas. Specific to elevators, Metro worked cooperatively with different Metro departments responsible for communications systems (networking and infrastructure) to establish a more efficient process of reporting elevator communication repairs, reducing the time units are out of service.

Customer Injury Rate

The safety measure tracking customer injuries experienced ups and downs throughout CY2011 but eventually ended the year exceeding the target. December was the most difficult month driven by bus and station/parking facility injuries. Metro's safety staff worked closely with Metro's operations to understand the root causes of these accident spikes to determine if prevention is possible in the future. All accidents such as these are analyzed to determine if they were preventable or non-preventable and in each case valuable lessons-learned were documented for the purpose of making the bus and rail system safer.

Actions taken this past year to improve the safety of our customers covered a wide spectrum. Bus improved its driver training programs. Rail station managers increased efforts at urging customers to watch their step in the stations. MetroAccess drivers focused on a developing a safety partnership between the customers and themselves. DriveCam on board buses were constantly monitoring for risky behavior and being used to coach and teach drivers how to be safer. In the rail system new announcements were made urging customer to hold handrails on escalators and not to run in stations. Smith Systems defensive driving training was rolled out. A safety hotline program opened up a new channel for people to report possible risks or hazards. All of these actions and many more happening each and every day combined to make Metro a safer ride for our customers in CY2011.

Employee Injury Rate

Changes to the employee injury KPI were implemented half way through the calendar year. Prior to January 2011 Metro measured the performance of its employee injury prevention program by tracking the reduction in workers compensation claims filed. From January 2011 forward it has

been determined that a more useful measure tracks the number of employee injuries per 200,000 work hours. That denominator roughly equates to a group of 100 employees working for one year. Actions taken this past year to limit the employee injury rate were wide ranging throughout the entire Metro organization. Additional safety officers were dispatched to the field. A zero tolerance policy was enforced prohibiting unauthorized use of electronic devices while operating revenue vehicles. Incident investigation focused on root cause analysis with the intention of learning from accidents and preventing repeat accidents. Bus and train operation in non-revenue areas came under tighter scrutiny due to accidents this year. The roadway worker protection program continued to train employees in safe behaviors to model when on or near the tracks. Bus operators got the benefit of DriveCam coaching and an employee hotline opened up easy, new ways for employees to report potentially dangerous situations.

CY2011 ended the year outperforming the target and was 12% below CY2010.

Crime Rate

Overall, Metro crime reduced 14 percent in December 2011 compared with the previous calendar year. Crime on Metrobus was consistently low, averaging less than one crime occurring for every one million riders. The crime rate on Metrorail increased slightly in November CY2011, primarily driven by an increase in the theft of small electronic devices but fell in December 2011. Still, only five crimes occurred on the rail system for every million customers traveling in the rail system. Crime in Metro's parking lots and garages saw the greatest improvement, with a steadily declining crime rate throughout CY2011 compared to CY2010.

The Metro Transit Police Department (MTPD) implemented a number of actions in CY2011 to reduce parking crime, including basing mobile patrols in parking facilities to increase visibility while officers from local jurisdictions lent support by patrolling lots within jurisdictions. To address bus crime, MTPD met monthly with bus operators to gather information about security and identify strategies to reduce bus operator assaults. MTPD also patrolled hot spot rail stations, including round-the-clock details at Largo Town Center and Gallery Place stations to curtail loitering and reduce youth disorder at stations. During 2010, MTPD implemented the MetroStat program where crime statistics were reviewed and tactics evaluated in order to redeploy resources and reduce crime in the transit system.

Customer Comments

Customer complaints and commendations were both taken into account when targets were established during CY2011. The two measures reflect different aspects of the Metro customer's experience, and therefore each was included with their own targets.

The customer comment rate reflects customer reactions to a variety of activities and actions occurring in the Metro system. The rate of complaints varies by mode of transportation, with MetroAccess creating the largest share due to the high level of personal interaction with each customer to reserve and confirm their trips.

Total complaints were highest during February, when there were bus delays which correlates to the lowest on time performance. Commendations were highest during January through March.

Metro often generates commendations from visitors to the region for special events. Large numbers of customer commendations were recorded along the lines of "above and beyond" to assist customers with way-finding, fare machines and having a positive attitude.

Vital Signs

The CY2011 and CY2010 actual performance trends discussed above are displayed for each of Metro's Key Performance Indicators on the following pages. Also provided are definitions and calculations for all measures.

KPI: Bus On-Time Performance (October - December)

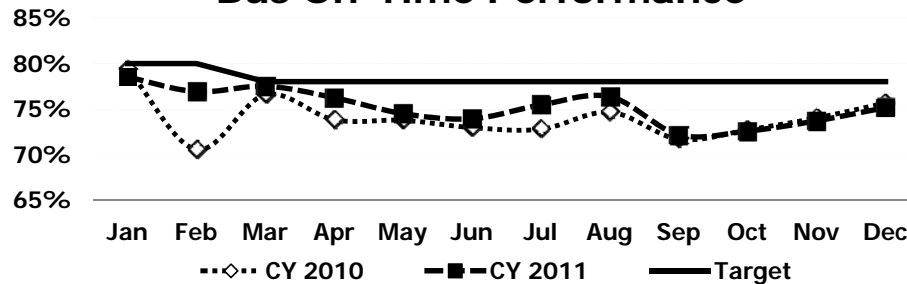
Objective 2.1 Improve Service Reliability

Reason to Track: This indicator illustrates how closely Metrobus adheres to published route schedules on a system-wide basis. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability, and operational behavior. Bus on-time performance is essential to delivering quality service to the customer. For this measure higher is better.

Why Did Performance Change?

- Bus on-time performance improved for three months in a row during the fourth quarter; however, Q4 on-time performance was challenged with continued street construction, overall general congestion, extensive challenges in areas of shopping during the holiday season, and some buses arriving early.
- Over the fourth quarter, performance continually improved due to fewer buses running late; however, this improvement was offset by more buses running early in each month of the quarter. Initiatives implemented to improve performance included: changing select routes to run every 15 minutes during peak periods to deliver more predictable service to customers; releasing 14 manager trainees into the field to provide increased street oversight; Bus Operators are beginning to use phones installed at facilities to provide direct input to the Scheduling department regarding service and run time issues.
- October's on-time performance began to recover from the seasonal decline due to increased traffic congestion during the month of September as summer vacations end and schools and congressional sessions begin.
- November on-time performance was impacted by the reduction of late performance from Montgomery, Northern, and Western garages (routes which have had lower on-time performance) as a result of increased supervision.
- Looking across the quarter, buses departing from Landover, Four Mile Run, Royal Street, Southern Avenue, and West Ox had a 77% on-time performance result nearly meeting the target of 78%.

Bus On-Time Performance



Actions to Improve Performance

- Metro will continually assess the changing operating environment and realign Service Operation Managers to better address areas of poor on-time performance.
- Continue to encourage increased decision making on the street allowing Service Operation Managers to address real time challenges (e.g. bus bunching) when appropriate.
- Continue to evaluate service recommendations and seek input from the community, such as routes which travel along U Street and Pennsylvania Avenue.
- Encourage Bus Operators to recommend service improvements to management team. Bus Operators know firsthand what is realistically required to provide reliable service.
- Continue to emphasize the importance of not running early to Bus Operators.
- Staff has proposed funding in the FY 2013 budget to address running time and schedule adjustments that would assist in increasing on-time performance.

Conclusion: Bus on-time performance improved for three straight months in the fourth quarter due to reduction in late buses, but fell slightly below last year's fourth quarter results.

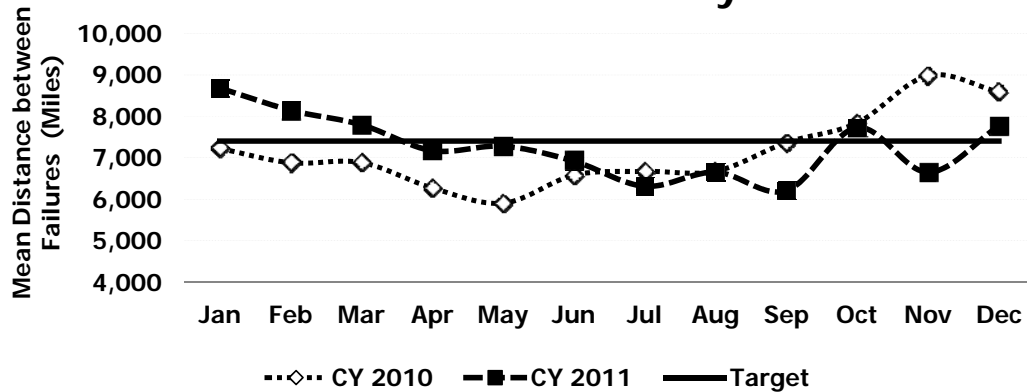
KPI: Bus Fleet Reliability (October - December) (Mean Distance Between Failures) **Objective 2.1 Improve Service Reliability**

Reason to Track: This key performance indicator communicates service reliability and is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence bus fleet reliability are the vehicle age, quality of a maintenance program, original vehicle quality, and road conditions affected by inclement weather and road construction. For this measure higher is better.

Why Did Performance Change?

- Putting bus fleet reliability results into context, full year over year bus fleet reliability was 7% better in CY2011 than in CY 2010 and has averaged a 3% improvement each year since 2007.
- Bus fleet reliability in the most recent quarter improved by 16% or 991 miles when compared to the prior quarter, but is not up to the level of performance achieved in the final quarter of last year.
- A series of "campaigns" have been undertaken and are progressing satisfactorily to resolve problems with remanufactured engines (75% of the engine campaign has been completed), electrical issues and smaller efforts that have impacted bus fleet reliability.
- Additionally, by November 2010 a number of older less reliable diesel buses were retired and replaced with newer Hybrid buses.
- During the month of December the reliability of the Hybrid fleet improved by 47% or 3,903 miles as result of the engine campaign.

Bus Fleet Reliability



Actions to Improve Performance

- Continue to resolve engine cooling and emission troubles.
- Initiate the procurement of new buses that will enable Metro to decrease the share of older diesel buses from 30% to 20% by June 2012.
- Reducing cooling system breakdowns on the clean diesel fleet is the leading corrective action. Bus maintenance staff is also looking at electrical systems and probing cable maintenance. Metro will continue to send hoses out for evaluation.
- Continue to audit preventative maintenance procedures to ensure that the latest best practices are being utilized.
- Convert all batteries to absorbed glass mat gel type battery to provide a longer life.

Conclusion: Bus fleet reliability in the fourth quarter of 2011 improved by 16% or 991 miles when compared to the third quarter of 2011 as engine problems were addressed.

KPI: Rail On-Time Performance (October - December)

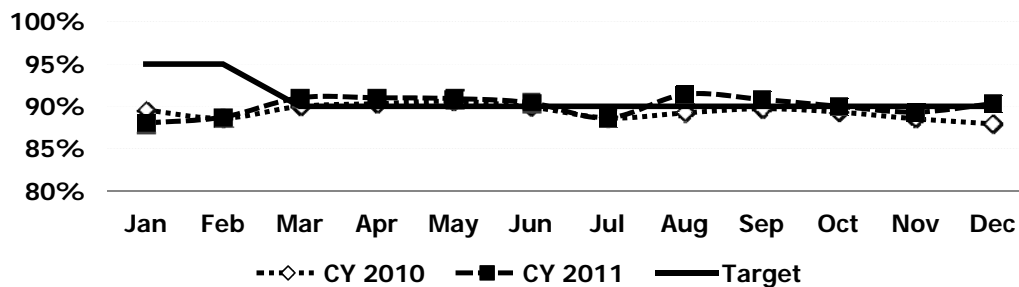
Objective 2.1 Improve Service Reliability

Reason to Track: On-time performance measures the adherence to weekday headways, the time between trains. Factors that can affect on-time performance include track conditions resulting in speed restrictions, the number of passengers accessing the system at once, dwell time at stations, equipment failures and delays caused by sick passengers or offloads. For this measure higher is better.

Why Did Performance Change?

- Rail on-time performance for the last three months of 2011 was down slightly from the previous three months. Reductions were due to track work, new operators learning to maintain schedules and expected seasonal delays that require slower operations of trains. Despite these challenges, OTP improved more than 1% compared with the same time period of 2010.
- Track work caused delays for passengers as trains single tracked around work zones. In November, mid-day single tracking for track work on the Blue and Yellow lines contributed to notable reductions in OTP (Blue down 2.7% and Yellow down 2.1% compared to October).
- OTP improved 1% in December 2011 compared to November for all lines except the Red Line. Red Line OTP reduced most significantly in the evenings during December (down 10% from November) as early evening track work impacted service from Van Ness to Medical Center. Track work was suspended in late December to keep the system as available as possible to accommodate holiday travel by our customers.
- A new class of operators began service in November. New operators are more likely than experienced operators to have trouble maintaining schedules while they build up their skill with experience. As a result, the number of delays for schedule adjustments (e.g., holding at a platform, expressing trains) increased in order to keep the system running on-time.
- Seasonal delays (e.g. wet leaves on rails and deer that occasionally get onto the track bed) peaked in November, negatively impacting OTP.

Rail On-Time Performance



Actions to Improve Performance

- Continue to conduct track work on all lines in January. Long-term, this will improve safety and reliability for our customers. In the short-term, on-time performance will be reduced due to single tracking around the work zones. OTP is reduced more when track work occurs in segments with frequent service (e.g., downtown core) and where trains are interlined (e.g., Blue/Orange, Yellow/Green lines).
- In response to the increase of mid-day track work that requires special single tracking schedules, rail operations, the scheduling staff and OCC are working collaboratively to ensure that operators and cars are positioned appropriately to begin peak service.
- Review headway adherence following every rush hour to determine when trains operating with the widest headways occurred. Determine the cause and identify solutions to improve headway adherence (e.g., improve terminal dispatch, provide training to operators, monitor service en route).

Conclusion: On-time performance for the last three months of 2011 was down slightly from the previous three months. Despite reductions due to track work, new operators learning to maintain schedules and expected seasonal delays that require slower operations of trains, overall OTP during 2011 improved more than 1% compared with 2010.

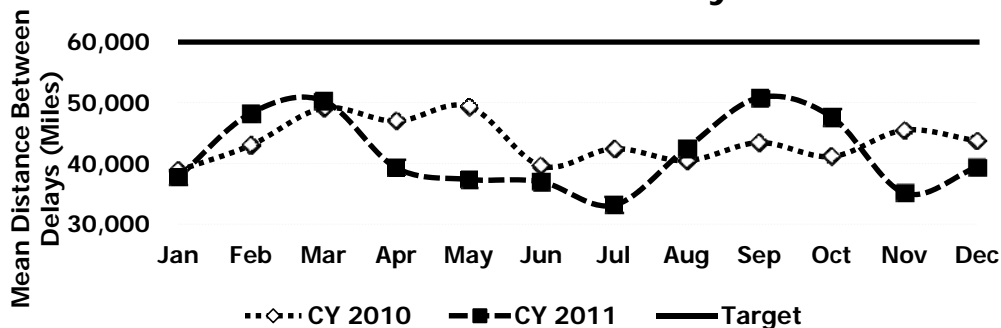
KPI: Rail Fleet Reliability (October - December) **Objective 2.1 Improve Service Reliability**
(Mean Distance Between Delays)

Reason to Track: Mean distance between delays communicates the effectiveness of Metro's railcar maintenance program. This measure reports the number of miles between railcar failures resulting in delays of service greater than three minutes. Factors that influence railcar reliability are the age of the railcars, the amount the railcars are used and the interaction between railcars and the track. For this measure higher is better.

Why Did Performance Change?

- Railcar reliability decreased 3% during the 4th quarter of 2011, as compared to the 3rd quarter.
- The decrease was largely due to the persistent door problems that have been experienced on the 2-3K and 6K series railcars, which has resulted in increasing numbers of delays. On a positive note, maintenance staff has gained the expertise needed to troubleshoot door delays and keep the average length of these types of delays steady at 5 minutes. The railcar maintenance work performed in the fall to clean and flash the contacts in the door relays did not yield the expected results.
- Door failures were highly correlated with the number of customers in the rail system. Customers holding railcar doors resulted in delays and offloads on every line in the Metrorail system this quarter. The operator has limited attempts to cycle and clear the doors before they fail, resulting in a mechanic having to respond by cutting out the failed door and removing the train from service. This has been the most frequent type of delay in the Metrorail system this year.
- Marked improvement in the 1K series railcars, which improved 46% from the prior quarter, was the result of ongoing improvement in brake system performance. Delays due to brakes declined 29% from the 3rd quarter's performance. This improvement contributed to offsetting the drop in performance due to doors.
- The 5K series railcars also exhibited strong performance throughout the 4th quarter with only 11% of all delays in the system while delivering 15% of the overall quantity of rail service resulting in above average performance for the quarter.

Rail Fleet Reliability



Actions to Improve Performance

- The first shipment of hermetically sealed door relays is expected in the 1st Quarter of 2012 and will be installed on 2-3K and 6K railcars by summer, which should contribute to an overall reduction in door failures. Testing of a long-term solution to reduce failures of the door control mechanism is expected to be completed in late 2012.
- Continue to assign railcar mechanics to be ready to respond in areas and at times where the most customers are traveling. This speeds response when delays occur and minimizes the amount of time customers must wait for problems to be resolved.
- Continue to prioritize maintenance work on the 1K railcars to address brake failures. While improvement has been shown over the last few months, vigilance is needed to maintain that progress and reduce the average time of delay that results from these failures.
- Communicate with customers and employees about the impact of blocking railcar doors. This is the most important thing that can be done to reduce the number of delays and time of delays in the Metrorail system, and can have a positive impact on customers' experience.

Conclusion: Railcar reliability declined slightly in the 4th quarter of 2011 compared to the 3rd quarter due to increased door failures on the 2-3K railcars which was offset by improved performance of the 1K and 5K railcars.

KPI: MetroAccess On-Time Performance (October - December)

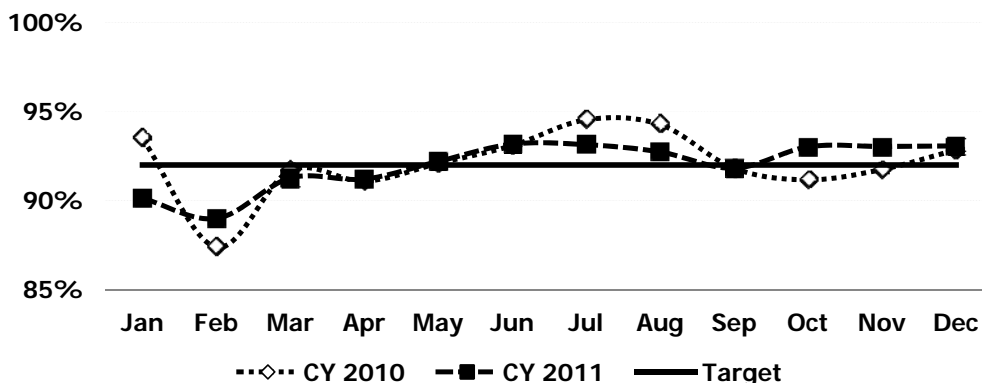
Objective 2.1 Improve Service Reliability

Reason to Track: On-time performance is a measure of MetroAccess service reliability and how well service meets both regulatory and customer expectations. Adhering to the customer's scheduled pick-up window is comparable to Metrobus adhering to scheduled timetables. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability and operational behavior. MetroAccess on-time performance is essential to delivering quality service to customers, and meeting service criteria established through Federal Transit Administration regulatory guidance. For this measure higher is better.

Why Did Performance Change?

- MetroAccess on-time performance remained steady at 93% throughout the fourth quarter of 2011, due to continued vigilance in managing MetroAccess call center activities.
- Ridership continued to trend downward throughout the fourth quarter of 2011 due to seasonal patterns and the continued effects of the implementation of the in-person eligibility process. The average monthly ridership for the quarter was down 14% from the same period in 2010, compared to a 15% decrease in the third quarter 2011 as compared with 2010.
- The continued decrease in demand has enabled MetroAccess staff to smooth allocation of staff to improve management of on-street operations and improve call center responsiveness to avoid potential late trips.

MetroAccess On-Time Performance



Actions to Improve Performance

- Continue efforts to manage ridership by working with Metrobus and Metrorail to ensure that customers with disabilities are given maximum access to the bus and rail facilities. This includes clearing areas around stations and stops including sidewalks, bus shelters, elevators and escalators, as well as the pathways leading to our system. This effort enables more customers to be able to reliably use the fixed-route system, relying less on MetroAccess.
- Continue to communicate through the Accessibility Advisory Committee (AAC) as a means of reporting actions to customers and stakeholders, improving accessibility in the region through raising awareness of accessible transportation needs and impacts throughout the region. The AAC is the formal means of communication between MetroAccess stakeholders and the Metro Board of Directors.

Conclusion: MetroAccess maintained steady on-time performance throughout the 4th quarter, up slightly from the 3rd quarter and prior year levels as ridership demand stabilized and service monitoring continued to be vigilant.

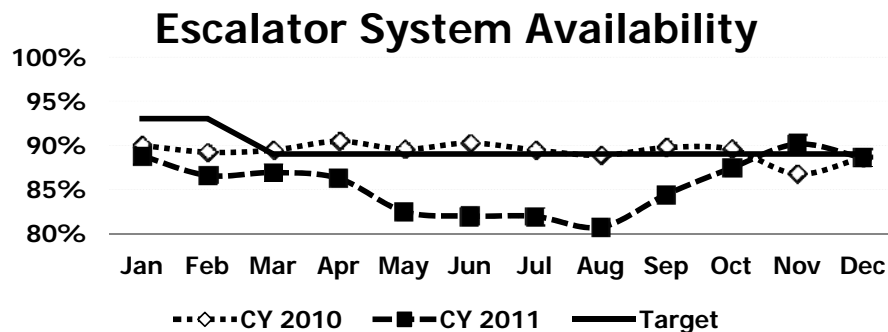
KPI: Escalator System Availability (October - December)

Objective 2.1 Improve Service Reliability

Reason to Track: Customers access Metrorail stations via escalators to the train platform. An out-of-service escalator requires walking up or down a stopped escalator, which can add to total travel time and may make stations inaccessible to some customers. Escalator availability is a key component of customer satisfaction with Metrorail service. This measure communicates system-wide escalator performance (at all stations over the course of the day) and will vary from an individual customer's experience. For this measure higher is better.

Why Did Performance Change?

- Improving the quality of escalator maintenance began to demonstrate results in the last three months of 2011. Some of the more complex repairs have been addressed, so repairs are becoming less time-intensive. Escalator system-wide availability improved significantly, up 6% compared with the previous three months and slightly higher than last year.
- Unscheduled service call out-of-service hours improved 28% and inspection repair out-of-service hours improved 58% compared to July – September 2011. This indicates that better preventive maintenance practices are improving reliability as technicians proactively identify and address repairs.
- Mean Time to Repair improved 38% compared with July – September 2011 due to less time-intensive repairs and more efficient organization of maintenance teams.
- Escalator availability reached its highest level in November 2011 (exceeding 90%), the best performance since June 2010. This improvement was assisted by a larger force of mechanics available to address outages from overtime work (Metro returned to regular staffing levels in December).
- Metro continued to modernize (aka overhaul) more escalators than the previous year. In October – December 2011, 25% of out-of-service hours were due to modernization. This critical work took an average of 20 units out of service at 9 stations. New and modernized escalators were completed at Foggy Bottom and Union Station, (two of Metro's busiest stations).



Actions to Improve Performance

- To improve the reliability of escalators, place greater emphasis on escalator replacement in the Capital Improvement Program (CIP). Upcoming replacements include the Dupont Circle Station (South Entrance) and Pentagon Station. The proposed FY13-18 CIP includes replacement of 94 escalators, rehabilitation of 98 escalators and rehabilitation of 18 elevators.
- In January 2012, begin escalator rehabilitations at three additional stations on the Orange/Blue Line: Rosslyn, Eastern Market and Potomac Avenue. This will take these units out of service for many months, significantly reducing system-wide availability. However, long-term, escalator reliability will improve as a direct result of these rehabilitations.
- Review Requests for Proposals for contracted maintenance of elevators and escalators at Orange Line stations (Rosslyn to Vienna). Contractors will supplement Metro's in-house team as maintenance technicians working at these stations will be redeployed in other areas of the system.

Conclusion: Escalator system-wide availability improved notably in the last three months of 2011 (up 6% from previous three months), as the focus on quality escalator maintenance began to demonstrate results. Some of the more complex repairs have been addressed, so repairs are becoming less time-intensive.

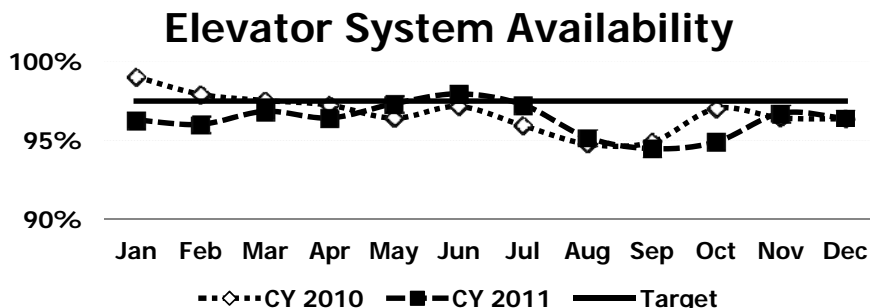
KPI: Elevator System Availability (October - December)

Objective 2.1 Improve Service Reliability

Reason to Track: Metrorail elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, travelers carrying luggage and other riders. When an elevator is out of service, Metro is required to provide alternative services, which may include a shuttle bus service to another station. For this measure higher is better.

Why Did Performance Change?

- Elevator system-wide availability improved in October and November 2011. Overall, performance in the last three months of 2011 was consistent with last year.
- The number of unscheduled elevator service calls improved (down 12% compared to July – September 2011) reducing the out-of-service hours for these calls by 26%. In November, this improvement was assisted by a larger force of mechanics available to address outages by doing extra work on overtime (Metro returned to regular staffing levels in December).
- Inspection repair out-of-service hours improved 45% from July – September 2011. The repairs identified by inspectors were less time intensive than repairs identified in previous months, allowing units to return to service more quickly. This indicates that better preventive maintenance is improving reliability as technicians proactively identify and address repairs.
- These improvements were off-set by two elevators that went out of service for an extended period of time: an elevator cab replacement at Congress Heights (damaged by a customer) and a modernization at Metro Center (the first elevator modernization initiated in 2011). In December, this reduced elevator availability by 1%.
- In November 2011, two new elevators began operations with the opening of the new Rhode Island Avenue parking garage, bringing the total number of elevators to 239 (in stations and parking garages).



Actions to Improve Performance

- To increase accountability, Metro will deploy elevator maintenance teams into geographic regions. This corresponds with successful changes that created east and west escalator preventive maintenance and service call teams. This change is not expected to improve availability as overall staffing levels will remain the same. At any one time there is a maximum of only 5 mechanics to maintain Metro's 277 elevators (239 in stations and parking garages and 38 in maintenance facilities), compared to a maximum of 43 mechanics for Metro's 588 escalators. That is a ratio of 1 mechanic assigned to cover 55 elevators versus 1 per 14 for escalator maintenance.
- Begin modernization of elevators at Cleveland Park, Capitol South (2 units) and Bethesda. This will take these units out of service for many months. This will significantly reduce system-wide elevator availability compared to 2011 when only one modernization (aka overhaul) was initiated, and no elevator modernizations were completed. Long-term, elevator reliability will improve due to these modernization projects.
- Continue elevator cab replacement at Congress Heights (unit significantly damaged by a customer in late September) and modernization at Metro Center.

Conclusion: Elevator system-wide availability improved in October and November. Improvements from fewer unscheduled service calls and less time-intensive repairs were largely offset by two units out of service for an extended period (a modernization and repairs to an elevator damaged by a customer).

KPI: Customer Injury Rate (December) Per Million Passengers

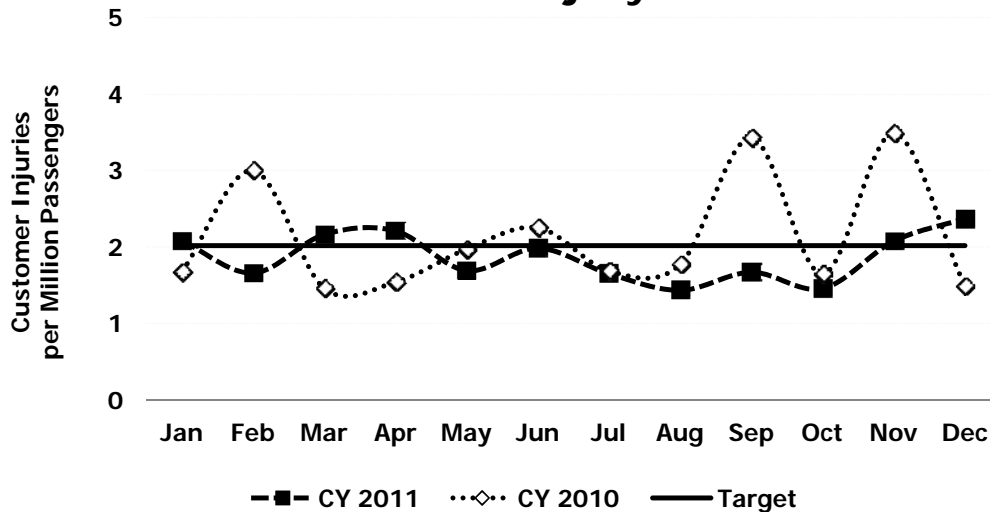
Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Customer safety is the highest priority for Metro and a key measure of quality service. Customers expect a safe and reliable ride each day. The customer injury rate is an indicator of how well the service is meeting this safety objective. For this measure lower is better.

Why Did Performance Change?

- The customer injury rate was slightly worse than target due to an increase in station/ parking facility injuries and bus injuries. Prior to the month of December, the customer injury rate performed on or better than target for seven consecutive months. Looking back on CY2011, customer injury rate was 12% below CY2010.
- Station/parking facility injuries were mainly due to slips/trips/falls. Sixty percent of the Bus customer injuries were the result of seven bus collisions (2 preventable, 5 non-preventable) that left 24 people injured. The remaining bus injuries were related to slips/trips/falls.
- Rail and escalator customer injuries decreased slightly when compared to the prior month of November. Of the injuries that did occur onboard trains and on escalators they continued to be related to slips/trips and falls.
- MetroAccess customer injuries were nearly the same as the prior month. Two of the three injuries were collision related.

Customer Injury Rate



Actions to Improve Performance

- In support of the Dupont Circle Rehabilitation Program, Metro Transit Police and Safety Officers will be posted at the Dupont station to help prevent crowd related injuries.
- Metro Safety Officers will begin to conduct bus confidential ride along audits in response to various customer complaints
- SAFE will continue assessments of rail station safety conditions and develop a Safety Communications Campaign to focus on preventing routine customer injuries which will have the added benefit of encouraging customers to remain alert while using the transit system.

Conclusion: Prior to the month of December, the customer injury rate performed on or better than target for seven consecutive months. December's increased injury rate was primarily driven by bus and station/parking facility injuries.

KPI: Employee Injury Rate (December)

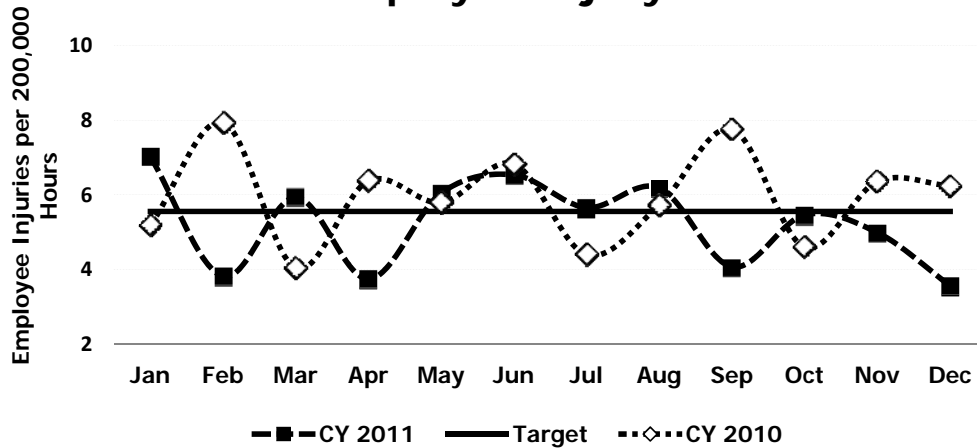
Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Worker's compensation claims are a key indicator of how safe employees are in the workplace. For this measure lower is better.

Why Did Performance Change?

- The employee injury rate continued to outperform the target. Looking back on CY2011, employee injury rate was 12% below CY2010.
- Straining (25%), Slips/trips/falls (20%), Striking/struck by (18%), and collisions (15%) were the most common causes of injuries; however, injuries caused by striking/struck declined during the month of December.
- The SAFE department continued to aggressively address employee hotline tips, closing ~ 82% safety hotline reports in CY2011. The hotline allows employees to anonymously report safety concerns.
- In addition, SAFE continued to focus on targeted areas with high occurrence of employee injuries and conducted Roadway Workers Protection Compliance checks during December's track work activities.

Employee Injury Rate



Actions to Improve Performance

- Develop a pilot CPR/AED training program. If the pilot proves successful, whereby 98% of participants have successfully completed training, the training module will be offered to all rail yards.
- Safety Officers will continue to identify corrective actions as injury data is received and root causes are identified. This effort will encourage a proactive environment that will ultimately reduce employee injuries.
- Metro's Public Relations Department will develop an internal communications campaign to help raise awareness of safety hazards such as slips, trips, falls, strains, and struck by incidents.
- Continue to implement actions that demonstrate WMATA's strong commitment to rebuilding a strong safety foundation like the National Transportation Safety Board recommendations: removing all 1000 series rail cars, ensure lead car has on-board event recorders, and developing a program to monitor the performance of recorders.

Conclusion: The employee injury rate continued to outperform the target. Looking back on CY2011, employee injury rate was 12% below CY2010.

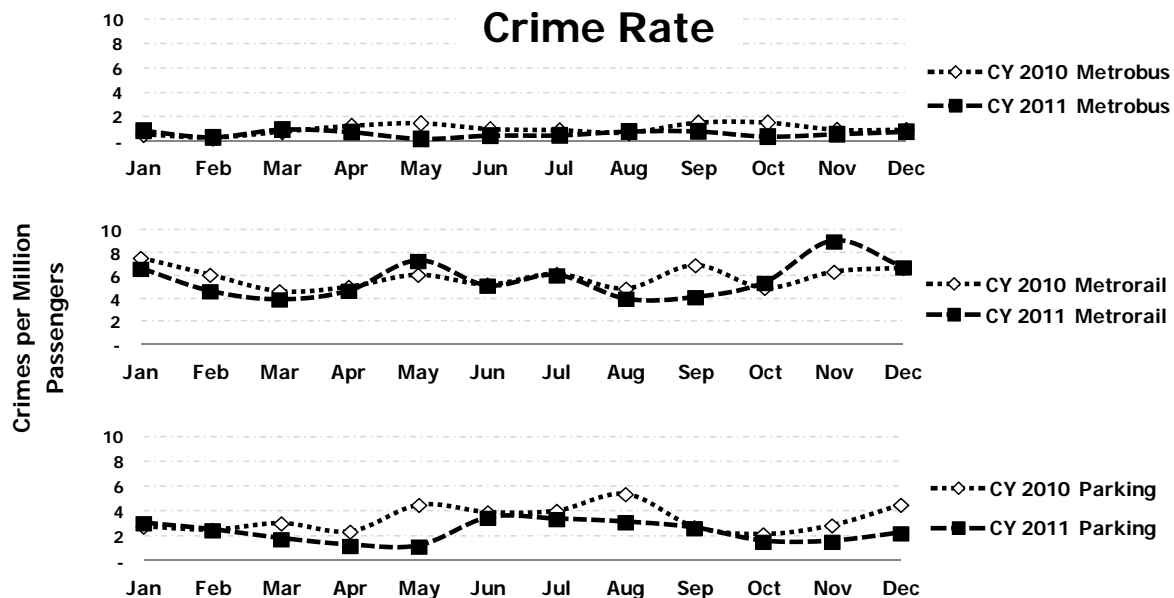
KPI: Crime Rate (December) Per Million Passengers

Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: This measure provides an indication of the perception of safety and security customers experience when traveling the Metro system. Increases or decreases in crime statistics can have a direct effect on whether customers feel safe in the system. For this measure lower is better.

Why Did Performance Change?

- Overall, the number of serious crimes was down 14% in December 2011. Looking back over CY2011, the number of serious crimes fell 16% below CY2010 with decreases in Metro's parking, rail and bus services.
- Metrorail crime rate improved significantly in December, driven by a reduction in robberies, which tend to increase during the holidays, uniformed officers patrolled stations in close proximity to shopping districts.
- Metrobus crime rate increased slightly but, remained less than 1 crime per million riders. In December, twelve targeted enforcement events were conducted on routes south and southeast of the Capitol.
- Parking crime rate increased in December, as reductions in bicycle crime were offset by a significant increase in thefts from autos. The increase was largely attributable to an atypical day at the Grosvenor-Strathmore Station with 10 thefts from auto during the mid-day period. There were no thefts from auto at this station in November or the rest of December.



Target: Less than 2,279 Part I Crimes in CY 2011

Actions to Improve Performance

- Following the emphasis on uniformed presence during the holiday season, return to undercover decoy operations in January targeting snatch robberies.
- Partner with local jurisdictions and shopping district management to coordinate resources to curtail loitering and reduce youth disorder at stations (e.g., Gallery Place and Largo Town Center).
- Install a variable messaging sign in the parking facility at the Grosvenor-Strathmore Station advising customers to avoid becoming a victim of parking theft by securing valuables out of sight.

Conclusion: The number of serious crimes was down 14% for December due to reductions in Metrorail crime.

KPI: Customer Comment Rate (October - December) Per Million Passengers

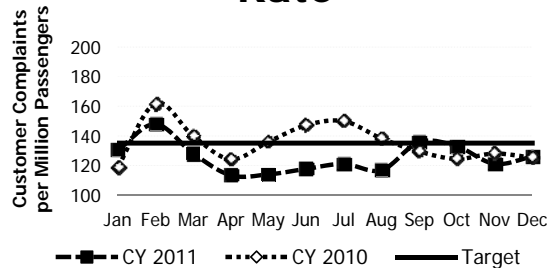
Objective 2.3 Maximize Rider Satisfaction

Reason to Track: Listening to customer feedback about the quality of service provides a clear roadmap to those areas of the operation where actions to improve the service can best help to maximize rider satisfaction. For the Customer Complaint Rate lower is better. For the Customer Commendation Rate higher is better.

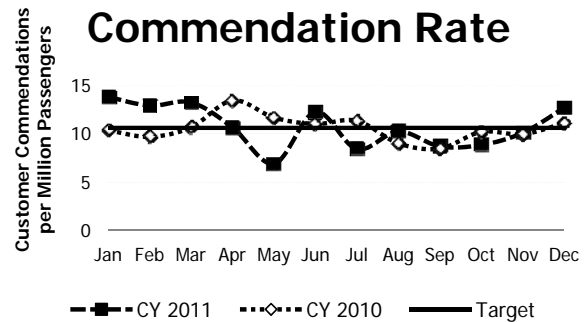
Why Did Performance Change?

- The commendation rate for the 4th quarter of 2011 was higher than the prior quarter and 2010 results as the number of commendations increased across all modes. Although the total number of complaints were down 4% compared to last quarter, the overall complaint rate increased by 1% because of declining total ridership.
- MetroAccess complaint rate continued to improve throughout the 4th quarter of 2011. As MetroAccess staff increased vigilant monitoring of the call center activity, complaints shifted from no-shows to concerns about operating policies and how no-shows and late cancelations were recorded during the 4th quarter.
- The Metrobus commendation rate trended upward during the 4th quarter following a slight downward trend in the prior quarter. Commendations for the most recent period reflect improved operator performance and customer assistance as well as better on-time performance.
- Complaints about bus delay/late and no-show remained 7% higher than in the 3rd quarter. The highest complaint rates occurred during September and October which also had the lowest on-time performance for the year. The most significant difference from the same quarter a year ago is the increase in "failure to service stop" complaints which are up 78% from the 4th quarter 2010.
- The Metrorail complaint rate declined 4% in the 4th quarter as compared to the 3rd quarter, and was 13% lower than the same quarter in 2010, in spite of additional track work impacting service during non-peak hours.
- Metrorail commendations increased 12% during the 4th quarter, resulting in a 20% increase in the commendation rate for the quarter and 10% increase from last year. Commendations reflect employees going above and beyond to assist customers with wayfinding, fare machines and having positive attitudes.

Customer Complaint Rate



Customer Commendation Rate



Actions to Improve Performance

- Inform customers about track work and station maintenance work through the Metro Forward campaign. Customers benefit and can make better transportation plans when they have better information about when delays will be occurring, and where equipment will be out of service.
- Gather information about customer experiences through the Mystery Rider program, to ensure that Metro remains abreast of what customers are experiencing on Metrorail and Metrobus systems. Communicate the results of this research to help learn from best practices and address concerns where problems are noted.
- Use Metrobus complaint data to communicate with supervisors who can implement actions to improve performance. The types of complaints received reflect the experience of customers directly, and can be used to shape future actions to improve that experience.

Conclusion: For the most recent three month period the commendation rate increased for all modes and the complaint rate was consistently better than target and by the end of 2011 the commendation rate was better than target.

Definitions for Key Performance Indicators

Bus On-Time Performance – Metrobus adherence to scheduled service.

Calculation: For delivered trips, difference between scheduled time and actual time arriving at a time point based on a window of no more than 2 minutes early or 7 minutes late. Sample size of observed time points varies by route.

Bus Fleet Reliability (Bus Mean Distance between Failures) – The number of revenue miles traveled before a mechanical breakdown. A failure is an event that requires the bus to be removed from service or deviate from the schedule.

Calculation: Number of failures / miles

Rail On-Time Performance by Line – Rail on-time performance is measured by line during weekday peak and off-peak periods. During peak service (AM/PM), station stops made within the scheduled headway plus two minutes are considered on-time. During non-peak (mid-day and late night), station stops made within the scheduled headway plus no more than 50% of the scheduled headway are considered on-time.

Calculation: Number of Metrorail station stops made up to the scheduled headway plus 2 minutes / total Metrorail station stops for peak service. Number of Metrorail station stops made up to 150% of the scheduled headway / total Metrorail station stops for off-peak service.

Rail Fleet Reliability (Railcar Mean Distance between Delays) – The number of revenue miles traveled before a railcar failure results in a delay of service of more than three minutes. Some car failures result in inconvenience or discomfort, but do not always result in a delay of service (such as hot cars).

Calculation: Number of failures resulting in delays greater than three minutes / total railcar miles

MetroAccess On-Time Performance – The number of trips provided within the on-time pick-up window as a percent of the total trips that were actually dispatched into service (delivered). This includes trips where the vehicle arrived, but the customer was not available to be picked up. Vehicles arriving at the pick-up location after the end of the 30-minute on-time window are considered late. Vehicles arriving more than 30 minutes after the end of the on-time window are regarded as very late.

Calculation: The number of vehicle arrivals at the pick-up location within the 30-minute on-time window / the total number of trips delivered.

Elevator and Escalator System Availability – Percentage of time that Metrorail escalators or elevators in stations and parking garages are in service during operating hours.

Calculation: Hours in service / operating hours. Hours in service = operating hours – hours out of service. Operating hours = operating hours per unit * number of units.

Definitions for Key Performance Indicators

Customer Injury Rate (per million passengers¹) – Injury to any customer caused by some aspect of Metro’s operation that requires immediate medical attention away from the scene of the injury.

Calculation: Number of injuries ÷ (number of passengers ÷ 1,000,000)

Employee Injury Rate (per 200,000 hours) – An employee injury is recorded when the injury is (a) work related; and, (b) one or more of the following happens to the employee: 1) receives medical treatment above first aid, 2) loses consciousness, 3) takes off days away from work, 4) is restricted in their ability to do their job, 5) is transferred to another job, 6) death.

Calculation: Number of injuries ÷ (total work hours ÷ 200,000)

Crime Rate (per million passengers) – Crimes reported to Metro Transit Police Department on bus, rail, or at parking lots, Metro facilities, bus stops and other locations in relation to Metro’s monthly passenger trips. Reported by Metrobus, Metrorail, and Metro parking lots.

Calculation: Number of crimes / (number of passengers / 1,000,000)

Arrests, Citations and Summonses – The number of arrests and citations/summonses issued by the Metro Transit Police Department. Examples of citations/summonses include minor misdemeanors, fare evasion and public conduct violations.

Customer Comment Rate (per million passengers) – A complaint is defined as any phone call, e-mail or letter resulting in investigation and response to a customer. This measure includes the subject of fare policy but excludes specific Smartrip matters handled through the regional customer service center. A commendation is any form of complimentary information received regarding the delivery of Metro service.

Calculation: Number of complaints or commendations / (number of passengers / 1,000,000)

¹ *Passengers are defined as follows:*

- *Metrobus reports unlinked passenger trips. An unlinked trip is counted every time a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel two trips are counted.*
- *Metrorail reports linked passenger trips. A linked trip is counted every time a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted.*
- *MetroAccess reports completed passenger trips. A fare paying passenger traveling from an origin to a destination is counted as one passenger trip.*



Appendix E.

Glossary of Acronyms and Abbreviations E-1

Appendix E. Glossary of Acronyms and Abbreviations

A	
A&E	architecture and engineering
AA	alternatives analysis
AAI-CAF	(Spanish acronym) manufacturer of the 5000 Series rail cars
AC	air conditioning or alternating current
ACI	automatic car transponder identification system
ADA	Americans with Disabilities Act
AFC	automatic fare collection
AGT	automated guide-way transit
AIM	advanced information management
AIT	Arts in Transit
AP	Accounts Payable
APS	auxiliary power supply
APTA	American Public Transportation Association
ARS	adopted regional system
AST	above-ground storage tank
ATC	automatic train control
ATO	automated train operation
ATD	advanced technology diesel
ATS	automatic transfer switch
AVL	automatic vehicle locator
AVR	automatic voltage regulator
AWP	Annual Work Plan
B	
BAFO	best and final offer
BAH	Booz, Allen & Hamilton, Inc.
BDA	bi-directional amplifiers
BEAC	budget estimate at completion
BMM	Beyond Metro Matters Program
BOCC	bus operations control center
BRT	bus rapid transit
C	
CAD	computer-aided dispatch
CADD	computer-aided design and drafting
CAFE	computer authorization for expenditure workflow system
CAFR	Comprehensive Annual Financial Report
CAP	Certified Apprenticeship Program
CCP	communications control panel
CCTV	closed-circuit television
CD	calendar days
CDR	conceptual design review
CFA	Capital Funding Agreement (FY2011-2016)

CIP	Capital Improvement Program
CIWS	customer information web services
CM	construction manager
CMAA	Construction Management Association of America
CMAQ	Congestion Mitigation and Air Quality
CMC	construction management consultant
CMU	concrete masonry unit
CNG	compressed natural gas
COG	(Metropolitan Washington) Council of Governments
COLA	cost of living adjustment
COTS	commercial off the shelf
CPOS	compact point of sale
CRCS	Comprehensive Radio Communications System
CSP	Construction Safety Program
CTB	(Virginia) Commonwealth Transportation Board
CTC	Capital Transit Consultants
CTF	Carmen Turner Facility

D

D/B	design/build
D/B/B	design/bid/build
DBE	disadvantaged business enterprise
DBFM	dynamic brake feedback module
DCU	door control unit
DEIS	draft environmental impact statement
DMJM	Daniel, Mann, Johnson & Mendenhall
DPS	drainage pumping station
DRB	Dispute Review Board
DRPT	(Virginia) Department of Rail and Public Transportation
DTP	Dulles Transit Partners, LLC

E

E&O	errors and omissions
EA	environmental assessment
EDADS	enhanced data acquisition and display system
EIS	environmental impact statement
EMI	engineering modification instructions or electro-magnetic interference
EPA	Environmental Protection Agency
EPM	Enterprise Performance Management
ERRP	Emergency Rail Rehabilitation Program
ETEC	emergency tunnel evacuation carts
ETC	estimate to complete
EV	earned value

F

FAI	first article inspection
FCCI	first car configuration inspection
FDR	final design review

FEIS	final environmental impact statement
FFGA	full funding grant agreement
FFP	firm-fixed price
FHWA	Federal Highway Administration
FIA	fire and intrusion alarm
FMO	financial management oversight
F/O	fiber optic
FRA	Federal Railroad Administration
FTE	full time employee
FTA	Federal Transit Administration
FUA	first unit accepted

G

GAAP	generally accepted accounting principles
GEC	general engineering consultant
GFOA	Government Finance Officers Association
GIS	Geographic Information System
GMP	guaranteed maximum price
GOTRS	General Order Track Rights System
GPS	Global Positioning System

H

HCM	human capital management
HEDS	hybrid enterprise document management system
HEOP	Heavy Equipment Overhaul Program
HVAC	heating, ventilation, and air conditioning

I

IAM	Identity and access management
IAWP	Integrated Annual Work Plan
ICCA	Interim Capital Contributions Agreement
IFC	issued for construction
IFO	Integrated Finance Organization-Finance Project
IFP	Integrated Financial Plan
IGF	internally generated funds
IRP	Infrastructure Renewal Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	intelligent transportation systems

J

JARC	Job Access/Reverse Commute
JCC	Jurisdictional Coordinating Committee
JGB	Jackson Graham Building
JOC	Job Order Contracting Program
JV	joint venture

L

LBT	large bore tunnel
LD	liquidated damages
LGS	Lane, Granite and Skanska Joint Venture
LNTP	limited notice to proceed
LPA	locally preferred alternative
LRT	light rail transit
LRV	light rail vehicle
LUA	last unit accepted

M

MARC	Maryland Area Regional Commuter
MCC	motor control center
MDBD	mean distance between delays
MDBF	mean distance between failures
MDBS	mean distance between service interruptions
ME	month-end
MEAD	Metro Electronic Action Document
MIS	major investment study
MMFA	Metro Matters Funding Agreement
MMMS	Material Maintenance and Management System
MMP	Metro Matters Program
MMU	mobile maintenance unit
MOD	(contract) modification
MOS	minimum operable segment
MPS	master program schedule
MTA	Maryland Transit Administration
MTTR	mean time to repair
MWAA	Metropolitan Washington Airport Authority
MWCOG	Metropolitan Washington Council of Governments

N

NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NSP	New Start Project
NTSB	National Transportation Safety Board
NTD	National Transit Database
NTE	not to exceed
NTI	National Transit Institute
NTP	notice to proceed

O	
O&M	operating and maintenance (such as O&M costs)
OCC	Operations Control Center
ODC	other direct costs
ODP	(U.S.) Office of Domestic Preparedness
OFS	order for services
OTP	on-time performance
OWS	oil water system
P	
PB(QD)	Parsons, Brinckerhoff, Quade & Douglas, Inc.
PCI	payment card industry
PCO	pending (or proposed) change order
PDR	preliminary design review
PE	preliminary engineering
P/I	policy instruction
PIDS	Passenger Information Display System
PLE	parking lot equipment
PM	project manager
PMI	Project Management Institute
PMO	project management oversight
PMOC	project management oversight contractor
PMP	project management plan
PPE	personal protective equipment
PSS	Program Station Stop, or Public Safety System
P2D	Parsons Transportation Group, Inc.; Parsons, Brinckerhoff, Quade & Douglas, Inc.; and Delon Hampton & Associates
Q	
QA	quality assurance
QC	quality control
R	
RAC	Riders' Advisory Council
RCSC	Regional Customer Service Center
RE	resident engineer
RFP	request for proposal
RFQ	request for qualifications
RMS	Records Management System
ROCS	Rail Operations Computer System
ROD	record of decision, or revenue operations date
ROW	right of way
RTU	remote terminal unit

S

S&I	storage/service and inspection
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SAP	System Access/Capacity Program, or safety awareness program
SCI	substantial completion inspections
SCP	Safety Certification Program
SCWG	safety certification working group
SEP	System Expansion Program
SEIP	System Expansion and Improvement Program
SM	switch machine
SMADS	Station Monitor and Display System (fare collection equipment)
SMS	Safety Measurement System
SOC	station operator's console
SOS	scope of service
SOW	scope of work
SRO	station over-run
SSOA	state safety oversight agency
SSPP	System Safety Program Plan
SSPS	system safety program standards
SSWP	Site Specific Work Plan

T

TBS	tie breaker station
TC	train control
TCR	train control room
TEA-21	Transportation Equity Act for the 21 st Century
TIFIA	Transportation Infrastructure Finance & Innovation Act
TIIF	Transportation Infrastructure Investment Fund
TIP	Transportation Improvement Program
TOC	Tristate Oversight Committee
TOD	transit oriented development
TPSG	traction power switch gear
TPSS	traction power substation
TSI	Transportation Safety Institute
TSP	transit signal priority
TUN	temporary user notice

U

UPS	uninterrupted power supply
UST	under-ground storage tank

V

VE	value engineering
VMS	Vehicle Management/Monitoring System
VRE	Virginia Railway Express

W

WBS	work breakdown structure
WMATA	Washington Metropolitan Area Transit Authority
WMS	Warehouse Management System

Y

YE	year end
YOE	year of expenditure
YTD	year to date



Appendix F.

Glossary of Terms.....F-1

Appendix F. Glossary of Terms

AAC <i>(Accessibility Advisory Committee)</i>	Metro's committee that was created to address the needs of senior citizens and customers with disabilities; efforts have resulted in numerous service upgrades including gap reducers, to make it easier for customers using wheelchairs to board Metrorail trains.
Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.
Accrual	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
ADA <i>(Americans with Disabilities Act)</i>	Refers to Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, Washington Metropolitan Area Transit Authority (Metro) operates Metrobus with a bus fleet equipped with passenger lifts and wheelchair tie downs, Metrorail with elevators and platforms that are ADA compliant and MetroAccess with a fleet of over 500 vans and sedans also equipped with lifts and tie downs.
Approved Budget	The revenue and expenditure plan approved by the Metro Board of Directors for a specific one year period starting on July 1.
ART <i>(Arlington Transit)</i>	Refers to the bus service that operates within Arlington County, Virginia, providing access to Metrorail and supplementing Metrobus with smaller, neighborhood-friendly vehicles.
Articulated Bus <i>Also see "Slinky" bus</i>	Refers to buses that have an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated buses have more passenger capacity than standard 40-foot buses.
AGM <i>(Assistant General Manager)</i>	An executive who reports directly to the General Manager/CEO or a Deputy General Manager of Metro.
Assets	Property owned by Metro which has monetary value with a future benefit.
Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.

Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of Metro.
Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or capital budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization.
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
CAFR (<i>Comprehensive Annual Financial Report</i>)	A report containing financial statements and statistical data that provides full disclosure of all material financial operations of Metro in conformity with generally accepted accounting principles.
Capital Assets	Assets of a material value and having a useful life of more than one year. Also called fixed assets.
Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.
Capital Improvement Plan	The six-year plan of capital projects to be completed by Metro.

Cash Basis	Basis for keeping accounts whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they apply.
CNG (<i>Compressed Natural Gas</i>)	A natural gas fuel used in a clean engine technology.
COLA (<i>Cost of Living Adjustment</i>)	Cost of Living Adjustment (COLA) for inflation for employees.
Compact	Refers to interstate compact creating Metro; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.
Cost Allocation	Refers to expenses accounted for in one fund assigned to another fund. For example, certain operating expenses of a division may be charged to a capital project as overhead cost.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.
Deadhead	Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
DGM (<i>Deputy General Manager</i>)	An executive who reports directly to the General Manager.
Diesel Fuel	Fuel composed of petroleum distillates that have a boiling point and specific gravity higher than gasoline.

Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass to ride Metrorail. A pass is gate- activated the first time it is used and prints the last valid date on the pass. Farecards contain a set value. Trip values are subtracted from the farecard upon exiting the station gate.
Flash Pass	Metrobus pass valid for unlimited use for a designated seven-day period.
Four-point Securement System	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
FTA (<i>Federal Transit Administration</i>)	A federal administration within the U.S. Department of Transportation. The FTA provides stewardship of combined formula and discretionary programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.
GAAP (<i>Generally Accepted Accounting Principles</i>)	Accounting standards, revised periodically, to which both private and public organizations within the United States are expected to conform.
GM/CEO (<i>General Manager/Chief Executive Officer</i>)	The General Manager and Chief Executive Officer of Metro who reports directly to the Board.
Head Sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway (<i>Frequency</i>)	Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.

JCC <i>(Jurisdictional Coordinating Committee)</i>	The 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.
Kiss and Ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling Bus <i>Also see Passenger lift</i>	Refers to a feature on all buses that lowers the floor to the curb or to near-curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.
KPI <i>(Key Performance Indicator)</i>	KPIs are Key Performance Indicators that measure long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.
Layover Time <i>Also known as Spot time</i>	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Linked/Unlinked trip	An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride. Metrorail reports ridership as linked trips. A linked trip is counted every time a customer enters through a fare gate. For example, where a customer transfers between two trains to complete their travel one trip is counted.
Loop	Refers to a portion of a bus line where the driver operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.
Loudoun County Transit	The weekday bus service from Loudoun County, Virginia to Washington D.C., the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. A reverse commute bus service is provided from West Falls Church to Loudoun County.

MARC (<i>Maryland Area Regional Commuter</i>)	A commuter rail system whose service areas include Harford County, Maryland; Baltimore City; Washington D.C.; Brunswick, Maryland; Frederick, Maryland and Martinsburg, West Virginia.
Metro	The Washington Metropolitan Area Transit Authority.
MetroAccess	The operating unit of Metro that offers service for eligible people with disabilities who are unable to use regular accessible Metrorail, Metrobus and local bus service (fixed route). Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, MetroAccess operates a fleet of over 500 vans and sedans. The vans are equipped with passenger lifts and wheelchair tie-downs.
Metrobus	The operating unit of Metro that offers bus service on 332 routes on 180 lines throughout the Metro region. Buses currently running are made by Orion, New Flyer, Neoplan and NABI.
Metrorail	The operating unit of Metro that offers a subway system that consists of 106.3 route miles (subway, aerial and surface) and 86 passenger stations and a fleet of over 1,100 rail cars.
Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
MTA (<i>Maryland Transit Administration</i>)	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and/or ferry systems.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.

NTSB <i>(National Transportation Safety Board)</i>	NTSB is an independent federal agency charged with determining the probable cause of transportation accidents, promoting transportation safety, and assisting victims of transportation accidents and their families.
OCC <i>(Operations Control Center)</i>	The operations center that facilitates monitoring and communications for Metrorail operations.
Office	An organizational unit that falls under the structure of a department.
Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Lift <i>Also see Kneeling bus</i>	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.
Peak-of-the-Peak Service	Refers to weekday a.m. and p.m. service during commute hours 7:30 am to 9:00 am and 4:30 to 6:00 pm that carries an extra fee of 20-cent added to the peak hour fares.
Peak Service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night.
Personnel Services	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
PIDS <i>(Passenger Information Display System)</i>	Refers to signs located on each platform and mezzanine of every rail station to provide information to customers including next train's scheduled time of arrival, service delays, elevator outages, and free shuttle arrangements when elevators are out of service.

Platform Hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Proposed Budget	Refers to the budget prepared with preliminary estimates by the GM/CEO for the consideration of the Metro Board.
RAC (<i>Riders' Advisory Council</i>)	A committee established by the Metro Board. The council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member council includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Accessibility Advisory Committee.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours <i>Also known as Revenue Service</i>	Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip <i>Also see Linked/Unlinked trip</i>	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system in Maryland.
Round Trip (<i>Also known as a cycle</i>)	Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.
"Slinky" Bus <i>Also see Articulated bus</i>	Refers to a nickname used by many passengers for the articulated bus.

SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia.
SmartTrip [®]	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobuses and at fare gates on Metrorail.
Strategic Buses	Refers to spare buses available for service in the event that a bus in route is taken out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, D.C., suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland weekday bus service to Metrorail Stations.
TOC (<i>Tristate Oversight Committee</i>)	The Tri-state Oversight Committee is a partnership between state-level agencies in Maryland, Virginia and the District of Columbia to jointly oversee safety and security at the Washington, DC Metrorail system.
Transit Advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
Tripper	Refers to trains or buses from a line or route used to re-route to serve another line or route.
Trunk Line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
TSI (<i>Transportation Safety Institute</i>)	A Federal Transit Administration-sponsored institute that conducts a full range of training programs in rail and bus safety and accident investigation.

VRE
(*Virginia Railway Express*)

The commuter rail service that connects the Northern Virginia suburbs to Union Station in Washington, D. C., via two lines: the Fredericksburg Line from Fredericksburg, Virginia, and the Manassas Line from Broad Run/Airport station in Bristow, Virginia.

WMATA
(*Washington Metropolitan Area Transit Authority*)

Refers to the acronym used for Washington Metropolitan Area Transit Authority serving the Washington Metropolitan area which consists of Washington, D.C., suburban Maryland (Montgomery County and Prince Georges County) and Northern Virginia counties of Arlington and Fairfax and the cities of Alexandria, Fairfax and Falls Church. Also known as Metro.