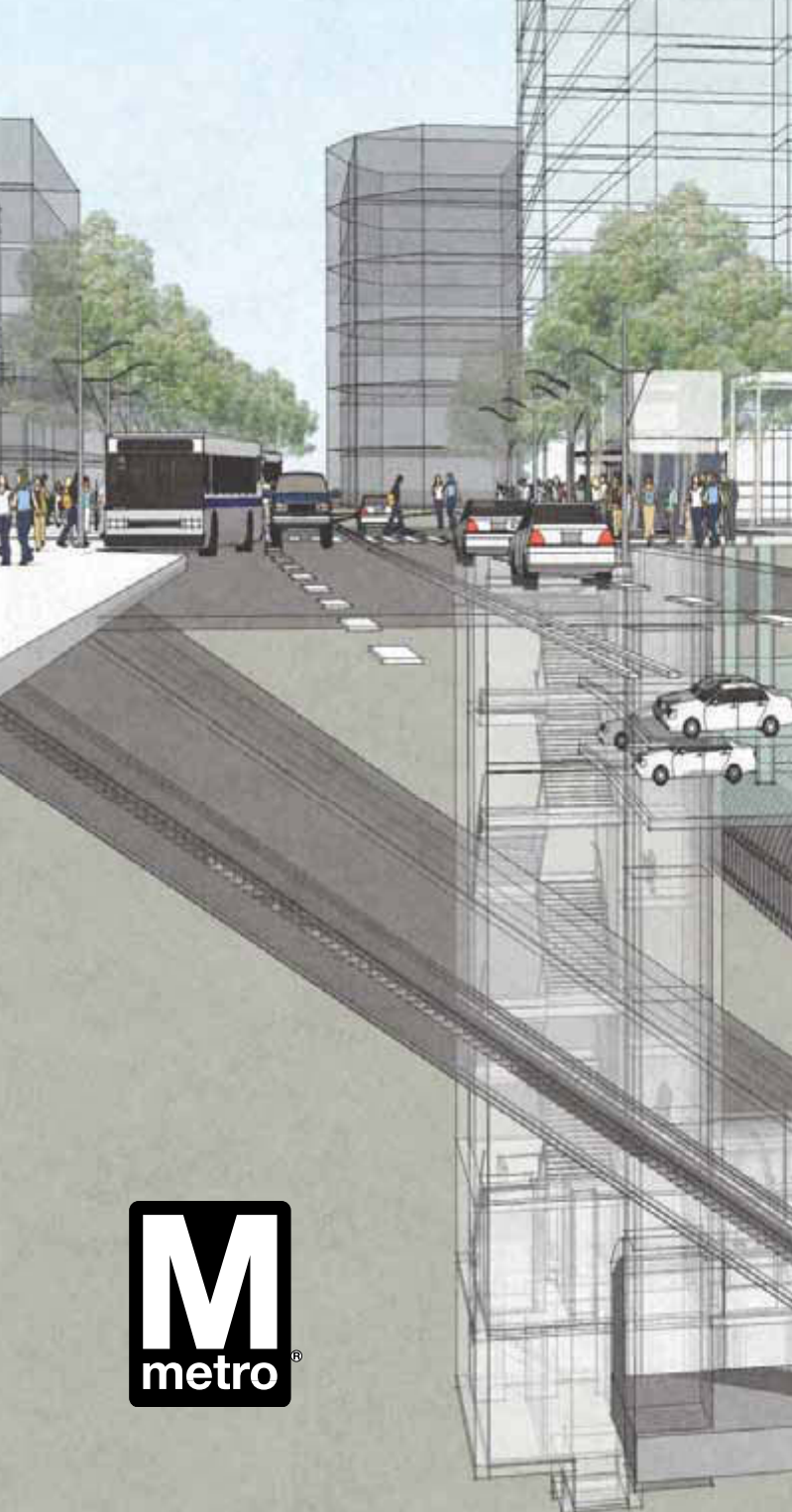


WASHINGTON **METROPOLITAN** AREA TRANSIT AUTHORITY



**FY2012
APPROVED
BUDGET**
EFFECTIVE JULY 1, 2011



REBUILDING THE FOUNDATION



Washington Metropolitan Area Transit Authority

Approved Fiscal Year 2012 Annual Budget

Rebuilding the Foundation

Approved by the Metro Board of Directors

June 23, 2011

General Manager's Message

Every day, more than a million passenger trips aboard Metro trains and buses enable people in the region to commute to work, get to the doctor, shop for groceries, meet family members, travel to the airport, visit tourism sites, and attend public events. As the backbone of the region, Metro is the connecting transportation carrier, a major employer, and a powerful economic engine supporting the Washington area's economy and attracting transit oriented development -- contributing nearly \$40 billion to the local jurisdictions.

Over the past year, Metro has been making significant progress rebuilding its foundation including safety, service reliability, financial stability and customer service. Through a Board and Management led series of strategic investments and organizational changes, the agency has started to turn around its safety culture, address NTSB recommendations, acquire new rolling stock, and rehabilitate aging rail and bus infrastructure – the nuts and bolts work of returning the system to a state of good repair to ensure current and continued safe operations.

Accordingly, the multi-year capital program properly focuses on advancing more than 140 projects that will rebuild, rehabilitate and improve today's infrastructure and equipment – as well as plan for future expansion, including the new extension to Dulles airport. The program is aggressive but not unconstrained, and I note that expanding capacity on the existing system would require additional funding.

While doing more, we are simultaneously becoming more resource efficient. More than 91 cents of every operating dollar directly funds core services, with only 9 cents funding support functions. Over the last three years, Metro has implemented \$165 million in business efficiencies through consolidations, suspending non-essential programs, and automating certain functions. We continue our efficiency work in this budget year by eliminating and restructuring an additional \$74.2 million in operating budget requirements without adversely impacting customers.

Careful budget management will also allow Metro to repay to its capital program all of the extra preventive maintenance money transferred last year, something our customers support. This \$30 million repayment allows Metro to increase funding for

escalator reconstruction and accelerate by one year the purchase of 51 new 30-foot buses.

To ensure Metro stays on the path of improvement and maintains core services to support regional economic growth, the \$2.5 billion operating and capital budget for FY2012 maintains the current level of rail, bus and paratransit services without raising fares, and provides funding to advance critical safety and reliability projects. The budget was balanced through a combination of higher contributions from the local jurisdictions that fund Metro, cost restructuring by management, and a handful of minor service changes. In addition, the continued capital support of the jurisdictions along with the federal government's capital formula funding and annual \$150 million has enabled us to enter the second year of our \$5 billion, six-year rebuilding program to improve safety and the state of good repair, as well as prepare to expand service to Dulles.

Investment in Metro recognizes the agency's role as an economic driver for the region, and is a commitment ensuring the continued mobility of commuters and visitors. Fully funding Metro's operating budget is vital to building upon the FY2011 foundation that supports a new safety culture, a robust schedule of services for riders, and sound management to restore public confidence in Metro as the nation's model transit system.



A handwritten signature in dark ink that reads "Richard R. Sarles". The signature is written in a cursive, flowing style.

Richard R. Sarles
General Manager

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 are currently two vacancies 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.



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.



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.



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.



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.



Jeffrey C. McKay joined the Metro Board in January 2008 as an Alternate Director from Fairfax County. Mr. McKay was elected to the Fairfax County Board of Supervisors in November 2007 and represents the Lee District. He chairs the Fairfax County Board's Legislative Committee and Transportation Committee.



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.



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

Shiva Pant
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

Nat Bottigheimer
Assistant General Manager
Planning & Joint Development

Kevin Borek
Assistant General Manager
Information Technology

Andrea Burnside
Chief
Office of Performance

Barbara Richardson
Assistant General Manager
Customer Service, Communications
& Marketing

James Dougherty
Chief
System Safety & Environmental
Management

Gary Baldwin
Chief
Human Resources

Christian Kent
Assistant General Manager
Access Services

Michael Taborn
Chief
Metro Transit Police

Helen Lew
Inspector General

Robert Troup
Assistant General Manager
Transit Infrastructure and
Engineering Services

Office of Management and Budget Services

Viola Davies
Acting Managing Director

Operating Budget

Viola Davies, Director

Yetunde Olumide, Finance Manager

Warren Corprew

Charmaine Sicard

Capital Budget

Open, Director

Stacy Noblitt, Finance Manager

Edward Jackson

Dana Johnson

Timothy Winslow

Daniel Yu

Revenue & Ridership

Open, Finance Manager

Janice McLaughlin

Personnel

James Pankey, Finance Manager

Opal Lindsey

Planning & Analysis

Shannon Francis, Finance Manager

Grants

Sheila Gudiswitz, Finance Manager

Moneque Chamberlain

Dawn Lee

Administrative Support

Sandra Adams-Morally



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, 2010

Linda C. Danson 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 1500 square miles with a population five million people.
- The approved FY2012 budget is \$2.6 billion with an operating budget of \$1.5 billion, reimbursable budget of \$0.1 billion and a capital budget of \$1.0 billion.
- Known as “America’s Transit System,” average weekday passenger trips on Metrorail and Metrobus total nearly 1.2 million.
- Metro has spurred over \$37 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 Loudoun and the cities of Alexandria, Fairfax and Falls Church.

Metrobus

Metrobus operates bus service on over 355 routes on over 174 lines throughout the Metro region utilizing 11,500 bus stops and 2,398 shelters. All buses are accessible to people with disabilities and bike racks are available for use on all buses. More and more, Metro is purchasing buses that make use of improvements in bus technology, including hybrid, clean diesel, and compressed natural gas (CNG). 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; nearly 90 percent of Metro's buses are Nextbus capable. In addition, security cameras are installed on 1,099 buses. Currently, the fleet comprises nearly 1,500 buses of varying sizes and capacities. In FY2012, more than 4.5 million bus 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 FY2012, 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.

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 extension to Dulles International Airport is being constructed in two phases. The extension of Metrorail to Dulles International Airport is being constructed in two phases. Phase One is currently under construction and is scheduled to open in late 2013. 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.

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. The MetroAccess service operates a fleet of 600 vehicles and transports over 2.3 million passengers annually. Service is available seven days a week, 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.

Vertical Transportation

Metro'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. They operate over 800 pieces of equipment: 588 escalators and 236 elevators and deliver 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.

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-UDC	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 and objective 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 of Directors 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, from Virginia, and from 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

The vision of Washington Metropolitan Area Transit Authority (Metro) is "Rebuilding the Foundation". The primary mission of Metro which flows from its vision is to provide the nation's safest transit service to our customers and improve the quality of life in the Washington metropolitan area. To address Metro's dynamic operating environment, the Board of Directors adopted a resolution on September 30, 2010, that clearly places safety at the forefront of the transit agency's mission. Metro established a strategic framework in which to provide direction to achieve its mission and identified five strategic goals and twelve objectives.

Vision: Rebuilding the Foundation

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.

Values:

- Safety and Security
- Professionalism
- Integrity
- Continuous Improvement
- Respect for All

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 jobs¹. The region's public transportation system is well used by residents, visitors and businesses, carrying six percent of daily trips and 17 percent of commuting trips in 2008¹. During the morning peak period, 43 percent of commute trips to the region's core use public transit including 32 percent on Metrorail, eight percent on bus and three percent on commuter rail². In FY2012, ridership on Metrorail and Metrobus is budgeted to reach 392 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 NVRTA 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 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 district¹. This area makes up most of the Washington Metropolitan area, the ninth largest metropolitan area of the country. As per the 2010 Census survey,³ 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

Unemployment in the Washington metropolitan statistic area for the first quarter of 2011 was six percent. While it is anticipated that total employment in the region will gradually increase, unemployment during FY2012 is expected to continue to be around six percent.⁴

Unemployment in the District of Columbia experienced a greater impact than the region as a whole. At the start of FY2011, July 2010, unemployment in the District of Columbia was ten percent. The D.C. unemployment rate increased slightly to eleven percent by the start of FY2012, July 2011.⁴

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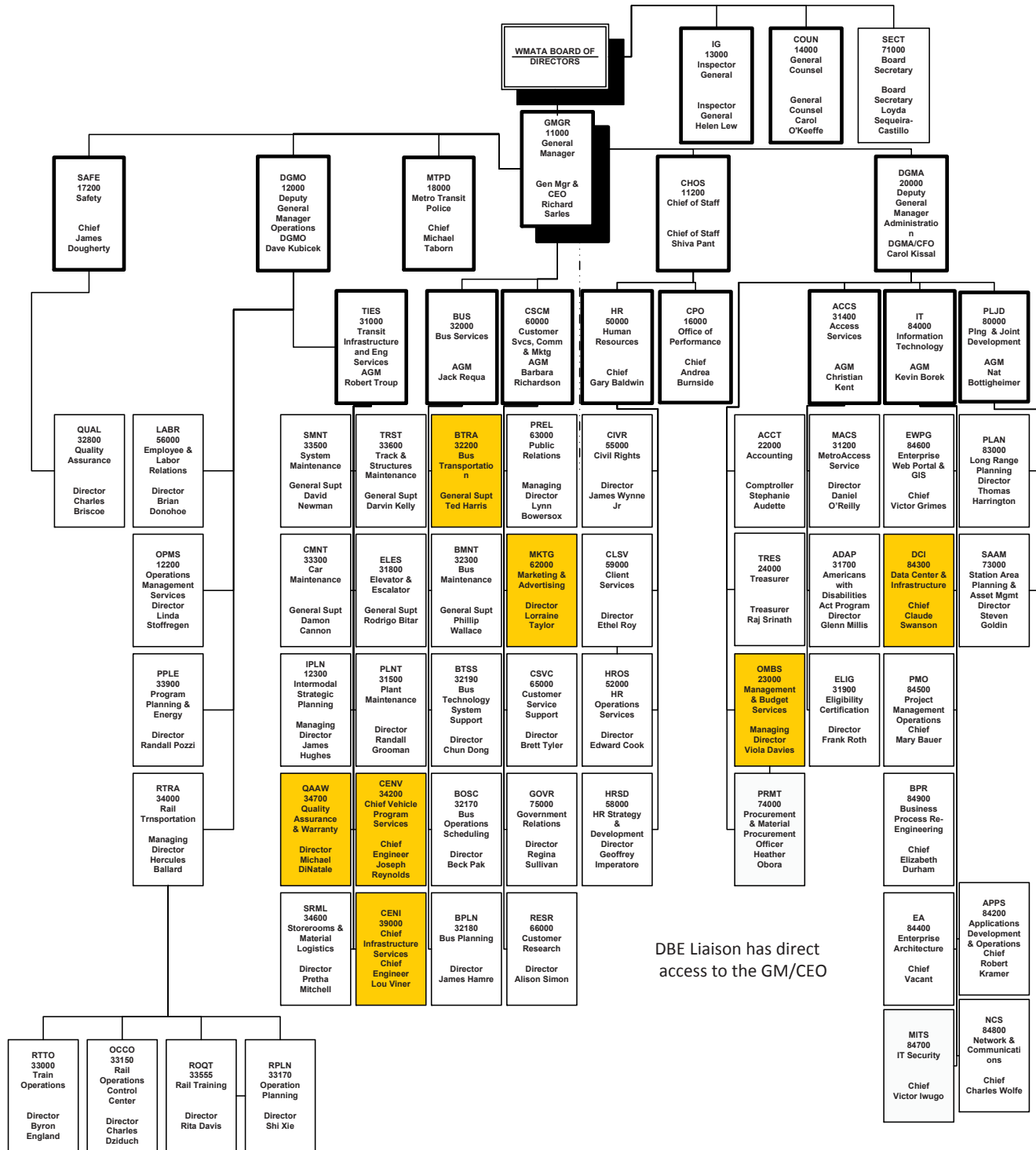
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Organization Chart

Washington Metropolitan Area Transit Authority

denotes Executive Management position

denotes incumbent is acting in position



DBE Liaison has direct access to the GM/CEO

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 vision of "Rebuilding the Foundation".

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 70 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 FY2012 labor budget for salary and wages of the operating and capital is \$839.9 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 FY2012 fringe benefits budget is \$369.4 million.

The following tables provide a detailed, three-year comparison of total human capital requirements for Metro. The approved staffing requirement for FY2012 is 11,319, consisting of 10,226 operating positions, 1,019 capital positions and 74 positions funded by reimbursable projects. The majority of the headcount changes occurred in the areas of Information Technology, Deputy General Manager for Operations, Transit Infrastructure and Engineering Services, and Financial Services. These additional positions will help support Metro's goal of creating a safe, clean and reliable system.

Table 1.2 shows a breakdown, by department, of the staffing levels for FY2010-FY2012. Table 1.3 provides a detailed, three-year comparison of total human capital requirements and costs for Metro for the operating and capital budgets.

Table 1.2

Summary of Budgeted Positions by Department

<u>Department</u>	<u>FY2010</u>	<u>FY2011</u>	<u>Approved FY2012</u>	<u>Change</u>
General Manager	6	8	8	-
Inspector General	29	29	35	6
General Counsel	40	40	41	1
Board Secretary	5	5	5	-
Chief of Staff*	3	-	-	-
Human Resources	127	132	123	(9)
Office of Performance	-	17	17	-
Bus Services	3,893	3,920	3,954	34
DGMO				
Deputy General Manager	49	82	162	80
Transit Infrastructure and Engineering Services	1,258	1,204	3,882	2,678
Rail Services	4,090	4,111	1,499	(2,612)
DGMA				
Financial Services	345	321	382	61
Information Technology	203	201	288	87
Access Services	42	38	40	2
Planning & Joint Development	57	44	50	6
Metro Transit Police	599	622	635	13
Safety	30	58	59	1
Customer Service, Communications and Marketing	77	142	139	(3)
	10,853	10,974	11,319	345

* As of FY2011, Chief of Staff positions are included in the Department of General Manager headcount.

Table 1.3

HUMAN CAPITAL SUMMARY (Operating and Capital)

	FY2010 Actual	FY2011 Approved Budget	FY2012 Approved Budget	Change from FY2011 to FY2012
POSITIONS	10,853	10,974	11,319	345
PAYROLL	\$732,931,222	\$786,394,708	\$839,924,091	\$53,529,383
Health Care	\$142,669,587	\$151,130,525	\$166,338,882	\$15,208,357
Taxes -- FICA	\$54,463,045	\$58,000,090	\$63,053,396	\$5,053,306
Pension -- Defined Benefit	\$86,341,907	\$102,577,174	\$105,574,555	\$2,997,381
Pension -- Defined Contribution	\$4,590,557	\$4,600,000	\$5,896,083	\$1,296,083
Life Insurance	\$1,444,364	\$1,500,000	\$1,491,362	(\$8,638)
Long Term Disability	\$423,564	\$720,000	\$728,340	\$8,340
Taxes -- Unemployment	\$975,500	\$800,000	\$1,109,851	\$309,851
Workers Comp Assessment			\$2,635,896	\$2,635,896
Total Allocated Fringe Benefits	\$290,908,525	\$319,327,789	\$346,828,365	\$27,500,576
Unallocated Fringe Benefits and Workers' Compensation	\$21,459,362	\$24,885,635	\$22,612,771	(\$2,272,864)
TOTAL FRINGE BENEFITS	\$312,367,887	\$344,213,424	\$369,441,136	\$25,227,712

Allocated Fringe Benefits Annual Budgeting Rates	FY2010 Actual	FY2011 Approved Budget	FY2012 Approved Budget	Change from FY2011 to FY2012
Average Annual Pay	\$67,533	\$71,660	\$74,205	\$2,545
Full Fringe Cost	\$26,804	\$29,099	\$30,641	\$1,543
Full Fringe Rate	39.7%	40.6%	41.3%	0.7%

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



Chapter II. Budget Summary

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Chapter II. Budget Summary

Metro's approved \$2.6 billion budget for FY2012 allows Metro 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 whole region. At the same time, the budget positions Metro to implement its highest priority of safety improvement and investment in a state of good repair.

The budget also prepares Metro to implement the largest capital program since the construction of the Metrorail system. Mindful of the tough economic times and the need to put each dollar to good use, management has continued to streamline the operating budget. Over the last three years, Metro has implemented over \$165.0 million in efficiencies. This year, there are an additional \$74.2 million in operating budget adjustments.

The operating portion of Metro's overall budget is \$1.5 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 \$137.7 million which provides for personnel and services needed for unique projects requested on behalf of Metro's jurisdictional partners.

The approved FY2012 capital budget of \$964.6 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 FY2012 budget include:

- Promoting the use of public transit
- Implementing the largest capital program since the construction of the Metrorail system
- Continuing FY2011 safety investments, including addressing all recommendations of the National Transportation Safety Board
- Advancing the replacement of the 1000 series rail cars
- Rehabilitating rail and bus infrastructure to improve safety and reliability

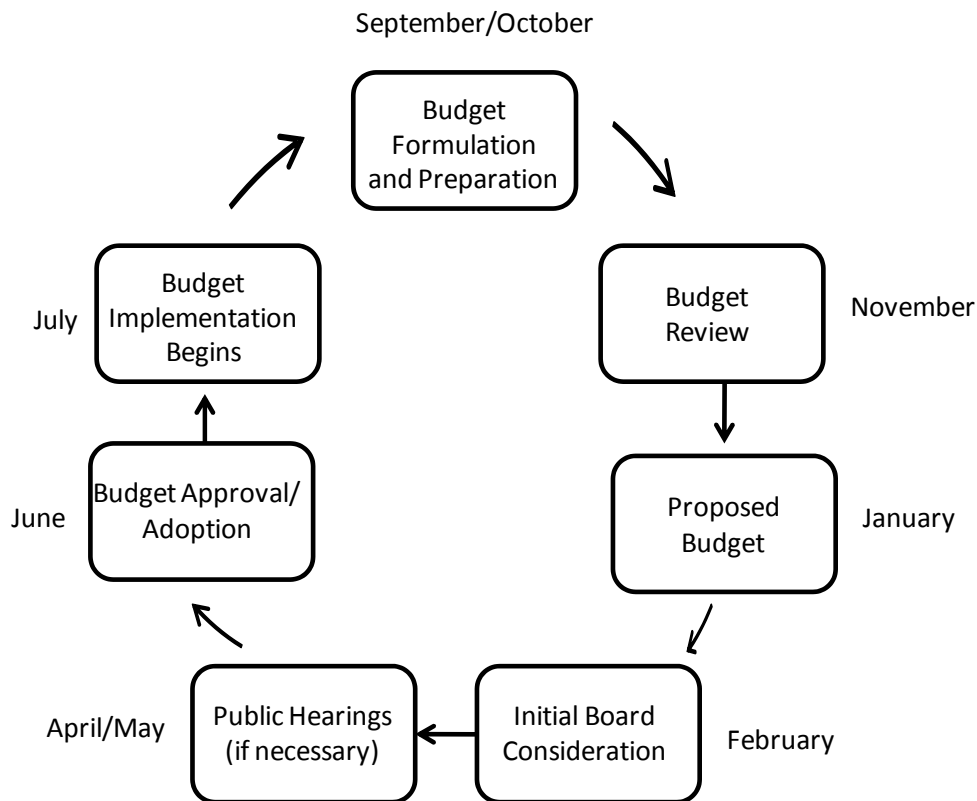
FY2012 Budget in Brief

- The \$2.6 billion annual budget, as adopted by the Board of Directors, is the authority to obligate and spend funds. It includes all operating, capital and debt service requirements of Metro for the fiscal year, July 1, 2011 to June 30, 2012.

- The \$1.5 billion Operating budget, with 52 percent from passenger fares and parking and 45 percent from State and Local Governments, supports Metrobus, Metrorail, and MetroAccess operations across the District of Columbia, Maryland, and Virginia. Other revenue sources are three percent of the budget.
- The \$964.6 million capital budget meets currently designated safety and state-of-good-repair needs; while substantial, it does not meet other known capital needs including system expansion projects.
- The \$137.7 million operating and capital reimbursable budget contains projects undertaken on behalf of local governments, such as the DC Circulator, parking facility at Glenmont Metrorail Station, and Phase 1 Dulles Metrorail extension.
- Labor costs for the operating and capital budget, including fringe benefits, will cost a projected \$1.2 billion in FY2012.

BUDGET PROCESS

Metro begins planning its budget in August 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 reviews, budget adoption, and budget implementation/amendments.



Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in September 2010
- The FY2012 budget kickoff meeting was held with all departments in October 2010
- Capital Improvement Program expense and labor requests were 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 2010

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 2010.
- Project and departmental level reviews of budget requests were completed in February 2010.
- Operating reviews were done by OMBS, executive leadership and the General Manager/CEO.

Public Hearings

- Budget hearings took place in May 2011 for the participating jurisdictions in Maryland, Virginia and Washington, DC.
 - May 16 – Prince George's County, MD
 - May 17 – Alexandria, Virginia and Washington, DC North West
 - May 18 – Arlington, VA and Montgomery County, MD
 - May 19 – Washington DC South East

Budget Approval/Adoption

- The proposed budget document was released to the Board of Directors and public in January 2011.
- The budget was discussed at the Finance and Administration Committee meeting in March, with authorization requested and granted to conduct public hearings.
- The Annual Operating Budget and six-year Capital Program were approved and adopted at the June 23, 2011 meeting of the Board of Directors.

Budget Implementation

- The FY2012 budget became effective on July 1, 2011.
- 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 FY2012, Metro has an approved annual budget of approximately \$2.6 billion with the largest portion, \$1.5 billion, including debt service, dedicated to operating the system. The budget contains 11,319 authorized staff positions.

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 FY2012 budget shortly after the adoption of the FY2011 budget. As part of the budget development process, FY2011 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 FY2011 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 FY2012 budget was balanced through a combination of expense reductions, minor service adjustments and increases in subsidy contributions.

BUDGET CALENDAR FY2012

August	<ul style="list-style-type: none"> • Initial planning, development of assumptions, preparation of instructions and training materials began in August 2010. • 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.

October	<ul style="list-style-type: none">• A FY2012 budget kickoff meeting and system training classes were held with all departments in October 2010.• 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	<ul style="list-style-type: none">• Departments submitted their budget requests to the Office of Management and Budget in November 2010.• 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 2010.• Release of Annual Work Plan (AWP) to jurisdictional partners. The AWP is an update of the preliminary capital budget.
January	<ul style="list-style-type: none">• Presentation of proposed budget to the Finance and Administration Committee.
February/March	<ul style="list-style-type: none">• Board discussions.
April/May	<ul style="list-style-type: none">• Arranged, published dates in the media and held public hearings in participating jurisdictions – Maryland, Virginia and Washington, DC.• Findings from public hearings put together and presented to the Board.

June

- Updated Operating and Capital Budgets were prepared for Board approval.
- Approval of the annual budget on June 23, 2011.

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 \$2.6 billion has been budgeted for the operating (\$1.5 billion), reimbursable (\$137.7 million) and capital (\$964.6 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, for the operation of Metro Rail, Bus, and Access
- Operating and capital reimbursable projects that are advanced and paid for by local jurisdictions
- Capital budget to renew and improve infrastructure

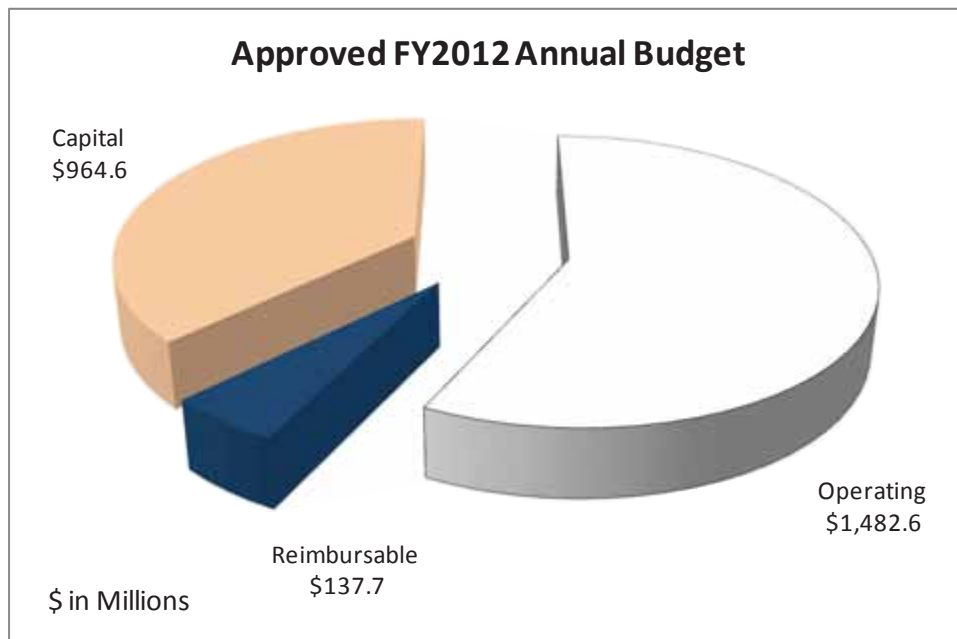


Table 2.1

Summary of Expenditures by Program

(Dollars in Millions)	FY 2009 <u>Actual</u>	FY 2010 <u>Actual</u>	FY 2011 <u>Actual</u>	FY 2012 <u>Budget</u>
Operating Budget				
• Metrobus	\$ 504.6	\$ 489.2	\$ 500.2	\$ 535.2
• Metrorail	758.4	789.6	814.0	813.0
• MetroAccess	84.0	98.6	103.4	116.4
Subtotal	\$ 1,347.0	\$ 1,377.4	\$ 1,417.6	\$ 1,464.6
• Debt Service	27.5	27.5	48.7	48.7
• Preventive Maintenance	(20.7)	(30.7)	(60.7)	(30.7)
• Other		(11.1)		
Subtotal	\$ 1,353.8	\$ 1,363.1	\$ 1,405.5	\$ 1,482.6
Reimbursable Budget				
• Operating Reimbursable Projects	12.8	20.1	19.8	37.3
• Capital Reimbursable Projects ⁽¹⁾	19.8	35.4	132.0	100.4
Subtotal	\$ 32.6	\$ 55.5	\$ 151.8	\$ 137.7
Capital Budget				
• Capital Improvement Program	-	-	635.6	\$ 871.5
• Metro Matters	391.4	382.6	-	
• Metro Matters Rollover	-	-	128.8	17.4
• ARRA "Stimulus" Program ⁽²⁾	-	82.0	77.2	42.6
• Safety & Security Program ⁽³⁾	10.9	0.8	26.9	33.1
Subtotal	\$ 402.3	\$ 465.4	\$ 868.5	\$ 964.6
Total	\$ 1,788.8	\$ 1,884.0	\$ 2,425.8	\$ 2,584.9

Note 1: Capital Reimbursable Projects reflects total forecasted expenditures. The dollar amount is the sum of FY2012 budget for approval plus previously approved expenditures.

Note 2: The ARRA program is an obligation based program. The budget approved in FY2009 was \$201.8 million of which \$82.0 million was expended in FY2010 and \$77.2 million expended in 2011.

Note 3: The Safety and Security program is an obligation based program. The budget approved in FY2010 was \$60.8 million of which \$0.8 million was expended in FY2010 and \$26.9 million in 2011.

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

- Fares and parking (\$767.7 million)
- Federal funding (\$518.0 million, consisting of \$351.2 million formula and \$166.8 million PRIIA)
- State and local jurisdictions (\$1,108.0 million, consisting of \$670.6 million operating budget, \$59.0 million reimbursable, and \$378.4 million capital)
- Other funding, including advertising, joint development projects, and grants (\$191.0 million)

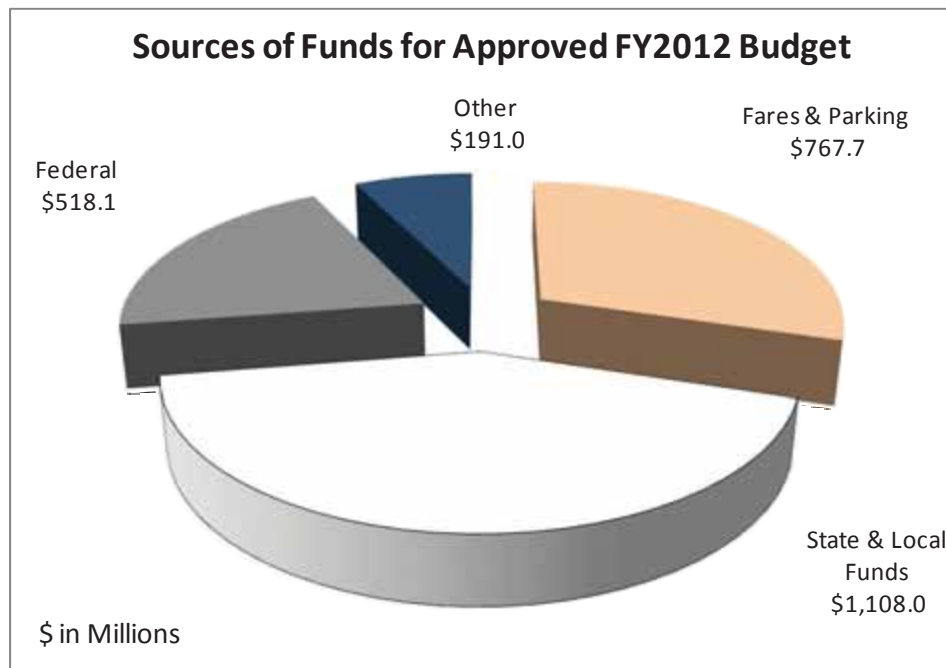


Table 2.2

Summary of Funding by Program and Source

(Dollars in Millions)	FY 2009 <u>Actual</u>	FY 2010 <u>Actual</u>	FY 2011 <u>Actual</u>	FY 2012 <u>Budget</u>
Operating Budget				
• Passenger Fares & Parking	\$ 712.4	\$ 652.0	\$ 754.9	\$ 767.7
• State and Local Funds	558.4	590.8	599.0	670.6
• Business Revenues	60.8	66.3	39.9	36.3
• Other Sources	22.3	54.0	11.8	7.9
Subtotal	\$ 1,353.8	\$ 1,363.1	\$ 1,405.5	\$ 1,482.6
Reimbursable Budget				
• State and Local Funds	31.0	42.7	57.6	59.0
• Other Sources	1.7	12.8	94.2	78.7
Subtotal	\$ 32.6	\$ 55.5	\$ 151.8	\$ 137.7
Capital Budget				
• Federal Funds	\$ 244.7	\$ 174.8	\$ 337.9	\$ 351.2
• Federal Dedicated Funds	-	-	132.9	166.8
• State and Local Funds	141.6	225.4	261.0	378.4
• Other Sources	16.0	6.0	136.8	68.1
• Debt/Financial Management	-	59.2	-	-
Subtotal	\$ 402.3	\$ 465.4	\$ 868.5	\$ 964.6
Total	\$ 1,788.8	\$ 1,884.0	\$ 2,425.8	\$ 2,584.9

Table 2.3
Summary of Sources and Uses of Funds

(Dollars in Millions)

SOURCES		USES	
Beginning Balance FY2012, July 1, 2011			
Operating *	-		-
Capital	\$ 153.0	Rollover from Capital Program	\$ 153.0
Total Beginning Balance	\$ 153.0		\$ 153.0
Operating Budget		Operating Budget	
• Passenger Fares & Parking	\$ 767.7	• Metrobus	\$ 535.2
• State and Local Funds	670.6	• Metrorail	813.0
• Business Revenues	36.3	• MetroAccess	116.4
• Other Sources	7.9	• Debt Service/Other	18.0
Subtotal	\$ 1,482.6	Subtotal	\$ 1,482.6
Reimbursable Budget		Reimbursable Budget	
• State and Local Funds	\$ 59.0	• Operating Reimbursable Projects	\$ 37.3
• Other Sources	78.7	• Capital Reimbursable Projects	100.4
Subtotal	\$ 137.7	Subtotal	\$ 137.7
Capital Budget		Capital Budget	
• Federal Funds	\$ 351.2	• Capital Improvement Program	\$ 871.5
• Federal Dedicated Funds	166.8	• Metro Matters Rollover	17.4
• State and Local Funds	378.4	• ARRA "Stimulus" Program	42.6
• Other Sources	68.1	• Safety & Security Program	33.1
Subtotal	\$ 964.6	Subtotal	\$ 964.6
Sources Total	\$ 2,737.9	Uses Total	\$ 2,737.9

* Beginning balance does not reflect Operating cash bank balances of \$326.3 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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Debt Service	III-20

Chapter III. Sources of Funds

This chapter provides information on the sources of funds for the Approved Fiscal Year 2012 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.

Fiscal Year 2012 Approved Revenues

The operating revenue for FY2012 is \$811.9 million, consisting of FY2012 projected passenger revenues of \$712.9 million and non-passenger revenue of \$99.0 million.

Table 3.1

(Dollars in Thousands)	Revenue by Account FY2009 - FY2012				Approved Budget 2012	\$ Change	Variance
	Actual 2009	Actual 2010	Actual 2011				
Passenger Revenue	\$ 657,179	\$ 597,800	\$ 707,161	\$ 712,904	\$ 5,743	0.8%	
Other Passenger	7,771	8,599	4,424	7,000	\$ 2,576	58.2%	
Parking	47,418	45,589	43,297	47,842	\$ 4,545	10.5%	
Advertising	38,320	42,104	17,518	15,000	(\$ 2,518)	-14.4%	
Joint Development	8,161	9,848	8,114	6,450	(\$ 1,664)	-20.5%	
Interest	1,021	173	235	515	\$ 280	119.0%	
Fiber Optics	14,018	14,313	14,222	14,840	\$ 618	4.3%	
Joint & Adj Projects ¹	1,046	2,705	2,776	0	(\$ 2,776)	-100.0%	
Employee Parking	169	174	161	240	\$ 79	48.7%	
Misc Transit Revenue ²	1,174	8,596	2,458	1,870	(\$ 588)	-23.9%	
Nontransit Revenue ³	4,326	8,849	5,720	5,259	(\$ 461)	-8.1%	
Prior Sources ⁴	14,827	14,228	486	0	(\$ 486)	-100.0%	
Total Revenue	\$ 795,431	\$ 752,978	\$ 806,571	\$ 811,920	\$ 5,348	0.7%	

¹ Joint and Adjacent Project revenue and associated expenses are to be applied to reimbursable project accounts in FY2012 and are no longer reflected in the operating budget

² Bicycle lockers, vending machines, Neutral Host and subrogation

³ Revenue from ATMs, antennas, car sharing and other

⁴ Payphones; SE Garage Settlement; Safe, Clean & Reliable; and Charter

The approved FY2012 budget uses the FY2011 budgeted ridership as a baseline with modifications to passenger fare based on ridership projections for Bus, Rail and Access, as well as adjustments in average fares based on FY2011 experience.

Passenger Revenues

Total projected passenger fare revenue for FY2012 is \$712.9 million. This includes \$125.0 million in bus passenger revenue, \$581.7 million in rail passenger revenue, and MetroAccess revenue of \$6.3 million. Parking revenue for the year is budgeted at \$47.8 million. Other passenger revenue of \$7.0 million is comprised of reimbursements from the District of Columbia (DC) for the DC school subsidy and DC reduced transfer fees.

Table 3.2

Passenger Revenue & Ridership <i>(in Thousands)</i>	Metrobus		Metrorail		MetroAccess	
	<u>Ridership</u>	<u>Revenue</u>	<u>Ridership</u>	<u>Revenue</u>	<u>Ridership</u>	<u>Revenue</u>
Baseline - FY2011 Passenger fare budget	127,590	\$136,872	219,000	\$592,013	2,725	\$5,815
Adjust for FY2011 actual	(2,500)	(\$5,440)	(1,947)	(\$20,585)	(389)	(\$1,514)
FY2011 Year-end passenger revenue & ridership	125,089	\$131,432	217,053	\$571,428	2,336	\$4,301
FY2012 Budgeted Ridership Growth	(1,184)	(\$1,679)	3,611	\$10,043	123	\$314
Projected growth from FY2011 to FY2012	-0.9%	-1.3%	1.7%	1.8%	5.3%	7.3%
Adjustments						
Bus route adjustment, non-regional *	219	\$232	68	\$179		
Bus route adjustment, regional *	7	\$8	3	\$9		
Adjustment for Bus revenue sharing		(\$5,000)				
MetroAccess fare adjustment (eff. Feb 27, 2011)						\$1,637
Proposed FY2012 Passenger Revenue	124,131	\$124,993	220,734	\$581,659	2,460	\$6,252
FY2012 Average Fare	\$1.05		\$2.64		\$2.54	

* Regional bus route modifications include R99, 22A, 70-71, 74 and 79.
Non-regional bus modifications are elimination of K1 and N8, and addition of route 7M.
Bus route modifications with impacts on rail include R99 and 22A.

Metrobuses

The projected bus passenger revenue for FY2012 of \$125.0 million is \$11.9 million less than the FY2011 Budget. A reduction of \$5.0 million is due to the implementation of revenue sharing with regional bus system partners for the regional bus pass on SmarTrip®.

FY2012 bus ridership growth is projected at one percent less than FY2011 year-end ridership, with total bus ridership projected to be 124.1 million trips in FY2012. Ridership figures include adjustments to regional and non-regional routes, including the elimination of service on K1 and N8, adding route 7M and modifications to R99, 22A, 70-71, 74 and 79. There are no changes in bus fares for FY2012. In January 2011, the weekly flash pass was migrated to the SmarTrip® card; it is now referred to as the 7-day regional bus pass.

Metrorail

The rail passenger revenue budget for FY2012 is \$581.7 million, \$10.4 million less than the FY2011 budget. Year-end FY2011 rail ridership was 1.9 million trips below projection; the baseline for FY2012 was adjusted to reflect year-end rail ridership. Ridership for FY2012 is projected to grow 1.7 percent above the FY2011 baseline, generating 3.6 million additional trips in FY2012. In addition, modifications to the bus routes will have minor impacts on rail ridership. Total ridership for FY2012 is 220.7 million trips.

MetroAccess

MetroAccess passenger revenue for FY2012 is estimated at \$6.3 million with approximately 2.5 million passengers. Year-end ridership for FY2011 was below baseline projections due to the success of recent Board policy, eligibility and travel training initiatives, and their collective

impact on demand management. Accordingly, FY2012 ridership growth is calculated using the FY2011 year-end ridership. Ridership is projected to increase 5.3 percent, 123,000 passengers, and generate \$314,000. The FY2012 revenue projection is increased by \$1.6 million to reflect a full fiscal year of the MetroAccess fare adjustment, implemented on February 27, 2011.

Table 3.3

Ridership by Service: FY2009 - FY2012

(Trips in Thousands)	FY 2009 Actual	FY2010 Actual	FY2011 Actual	FY2012 Budget
Metrorail Ridership ¹	222,858	217,219	217,053	220,734
Metrobus Ridership ²	133,774	123,670	125,089	124,131
MetroAccess Ridership ³	2,108	2,377	2,336	2,460
Total	358,741	343,266	344,478	347,325

Note: ¹Metrorail ridership is based on linked trips

²Metrobus ridership is based on unlinked trips

³MetroAccess ridership is based on total passengers

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

Other Passenger Revenue

The total District of Columbia public school subsidy for FY2012 is \$5.5 million, \$3.2 million for Metrobus and \$2.3 million for Metrorail. Other passenger revenue budget also includes \$1.5 million in 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.

Parking

Parking revenue for FY2012 is budgeted at \$47.8 million, no change from the FY2011 budget. Revenue includes fees from surface lots, parking garage structures, metered spaces and reserved parking fees.

Non-Passenger Revenue

Advertising

The current advertising contract began in FY2011. FY2012 is the second year of the annual \$15 million contract which includes two components: the minimum value of Metro's advertising inventory valued at \$13 million and supplemental advertising inventory estimated at \$2 million.

Joint Development

The FY2012 Joint Development revenue allocated to the operating budget is \$6.5 million, no change from the FY2011 budget.

Interest Revenue

The approved budget for FY2012 for interest revenue is \$0.5 million, no change from the FY2011 budget.

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 FY2012, fiber optic revenue is projected at \$14.8 million, the same as the FY2011 budget.

Other Revenue

Other revenue in the approved FY2012 budget includes vending machines, ATM revenue, cellular telephones, bike locker fees, subrogation collections, car sharing revenue, and antenna revenue. These combined revenue sources are expected to contribute \$7.1 million to the FY2012 non-passenger revenues.

FY2012 is the third year of car sharing revenue, which is expected to generate \$340,000 over the five years of the contract, for the use of car sharing spaces at Metro Kiss & Ride locations throughout the Metrorail system. The budgeted revenue for FY2012 of \$57,000 is included in non-transit revenue.

Employee parking revenue for FY2012 is \$240,000, no change from the FY2011 budget; it reflects parking fees at the Jackson Graham Building.

Table 3.4

OPERATING BUDGET REVENUES						
(Dollars in Thousands)	Actual	Actual	Actual	Approved	Change	Variance
	2009	2010	2011	Budget		
				2012		
Metrobus						
Passenger	111,306.1	105,689.6	131,432.3	124,993.1	(6,439.2)	-4.9%
Other Passenger	5,037.4	6,237.5	1,452.0	4,866.2	3,414.2	235.1%
Parking	40.3	0.0	0.0	0.0	0.0	
Charter	254.4	0.0	0.0	0.0	0.0	
Advertising	25,872.5	26,927.0	11,737.2	10,050.0	(1,687.2)	-14.4%
Joint Development	0.0	1.0	23.4	0.0	(23.4)	-100.0%
Interest	676.2	165.6	214.5	185.4	(29.1)	-13.5%
Fiber Optics	32.1	0.0	0.0	0.0	0.0	
Other	10,343.7	16,238.6	3,362.8	1,749.7	(1,613.1)	-48.0%
Employee Parking	20.3	42.8	86.0	120.0	34.0	39.5%
Subtotal	\$153,582.9	\$155,301.9	\$148,308.1	\$141,964.4	(\$6,343.8)	-4.3%
Metrorail						
Passenger	542,351.8	487,832.7	571,427.7	581,658.9	10,231.3	1.8%
Other Passenger	2,733.6	2,361.9	2,971.9	2,133.8	(838.1)	-28.2%
Parking	47,377.4	45,588.5	43,297.3	47,842.0	4,544.7	10.5%
Advertising	12,447.0	15,176.9	5,781.0	4,950.0	(831.0)	-14.4%
Joint Development	8,161.0	9,847.4	8,090.1	6,450.0	(1,640.1)	-20.3%
Interest	334.4	3.2	15.6	329.6	314.0	2014.0%
Fiber Optics	13,986.1	14,312.6	14,221.6	14,840.0	618.4	4.3%
Other	10,207.2	17,475.2	6,922.0	5,379.3	(1,542.7)	-22.3%
Employee Parking	148.2	131.7	75.3	120.0	44.7	59.3%
Subtotal	\$637,746.7	\$592,730.1	\$652,802.5	\$663,703.7	\$10,901.2	1.7%
MetroAccess						
Passenger	3,521.5	4,277.5	4,301.1	6,251.8	1,950.7	45.4%
Other Passenger	0.0	0.0	0.0	0.0	0.0	
Parking	0.0	0.0	0.0	0.0	0.0	
Advertising	0.0	0.0	0.0	0.0	0.0	
Joint Development	0.0	0.0	0.0	0.0	0.0	
Interest	0.0	0.0	0.0	0.0	0.0	
Fiber Optics	0.0	0.0	0.0	0.0	0.0	
Other	579.4	668.0	1,159.7	0.0	(1,159.7)	-100.0%
Employee Parking	0.0	0.0	0.0	0.0	0.0	
Subtotal	\$4,101.0	\$4,945.5	\$5,460.8	\$6,251.8	\$791.0	14.5%
Total						
Passenger	657,179.5	597,799.8	707,161.0	712,903.9	5,742.8	0.8%
Other Passenger	7,771.0	8,599.3	4,423.9	7,000.0	2,576.1	58.2%
Parking	47,417.7	45,588.5	43,297.3	47,842.0	4,544.7	10.5%
Charter	254.4	0.0	0.0	0.0	0.0	
Advertising	38,319.5	42,103.9	17,518.3	15,000.0	(2,518.3)	-14.4%
Joint Development	8,161.0	9,848.4	8,113.5	6,450.0	(1,663.5)	-20.5%
Interest	1,010.5	168.8	230.0	515.0	285.0	123.9%
Fiber Optics	14,018.3	14,312.6	14,221.6	14,840.0	618.4	4.3%
Other	21,130.3	34,381.8	11,444.5	7,129.0	(4,315.5)	-37.7%
Employee Parking	168.5	174.5	161.4	240.0	78.6	48.7%
Grand Total	\$795,430.7	\$752,977.5	\$806,571.4	\$811,919.9	\$5,348.5	0.7%

Table 3.5

Metro Fares and Fees

Metrorail Fares	Fares / Fees
Regular Fares ¹	
· Boarding charge	\$1.95
· Composite miles between 3 and 6 miles	\$0.299
· Composite miles over 6 miles	\$0.265
· Maximum regular fare	\$5.00
· Charge for senior/disabled is one-half regular fare	\$0.95 - \$2.50
· Peak-of-the-peak ²	\$0.20
· Non-SmarTrip® fare surcharge	\$0.25
Reduced Fares ³	
· Charge for first 7 composite miles	\$1.60
· Charge for composite miles between 7 and 10 miles	\$2.15
· Charge for composite miles greater than 10 miles	\$2.75
Rail Passes	
· Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount
· One day pass	\$9.00
· 7-Day Short Trip pass	\$32.35
· 7-day Fast pass	\$47.00
· SmartStudent pass	\$30.00
· DC student farecards -10 rides within DC	\$9.50
· Transit Link card on MARC and VRE ⁴	\$102.00
· Transit Link card on MTA ⁴	\$157.00
Metrobus Fares and Fees	
Regular Fares	
· Cash boarding charge	\$1.70
· Cash boarding charge for express bus	\$3.65
· Boarding charge with SmarTrip®	\$1.50
· SmarTrip® Boarding charge for express bus	\$3.65
· Boarding charge for airport designated routes	\$6.00
· Charge for senior/disabled with SmarTrip®	\$0.75
· Express Service for senior/disabled with SmarTrip®	\$1.85
· Bus-to-bus transfers utilizing SmarTrip® card	\$0.00
· Rail-to-bus transfer utilizing SmarTrip® card ⁵	\$0.50 discount
Bus Passes	
· 7-Day Regional Bus pass	\$15.00
· 7-day Regional senior/disabled pass	\$7.50
· DC student tokens - 10 trips per pack	\$7.50

Table 3.5 (continued)

Metro Fares and Fees**MetroAccess Fares**

· MetroAccess fare (within ADA 3/4 mile service corridor) ⁶	varies
· Maximum fare	\$7.00

Parking Fees ⁷

· District of Columbia	\$3.25 - \$4.25
· Montgomery County	\$4.00 - \$4.75
· Prince George's County	\$4.25
· Virginia	\$4.50
· Monthly reserved parking fee	\$65.00
· Parking meters \$1.00/60 minutes	\$1.00
· Prince George's parking garage at New Carrollton	\$85.00
· Non-Metro Rider parking fees	\$8.25 - \$25.00

Other Fees

· Bicycle locker rental	\$200.00 (annual)
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¹ Regular 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. Regular fares are in effect from midnight until closing Friday and Saturdays 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 Reduced fares are in effect during all other hours on weekdays, Saturday and Sunday and all national holidays.

⁴ Metro's portion of the Transit Link Cards on MARC, VRE and MTA.

⁵ Anacostia and Congress Heights rail stations have additional \$0.50 discount for all transfers between bus and rail for qualifying bus routes.

⁶ MetroAccess fare is twice the equivalent fixed route SmarTrip[®] fare based on fastest trip. Effective February 27, 2011.

⁷ Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking garage is \$70 base fee plus \$15 surcharge.

Table 3.6
Transit Pass Program**Metrobus Passes**

7-Day Regional Bus Pass	Valid for unlimited travel on regular Metrobus service during a consecutive seven-day period and valid for base fare towards Express fare. Passes are loaded onto your SmarTrip® Card.	\$15.00
7-Day Regional Senior/Disabled Bus Pass	Valid for unlimited travel by eligible patrons on Metrobus during a consecutive seven-day period on regular and express service.	\$7.50

Metrorail Passes

One Day Pass	Valid for unlimited travel for one day. The pass is valid after 9:30 a.m. on weekdays and all day on Saturday, Sunday, and national holidays.	\$9.00
7-Day Short Trip Pass	Valid for trips costing up to \$3.05 during regular fare hours (a.m. opening - 9:30 a.m. and 3:00 p.m.-7:00 p.m. on weekdays, 2:00 a.m. to 3:00 a.m. Fridays and Saturdays). Good for any full fare trip at all other times. If a trip costs more than \$3.05 during regular fare hours, patrons must use the Exitfare machine to add the additional fare. The week starts with the first gate entry and includes the next six days.	\$32.35
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.	\$47.00
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 are accepted for rides within the District as payment of regular fare. Passes are based on the calendar month.	\$30.00

Table 3.7
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. Functions similar to a regular farecard. Sold for \$5 and when registered can be replaced with existing value if lost or stolen. The card will hold a maximum of \$300.00.
Senior and Disables SmarTrip® Card	A re-usable contactless smart card; sold for \$5. Available to qualified seniors (age 65 or older) and people with disabilities. A Metro senior ID card, MetroAccess Photo ID card, Metro Disabled ID card, or valid Medicare card and photo ID are required for purchase.
Senior and Disabled Farecards	Available to qualified seniors (age 65 or older) and people with disabilities. A Metro senior ID card, MetroAccess Photo ID card, Metro Disabled ID card, or valid Medicare card and photo ID are required for purchase.

Student SmarTrip® Card	Offered to DC Public Schools' students traveling to and from school. Sold for \$6.25, the card must be registered to the student. Each card is preloaded with \$6.25 that can be used for fares. 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 Farecards	Available for \$9.50 to qualified students at selected Metro Sales Outlets. The paper farecards are good for 10 rides within the District of Columbia on either bus or rail.
Pre-encoded Farecards	Sold through authorized sales outlets for \$10.00 and \$20.00.
Tokens/Regular	Regular adult tokens are on sale for all patrons at \$1.70 per token. Tokens are sold in packages of ten (10) at a cost of \$17.00. Note, bus-to-bus transfers are not allowed for bus trips paid with tokens.
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. Passes are valid as base fare to be applied towards Metrobus Express Service fare.
SmartBenefits®	Provides for the electronic delivery of monthly transit benefits from employers to employees and transit providers. Program is designed to deliver benefits as specified by the employer on monthly basis to the employees' designated SmarTrip® card. Vanpool participants are able to use this facility to designate their benefit to a van operator.
SmartBenefits® Vouchers	For use by transit benefit providers. Sold in denominations of \$1.00, \$10.00, and \$30.00. Vouchers contain no Metrorail value and are transferable only for the purchase of fare media from authorized transit providers or their sales agents.
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 \$65.00 per month. Reserved parking patrons pay the established daily rate for the lot upon exit or entry. Reserved parking patrons (arriving before 10:00 a.m.) unable to find a reserved space may park at a parking meter but must pay the metered rate.
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.

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 calculation, 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 (end-of-year schedule) assigned to each jurisdiction divided by the total regional revenue miles. Ridership is determined by taking the average weekday ridership (month of May sample) 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 of \$5.00. 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.

FY2012 Subsidy

The FY2012 jurisdictional operating funding is \$687.2 million, an increase of \$66.6 million over the FY2011 subsidy budget. This includes:

- FY2012 net operating subsidy for Metrobus, Metrorail, and MetroAccess of \$622.0 million
- Debt service payment budget of \$48.7 million
- FY2010 audit adjustment of \$16.6 million

Table 3.8

**FISCAL YEAR 2012 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	\$311,283,980	\$133,647,739	\$46,748,024	\$51,422,893	\$14,637,680	\$23,679,793	\$657,348	\$39,137,723	\$1,352,780
Modified regional routes	(\$120,399)	(\$58,746)	(\$21,822)	(\$23,985)	(\$6,847)	(\$11,117)	(\$297)	\$3,041	(\$626)
Revised Regional Bus Subsidy	\$311,163,581	\$133,588,993	\$46,726,202	\$51,398,908	\$14,630,833	\$23,668,676	\$657,051	\$39,140,764	\$1,352,154
Non-Regional Bus Subsidy	\$70,918,184	\$30,790,933	\$8,243,603	\$22,484,989	\$412,997	\$668,135	\$0	\$8,317,528	\$0
Modified non-regional routes	\$676,784	(\$252,108)	\$0	\$0	\$468,117	\$460,775	\$0	\$0	\$0
Revised Non-Regional Bus Subsidy	\$71,594,968	\$30,538,825	\$8,243,603	\$22,484,989	\$881,114	\$1,128,910	\$0	\$8,317,528	\$0
Bus subtotal	\$382,758,550	\$164,127,818	\$54,969,805	\$73,883,897	\$15,511,947	\$24,797,585	\$657,051	\$47,458,292	\$1,352,154
<i>Percent of Total</i>	<i>100%</i>	<i>42.9%</i>	<i>14.4%</i>	<i>19.3%</i>	<i>4.1%</i>	<i>6.5%</i>	<i>0.2%</i>	<i>12.4%</i>	<i>0.4%</i>
MetroRail Operating Subsidy									
Base Allocation	\$118,990,890	\$41,059,701	\$22,246,332	\$21,461,186	\$5,421,195	\$11,383,432	\$354,906	\$16,766,327	\$297,811
Modified bus routes	\$10,079,253	\$802,334	\$4,109,478	\$1,906,462	\$324,251	\$73,446	\$112,370	\$2,714,738	\$36,174
Rail Subtotal	\$129,070,143	\$41,862,035	\$26,355,810	\$23,367,648	\$5,745,446	\$11,456,878	\$467,276	\$19,481,065	\$333,985
<i>Percent of Total</i>	<i>100%</i>	<i>32.4%</i>	<i>20.4%</i>	<i>18.1%</i>	<i>4.5%</i>	<i>8.9%</i>	<i>0.4%</i>	<i>15.1%</i>	<i>0.3%</i>
MetroAccess Subsidy	\$110,152,748	\$27,334,901	\$23,394,898	\$44,413,116	\$1,022,712	\$1,131,386	\$306,578	\$12,409,775	\$139,381
<i>Percent of Total</i>	<i>100%</i>	<i>24.8%</i>	<i>21.2%</i>	<i>40.3%</i>	<i>0.9%</i>	<i>1.0%</i>	<i>0.3%</i>	<i>11.3%</i>	<i>0.1%</i>
Net Operating Subsidy	\$621,981,441	\$233,324,754	\$104,720,514	\$141,664,661	\$22,280,105	\$37,385,850	\$1,430,905	\$79,349,133	\$1,825,520
	<i>100%</i>	<i>37.5%</i>	<i>16.8%</i>	<i>22.8%</i>	<i>3.6%</i>	<i>6.0%</i>	<i>0.2%</i>	<i>12.8%</i>	<i>0.3%</i>
FY2010 Audit Adjustment	\$16,886,570	\$2,920,037	\$4,676,961	\$5,108,495	\$419,873	\$1,122,191	\$65,326	\$2,259,077	\$14,609
Total Net Operating Subsidy (Including FY2010 Audit Adj)	\$638,868,011	\$236,244,791	\$109,397,475	\$146,773,156	\$22,699,978	\$38,508,040	\$1,496,231	\$81,608,210	\$1,840,129
Total Debt Service	\$48,654,656	\$21,002,177	\$9,811,227	\$10,377,843	\$1,417,810	\$2,739,447	\$46,687	\$3,168,029	\$91,434
Jurisdictional Operating Funding	\$687,222,667	\$257,246,968	\$119,208,702	\$157,150,999	\$24,117,789	\$41,247,488	\$1,542,918	\$84,776,240	\$1,931,563

Capital Budget

Metro's jurisdictional partners support the capital budget by providing the required local match on federal formula grants, federal dedicated funding, and federal discretionary funding, and by providing "system performance funds" which allows Metro to have a larger capital budget than would otherwise be possible with only federal funding and required local matches. 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 Capital Funding Agreement, each jurisdiction's percent 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 3.9
Summary of State and Local Contributions for Capital (excludes Debt Repayment)
(Dollars in Thousands)

Line	Actual	Actual	Actual	Projected	FY 2011				FY 2011-12 Total		
					FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4		Total	
Jurisdictional Funding											
District of Columbia											
1	\$ 15,743	\$ 15,743	\$ 7,271	\$ 9,330	\$ 48,088	\$ 15,991	\$ 18,452	\$ 22,369	\$ 22,248	\$ 79,060	\$ 127,148
2	12,500	12,500	8,433	10,851	44,284	12,289	11,988	14,856	16,603	55,716	100,000
3	\$ 28,243	\$ 28,243	\$ 15,704	\$ 20,181	\$ 92,372	\$ 28,280	\$ 30,420	\$ 37,225	\$ 38,851	\$ 134,776	\$ 227,148
Maryland											
4	\$ 7,303	\$ 7,303	\$ 3,416	\$ 4,249	\$ 22,271	\$ 7,703	\$ 8,517	\$ 10,220	\$ 9,975	\$ 36,416	\$ 58,687
5	8,041	8,041	3,459	4,916	24,457	8,033	9,281	11,467	11,373	40,154	64,611
6	12,500	12,500	8,433	10,851	44,284	12,289	11,988	14,856	16,603	55,716	100,000
7	\$ 27,844	\$ 27,844	\$ 15,307	\$ 20,016	\$ 91,012	\$ 28,025	\$ 29,766	\$ 36,543	\$ 37,952	\$ 132,286	\$ 223,298
Virginia											
8	\$ 1,725	\$ 1,725	\$ 843	\$ 984	\$ 5,278	\$ 1,829	\$ 2,035	\$ 2,414	\$ 2,369	\$ 8,647	\$ 13,925
9	3,226	3,226	1,624	1,799	9,875	3,510	3,815	4,469	4,341	16,134	26,009
10	109	109	53	62	333	118	128	151	147	543	876
11	5,718	5,718	2,692	3,332	17,460	5,963	6,697	8,042	7,910	28,613	46,073
12	113	113	53	66	345	116	133	160	159	567	912
13	12,500	12,500	8,433	10,851	44,284	12,289	11,988	14,856	16,603	55,716	100,000
14	\$ 23,391	\$ 23,391	\$ 13,698	\$ 17,095	\$ 77,574	\$ 23,823	\$ 24,776	\$ 30,093	\$ 31,529	\$ 110,221	\$ 187,794
15	\$ 79,478	\$ 79,478	\$ 44,709	\$ 57,292	\$ 260,958	\$ 80,128	\$ 84,962	\$ 103,861	\$ 108,332	\$ 377,282	\$ 638,240
16					\$ 317,913						
17	Projected Variance from FY2011-16 CIP Budget				\$ (56,955)						

Please note that this billing table from the FY2012 Annual Work Plan remains valid until local contributions are reforecasted following the FY2011 Annual Reconciliation in October 2011.

Grant Funding

In FY2011, Metro entered a new era in grant funding with the addition of \$150 million in dedicated federal funds accompanied by \$150 million in dedicated local match funds. With the federal annual formula allocations, grant funding for the FY2012 capital program will approach \$400 million or over half of the total budget for the Capital Improvement Program (CIP).

In FY2012, Metro will continue to pursue smaller federal grants that are awarded through competition or regional cooperation. Numerous grant-funded projects will be ongoing in FY2012 for capital and operational security enhancements.

Operating Grants

Additional funding for the operating budget may be awarded through competitive or cooperative grants. Currently, Metro is pursuing funding to enhance operations through grants, within the Departments of Access Services and Metro Transit Police. Both departments participate in regional planning organizations for their respective disciplines. The regional planning bodies cooperatively establish priorities for grant funds that are allocated to the region from federal agencies. With the assistance of Grants Management, Metro creates grant applications in order to compete for a portion of the federal awards granted to the National Capital region.

Capital Grants

Federal grants support the CIP and have expedited the initiation of additional projects through the American Recovery and Reinvestment Act of 2009 (ARRA). Annual and ARRA grants have been allocated to Metro primarily through long-standing federal formulas. For the formula allocation, annual grants require a match while ARRA grants are fully funded by the federal government. 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.

Local Match Requirements

Matching funds requirements for grants varies by grantor, program, and purpose. Federal Transit Administration formula grants require matching funds for 20 percent of the cost and Passenger Rail Investment and Improvement Act (PRIIA) grants require matching funds for 50 percent of the 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.

FTA GRANTS (AUTHORIZED BY 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).

Dedicated Funding

- **Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432)**
 - The Federal FY2010 appropriation requires that Metro place 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 cars, installing guarded turnouts, purchasing equipment for wayside worker protection, and installation of rollback protection on rails cars lacking this upgraded safety feature.

Competitive

- Job Access and Reverse Commute program (JARC) (Section 5316) and New Freedom (Section 5317)
 - Provides funding for six trainers to deliver two-week long intensive training courses for using transit

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)***Formula***

- ARRA Transit Capital Assistance
 - Funds were allocated according to the formula for Section 5307 funds
 - ARRA projects are subject to the same eligibility requirements as the projects funded by annual appropriations under Section 5307
 - One-percent of the grant must be spent on transit enhancements

- ARRA Fixed Guideway Infrastructure Improvement
 - There are seven tiers within Section 5309 for funding allocation. Due to insufficient funding only tiers one, two, three and four received allocation. ARRA projects are subject to the same eligibility requirements as the projects funded by annual appropriations under Section 5309

SECURITY GRANTS

- Competitively awarded by the Department of Homeland Security based on cooperatively determined regional security priorities:
 - Transit Security Grant Program (TSGP) is funding enhancement of the alternate operations control center coupled with surveillance on bus and rail among other projects
 - Urbanized Area Security Initiative (UASI) funds are enhancing communications systems that are shared among Metro and other emergency responders in the region

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 FY2011. The annual jurisdictional debt service payment on the 2003 bond series is \$27.5 million and the bonds mature in FY2015.

In June 2009, Metro issued \$243.0 million of Gross Revenue Transit Refunding 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 \$21.0 million, reflecting an annual credit of \$1.4 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 FY2011 Metro decreased its line of credit availability from \$600 million to \$500 million. 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 (FY2012-FY2017) for \$5.2 billion. To support the CIP, long-term borrowing maybe required. This borrowing is not anticipated to happen until FY2013.

Table 3.10 provides a summary of Metro's gross revenue refunding bonds and gross revenue transit bonds.

Table 3.10
Gross Revenue Transit Refunding Bonds and Gross Revenue Transit Bonds
(Due in FY2012)

Gross Revenue Transit Bonds
(FY2012 Jurisdiction Funding)

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
Gross Revenue Transit Bonds:			
Series 2003			
Due to Bondholders 1/1/2012	\$ 12,480,000	\$ 1,256,825	\$ 13,736,825
Due to Bondholders 7/1/2012	12,795,000	944,825	13,739,825
Total	\$ 25,275,000	\$ 2,201,650	\$ 27,476,650
Gross Revenue Transit Bonds:			
Series 2009A			
Due to Bondholders 1/1/2012	\$ -	\$ 5,895,253	\$ 5,895,253
Due to Bondholders 7/1/2012	6,885,000	5,895,253	12,780,253
Total	\$ 6,885,000	\$ 11,790,506	\$ 18,675,506
Gross Revenue Transit Bonds:			
Series 2009B*			
Due to Bondholders 1/1/2012	\$ -	\$ 1,251,250	\$ 1,251,250
Due to Bondholders 7/1/2012		1,251,250	1,251,250
Total	\$ -	\$ 2,502,500	\$ 2,502,500

* Net of Build America Bond (BAB) credit

Table 3.11
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>

FY2012 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2012 and 7/1/2012.

Table 3.12
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	
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

* FY2012 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2012 and 7/1/2012.

Table 3.13
Jurisdictional Share of Capital FY2012 to FY2017 Debt Issuances
(Dollars in Thousands)

Line	Forecast		Annual Work Plan Year										
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17				
Projected Debt Issuances													
Debt Issuance													
1	\$ -	\$ -	\$ 145,936	\$ 16,863	\$ -	\$ 256,923	\$ 419,721	\$ 86,669	\$ 506,390				
2	-	-	1,745	776	-	2,577	5,098	1,300	6,398				
3	\$ -	\$ -	\$ 147,680	\$ 17,639	\$ -	\$ 259,499	\$ 424,819	\$ 87,969	\$ 512,787				
Projected Jurisdictional Share of Debt*													
District of Columbia													
4	\$ -	\$ -	\$ 55,385	\$ 6,615	\$ -	\$ 97,321	\$ 159,322	\$ 32,991	\$ 192,313				
5	\$ -	\$ -	\$ 55,385	\$ 6,615	\$ -	\$ 97,321	\$ 159,322	\$ 32,991	\$ 192,313				
Maryland													
6	\$ -	\$ -	\$ 25,693	\$ 3,069	\$ -	\$ 45,147	\$ 73,909	\$ 15,305	\$ 89,213				
7	-	-	28,289	3,379	-	49,708	81,376	16,851	98,227				
8	\$ -	\$ -	\$ 53,982	\$ 6,448	\$ -	\$ 94,855	\$ 155,284	\$ 32,155	\$ 187,440				
Virginia													
9	\$ -	\$ -	\$ 6,069	\$ 725	\$ -	\$ 10,665	\$ 17,460	\$ 3,615	\$ 21,075				
10	-	-	11,348	1,355	-	19,941	32,645	6,760	39,404				
11	-	-	383	46	-	673	1,101	228	1,330				
12	-	-	20,116	2,403	-	35,347	57,865	11,982	69,847				
13	-	-	397	47	-	698	1,142	236	1,378				
14	\$ -	\$ -	\$ 38,313	\$ 4,576	\$ -	\$ 67,323	\$ 110,212	\$ 22,822	\$ 133,034				
15	\$ -	\$ -	\$ 147,680	\$ 17,639	\$ -	\$ 259,499	\$ 424,819	\$ 87,969	\$ 512,787				

*Blended Jurisdictional allocation percentages have been utilized in these calculations.

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 3.14
Debt Service for FY2012 to FY2017 Debt Issuances
(Dollars in Thousands)

Line	FY2013 Issuance Interest Rate: 5.25%		FY2014 Issuance Interest Rate: 5.50%		FY2015 Issuance Interest Rate: 5.75%		FY2016 Issuance Interest Rate: 6.00%		FY2011-16		FY2017 Issuance Interest Rate: 6.25%		FY2011-17	
	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.
1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	4,076	7,753	-	-	-	-	-	-	4,076	7,753	-	-	4,076	7,753
4	4,196	7,539	487	970	-	-	-	-	4,683	8,509	-	-	4,683	8,509
5	4,320	7,319	501	943	-	-	-	-	4,821	8,262	-	-	4,821	8,262
6	4,448	7,092	516	916	-	-	-	-	12,126	23,578	-	-	12,126	23,578
7	\$ 17,040	\$ 29,703	\$ 1,504	\$ 2,829	\$ -	\$ -	\$ 7,162	\$ 15,570	\$ 25,706	\$ 48,103	\$ -	\$ -	\$ 25,706	\$ 48,103
8	\$ 4,579	\$ 6,859	\$ 531	\$ 887	\$ -	\$ -	\$ 7,374	\$ 15,140	\$ 12,484	\$ 22,886	\$ 2,428	\$ 5,498	\$ 14,912	\$ 28,384
9	4,714	6,618	547	858	-	-	7,591	14,698	12,852	22,174	2,500	5,346	15,352	27,521
10	4,853	6,371	563	828	-	-	7,815	14,242	13,232	21,441	2,573	5,190	15,805	26,631
11	4,997	6,116	580	797	-	-	8,046	13,773	13,623	20,886	2,649	5,029	16,272	25,716
12	5,144	5,854	597	765	-	-	8,284	13,291	14,025	19,909	2,728	4,864	16,752	24,773
13	5,296	5,583	614	732	-	-	8,528	12,794	14,439	19,110	2,808	4,693	17,247	23,803
14	5,452	5,305	633	699	-	-	8,780	12,282	14,865	18,286	2,891	4,518	17,756	22,804
15	5,613	5,019	651	664	-	-	9,039	11,755	15,304	17,438	2,976	4,337	18,280	21,775
16	5,779	4,724	670	628	-	-	9,306	11,213	15,756	16,565	3,064	4,151	18,820	20,716
17	5,950	4,421	690	591	-	-	9,581	10,684	16,221	15,667	3,155	3,959	19,376	19,626
18	6,125	4,109	711	553	-	-	9,864	10,080	16,700	14,741	3,248	3,762	19,948	18,504
19	6,306	3,787	732	514	-	-	10,155	9,488	17,193	13,789	3,344	3,559	20,537	17,348
20	6,492	3,456	753	474	-	-	10,455	8,878	17,700	12,808	3,442	3,350	21,143	16,159
21	6,684	3,115	775	432	-	-	10,763	8,251	18,223	11,799	3,544	3,135	21,767	14,934
22	6,881	2,764	798	390	-	-	11,081	7,605	18,761	10,759	3,649	2,914	22,410	13,673
23	7,085	2,403	822	346	-	-	11,408	6,940	19,315	9,689	3,756	2,686	23,071	12,375
24	7,294	2,031	846	301	-	-	11,745	6,256	19,885	8,588	3,867	2,451	23,753	11,038
25	7,509	1,648	871	254	-	-	12,092	5,551	20,472	7,454	3,982	2,209	24,454	9,663
26	7,731	1,254	897	206	-	-	12,449	4,826	21,077	6,286	4,099	1,960	25,176	8,246
27	7,959	848	923	157	-	-	12,816	4,079	21,699	5,084	4,220	1,704	25,919	6,788
28	8,194	430	951	106	-	-	13,195	3,310	22,340	3,846	4,345	1,440	26,684	5,286
29	-	0	979	54	-	-	13,584	2,518	14,563	2,572	4,473	1,169	19,036	3,741
30	-	0	-	0	-	-	13,985	1,703	13,985	1,703	4,605	889	18,590	2,592
31	-	0	-	0	-	-	14,398	864	14,398	864	4,741	601	19,139	1,465
32	-	0	-	0	-	-	-	0	-	0	4,881	305	4,881	305
33	-	0	-	0	-	-	-	0	-	0	-	0	-	0
34	\$ 147,680	\$ 112,420	\$ 17,639	\$ 14,067	\$ -	\$ -	\$ 259,499	\$ 225,761	\$ 424,819	\$ 352,248	\$ 87,969	\$ 79,721	\$ 512,787	\$ 431,968

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 3.15
Debt Service for FY2012 to FY2017 Jurisdictional Breakout
(Dollars in Thousands)

Line	Forecast		FY2011-17 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.	Prin.	Int.	Prin.	Int.	
1																					
2																					
3	4,076	7,753	1,529	2,908	709	1,349	781	1,485	168	319	313	596	11	20	555	1,056	11	21			
4	4,683	8,509	1,756	3,191	815	1,480	897	1,630	192	350	360	654	12	22	638	1,159	13	23			
5	4,821	8,262	1,808	3,099	839	1,437	924	1,583	198	340	370	635	13	21	657	1,125	13	22			
6	12,126	23,578	4,548	8,843	2,110	4,102	2,323	4,516	498	969	932	1,812	31	61	1,662	3,212	33	63			
7	25,706	48,103	9,641	18,040	4,472	8,369	4,924	9,214	1,057	1,977	1,975	3,696	67	125	3,501	6,552	69	129			
8																					
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34	512,787	431,968	192,313	162,003	89,213	75,152	98,227	82,745	21,075	17,753	39,404	33,194	1,330	1,120	69,847	58,839	1,378	1,161			

*Blended Jurisdictional allocation percentages have been utilized in these calculations.

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

Sources and Uses of Funds by Mode	IV-2
Metrobus	IV-7
Metrorail	IV-22
MetroAccess	IV-35
Operating Reimbursable Projects	IV-42

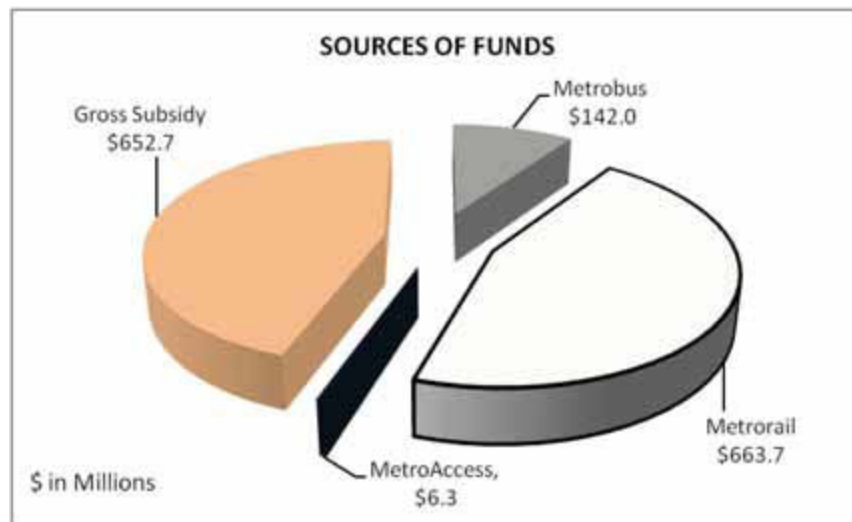
Chapter IV. Operating Budget

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 Fiscal Year 2012 Operating Budget Approved: \$1.5 Billion

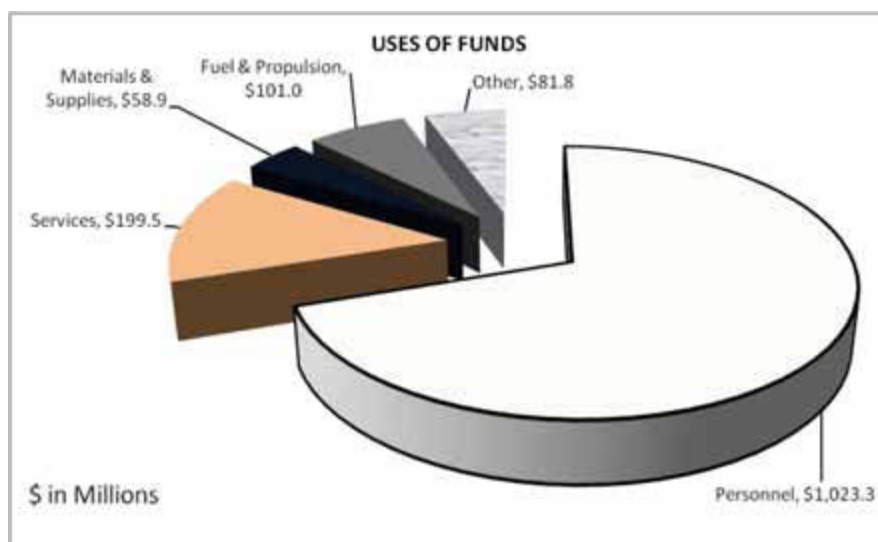
Where it Comes From

The largest source of revenue comes from Metrorail, \$663.7 million or 45.0 percent. The majority of Metrorail revenue is passenger revenue. Jurisdictional subsidies are the second largest source of funding. The gross subsidy is \$652.7 million or 44.6 percent. Gross subsidy is total revenues less total expenses; it does not reflect the preventive maintenance credit.



Where it Goes

The largest operating budget expenditure is personnel costs at \$1,023 million or 69.9 percent followed by service expenses totaling \$199.5 million or 13.6 percent.



Note: Operating Budget excludes reimbursable operating project expenses.

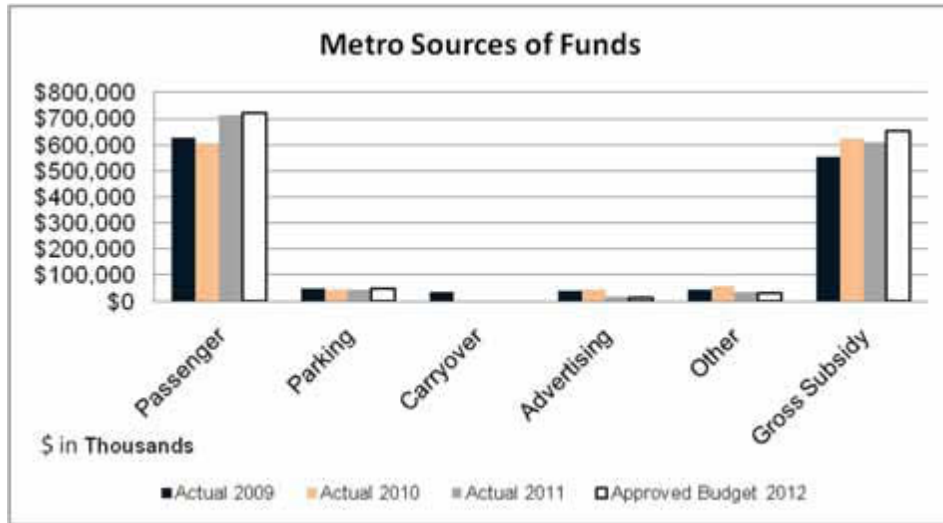
Table 4.1

OPERATING BUDGET REVENUES AND EXPENSES				
<i>(Dollars in Thousands)</i>	Approved Budget			
	<u>FY2012</u>	<u>Metrobus</u>	<u>Metrorail</u>	<u>MetroAccess</u>
REVENUES				
Passenger	\$712,904	\$124,993	\$581,659	\$6,252
Other Passenger	\$7,000	\$4,866	\$2,134	\$0
Parking	\$47,842	\$0	\$47,842	\$0
Charter	\$0	\$0	\$0	\$0
Advertising	\$15,000	\$10,050	\$4,950	\$0
Joint Development	\$6,450	\$0	\$6,450	\$0
Other	\$7,129	\$1,750	\$5,379	\$0
Employee Parking	\$240	\$120	\$120	\$0
Interest	\$515	\$185	\$330	\$0
Fiber Optics	\$14,840	\$0	\$14,840	\$0
Total Revenues	\$811,920	\$141,964	\$663,704	\$6,252
EXPENSES				
Personnel	\$1,023,312	\$414,891	\$601,582	\$6,839
Services	\$199,507	\$32,490	\$59,289	\$107,728
Materials & Supplies	\$58,939	\$21,984	\$36,310	\$645
Fuel & Propulsion Power	\$101,020	\$40,099	\$60,921	\$0
Utilities	\$47,230	\$9,527	\$37,591	\$112
Casualty & Liability	\$28,746	\$12,484	\$15,968	\$294
Leases & Rentals	\$5,193	\$1,768	\$2,702	\$723
Miscellaneous	\$5,034	\$1,993	\$2,978	\$63
Reimbursements	(\$4,380)	(\$74)	(\$4,306)	\$0
Total Expenses	\$1,464,601	\$535,161	\$813,036	\$116,405
GROSS SUBSIDY	\$652,681	\$393,197	\$149,332	\$110,153
Less: Preventive Maint	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Net Operating Subsidy	\$621,981	\$382,759	\$129,070	\$110,153
Cost Recovery Ratio	55.4%	26.5%	81.6%	5.4%

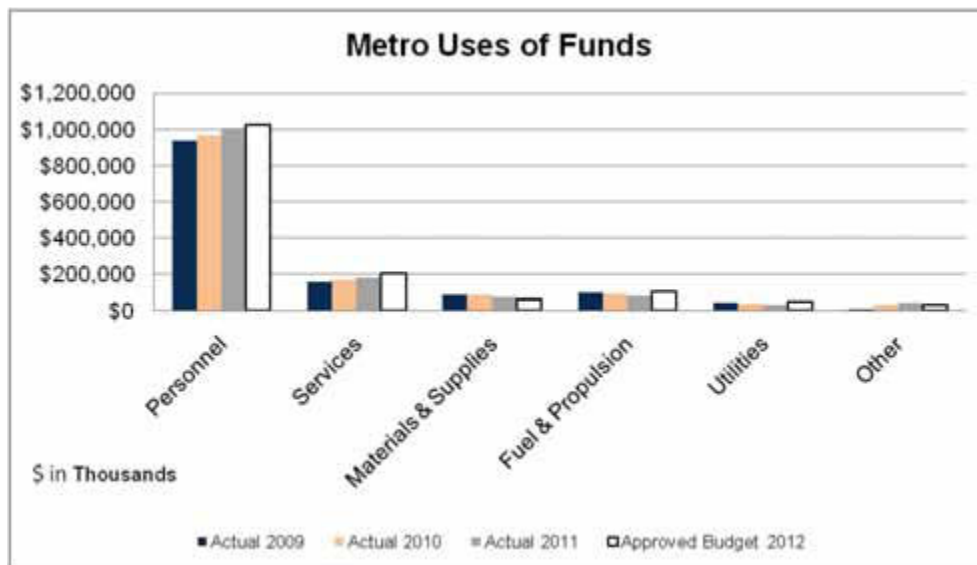
Table 4.2

OPERATING BUDGET REVENUES AND EXPENSES					
<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change
REVENUES					
Passenger	620,979	597,800	707,161	712,904	5,743
Other Passenger	7,771	8,599	4,424	7,000	2,576
Carryover	36,200				
Parking	47,418	45,589	43,297	47,842	4,545
Charter	255	0	0	0	0
Advertising	38,320	42,104	17,518	15,000	(2,518)
Joint Development	8,161	9,848	8,114	6,450	(1,664)
Other	21,130	34,382	11,444	7,129	(4,315)
Employee Parking	169	174	161	240	79
Interest	1,011	169	230	515	285
Fiber Optics	14,018	14,313	14,222	14,840	618
Total Revenues	795,431	752,978	806,571	811,920	5,348
EXPENSES					
Personnel	937,013	967,898	1,007,311	1,023,312	16,001
Services	152,666	169,993	177,697	199,507	21,810
Materials & Supplies	82,348	82,441	76,025	58,939	(17,086)
Fuel & Propulsion Power	98,893	88,112	80,524	101,020	20,496
Utilities	44,186	36,857	33,649	47,230	13,581
Casualty & Liability	27,630	27,866	37,901	28,746	(9,155)
Leases & Rentals	4,195	4,404	4,672	5,193	521
Miscellaneous	3,589	3,729	4,349	5,034	685
Reimbursements	(3,476)	(3,906)	(4,558)	(4,380)	178
Total Expenses	1,347,042	1,377,394	1,417,569	1,464,601	47,032
GROSS SUBSIDY	551,611	624,416	610,998	652,681	41,684
Less: Preventive Maint	(20,700)	(30,700)	(60,700)	(30,700)	30,000
Operating Reserve (ARRA)	0	(11,087)	0	0	0
Net Local Subsidy	530,911	582,629	550,298	621,981	71,684
Cost Recovery Ratio	59.1%	54.7%	56.9%	55.4%	-1.5%

For the period from FY2009 to FY2012, passenger fares continue to be the main source of revenue, growing by \$91.9 million or 14.8 percent. Gross subsidy grew by \$72.8 million or 13.2 percent in FY2010 and decreased by \$13.4 million or 2.2 percent in FY2011. It is budgeted to grow by \$41.7 million or 6.8 percent in FY2012.



FY2012 personnel costs for the operating budget are \$1.02 billion, a projected increase of \$16.0 million or 1.6 percent over FY2011. These cost increases are driven by a combination of union contract increases and changes in staffing levels. FY2012 service expenses for the operating budget are \$199.5 million, an increase of \$21.8 million, or 12.3 percent, over FY2011. These increases are due mainly to additional demand and costs for the paratransit service.



OPERATING EXPENSE BUDGET
Authority-Wide

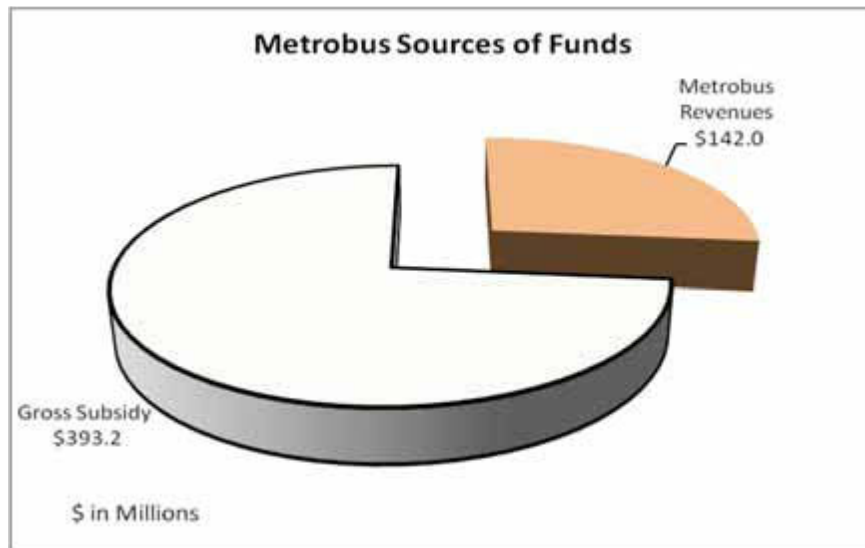
Table 4.3

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$201,894	\$206,243	\$207,130	\$212,359	\$5,229	2.5%
Full-Time Salaries	\$189,984	\$193,800	\$192,498	\$208,347	\$15,850	
Salary Lapse	\$0	\$0	\$0	(\$4,543)	(\$4,543)	
Overtime Salaries	\$11,910	\$12,443	\$14,633	\$8,555	(\$6,078)	
Wages (Total)	\$467,730	\$471,293	\$486,371	\$497,762	\$11,391	2.3%
Operator/StaMgr Wages	\$196,790	\$193,336	\$203,866	\$216,700	\$12,834	
Operator/StaMgr Overtime	\$31,604	\$38,562	\$39,858	\$35,636	(\$4,222)	
Full Time Wages	\$220,727	\$215,231	\$217,235	\$239,270	\$22,034	
Wage Lapse	\$0	\$0	\$0	(\$6,771)	(\$6,771)	
Overtime Wages	\$18,609	\$24,164	\$25,411	\$12,927	(\$12,484)	
TOTAL SALARIES AND WAGES	\$669,624	\$677,537	\$693,501	\$710,121	\$16,620	2.4%
Fringes (Total)	\$267,388	\$290,361	\$313,811	\$313,191	(\$619)	-0.2%
Fringe Health	\$127,863	\$134,397	\$139,595	\$141,888	\$2,294	
Fringe Pension	\$64,306	\$85,128	\$102,853	\$94,856	(\$7,997)	
Other Fringe Benefits	\$52,833	\$52,381	\$51,721	\$58,978	\$7,257	
Workers Compensation	\$22,386	\$18,456	\$19,642	\$17,469	(\$2,173)	
TOTAL PERSONNEL COST	\$937,013	\$967,898	\$1,007,311	\$1,023,312	\$16,001	1.6%
Services (Total)	\$152,666	\$169,993	\$177,697	\$199,507	\$21,810	12.3%
Management Fee	\$3,809	\$3,626	\$3,227	\$1,664	(\$1,562)	
Professional & Technical	\$15,142	\$16,091	\$19,296	\$23,461	\$4,165	
Temporary Help	\$2,475	\$3,367	\$3,012	\$2,392	(\$620)	
Contract Maintenance	\$30,661	\$35,765	\$31,719	\$36,582	\$4,864	
Custodial Services	\$3	\$49	\$27	\$144	\$117	
Paratransit	\$78,521	\$92,214	\$96,686	\$105,823	\$9,137	
Other	\$22,055	\$18,881	\$23,731	\$29,441	\$5,710	
Materials & Supplies (Total)	\$82,348	\$82,441	\$76,025	\$58,939	(\$17,086)	-22.5%
Fuel and Lubricants	\$4,737	\$4,496	\$4,981	\$5,144	\$163	
Tires	\$4,619	\$4,762	\$5,564	\$5,617	\$53	
Other	\$72,992	\$73,183	\$65,480	\$48,178	(\$17,302)	
Fuel & Propulsion (Total)	\$98,893	\$88,112	\$80,524	\$101,020	\$20,496	25.5%
Diesel Fuel	\$26,913	\$23,322	\$25,873	\$30,576	\$4,703	
Propulsion Power	\$66,488	\$57,399	\$51,010	\$60,921	\$9,912	
Clean Natural Gas	\$5,492	\$7,391	\$3,642	\$9,523	\$5,881	
Utilities (Total)	\$44,186	\$36,857	\$33,649	\$47,230	\$13,581	40.4%
Electricity and Gas	\$40,316	\$32,771	\$29,161	\$41,781	\$12,620	
Utilities - Other	\$3,870	\$4,086	\$4,488	\$5,449	\$961	
Casualty & Liability (Total)	\$27,630	\$27,866	\$37,901	\$28,746	(\$9,155)	-24.2%
Insurance	\$7,980	\$11,903	\$12,596	\$12,675	\$79	
Claims	\$19,650	\$15,963	\$25,305	\$16,071	(\$9,234)	
Leases (Total)	\$4,195	\$4,404	\$4,672	\$5,193	\$521	11.1%
Property	\$1,605	\$2,037	\$2,490	\$2,443	(\$47)	
Equipment	\$2,589	\$2,367	\$2,183	\$2,750	\$567	
Miscellaneous (Total)	\$3,589	\$3,729	\$4,349	\$5,034	\$685	15.8%
Dues And Subscriptions	\$244	\$312	\$308	\$487	\$179	
Conferences and Meetings	\$183	\$135	\$117	\$350	\$233	
Business Travel/Public Hrg	\$399	\$726	\$258	\$762	\$504	
Interview & Relocation	\$59	\$135	\$175	\$26	(\$149)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$2,064	\$1,546	\$2,019	\$2,381	\$362	
Other	\$640	\$874	\$1,472	\$1,028	(\$444)	
Reimbursements (Total)	(\$24,176)	(\$3,906)	(\$4,558)	(\$4,380)	\$178	-3.9%
Reimbursements	(\$24,176)	(\$3,906)	(\$4,558)	(\$4,380)	\$178	
TOTAL NONPERSONNEL COST	\$389,329	\$409,496	\$410,258	\$441,289	\$31,031	7.6%
TOTAL COST	\$1,326,342	\$1,377,394	\$1,417,569	\$1,464,601	\$47,032	3.3%

Metrobus Fiscal Year 2012 Approved: \$535.2 Million

Where it Comes From

For the FY2012 Approved Budget, Metrobus is funded mainly by gross subsidy of \$393.2 million, or 73.5 percent. Passenger fares are 23.4 percent of funding.



Where it Goes

Personnel expenses for FY2012 make up the largest portion of the budget at \$414.9 million, or 77.5 percent, of total expenditures.

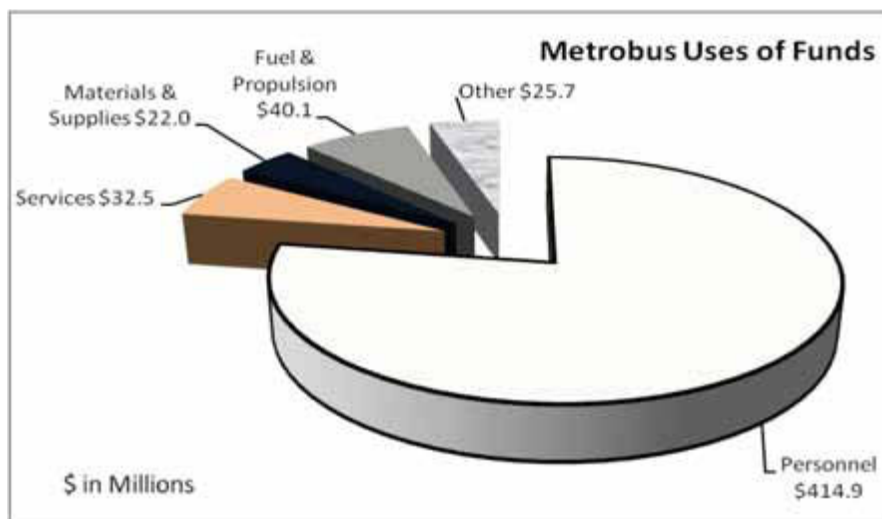
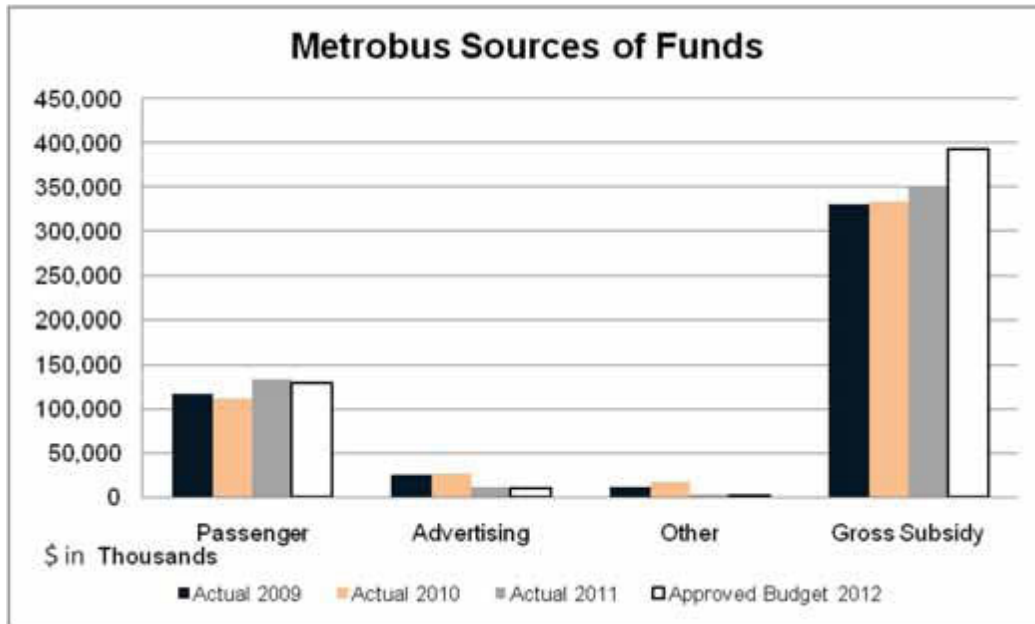


Table 4.4
Revenue, Expenses and Funding Source
(Dollars in Thousands)

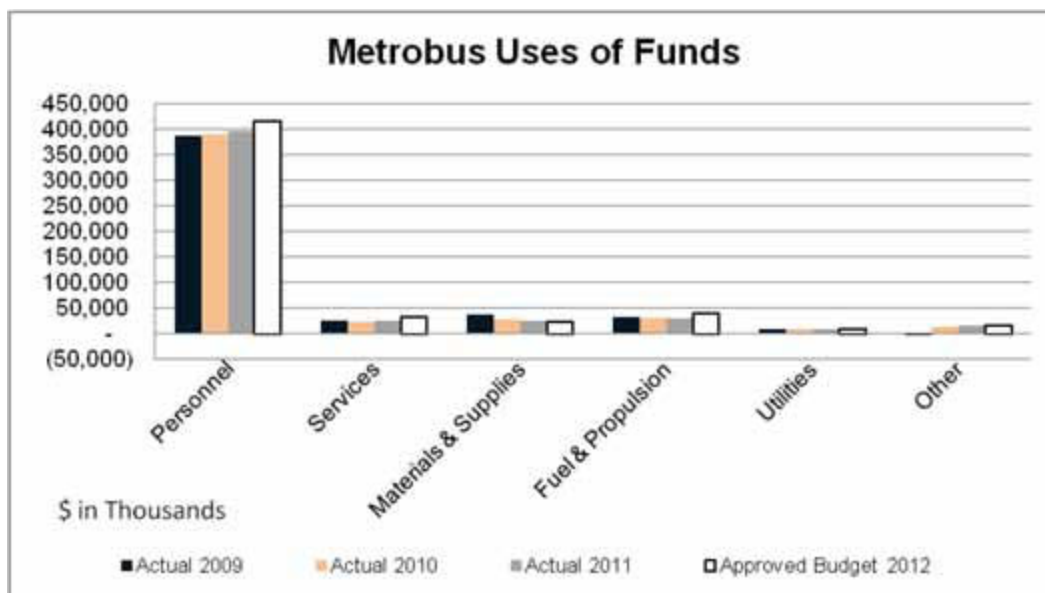
METROBUS BY ACCOUNT

	<u>Actual 2009</u>	<u>Actual 2010</u>	<u>Actual 2011</u>	<u>Approved Budget 2012</u>	<u>Change</u>
REVENUES					
Passenger	111,306	105,690	131,432	124,993	(6,439)
Other Passenger	5,037	6,237	1,452	4,866	3,414
Carryover	0	0	0	0	0
Parking	40	0	0	0	0
Charter	255	0	0	0	0
Advertising	25,873	26,927	11,737	10,050	(1,687)
Joint Development	0	1	23	0	(23)
Other	10,344	16,239	3,363	1,750	(1,613)
Employee Parking	20	43	86	120	34
Interest	676	166	214	185	(29)
Fiber Optics	32	0	0	0	0
Total Revenues	153,583	155,302	148,308	141,964	(6,344)
EXPENSES					
Personnel	385,553	388,206	396,923	414,891	17,968
Services	26,083	22,797	25,105	32,490	7,385
Materials & Supplies	36,119	27,718	25,496	21,984	(3,513)
Fuel & Propulsion Power	32,333	30,801	29,667	40,099	10,432
Utilities	8,564	7,537	7,508	9,527	2,018
Casualty & Liability	10,021	9,522	12,667	12,484	(183)
Leases & Rentals	1,696	1,708	1,605	1,768	163
Miscellaneous	1,555	1,211	2,270	1,993	(277)
Reimbursements	(18,001)	(273)	(1,071)	(74)	997
Total Expenses	483,924	489,226	500,170	535,161	34,991
GROSS SUBSIDY	330,340	333,924	351,862	393,197	41,335
Less: Preventative Maint	(18,000)	(30,700)	(20,638)	(10,438)	10,200
Operating Reserve	0	0	0	0	0
Net Local Subsidy	312,340	303,224	331,224	382,759	51,535
Cost Recovery Ratio	31.7%	31.7%	29.7%	26.5%	-3.1%

Gross subsidy, the main source of funding for Metrobus, grew by \$17.9 million or 5.4 percent in FY2011 and is projected to increase by \$41.3 million or 11.7 percent in FY2012.



Personnel costs grew by \$8.7 million or 2.2 percent in FY2011 and are projected to grow by \$18.0 million or 4.5 percent in FY2012. Services grew by \$2.3 million or 10.1 percent in FY2011 and are projected to grow by \$7.4 million or 29.4 percent in FY2012. Materials and Supplies decreased by \$2.2 million or 8.0 percent in FY2011; they are projected to decrease by \$3.5 million or 13.8 percent in FY2012. Other expenses remain relatively flat.



OPERATING EXPENSE BUDGET
METROBUS MODE

Table 4.5

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$59,850	\$56,308	\$52,694	\$59,878	\$7,184	13.6%
Full-Time Salaries	\$58,701	\$55,142	\$51,236	\$59,893	\$8,657	
Salary Lapse	\$0	\$0	\$0	(\$1,561)	(\$1,561)	
Overtime Salaries	\$1,149	\$1,166	\$1,458	\$1,546	\$87	
Wages (Total)	\$215,991	\$213,273	\$219,565	\$227,926	\$8,361	3.8%
Operator/StaMgr Wages	\$129,205	\$127,704	\$135,833	\$137,818	\$1,985	
Operator/StaMgr Overtime	\$20,012	\$22,546	\$22,288	\$23,365	\$1,077	
Full Time Wages	\$62,185	\$57,697	\$55,997	\$63,535	\$7,538	
Wage Lapse	\$0	\$0	\$0	(\$1,705)	(\$1,705)	
Overtime Wages	\$4,589	\$5,325	\$5,447	\$4,913	(\$534)	
TOTAL SALARIES AND WAGES	\$275,841	\$269,581	\$272,260	\$287,804	\$15,544	5.7%
Fringes (Total)	\$109,712	\$118,625	\$124,663	\$127,087	\$2,424	1.9%
Fringe Health	\$56,807	\$60,526	\$61,499	\$57,486	(\$4,013)	
Fringe Pension	\$28,008	\$37,601	\$43,578	\$38,431	(\$5,147)	
Other Fringe Benefits	\$15,450	\$10,524	\$9,788	\$24,067	\$14,279	
Workers Compensation	\$9,446	\$9,975	\$9,798	\$7,102	(\$2,696)	
TOTAL PERSONNEL COST	\$385,553	\$388,206	\$396,923	\$414,891	\$17,968	4.5%
Services (Total)	\$26,083	\$22,797	\$25,105	\$32,490	\$7,385	29.4%
Management Fee	\$53	\$1	\$0	\$0	\$0	
Professional & Technical	\$6,293	\$6,448	\$6,705	\$8,881	\$2,177	
Temporary Help	\$226	\$1,225	\$682	\$746	\$64	
Contract Maintenance	\$10,938	\$13,798	\$11,311	\$14,620	\$3,309	
Custodial Services	\$0	\$49	\$25	\$144	\$119	
Paratransit	\$6	\$117	\$12	\$0	(\$12)	
Other	\$8,566	\$1,159	\$6,370	\$8,098	\$1,729	
Materials & Supplies (Total)	\$36,119	\$27,718	\$25,496	\$21,984	(\$3,513)	-13.8%
Fuel and Lubricants	\$3,152	\$2,981	\$2,843	\$3,158	\$316	
Tires	\$4,455	\$4,626	\$5,437	\$5,489	\$52	
Other	\$28,512	\$20,110	\$17,217	\$13,337	(\$3,880)	
Fuel & Propulsion (Total)	\$32,333	\$30,801	\$29,667	\$40,099	\$10,432	35.2%
Diesel Fuel	\$26,908	\$23,316	\$25,873	\$30,576	\$4,703	
Propulsion Power	\$0	\$423	\$152	\$0	(\$152)	
Clean Natural Gas	\$5,425	\$7,062	\$3,642	\$9,523	\$5,881	
Utilities (Total)	\$8,564	\$7,537	\$7,508	\$9,527	\$2,018	26.9%
Electricity and Gas	\$7,006	\$6,090	\$5,777	\$7,790	\$2,013	
Utilities - Other	\$1,558	\$1,448	\$1,731	\$1,736	\$5	
Casualty & Liability (Total)	\$10,021	\$9,522	\$12,667	\$12,484	(\$183)	-1.4%
Insurance	\$2,115	\$3,148	\$3,277	\$4,995	\$1,718	
Claims	\$7,907	\$6,374	\$9,390	\$7,489	(\$1,901)	
Leases (Total)	\$1,696	\$1,708	\$1,605	\$1,768	\$163	10.2%
Property	\$1,192	\$1,308	\$1,319	\$1,233	(\$86)	
Equipment	\$504	\$400	\$286	\$535	\$249	
Miscellaneous (Total)	\$1,555	\$1,211	\$2,270	\$1,993	(\$277)	-12.2%
Dues And Subscriptions	\$91	\$105	\$120	\$193	\$73	
Conferences and Meetings	\$45	\$40	\$33	\$124	\$91	
Business Travel/Public Hrg	\$97	\$96	\$67	\$193	\$126	
Interview & Relocation	\$22	\$52	\$63	\$9	(\$54)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1,087	\$695	\$1,494	\$1,125	(\$370)	
Other	\$213	\$224	\$493	\$348	(\$145)	
Reimbursements (Total)	(\$18,001)	(\$273)	(\$1,071)	(\$74)	\$997	-93.1%
Reimbursements	(\$18,001)	(\$273)	(\$1,071)	(\$74)	\$997	
TOTAL NONPERSONNEL COST	\$98,371	\$101,021	\$103,247	\$120,270	\$17,023	16.5%
TOTAL COST	\$483,924	\$489,226	\$500,170	\$535,161	\$34,991	7.0%

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.

Table 4.6
Metrobus Statistics: FY2009 - FY2012

	FY2009 Actual	FY2010 Actual	FY2011 Actual	FY2012 Approved
STATISTICS:				
Total Bus Miles (000s)	50,682	49,929	49,964	50,019
Revenue (budget) Bus Miles (000s)	39,690	39,109	38,895	39,615
Total Passengers (000s)	133,775	123,670	125,050	124,131
Bus Fleet Size (Year End)	1,507	1,512	1,482	1,496
Total Passenger Revenue (\$000s)	\$111,306	\$105,690	\$131,432	\$124,993
Total Operating Revenue (000s)	\$153,583	\$155,302	\$151,718	\$141,964
Total Operating Expenses (000s)	\$501,924	\$489,226	\$537,858	\$535,161
Gross Subsidy (000s)	\$348,341	\$351,862	\$386,141	\$393,197
RATIOS:				
Cost Per Total Bus Mile	9.90	9.80	10.76	10.70
Passengers Per Bus	88.77	81.79	84.38	82.98
Passengers Per Scheduled Bus Mile	3.37	3.16	3.22	3.13
Cost Per Passenger	\$3.75	\$3.96	\$4.30	\$4.31
Subsidy Per Passenger	\$2.60	\$2.85	\$3.09	\$3.17
Average Passenger Fare *	\$0.83	\$0.85	\$1.05	\$1.01
Percentage of Operating Cost Recovered from Passenger Revenues	22.2%	21.6%	24.4%	23.4%
Percentage of Operating Cost Recovered from all Operating Revenues	30.6%	31.7%	28.2%	26.5%

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

Table 4.7
Active Bus Fleet: FY2012

	MAXIMUM SCHEDULED FLEET	TOTAL ACTIVE FLEET
Fiscal 2011 End of Year	1,241	1,482
Fiscal 2012 End of Year *	1,257	1,487

Table 4.8
Average Age of Bus Fleet at End of FY2012

<u>MANUFACTURER</u>	<u>YEAR ENTERED SERVICE</u>	<u>NUMBER OF BUSES</u>	<u>AVERAGE AGE</u>
ORION (V)	1997	51	15
ORION V)	2000	132	12
ORION (VI)	2000	96	12
NEW CNG	2001	99	11
NEW CNG	2002	64	10
NEOPLAN	2003	21	9
ORION VII - CNG	2005	250	7
HYBRID ELECTRIC	2006	50	6
CLEAN DIESEL	2006	117	6
NEW FLYER - CNG	2007	25	5
TAGS	2007	6	5
NABI	2008	22	4
NEW FLYER - HYBRID	2008	103	4
NEW FLYER - HYBRID	2009	100	3
NEW FLYER - HYBRID	2010	148	2
NEW FLYER - EXCEL	2011	100	1
NEW FLYER - EXCEL	2012	103	0
TOTAL		1,487	6.46

Table 4.9
Bus Fleet Size by Garage: FY 2012

Garage	Fiscal 2012 Maximum Scheduled Fleet *	Total Fleet	Spare Ratio
Bladensburg	240	284	15.5%
Northern	141	170	17.1%
Western	108	125	13.6%
Southern Avenue Annex	114	132	13.6%
Four Mile Run	193	238	18.9%
Royal	65	75	13.3%
Landover	143	168	14.9%
Montgomery	170	200	15.0%
West Ox	83	95	12.6%
SYSTEM TOTAL	1,257	1,487	15.5%

* Maximum scheduled fleet Includes 25 strategic buses

Table 4.10
Comparison of Bus Miles Operated: FY2009 - FY2012

	FY2009 Approved	FY2010 Approved	FY2011 Approved	FY2012 Approved
Total Scheduled	49,612,427	48,885,836	48,919,563	49,309,732
Strategic	340,000	340,000	340,000	-
Sub-Contract	-	-	-	-
Special Service	100,000	100,000	100,000	100,000
Change-Offs	266,000	262,000	263,000	265,000
Yard Work	467,258	444,329	445,109	448,670
Missed Trips	(104,000)	(103,000)	(103,200)	(104,000)
Total Unscheduled	1,069,258	1,043,329	1,044,909	709,670
TOTAL MILES	50,681,685	49,929,165	49,964,472	50,019,402
Estimated miles of articulated bus included in above	2,597,410	2,597,410	2,597,000	2,597,000

*Strategic mileage is included in the FY2012 scheduled miles

Table 4.11
Bus Operator Payhours: FY2012

Category	FY2012 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + OT)*	4,845,353	\$25.95	\$125,730,396
Subtotal:	4,845,353		\$125,730,396
Non-Scheduled OT/Special Event	56,478	\$25.95	\$1,465,528
Standing Extra	38,756	\$25.95	\$1,005,666
Utility	64,625	\$25.95	\$1,676,932
Training	203,634	\$25.95	\$5,284,029
Miscellaneous	143,115	\$25.95	\$3,713,642
Guarantees	93,044	\$25.95	\$2,414,367
Funeral Leave	7,511	\$25.95	\$194,900
Jury Duty	5,028	\$25.95	\$130,470
Vacation	377,520	\$25.95	\$9,796,136
Sick	219,968	\$25.95	\$5,707,874
Holiday	220,456	\$25.95	\$5,720,537
Subtotal:	1,430,135		\$37,110,081
Grand Total:	6,275,488	\$25.95	\$162,840,477

* Operators of strategic buses are included in the FY2012 Scheduled Pay Hours

Table 4.12

Metrobus Route Summary: FY2012

	ANNUAL PLATFORM HOURS				
	TOTAL SERVICE FY2008	TOTAL SERVICE FY2009	TOTAL SERVICE FY2010	TOTAL SERVICE FY2011	TOTAL SERVICE FY2012
Regional Routes					
District of Columbia	1,541,272	1,604,118	1,615,035	1,616,829	1,637,513
Maryland	802,985	828,900	828,831	830,288	822,385
Virginia	682,654	695,785	731,804	738,549	743,905
Totals for Regional:	3,026,911	3,128,803	3,175,671	3,185,666	3,203,803
Non-Regional Routes					
District of Columbia	395,331	422,232	417,155	415,015	396,675
Maryland	342,285	389,966	384,846	385,773	396,675
Virginia	128,012	137,854	104,746	104,476	103,320
Totals for Non-Regional:	865,628	950,052	906,747	905,264	896,670
Reimbursable Routes					
District of Columbia	74,873	-	-	-	-
Maryland	41,580	-	-	-	-
Virginia	18,743	5,998	-	-	-
Totals for Reimbursable:	135,196	5,998	-	-	-
TOTAL METROBUS ROUTES	4,027,735	4,084,853	4,082,418	4,090,930	4,100,474

Regional and Non-Regional Metrobus Routes

Metrobus routes are designated as either regional or non-regional. The cost of providing Metrobus service on regional routes is allocated to all of the Metro contributing jurisdictions. Costs associated with non-regional are allocated to a greater degree to the jurisdiction receiving the benefit of the non-regional route.

The Metro Board of Directors approves the designation of regional or non-regional Metrobus routes. The factors used in making the determination of regional and non-regional routes are:

- 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 FY2012 budget, the cost per platform hour for regional routes is \$137.85; for non-regional routes the cost per hour platform is \$104.30.

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

REGIONAL ROUTES

DISTRICT OF COLUMBIA ROUTES	LINE NAME	ANNUAL PLATFORM HOURS				
		TOTAL SERVICE	FY2010 SERVICE	TOTAL SERVICE	FY2011 SERVICE	PROJECTED SERVICE
		FY2010	CHANGES *	FY2011	CHANGES *	FY2012
31	WISCONSIN AVE	29,608		29,616		29,544
34	NAYLOR RD	21,979		22,002		21,958
37	WISCONSIN AVE LTD	6,413		6,503		6,401
39	PA AVE LIMITED	8,245		8,415		8,283
42,43	MT PLEASANT	64,897		63,575		63,396
79	GEORGIA AVE METRO EXTRA	24,274		25,516		37,181
80	NORTH CAPITOL ST	60,743		60,768		60,447
32,36	PENNSYLVANIA AVE	112,534		112,449		112,688
52,53,54	14TH ST	97,970		98,990		99,294
5A	DC-DULLES	23,177		24,046		23,969
62,63	TAKOMA-PETWORTH	31,086		31,048		31,535
60,64	FORT TOTTEN-PETWORTH	41,474		41,503		42,299
66,68	PETWORTH-11TH ST	0		0		0
70,71	GEORGIA AVE-7TH ST	88,060		88,202		88,310
90,92,93	U ST-GARFIELD	108,182		107,115		106,788
94	STANTON ROAD	11,614		11,634		11,562
96,97	EAST CAPITOL ST-CARDOZO	60,464		60,147		59,962
A2,6,7,8,42,46,48	ANACOSTIA-CONGRESS HEIGHTS	79,686		79,720		79,526
A4,5	ANACOSTIA-FORT DRUM	25,168		25,278		25,212
A9	SOUTH CAPITOL ST	6,460		6,477		6,359
B2	BLADENSBURG RD-ANACOSTIA	55,847		55,539		55,324
D1,3,6	SIBLEY HOSPITAL-STADIUM/ARMORY	67,413	(67,413)	0		0
D1	GLOVER PARK-FEDERAL TRIANGLE	0	5,049	5,049		4,978
D3	IVY CITY-DUPONT CIRCLE	0	6,426	6,426		6,317
D6	SIBLEY HOSPITAL-STADIUM/ARMORY	0	55,492	55,492		55,317
D5	MACARTHUR BLVD-GEORGETOWN	3,817		4,284		4,192
E2,3,4	MILITARY RD-CROSSTOWN	48,968		48,834		48,658
G2	P ST-LEDROIT PARK	26,434		26,432		24,125
G8	RHODE ISLAND AVE	34,477		32,588		34,653
H1	BROOKLAND-POTOMAC PARK	4,913		4,922		4,836
H2,3,4	CROSSTOWN	55,726		55,744		55,387
L1,2,4	CONNECTICUT AVE	43,479		43,507		46,115
N2,3,4,6	MASSACHUSETTS AVE	44,353		44,597		43,676
N22	NAVY YARD SHUTTLE	0		0		0
S1	16TH ST-POTOMAC PARK	12,261		12,215		12,031
S2,4	16TH ST	110,630		110,187		109,954
S9	16TH ST. EXPRESS	18,692		19,049		18,720
U2	MINNESOTA AVE-ANACOSTIA	11,934		11,960		11,747
V5	FAIRFAX VILLAGE-L'ENFANT PLAZA	5,474		5,483		5,388
V7,8,9	MINNESOTA AVE-M ST	44,752		43,206		43,240
W4	DEANWOOD-ALABAMA AVE	43,244		46,358		46,138
X1,3	BENNING RD	10,829		10,863		10,776
X2	BENNING RD-H ST	69,759		71,090		69,969
X9	BENNING RD-H ST EXP	0		0		11,257
TOTAL D.C. REGIONAL		1,615,035	(446)	1,616,829		1,637,513

* Adjustments to projected service hours of that fiscal year.

Table 4.13 (continued)

Metrobus Regional and Non-Regional Route Summary**NON-REGIONAL ROUTES**

DISTRICT OF COLUMBIA ROUTES	LINE NAME	ANNUAL PLATFORM HOURS				
		TOTAL SERVICE	FY2010 SERVICE	TOTAL SERVICE	FY2011 SERVICE	PROJECTED SERVICE
		FY2010	CHANGES *	FY2011	CHANGES *	FY2012
79	GEORGIA AVE RAPID	12,505		12,505		0
98	WOODLEY PARK-U ST LOOP	0		0		0
B8,9	FORT LINCOLN SHUTTLE	6,350		6,350		6,250
D2	GLOVER PARK-DUPONT CIRCLE	18,473		18,489		18,424
D4	IVY CITY-FRANKLIN SQUARE	16,452		18,420		18,408
D8	HOSPITAL CENTER	43,923		42,706		41,642
E6	CHEVY CHASE	5,920		5,916		5,827
H6	BROOKLAND-FORT LINCOLN LOOP	18,970		19,009		19,430
H8,9	PARK RD-BROOKLAND	33,113		33,013		32,817
K1	TAKOMA-WALTER REED	3,825		3,825		3,765
K2	TAKOMA-FORT TOTTEN	4,352		4,361	(218)	4,143
M2	FAIRFAX VILLAGE-NAYLOR ROAD	1,879		1,887		1,849
M4	NEBRASKA AVE	10,799		10,659		10,492
M6	FAIRFAX VILLAGE	14,483		14,505		14,465
M8,9	CONGRESS HEIGHTS SHUTTLE	7,863		7,854		7,739
N8	VAN NESS-WESLEY HEIGHTS LOOP	10,502		10,506	(5,778)	4,728
P1,2,6	ANACOSTIA-ECKINGTON	43,851		43,933		43,941
U4	SHERIFF RD-RIVER TERRACE	12,594		12,523		12,463
U5,6	MAYFAIR-MARSHALL HEIGHTS	29,661		29,717		29,652
U8	CAPITOL HEIGHTS-BENNING HEIGHTS	36,519		36,547		35,708
W2,3	UNITED MEDICAL CENTER-ANACOSTIA	37,890		37,921		37,889
W6,8	GARFIELD-ANACOSTIA LOOP	29,670		29,586		29,559
X8	MARYLAND AVE	8,701		8,685		8,699
SCHOOL	VARIOUS	8,862		6,098		8,785
TOTAL DC NON-REGIONAL		417,155		415,015		396,675

* Adjustments to projected service hours of that fiscal year.

Table 4.13 (continued)

Metrobus Regional and Non-Regional Route Summary**REGIONAL ROUTES**

<u>MARYLAND ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>				
		<u>TOTAL</u>	<u>FY2010</u>	<u>TOTAL</u>	<u>FY2011</u>	<u>PROJECTED</u>
		<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>
		<u>FY2010</u>	<u>CHANGES *</u>	<u>FY2011</u>	<u>CHANGES *</u>	<u>FY2012</u>
81,82,83,86	COLLEGE PARK	48,038		48,053		47,781
84	RI AVE-NEW CARR	17,228		17,246		16,944
A11,12	M L KING HIGHWAY	33,803		33,931		33,760
C11,13	CLINTON	5,015		5,024		5,003
C12,14	HILLCREST HEIGHTS	10,183		10,202		10,237
C2,4	GBLT-TWINBROOK	99,603		99,753		90,553
C7,9	GREENBELT-GLENMONT	0		0		0
C8	COL PK-WHITE FLNT	26,241		26,327		26,269
D12,13,14	OXON HILL-SUIT	46,953		47,037		47,022
F1,2	CHILLUM ROAD	20,536		20,556		20,433
F4,6	NEW CARROLLTON - SILSPG	53,833		54,286		54,022
H11,12,13	MAR HTS-TEMP HILL	15,737		15,740		15,644
J1,2,3	BETHESDA-SIL SPR	57,603		57,465		61,053
J4	COLLEGE PK-BETHESDA	10,379		10,379		10,216
K11,12,13	FORESTVILLE	19,205		19,206		19,234
K6	NEW HAMP AVE-MD	42,147		42,158		42,089
P12	EASTOVER-ADDISON	46,144		46,200		46,173
P17,18,19	OXON HILL-FT WASH	25,164		25,169		25,029
Q1,2,4,5,6	VEIRS MILL RD	69,824		69,736		69,468
R1,2,5	RIGGS ROAD	29,434		29,461		29,163
T18	ANNAPOLIS ROAD	21,614		21,629		21,584
V11,12	DIST HTS-SUITLAND	16,364		16,371	(16,371)	0
V12	DIST HTS-SUITLAND	0		0		16,428
W13,14	BOCK ROAD	13,664		13,821		13,575
W15	CAMP SPRING-INDIAN HEAD HWY	4,403		4,488		4,426
Y5,7,8,9	GEORGIA AVE-MD	59,124		59,395		59,579
Z8	FAIRLAND	36,594		36,655		36,701
TOTAL MARYLAND REGIONAL		828,831		830,288	(16,371)	822,385

* Adjustments to projected service hours of that fiscal year.

Table 4.13 (continued)

Metrobus Regional and Non-Regional Route Summary**NON-REGIONAL ROUTES**

<u>MARYLAND ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>				
		<u>TOTAL</u>	<u>FY2010</u>	<u>TOTAL</u>	<u>FY2011</u>	<u>PROJECTED</u>
		<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>
		<u>FY2010</u>	<u>CHANGES *</u>	<u>FY2011</u>	<u>CHANGES *</u>	<u>FY2012</u>
87,88	LAUREL EXPRESS	9,809		9,818		9,584
89,89M	LAUREL	8,228		8,236		8,015
B21,22	BOWIE STATE UNIVERSITY	7,348		7,344		7,258
B24,25	BOWIE-BELAIR	10,574		10,583		10,366
B27	BOWIE-NEW CARROLLTON	3,472		3,468		3,418
B29,31	CROFTON-NEW CARROLLTON	3,222		3,213		3,171
B30	GREENBELT-BWI AIRPORT	17,469		17,480		17,452
C21,22,25,26,29	CENTRAL AVENUE	27,162		27,175	(27,162)	0
C21,22,26,29	CENTRAL AVENUE	0		0		27,022
C28	POINTER RIDGE	6,005		6,018		5,911
F12	ARDWICK INDUSTRIAL PARK SHUTTLE	6,864		6,860		6,756
F13	CHEVERLY-WASH BUSINESS PARK	8,934		8,925		8,793
F14	SHERIFF RD-CAPITOL HEIGHTS	20,197		20,242		20,058
F8	PRINCE GEORGE'S-LANGLEY PARK	18,019		18,030		17,951
G12, 13, 14, 16	GREENBELT-NEW CARROLLTON	0		0		31,531
J11,12,13,14,15	MARLBORO PIKE	12,675		12,675	(12,675)	0
J11,12,13	MARLBORO PIKE	0		0		12,622
J5	TWINBROOK-SILVER SPRING	4,127		4,131		4,062
J7,9	I-270 EXPRESS	8,364		8,288		8,145
L8	CONNECTICUT AVE-MARYLAND	20,591		20,604		20,457
NH1	NATIONAL HARBOR	14,405		14,437		14,452
R12	KENILWORTH AVE-NEW CARROLLTON	25,626		25,676	(25,676)	0
R11,12	KENILWORTH AVE-NEW CARROLLTON	0		0		16,662
R3	GREENBELT-FORT TOTTEN	15,291		15,305		15,157
R4	QUEENS CHAPEL RD	12,183		12,259		12,207
T16,17	GREENBELT	17,336		17,364	(17,364)	0
T2	RIVER RD	19,984		19,992		19,582
V14,15	DISTRICT HEIGHTS-SEAT PLEASANT	16,977		16,989		17,109
W19	INDIAN HEAD EXPRESS	12,929		12,929		12,726
Z11,13	GREENCASTLE-BRIGGS CHANEY EXPRESS	12,402		12,597		12,525
Z2	COLESVILLE RD-ASHTON	11,539		11,526		11,354
Z6	CALVERTON-WESTFARM	22,512		22,644		22,188
Z9,29	BURTONSVILLE-LAUREL EXPRESS	10,604		10,965		10,919
TOTAL MARYLAND NON-REGIONAL		384,846		385,773	(82,877)	387,451

* Adjustments to projected service hours of that fiscal year.

Table 4.13 (continued)

Metrobus Regional and Non-Regional Route Summary**REGIONAL ROUTES**

<u>VIRGINIA ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>				
		<u>TOTAL</u>	<u>FY2010</u>	<u>TOTAL</u>	<u>FY2011</u>	<u>PROJECTED</u>
		<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>
		<u>FY2010</u>	<u>CHANGES *</u>	<u>FY2011</u>	<u>CHANGES *</u>	<u>FY2012</u>
10A,E	HUNTING TOWERS-PENTAGON	22,866		22,267		23,055
10B	HUNTING TOWERS-BALLSTON	29,046		29,368		29,363
11Y	MT VERNON EXPRESS	6,171		6,171		6,074
13A,B,F,G	NAT AIRPORT-PENTAGON-WASHINGTON	12,764		11,017	(12,764)	0
13F,G	NAT AIRPORT-PENTAGON-WASHINGTON	0		0		804
15K,L	CHAIN BRIDGE ROAD	5,750		6,095		5,873
15M	GEO. MASON UNIV-TYSONS CR	6,082		5,891		5,815
16A,B,D,E,F,J,P	COLUMBIA PIKE	56,853		57,709	(56,853)	0
16A,B,D,E,J,P	COLUMBIA PIKE	0		0		54,426
16F	COLUMBIA PIKE-FEDERAL TRIANGLE	0		0		9,651
16G,H,K	COLUMBIA HEIGHTS WEST - PENTAGON CITY	33,521		33,533		34,066
16L	ANNANDALE-SKYLINE CITY-PENTAGON	1,768		1,760		1,849
16Y	COLUMBIA PIKE - FARRAGUT SQUARE	10,481		10,634		10,421
1A,B,E,F,Z	WILSON BLVD	41,388		42,816		42,757
1C	FAIR OAKS - DUNN LORING	17,261		17,282		17,405
22A	BARCROFT-S. FARLINGTON	15,791		15,749		19,254
23A,C	MCLEAN-CRYSTAL CITY	48,702		48,784		48,635
24P **	BALLSTON-PENTAGON	1,906	(1,906)	0		0
25A,C,D	BALLSTON-BRADLEE-PENTAGON	19,577		19,542		19,550
25B	LANDMARK-BALLSTON	16,084		16,152		16,397
28A,X	LEESBURG PIKE	42,010		48,514		48,255
28F,G	SKYLINE CITY	4,480		4,488		4,694
28T	TYSONS CORNER-WEST FALLS CHURCH	10,404		10,404		10,232
29C,E,G,H,X	ANNANDALE	20,311		20,324		19,695
29K,N	ALEXANDRIA-FAIRFAX	20,539		20,588		20,522
2A,B,C,G	WASHINGTON BLVD	39,648		40,519		40,724
2T	TYSONS CORNER-DUNN LORING	14,969		15,037		15,030
38B	BALLSTON-FARRAGUT SQUARE	37,448		37,481		37,436
3A,B,E	LEE HWY	33,709		33,819		33,147
3T	PIMMIT HILLS	18,623		18,664		18,544
3Y	LEE HWY-FARRAGUT SQUARE	3,345		3,341		3,292
4A,B,E,H	PERSHING DR-ARLINGTON BLVD	24,746		24,797		24,247
7A,B,C,D,E,F,H,P,W,X	LINCOLNIA-NORTH FAIRLINGTON	42,044		42,084	(42,084)	0
7A,E,F,Y	LINCOLNIA-NORTH FAIRLINGTON	0		0		34,212
7B,C,D,H,P,W,X	LINCOLNIA-PARK CENTER-PENTAGON	0		0		14,759
8S,W,X,Z	FOXCHASE-SEMINARY VALLEY	12,601		12,623		12,588
9A,E	HUNTINGTON-PENTAGON	23,702		23,719		23,721
REX (R99)	RICHMOND HIGHWAY EXPRESS	37,214		37,377		37,411
TOTAL VIRGINIA REGIONAL		731,804	(1,906)	738,549	(111,701)	743,905

* Adjustments to projected service hours of that fiscal year.

** Route taken over by Arlington County on September 2009.

Table 4.13 (continued)

Metrobus Regional and Non-Regional Route Summary

NON-REGIONAL ROUTES

<u>VIRGINIA ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>				
		<u>TOTAL</u>	<u>FY2010</u>	<u>TOTAL</u>	<u>FY2011</u>	<u>PROJECTED</u>
		<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>	<u>SERVICE</u>
		<u>FY2010</u>	<u>CHANGES *</u>	<u>FY2011</u>	<u>CHANGES *</u>	<u>FY2012</u>
12A,E,F,G **	CENTREVILLE SOUTH	0		0		0
12C,D **	CENTREVILLE NORTH	0		0		0
12L,M **	L RKY RUN-VIENNA	0		0		0
12R,S **	SULLY STATION-VIENNA	0		0		0
17A,B,F,M	KINGS PARK	15,003		14,994		14,989
17G,H,K,L	KINGS PARK EXPRESS	23,762		23,537		23,226
18E,F	SPRINGFIELD	4,526		4,539		4,455
18G,H,J	ORANGE HUNT	11,063		11,067		10,889
18P,R,S	BURKE CENTRE	18,020		17,825		17,771
20F,W,X **	CHANTILLY-GREENBRIAR	0		0		0
21A,D	LANDMARK-PENTAGON	5,402		5,432		5,350
22B	PENTAGON-ARMY NAVY DRIVE-SHIRLEY PARK	0		0		0
24T	MCLEAN HAM-E FALLS CHURCH	4,097		4,106		4,033
2W **	VIENNA-OAKTON	0		0		0
9S	CRYSTAL CITY-POTOMAC YARD SHUTTLE	10,051		10,047		9,894
S80, S91	SPRING CIRCULATOR-METRO PARK SHUTTLE (TAGS)	12,822		12,929		12,713
SCHOOL (VARIOUS)	VARIOUS	0		0		0
TOTAL VIRGINIA NON-REGIONAL		104,746		104,476		103,320

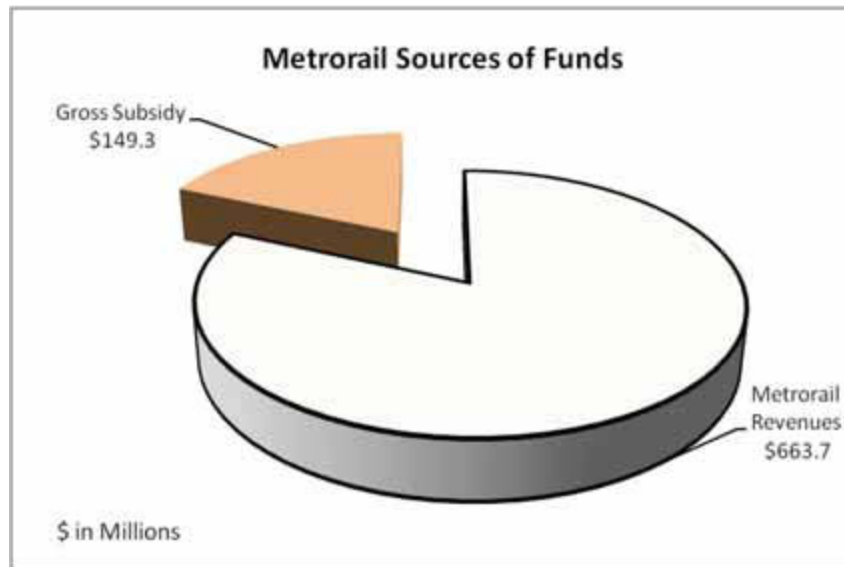
* Adjustments to projected service hours of that fiscal year.

** Routes operated by Fairfax Connector.

Metrorail Fiscal Year 2012 Approved: \$813.0 Million

Where it Comes From

Metrorail revenues of \$663.7 million are the main source of funding, the largest of which is passenger fare revenues. The gross subsidy is 18.4 percent of expenditures.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$601.6 million, or 74.0 percent, for FY2012.

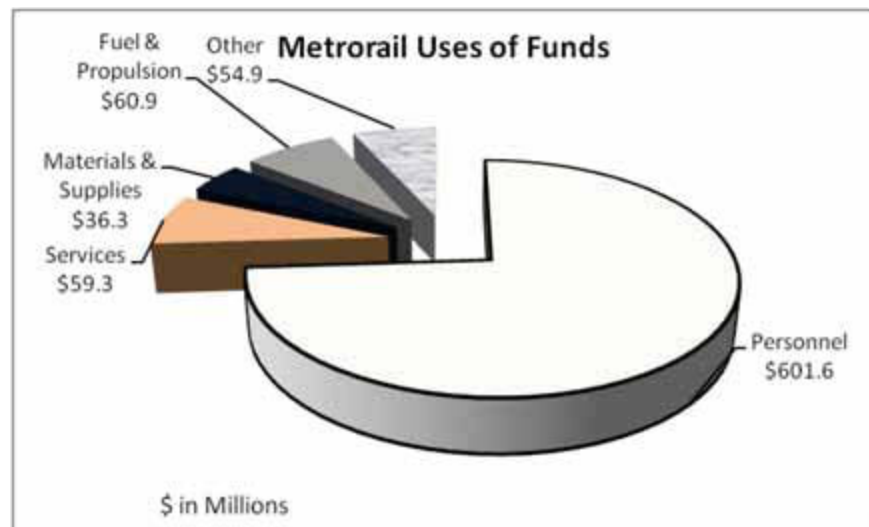
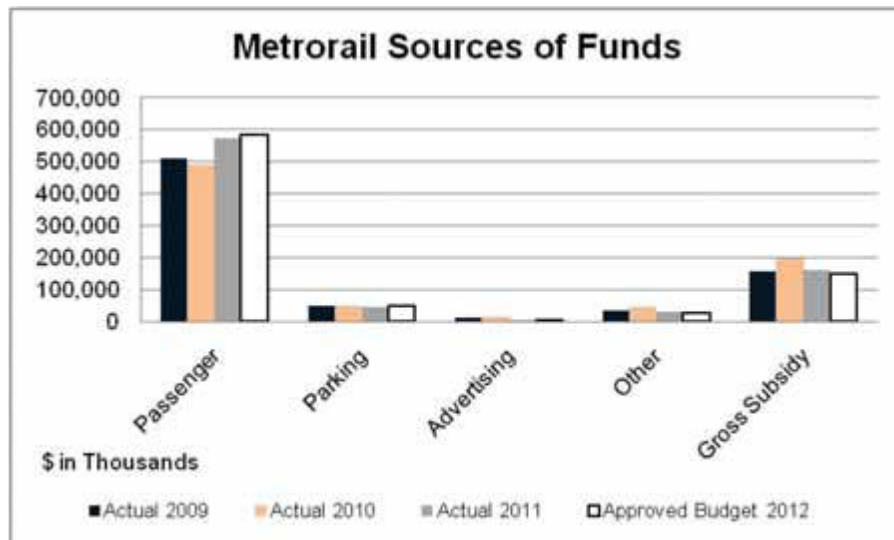


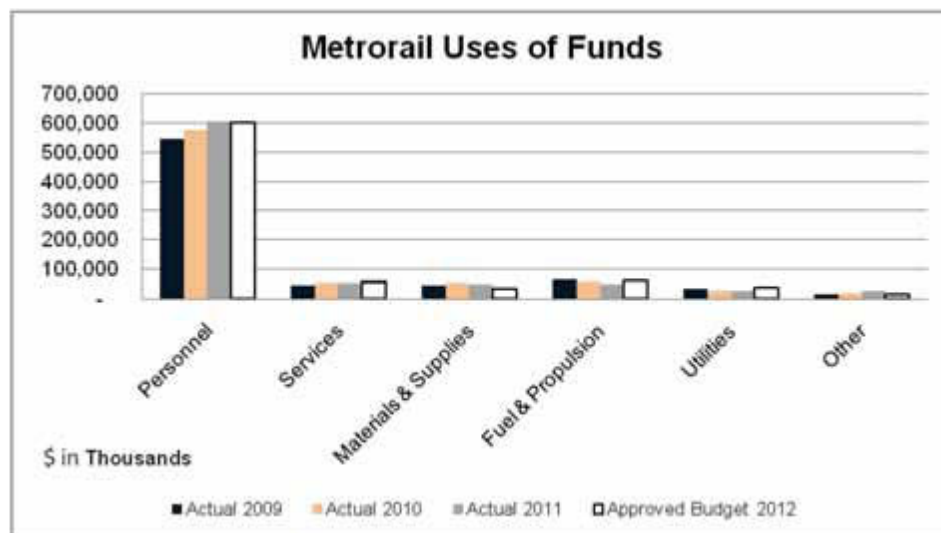
Table 4.14
Revenue, Expenses and Funding Source
(Dollars in thousands)

METRORAIL BY ACCOUNT					
<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change
REVENUES					
Passenger	\$506,152	\$487,833	\$571,428	\$581,659	\$10,231
Other Passenger	\$2,734	\$2,362	\$2,972	\$2,134	(\$838)
Carryover	\$0	0	0	0	\$0
Parking	\$47,377	\$45,589	\$43,297	\$47,842	\$4,545
Charter	\$0	\$0	\$0	\$0	\$0
Advertising	\$12,447	\$15,177	\$5,781	\$4,950	(\$831)
Joint Development	\$8,161	\$9,847	\$8,090	\$6,450	(\$1,640)
Other	\$10,207	\$17,475	\$6,922	\$5,379	(\$1,543)
Employee Parking	\$148	\$132	\$75	\$120	\$45
Interest	\$334	\$3	\$16	\$330	\$314
Fiber Optics	\$13,986	\$14,313	\$14,222	\$14,840	\$618
Total Revenues	\$601,547	\$592,730	\$652,802	\$663,704	\$10,901
EXPENSES					
Personnel	\$546,809	\$575,005	\$605,481	\$601,582	(\$3,899)
Services	\$47,483	\$54,029	\$55,015	\$59,289	\$4,274
Materials & Supplies	\$46,245	\$54,598	\$50,433	\$36,310	(\$14,124)
Fuel & Propulsion Power	\$66,560	\$57,309	\$50,857	\$60,921	\$10,064
Utilities	\$35,531	\$29,240	\$26,069	\$37,591	\$11,522
Casualty & Liability	\$17,527	\$18,269	\$25,091	\$15,968	(\$9,123)
Leases & Rentals	\$2,379	\$2,289	\$2,441	\$2,702	\$260
Miscellaneous	\$2,021	\$2,486	\$2,057	\$2,978	\$921
Reimbursements	(\$6,176)	(\$3,632)	(\$3,487)	(\$4,306)	(\$819)
Total Expenses	\$758,381	\$789,592	\$813,959	\$813,036	(\$923)
GROSS SUBSIDY	\$156,834	\$196,862	\$161,157	\$149,332	(\$11,825)
Less: Preventive Maint	(\$2,700)	\$0	(\$40,062)	(\$20,262)	\$19,800
Operating Reserve (ARRA)	\$0	(\$11,087)	\$0	\$0	\$0
Net Local Subsidy	\$154,134	\$185,775	\$121,095	\$129,070	\$7,975
Cost Recovery Ratio	79.3%	75.1%	80.2%	81.6%	1.4%

- Passenger fare revenue continues to be the main source of revenue, \$581.7 million in FY2012.
- The projected gross subsidy for FY2012 is \$149.3 million, a decrease of \$11.8 million from FY2011 actuals.



- Personnel costs in the operating budget grew by \$30.4 million or 5.3 percent in FY2011 and are projected to decrease by \$3.9 million or 0.6 percent in FY2012.
- Other areas with significant variances were:
 - Casualty and Liability Insurance grew by \$6.8 million or 37.3 percent in FY2011 and is expected to decline by \$9.1 million or 36.4 percent in FY2012 due to a decrease in projected claims
 - Fuel and Propulsion with a decrease of \$6.5 million or 11.3 percent in FY2011 and a projected increase of \$10.1 million or 19.8 percent in FY2012
 - Material and Supplies with a decrease of \$4.2 million or 7.6 percent in FY2011 and a projected decrease of \$14.1 million or 28.0 percent in FY2012



OPERATING EXPENSE BUDGET
METRORAIL MODE

Table 4.15

<i>(Dollars in Thousands)</i>	Actual	Actual	Actual	Approved	Change	Variance
	2009	2010	2011	Budget 2012		
Salaries (Total)	\$139,110	\$146,710	\$151,074	\$147,843	(\$3,231)	-2.1%
Full-Time Salaries	\$128,379	\$135,469	\$137,953	\$143,740	\$5,787	
Salary Lapse	\$0	\$0	\$0	(\$2,852)	(\$2,852)	
Overtime Salaries	\$10,731	\$11,241	\$13,121	\$6,955	(\$6,166)	
Wages (Total)	\$251,737	\$258,001	\$266,781	\$269,708	\$2,927	1.1%
Operator/StaMgr Wages	\$67,585	\$65,632	\$68,033	\$78,882	\$10,849	
Operator/StaMgr Overtime	\$11,593	\$16,016	\$17,570	\$12,271	(\$5,299)	
Full Time Wages	\$158,540	\$157,515	\$161,215	\$175,609	\$14,395	
Wage Lapse	\$0	\$0	\$0	(\$5,064)	(\$5,064)	
Overtime Wages	\$14,020	\$18,838	\$19,963	\$8,009	(\$11,955)	
TOTAL SALARIES AND WAGES	\$390,847	\$404,710	\$417,855	\$417,551	(\$304)	-0.1%
Fringes (Total)	\$155,962	\$170,294	\$187,626	\$184,031	(\$3,595)	-1.9%
Fringe Health	\$70,502	\$73,285	\$77,490	\$83,450	\$5,961	
Fringe Pension	\$35,871	\$47,002	\$58,716	\$55,789	(\$2,927)	
Other Fringe Benefits	\$36,648	\$41,526	\$41,577	\$34,539	(\$7,038)	
Workers Compensation	\$12,940	\$8,481	\$9,844	\$10,253	\$409	
TOTAL PERSONNEL COST	\$546,809	\$575,005	\$605,481	\$601,582	(\$3,899)	-0.6%
Services (Total)	\$47,483	\$54,029	\$55,015	\$59,289	\$4,274	7.8%
Management Fee	\$3,756	\$3,625	\$3,227	\$1,664	(\$1,562)	
Professional & Technical	\$8,741	\$9,311	\$12,442	\$13,892	\$1,449	
Temporary Help	\$2,229	\$2,137	\$2,321	\$1,642	(\$679)	
Contract Maintenance	\$19,671	\$21,896	\$20,335	\$21,707	\$1,372	
Custodial Services	\$3	\$0	\$2	\$0	(\$2)	
Paratransit	\$0	\$6	\$1	\$0	(\$1)	
Other	\$13,083	\$17,053	\$16,688	\$20,384	\$3,697	
Materials & Supplies (Total)	\$46,245	\$54,598	\$50,433	\$36,310	(\$14,124)	-28.0%
Fuel and Lubricants	\$1,585	\$1,515	\$2,139	\$1,986	(\$153)	
Tires	\$164	\$136	\$127	\$129	\$1	
Other	\$44,496	\$52,947	\$48,167	\$34,195	(\$13,972)	
Fuel & Propulsion (Total)	\$66,560	\$57,309	\$50,857	\$60,921	\$10,064	19.8%
Diesel Fuel	\$5	\$3	\$0	\$0	\$0	
Propulsion Power	\$66,488	\$56,976	\$50,857	\$60,921	\$10,064	
Clean Natural Gas	\$67	\$329	\$0	\$0	\$0	
Utilities (Total)	\$35,531	\$29,240	\$26,069	\$37,591	\$11,522	44.2%
Electricity and Gas	\$33,247	\$26,624	\$23,332	\$33,902	\$10,570	
Utilities - Other	\$2,284	\$2,616	\$2,737	\$3,690	\$953	
Casualty & Liability (Total)	\$17,527	\$18,269	\$25,091	\$15,968	(\$9,123)	-36.4%
Insurance	\$5,865	\$8,756	\$9,319	\$7,485	(\$1,834)	
Claims	\$11,662	\$9,513	\$15,772	\$8,483	(\$7,289)	
Leases (Total)	\$2,379	\$2,289	\$2,441	\$2,702	\$260	10.7%
Property	\$321	\$445	\$622	\$585	(\$38)	
Equipment	\$2,058	\$1,844	\$1,819	\$2,117	\$298	
Miscellaneous (Total)	\$2,021	\$2,486	\$2,057	\$2,978	\$921	44.8%
Dues And Subscriptions	\$152	\$205	\$186	\$285	\$99	
Conferences and Meetings	\$134	\$88	\$80	\$212	\$132	
Business Travel/Public Hrg	\$298	\$613	\$187	\$555	\$368	
Interview & Relocation	\$37	\$82	\$110	\$16	(\$94)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$975	\$850	\$520	\$1,246	\$726	
Other	\$426	\$647	\$974	\$664	(\$309)	
Reimbursements (Total)	(\$6,176)	(\$3,632)	(\$3,487)	(\$4,306)	(\$819)	23.5%
Reimbursements	(\$6,176)	(\$3,632)	(\$3,487)	(\$4,306)	(\$819)	
TOTAL NONPERSONNEL COST	\$211,571	\$214,588	\$208,478	\$211,454	\$2,976	1.4%
TOTAL COST	\$758,381	\$789,592	\$813,959	\$813,036	(\$923)	-0.1%

Metrorail Revenue Vehicle Fleet Management Plan

The Metrorail Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected Metrorail revenue vehicle fleet size requirements and operating spare ratio. It includes a description of revenue service planned to accommodate growth in Metrorail ridership, as well as an assessment and projection of needs for rail 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/Rail_Fleet_Management_Plan_Revised_20070601.pdf

Table 4.16

Metrorail Statistics: FY 2009 - FY 2012

(in thousands)

	FY2009 <u>Actual</u>	FY2010 <u>Actual</u>	FY2011 <u>Actual</u>	FY2012 <u>Approved</u>
STATISTICS:				
Total Railcar Miles	82,015	82,015	83,170	83,300
Total Revenue Service Miles	80,415	80,415	81,570	81,700
Total Passengers	222,859	217,219	217,053	220,734
Total Passenger Revenue	\$506,152	\$487,833	\$571,428	\$581,659
Total Operating Revenue	\$602,157	\$621,229	\$673,650	\$663,704
Total Operating Expense	\$763,996	\$782,812	\$822,341	\$813,036
Gross Subsidy	\$161,839	\$161,583	\$148,691	\$149,332
RATIOS:				
Passengers Per Revenue Service Mile	2.77	2.70	2.66	2.70
Cost Per Total Railcar Mile	\$9.32	\$9.54	\$9.89	\$9.76
Cost Per Passenger	\$3.43	\$3.60	\$3.79	\$3.68
Subsidy Per Passenger	\$0.73	\$0.74	\$0.69	\$0.68
Average Passenger Fare	\$2.27	\$2.25	\$2.63	\$2.64
Percentage of Operating Cost Recovered from Passenger Revenues	66.3%	62.3%	69.5%	71.5%
Percentage of Operating Cost Recovered from all Operating Revenues	78.8%	79.4%	81.9%	81.6%

Table 4.17
Payhours for Rail Operators and Station Managers: FY 2012

Category	FY2012 Train Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled Full Time	1,027,640	\$26.40	\$27,133,447
Scheduled Part Time (1)	37,000	\$32.09	1,187,275
Car Testing/Start Up	15,753	\$26.40	415,942
Interlocking Pay Hours	96,281	\$34.19	3,292,032
Subtotal:	1,176,674		\$32,028,695
NonScheduled Overtime/Special Event	157,148	\$45.88	\$7,210,314
Standing Extra	1,004	\$26.40	\$26,509
Utility	54,570	\$36.25	\$1,978,163
Training	75,777	\$26.40	\$2,000,777
Retraining	26,430	\$26.40	\$697,848
Misc.	6,740	\$26.40	\$177,961
Funeral/Other	1,905	\$26.40	\$50,299
Vacation	124,413	\$26.40	\$3,284,961
Sick	37,104	\$26.40	\$979,681
Holiday	63,300	\$26.40	\$1,671,351
Subtotal:	548,391		\$18,077,864
Total:	1,725,065		\$50,106,560

Category	FY2012 Station Manager Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled Full Time	918,359	\$28.92	\$26,555,912
Scheduled Part Time (1)	37,163	\$30.46	\$1,131,985
Subtotal:	955,522		\$27,687,897
NonScheduled Overtime/Special Event	104,520	\$45.88	\$4,795,378
Standing Extra	1,210	\$28.92	\$34,992
Utility	13,013	\$37.30	\$485,385
Training	41,250	\$28.92	\$1,192,800
Retraining	32,772	\$28.92	\$947,647
Misc.	4,537	\$28.92	\$131,195
Funeral/Other	2,120	\$28.92	\$61,303
Vacation	108,382	\$28.92	\$3,134,050
Sick	36,900	\$28.92	\$1,067,026
Holiday	62,638	\$28.92	\$1,811,284
Subtotal:	407,342		\$13,661,061
Total:	1,362,864		\$41,348,957

GRAND TOTAL **\$91,455,517**

(1) Maximum 30 hours work week

Table 4.18
Rail Car Miles

	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>
Red Line	26,534,962	26,534,962	27,468,518	27,542,791
Blue Line	11,892,925	11,892,925	14,460,690	14,555,678
Orange Line	13,791,442	13,791,442	14,674,300	14,711,360
Yellow Line	5,165,744	5,165,744	6,971,134	6,856,597
Green Line	<u>8,459,084</u>	<u>8,459,084</u>	<u>11,996,170</u>	<u>12,033,424</u>
Scheduled Revenue Service Miles	65,844,157	65,844,157	75,570,812	75,699,850
Verizon Arena	1,711,283	1,711,283	1,711,283	1,711,283
Ridership Pattern	-	-	-	-
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	4,142,000	-	-
50% 8-car Train Program**	<u>7,931,600</u>	<u>7,931,600</u>	<u>3,501,450</u>	<u>3,501,450</u>
Sub-Total Revenue Service Miles	80,415,040	80,415,040	81,569,545	81,698,583
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	82,015,040	83,169,545	83,298,583

*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: FY2009 - FY2012

<u>Rail Lines</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</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
Yellow Line	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq.
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.
<u>RUSH HOURS TRAINS</u>	<u>FY2009</u>	<u>FY2010</u>	<u>FY2011</u>	<u>FY2012</u>
Red Line	44	44	41	41
Blue Line	23	23	23	23
Orange Line	31	31	30	30
Yellow Line	10	10	10	10
Green Line	20	20	20	20
Gap	4	5	5	5
Start-up	1	1	1	1
TOTAL	133	134	130	130

Table 4.20
Rail Service Levels: FY2009 - FY2012

	FY2009	FY2010	FY2011	FY2012
<u>RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS)</u>				
Red Line				
Glenmont-Shady Grove	5	5	6	6
Silver Spring-Grosvenor	2.5	2.5	3	3
Orange Line *	6	6	6	6
Blue Line	6	6	6	6
Yellow Line *	6	6	6	6
Green Line	6	6	6	6
<u>NON-RUSH HOUR--MIDDAY-WEEKDAY/SAT/SUN--MINUTES BETWEEN TRAINS</u>				
Red Line:				
Glenmont-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Silver Spring-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Orange Line	12/12/15	12/12/15	12/12/15	12/12/15
Blue Line	12/12/15	12/12/15	12/12/15	12/12/15
Yellow Line:				
Huntington-Fort Totten	12/12/15	12/12/15	12/12/15	12/12/15
Green Line	12/12/15	12/12/15	12/12/15	12/12/15

*During times of observed peaking in ridership, tripper trains are operated.

Table 4.21
Rail Service Levels: FY2009 - FY2012

	FY2009	FY2010	FY2011	FY2012
<u>PEAK SCHEDULED RAILCARS</u>				
Red Line	278	284	284	288
Blue Line	138	138	138	138
Orange Line	198	198	198	204
Yellow Line	60	60	60	60
Green Line	128	140	140	140
50% 8-Car Train Program*	92	62	62	52
Option Cars	-	-	-	-
Gap	18	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	57	56	58
Sunday	58	58	58	57

*Note: previously "6000 series"

Table 4.22
Rail Service Levels: FY2009 - FY2012

	FY2009	FY2010	FY2011	FY2012
<u>CARS PER TRAIN RUSH HOUR</u>				
Red Line	37-6's/7-8's	34-6's/10-8's	22-6's/19-8's	20-6's/21-8's
Blue Line	23-6's	23-6's	23-6's	23-6's
Orange Line	21-6's/9-8's	21-6's/9-8's	21-6's/9-8's	18-6's/12-8's
Yellow Line	10-6's	10-6's	10-6's	10-6's
Green Line	12-6's/7-8's	10-6's/10-8's	10-6's/10-8's	10-6's/10-8's
Gap	4'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	6/4	6/6	6/6
Blue Line	6/4	6/4	6/6	6/6
Orange Line	6/4	6/4	6/6	6/6
Yellow Line	6/4	6/4	6/6	6/6
Green Line	6/4	6/4	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, 12 vehicles accident damaged and 20 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	180	-4
Branch Ave	166	62	104
Brentwood	86	76	10
Glenmont	132	144	-12
Greenbelt	284	158	126
Largo	42	42	0
New Carrollton	114	114	0
Shady Grove	168	176	-8
West Falls Church	148	180	-32
Total	1,316	1,132	184

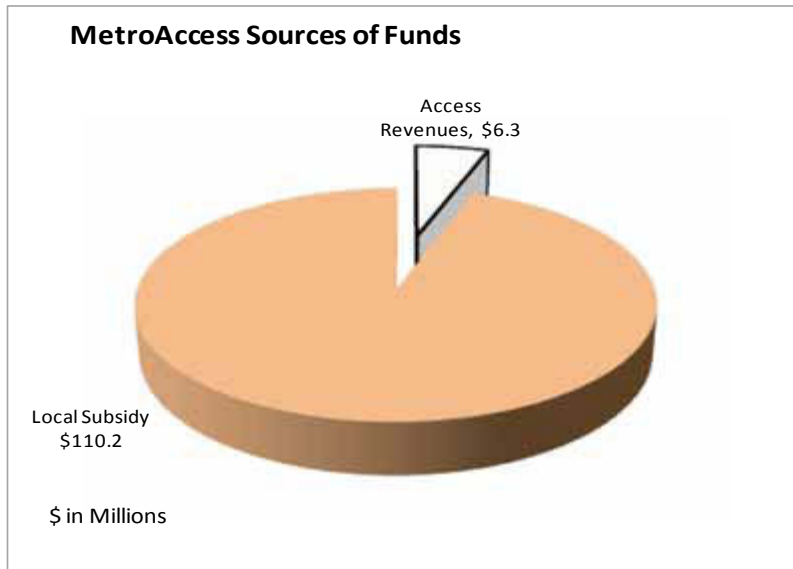
**WMATA PARK AND RIDE
BASE AND SURCHARGE FEES
As of July 1, 2011**

Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<u>MONTGOMERY COUNTY</u>				
Grosvenor	1,894	\$4.75	\$3.25	\$1.50
White Flint	1,270	\$4.75	\$3.25	\$1.50
<i>White Flint-Non-Metro</i>		\$8.50	\$7.00	\$1.50
Twinbrook	1,097	\$4.75	\$3.25	\$1.50
<i>Twinbrook-Non-Metro</i>		\$8.50	\$7.00	\$1.50
Rockville	524	\$4.75	\$3.25	\$1.50
Shady Grove	5,745	\$4.75	\$3.25	\$1.50
Glenmont	1,781	\$4.75	\$3.25	\$1.50
Wheaton	977	\$4.00	\$3.25	\$0.75
Forest Glen	596	\$4.75	\$3.25	\$1.50
<u>PRINCE GEORGE'S COUNTY</u>				
New Carrollton	3,519	\$4.25	\$3.50	\$0.75
<i>New Carrollton-Non Metro</i>		\$8.25	\$7.50	\$0.75
Landover	1,866	\$4.25	\$3.50	\$0.75
Cheverly	500	\$4.25	\$3.50	\$0.75
Addison Road	1,268	\$4.25	\$3.50	\$0.75
Capitol Heights	372	\$4.25	\$3.50	\$0.75
Greenbelt	3,399	\$4.25	\$3.50	\$0.75
College Park	1,820	\$4.25	\$3.50	\$0.75
P.G. Plaza	1,068	\$4.25	\$3.50	\$0.75
West Hyattsville	453	\$4.25	\$3.50	\$0.75
Southern Avenue	1,980	\$4.25	\$3.50	\$0.75
Naylor Road	368	\$4.25	\$3.50	\$0.75
Suitland Garage	1,890	\$4.25	\$3.50	\$0.75
Branch Avenue	3,072	\$4.25	\$3.50	\$0.75
Morgan Blvd.	602	\$4.25	\$3.50	\$0.75
Largo	2,200	\$4.25	\$3.50	\$0.75
<u>DISTRICT OF COLUMBIA</u>				
Deanwood	194	\$4.25	\$4.25	
Minnesota Ave.	333	\$3.25	\$3.25	
Rhode Island Ave.	221	\$4.25	\$4.25	
Fort Totten	408	\$4.25	\$4.25	
Anacostia Garage	808	\$4.25	\$4.25	
<u>Northern Virginia</u>				
Huntington	3,617	\$4.50	\$3.25	\$1.25
West Falls Church	2,009	\$4.50	\$3.50	\$1.00
Dunn Loring	1,326	\$4.50	\$3.25	\$1.25
Vienna	5,169	\$4.50	\$3.25	\$1.25
Franconia	5,069	\$4.50	\$3.25	\$1.25
Van Dorn	361	\$4.50	\$4.00	\$0.50
East Falls Church	422	\$4.50	\$3.50	\$1.00
System Total	58,198			

MetroAccess Fiscal Year 2012 Approved Budget: \$116.4 Million

Where it Comes From

For FY2012, MetroAccess is funded mainly by gross subsidy of \$110.2 million, or 94.6 percent, of the approved budget.



Where it Goes

For FY2012, the majority of the budget is related to the paratransit services contract with MV Transportation. Services are expected to be \$107.7 million, or 92.5 percent, of the budget.

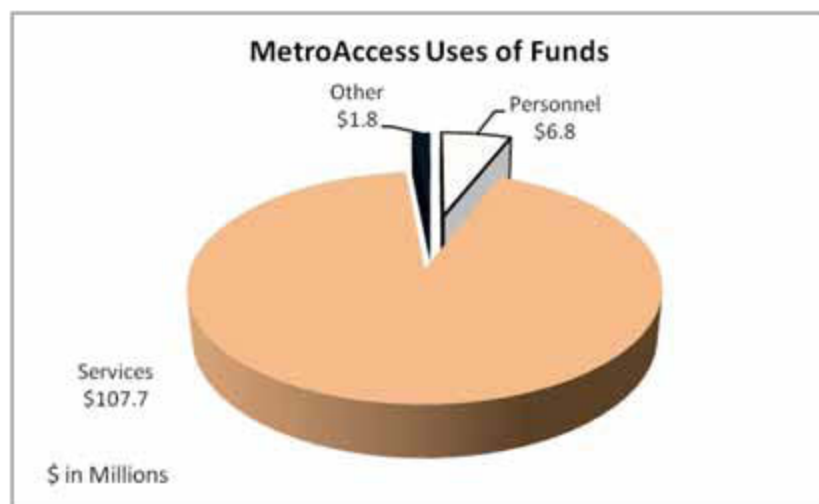
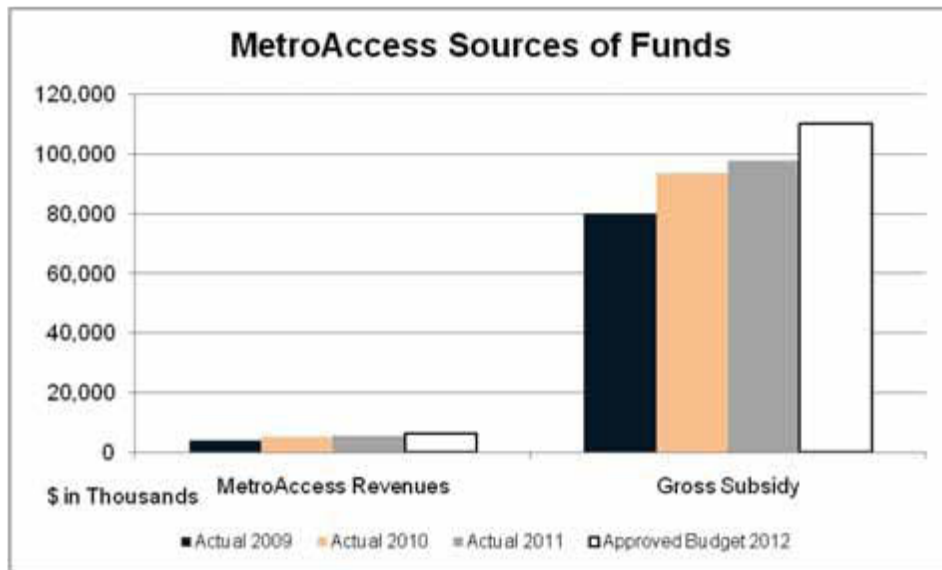


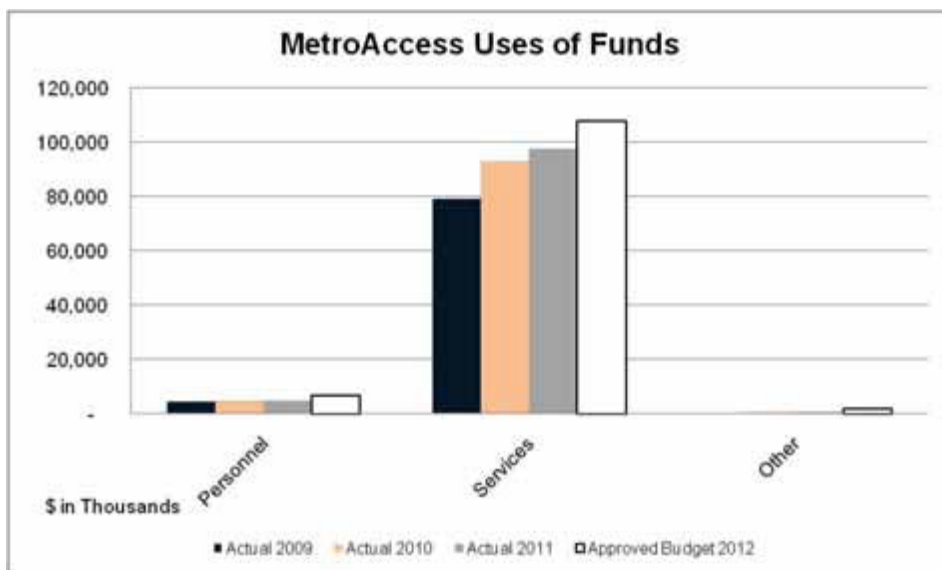
Table 4.25
Revenue, Expenses and Funding Source
(Dollars in thousands)

METROACCESS BY ACCOUNT					
<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change
REVENUES					
Passenger	3,522	4,277	4,301	6,252	1,951
Other Passenger	0	0	0	0	0
Parking	0	0	0	0	0
Charter	0	0	0	0	0
Advertising	0	0	0	0	0
Joint Development	0	0	0	0	0
Other	579	668	1,160	0	(1,160)
Employee Parking	0	0	0	0	0
Interest	0	0	0	0	0
Fiber Optics	0	0	0	0	0
Total Revenues	4,101	4,945	5,461	6,252	791
EXPENSES					
Personnel	4,651	4,688	4,907	6,839	1,932
Services	79,099	93,167	97,576	107,728	10,152
Materials & Supplies	(16)	125	95	645	550
Fuel & Propulsion Power	0	3	0	0	0
Utilities	91	80	72	112	41
Casualty & Liability	82	75	143	294	151
Leases & Rentals	119	406	626	723	97
Miscellaneous	12	32	22	63	42
Reimbursements	0	0	0	0	(0)
Total Expenses	84,037	98,575	103,440	116,405	12,964
GROSS SUBSIDY	79,936	93,630	97,979	110,153	12,173
Less: Preventive Maint	0	0	0	0	0
Net Local Subsidy	79,936	93,630	97,979	110,153	12,173
Cost Recovery Ratio	4.9%	5.0%	5.3%	5.4%	0.1%

The subsidy is projected to increase by \$12.2 million over the FY2011 level. Monthly passenger revenue has increased since the implementation of the fare change on February 27, 2011.



Paratransit service contract expenses increased by \$4.4 million or 4.7 percent in FY2011 and are projected to increase by \$10.2 million or 10.4 percent in FY2012. Ridership growth for FY2011 was reduced due to the success of recent Board policy, eligibility and travel training initiatives and their collective impact on demand management. The rate of growth is expected to continue to slow in fiscal year 2012.



OPERATING EXPENSE BUDGET
METROACCESS MODE

Table 4.26

	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
<i>(Dollars in Thousands)</i>						
Salaries (Total)	\$2,934	\$3,225	\$3,362	\$4,638	\$1,276	38.0%
Full-Time Salaries	\$2,905	\$3,189	\$3,309	\$4,714	\$1,405	
Salary Lapse	\$0	\$0	\$0	(\$130)	(\$130)	
Overtime Salaries	\$29	\$37	\$53	\$54	\$1	
Wages (Total)	\$2	\$20	\$24	\$128	\$104	436.5%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$2	\$19	\$23	\$125	\$102	
Wage Lapse	\$0	\$0	\$0	(\$2)	(\$2)	
Overtime Wages	\$0	\$1	\$1	\$5	\$4	
TOTAL SALARIES AND WAGES	\$2,936	\$3,246	\$3,385	\$4,765	\$1,380	40.8%
Fringes (Total)	\$1,714	\$1,442	\$1,522	\$2,074	\$552	36.3%
Fringe Health	\$554	\$586	\$606	\$952	\$346	
Fringe Pension	\$426	\$525	\$559	\$636	\$77	
Other Fringe Benefits	\$734	\$331	\$356	\$372	\$16	
Workers Compensation	\$0	\$0	\$0	\$114	\$114	
TOTAL PERSONNEL COST	\$4,651	\$4,688	\$4,907	\$6,839	\$1,932	39.4%
Services (Total)	\$79,099	\$93,167	\$97,576	\$107,728	\$10,152	10.4%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$107	\$332	\$149	\$688	\$539	
Temporary Help	\$20	\$5	\$9	\$4	(\$5)	
Contract Maintenance	\$52	\$71	\$73	\$255	\$183	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$78,515	\$92,091	\$96,672	\$105,823	\$9,150	
Other	\$405	\$669	\$673	\$958	\$285	
Materials & Supplies (Total)	(\$16)	\$125	\$95	\$645	\$550	579.2%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	(\$16)	\$125	\$95	\$645	\$550	
Fuel & Propulsion (Total)	\$0	\$3	\$0	\$0	\$0	
Diesel Fuel	\$0	\$3	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$91	\$80	\$72	\$112	\$41	56.9%
Electricity and Gas	\$62	\$57	\$51	\$89	\$38	
Utilities - Other	\$29	\$23	\$20	\$23	\$3	
Casualty & Liability (Total)	\$82	\$75	\$143	\$294	\$151	105.9%
Insurance	\$0	\$0	\$0	\$195	\$195	
Claims	\$82	\$75	\$143	\$99	(\$44)	
Leases (Total)	\$119	\$406	\$626	\$723	\$97	15.5%
Property	\$92	\$284	\$548	\$625	\$76	
Equipment	\$27	\$122	\$77	\$98	\$21	
Miscellaneous (Total)	\$12	\$32	\$22	\$63	\$42	195.0%
Dues And Subscriptions	\$1	\$2	\$2	\$9	\$7	
Conferences and Meetings	\$4	\$7	\$4	\$14	\$9	
Business Travel/Public Hrg	\$4	\$17	\$5	\$14	\$9	
Interview & Relocation	\$0	\$1	\$1	\$0	(\$1)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1	\$2	\$4	\$11	\$6	
Other	\$1	\$3	\$5	\$16	\$11	
Reimbursements (Total)	\$0	\$0	\$0	\$0	(\$0)	0.0%
Reimbursements	\$0	\$0	\$0	\$0	(\$0)	
TOTAL NONPERSONNEL COST	\$79,387	\$93,888	\$98,533	\$109,565	\$11,033	11.2%
TOTAL COST	\$84,037	\$98,575	\$103,440	\$116,405	\$12,964	12.5%

MetroAccess Revenue Vehicle Fleet Management Plan

The MetroAccess Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected MetroAccess revenue vehicle fleet size requirements and operating spare ratio. It includes a description of revenue service planned to accommodate growth in MetroAccess ridership, 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\(4%2029%202009\)final.pdf](http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20(4%2029%202009)final.pdf) - 2010-02-09.

Table 4.27

MetroAccess Statistics: FY2009 - FY2012

	FY2009 <u>Actual</u>	FY2010 <u>Actual</u>	FY2011 <u>Actual</u>	FY2012 <u>Approved</u>
STATISTICS:				
Total # of:				
MetroAccess - Dedicated Fleet:	499	599	600	600
Total Passengers	2,107,746	2,377,423	2,336,219	2,459,656
Total Passenger Revenue (000s)	\$3,522	\$4,278	\$4,301	\$6,252
Total Revenue (000s)	\$4,101	\$4,946	\$5,461	\$0
Total Operating Expense (000s)	\$84,037	\$98,575	\$103,440	\$116,405
Total Passengers for FY2012 - Projected				
RATIOS:				
Cost Per Passenger	\$39.87	\$41.46	\$44.28	\$47.33
Subsidy Per Passenger*	\$38.20	\$39.66	\$42.44	\$44.78
Percentage of Operating Cost Recovered from Passenger Revenues	4.2%	4.3%	4.2%	5.4%

* 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: FY2009 - FY2012

	FY2009 <u>Actual</u>	FY2010 <u>Actual</u>	FY2011 <u>Actual</u>	FY2012* <u>Approved</u>
Total # of Vans in Fleet	400	500	576	580
Total # of Cars in Fleet	99	99	22	16
Total # of Shuttles in Fleet	N/A	N/A	2	4
	499	599	600	600

*Fleet mix (vans/sedans/shuttles) for FY2012 is a projection.

Table 4.29

MetroAccess Statistics

Active Fleet: FY2012

	Max Scheduled Fleet	Total Active Fleet	Vans/Sedans/ Shuttles
FY2011 Year-End (6/30/2011)	600	600	576 / 22 / 2
FY2012 Year-End (Projected)	600	600	580 / 16 / 4

Table 4.30

MetroAccess Statistics: FY2009 - FY2012

Average age of fleet at end of FY2012 will be 2.0 Years

<u>Manufacturer</u>	<u>Year</u>	<u>Entered Number of Service Vans/Cars</u>	<u>Vehicle Type</u>
FORD	2012	2	Shuttle
FORD	2012	204	Vans
MV1/VPG	2012	16	Sedans
FORD	2011	2	Shuttle
FORD	2011	240	Vans
FORD	2010	60	Vans
FORD	2009	76	Vans
FORD	2008	0	Vans
FORD	2008	0	Sedans
Total Fleet Vehicles at End of FY2012		600	

Reimbursable Operating Budget Fiscal Year 2012 Approved Budget: \$37.3 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: FY2012	
(dollars in Thousands)	<u>FY2012 Budget</u>
State & Local Funding	
• DC Circulator ¹	17,044
Federal Grant Funding	
• Safety & Security grants	3,670
Other Sources of Funding	
• DC Circulator - Passenger fare revenue	3,360
• Neutral Host agreement with Carrier team	11,705
• Joint Development & Adjacent Construction projects	1,522
Total Expenditures	<u><u>\$37,301</u></u>

¹ Local funding equals expenditures less passenger revenue

DC Circulator

The FY2012 expense budget is \$20.4 million and a projected \$3.4 million in revenue, resulting in an annual subsidy of \$17.0 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 cost for operating and managing the contract service are fully reimbursed by the District of Columbia.

Safety and Security Grants

Security grants for FY2012 have been awarded by the Department of Homeland Security to Metro's Transit Police Department. The grants include funding for employee training, a K-9 response team, the National Explosives Detection Canine team, security risk assessment, and intelligence analyst services. The largest funding award is \$2.0 million in support of Metro's anti-terrorism team.

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.

Chapter V. Department Budgets

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Chapter V. Department Budgets

This chapter provides goals, objectives, staffing and line-item budgets for each department in the Approved Fiscal Year 2012 Operating Budget.

Historical data for FY2009 through FY2011 presented may not accurately reflect the departments' previous budget/actual due to reorganization within Metro. This does not affect the authority-wide overall total.

Budget Tables

Each department description is followed by two budget tables.

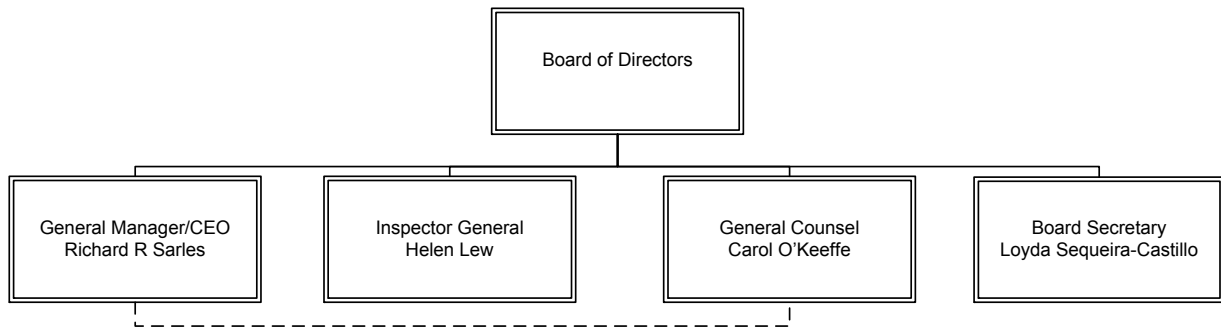
- ***Multi-year Operating Expense***

This table presents the department's personnel and non-personnel approved expense budget for FY2012. It also provides actuals for FY2009, FY2010 and FY2011.

- ***Operating Expense by Mode***

This table presents the department's approved expense budget for FY2012 by the three operating modes, Bus, Rail and Access. In references to the term "operating cost by *mode*," mode and operating unit are synonymous.

Independent Offices



General Manager

<i>(Dollars in Thousands)</i>	<u>Actual FY2010</u>	<u>Actual FY2011</u>	<u>Approved Budget FY2012</u>	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$1,287	\$1,010	\$1,136	\$126	12.4%
NON-PERSONNEL COST	333	197	323	126	64.1%
TOTAL COST	\$1,620	\$1,207	\$1,459	\$252	20.9%
 BUDGETED POSITIONS	 6	 8	 8	 0	 0.0%

Description

The General Manager and Chief Executive Officer 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 \$1.5 billion operating budget and a six year capital budget of \$5 billion with a supporting workforce of more than 11,000 employees.

Since his tenure began in 2010, Richard Sarles has led Metro’s efforts to improve safety, reliability and financial stability to provide better service for our customers. FY2011 concluded with a changed foundation on which Metro is building a safety first culture; advancing a massive capital rebuilding program with an accelerated schedule for completing NTSB recommendations; and managing a budget with greater efficiencies. Under his leadership, Metro ended the 2011 fiscal year favorable to budget and was able to repay \$30 million borrowed from the capital program in 2011. Capital program improvements resulted in Metro obligating nearly 90 percent of its capital budget for FY2011; and expenditures reached a rate of 66 percent of budget as of June 30 -- a substantial increase in capital obligations and expenditures over FY2010.

Inspector General

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$3,091	\$2,971	\$3,045	\$74	2.5%
NON-PERSONNEL COST	295	323	530	207	64.0%
TOTAL COST	\$3,386	\$3,294	\$3,574	\$280	8.5%
 BUDGETED POSITIONS	 29	 29	 35	 6	 20.7%

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 in Metro.

General Counsel

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$4,508	\$4,395	\$4,714	\$319	7.3%
NON-PERSONNEL COST	12,630	727	986	259	35.7%
TOTAL COST	\$17,138	\$5,122	\$5,700	\$578	11.3%
 BUDGETED POSITIONS	 40	 40	 41	 1	 2.5%

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 or private organizations
- Actively participates in the joint development process
- Defends Metro in litigation
- 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

Board Secretary

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$409	\$421	\$439	\$18	4.3%
NON-PERSONNEL COST	153	96	153	57	59.9%
TOTAL COST	\$562	\$516	\$592	\$75	14.6%
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 FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$768	\$300	\$452	\$15
Full-Time Salaries	\$768	\$300	\$452	\$15
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	\$768	\$300	\$452	\$15
Fringes (Total)	\$368	\$144	\$217	\$7
Fringe Health	\$153	\$60	\$90	\$3
Fringe Pension	\$103	\$40	\$60	\$2
Other Fringe Benefits	\$110	\$43	\$65	\$2
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,136	\$444	\$669	\$22
Services (Total)	\$45	\$17	\$26	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$18	\$7	\$11	\$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	\$27	\$10	\$16	\$1
Materials & Supplies (Total)	\$9	\$3	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9	\$3	\$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)	\$270	\$106	\$159	\$5
Dues And Subscriptions	\$190	\$74	\$112	\$4
Conferences and Meetings	\$46	\$18	\$27	\$1
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	\$23	\$9	\$13	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$323	\$126	\$191	\$6
TOTAL COST	\$1,459	\$571	\$860	\$28

Table 5.2

OPERATING EXPENSE BUDGET
General Manager Summary

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$764	\$881	\$684	\$768	\$84	12.2%
Full-Time Salaries	\$764	\$881	\$684	\$768	\$84	
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	\$764	\$881	\$684	\$768	\$84	12.2%
Fringes (Total)	\$352	\$407	\$326	\$368	\$42	12.9%
Fringe Health	\$0	\$0	\$0	\$153	\$153	
Fringe Pension	\$75	\$71	\$61	\$103	\$42	
Other Fringe Benefits	\$277	\$336	\$265	\$110	(\$155)	
Workers Compensation	\$0	\$0	\$0	\$2	\$2	
TOTAL PERSONNEL COST	\$1,116	\$1,287	\$1,010	\$1,136	\$126	12.4%
Services (Total)	\$26	\$157	\$32	\$45	\$13	40.4%
Management Fee	\$0	\$2	\$0	\$0	\$0	
Professional & Technical	(\$4)	\$120	\$0	\$18	\$18	
Temporary Help	\$0	\$0	\$0	\$0	\$0	
Contract Maintenance	\$0	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$1	\$0	(\$1)	
Other	\$30	\$36	\$31	\$27	(\$4)	
Materials & Supplies (Total)	\$4	\$11	\$6	\$9	\$3	53.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$4	\$11	\$6	\$9	\$3	
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$88	\$165	\$159	\$270	\$110	69.2%
Dues And Subscriptions	\$32	\$129	\$150	\$190	\$40	
Conferences and Meetings	\$26	\$19	\$7	\$46	\$39	
Business Travel/Public Hrg	\$28	\$16	\$2	\$11	\$8	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$1	\$1	\$0	\$23	\$23	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$118	\$333	\$197	\$323	\$126	64.1%
TOTAL COST	\$1,234	\$1,620	\$1,207	\$1,459	\$252	20.9%

Table 5.3

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$2,154	\$846	\$1,274	\$33
Full-Time Salaries	\$2,251	\$881	\$1,327	\$43
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	\$2,154	\$846	\$1,274	\$33
Fringes (Total)	\$891	\$350	\$527	\$14
Fringe Health	\$431	\$169	\$255	\$7
Fringe Pension	\$288	\$113	\$170	\$4
Other Fringe Benefits	\$165	\$65	\$98	\$3
Workers Compensation	\$7	\$3	\$4	\$0
TOTAL PERSONNEL COST	\$3,045	\$1,196	\$1,801	\$47
Services (Total)	\$328	\$128	\$193	\$6
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$299	\$117	\$176	\$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)	\$103	\$40	\$61	\$2
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$45	\$18	\$27	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$57	\$22	\$34	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$530	\$207	\$312	\$10
TOTAL COST	\$3,574	\$1,404	\$2,113	\$57

Table 5.4

OPERATING EXPENSE BUDGET Inspector General Summary						
(Dollars in Thousands)	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$1,839	\$2,143	\$2,043	\$2,154	\$111	5.4%
Full-Time Salaries	\$1,839	\$2,143	\$2,043	\$2,251	\$208	
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	\$1,839	\$2,143	\$2,043	\$2,154	\$111	5.4%
Fringes (Total)	\$753	\$948	\$928	\$891	(\$37)	-4.0%
Fringe Health	\$0	\$0	\$0	\$431	\$431	
Fringe Pension	\$88	\$108	\$115	\$288	\$173	
Other Fringe Benefits	\$665	\$840	\$813	\$165	(\$647)	
Workers Compensation	\$0	\$0	\$0	\$7	\$7	
TOTAL PERSONNEL COST	\$2,592	\$3,091	\$2,971	\$3,045	\$74	2.5%
Services (Total)	\$218	\$262	\$296	\$328	\$31	10.6%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$197	\$244	\$227	\$299	\$72	
Temporary Help	\$0	\$0	\$10	\$0	(\$10)	
Contract Maintenance	\$5	\$2	\$41	\$6	(\$35)	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$15	\$16	\$18	\$23	\$5	
Materials & Supplies (Total)	\$18	\$12	\$7	\$99	\$91	1254.2%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$18	\$12	\$7	\$99	\$91	
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)	\$35	\$21	\$20	\$103	\$84	429.2%
Dues And Subscriptions	\$1	\$1	\$1	\$1	\$0	
Conferences and Meetings	\$0	\$0	\$0	\$0	\$0	
Business Travel/Public Hrg	\$28	\$18	\$11	\$45	\$34	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$7	\$2	\$8	\$57	\$50	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$271	\$295	\$323	\$530	\$207	64.0%
TOTAL COST	\$2,864	\$3,386	\$3,294	\$3,574	\$280	8.5%

Table 5.5

OPERATING COST BY MODE
Counsel Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$3,333	\$1,303	\$1,964	\$65
Full-Time Salaries	\$3,333	\$1,303	\$1,964	\$65
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	\$3,333	\$1,303	\$1,964	\$65
Fringes (Total)	\$1,381	\$540	\$814	\$27
Fringe Health	\$666	\$260	\$393	\$13
Fringe Pension	\$445	\$174	\$262	\$9
Other Fringe Benefits	\$260	\$101	\$153	\$5
Workers Compensation	\$10	\$4	\$6	\$0
TOTAL PERSONNEL COST	\$4,714	\$1,843	\$2,778	\$93
Services (Total)	\$790	\$309	\$466	\$16
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$631	\$247	\$372	\$12
Temporary Help	\$18	\$7	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$140	\$55	\$83	\$3
Materials & Supplies (Total)	\$52	\$20	\$30	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$52	\$20	\$30	\$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)	\$58	\$23	\$34	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$58	\$23	\$34	\$1
Miscellaneous (Total)	\$86	\$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	\$986	\$386	\$581	\$19
TOTAL COST	\$5,700	\$2,229	\$3,359	\$112

Table 5.6

OPERATING EXPENSE BUDGET
Counsel Summary

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$2,963	\$3,140	\$3,051	\$3,333	\$281	9.2%
Full-Time Salaries	\$2,962	\$3,140	\$3,051	\$3,333	\$281	
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	\$2,963	\$3,140	\$3,051	\$3,333	\$281	9.2%
Fringes (Total)	\$1,196	\$1,368	\$1,344	\$1,381	\$38	2.8%
Fringe Health	\$8	\$10	\$1	\$666	\$665	
Fringe Pension	\$118	\$128	\$136	\$445	\$309	
Other Fringe Benefits	\$1,070	\$1,229	\$1,206	\$260	(\$946)	
Workers Compensation	\$0	\$0	\$0	\$10	\$10	
TOTAL PERSONNEL COST	\$4,159	\$4,508	\$4,395	\$4,714	\$319	7.3%
Services (Total)	\$715	\$541	\$576	\$790	\$214	37.2%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$677	\$513	\$541	\$631	\$90	
Temporary Help	\$1	\$15	\$13	\$18	\$5	
Contract Maintenance	\$0	\$0	\$0	\$1	\$1	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$38	\$12	\$22	\$140	\$118	
Materials & Supplies (Total)	\$34	\$29	\$28	\$52	\$24	86.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$34	\$29	\$28	\$52	\$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	\$1	\$0	(\$1)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$1	\$0	(\$1)	
Casualty & Liability (Total)	\$12,522	\$11,938	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$12,522	\$11,938	\$0	\$0	\$0	
Leases (Total)	\$40	\$45	\$48	\$58	\$10	21.0%
Property	\$0	\$0	\$0	\$0	\$0	
Equipment	\$40	\$45	\$48	\$58	\$10	
Miscellaneous (Total)	\$64	\$77	\$75	\$86	\$12	16.0%
Dues And Subscriptions	\$44	\$56	\$57	\$56	(\$1)	
Conferences and Meetings	\$0	\$1	\$0	\$2	\$2	
Business Travel/Public Hrg	\$8	\$6	\$5	\$15	\$9	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$3	\$1	\$0	(\$1)	
Other	\$11	\$12	\$12	\$14	\$2	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$13,375	\$12,630	\$727	\$986	\$259	35.7%
TOTAL COST	\$17,534	\$17,138	\$5,122	\$5,700	\$578	11.3%

Table 5.7

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$311	\$121	\$183	\$6
Full-Time Salaries	\$311	\$121	\$183	\$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	\$311	\$121	\$183	\$6
Fringes (Total)	\$128	\$50	\$76	\$3
Fringe Health	\$62	\$24	\$37	\$1
Fringe Pension	\$41	\$16	\$24	\$1
Other Fringe Benefits	\$24	\$9	\$14	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$439	\$172	\$259	\$9
Services (Total)	\$61	\$24	\$36	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$5	\$8	\$0
Temporary Help	\$16	\$6	\$9	\$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)	\$85	\$33	\$50	\$2
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$14	\$5	\$8	\$0
Business Travel/Public Hrg	\$30	\$12	\$17	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$33	\$13	\$19	\$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	\$592	\$231	\$349	\$12

Table 5.8

OPERATING EXPENSE BUDGET
Board Secretary Summary

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$277	\$282	\$288	\$311	\$23	8.0%
Full-Time Salaries	\$277	\$282	\$288	\$311	\$23	
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	\$277	\$282	\$288	\$311	\$23	8.0%
Fringes (Total)	\$116	\$127	\$133	\$128	(\$5)	-3.7%
Fringe Health	\$0	\$0	\$0	\$62	\$62	
Fringe Pension	\$15	\$16	\$18	\$41	\$23	
Other Fringe Benefits	\$101	\$111	\$115	\$24	(\$91)	
Workers Compensation	\$0	\$0	\$0	\$1	\$1	
TOTAL PERSONNEL COST	\$392	\$409	\$421	\$439	\$18	4.3%
Services (Total)	\$36	\$55	\$45	\$61	\$17	38.0%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$8	\$18	\$0	\$14	\$14	
Temporary Help	\$3	\$9	\$18	\$16	(\$2)	
Contract Maintenance	\$0	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$25	\$28	\$26	\$31	\$5	
Materials & Supplies (Total)	\$7	\$6	\$3	\$7	\$3	113.4%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$7	\$6	\$3	\$7	\$3	
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$91	\$92	\$48	\$85	\$37	76.8%
Dues And Subscriptions	\$0	\$0	\$0	\$3	\$3	
Conferences and Meetings	\$5	\$6	\$11	\$14	\$3	
Business Travel/Public Hrg	\$23	\$32	\$18	\$30	\$12	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$63	\$46	\$19	\$33	\$14	
Other	\$0	\$9	\$0	\$6	\$5	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$134	\$153	\$96	\$153	\$57	59.9%
TOTAL COST	\$527	\$562	\$516	\$592	\$75	14.6%

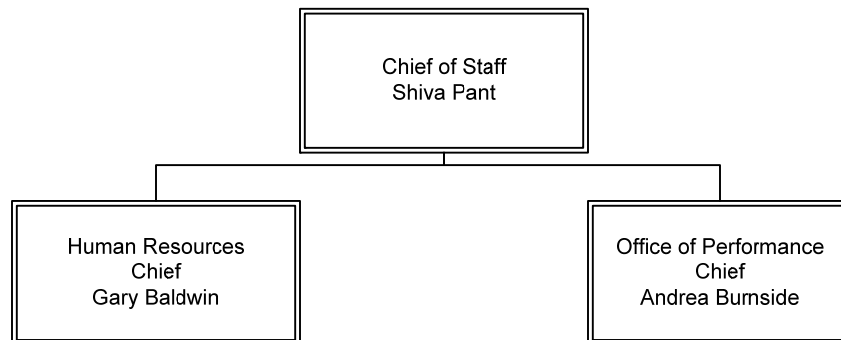
Chief of Staff

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), providing policy and administrative support. In May 2011, the Department of Human Resources and the Office of Performance began reporting directly to CHOS.

CHOS provides oversight of all Metro departments to help create results that align with Metro's vision, mission, values, and goals. CHOS is involved in a wide variety of administrative and policy areas including communication with and providing direction to Metro's Executive Leadership Team, the review and coordination of materials and meetings for the Board of Directors, maintenance of the Policy/Instruction Manual, approval of all travel requests, review of responses to Public Access to Records Policy requests, and a wide variety of strategic communications to employees, Board members, customers, and other stakeholders.

Shiva Pant was appointed as Chief of Staff to the GM/CEO in May, 2007. In this role, Mr. Pant is part of the management team; his responsibilities include coordinating and assisting the General Manager and Chief Executive Officer in major policy and project issues and serving as his representative and liaison. He is also responsible for quality assurance on major and critical studies and serves as the GM/CEO's liaison for various regional and jurisdictional initiatives such as the Dulles Corridor Metrorail Project.



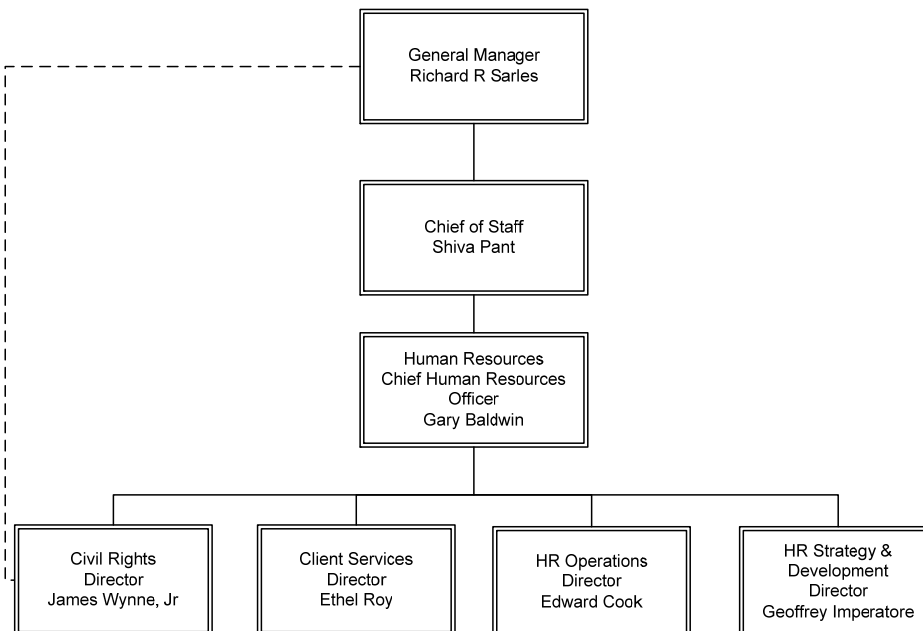
Human Resources

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$10,553	\$10,041	\$10,939	\$898	8.9%
NON-PERSONNEL COST	4,285	4,369	5,801	1,433	32.8%
TOTAL COST	\$14,838	\$14,410	\$16,740	\$2,330	16.2%
BUDGETED POSITIONS	127	132	123	-9	-6.8%

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, personal and professional development, and collaboration.

The Department's goals are linked to Metro's five strategic goals. The applicable departmental goals are: Create a Safer Organization, Deliver Quality Service, Use Every Resource Wisely, Retain and Attract the Best and Brightest, and Maintain and Enhance Metro's Image. 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
- Plan and develop a Suicide Prevention Program designated to reduce incidents of suicide through awareness training of front-line employees and other focused outreach efforts
- Address transit operator vacancy gap through enhanced recruitment strategies
- Conduct and complete salary system assessment and develop recommendations as a baseline for strategic plans for the pay system
- Support Metro's staffing needs via external recruitment and the internal competitive job bidding process
- Review and update human resource policies and procedures to align with industry best practices and reflect Metro's strategic goals and objectives
- Provide essential leadership and support to the Human Resources systems and program elements of the Integrated Financial Organization (IFO) Project
- Assess, frame and implement a mission-focused employee training and development program
- Review medical evaluations and clearance processes with special emphasis on pre-employment physicals, train operators recertification and revised compliance standards per Department of Transportation/Federal Transportation Administration recommendations

Table 5.9

OPERATING COST BY MODE
Human Resources Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$7,147	\$2,811	\$4,203	\$133
Full-Time Salaries	\$7,246	\$2,844	\$4,268	\$133
Salary Lapse	-\$208	-\$77	-\$130	-\$1
Overtime Salaries	\$110	\$43	\$65	\$2
Wages (Total)	\$256	\$100	\$151	\$5
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$267	\$104	\$157	\$5
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$7,404	\$2,911	\$4,354	\$139
Fringes (Total)	\$3,535	\$1,391	\$2,080	\$65
Fringe Health	\$1,480	\$582	\$870	\$28
Fringe Pension	\$989	\$389	\$582	\$19
Other Fringe Benefits	\$1,043	\$411	\$615	\$18
Workers Compensation	\$23	\$9	\$14	\$0
TOTAL PERSONNEL COST	\$10,939	\$4,302	\$6,434	\$203
Services (Total)	\$4,232	\$1,659	\$2,495	\$77
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,818	\$1,497	\$2,252	\$70
Temporary Help	\$80	\$31	\$47	\$2
Contract Maintenance	\$27	\$11	\$16	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$306	\$120	\$181	\$5
Materials & Supplies (Total)	\$358	\$134	\$201	\$23
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$358	\$134	\$201	\$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)	\$386	\$151	\$227	\$8
Property	\$0	\$0	\$0	\$0
Equipment	\$386	\$151	\$227	\$8
Miscellaneous (Total)	\$826	\$323	\$487	\$16
Dues And Subscriptions	\$24	\$9	\$14	\$0
Conferences and Meetings	\$35	\$14	\$21	\$1
Business Travel/Public Hrg	\$19	\$7	\$11	\$0
Interview & Relocation	\$23	\$9	\$14	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$465	\$182	\$274	\$9
Other	\$260	\$102	\$153	\$5
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,801	\$2,267	\$3,411	\$124
TOTAL COST	\$16,740	\$6,569	\$9,845	\$327

Table 5.10

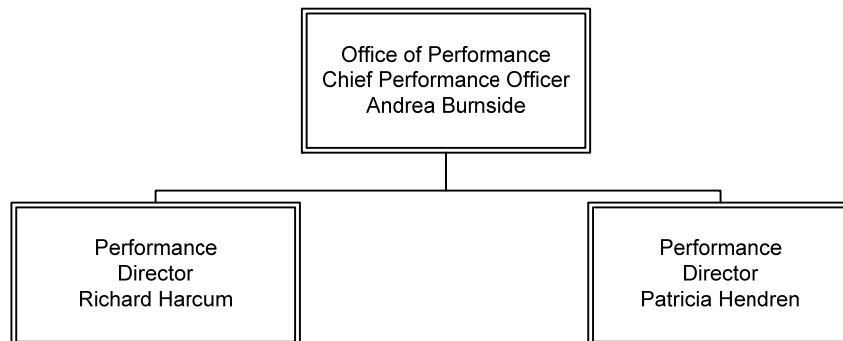
OPERATING EXPENSE BUDGET Human Resources Summary						
<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$7,575	\$6,848	\$6,420	\$7,147	\$728	11.3%
Full-Time Salaries	\$7,502	\$6,761	\$6,301	\$7,246	\$945	
Salary Lapse	\$0	\$0	\$0	(\$208)	(\$208)	
Overtime Salaries	\$72	\$87	\$119	\$110	(\$9)	
Wages (Total)	\$369	\$283	\$212	\$256	\$44	20.9%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$367	\$279	\$210	\$267	\$57	
Wage Lapse	\$0	\$0	\$0	(\$11)	(\$11)	
Overtime Wages	\$2	\$4	\$2	\$0	(\$2)	
TOTAL SALARIES AND WAGES	\$7,944	\$7,131	\$6,631	\$7,404	\$772	11.6%
Fringes (Total)	\$3,543	\$3,422	\$3,410	\$3,535	\$126	3.7%
Fringe Health	\$0	\$4	\$14	\$1,480	\$1,465	
Fringe Pension	\$331	\$298	\$325	\$989	\$664	
Other Fringe Benefits	\$3,212	\$3,121	\$3,070	\$1,043	(\$2,027)	
Workers Compensation	\$0	\$0	\$0	\$23	\$23	
TOTAL PERSONNEL COST	\$11,488	\$10,553	\$10,041	\$10,939	\$898	8.9%
Services (Total)	\$2,650	\$3,066	\$2,706	\$4,232	\$1,526	56.4%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$1,922	\$2,430	\$2,156	\$3,818	\$1,662	
Temporary Help	\$234	\$220	\$177	\$80	(\$97)	
Contract Maintenance	\$50	\$9	\$12	\$27	\$15	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$444	\$407	\$361	\$306	(\$54)	
Materials & Supplies (Total)	\$413	\$433	\$614	\$358	(\$256)	-41.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$413	\$433	\$614	\$358	(\$256)	
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)	\$19	\$25	\$27	\$0	(\$27)	-100.0%
Electricity and Gas	\$19	\$24	\$27	\$0	(\$27)	
Utilities - Other	\$0	\$1	\$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)	\$309	\$325	\$307	\$386	\$79	25.6%
Property	\$281	\$224	\$296	\$0	(\$296)	
Equipment	\$28	\$101	\$11	\$386	\$375	
Miscellaneous (Total)	\$254	\$436	\$714	\$826	\$112	15.7%
Dues And Subscriptions	\$20	\$16	\$7	\$24	\$17	
Conferences and Meetings	\$29	\$11	\$8	\$35	\$27	
Business Travel/Public Hrg	\$23	\$8	\$5	\$19	\$14	
Interview & Relocation	\$58	\$127	\$172	\$23	(\$148)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$51	\$150	\$406	\$465	\$59	
Other	\$73	\$124	\$116	\$260	\$144	
Reimbursements (Total)	\$0	\$0	\$1	\$0	(\$1)	-100.0%
Reimbursements	\$0	\$0	\$1	\$0	(\$1)	
TOTAL NONPERSONNEL COST	\$3,645	\$4,285	\$4,369	\$5,801	\$1,433	32.8%
TOTAL COST	\$15,133	\$14,838	\$14,410	\$16,740	\$2,330	16.2%

Office of Performance

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$968	\$1,011	\$997	(\$14)	-1.4%
NON-PERSONNEL COST	299	312	610	298	95.5%
TOTAL COST	\$1,267	\$1,323	\$1,607	\$284	21.4%
BUDGETED POSITIONS	0	17	17	0	0.0%

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 12 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
- Arrests, Citations and Summons
- Customer Comment Rate

Table 5.11

OPERATING COST BY MODE
Office of Performance
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$706	\$276	\$416	\$14
Full-Time Salaries	\$706	\$276	\$416	\$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	\$706	\$276	\$416	\$14
Fringes (Total)	\$292	\$114	\$172	\$6
Fringe Health	\$141	\$55	\$83	\$3
Fringe Pension	\$94	\$37	\$56	\$2
Other Fringe Benefits	\$54	\$21	\$32	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$997	\$390	\$588	\$20
Services (Total)	\$564	\$220	\$332	\$11
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$549	\$215	\$324	\$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	\$14	\$6	\$8	\$0
Materials & Supplies (Total)	\$14	\$6	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$6	\$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)	\$32	\$12	\$19	\$1
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$17	\$7	\$10	\$0
Business Travel/Public Hrg	\$9	\$4	\$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	\$610	\$238	\$359	\$12
TOTAL COST	\$1,607	\$628	\$947	\$32

Table 5.12

OPERATING EXPENSE BUDGET
Office of Performance

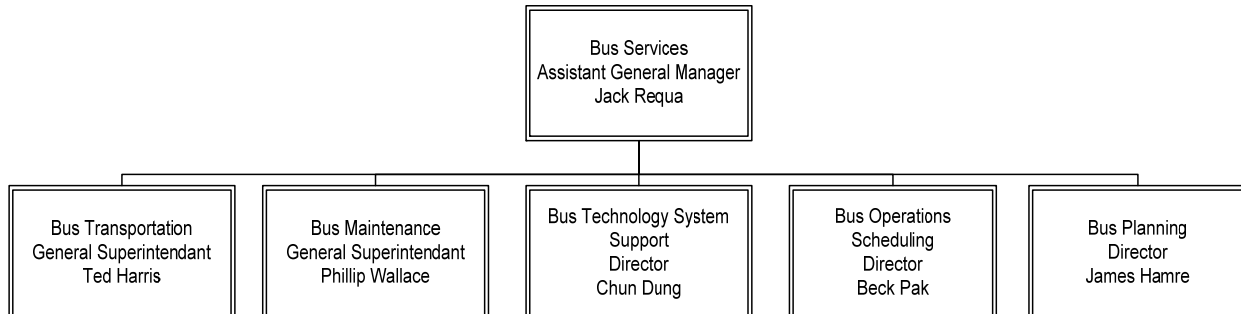
<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$0	\$665	\$691	\$706	\$15	2.2%
Full-Time Salaries	\$0	\$665	\$690	\$706	\$15	
Salary Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Salaries	\$0	\$0	\$0	\$0	(\$0)	
Wages (Total)	\$0	\$0	\$0	\$0	\$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	\$0	\$665	\$691	\$706	\$15	2.2%
Fringes (Total)	\$0	\$303	\$321	\$292	(\$29)	-9.2%
Fringe Health	\$0	\$0	\$0	\$141	\$141	
Fringe Pension	\$0	\$39	\$50	\$94	\$44	
Other Fringe Benefits	\$0	\$265	\$271	\$54	(\$217)	
Workers Compensation	\$0	\$0	\$0	\$2	\$2	
TOTAL PERSONNEL COST	\$0	\$968	\$1,011	\$997	(\$14)	-1.4%
Services (Total)	\$0	\$237	\$233	\$564	\$331	142.3%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$0	\$228	\$233	\$549	\$317	
Temporary Help	\$0	\$7	\$0	\$0	\$0	
Contract Maintenance	\$0	\$2	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$14	\$14	
Materials & Supplies (Total)	\$0	\$46	\$75	\$14	(\$60)	-80.6%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$46	\$75	\$14	(\$60)	
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)	\$0	\$16	\$5	\$32	\$27	564.3%
Dues And Subscriptions	\$0	\$1	\$1	\$5	\$5	
Conferences and Meetings	\$0	\$9	\$1	\$17	\$16	
Business Travel/Public Hrg	\$0	\$3	\$3	\$9	\$6	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$2	\$0	\$0	\$0	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$0	\$299	\$312	\$610	\$298	95.5%
TOTAL COST	\$0	\$1,267	\$1,323	\$1,607	\$284	21.4%

Department of Bus Services

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$320,067	\$335,373	\$351,052	\$15,679	4.7%
NON-PERSONNEL COST	68,404	68,713	69,471	757	1.1%
TOTAL COST	\$388,471	\$404,087	\$420,523	\$16,436	4.1%
BUDGETED POSITIONS	3893	3920	3954	34	0.9%

Description

The Department of Bus Services operates bus service in the District of Columbia, Maryland and Virginia on over 355 routes within a 1,500 square mile area. As of June 2011, Metrobus fleet was comprised of 1,492 buses serving 11,500 bus stops and an average weekday ridership of over 435,000. 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 manages the DC Circulator contract, a reimbursable project. The Department of Bus Services has a staff of 3,954 positions.



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
- Capital Funds Expended

Table 5.13

OPERATING COST BY MODE
Bus Services Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>Access</u>
Salaries (Total)	\$31,576	\$29,407	\$2,144	\$24
Full-Time Salaries	\$31,719	\$29,497	\$2,198	\$25
Salary Lapse	-\$923	-\$858	-\$64	-\$1
Overtime Salaries	\$779	\$769	\$10	\$0
Wages (Total)	\$215,676	\$213,121	\$2,554	\$1
Operator/StaMgr Wages	\$138,154	\$137,818	\$336	\$0
Operator/StaMgr Overtime	\$23,365	\$23,365	\$0	\$0
Full Time Wages	\$51,318	\$49,207	\$2,109	\$1
Wage Lapse	-\$1,433	-\$1,370	-\$62	\$0
Overtime Wages	\$4,272	\$4,101	\$171	\$0
TOTAL SALARIES AND WAGES	\$247,251	\$242,528	\$4,698	\$25
Fringes (Total)	\$103,801	\$101,834	\$1,957	\$10
Fringe Health	\$49,382	\$48,438	\$939	\$5
Fringe Pension	\$33,013	\$32,382	\$628	\$3
Other Fringe Benefits	\$20,631	\$20,253	\$376	\$2
Workers Compensation	\$776	\$761	\$15	\$0
TOTAL PERSONNEL COST	\$351,052	\$344,362	\$6,655	\$36
Services (Total)	\$8,824	\$8,596	\$228	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$238	\$225	\$12	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$7,332	\$7,122	\$211	\$0
Custodial Services	\$144	\$144	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,109	\$1,103	\$5	\$0
Materials & Supplies (Total)	\$19,528	\$16,956	\$2,551	\$21
Fuel and Lubricants	\$4,909	\$3,123	\$1,786	\$0
Tires	\$5,617	\$5,489	\$129	\$0
Other	\$9,002	\$8,344	\$636	\$21
Fuel & Propulsion (Total)	\$40,099	\$40,099	\$0	\$0
Diesel Fuel	\$30,576	\$30,576	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$9,523	\$9,523	\$0	\$0
Utilities (Total)	\$68	\$68	\$0	\$0
Electricity and Gas	\$60	\$60	\$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)	\$882	\$882	\$0	\$0
Property	\$882	\$882	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$147	\$141	\$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	\$124	\$124	\$0	\$0
Reimbursements (Total)	-\$77	-\$77	\$0	\$0
Reimbursements	-\$77	-\$77	\$0	\$0
TOTAL NONPERSONNEL COST	\$69,471	\$66,664	\$2,785	\$22
TOTAL COST	\$420,523	\$411,026	\$9,440	\$58

Table 5.14

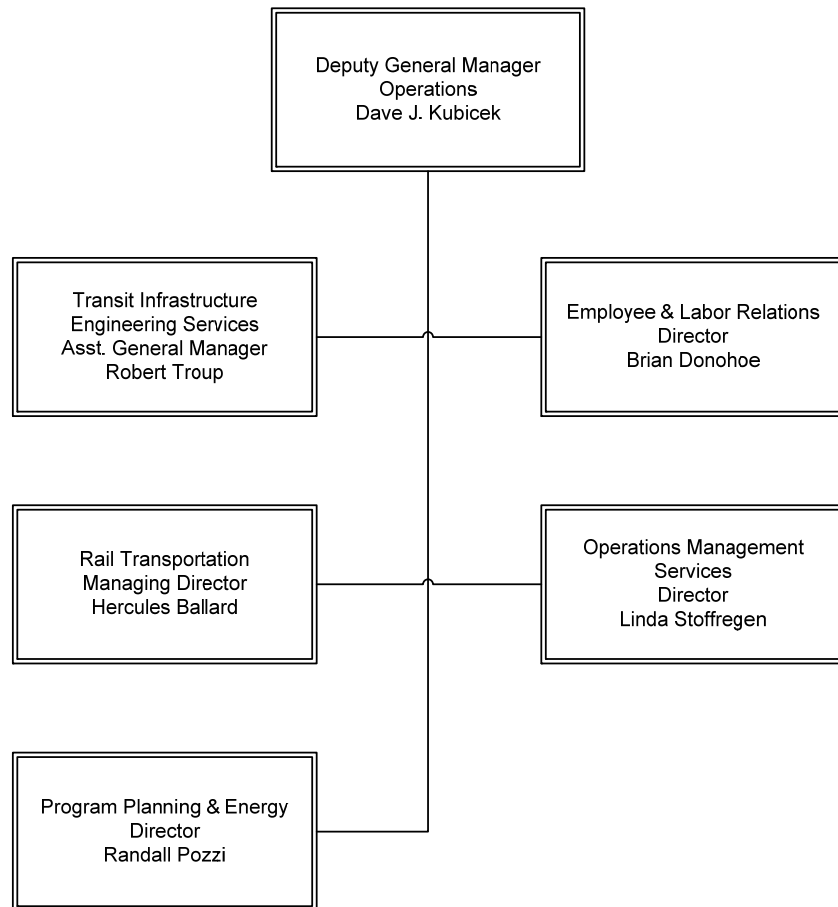
OPERATING EXPENSE BUDGET Bus Services Summary						
(Dollars in Thousands)	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$26,412	\$29,304	\$28,461	\$31,576	\$3,114	10.9%
Full-Time Salaries	\$25,803	\$28,856	\$27,962	\$31,719	\$3,757	
Salary Lapse	\$0	\$0	\$0	(\$923)	(\$923)	
Overtime Salaries	\$609	\$447	\$499	\$779	\$280	
Wages (Total)	\$198,906	\$197,877	\$210,110	\$215,676	\$5,566	2.6%
Operator/StaMgr Wages	\$125,082	\$124,696	\$135,642	\$138,154	\$2,512	
Operator/StaMgr Overtime	\$19,916	\$22,663	\$22,316	\$23,365	\$1,049	
Full Time Wages	\$49,914	\$45,855	\$47,186	\$51,318	\$4,132	
Wage Lapse	\$0	\$0	\$0	(\$1,433)	(\$1,433)	
Overtime Wages	\$3,994	\$4,664	\$4,966	\$4,272	(\$694)	
TOTAL SALARIES AND WAGES	\$225,318	\$227,181	\$238,571	\$247,251	\$8,680	3.6%
Fringes (Total)	\$82,968	\$92,887	\$96,802	\$103,801	\$6,999	7.2%
Fringe Health	\$69	\$132	\$24	\$49,382	\$49,357	
Fringe Pension	\$254	\$314	\$368	\$33,013	\$32,645	
Other Fringe Benefits	\$82,645	\$92,441	\$96,410	\$20,631	(\$75,779)	
Workers Compensation	\$0	\$0	\$0	\$776	\$776	
TOTAL PERSONNEL COST	\$308,286	\$320,067	\$335,373	\$351,052	\$15,679	4.7%
Services (Total)	\$5,801	\$8,046	\$7,133	\$8,824	\$1,690	23.7%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$187	\$221	\$192	\$238	\$45	
Temporary Help	\$0	\$0	\$0	\$1	\$1	
Contract Maintenance	\$5,169	\$7,182	\$6,198	\$7,332	\$1,135	
Custodial Services	\$0	\$49	\$25	\$144	\$119	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$445	\$594	\$718	\$1,109	\$390	
Materials & Supplies (Total)	\$36,977	\$26,949	\$25,674	\$19,528	(\$6,145)	-23.9%
Fuel and Lubricants	\$4,485	\$4,276	\$4,510	\$4,909	\$399	
Tires	\$4,619	\$4,761	\$5,564	\$5,617	\$54	
Other	\$27,873	\$17,912	\$15,600	\$9,002	(\$6,598)	
Fuel & Propulsion (Total)	\$36,494	\$32,696	\$35,106	\$40,099	\$4,992	14.2%
Diesel Fuel	\$26,906	\$23,316	\$25,873	\$30,576	\$4,703	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$9,588	\$9,381	\$9,234	\$9,523	\$289	
Utilities (Total)	\$2	\$133	\$107	\$68	(\$39)	-36.1%
Electricity and Gas	\$0	\$87	\$32	\$60	\$28	
Utilities - Other	\$2	\$46	\$74	\$8	(\$67)	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$356	\$496	\$678	\$882	\$204	30.0%
Property	\$333	\$473	\$675	\$882	\$207	
Equipment	\$23	\$23	\$3	\$0	(\$3)	
Miscellaneous (Total)	\$92	\$110	\$65	\$147	\$82	126.9%
Dues And Subscriptions	\$5	\$7	\$7	\$10	\$3	
Conferences and Meetings	\$9	\$6	\$7	\$10	\$3	
Business Travel/Public Hrg	\$41	\$43	\$20	\$2	(\$18)	
Interview & Relocation	\$1	\$1	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$37	\$52	\$30	\$124	\$94	
Reimbursements (Total)	(\$18,001)	(\$26)	(\$50)	(\$77)	(\$27)	55.1%
Reimbursements	(\$18,001)	(\$26)	(\$50)	(\$77)	(\$27)	
TOTAL NONPERSONNEL COST	\$61,721	\$68,404	\$68,713	\$69,471	\$757	1.1%
TOTAL COST	\$370,008	\$388,471	\$404,087	\$420,523	\$16,436	4.1%

Deputy General Manager of Operations

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$10,522	\$8,426	\$19,714	\$11,288	134.0%
NON-PERSONNEL COST	1,049	1,439	1,833	394	27.4%
TOTAL COST	\$11,571	\$9,865	\$21,546	\$11,681	118.4%
BUDGETED POSITIONS	49	82	162	80	97.6%

Description

The Deputy General Manager Operations (DGMO) directs the daily operation of Metrorail, MetroAccess, and 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 - "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: Create a Safety Culture, Use Every Resource Wisely and Maintain and Enhance Metro's Image. To track progress towards these goals and objectives, the Deputy General Manager's office reports on the following set of key performance indicators in the monthly 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 5.15

OPERATING COST BY MODE
Operations Administration
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$4,754	\$1,660	\$2,946	\$148
Full-Time Salaries	\$4,748	\$1,662	\$2,938	\$148
Salary Lapse	-\$43	-\$24	-\$19	\$0
Overtime Salaries	\$49	\$22	\$27	\$0
Wages (Total)	\$9,197	\$3,829	\$5,368	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$9,419	\$3,878	\$5,541	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$13,951	\$5,489	\$8,314	\$148
Fringes (Total)	\$5,762	\$2,267	\$3,434	\$61
Fringe Health	\$2,788	\$1,097	\$1,662	\$30
Fringe Pension	\$1,864	\$733	\$1,111	\$20
Other Fringe Benefits	\$1,066	\$419	\$635	\$11
Workers Compensation	\$44	\$17	\$26	\$0
TOTAL PERSONNEL COST	\$19,714	\$7,755	\$11,748	\$210
Services (Total)	\$1,671	\$650	\$992	\$29
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,390	\$540	\$826	\$24
Temporary Help	\$5	\$2	\$3	\$0
Contract Maintenance	\$18	\$7	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$258	\$101	\$152	\$5
Materials & Supplies (Total)	\$120	\$54	\$66	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$120	\$54	\$66	\$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)	\$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)	\$37	\$15	\$22	\$1
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$12	\$5	\$7	\$0
Business Travel/Public Hrg	\$21	\$8	\$12	\$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	\$1,833	\$719	\$1,082	\$31
TOTAL COST	\$21,546	\$8,474	\$12,831	\$241

Table 5.16

OPERATING EXPENSE BUDGET
Operations Administration

(Dollars in Thousands)	Actual	Actual	Actual	Approved	Change	Variance
	2009	2010	2011	Budget 2012		
Salaries (Total)	\$2,949	\$3,882	\$3,685	\$4,754	\$1,069	29.0%
Full-Time Salaries	\$2,940	\$3,864	\$3,597	\$4,748	\$1,151	
Salary Lapse	\$0	\$0	\$0	(\$43)	(\$43)	
Overtime Salaries	\$8	\$18	\$88	\$49	(\$38)	
Wages (Total)	\$4,801	\$3,557	\$2,236	\$9,197	\$6,961	311.3%
Operator/StaMgr Wages	\$0	\$2	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$4,653	\$3,435	\$2,088	\$9,419	\$7,331	
Wage Lapse	\$0	\$0	\$0	(\$222)	(\$222)	
Overtime Wages	\$148	\$120	\$148	\$0	(\$148)	
TOTAL SALARIES AND WAGES	\$7,749	\$7,439	\$5,921	\$13,951	\$8,030	135.6%
Fringes (Total)	\$2,989	\$3,083	\$2,505	\$5,762	\$3,257	130.0%
Fringe Health	\$9	\$6	\$1	\$2,788	\$2,787	
Fringe Pension	\$129	\$149	\$147	\$1,864	\$1,717	
Other Fringe Benefits	\$2,851	\$2,927	\$2,357	\$1,066	(\$1,291)	
Workers Compensation	\$0	\$0	\$0	\$44	\$44	
TOTAL PERSONNEL COST	\$10,738	\$10,522	\$8,426	\$19,714	\$11,288	134.0%
Services (Total)	\$1,908	\$945	\$1,230	\$1,671	\$441	35.8%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$1,827	\$877	\$1,034	\$1,390	\$356	
Temporary Help	\$40	\$15	\$15	\$5	(\$10)	
Contract Maintenance	\$0	\$0	\$0	\$18	\$18	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$42	\$52	\$181	\$258	\$77	
Materials & Supplies (Total)	\$105	\$79	\$175	\$120	(\$55)	-31.4%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$105	\$79	\$175	\$120	(\$55)	
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	\$7	\$5	(\$3)	-37.7%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$7	\$5	(\$3)	
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)	\$26	\$26	\$27	\$37	\$11	39.8%
Dues And Subscriptions	\$3	\$4	\$1	\$3	\$2	
Conferences and Meetings	\$7	\$7	\$11	\$12	\$1	
Business Travel/Public Hrg	\$7	\$14	\$15	\$21	\$6	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$10	\$1	\$0	\$2	\$2	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$2,040	\$1,049	\$1,439	\$1,833	\$394	27.4%
TOTAL COST	\$12,778	\$11,571	\$9,865	\$21,546	\$11,681	118.4%

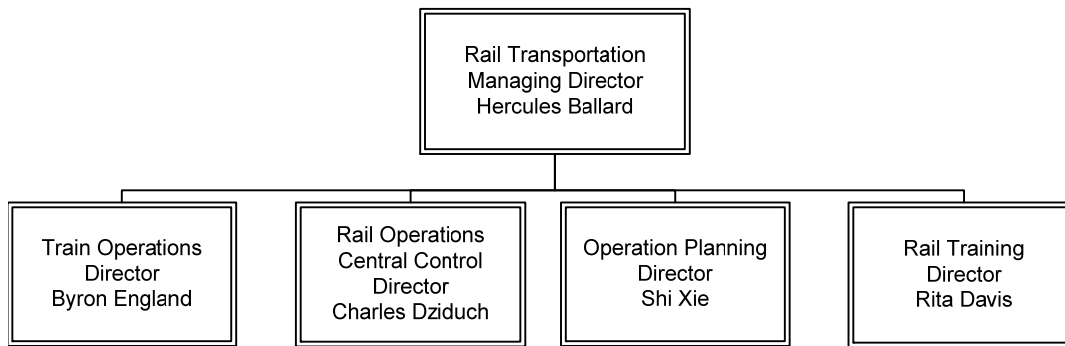
Rail Transportation

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$144,424	\$156,942	\$165,650	\$8,708	5.5%
NON-PERSONNEL COST	810	998	1,385	387	38.7%
TOTAL COST	\$145,234	\$157,940	\$167,035	\$9,095	5.8%
BUDGETED POSITIONS	4090	4111	1499 *	-2612	-63.5%

*During FY2011, 2,600 budgeted positions were transferred to the Department of Transit Infrastructure and Engineering Services.

Description

The Department of Rail Transportation (RTRA) provides rail service across 106 miles of track and 86 rail stations, 40 of which are in the District of Columbia, 26 in Maryland and 20 in Virginia. 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."

RTRA's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goal is: Deliver Quality Service. To track progress towards the goal and objectives, the Department of Rail Transportation reports on the following set of key performance indicators in the monthly Vital Signs Report:

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

Table 5.17

OPERATING COST BY MODE
Rail Transportation
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$21,331	\$0	\$21,331	\$0
Full-Time Salaries	\$20,695	\$0	\$20,695	\$0
Salary Lapse	-\$362	\$0	-\$362	\$0
Overtime Salaries	\$999	\$0	\$999	\$0
Wages (Total)	\$95,528	\$0	\$95,528	\$0
Operator/StaMgr Wages	\$78,546	\$0	\$78,546	\$0
Operator/StaMgr Overtime	\$12,271	\$0	\$12,271	\$0
Full Time Wages	\$4,073	\$0	\$4,073	\$0
Wage Lapse	-\$109	\$0	-\$109	\$0
Overtime Wages	\$747	\$0	\$747	\$0
TOTAL SALARIES AND WAGES	\$116,859	\$0	\$116,859	\$0
Fringes (Total)	\$48,791	\$0	\$48,791	\$0
Fringe Health	\$23,355	\$0	\$23,355	\$0
Fringe Pension	\$15,613	\$0	\$15,613	\$0
Other Fringe Benefits	\$9,456	\$0	\$9,456	\$0
Workers Compensation	\$367	\$0	\$367	\$0
TOTAL PERSONNEL COST	\$165,650	\$0	\$165,650	\$0
Services (Total)	\$890	\$0	\$890	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$445	\$0	\$445	\$0
Temporary Help	\$1	\$0	\$1	\$0
Contract Maintenance	\$16	\$0	\$16	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$428	\$0	\$428	\$0
Materials & Supplies (Total)	\$423	\$0	\$409	\$14
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$423	\$0	\$409	\$14
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)	\$72	\$0	\$72	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$37	\$0	\$37	\$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	\$14	\$0	\$14	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,385	\$0	\$1,370	\$14
TOTAL COST	\$167,035	\$0	\$167,021	\$14

Table 5.18

OPERATING EXPENSE BUDGET Rail Transportation						
	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
<i>(Dollars in Thousands)</i>						
Salaries (Total)	\$19,598	\$20,973	\$21,299	\$21,331	\$32	0.1%
Full-Time Salaries	\$17,435	\$17,877	\$17,836	\$20,695	\$2,859	
Salary Lapse	\$0	\$0	\$0	(\$362)	(\$362)	
Overtime Salaries	\$2,163	\$3,097	\$3,463	\$999	(\$2,465)	
Wages (Total)	\$80,520	\$82,061	\$90,425	\$95,528	\$5,103	5.6%
Operator/StaMgr Wages	\$64,735	\$61,610	\$68,223	\$78,546	\$10,323	
Operator/StaMgr Overtime	\$11,689	\$15,899	\$17,542	\$12,271	(\$5,271)	
Full Time Wages	\$3,499	\$3,827	\$3,907	\$4,073	\$166	
Wage Lapse	\$0	\$0	\$0	(\$109)	(\$109)	
Overtime Wages	\$597	\$725	\$753	\$747	(\$6)	
TOTAL SALARIES AND WAGES	\$100,118	\$103,034	\$111,724	\$116,859	\$5,135	
Fringes (Total)	\$36,730	\$41,389	\$45,218	\$48,791	\$3,573	7.9%
Fringe Health	\$23	\$42	\$4	\$23,355	\$23,351	
Fringe Pension	\$100	\$120	\$147	\$15,613	\$15,466	
Other Fringe Benefits	\$36,607	\$41,227	\$45,067	\$9,456	(\$35,611)	
Workers Compensation	\$0	\$0	\$0	\$367	\$367	
TOTAL PERSONNEL COST	\$136,848	\$144,424	\$156,942	\$165,650	\$8,708	
Services (Total)	\$140	\$261	\$380	\$890	\$510	134.2%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$15	\$62	\$194	\$445	\$251	
Temporary Help	\$27	\$10	\$0	\$1	\$1	
Contract Maintenance	\$0	\$0	\$0	\$16	\$16	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$97	\$190	\$186	\$428	\$242	
Materials & Supplies (Total)	\$364	\$358	\$600	\$423	(\$177)	-29.6%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$364	\$358	\$600	\$423	(\$177)	
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)	\$2	\$5	\$4	\$0	(\$4)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$2	\$5	\$4	\$0	(\$4)	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$33	\$185	\$14	\$72	\$58	416.0%
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0	
Conferences and Meetings	\$0	\$0	\$11	\$37	\$26	
Business Travel/Public Hrg	\$17	\$171	\$3	\$21	\$18	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$16	\$14	\$0	\$14	\$14	
Reimbursements (Total)	\$7	\$0	\$0	\$0	\$0	
Reimbursements	\$7	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$545	\$810	\$998	\$1,385	\$387	38.7%
TOTAL COST	\$137,393	\$145,234	\$157,940	\$167,035	\$9,095	5.8%

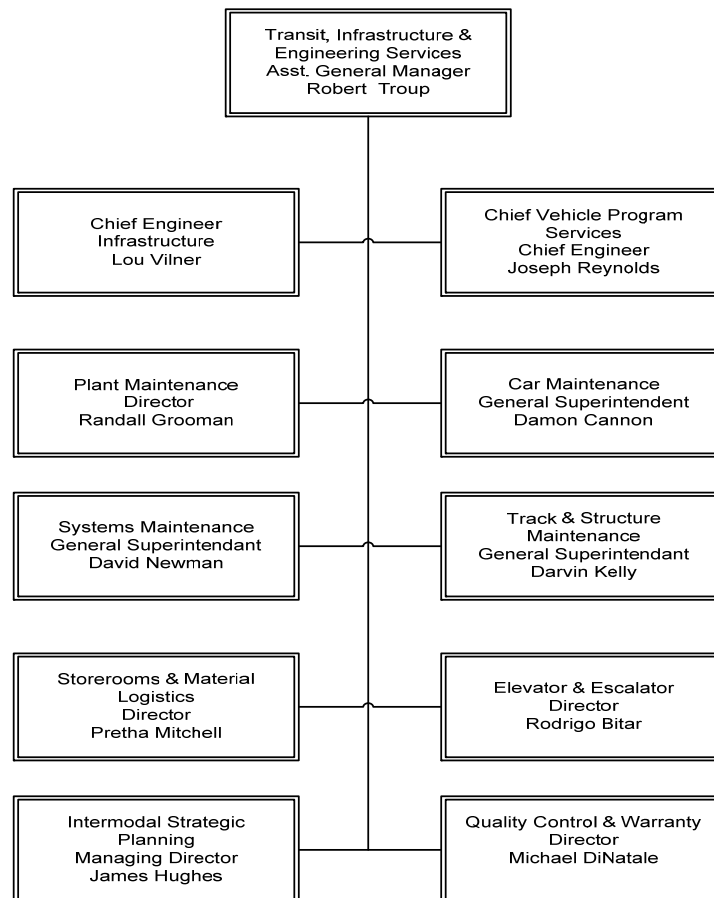
Transit Infrastructure and Engineering Services

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$297,215	\$314,785	\$301,385	(\$13,400)	-4.3%
NON-PERSONNEL COST	165,748	145,037	162,768	17,731	12.2%
TOTAL COST	\$462,964	\$459,822	\$464,152	\$4,331	0.9%
BUDGETED POSITIONS	1258	1204	3882 *	2678	222.4%

*During FY2011, 2,600 budgeted positions were transferred from the Department of Rail Transportation to TIES.

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 236 station elevators. TIES also manages the Metro Capital Improvement Program (CIP).



Mission Statement and Objectives

Transit Infrastructure and Engineering 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's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goal is: Deliver Quality Service. To track progress towards the goal and objectives, TIES reports on the following set of key performance indicators in the monthly 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 5.19

OPERATING COST BY MODE
Transit Infrastructure and Eng
APPROVED FY2012 BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$47,512	\$1,564	\$45,923	\$25
Full-Time Salaries	\$46,792	\$1,529	\$45,238	\$25
Salary Lapse	-\$957	-\$35	-\$922	\$0
Overtime Salaries	\$1,678	\$71	\$1,607	\$0
Wages (Total)	\$164,664	\$6,322	\$158,342	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$162,365	\$6,152	\$156,212	\$1
Wage Lapse	-\$4,697	-\$183	-\$4,514	\$0
Overtime Wages	\$6,996	\$353	\$6,643	\$0
TOTAL SALARIES AND WAGES	\$212,176	\$7,886	\$204,265	\$26
Fringes (Total)	\$89,209	\$3,326	\$85,874	\$9
Fringe Health	\$42,404	\$1,576	\$40,823	\$4
Fringe Pension	\$28,348	\$1,054	\$27,292	\$3
Other Fringe Benefits	\$17,791	\$671	\$17,117	\$2
Workers Compensation	\$666	\$25	\$641	\$0
TOTAL PERSONNEL COST	\$301,385	\$11,212	\$290,138	\$35
Services (Total)	\$22,592	\$3,828	\$18,741	\$23
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,254	\$1	\$1,253	\$0
Temporary Help	\$2,159	\$647	\$1,512	\$0
Contract Maintenance	\$18,048	\$3,126	\$14,899	\$23
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,130	\$53	\$1,077	\$0
Materials & Supplies (Total)	\$31,447	\$2,935	\$28,177	\$335
Fuel and Lubricants	\$234	\$35	\$199	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$31,213	\$2,900	\$27,978	\$335
Fuel & Propulsion (Total)	\$60,921	\$0	\$60,921	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$60,921	\$0	\$60,921	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$45,886	\$8,937	\$36,881	\$68
Electricity and Gas	\$41,576	\$7,651	\$33,858	\$67
Utilities - Other	\$4,309	\$1,286	\$3,022	\$1
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,490	\$362	\$1,129	\$0
Property	\$936	\$351	\$585	\$0
Equipment	\$554	\$10	\$544	\$0
Miscellaneous (Total)	\$431	\$40	\$390	\$1
Dues And Subscriptions	\$30	\$12	\$17	\$0
Conferences and Meetings	\$22	\$6	\$16	\$0
Business Travel/Public Hrg	\$247	\$9	\$238	\$0
Interview & Relocation	\$2	\$0	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$19	\$0	\$19	\$0
Other	\$111	\$12	\$98	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$162,768	\$16,101	\$146,239	\$428
TOTAL COST	\$464,152	\$27,313	\$436,377	\$463

Table 5.20

OPERATING EXPENSE BUDGET Transit Infrastructure and Eng						
	Actual	Actual	Actual	Approved		
(Dollars in Thousands)	2009	2010	2011	Budget	Change	Variance
				2012		
Salaries (Total)	\$48,905	\$50,260	\$52,896	\$47,512	(\$5,385)	-10.2%
Full-Time Salaries	\$45,885	\$46,415	\$48,597	\$46,792	(\$1,806)	
Salary Lapse	\$0	\$0	\$0	(\$957)	(\$957)	
Overtime Salaries	\$3,020	\$3,845	\$4,299	\$1,678	(\$2,622)	
Wages (Total)	\$153,985	\$161,349	\$170,971	\$164,664	(\$6,307)	-3.7%
Operator/StaMgr Wages	\$0	\$0	\$1	\$0	(\$1)	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$141,397	\$144,556	\$152,847	\$162,365	\$9,519	
Wage Lapse	\$0	\$0	\$0	(\$4,697)	(\$4,697)	
Overtime Wages	\$12,589	\$16,793	\$18,124	\$6,996	(\$11,127)	
TOTAL SALARIES AND WAGES	\$202,890	\$211,609	\$223,868	\$212,176	(\$11,691)	
Fringes (Total)	\$74,890	\$85,606	\$90,917	\$89,209	(\$1,709)	-1.9%
Fringe Health	\$68	\$152	\$59	\$42,404	\$42,345	
Fringe Pension	\$1,045	\$1,101	\$1,234	\$28,348	\$27,114	
Other Fringe Benefits	\$73,777	\$84,353	\$89,624	\$17,791	(\$71,834)	
Workers Compensation	\$0	\$0	\$0	\$666	\$666	
TOTAL PERSONNEL COST	\$277,780	\$297,215	\$314,785	\$301,385	(\$13,400)	
Services (Total)	\$21,010	\$22,297	\$18,417	\$22,592	\$4,176	22.7%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$979	\$617	\$625	\$1,254	\$629	
Temporary Help	\$1,860	\$2,399	\$2,249	\$2,159	(\$90)	
Contract Maintenance	\$17,299	\$17,978	\$14,675	\$18,048	\$3,373	
Custodial Services	\$3	\$0	\$2	\$0	(\$2)	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$869	\$1,304	\$865	\$1,130	\$265	
Materials & Supplies (Total)	\$41,320	\$48,033	\$41,616	\$31,447	(\$10,169)	-24.4%
Fuel and Lubricants	\$251	\$220	\$469	\$234	(\$235)	
Tires	\$1	\$1	\$0	\$0	(\$0)	
Other	\$41,068	\$47,813	\$41,146	\$31,213	(\$9,933)	
Fuel & Propulsion (Total)	\$66,495	\$57,403	\$51,010	\$60,921	\$9,912	19.4%
Diesel Fuel	\$7	\$4	\$0	\$0	\$0	
Propulsion Power	\$66,488	\$57,399	\$51,010	\$60,921	\$9,912	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$42,999	\$35,981	\$32,545	\$45,886	\$13,341	41.0%
Electricity and Gas	\$40,197	\$32,652	\$29,009	\$41,576	\$12,568	
Utilities - Other	\$2,803	\$3,329	\$3,536	\$4,309	\$774	
Casualty & Liability (Total)	\$0	\$175	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$175	\$0	\$0	\$0	
Leases (Total)	\$1,262	\$1,326	\$1,258	\$1,490	\$232	18.5%
Property	\$745	\$916	\$808	\$936	\$128	
Equipment	\$517	\$411	\$450	\$554	\$105	
Miscellaneous (Total)	\$241	\$533	\$194	\$431	\$237	121.9%
Dues And Subscriptions	\$42	\$21	\$6	\$30	\$24	
Conferences and Meetings	\$36	\$21	\$19	\$22	\$3	
Business Travel/Public Hrg	\$82	\$237	\$56	\$247	\$191	
Interview & Relocation	\$0	\$2	\$3	\$2	(\$1)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1	\$1	\$1	\$19	\$18	
Other	\$80	\$251	\$109	\$111	\$2	
Reimbursements (Total)	(\$2,700)	(\$0)	(\$2)	\$0	\$2	-100.0%
Reimbursements	(\$2,700)	(\$0)	(\$2)	\$0	\$2	
TOTAL NONPERSONNEL COST	\$170,627	\$165,748	\$145,037	\$162,768	\$17,731	12.2%
TOTAL COST	\$448,408	\$462,964	\$459,822	\$464,152	\$4,331	0.9%

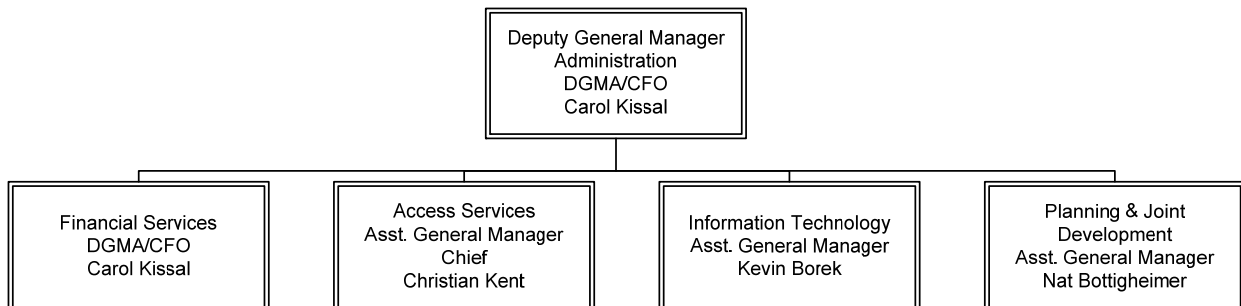
Deputy General Manager of Administration

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$77,722	\$76,125	\$79,906	\$2,842	5.0%
NON-PERSONNEL COST	\$152,878	\$174,777	\$179,530	692	2.7%
TOTAL COST	\$230,601	\$250,902	\$259,436	\$3,535	3.4%
 BUDGETED POSITIONS	 647	 604	 760	 156	 25.8%

Description

The Deputy General Manager of Administration and Chief Financial Officer (DGMA/CFO) is responsible for managing, developing, and administering the financial position and administrative functions of Metro, including the collection of revenues and other income, the disbursements of all payments, federal grants management, investment of funds, financing and borrowing, purchasing of all goods and services required by Metro, and accounting for financial transactions, assets, liabilities, payables, and receivables. In addition, the DGMA/CFO also manages the development of the Capital Improvement Program (CIP) and Operating Budgets, analyzes expenditures, and calculates and bills local jurisdictions for their contributions. The department is also responsible for the financial reporting to various outside agencies, as well as to the Board of Directors.

The department oversees the strategic management and development of Information Technology (IT), MetroAccess (ACCS), Planning and Joint Development (PLJD) and Financial Services (CFO) departments. 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. IT includes the implementation and development of the technology strategy for Metro, which will focus on aligning business and IT investments towards mission critical systems and the establishment of the overall structure for the governance and criteria for those investments. PLJD is responsible for planning across the agency in the following areas: Regional & Strategic Planning, Access Planning & Policy Analysis, Corridor Planning & Development, Capital & Systems Planning, Joint Development, Station Area Planning, and Asset Management. Financial services are responsible for the financial management of all Metro operations.

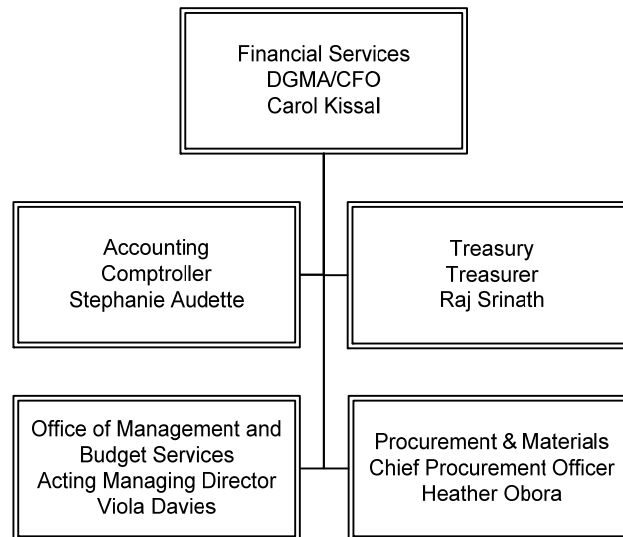


Financial Services

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$48,691	\$47,040	\$47,995	\$955	2.0%
NON-PERSONNEL COST	38,493	55,362	51,474	(3,888)	-7.0%
TOTAL COST	\$87,185	\$102,402	\$99,469	(\$2,933)	-2.9%
BUDGETED POSITIONS	345	321	382	61	19.0%

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 Federal grant management, as well as cash and risk management.



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, administrative and 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 scenario's and the development of mission critical systems which support the goal of safety and operations.

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 of Directors for the development of the Operating and Capital budgets, present a proposed annual budget to the Board and gain approval prior to the start of the new fiscal year.
- 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 or result in cost savings by identifying new initiatives
- 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

Table 5.21

OPERATING COST BY MODE
Financial Services Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$16,672	\$6,420	\$10,006	\$246
Full-Time Salaries	\$16,978	\$6,548	\$10,182	\$248
Salary Lapse	-\$593	-\$201	-\$389	-\$4
Overtime Salaries	\$287	\$73	\$213	\$1
Wages (Total)	\$6,487	\$1,823	\$4,617	\$47
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,467	\$1,801	\$4,619	\$46
Wage Lapse	-\$148	-\$33	-\$115	\$0
Overtime Wages	\$168	\$55	\$112	\$1
TOTAL SALARIES AND WAGES	\$23,159	\$8,243	\$14,623	\$293
Fringes (Total)	\$24,835	\$9,615	\$15,000	\$220
Fringe Health	\$4,629	\$1,647	\$2,923	\$59
Fringe Pension	\$3,094	\$1,101	\$1,954	\$39
Other Fringe Benefits	\$1,799	\$641	\$1,136	\$23
Workers Compensation	\$15,313	\$6,225	\$8,988	\$100
TOTAL PERSONNEL COST	\$47,995	\$17,858	\$29,624	\$513
Services (Total)	\$19,439	\$4,871	\$14,499	\$69
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,544	\$1,832	\$1,689	\$23
Temporary Help	\$82	\$37	\$44	\$1
Contract Maintenance	\$103	\$39	\$61	\$2
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$15,711	\$2,963	\$12,704	\$44
Materials & Supplies (Total)	\$3,091	\$1,051	\$1,995	\$45
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3,091	\$1,051	\$1,995	\$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)	\$28,746	\$12,484	\$15,968	\$294
Insurance	\$12,675	\$4,995	\$7,485	\$195
Claims	\$16,071	\$7,489	\$8,483	\$99
Leases (Total)	\$33	\$13	\$19	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$33	\$13	\$19	\$1
Miscellaneous (Total)	\$670	\$163	\$502	\$6
Dues And Subscriptions	\$102	\$41	\$59	\$2
Conferences and Meetings	\$37	\$16	\$20	\$1
Business Travel/Public Hrg	\$168	\$59	\$107	\$3
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$38	\$15	\$23	\$1
Other	\$325	\$32	\$293	\$1
Reimbursements (Total)	-\$506	\$3	-\$508	\$0
Reimbursements	-\$506	\$3	-\$508	\$0
TOTAL NONPERSONNEL COST	\$51,474	\$18,585	\$32,474	\$414
TOTAL COST	\$99,469	\$36,444	\$62,098	\$927

Table 5.22

OPERATING EXPENSE BUDGET
Financial Services Summary

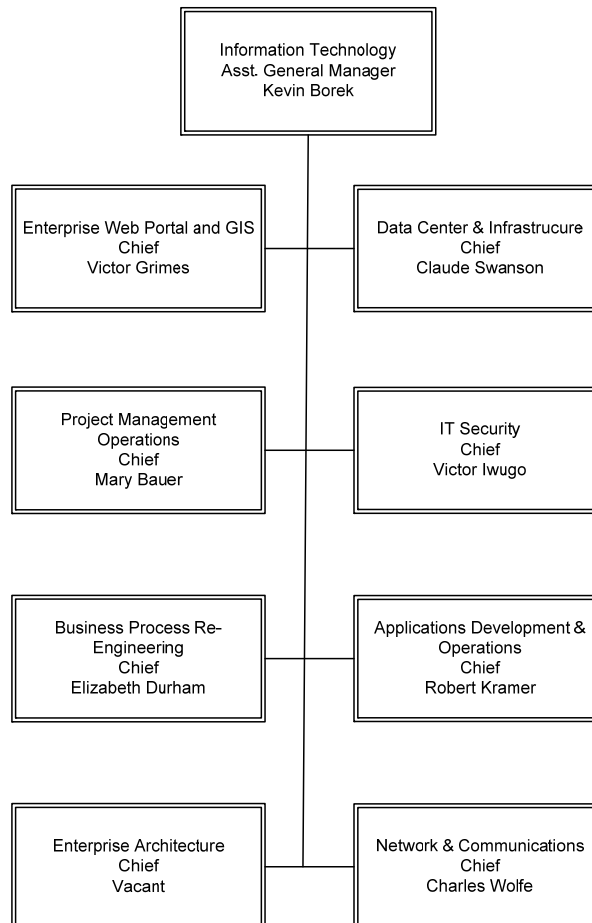
<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$16,518	\$14,987	\$14,960	\$16,672	\$1,712	11.4%
Full-Time Salaries	\$16,299	\$14,846	\$14,785	\$16,978	\$2,192	
Salary Lapse	\$0	\$0	\$0	(\$593)	(\$593)	
Overtime Salaries	\$219	\$141	\$175	\$287	\$113	
Wages (Total)	\$8,667	\$6,300	\$5,942	\$6,487	\$545	9.2%
Operator/StaMgr Wages	\$132	\$8	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$1	\$0	\$0	\$0	
Full Time Wages	\$8,147	\$6,013	\$5,497	\$6,467	\$971	
Wage Lapse	\$0	\$0	\$0	(\$148)	(\$148)	
Overtime Wages	\$388	\$278	\$445	\$168	(\$278)	
TOTAL SALARIES AND WAGES	\$25,185	\$21,287	\$20,902	\$23,159	\$2,257	10.8%
Fringes (Total)	\$26,675	\$27,405	\$26,138	\$24,835	(\$1,303)	-5.0%
Fringe Health	\$10	\$13	\$16	\$4,629	\$4,612	
Fringe Pension	\$478	\$513	\$594	\$3,094	\$2,500	
Other Fringe Benefits	\$9,168	\$8,423	\$8,274	\$1,799	(\$6,475)	
Workers Compensation	\$17,019	\$18,456	\$17,253	\$15,313	(\$1,940)	
TOTAL PERSONNEL COST	\$51,860	\$48,691	\$47,040	\$47,995	\$955	2.0%
Services (Total)	\$17,379	\$18,959	\$17,205	\$19,439	\$2,234	13.0%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$5,342	\$6,015	\$4,083	\$3,544	(\$539)	
Temporary Help	\$160	\$322	\$254	\$82	(\$172)	
Contract Maintenance	\$39	\$13	\$26	\$103	\$77	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$11,838	\$12,610	\$12,841	\$15,711	\$2,869	
Materials & Supplies (Total)	\$251	\$3,771	\$1,217	\$3,091	\$1,874	154.0%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$251	\$3,771	\$1,217	\$3,091	\$1,874	
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$1	\$1	\$0	(\$1)	-100.0%
Electricity and Gas	\$0	\$1	\$1	\$0	(\$1)	
Utilities - Other	\$0	\$0	\$0	\$0	(\$0)	
Casualty & Liability (Total)	\$15,108	\$15,753	\$37,901	\$28,746	(\$9,155)	-24.2%
Insurance	\$7,980	\$11,903	\$12,596	\$12,675	\$79	
Claims	\$7,128	\$3,850	\$25,305	\$16,071	(\$9,234)	
Leases (Total)	\$35	\$66	\$72	\$33	(\$39)	-54.6%
Property	\$0	\$39	\$11	\$0	(\$11)	
Equipment	\$35	\$27	\$61	\$33	(\$28)	
Miscellaneous (Total)	\$451	\$452	\$556	\$670	\$115	20.6%
Dues And Subscriptions	\$58	\$43	\$41	\$102	\$61	
Conferences and Meetings	\$7	\$6	\$6	\$37	\$31	
Business Travel/Public Hrg	\$39	\$57	\$15	\$168	\$153	
Interview & Relocation	\$0	\$5	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$9	\$8	\$10	\$38	\$28	
Other	\$338	\$332	\$483	\$325	(\$158)	
Reimbursements (Total)	\$0	(\$509)	(\$1,590)	(\$506)	\$1,084	-68.2%
Reimbursements	\$0	(\$509)	(\$1,590)	(\$506)	\$1,084	
TOTAL NONPERSONNEL COST	\$33,225	\$38,493	\$55,362	\$51,474	(\$3,888)	-7.0%
TOTAL COST	\$85,084	\$87,185	\$102,402	\$99,469	(\$2,933)	-2.9%

Information Technology

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$20,445	\$19,975	\$22,818	\$2,842	14.2%
NON-PERSONNEL COST	16,287	17,033	17,725	692	4.1%
TOTAL COST	\$36,732	\$37,008	\$40,543	\$3,535	9.6%
BUDGETED POSITIONS	203	201	288	87	43.3%

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 mission of IT is to serve as a strategic asset for Metro as it embarks on its mission.

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:

- Assuring that Metro's website aids external and internal customers, as well as, supporting the SmarTrip[®] website
- Provide IT infrastructure that supports Metro's mission and implement standards for hardware and software utilities
- Improve the use of technology throughout Metro
- Maintain Geographic Information System for the Washington Metropolitan area
- Safeguard Metro's IT system
- Manage and implement ongoing IT projects

Table 5.23

OPERATING COST BY MODE
Information Technology Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$13,466	\$5,372	\$7,886	\$208
Full-Time Salaries	\$13,819	\$5,511	\$8,094	\$214
Salary Lapse	-\$409	-\$161	-\$242	-\$6
Overtime Salaries	\$56	\$22	\$33	\$1
Wages (Total)	\$2,682	\$1,050	\$1,581	\$52
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,488	\$973	\$1,466	\$49
Wage Lapse	-\$72	-\$28	-\$42	-\$1
Overtime Wages	\$266	\$105	\$157	\$4
TOTAL SALARIES AND WAGES	\$16,148	\$6,421	\$9,467	\$260
Fringes (Total)	\$6,669	\$2,652	\$3,910	\$107
Fringe Health	\$3,227	\$1,283	\$1,892	\$52
Fringe Pension	\$2,158	\$858	\$1,265	\$35
Other Fringe Benefits	\$1,234	\$491	\$723	\$20
Workers Compensation	\$51	\$20	\$30	\$1
TOTAL PERSONNEL COST	\$22,818	\$9,073	\$13,377	\$368
Services (Total)	\$15,955	\$6,239	\$9,403	\$313
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,888	\$738	\$1,112	\$37
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$10,795	\$4,221	\$6,361	\$212
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,273	\$1,280	\$1,929	\$64
Materials & Supplies (Total)	\$621	\$243	\$366	\$12
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$621	\$243	\$366	\$12
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)	\$1,127	\$441	\$664	\$22
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,127	\$441	\$664	\$22
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	\$10	\$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	\$17,725	\$6,932	\$10,446	\$348
TOTAL COST	\$40,543	\$16,005	\$23,822	\$716

Table 5.24

MULTI-YEAR OPERATING EXPENSE
Information Technology Summary

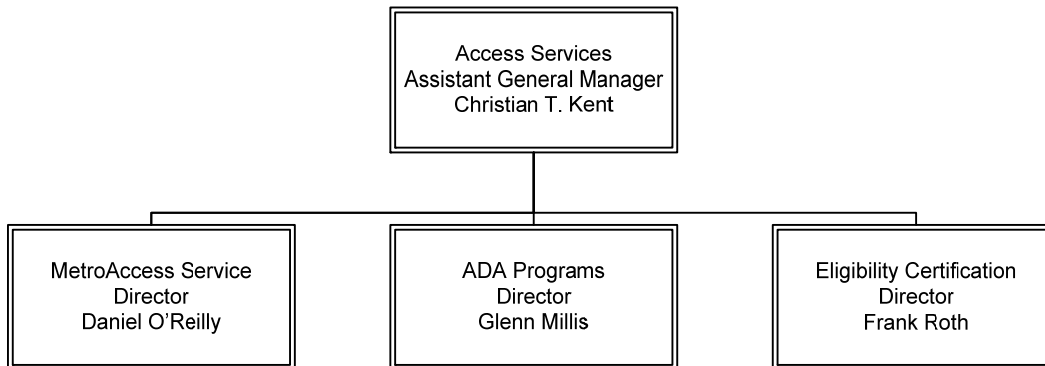
<i>(Dollars in Thousands)</i>	Actual	Actual	Actual	Approved	Change	Variance
	2009	2010	2011	Budget 2012		
Salaries (Total)	\$11,355	\$10,775	\$10,337	\$13,466	\$3,129	30.3%
Full-Time Salaries	\$11,316	\$10,733	\$10,252	\$13,819	\$3,567	
Salary Lapse	\$0	\$0	\$0	(\$409)	(\$409)	
Overtime Salaries	\$40	\$42	\$85	\$56	(\$28)	
Wages (Total)	\$2,684	\$3,473	\$3,570	\$2,682	(\$887)	-24.9%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,528	\$2,538	\$3,009	\$2,488	(\$521)	
Wage Lapse	\$0	\$0	\$0	(\$72)	(\$72)	
Overtime Wages	\$157	\$936	\$561	\$266	(\$295)	
TOTAL SALARIES AND WAGES	\$14,040	\$14,249	\$13,906	\$16,148	\$2,242	16.1%
Fringes (Total)	\$5,615	\$6,196	\$6,069	\$6,669	\$600	9.9%
Fringe Health	\$2	\$5	\$2	\$3,227	\$3,225	
Fringe Pension	\$487	\$539	\$562	\$2,158	\$1,595	
Other Fringe Benefits	\$5,126	\$5,653	\$5,505	\$1,234	(\$4,271)	
Workers Compensation	\$0	\$0	\$0	\$51	\$51	
TOTAL PERSONNEL COST	\$19,654	\$20,445	\$19,975	\$22,818	\$2,842	14.2%
Services (Total)	\$13,177	\$14,757	\$15,326	\$15,955	\$629	4.1%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$2,628	\$1,140	\$1,701	\$1,888	\$187	
Temporary Help	\$77	\$313	\$171	\$0	(\$171)	
Contract Maintenance	\$7,894	\$10,258	\$10,796	\$10,795	(\$1)	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$2,578	\$3,046	\$2,659	\$3,273	\$614	
Materials & Supplies (Total)	\$1,624	\$824	\$836	\$621	(\$215)	-25.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$1,624	\$824	\$836	\$621	(\$215)	
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)	\$1,036	\$683	\$851	\$1,127	\$276	32.5%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$1,036	\$683	\$851	\$1,127	\$276	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$1	\$0	(\$1)	-100.0%
Property	\$0	\$0	\$1	\$0	(\$1)	
Equipment	\$0	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$17	\$22	\$18	\$22	\$4	20.0%
Dues And Subscriptions	\$1	\$4	\$0	\$0	\$0	
Conferences and Meetings	\$7	\$7	\$1	\$3	\$2	
Business Travel/Public Hrg	\$8	\$10	\$17	\$18	\$1	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$1	\$2	\$1	\$1	\$1	
Reimbursements (Total)	\$0	\$0	\$0	\$0	(\$0)	-100.0%
Reimbursements	\$0	\$0	\$0	\$0	(\$0)	
TOTAL NONPERSONNEL COST	\$15,853	\$16,287	\$17,033	\$17,725	\$692	4.1%
TOTAL COST	\$35,507	\$36,732	\$37,008	\$40,543	\$3,535	9.6%

Access Services

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$4,267	\$4,419	\$4,245	(\$174)	-3.9%
NON-PERSONNEL COST	93,718	98,124	107,753	9,630	9.8%
TOTAL COST	\$97,985	\$102,542	\$111,999	\$9,456	9.2%
BUDGETED POSITIONS	42	38	40	2	5.3%

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 and senior citizens. Access Services also administers Metro’s Reduced Fare Program for people with disabilities and seniors, as well as the Free Ride Program for customers who are conditionally eligible for paratransit service. The department, through its three program offices (ADA Programs, Eligibility Certification 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 the following:

- 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 5.25

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$3,004	\$0	\$0	\$3,004
Full-Time Salaries	\$3,074	\$0	\$0	\$3,074
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	\$3,004	\$0	\$0	\$3,004
Fringes (Total)	\$1,241	\$0	\$0	\$1,241
Fringe Health	\$600	\$0	\$0	\$600
Fringe Pension	\$401	\$0	\$0	\$401
Other Fringe Benefits	\$230	\$0	\$0	\$230
Workers Compensation	\$9	\$0	\$0	\$9
TOTAL PERSONNEL COST	\$4,245	\$0	\$0	\$4,245
Services (Total)	\$106,937	\$0	\$0	\$106,937
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$344	\$0	\$0	\$344
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$105,823	\$0	\$0	\$105,823
Other	\$770	\$0	\$0	\$770
Materials & Supplies (Total)	\$168	\$0	\$0	\$168
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$168	\$0	\$0	\$168
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)	\$625	\$0	\$0	\$625
Property	\$625	\$0	\$0	\$625
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$24	\$0	\$0	\$24
Dues And Subscriptions	\$2	\$0	\$0	\$2
Conferences and Meetings	\$10	\$0	\$0	\$10
Business Travel/Public Hrg	\$7	\$0	\$0	\$7
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	\$107,753	\$0	\$0	\$107,753
TOTAL COST	\$111,999	\$0	\$0	\$111,999

Table 5.26

OPERATING EXPENSE BUDGET
Access Services Summary

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$2,877	\$2,951	\$3,046	\$3,004	(\$41)	-1.4%
Full-Time Salaries	\$2,845	\$2,915	\$2,994	\$3,074	\$80	
Salary Lapse	\$0	\$0	\$0	(\$90)	(\$90)	
Overtime Salaries	\$31	\$36	\$52	\$20	(\$32)	
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	\$2,877	\$2,951	\$3,046	\$3,004	(\$41)	-1.4%
Fringes (Total)	\$1,194	\$1,316	\$1,373	\$1,241	(\$132)	-9.6%
Fringe Health	\$0	\$0	\$0	\$600	\$600	
Fringe Pension	\$144	\$159	\$163	\$401	\$238	
Other Fringe Benefits	\$1,050	\$1,157	\$1,210	\$230	(\$980)	
Workers Compensation	\$0	\$0	\$0	\$9	\$9	
TOTAL PERSONNEL COST	\$4,071	\$4,267	\$4,419	\$4,245	(\$174)	-3.9%
Services (Total)	\$79,083	\$93,098	\$97,401	\$106,937	\$9,535	9.8%
Management Fee	\$53	\$0	\$0	\$0	\$0	
Professional & Technical	\$97	\$277	\$84	\$344	\$260	
Temporary Help	\$40	\$0	\$5	\$0	(\$5)	
Contract Maintenance	\$2	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$78,521	\$92,214	\$96,684	\$105,823	\$9,138	
Other	\$370	\$607	\$628	\$770	\$142	
Materials & Supplies (Total)	\$86	\$97	\$81	\$168	\$87	107.3%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$86	\$97	\$81	\$168	\$87	
Fuel & Propulsion (Total)	\$0	\$3	\$0	\$0	\$0	
Diesel Fuel	\$0	\$3	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$27	\$18	\$14	\$0	(\$14)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$27	\$18	\$14	\$0	(\$14)	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	\$0	
Leases (Total)	\$345	\$479	\$617	\$625	\$7	1.2%
Property	\$254	\$303	\$541	\$625	\$84	
Equipment	\$91	\$176	\$76	\$0	(\$76)	
Miscellaneous (Total)	\$11	\$24	\$10	\$24	\$14	133.8%
Dues And Subscriptions	\$0	\$0	\$0	\$2	\$1	
Conferences and Meetings	\$4	\$7	\$4	\$10	\$6	
Business Travel/Public Hrg	\$4	\$16	\$5	\$7	\$2	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1	\$0	\$1	\$0	(\$1)	
Other	\$1	(\$0)	\$0	\$6	\$6	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$79,553	\$93,718	\$98,124	\$107,753	\$9,630	9.8%
TOTAL COST	\$83,624	\$97,985	\$102,542	\$111,999	\$9,456	9.2%

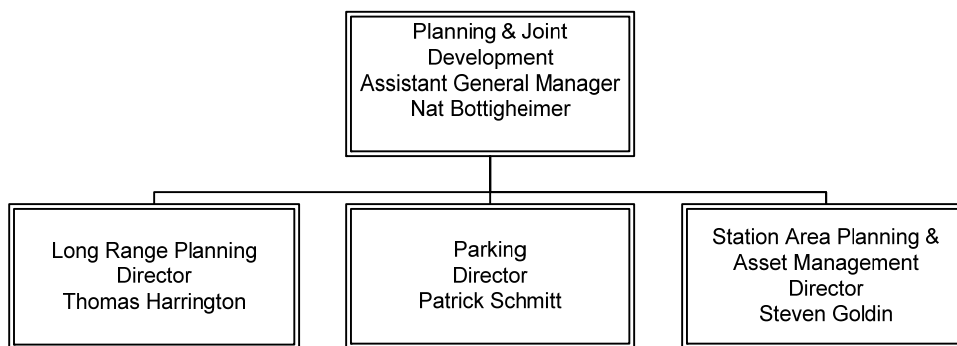
Planning and Joint Development

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$4,319	\$4,691	\$4,848	\$158	3.4%
NON-PERSONNEL COST	4,380	4,259	2,577	(1,681)	-39.5%
TOTAL COST	\$8,699	\$8,949	\$7,426	(\$1,523)	-17.0%
BUDGETED POSITIONS	57	44	50	6	13.6%

Description

The Department of Planning and Joint Development (PLJD) is responsible for:

- Developing transit and land development plans and studies that advance the Metro mission
- Executing mobility improvements through participation in regional and local planning activities
- Planning studies and technical analyses to identify, evaluate, and advance transit improvement projects that are best aligned with Metro’s vision and strategic goals
- Acquiring, managing, developing, and disposing of real property in support of Metrorail, Metrobus, and MetroAccess
- Implementing innovative programs that generate revenue and promote transit use
- Safely and efficiently manage Metro’s parking operations
- Utilizing Metro’s parking assets efficiently to advance strategic goals



Mission Statement and Objectives

The mission of Planning and Joint Development is to develop and support a long-range vision for transit services and transit asset development that enhances livable communities and promotes Metro’s role in the region. PLJD also supports Metro’s operating and business

functions through data analysis and program development. This mission supports Metro's strategic goals of delivering quality service; using every resource wisely, and retaining, maintaining, and enhancing Metro's image.

During FY2012, PLJD's mission will focus on the following key program initiatives:

- Developing a Long-Range Regional Transit Plan through the year 2040 and clearly communicating Metro's role in the area's mobility to the year 2040
- Implementing Metro's joint development guidelines by bringing along transit-oriented development (TOD) projects at Metro's Wheaton and New Carrollton stations; and managing the existing portfolio of TOD projects through the downturn to maximize the preservation of economic values and the realization of TOD design outcomes
- Developing a parking asset management strategy that increases the ridership benefits Metro realizes from its fixed parking assets over time; increases the benefits to riders from parking assets; and minimizes the cost to Metro on a lifecycle basis of owning and maintaining its parking assets
- Developing pilot parking initiatives that seek to demonstrate or test new, more strategic approaches to managing Metro's parking assets
- Implementing a new sustainability initiative to reduce parking garage lighting costs by reducing energy consumption through installation of new, energy-efficient lighting fixtures.

Table 5.27

OPERATING COST BY MODE
Planning Joint Dev. Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$3,431	\$844	\$2,563	\$24
Full-Time Salaries	\$3,411	\$844	\$2,543	\$24
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$20	\$0	\$20	\$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	\$3,431	\$844	\$2,563	\$24
Fringes (Total)	\$1,417	\$349	\$1,059	\$10
Fringe Health	\$686	\$169	\$512	\$5
Fringe Pension	\$458	\$113	\$342	\$3
Other Fringe Benefits	\$262	\$65	\$196	\$2
Workers Compensation	\$11	\$3	\$8	\$0
TOTAL PERSONNEL COST	\$4,848	\$1,193	\$3,622	\$34
Services (Total)	\$2,474	\$57	\$2,415	\$2
Management Fee	\$1,664	\$0	\$1,664	\$0
Professional & Technical	\$354	\$34	\$320	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$49	\$0	\$49	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$406	\$23	\$382	\$1
Materials & Supplies (Total)	\$58	\$8	\$47	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$58	\$8	\$47	\$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)	\$45	\$10	\$35	\$1
Dues And Subscriptions	\$13	\$4	\$9	\$0
Conferences and Meetings	\$15	\$4	\$11	\$0
Business Travel/Public Hrg	\$9	\$2	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$3	\$0	\$3	\$0
Other	\$6	\$1	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,577	\$76	\$2,496	\$6
TOTAL COST	\$7,426	\$1,269	\$6,118	\$39

Table 5.28

OPERATING EXPENSE BUDGET
Planning Joint Dev. Summary

<i>(Dollars in Thousands)</i>	Actual	Actual	Actual	Approved	Change	Variance
	2009	2010	2011	Budget 2012		
Salaries (Total)	\$5,610	\$3,043	\$3,208	\$3,431	\$223	7.0%
Full-Time Salaries	\$5,597	\$3,042	\$3,207	\$3,411	\$204	
Salary Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Salaries	\$13	\$0	\$1	\$20	\$19	
Wages (Total)	\$2,419	(\$17)	\$0	\$0	\$0	
Operator/StaMgr Wages	\$1	\$5	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,305	(\$21)	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Wages	\$113	(\$0)	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$8,029	\$3,026	\$3,208	\$3,431	\$223	7.0%
Fringes (Total)	\$3,103	\$1,293	\$1,482	\$1,417	(\$65)	-4.4%
Fringe Health	\$6	\$8	\$22	\$686	\$664	
Fringe Pension	\$199	\$166	\$187	\$458	\$272	
Other Fringe Benefits	\$2,898	\$1,119	\$1,274	\$262	(\$1,012)	
Workers Compensation	\$0	\$0	\$0	\$11	\$11	
TOTAL PERSONNEL COST	\$11,132	\$4,319	\$4,691	\$4,848	\$158	3.4%
Services (Total)	\$4,474	\$4,284	\$3,910	\$2,474	(\$1,436)	-36.7%
Management Fee	\$3,756	\$3,624	\$3,227	\$1,664	(\$1,562)	
Professional & Technical	\$369	\$364	\$287	\$354	\$67	
Temporary Help	\$8	\$4	\$5	\$0	(\$5)	
Contract Maintenance	\$0	\$32	\$33	\$49	\$16	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$342	\$260	\$357	\$406	\$49	
Materials & Supplies (Total)	\$123	\$52	\$266	\$58	(\$208)	-78.2%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$123	\$52	\$266	\$58	(\$208)	
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)	\$40	\$44	\$83	\$45	(\$38)	-45.5%
Dues And Subscriptions	\$7	\$9	\$12	\$13	\$1	
Conferences and Meetings	\$7	\$8	\$7	\$15	\$8	
Business Travel/Public Hrg	\$14	\$9	\$4	\$9	\$5	
Interview & Relocation	\$0	\$1	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$3	\$3	\$22	\$3	(\$19)	
Other	\$10	\$14	\$38	\$6	(\$32)	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$4,637	\$4,380	\$4,259	\$2,577	(\$1,681)	-39.5%
TOTAL COST	\$15,769	\$8,699	\$8,949	\$7,426	(\$1,523)	-17.0%

Metro Transit Police

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$60,670	\$64,316	\$63,188	(\$1,128)	-1.8%
NON-PERSONNEL COST	2,676	2,306	2,782	477	20.7%
TOTAL COST	\$63,346	\$66,622	\$65,971	(\$652)	-1.0%
 BUDGETED POSITIONS	 599	 622	 635	 13	 2.1%

Description

The Metro Transit Police Department has four bureaus, each commanded by an executive level manager, and three offices.

The first office is the Executive Office of the Chief (EOC), which is responsible for: Research and Planning, Budget and Finance, Grants, Strategic Planning, and Administrative support. It is also responsible for managing the day-to-day activities of the Chief of Police.

The second office, the Office of Emergency Management (OEM), is dedicated to emergency preparedness, response, recovery, and mitigation activities for Metro in coordination with partners throughout the national capital region. The goal of Emergency Management is to reduce hazard vulnerabilities for communities and their populations and to cope with disasters in the most effective way. Emergency Management team members have expertise in fire services, law enforcement, emergency management, paramedic services, hazardous materials, training development, transit planning, transit operations, public health, safety, chemical detection, and structural engineering among others. Every member of OEM plays a crucial role in keeping planning, training, system preparedness, response, recovery, and mitigation actions on target.

The third office is the Office of Professional Responsibilities and Inspections (OPRI), which is responsible for internal investigations involving the conduct of MTPD officers. OPRI works in concert with the Office of Inspector General on joint investigations.

The Patrol Operations Bureau (POB) is the largest bureau; it manages all of the foot and mobile patrol personnel and assets. This bureau has the primary responsibility of ensuring security coverage. Within the POB there are patrol canine teams, mountain bike officers, T-3 operators, crime scene search officers, and field training officers. This bureau also oversees the protection and staffing of the Revenue Protection Division.

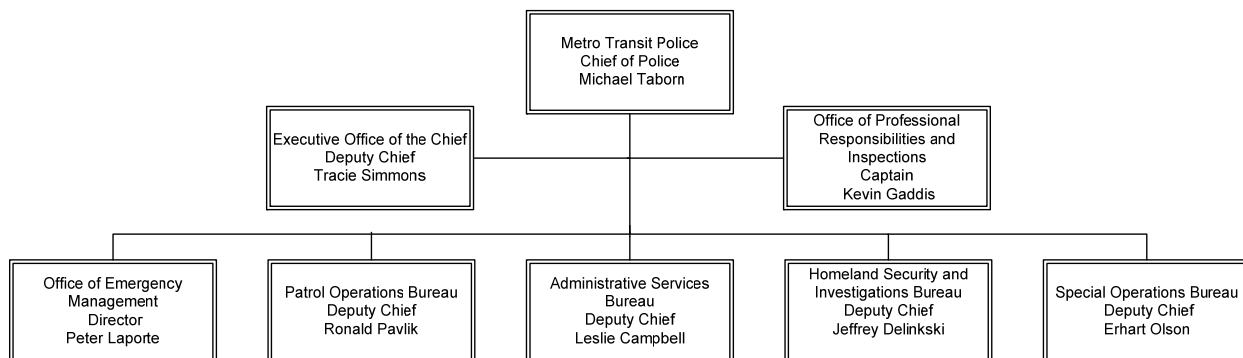
The Special Operations Bureau (SOB) has the responsibility of managing all special event planning and operations that may impact on Metro and the region. Departmental assets managed by SOB include the explosive detection canine teams, the Metrobus Enforcement Division, the Hazardous Devices Unit, the Special Response Team and the Motor unit.

The Homeland Security, Intelligence and Investigations Bureau (HSIIB) is responsible for investigating crimes, providing intelligence for departmental deployments and initiatives, management and deployment of the counter terrorism assets and the planning, monitoring and development of security procedures, protective measures and “target hardening” of Metro’s critical infrastructure and facilities. The HSIIB manages the Criminal Investigation Division, the Anti-Terrorism Team, critical infrastructure security and the video evidence unit.

The Administrative Services Bureau manages the administrative functions within the department. This bureau also oversees the Warrant and Fugitive Apprehension Unit, Vehicle Audit, Training Division, Special Police Division, Quartermaster, Communications, and Crime Analysis and Records Division.

The Metro Transit Police Department developed a strategic plan that is linked directly to Metro’s strategic goals. All five of Metro’s strategic goals are utilized for a basis of performance measures designed to:

- Improve security for customers and employees by ensuring no or low levels of crime
- Execute policies and procedures for violation of laws applicable to users of Metro’s facilities
- Foster an environment of public safety
- Continuous improvement in safety for both customers and employees



Mission Statement and Objectives

The mission of the Metro Transit Police Department is to provide protection for Metro customers, personnel, transit facilities and revenue.

The MTPD also provides public outreach to Metro customers at a variety of events in the national capital region, which focuses on safety and security while utilizing the Metro bus and/or rail systems. Additionally, MTPD provides a variety of different training to external stakeholders, as well as first responders in the metropolitan region, focusing on response and mitigation of Metro related critical incidents. MTPD also partners with the Council of Governments to address security and emergency management, as it relates to Metro.

Table 5.29

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$44,213	\$3,625	\$40,556	\$32
Full-Time Salaries	\$40,360	\$3,159	\$37,170	\$32
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,466	\$515	\$3,951	\$0
Wages (Total)	\$291	\$219	\$72	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$256	\$191	\$64	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$35	\$27	\$8	\$0
TOTAL SALARIES AND WAGES	\$44,503	\$3,844	\$40,628	\$32
Fringes (Total)	\$18,685	\$1,648	\$17,023	\$13
Fringe Health	\$8,894	\$768	\$8,120	\$6
Fringe Pension	\$5,946	\$514	\$5,428	\$4
Other Fringe Benefits	\$3,705	\$355	\$3,348	\$2
Workers Compensation	\$140	\$12	\$128	\$0
TOTAL PERSONNEL COST	\$63,188	\$5,492	\$57,652	\$45
Services (Total)	\$1,312	\$259	\$1,053	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$84	\$8	\$76	\$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	\$1,224	\$250	\$974	\$0
Materials & Supplies (Total)	\$1,402	\$217	\$1,186	\$0
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,401	\$216	\$1,184	\$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)	\$64	\$12	\$52	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hrg	\$26	\$5	\$21	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,782	\$489	\$2,293	\$0
TOTAL COST	\$65,971	\$5,981	\$59,945	\$45

Table 5.30

OPERATING EXPENSE BUDGET
Metro Transit Police Summary

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Actual 2011 ^F	Approved Budget 2012	Change	Variance
Salaries (Total)	\$41,943	\$42,590	\$45,352	\$44,213	(\$1,139)	-2.5%
Full-Time Salaries	\$36,261	\$37,952	\$39,571	\$40,360	\$789	
Salary Lapse	\$0	\$0	\$0	(\$613)	(\$613)	
Overtime Salaries	\$5,682	\$4,638	\$5,781	\$4,466	(\$1,315)	
Wages (Total)	\$280	\$284	\$254	\$291	\$36	14.3%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$240	\$238	\$208	\$256	\$48	
Wage Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Wages	\$40	\$46	\$47	\$35	(\$12)	
TOTAL SALARIES AND WAGES	\$42,223	\$42,873	\$45,607	\$44,503	(\$1,103)	-2.4%
Fringes (Total)	\$15,681	\$17,796	\$18,710	\$18,685	(\$25)	-0.1%
Fringe Health	\$45	\$56	\$56	\$8,894	\$8,839	
Fringe Pension	\$84	\$117	\$174	\$5,946	\$5,772	
Other Fringe Benefits	\$15,553	\$17,624	\$18,480	\$3,705	(\$14,776)	
Workers Compensation	\$0	\$0	\$0	\$140	\$140	
TOTAL PERSONNEL COST	\$57,904	\$60,670	\$64,316	\$63,188	(\$1,128)	-1.8%
Services (Total)	\$1,050	\$1,579	\$1,165	\$1,312	\$147	12.7%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$62	\$63	\$83	\$84	\$1	
Temporary Help	\$10	\$0	\$16	\$0	(\$16)	
Contract Maintenance	(\$0)	(\$1)	\$0	\$5	\$5	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$978	\$1,516	\$1,067	\$1,224	\$157	
Materials & Supplies (Total)	\$725	\$1,003	\$979	\$1,402	\$423	43.2%
Fuel and Lubricants	\$0	\$0	\$3	\$2	(\$1)	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$724	\$1,003	\$976	\$1,401	\$424	
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	\$4	\$1	\$0	(\$1)	-100.0%
Electricity and Gas	\$0	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$4	\$1	\$0	(\$1)	
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)	\$114	\$90	\$161	\$64	(\$97)	-60.2%
Dues And Subscriptions	\$15	\$3	\$1	\$9	\$8	
Conferences and Meetings	\$34	\$14	\$7	\$22	\$14	
Business Travel/Public Hrg	\$56	\$58	\$31	\$26	(\$5)	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	\$0	
Other	\$9	\$15	\$122	\$7	(\$115)	
Reimbursements (Total)	(\$39)	\$0	\$0	\$0	\$0	
Reimbursements	(\$39)	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$1,849	\$2,676	\$2,306	\$2,782	\$477	20.7%
TOTAL COST	\$59,753	\$63,346	\$66,622	\$65,971	(\$652)	-1.0%

Department of System Safety & Environmental Management

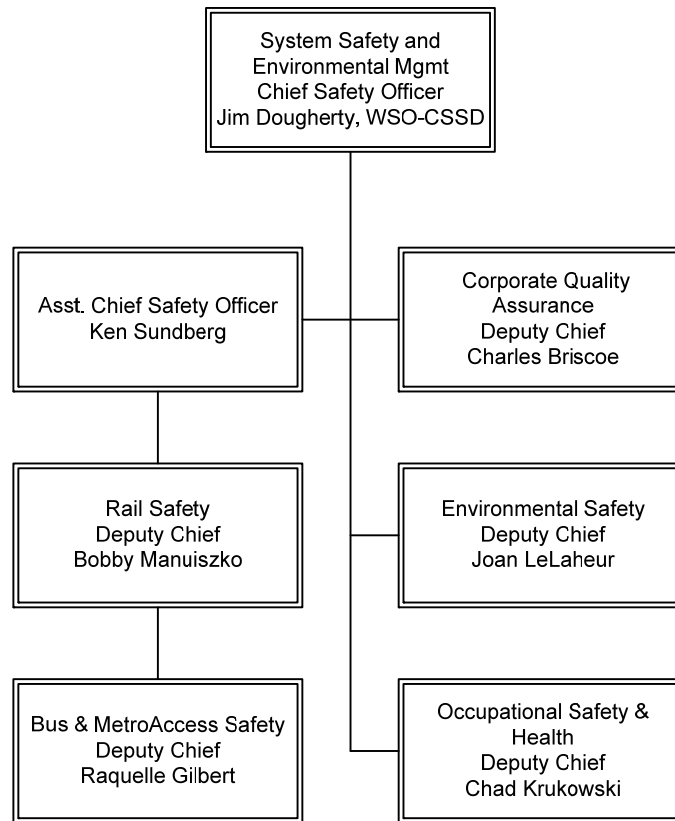
<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$5,710	\$6,609	\$6,998	\$389	5.9%
NON-PERSONNEL COST	5,969	11,114	10,817	(297)	-2.7%
TOTAL COST	\$11,678	\$17,723	\$17,815	\$91	0.5%
 BUDGETED POSITIONS	 30	 58	 59	 1	 1.7%

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 protection
- Safety & occupational training
- Regulatory compliance
- Quality assurance & compliance

SAFE has a staff of 62 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) and Senior 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 creating 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 Emergency Mgmt
APPROVED FY2012 OPERATING BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$4,948	\$2,324	\$2,579	\$45
Full-Time Salaries	\$4,987	\$2,357	\$2,585	\$45
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	\$4,948	\$2,324	\$2,579	\$45
Fringes (Total)	\$2,050	\$963	\$1,068	\$19
Fringe Health	\$989	\$465	\$515	\$9
Fringe Pension	\$661	\$311	\$345	\$6
Other Fringe Benefits	\$384	\$181	\$200	\$3
Workers Compensation	\$16	\$7	\$8	\$0
TOTAL PERSONNEL COST	\$6,998	\$3,287	\$3,648	\$63
Services (Total)	\$10,369	\$4,063	\$6,102	\$203
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8,143	\$3,191	\$4,792	\$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)	\$393	\$168	\$218	\$7
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$393	\$168	\$218	\$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)	\$55	\$22	\$33	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$55	\$22	\$33	\$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	\$10,817	\$4,252	\$6,352	\$212
TOTAL COST	\$17,815	\$7,540	\$10,000	\$275

Table 5.32

OPERATING EXPENSE BUDGET Safety and Emergency Mgmt						
(Dollars in Thousands)	Actual 2009	Actual 2010	Actual 2011	Approved Budget 2012	Change	Variance
Salaries (Total)	\$3,622	\$4,005	\$4,593	\$4,948	\$355	7.7%
Full-Time Salaries	\$3,623	\$4,000	\$4,592	\$4,987	\$394	
Salary Lapse	\$0	\$0	\$0	(\$38)	(\$38)	
Overtime Salaries	(\$1)	\$4	\$0	\$0	(\$0)	
Wages (Total)	\$0	(\$1)	\$2	\$0	(\$2)	-100.0%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	(\$1)	\$2	\$0	(\$2)	
Wage Lapse	\$0	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$3,622	\$4,004	\$4,595	\$4,948	\$354	7.7%
Fringes (Total)	\$6,787	\$1,706	\$2,015	\$2,050	\$35	1.7%
Fringe Health	\$11	\$6	\$7	\$989	\$982	
Fringe Pension	\$103	\$115	\$172	\$661	\$490	
Other Fringe Benefits	\$1,307	\$1,584	\$1,836	\$384	(\$1,452)	
Workers Compensation	\$5,367	\$0	\$0	\$16	\$16	
TOTAL PERSONNEL COST	\$10,410	\$5,710	\$6,609	\$6,998	\$389	5.9%
Services (Total)	\$2,351	\$5,834	\$9,670	\$10,369	\$698	7.2%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$189	\$3,369	\$7,427	\$8,143	\$716	
Temporary Help	\$0	\$22	\$40	\$0	(\$40)	
Contract Maintenance	\$0	\$219	\$2	\$11	\$9	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$2,161	\$2,224	\$2,202	\$2,215	\$13	
Materials & Supplies (Total)	\$163	\$118	\$1,359	\$393	(\$966)	-71.1%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$163	\$118	\$1,359	\$393	(\$966)	
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)	\$11	\$16	\$85	\$55	(\$29)	-34.6%
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0	
Conferences and Meetings	\$1	\$0	\$10	\$0	(\$10)	
Business Travel/Public Hrg	\$10	\$16	\$36	\$55	\$20	
Interview & Relocation	\$0	\$0	\$0	\$0	(\$0)	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$39	\$0	(\$39)	
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$2,525	\$5,969	\$11,114	\$10,817	(\$297)	-2.7%
TOTAL COST	\$12,935	\$11,678	\$17,723	\$17,815	\$91	0.5%

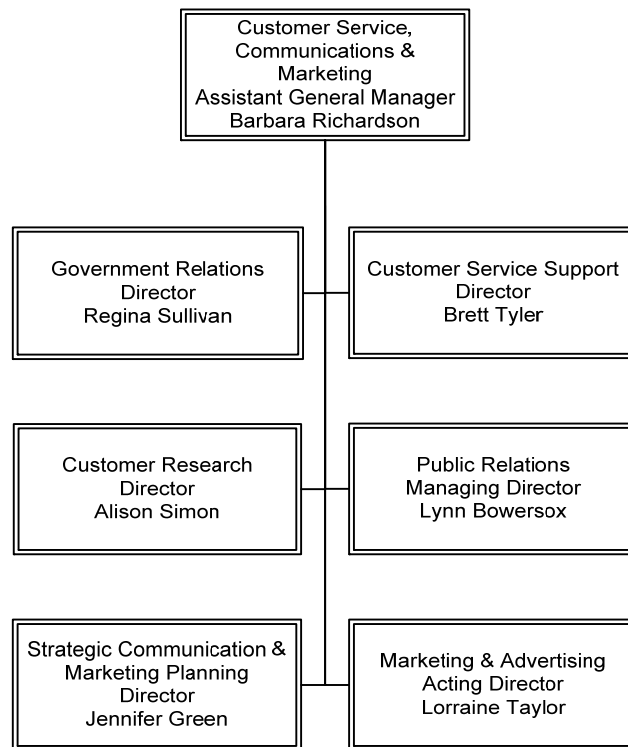
Customer Service, Communications and Marketing

<i>(Dollars in Thousands)</i>	Actual FY2010	Actual FY2011	Approved Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$13,737	\$12,556	\$14,150	\$1,594	12.7%
NON-PERSONNEL COST	2,376	3,242	4,301	1,059	32.7%
TOTAL COST	\$16,113	\$15,797	\$18,451	\$2,653	16.8%
 BUDGETED POSITIONS	 77*	 142	 139	 -3	 -2.1%

* In FY2011, the Office of Customer Service (CSVC) was moved to CSCM. FY2010 headcount does not reflect the impact of this reorganization.

Description

The Department of Customer Service, Communications and Marketing (CSCM) is responsible for communicating, marketing and informing customers, employees, public officials and other stakeholders 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 also directly serves customers by responding to more than six million customer comments or information requests a year. Offices within the CSCM Department include public relations, government affairs, marketing and advertising, strategic communications, customer service, and customer research and community relations.



Office of Strategic Communications and Marketing Planning (SCOM)

Strategic Communications is responsible for the development of integrated strategic communications and marketing plans that engage Metro’s business plan, objectives, and enhance Metro’s image among multiple audiences and stakeholders. In particular, the Office of Strategic Communications and Marketing Planning:

- Oversees the production of materials to execute communication, marketing plans or communicate individual projects or initiatives
- Initiates and prepares messaging or strategic communications direction for internal and external programs, as well as provides support for Board communications
- Reviews and recommends approval for all programs, policies, and policy instructions on how Metro communicates with external and internal audiences

Office of Public Relations (PREL)

The Office of Public Relations develops and implements strategic communications programs that inform internal and external stakeholders. In particular, this office:

- Educates the riding public about service expansion, changes, and special programs
- Functions as an in-house news agency to provide the public progress reports on Metro’s rebuilding progress, and establish Metro as the fastest most credible source for news and information about the system
- Responds to approximately 500 media requests a month, serving as official “spokesperson” for Metro

- Engages customers in two-way communication through Twitter, Facebook, blogs and other social media outlets
- Informs riders through customer communications programs, and working in partnership with Metro's rail and bus operations
- Develops and implements engaging employee communications programs and initiatives
- Supports internal Metro staff with communication support, including providing writing, video and photography services, and maintaining the agency's archives

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 5,000 employers and more than 270,000 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 and the Nation's Capital" 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 the 146 bus lines and all 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 ensure that they meet customer requirements and preferences. To gain input, this office:

- Oversees a customer satisfaction survey of Metrobus, Metrorail and MetroAccess riders
- Oversees qualitative and quantitative research to identify customer preferences and opinions

- Identifies research requirements or projects to ensure customer input in Metro policy decisions
- Serves as an advisor to internal staff seeking guidance on customer opinions

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

Office of Government Relations (GOVR)

The Office of Government Relations maintains ongoing relationships with Metro's partners in the federal, state and local governments to ensure funding policies and programs that assist Metro in better serving its customers. The Office of Government Relations:

- Advocates Metro's policy priorities to stakeholders at all levels of government that promote the use of transit in the National Capital Region
- Works to assure sustained funding from all jurisdictional partners and the federal government, including PRIIA and formula grant programs
- Responds to questions or requests from the Board of Directors and Metro managers on important federal, state and local government issues that affect Metro
- Identifies and facilitates the award of grants to offset operating budget expenditures or to fund projects listed in Metro's Capital Needs Inventory and works with the Metro Transit Police Department in identifying grants and programs
- Coordinates with Metro offices to respond to concerns raised by elected officials community groups, and stakeholders
- Assists internal Metro offices on a variety of planning, land use, permitting, and other activities with state and local governments

Community Relations (CREL)

The Community Relations staff is the face of Metro in the region's local communities, developing relationships and seeking community input to Metro's decision-making. Among many activities, CREL:

- Facilitates communication of the weekend track renovation projects and informs our stakeholders and customers in an attempt to minimize customer impacts and manage customer expectations
- Coordinates transit service planning such as adding train or bus service and extending the system hours of operation for 13-15 major capital region events a year, such as the Cherry Blossom Festival, National Marathon, Race for the Cure, the Marine Corps Marathon and the Army 10-miler, one time rallies and sporting events
- Serves as liaison to arrange for needed service with regional sporting venues, including Nationals Ballpark, Verizon Center and Fed Ex Field
- Manages Metro's Information Program (MIP), which provides added administrative customer service staff during construction projects, special events and holidays
- Gathers input and informs the region's community and neighborhood groups of service and policies changes by regular contact through a database of key stakeholders

Mission Statement and Objectives

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

Table 5.33

OPERATING COST BY MODE Customer Service, Communications and Marketing APPROVED FY2012 OPERATING BUDGET				
<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	Access
Salaries (Total)	\$7,034	\$3,004	\$3,416	\$614
Full-Time Salaries	\$7,152	\$3,062	\$3,487	\$602
Salary Lapse	-\$208	-\$89	-\$101	-\$18
Overtime Salaries	\$90	\$31	\$30	\$30
Wages (Total)	\$2,980	\$1,463	\$1,496	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,616	\$1,228	\$1,367	\$22
Wage Lapse	-\$80	-\$38	-\$41	-\$1
Overtime Wages	\$443	\$273	\$171	\$0
TOTAL SALARIES AND WAGES	\$10,014	\$4,466	\$4,912	\$636
Fringes (Total)	\$4,136	\$1,845	\$2,029	\$263
Fringe Health	\$2,001	\$893	\$982	\$127
Fringe Pension	\$1,338	\$597	\$656	\$85
Other Fringe Benefits	\$765	\$341	\$375	\$49
Workers Compensation	\$31	\$14	\$15	\$2
TOTAL PERSONNEL COST	\$14,150	\$6,311	\$6,940	\$898
Services (Total)	\$3,024	\$1,568	\$1,419	\$38
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$449	\$224	\$224	\$0
Temporary Help	\$30	\$15	\$15	\$0
Contract Maintenance	\$171	\$86	\$68	\$17
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,375	\$1,244	\$1,111	\$20
Materials & Supplies (Total)	\$1,151	\$149	\$989	\$12
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,151	\$149	\$989	\$12
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)	\$144	\$79	\$43	\$22
Electricity and Gas	\$144	\$79	\$43	\$22
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)	\$1,715	\$337	\$1,290	\$89
Property	\$0	\$0	\$0	\$0
Equipment	\$1,715	\$337	\$1,290	\$89
Miscellaneous (Total)	\$2,064	\$1,034	\$1,028	\$2
Dues And Subscriptions	\$40	\$19	\$20	\$0
Conferences and Meetings	\$69	\$33	\$36	\$0
Business Travel/Public Hrg	\$60	\$30	\$31	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,823	\$915	\$908	\$0
Other	\$72	\$36	\$34	\$2
Reimbursements (Total)	-\$3,798	\$0	-\$3,798	\$0
Reimbursements	-\$3,798	\$0	-\$3,798	\$0
TOTAL NONPERSONNEL COST	\$4,301	\$3,167	\$971	\$162
TOTAL COST	\$18,451	\$9,478	\$7,911	\$1,061

Table 5.34

OPERATING EXPENSE BUDGET						
Customer Service, Communications and Marketing						
	Actual	Actual	Actual	Approved		
(Dollars in Thousands)	2009	2010	2011	Budget	Change	Variance
				2012		
Salaries (Total)	\$6,799	\$6,715	\$6,116	\$7,034	\$917	15.0%
Full-Time Salaries	\$6,748	\$6,627	\$6,047	\$7,152	\$1,105	
Salary Lapse	\$0	\$0	\$0	(\$208)	(\$208)	
Overtime Salaries	\$51	\$87	\$70	\$90	\$21	
Wages (Total)	\$3,100	\$2,938	\$2,649	\$2,980	\$331	12.5%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,518	\$2,339	\$2,283	\$2,616	\$333	
Wage Lapse	\$0	\$0	\$0	(\$80)	(\$80)	
Overtime Wages	\$582	\$599	\$366	\$443	\$78	
TOTAL SALARIES AND WAGES	\$9,899	\$9,653	\$8,766	\$10,014	\$1,248	14.2%
Fringes (Total)	\$3,885	\$4,084	\$3,790	\$4,136	\$346	9.1%
Fringe Health	\$11	\$8	\$8	\$2,001	\$1,993	
Fringe Pension	\$290	\$271	\$283	\$1,338	\$1,054	
Other Fringe Benefits	\$3,584	\$3,806	\$3,498	\$765	(\$2,733)	
Workers Compensation	\$0	\$0	\$0	\$31	\$31	
TOTAL PERSONNEL COST	\$13,784	\$13,737	\$12,556	\$14,150	\$1,594	12.7%
Services (Total)	\$2,648	\$1,756	\$1,972	\$3,024	\$1,053	53.4%
Management Fee	\$0	\$0	\$0	\$0	\$0	
Professional & Technical	\$647	\$324	\$429	\$449	\$19	4.5%
Temporary Help	\$14	\$0	\$39	\$30	(\$9)	
Contract Maintenance	\$203	\$71	(\$64)	\$171	\$235	
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	\$0	
Other	\$1,784	\$1,360	\$1,568	\$2,375	\$807	
Materials & Supplies (Total)	\$984	\$915	\$719	\$1,151	\$432	60.0%
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$984	\$915	\$719	\$1,151	\$432	
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)	\$100	\$7	\$92	\$144	\$52	56.5%
Electricity and Gas	\$100	\$7	\$92	\$144	\$52	
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)	\$1,848	\$1,666	\$1,691	\$1,715	\$25	1.5%
Property	(\$7)	\$82	\$157	\$0	(\$157)	
Equipment	\$1,855	\$1,584	\$1,534	\$1,715	\$181	
Miscellaneous (Total)	\$1,993	\$1,402	\$1,687	\$2,064	\$377	22.4%
Dues And Subscriptions	\$16	\$18	\$25	\$40	\$14	
Conferences and Meetings	\$10	\$11	\$7	\$69	\$62	
Business Travel/Public Hrg	\$12	\$11	\$12	\$60	\$48	
Interview & Relocation	\$0	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1,935	\$1,336	\$1,559	\$1,823	\$263	
Other	\$21	\$26	\$83	\$72	(\$11)	
Reimbursements (Total)	(\$3,444)	(\$3,370)	(\$2,919)	(\$3,798)	(\$879)	30.1%
Reimbursements	(\$3,444)	(\$3,370)	(\$2,919)	(\$3,798)	(\$879)	
TOTAL NONPERSONNEL COST	\$4,128	\$2,376	\$3,242	\$4,301	\$1,059	32.7%
TOTAL COST	\$17,912	\$16,113	\$15,797	\$18,451	\$2,653	16.8%



Chapter VI. Capital Program

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Capital Budget Cost Tables.....	VI-6

Chapter VI. Capital Program

This chapter provides information on the capital program for the Approved Fiscal Year 2012 annual budget. Its primary focus is on the Capital Improvement Program (CIP) for FY2011 to FY2017.

The Capital Program includes the Capital Improvement Program (CIP), Reimbursable Projects Program, American Recovery and Reinvestment Act Program (ARRA), and the Safety and Security Program. Greater detail concerning the Reimbursable, ARRA and Safety and Security Programs may be found in Appendix A.

The **Capital Improvement Program (CIP)** is a rolling six-year program which was derived from the 10-year \$11.4 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 first priority of the program is completing National Transportation Safety Board (NTSB) recommendations, as well as improvements proposed by the Federal Transit Administration (FTA) and independent assessors.

The **Reimbursable Projects Program** is comprised of unique projects for which separate funding has been arranged with Metro's jurisdictional partners.

The **American Recovery and Reinvestment Act Program (ARRA)** is legislation that provides significant federal funding to infrastructure projects around the nation and stimulates the economy on both national and local levels. Metro identified approximately 30 projects that are focused on boosting the local and national economy by creating jobs and building a stronger regional transit system.

The **Safety and Security Program** is comprised of federal funds, mostly from the Department of Homeland Security, for various initiatives to enhance passenger and employee security.

Budget Authority for FY2012

To provide the most up-to-date information on the Capital Program, this document details the approved budget for FY2012 of \$1,065.0 billion: \$888.9 million for CIP (\$871.5 million of CIP funds and \$17.4 million of Metro Matters Rollover funds); \$100.4 million for reimbursable projects (\$3.0 million for new projects and \$97.4 million for prior-year reimbursable program project budgets); \$42.6 million for American Recovery and Reinvestment Act (ARRA) of 2009 projects; and \$33.1 million for Safety and Security projects. Additionally, \$153.2 million unspent at the end of FY2011 will be applied in accordance with the annual budget reconciliation process. The FY2011 forecast and proposed FY2012 budget, along with forecasted expenditures for FY2013 through FY2017, provide a complete overview of the Capital Improvement Program.

The FY2012 program of work includes vital state of good repair projects, including the rehabilitation of aging infrastructure and rolling stock modernization. The CIP defines investments of \$888.9 million in FY2012 to ensure safety and improve reliability, including:

- Replacement of 100 Metro buses and rehabilitation of 100 more buses
- Installing 32 turnouts, 15,000 direct fixation fasteners, and 13,000 cross ties
- Retrofitting 2,700 linear feet of track floating slabs
- Replacing up to five miles of third rail track
- Rehabilitating 12 Metro stations
- Completing installation of parking lot credit card readers
- Modernization and replacement of escalators at twelve Metrorail stations
- Replacement of fare equipment and enhancement of SmarTrip
- Replacement and improvement of bicycle parking and pedestrian access facilities
- Continued replacement of traction power cables throughout the Metrorail system

Capital Improvement Program

Metro is investing \$5.1 billion over six years in more than 125 projects to advance safety and state of good repair needs on the system. The program provides a blueprint of annually planned work and associated cost.

The Capital Funding Agreement (CFA) that established the base CIP (FY2011-2016) allows for a six-year rolling capital program. The six-year CIP that was developed for FY2012-2017 presented here represents \$5.1 billion in planned expenditures.

Through FY2017, Metro plans to invest almost \$900 million in 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 CIP addresses Metro's physical asset requirements. The program has nine categories which are (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 may be found below. For greater detail on projects, please see Appendix A.

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, 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.

Funds to support the CIP come from three primary sources: federal appropriations, state and local contributions, and long and short-term borrowing. Federal appropriations include two Federal Transit Administration formula grants and dedicated federal funds. The dedicated federal funds were approved under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432, sometimes known as the "dedicated funding bill"). It authorized \$1.5 billion over ten years for Metro's capital and preventive maintenance projects, to be matched dollar-for-dollar by the Metro Compact jurisdictions. The Appropriations Act placed certain conditions on the use of those funds, requiring that Metro 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 rail cars, installing guarded turnouts, buying equipment for wayside worker protection, and installing rollback protection on cars that are not equipped with this safety feature."

Summary of the Financial Plan

The financial plan for the Capital Improvement Program is built on the following assumptions:

- Federal Formula Grants assumes a 0 percent annual growth rate in FY2012 and FY2013 and between 2.5 percent and 3.5 percent thereafter, through FY2017. The CFA assumed a four percent to five percent growth rate between FY2011 and FY2016. This reduced growth forecast was implemented in anticipation of reduced Federal transportation funding expectations for transportation.
- Federal Dedicated Funds assumes \$150.0 million from the federal government and \$150.0 million from state and local contributors.
- System Performance Funds (previously called Local Additional Funds) were assumed to be capped at \$107.6 million each year in the Capital Funding Agreement put into effect in June 2010. Given the downward revision in federal funding growth rate assumption and consequently local match, system performance funds were increased to make up for the loss of the match amount, such that the total State and Local contribution (match plus system performance funds) in any given year of the CIP, remains consistent with the agreed levels in the Capital Funding Agreement.
- State and Local Contributions for formula grants and local additional 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 Capital Funding Agreement period.
- Metro Matters Residual Funding, as a result of the Metro Matters reconciliation concluded in the second quarter of 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 FY2016 remains within the \$440 million established in the CFA period. An additional \$86.7 million in debt is planned in FY2017.

Jurisdiction's Allocated Contribution

Each Jurisdiction's Allocated Contribution is based on the approved Annual Work Plan (AWP), which is an expenditure-based plan, and any subsequent adjustments derived from the Annual Budget Reconciliation Process. The contributing Jurisdictions are billed each quarter based on an expenditure forecast by quarter according to the Annual Work Plan.

As a part of the FY2012 AWP, it was projected that Metro will under-spend the FY2011 budget by \$89.7 million and that those expenditures will be made in FY2012. As a result, the jurisdictional contributions were lowered for FY2011, and will increase in FY2012 per the AWP. In addition, the difference between the FY2011 forecast of \$764.4 million and the actual

expenditures of \$611.2 million will be applied in accordance with the annual budget reconciliation process.

Per the Capital Funding Agreement (CFA), jurisdictional contributions will be adjusted again in the fall of 2012 according to actual and projected capital expenditures.

Capital Needs Inventory (CNI)

The CNI serves as the basis for the CIP and will be updated in FY2012 for use in formulating the FY2013 through FY2018 program.

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 in support of 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: FY2011-2017
(dollars in millions)

	Annual Work Plan Year:		Project detail provided in Appendix A						
	FY2011 Forecast	FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
A Vehicles/ Vehicle Parts									
Replacement of Rail Cars	\$79.9	\$8.0	\$11.8	\$12.4	\$118.1	\$404.5	\$634.7	\$284.5	\$919.2
Replacement of Buses	82.7	97.4	28.2	62.2	80.3	80.9	431.7	126.0	557.7
Rehabilitation of Rail Cars	80.1	56.2	43.4	42.5	42.5	43.7	308.5	44.1	352.6
Rehabilitation of Buses	54.8	48.5	54.4	54.0	58.4	60.2	330.2	62.7	392.9
Replacement of MetroAccess Vehicles	11.6	11.6	12.2	10.2	8.6	10.8	65.0	14.7	79.7
Replacement of Service Vehicles	2.1	5.5	8.0	9.0	7.9	5.7	38.2	8.3	46.6
Rail Car Fleet Expansion	6.7	2.8	1.0	2.5	0.0	0.0	13.1	0.0	13.1
Bus Fleet Expansion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Enhancements	6.8	4.3	30.5	3.0	0.0	0.0	44.6	0.0	44.6
Subtotal	\$324.7	\$234.3	\$189.4	\$195.8	\$315.8	\$605.9	\$1,865.9	\$540.3	\$2,406.3
B Rail System Infrastructure Rehabilitation									
Rail Line Segment Rehabilitation	\$88.3	\$90.1	\$132.4	\$189.3	\$177.2	\$182.0	\$859.2	\$68.2	\$927.4
Subtotal	\$88.3	\$90.1	\$132.4	\$189.3	\$177.2	\$182.0	\$859.2	\$68.2	\$927.4
C Maintenance Facilities									
Rehabilitation and Replacement of Bus Garages	\$27.2	\$91.7	\$114.7	\$24.2	\$0.0	\$0.0	\$257.7	\$0.0	\$257.7
Maintenance of Bus Garages	19.0	25.9	30.8	32.2	19.8	17.3	145.1	0.0	145.1
Maintenance of Rail Yards	0.3	15.5	14.8	16.2	34.7	15.8	97.3	28.1	125.4
Rail Maintenance Facilities	1.9	3.0	40.0	40.0	1.5	0.0	86.4	0.0	86.4
Environmental Compliance Projects	2.7	5.1	3.2	3.2	1.8	3.7	19.7	5.1	24.8
Maintenance Bus and Rail Facilities	8.1	12.5	8.3	3.2	3.2	3.2	38.4	7.0	45.3
Expansion of Bus Garages	2.7	8.8	7.3	9.4	0.0	0.0	28.1	0.0	28.1
Subtotal	\$61.8	\$162.5	\$219.1	\$128.4	\$60.9	\$40.0	\$672.6	\$40.2	\$712.8
D Systems and Technology									
Power System Upgrades - Rail	\$4.1	\$0.0	\$7.0	\$8.0	\$6.8	\$7.3	\$33.1	\$7.3	\$40.4
Operations Support Software	38.2	32.1	35.9	36.7	35.4	33.3	211.4	32.9	244.3
Business Support Software & Equipment	29.4	32.0	19.1	15.7	10.8	11.5	118.4	6.9	125.3
Rail Fare Equipment	14.7	5.4	1.9	1.9	1.9	1.7	27.6	1.4	29.0
Subtotal	\$86.4	\$69.4	\$63.9	\$62.3	\$54.9	\$53.7	\$390.6	\$48.4	\$439.0
E Track and Structures									
Track Rehabilitation	\$64.8	\$65.6	\$54.7	\$47.1	\$49.2	\$53.7	\$335.2	\$56.6	\$391.8
Station/Tunnel Rehabilitation	3.1	3.3	3.3	3.5	3.6	3.8	20.5	5.0	25.4
Subtotal	\$67.9	\$68.9	\$58.0	\$50.6	\$52.8	\$57.5	\$355.7	\$61.5	\$417.2
F Passenger Facilities									
Elevator/Escalator Facilities	\$12.2	\$23.3	\$20.8	\$21.9	\$20.3	\$16.7	\$115.2	\$17.6	\$132.8
Maintenance of Rail Station Facilities	58.8	69.5	50.2	30.7	8.2	8.4	225.7	8.5	234.1
Bicycle & Pedestrian Facilities	1.4	1.4	1.7	1.7	1.7	1.7	9.6	1.7	11.3
Rail Station: Capacity/Enhancements	0.5	5.8	1.0	1.0	1.5	1.0	10.9	23.0	33.9
Bus Priority Corridor Improvements	6.1	3.6	7.8	5.2	3.1	0.0	25.8	6.2	32.0
Rail Station Equipment	0.9	0.2	0.2	0.2	0.2	0.3	2.0	0.2	2.2
Subtotal	\$79.9	\$103.7	\$81.8	\$60.6	\$35.0	\$28.1	\$389.1	\$57.2	\$446.2
G Maintenance Equipment									
Rail Maintenance Equipment	\$36.7	\$140.0	\$125.7	\$64.9	\$32.4	\$31.0	\$430.8	\$24.3	\$455.1
Bus Repair Equipment	2.9	7.2	3.0	3.1	3.2	3.4	22.9	3.5	26.4
Business Facilities Equipment	0.8	0.9	0.7	0.8	0.9	0.8	4.9	0.8	5.7
Subtotal	\$40.4	\$148.0	\$129.5	\$68.8	\$36.6	\$35.2	\$458.6	\$28.6	\$487.2
H Other Facilities									
Business Support Facilities	\$8.1	\$2.3	\$0.2	\$0.5	\$0.4	\$0.3	\$11.7	\$0.4	\$12.1
MTPD Support Facilities	2.1	4.2	21.4	0.9	0.0	0.0	28.5	0.0	28.5
Subtotal	\$10.2	\$6.4	\$21.6	\$1.4	\$0.4	\$0.3	\$40.2	\$0.4	\$40.6
I Program Management									
Program Management									
Credit Facility	\$4.9	\$5.4	\$6.0	\$6.6	\$6.5	\$6.5	\$35.9	\$7.0	\$42.9
Subtotal	\$4.9	\$5.4	\$6.0	\$6.6	\$6.5	\$6.5	\$35.9	\$7.0	\$42.9
To be programmed	\$0.0	\$0.0	\$28.1	\$0.0	\$0.0	\$0.0	\$28.1	\$0.0	\$28.1
Total	\$764.4	\$888.9	\$929.7	\$763.8	\$740.0	\$1,009.1	\$5,095.9	\$851.8	\$5,947.7

Table 6.2

Multi-Year Capital Budget Source of Funds: FY2011-2017

(dollars in millions)

	FY2011 Forecast	FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
► Federal Funds:									
Federal Formula Grant Funds:									
> Section 5307 Grant	\$129.9	\$148.9	\$139.4	\$142.8	\$147.8	\$152.5	\$861.3	\$158.9	\$1,020.2
> Section 5309 Grant	98.2	104.4	101.3	103.8	107.4	111.2	626.2	115.1	741.3
Subtotal - Formula Grants	\$228.0	\$253.2	\$240.6	\$246.6	\$255.3	\$263.7	\$1,487.5	\$273.9	\$1,761.5
FTA State of Good Repair Grant	2.4	-	-	-	-	-	2.4	-	2.4
Federal PRIIA Grant	132.9	166.8	150.0	137.2	142.3	170.5	899.7	150.0	1,049.7
Federal TIGER Grant	-	1.5	5.8	3.1	1.1	-	11.4	-	11.4
Federal Safety & Security Grants	3.4	10.4	5.2	-	-	-	18.9	-	18.9
Federal Bus Grants	-	10.4	3.8	1.3	3.8	3.8	23.2	3.8	27.1
Subtotal: Federal Funds	\$366.6	\$442.4	\$405.4	\$388.2	\$402.5	\$438.1	\$2,443.2	\$427.8	\$2,871.0
► State and Local Funds:									
Match to Federal Formula Grants	\$57.0	\$63.3	\$60.2	\$61.7	\$63.8	\$65.9	\$371.9	\$68.5	\$440.4
System Performance Funds	71.1	146.8	112.7	140.1	130.5	76.6	677.8	117.9	795.7
Subtotal: Federal Match & Local	\$128.1	\$210.1	\$172.8	\$201.8	\$194.3	\$142.5	\$1,049.7	\$186.4	\$1,236.1
District of Columbia	48.1	79.1	65.1	72.1	69.7	52.3	386.4	67.4	453.7
Montgomery County	22.3	36.4	29.7	37.4	35.8	25.6	187.1	33.8	220.9
Prince Georges County	24.5	40.2	34.6	38.3	36.6	26.9	201.0	37.3	238.3
Maryland Subtotal	46.7	76.6	64.3	75.6	72.5	52.5	388.1	71.1	459.2
Alexandria	5.3	8.6	6.8	8.5	8.2	6.0	43.3	7.5	50.8
Arlington County	9.9	16.1	12.5	16.6	16.0	11.4	82.5	14.2	96.7
City of Fairfax	0.3	0.5	0.4	0.6	0.5	0.4	2.8	0.5	3.3
Fairfax County	17.5	28.6	23.2	27.9	26.9	19.6	143.8	25.4	169.1
Falls Church	0.3	0.6	0.5	0.5	0.5	0.4	2.8	0.5	3.3
Virginia Subtotal	33.3	54.5	43.4	54.1	52.1	37.8	275.2	48.0	323.2
Subtotal: Contributions	128.1	210.1	172.8	201.8	194.3	142.5	1,049.7	186.4	1,236.1
Match to Federal Bus Grants	-	1.4	1.0	0.3	1.0	1.0	4.6	1.0	5.6
Match to Federal PRIIA Grant	132.9	166.8	150.0	137.2	142.3	170.5	899.7	150.0	1,049.7
Subtotal: State and Local Funds	\$261.0	\$378.4	\$323.8	\$339.3	\$337.6	\$314.0	\$1,954.0	\$337.4	\$2,291.4
► Other CIP Funding Sources:									
Metro Matters Rollover	\$128.8	\$17.4	\$1.4	\$1.9	\$0.0	\$0.0	\$149.5	\$0.0	\$149.5
Metro Matters Residual Funding	-	11.6	23.7	-	-	-	35.3	-	35.3
Miscellaneous	8.1	39.2	29.4	17.6	-	-	94.2	-	94.2
FY2011 Projected Surplus	-	16.5	-	-	-	-	16.5	-	16.5
Land Sales	-	7.3	-	-	-	-	7.3	-	7.3
Red Line Insurance Proceeds	-	8.3	-	-	-	-	8.3	-	8.3
Arlington Bus Garage Proceeds	-	5.3	-	-	-	-	5.3	-	5.3
Other Miscellaneous	8.1	1.8	29.4	17.6	-	-	56.8	-	56.8
Subtotal: Other Funds	\$136.8	\$68.1	\$54.6	\$19.4	\$0.0	\$0.0	\$279.0	\$0.0	\$279.0
Total without Debt	\$764.4	\$888.9	\$783.8	\$746.9	\$740.0	\$752.1	\$4,676.2	\$765.2	\$5,441.4
► Debt Strategy	\$0.0	\$0.0	\$145.9	\$16.9	\$0.0	\$256.9	\$419.7	\$86.7	\$506.4
Total CIP	\$764.4	\$888.9	\$929.7	\$763.8	\$740.0	\$1,009.1	\$5,095.9	\$851.8	\$5,947.7
► Reimbursable Funds	\$129.4	\$100.4	\$57.1	\$44.4	\$27.5	\$189.4	\$548.2	\$34.8	\$582.9
► Federal ARRA Grant Funds	\$77.2	\$42.6	\$0.0	\$0.0	\$0.0	\$0.0	\$119.8	\$0.0	\$119.8
► Federal Safety & Security Grants Fund	\$26.9	\$33.1	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0	\$0.0	\$60.0
Total Capital Program	\$997.9	\$1,065.0	\$986.8	\$808.1	\$767.6	\$1,198.5	\$5,823.9	\$886.6	\$6,710.4

Table 6.3
Reimbursable Capital Costs: FY2012
(dollars in million)

All Jurisdictions	<u>FY2012</u>
Project Development	\$3.0

Table 6.4
Source of Funds for Reimbursable Capital Cost: FY2012
(dollars in million)

All Jurisdictions	<u>FY2012</u>
District of Columbia	\$1.1
Maryland	1.1
Virginia	0.8
Total	<u>\$3.0</u>

Table 6.5
CNI comparison to the FY2011-2017 CIP
(dollars in millions)

	2010-2020 CNI	FY2011-2017 CIP	Unfunded Needs
A Vehicles/ Vehicle Parts			
Replacement of Rail Cars	\$978.2	\$919.2	(\$59.0)
Replacement of Buses	749.5	557.7	(191.8)
Rehabilitation of Rail Cars	311.7	352.6	40.9
Rehabilitation of Buses	356.8	392.9	36.1
Replacement of MetroAccess Vehicles	141.0	79.7	(61.3)
Replacement of Service Vehicles	63.4	46.6	(16.8)
Rail Car Fleet Expansion	605.1	13.1	(592.1)
Bus Fleet Expansion	255.4	0.0	(255.4)
Bus Enhancements	115.7	44.6	(71.1)
MetroAccess Fleet Expansion	44.2	0.0	(44.2)
Subtotal	\$3,621.0	\$2,406.3	(1,214.7)
B Rail System Infrastructure Rehabilitation			
Rail Line Segment Rehabilitation	\$1,822.2	\$927.4	(\$894.8)
Subtotal	\$1,822.2	\$927.4	(\$894.8)
C Maintenance Facilities			
Rehabilitation and Replacement of Bus Garages	\$488.6	\$257.7	(\$230.9)
Maintenance of Bus Garages	328.1	145.1	(183.0)
Maintenance of Rail Yards	280.7	125.4	(155.3)
Rail Maintenance Facilities	655.9	86.4	(569.5)
Environmental Compliance Projects	36.8	24.8	(12.0)
Maintenance Bus and Rail Facilities	0.0	45.3	45.3
Expansion of Bus Garages	444.9	28.1	(416.7)
Expansion of MetroAccess Garages	16.0	0.0	(16.0)
Subtotal	\$2,250.9	\$712.8	(\$1,538.1)
D Systems and Technology			
Power System Upgrades - Rail	\$175.0	\$40.4	(\$134.6)
Operations Support Software	559.8	244.3	(315.5)
Business Support Software & Equipment	296.2	125.3	(170.9)
Rail Fare Equipment	56.5	29.0	(27.5)
Subtotal	\$1,087.5	\$439.0	(\$648.5)
E Track and Structures			
Track Rehabilitation	\$539.3	\$391.8	(\$147.5)
Station/Tunnel Rehabilitation	46.0	25.4	(20.6)
Subtotal	\$585.4	\$417.2	(\$168.2)
F Passenger Facilities			
Elevator/Escalator Facilities	\$267.8	\$132.8	(\$135.0)
Maintenance of Rail Station Facilities	133.9	234.1	100.3
Bicycle & Pedestrian Facilities	44.9	11.3	(33.6)
Rail Station: Capacity/Enhancements	1,150.4	33.9	(1,116.5)
Bus Priority Corridor Improvements	120.4	32.0	(88.5)
Rail Station Equipment	21.6	2.2	(19.4)
Subtotal	\$1,739.0	\$446.2	(\$1,292.7)
G Maintenance Equipment			
Rail Maintenance Equipment	\$203.7	\$455.1	\$251.3
Bus Repair Equipment	29.1	26.4	(2.7)
Business Facilities Equipment	7.7	5.7	(2.0)
Subtotal	\$240.5	\$487.2	\$246.7
H Other Facilities			
Business Support Facilities	\$32.2	\$12.1	(\$20.1)
MTPD Support Facilities	44.4	28.5	(15.9)
MetroAccess Operations Facility	8.0	0.0	(8.0)
Subtotal	\$84.6	\$40.6	(\$44.0)
I Program Management			
Program Management	\$0.0	\$0.0	\$0.0
Credit Facility	0.0	42.9	42.9
Subtotal	\$0.0	\$42.9	\$42.9
To be programmed	\$0.0	\$28.1	\$28.1
Total	\$11,431.1	\$5,947.7	(\$5,511.5)

Table 6.6

Multi-Year Capital Budget (CIP) Costs: FY2011-2017
(dollars in millions)

	Project detail provided in Appendix A											
	Annual Work Plan Year:		FY2013		FY2014		FY2015		FY2016		Total	
	FY2011 Forecast	FY2012 Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	FY2017 Forecast	Total FY2011-17
A Vehicles/ Vehicle Parts												
Replacement of Rail Cars												
CIP 057 1000 Series Rail Car Replacement	\$79.9	\$8.0	\$11.8	\$8.4	\$98.1	\$277.1	\$483.3	\$205.8	\$689.1			
CIP 060 4000 Series Rail Car Replacement	0.0	0.0	0.0	4.1	20.0	127.4	151.4	78.7	230.1			
Subtotal	\$79.9	\$8.0	\$11.8	\$12.4	\$118.1	\$404.5	\$634.7	\$284.5	\$919.2			
Replacement of Buses												
CIP 006 Bus Replacement	\$82.7	\$97.4	\$28.2	\$62.2	\$80.3	\$80.9	\$431.7	\$126.0	\$557.7			
Subtotal	\$82.7	\$97.4	\$28.2	\$62.2	\$80.3	\$80.9	\$431.7	\$126.0	\$557.7			
Rehabilitation of Rail Cars												
CIP 064 1000 Series Rail Car HVAC Rehabilitation	\$1.9	\$2.2	\$0.2	\$0.0	\$0.0	\$0.0	\$4.2	\$0.0	\$4.2			\$4.2
CIP 058 2000/3000 Series Rail Car Mid-Life Rehabilitation	5.1	3.0	1.2	0.0	0.0	0.0	9.2	0.0	9.2			9.2
CIP 148 Repair of Damaged Railcars	8.1	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.1			8.1
CIP 067 Rail Car Safety & Reliability Enhancements	12.3	8.7	1.5	1.7	1.7	1.8	27.7	1.8	29.5			29.5
CIP 063 Rail Rehabilitation Program	11.9	21.5	19.7	19.9	20.0	21.2	114.2	21.5	135.7			135.7
CIP 125 Rail Preventive Maintenance	20.9	0.0	0.0	0.0	0.0	0.0	20.9	0.0	20.9			20.9
CIP 142 Rail Lifecycle Overhaul	20.0	20.8	20.9	20.9	20.8	20.8	124.3	20.8	145.1			145.1
Subtotal	\$80.1	\$56.2	\$43.4	\$42.5	\$42.5	\$43.7	\$308.5	\$44.1	\$352.6			\$352.6
Rehabilitation of Buses												
CIP 005 Bus Rehabilitation Program	\$24.4	\$30.1	\$30.9	\$31.7	\$32.3	\$33.0	\$182.3	\$34.7	\$217.0			\$217.0
CIP 008 Bus Repairs	8.9	7.7	12.8	11.5	15.4	16.4	72.7	17.2	89.9			89.9
CIP 137 Bus Preventive Maintenance	11.5	0.0	0.0	0.0	0.0	0.0	11.5	0.0	11.5			11.5
CIP 143 Bus Lifecycle Overhaul	10.0	10.7	10.7	10.8	10.7	10.7	63.7	10.7	74.4			74.4
Subtotal	\$54.8	\$48.5	\$54.4	\$54.0	\$58.4	\$60.2	\$330.2	\$62.7	\$392.9			\$392.9
Replacement of MetroAccess Vehicles												
CIP 015 MetroAccess Fleet Replacement	\$11.6	\$11.6	\$12.2	\$10.2	\$8.6	\$10.8	\$65.0	\$14.7	\$79.7			\$79.7
Subtotal	\$11.6	\$11.6	\$12.2	\$10.2	\$8.6	\$10.8	\$65.0	\$14.7	\$79.7			\$79.7
Replacement of Service Vehicles												
CIP 009 Service Vehicle Replacement	\$2.1	\$5.5	\$8.0	\$9.0	\$7.9	\$5.7	\$38.2	\$8.3	\$46.6			\$46.6
Subtotal	\$2.1	\$5.5	\$8.0	\$9.0	\$7.9	\$5.7	\$38.2	\$8.3	\$46.6			\$46.6
Rail Car Fleet Expansion												
CIP 062 6000 Series Rail Car Procurement	\$6.7	\$2.8	\$1.0	\$2.5	\$0.0	\$0.0	\$13.1	\$0.0	\$13.1			\$13.1
Subtotal	\$6.7	\$2.8	\$1.0	\$2.5	\$0.0	\$0.0	\$13.1	\$0.0	\$13.1			\$13.1
Bus Fleet Expansion												
CIP 003 Bus Capacity Enhancements: Fleet Expansion	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0			\$0.0
Subtotal	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0			\$0.0
Bus Enhancements												
CIP 002 Automatic Vehicle Location Equipment Replacement	\$4.2	\$4.3	\$30.5	\$0.0	\$0.0	\$0.0	\$39.0	\$0.0	\$39.0			\$39.0
CIP 007 Bus Camera Installation	2.6	0.0	0.0	3.0	0.0	0.0	5.6	0.0	5.6			5.6
Subtotal	\$6.8	\$4.3	\$30.5	\$3.0	\$0.0	\$0.0	\$44.6	\$0.0	\$44.6			\$44.6
Subtotal	\$324.7	\$234.3	\$189.4	\$195.8	\$315.8	\$605.9	\$1,865.9	\$540.3	\$2,406.3			\$2,406.3

Table 6.6

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year:		FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16 Forecast	Total FY2011-17 Forecast
		FY2012 Budget	FY2017 Forecast						
B Rail System Infrastructure Rehabilitation									
Rail Line Segment Rehabilitation									
CIP 108 Rail Rehabilitation Tier 1: Dupont to Grosvenor	\$0.0	\$0.0	\$4.0	\$33.4	\$82.0	\$87.0	\$206.4	\$68.2	\$274.6
CIP 107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	63.7	26.4	76.4	69.1	0.0	0.0	235.6	0.0	235.6
CIP 110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	24.5	63.8	52.0	86.8	95.1	95.0	417.2	0.0	417.2
Subtotal	\$88.3	\$90.1	\$132.4	\$189.3	\$177.2	\$182.0	\$859.2	\$68.2	\$927.4
Subtotal	\$88,267	\$90,133	\$132,367	\$189,285	\$177,157	\$181,963	\$859,171	\$68,183	\$927,355
C Maintenance Facilities									
Rehabilitation and Replacement of Bus Garages									
CIP 085 Royal Street Bus Garage Replacement (Cinder Bed Road)	\$16.6	\$31.8	\$48.0	\$2.4	\$0.0	\$0.0	\$98.8	\$0.0	\$98.8
CIP 086 Southeastern Bus Garage Replacement (DC Village)	0.0	30.7	14.9	0.0	0.0	0.0	45.7	0.0	45.7
CIP 084 Southern Avenue Bus Garage Replacement	10.5	29.2	51.8	21.7	0.0	0.0	113.3	0.0	113.3
Subtotal	\$27,155	\$91,733	\$114,657	\$24,156	\$0,000	\$0,000	\$257,701	\$0,000	\$257,701
Maintenance of Bus Garages									
CIP 119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$19.0	\$25.9	\$30.8	\$32.2	\$19.8	\$17.3	\$145.1	\$0.0	\$145.1
Subtotal	19.0	25.9	30.8	32.2	19.8	17.3	145.1	0.0	145.1
Maintenance of Rail Yards									
CIP 116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$0.3	\$15.5	\$14.8	\$16.2	\$34.7	\$15.8	\$97.3	\$28.1	\$125.4
Subtotal	\$0.3	\$15.5	\$14.8	\$16.2	\$34.7	\$15.8	\$97.3	\$28.1	\$125.4
Rail Maintenance Facilities									
CIP 071 Test Track & Commissioning Facility	\$1.9	\$3.0	\$40.0	\$40.0	\$1.5	\$0.0	\$86.4	\$0.0	\$86.4
Subtotal	\$1.9	\$3.0	\$40.0	\$40.0	\$1.5	\$0.0	\$86.4	\$0.0	\$86.4
Environmental Compliance Projects									
CIP 010 Environmental Compliance Projects	\$0.6	\$0.7	\$0.7	\$0.7	\$0.8	\$0.8	\$4.3	\$0.8	\$5.1
CIP 011 Underground Storage Tank Replacement	2.1	4.5	2.5	2.4	1.0	2.9	15.4	4.2	19.7
Subtotal	\$2.7	\$5.1	\$3.2	\$3.2	\$1.8	\$3.7	\$19.7	\$5.1	\$24.8
Maintenance Bus and Rail Facilities									
CIP 127 Support Equipment - MTPD	\$1.7	\$1.0	\$1.1	\$1.1	\$1.1	\$1.1	\$7.0	\$1.1	\$8.1
CIP 145 Rail Yard Hardening and Bus Security	3.0	10.4	5.2	0.0	0.0	0.0	18.6	0.0	18.6
CIP 126 Financial Planning, Project Administration, and System-wide Infrastructure	3.3	1.1	2.1	2.1	2.1	2.1	12.8	5.9	18.7
Subtotal	\$8.1	\$12.5	\$8.3	\$3.2	\$3.2	\$3.2	\$38.4	\$7.0	\$45.3
Expansion of Bus Garages									
CIP 078 Bladensburg Shop Reconfiguration	\$2.7	\$6.5	\$7.3	\$9.4	\$0.0	\$0.0	\$25.9	\$0.0	\$25.9
CIP 038 Bus Garage Capacity Enhancements	0.0	2.2	0.0	0.0	0.0	0.0	2.2	0.0	2.2
Subtotal	\$2.7	\$8.8	\$7.3	\$9.4	\$0.0	\$0.0	\$28.1	\$0.0	\$28.1
Subtotal	\$61.8	\$162.5	\$219.1	\$128.4	\$60.9	\$40.0	\$672.6	\$40.2	\$712.8

Table 6.6

Multi-Year Capital Budget (CIP) Costs: FY2011-2017
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year:					Total FY2011-17
		FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	
D Systems and Technology							
Power System Upgrades - Rail							
CIP 077 8-Car Train Power Upgrades	\$4.1	\$0.0	\$0.0	\$0.0	\$0.0	\$4.1	\$4.1
CIP 076 100 % 8-Car Train - Power Upgrades	0.0	7.0	8.0	6.8	7.3	29.0	36.3
Subtotal	\$4.1	\$7.0	\$8.0	\$6.8	\$7.3	\$33.1	\$40.4
Operations Support Software							
CIP 042 Bus & Rail Asset Management Software	\$1.6	\$4.2	\$3.6	\$5.7	\$4.9	\$25.8	\$29.6
CIP 043 Bus Operations Support Software	2.0	2.0	3.0	3.5	3.0	16.9	20.0
CIP 144 Bus Operations Control Center	1.6	0.0	0.0	0.0	0.0	1.6	1.6
CIP 044 Customer & Regional Integration	9.6	6.2	3.8	4.8	4.8	34.0	38.8
CIP 045 Data Centers and Infrastructures	8.4	4.2	2.9	6.3	5.2	31.4	38.1
CIP 047 Enterprise Geographic Information System	1.9	2.9	2.6	2.7	3.6	16.4	19.0
CIP 052 Network and Communications	3.6	5.0	6.2	4.6	5.1	30.6	34.8
CIP 053 Network Operations Center (NOC)	1.9	0.5	1.8	3.3	2.4	12.1	14.6
CIP 051 Police Dispatch and Records Management	0.0	1.6	0.5	0.0	0.0	2.1	2.1
CIP 140 Rail Mileage Based Asset Management	2.4	2.2	2.7	1.3	0.0	8.6	8.6
CIP 149 Transit Asset Management	3.0	0.0	0.0	0.0	0.0	3.0	3.0
CIP 128 Data Governance and Business Intelligence	0.0	1.6	1.0	0.0	0.0	4.1	4.1
CIP 056 Rail Operations Support Software	2.2	1.7	5.1	5.7	5.1	25.0	30.1
Subtotal	\$38.2	\$32.1	\$35.9	\$36.7	\$35.4	\$211.4	\$244.3
Business Support Software & Equipment							
CIP 030 Currency Processing Machines	\$0.6	\$1.5	\$0.8	\$0.0	\$0.0	\$2.9	\$2.9
CIP 054 Customer Electronic Communications & Outreach	2.5	3.1	2.8	2.2	2.0	14.7	16.7
CIP 046 Document Management System	1.5	1.5	2.0	3.1	2.6	13.3	15.3
CIP 049 Management Support Software	13.0	19.8	5.0	4.0	0.0	41.9	41.9
CIP 050 Metro IT OneStop and Office Automation	4.5	1.8	3.0	2.1	2.1	15.6	17.7
CIP 103 Police Portable Radio Replacement	0.7	0.7	0.7	0.0	0.7	2.7	3.5
CIP 048 Sensitive Data Protection Technology	6.1	3.6	4.8	4.3	4.1	27.0	27.0
CIP 147 FBI National Electronic Countermeasures Program	0.4	0.0	0.0	0.0	0.0	0.4	0.4
Subtotal	\$29.4	\$32.0	\$19.1	\$15.7	\$10.8	\$118.4	\$125.3
Rail Fare Equipment							
CIP 091 Automatic Fare Collection Machines	\$0.0	\$1.1	\$1.1	\$1.1	\$1.1	\$5.5	\$6.6
CIP 031 Debt/Credit Processing Requirements	1.9	0.5	0.3	0.3	0.3	3.4	3.7
CIP 092 Ethernet Wiring for Rail Fare Machines	1.3	0.0	0.0	0.0	0.0	1.3	1.3
CIP 032 Fare Media Encoders	1.0	0.6	0.0	0.0	0.0	1.6	1.6
CIP 094 Improvements to Coin Collection Machines	2.3	0.0	0.0	0.0	0.0	2.3	2.3
CIP 093 Integrating regional NEXTFARE System	6.6	1.0	0.2	0.2	0.0	8.2	8.2
CIP 097 Open Bankcard and Automatic Fare Collection Systems	1.5	2.3	0.4	0.4	0.4	5.2	5.2
Subtotal	\$14.7	\$5.4	\$1.9	\$1.9	\$1.7	\$27.6	\$29.0
Subtotal	\$86.4	\$69.4	\$63.9	\$62.3	\$54.9	\$390.6	\$439.0

Table 6.6

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year:		FY2015 Forecast	FY2016 Forecast	Total FY2011-16 Forecast	Total FY2017 Forecast	Total FY2011-17 Forecast
		FY2012 Budget	FY2013 Forecast					
E Track and Structures								
Track Rehabilitation								
CIP 023 Third Rail Rehabilitation	\$0.0	\$5.5	\$4.2	\$4.4	\$4.6	\$23.6	\$4.9	\$28.5
CIP 089 Track Fasteners	2.1	2.1	2.1	2.1	2.1	12.4	2.7	15.1
CIP 019 Track Floating Slab Rehabilitation	1.6	1.4	1.3	1.6	1.7	9.2	1.7	10.9
CIP 021 Track Pad/Shock Absorber Rehabilitation	2.3	4.1	2.2	2.3	2.4	15.7	2.5	18.3
CIP 024 Track Rehabilitation	47.7	40.5	39.2	31.9	33.4	229.9	39.0	269.0
CIP 022 Track Structural Rehabilitation	2.3	4.0	2.9	1.8	1.8	14.7	1.9	16.7
CIP 141 Chevery Abutment	7.4	0.0	0.0	0.0	0.0	7.4	0.0	7.4
CIP 018 Track Welding Program	0.5	2.7	2.9	3.1	3.3	15.9	3.7	19.7
CIP 146 Mainline No. 8 Switch Replacement Program	1.0	5.3	0.0	0.0	0.0	6.3	0.0	6.3
Subtotal	\$64.8	\$65.6	\$54.7	\$47.1	\$49.2	\$355.2	\$56.6	\$391.8
Station/Tunnel Rehabilitation								
CIP 026 Station/Tunnel Leak Mitigation	\$3.1	\$3.3	\$3.3	\$3.5	\$3.6	\$20.5	\$5.0	\$25.4
Subtotal	\$3.1	\$3.3	\$3.3	\$3.5	\$3.6	\$20.5	\$5.0	\$25.4
Subtotal	\$67.9	\$68.9	\$58.0	\$50.6	\$52.8	\$355.7	\$61.5	\$417.2
F Passenger Facilities								
Elevator/Escalator Facilities								
CIP 072 Elevator Rehabilitation	\$2.4	\$4.0	\$3.3	\$2.1	\$1.6	\$15.6	\$2.2	\$17.8
CIP 132 Elevator/Escalator Repairables	3.3	4.8	4.8	4.8	4.8	27.3	4.8	32.1
CIP 073 Escalator Rehabilitation	6.5	14.5	12.7	14.9	13.9	72.3	10.6	82.9
Subtotal	\$12.2	\$23.3	\$20.8	\$21.9	\$20.3	\$115.2	\$17.6	\$132.8
Maintenance of Rail Station Facilities								
CIP 138 System-wide Infrastructure Rehabilitation	\$50.2	\$55.2	\$25.7	\$6.6	\$0.0	\$137.7	\$0.0	\$137.7
CIP 087 Station Rehabilitation Program	8.6	7.8	8.0	8.1	8.2	49.0	8.5	57.5
CIP 150 Fire Systems	0.0	2.2	10.0	13.0	0.0	25.2	0.0	25.2
CIP 151 Station Cooling Program	0.0	3.3	3.6	0.0	0.0	6.8	0.0	6.8
CIP 152 Parking Garage Rehabilitation	0.0	1.0	3.0	3.0	0.0	7.0	0.0	7.0
Subtotal	\$58.8	\$69.5	\$50.2	\$30.7	\$8.2	\$225.7	\$8.5	\$234.1
Bicycle & Pedestrian Facilities								
CIP 035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$1.0	\$1.0	\$1.2	\$1.2	\$1.2	\$6.9	\$1.2	\$8.1
CIP 036 Replacement of Bicycle Racks & Lockers	0.4	0.4	0.5	0.4	0.4	2.7	0.5	3.2
Subtotal	\$1.4	\$1.4	\$1.7	\$1.7	\$1.7	\$9.6	\$1.7	\$11.3
Rail Station: Capacity/Enhancements								
CIP 039 Core & System Capacity Project Development	\$0.5	\$3.0	\$1.0	\$1.0	\$1.5	\$8.2	\$0.0	\$8.2
CIP 074 Installation of Parking Lot Credit Card Readers	0.0	2.8	0.0	0.0	0.0	2.8	0.0	2.8
CIP 088 Station Entrance Canopies	0.0	0.0	0.0	0.0	0.0	0.0	23.0	23.0
Subtotal	\$0.5	\$5.8	\$1.0	\$1.0	\$1.5	\$10.9	\$23.0	\$33.9
Bus Priority Corridor Improvements								
CIP 037 Bus Priority Corridor Network Enhancements	\$6.1	\$3.6	\$7.8	\$5.2	\$3.1	\$25.8	\$6.2	\$32.0
Subtotal	\$6.1	\$3.6	\$7.8	\$5.2	\$3.1	\$25.8	\$6.2	\$32.0
Rail Station Equipment								
CIP 099 Police Emergency Management Equipment	\$0.9	\$0.2	\$0.2	\$0.2	\$0.2	\$2.0	\$0.2	\$2.2
Subtotal	\$0.9	\$0.2	\$0.2	\$0.2	\$0.2	\$2.0	\$0.2	\$2.2
Subtotal	\$79.9	\$103.7	\$81.8	\$60.6	\$35.0	\$389.1	\$57.2	\$446.2

Table 6.6

Multi-Year Capital Budget (CIP) Costs: FY2011-2017
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
G Maintenance Equipment									
Rail Maintenance Equipment									
CIP 136 FCC Radio Frequency Communication Changes	\$0.3	\$12.8	\$30.0	\$14.0	\$0.0	\$0.0	\$57.0	\$0.0	\$57.0
CIP 065 Geometry Vehicle	1.8	8.9	2.6	0.5	0.0	0.0	13.9	0.0	13.9
CIP 139 NTSB Recommendations	0.0	8.4	11.2	3.6	1.3	1.1	25.6	0.6	26.1
CIP 139-06 Replace GRS Track Circuits	5.6	19.6	21.6	13.7	1.3	0.0	61.8	0.0	61.8
CIP 139-09 Remove Unnecessary Wayside Com/Cable Testing	2.0	11.0	7.6	0.0	0.0	0.0	20.6	0.0	20.6
CIP 139-10 NTSB ATC System Safety Analysis	1.7	3.1	1.6	0.0	0.0	0.0	6.4	0.0	6.4
CIP 139-12 Cable Insulation Testing	5.2	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.2
CIP 139-13 FTA Recommendation: TOC Audit	0.0	0.1	0.1	0.1	0.0	0.0	0.4	0.0	0.4
CIP 139-14 Periodic Compreh Data Review	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.0	0.3
CIP 139-15 Safety Reporting Prog & Review	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CIP 139-16 Hazard Identification & Resolu	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CIP 139-17 Audit and Open CAPS	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
CIP 139-19 Onboard Event Recorders 1K/4K	3.3	4.7	2.9	0.0	0.0	0.0	10.8	0.0	10.8
CIP 139-20 Program to Monitor Recorders	0.8	0.6	0.0	0.0	0.0	0.0	1.4	0.0	1.4
CIP 139-P1 Examine Track Circuits	0.0	2.3	7.0	0.0	0.0	0.0	9.3	0.0	9.3
CIP 139-P2 Track Circuit Performance Improvements	0.3	5.1	1.2	0.0	0.0	0.0	6.6	0.0	6.6
CIP 139-P4 Loss of Shunt Tools	1.0	0.4	0.0	0.0	0.0	0.0	1.4	0.0	1.4
CIP 139-P5 Enhanced Track Circuit Verifi	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5
CIP 139-P6 Replace power cables	5.2	9.3	9.3	9.3	9.3	9.3	51.8	5.2	57.0
CIP 066 Rail Shop Repair Equipment	2.2	6.6	6.3	6.3	5.3	4.2	30.9	3.0	33.9
CIP 020 Replacement of Rail Track Signage	1.0	1.1	1.1	1.2	1.3	1.2	6.8	1.3	8.2
CIP 027 Switch Machine Rehabilitation Project	0.9	0.9	1.0	1.1	1.1	1.2	6.2	1.2	7.3
CIP 025 Track Maintenance Equipment	1.2	34.7	12.8	10.5	10.4	13.0	82.6	13.0	95.6
CIP 135 Train Control Signal	1.0	5.3	4.2	2.6	1.0	1.0	15.2	0.0	15.2
CIP 133 Wayside Work Equipment	2.3	4.8	5.1	2.1	1.5	0.0	15.9	0.0	15.9
Subtotal	\$36.7	\$140.0	\$125.7	\$64.9	\$32.4	\$31.0	\$430.8	\$24.3	\$455.1
Bus Repair Equipment									
CIP 004 Bus Repair Equipment	\$2.9	\$7.2	\$3.0	\$3.1	\$3.2	\$3.4	\$22.9	\$3.5	\$26.4
Subtotal	\$2.9	\$7.2	\$3.0	\$3.1	\$3.2	\$3.4	\$22.9	\$3.5	\$26.4
Business Facilities Equipment									
CIP 028 Materials Handling Equipment	\$0.2	\$0.1	\$0.1	\$0.1	\$0.2	\$0.2	\$0.9	\$0.2	\$1.1
CIP 029 Warehouse Vertical Storage Units/Shelving	0.6	0.8	0.6	0.6	0.8	0.7	4.0	0.7	4.7
Subtotal	\$0.8	\$0.9	\$0.7	\$0.8	\$0.9	\$0.8	\$4.9	\$0.8	\$5.7
Subtotal	\$40.4	\$148.0	\$129.5	\$68.8	\$36.6	\$35.2	\$458.6	\$28.6	\$487.2

Table 6.6
Multi-Year Capital Budget (CIP) Costs: FY2011-2017
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year:		FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	Total FY2011-17
		FY2012 Budget	FY2011-16 Forecast						
H Other Facilities									
Business Support Facilities									
CIP 080 Jackson Graham Building Renovation	\$7.4	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.4
CIP 033 Replacement of Revenue Facility Equipment	0.7	0.3	0.2	0.5	0.4	0.3	0.3	0.4	2.7
CIP 034 Revenue Collection Facility (RCF) Building Expansion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	\$8.1	\$2.3	\$0.2	\$0.5	\$0.4	\$0.3	\$0.3	\$0.4	\$12.1
MTPD Support Facilities									
CIP 101 Police Substation- New District 2/Training Facility	\$1.3	\$2.5	\$13.0	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$17.4
CIP 106 Special Operations Division Facility	0.8	1.6	8.3	0.3	0.0	0.0	0.0	0.0	11.1
Subtotal	\$2.1	\$4.2	\$21.4	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$28.5
Subtotal	\$10.2	\$6.4	\$21.6	\$1.4	\$0.4	\$0.3	\$0.3	\$0.4	\$40.6
I Project Management and Support									
Credit Facility									
CIP 131 Credit Facility	\$4.9	\$5.4	\$6.0	\$6.6	\$6.5	\$6.5	\$6.5	\$7.0	\$42.9
Subtotal	\$4.9	\$5.4	\$6.0	\$6.6	\$6.5	\$6.5	\$6.5	\$7.0	\$42.9
Subtotal	\$4.9	\$5.4	\$6.0	\$6.6	\$6.5	\$6.5	\$6.5	\$7.0	\$42.9
To be programmed	\$0.0	\$0.0	\$28.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$28.1
Total	\$764.4	\$888.9	\$929.7	\$763.8	\$740.0	\$1,009.1	\$5,095.9	\$851.8	\$5,947.7

Table 6.7

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

	Annual Work Plan Year:		FY2013		FY2014		FY2015		FY2016		Total	
	FY2011 Forecast	FY2012 Budget	Forecast		Forecast		Forecast		Forecast		Forecast	
CIP 002	\$4.2	\$4.3	\$30.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$39.0	\$39.0
CIP 003	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CIP 004	2.9	7.2	3.0	3.1	3.2	3.4	3.4	3.4	3.4	3.5	22.9	26.4
CIP 005	24.4	30.1	30.9	31.7	32.3	33.0	33.0	33.0	33.0	34.7	182.3	217.0
CIP 006	82.7	97.4	28.2	62.2	80.3	80.9	80.9	80.9	80.9	126.0	431.7	557.7
CIP 007	2.6	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	5.6	5.6	5.6
CIP 008	8.9	7.7	12.8	11.5	15.4	16.4	16.4	16.4	16.4	17.2	72.7	89.9
CIP 009	2.1	5.5	8.0	9.0	7.9	5.7	5.7	5.7	5.7	8.3	38.2	46.6
CIP 010	0.6	0.7	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	4.3	5.1
CIP 011	2.1	4.5	2.5	2.4	1.0	2.9	2.9	2.9	2.9	4.2	15.4	19.7
CIP 015	11.6	11.6	12.2	10.2	8.6	10.8	10.8	10.8	10.8	14.7	65.0	79.7
CIP 018	0.5	2.7	2.9	3.1	3.3	3.6	3.6	3.6	3.6	3.7	15.9	19.7
CIP 019	1.6	1.4	1.3	1.6	1.6	1.7	1.7	1.7	1.7	1.7	9.2	10.9
CIP 020	1.0	1.1	1.1	1.2	1.3	1.2	1.2	1.2	1.2	1.3	6.8	8.2
CIP 021	2.3	4.1	2.2	2.3	2.4	2.5	2.5	2.5	2.5	2.5	15.7	18.3
CIP 022	2.3	4.0	2.9	1.8	1.8	1.9	1.9	1.9	1.9	1.9	14.7	16.7
CIP 023	0.0	5.5	4.2	4.4	4.6	4.8	4.8	4.8	4.8	4.9	23.6	28.5
CIP 024	47.7	40.5	39.2	31.9	33.4	37.2	37.2	37.2	37.2	39.0	229.9	269.0
CIP 025	1.2	34.7	12.8	10.5	10.4	13.0	13.0	13.0	13.0	13.0	82.6	95.6
CIP 026	3.1	3.3	3.3	3.5	3.6	3.8	3.8	3.8	3.8	5.0	20.5	25.4
CIP 027	0.9	0.9	1.0	1.1	1.1	1.2	1.2	1.2	1.2	1.2	6.2	7.3
CIP 028	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.9	1.1
CIP 029	0.6	0.8	0.6	0.6	0.8	0.7	0.7	0.7	0.7	0.7	4.0	4.7
CIP 030	0.6	1.5	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2.9
CIP 031	1.9	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	3.4	3.7
CIP 032	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.6
CIP 033	0.7	0.3	0.2	0.5	0.4	0.3	0.3	0.3	0.3	0.4	2.3	2.7
CIP 035	1.0	1.0	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	6.9	8.1
CIP 036	0.4	0.4	0.5	0.4	0.4	0.5	0.5	0.5	0.5	0.5	2.7	3.2
CIP 037	6.1	3.6	7.8	5.2	3.1	0.0	0.0	0.0	0.0	6.2	25.8	32.0
CIP 038	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2
CIP 039	0.5	3.0	1.0	1.0	1.5	1.0	1.0	1.0	1.0	0.0	8.2	8.2
CIP 042	1.6	4.2	5.8	3.6	5.7	4.9	4.9	4.9	4.9	3.8	25.8	29.6
CIP 043	2.0	2.0	3.0	3.4	3.5	3.0	3.0	3.0	3.0	3.1	16.9	20.0
CIP 044	9.6	6.2	3.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	34.0	38.8
CIP 045	8.4	4.2	2.9	6.3	5.2	4.4	4.4	4.4	4.4	6.7	31.4	38.1
CIP 046	1.5	1.5	2.0	3.1	2.6	2.6	2.6	2.6	2.6	2.0	13.3	15.3
CIP 047	1.9	2.9	2.6	2.7	3.6	2.6	2.6	2.6	2.6	2.7	16.4	19.0
CIP 048	6.1	3.6	4.8	4.3	4.1	4.1	4.1	4.1	4.1	0.0	27.0	27.0
CIP 049	13.0	19.8	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	41.9	41.9
CIP 050	4.5	1.8	3.0	2.1	2.1	2.1	2.1	2.1	2.1	2.1	15.6	17.7

Project detail provided in Appendix A

Table 6.7

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

	Annual Work Plan Year:		FY2013		FY2014		FY2015		FY2016		Total		Total	
	Forecast	Budget	Forecast		Forecast		Forecast		Forecast		FY2011-16		FY2011-17	
			Forecast	Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
CIP 051	0.0	1.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1
CIP 052	3.6	5.0	6.2	4.6	5.1	6.1	30.6	4.2	34.8	4.2	30.6	4.2	34.8	34.8
CIP 053	1.9	0.5	1.8	3.3	2.4	2.4	12.1	2.5	14.6	2.5	12.1	2.5	14.6	14.6
CIP 054	2.5	3.1	2.8	2.2	2.0	2.0	2.0	2.0	16.7	2.0	14.7	2.0	16.7	16.7
CIP 056	2.2	1.7	5.1	5.7	5.1	5.1	25.0	5.2	30.1	5.2	25.0	5.2	30.1	30.1
CIP 057	79.9	8.0	11.8	8.4	98.1	277.1	483.3	205.8	689.1	205.8	483.3	205.8	689.1	689.1
CIP 058	5.1	3.0	1.2	0.0	0.0	0.0	9.2	0.0	9.2	0.0	9.2	0.0	9.2	9.2
CIP 060	0.0	0.0	0.0	4.1	20.0	127.4	151.4	78.7	230.1	78.7	151.4	78.7	230.1	230.1
CIP 062	6.7	2.8	1.0	2.5	0.0	0.0	13.1	0.0	13.1	0.0	13.1	0.0	13.1	13.1
CIP 063	11.9	21.5	19.7	19.9	20.0	21.2	114.2	21.5	135.7	21.5	114.2	21.5	135.7	135.7
CIP 064	1.9	2.2	0.2	0.0	0.0	0.0	4.2	0.0	4.2	0.0	4.2	0.0	4.2	4.2
CIP 065	1.8	8.9	2.6	0.5	0.0	0.0	13.9	0.0	13.9	0.0	13.9	0.0	13.9	13.9
CIP 066	2.2	6.6	6.3	6.3	5.3	4.2	30.9	3.0	33.9	3.0	30.9	3.0	33.9	33.9
CIP 067	12.3	8.7	1.5	1.7	1.7	1.8	27.7	1.8	29.5	1.8	27.7	1.8	29.5	29.5
CIP 071	1.9	3.0	4.0	4.0	1.5	0.0	86.4	0.0	86.4	0.0	86.4	0.0	86.4	86.4
CIP 072	2.4	4.0	3.3	2.1	1.6	2.2	15.6	2.2	17.8	2.2	15.6	2.2	17.8	17.8
CIP 073	6.5	14.5	12.7	14.9	13.9	9.8	72.3	10.6	82.9	10.6	72.3	10.6	82.9	82.9
CIP 074	0.0	0.0	2.8	0.0	0.0	0.0	2.8	0.0	2.8	0.0	2.8	0.0	2.8	2.8
CIP 076	0.0	0.0	7.0	8.0	6.8	7.3	29.0	7.3	36.3	7.3	29.0	7.3	36.3	36.3
CIP 077	4.1	0.0	0.0	0.0	0.0	0.0	4.1	0.0	4.1	0.0	4.1	0.0	4.1	4.1
CIP 078	2.7	6.5	7.3	9.4	0.0	0.0	25.9	0.0	25.9	0.0	25.9	0.0	25.9	25.9
CIP 080	7.4	2.0	0.0	0.0	0.0	0.0	9.4	0.0	9.4	0.0	9.4	0.0	9.4	9.4
CIP 084	10.5	29.2	51.8	21.7	0.0	0.0	113.3	0.0	113.3	0.0	113.3	0.0	113.3	113.3
CIP 085	16.6	31.8	48.0	2.4	0.0	0.0	98.8	0.0	98.8	0.0	98.8	0.0	98.8	98.8
CIP 086	0.0	30.7	14.9	0.0	0.0	0.0	45.7	0.0	45.7	0.0	45.7	0.0	45.7	45.7
CIP 087	8.6	7.8	8.0	8.1	8.2	8.4	49.0	8.5	57.5	8.5	49.0	8.5	57.5	57.5
CIP 088	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CIP 089	2.1	2.1	2.1	2.1	2.1	2.1	12.4	2.7	15.1	2.7	12.4	2.7	15.1	15.1
CIP 091	0.0	1.1	1.1	1.1	1.1	1.1	5.5	1.1	6.6	1.1	5.5	1.1	6.6	6.6
CIP 092	1.3	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.3	0.0	1.3	0.0	1.3	1.3
CIP 093	6.6	1.0	0.2	0.2	0.2	0.0	8.2	0.0	8.2	0.0	8.2	0.0	8.2	8.2
CIP 094	2.3	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.3	0.0	2.3	0.0	2.3	2.3
CIP 097	1.5	2.3	0.4	0.4	0.4	0.4	5.2	0.0	5.2	0.0	5.2	0.0	5.2	5.2
CIP 099	0.9	0.2	0.2	0.2	0.2	0.3	2.0	0.2	2.2	0.2	2.0	0.2	2.2	2.2
CIP 101	1.3	2.5	13.0	0.5	0.0	0.0	17.4	0.0	17.4	0.0	17.4	0.0	17.4	17.4
CIP 106	0.7	0.7	0.7	0.0	0.0	0.7	2.7	0.8	3.5	0.8	2.7	0.8	3.5	3.5
CIP 107	0.8	1.6	8.3	0.3	0.0	0.0	11.1	0.0	11.1	0.0	11.1	0.0	11.1	11.1
CIP 108	63.7	26.4	76.4	69.1	0.0	0.0	235.6	0.0	235.6	0.0	235.6	0.0	235.6	235.6
CIP 109	0.0	0.0	4.0	33.4	82.0	87.0	206.4	68.2	274.6	68.2	206.4	68.2	274.6	274.6
CIP 110	24.5	63.8	52.0	86.8	95.1	95.0	417.2	0.0	417.2	0.0	417.2	0.0	417.2	417.2
CIP 116	0.3	15.5	14.8	16.2	34.7	15.8	97.3	28.1	125.4	28.1	97.3	28.1	125.4	125.4

Project detail provided in Appendix A

Table 6.7
Multi-Year Capital Budget (CIP) Costs: FY2011-2017
(dollars in millions)

	Annual Work Plan Year: FY2012 Budget	FY2011 Forecast	FY2013		FY2014		FY2015		FY2016		FY2017		Total
			Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast			
CIP 119	Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	19.0	25.9	30.8	32.2	19.8	17.3	145.1	0.0	145.1	0.0	145.1	
CIP 125	Rail Preventive Maintenance	20.9	0.0	0.0	0.0	0.0	0.0	20.9	0.0	20.9	0.0	20.9	
CIP 126	Financial Planning, Project Administration, and System-wide Infrastructure	3.3	1.1	2.1	2.1	2.1	2.1	12.8	5.9	18.7	0.0	18.7	
CIP 127	Support Equipment - MTPD	1.7	1.0	1.1	1.1	1.1	1.1	7.0	1.1	8.1	0.0	8.1	
CIP 128	Data Governance and Business Intelligence	0.0	1.6	1.0	1.0	0.0	0.0	4.1	0.0	4.1	0.0	4.1	
CIP 131	Credit Facility	4.9	5.4	6.0	6.6	6.5	6.5	35.9	7.0	42.9	0.0	42.9	
CIP 132	Elevator/Escalator Repairables	3.3	4.8	4.8	4.8	4.8	4.8	27.3	4.8	32.1	0.0	32.1	
CIP 133	Wayside Work Equipment	2.3	4.8	5.1	2.1	1.5	0.0	15.9	0.0	15.9	0.0	15.9	
CIP 135	Train Control Signal	1.0	5.3	4.2	2.6	1.0	1.0	15.2	0.0	15.2	0.0	15.2	
CIP 136	FCC Radio Frequency Communication Changes	0.3	12.8	30.0	14.0	0.0	0.0	57.0	0.0	57.0	0.0	57.0	
CIP 137	Bus Preventive Maintenance	11.5	0.0	0.0	0.0	0.0	0.0	11.5	0.0	11.5	0.0	11.5	
CIP 138	System-wide Infrastructure Rehabilitation	50.2	55.2	25.7	6.6	0.0	0.0	137.7	0.0	137.7	0.0	137.7	
CIP 139	NTSB Recommendations	0.0	8.4	11.2	3.6	1.3	1.1	25.6	0.6	26.1	0.0	26.1	
CIP 139-06	Replace GRS Track Circuits	5.6	19.6	21.6	13.7	1.3	0.0	61.8	0.0	61.8	0.0	61.8	
CIP 139-09	Remove Unnecessary Wayside Com/Cable Testing	2.0	11.0	7.6	0.0	0.0	0.0	20.6	0.0	20.6	0.0	20.6	
CIP 139-10	NTSB ATC System Safety Analysis	1.7	3.1	1.6	0.0	0.0	0.0	6.4	0.0	6.4	0.0	6.4	
CIP 139-12	Cable Insulation Testing	5.2	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.2	0.0	5.2	
CIP 139-13	FTA Recommendation: TOC Audit	0.0	0.0	0.1	0.1	0.0	0.0	0.4	0.0	0.4	0.0	0.4	
CIP 139-14	Periodic Compreh Data Review	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.3	
CIP 139-15	Safety Reporting Prog & Review	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	
CIP 139-16	Hazard Identification & Resolu	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	
CIP 139-17	Audit and Open CAPs	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	
CIP 139-19	Onboard Event Recorders 1K/4K	3.3	4.7	2.9	0.0	0.0	0.0	10.8	0.0	10.8	0.0	10.8	
CIP 139-20	Program to Monitor Recorders	0.8	0.6	0.0	0.0	0.0	0.0	1.4	0.0	1.4	0.0	1.4	
CIP 139-P1	Examine Track Circuits	0.0	2.3	7.0	0.0	0.0	0.0	9.3	0.0	9.3	0.0	9.3	
CIP 139-P2	Track Circuit Performance Improvements	0.3	5.1	1.2	0.0	0.0	0.0	6.6	0.0	6.6	0.0	6.6	
CIP 139-P4	Loss of Shunt Tools	1.0	0.4	0.4	0.0	0.0	0.0	1.4	0.0	1.4	0.0	1.4	
CIP 139-P5	Enhanced Track Circuit Verifi	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.5	
CIP 139-P6	Replace power cables	5.2	9.3	9.3	9.3	9.3	9.3	51.8	5.2	57.0	0.0	57.0	
CIP 140	Rail Mileage Based Asset Management	2.4	2.2	2.7	1.3	0.0	0.0	8.6	0.0	8.6	0.0	8.6	
CIP 141	Cheverly Abutment	7.4	0.0	0.0	0.0	0.0	0.0	7.4	0.0	7.4	0.0	7.4	
CIP 142	Rail Lifecycle Overhaul	20.0	20.8	20.9	20.9	20.8	20.8	124.3	20.8	145.1	0.0	145.1	
CIP 143	Bus Lifecycle Overhaul	10.0	10.7	10.7	10.8	10.7	10.7	63.7	10.7	74.4	0.0	74.4	
CIP 144	Bus Operations Control Center	1.6	0.0	0.0	0.0	0.0	0.0	1.6	0.0	1.6	0.0	1.6	
CIP 145	Rail Yard Hardening and Bus Security	3.0	10.4	5.2	0.0	0.0	0.0	18.6	0.0	18.6	0.0	18.6	
CIP 146	Mainline No. 8 Switch Replacement Program	1.0	5.3	0.0	0.0	0.0	0.0	6.3	0.0	6.3	0.0	6.3	
CIP 147	FBI National Electronic Countermeasures Program	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.4	
CIP 148	Repair of Damaged Railcars	8.1	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.1	0.0	8.1	
CIP 149	Transit Asset Management	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	3.0	0.0	3.0	
CIP 150	Fire Systems	0.0	2.2	10.0	13.0	0.0	0.0	25.2	0.0	25.2	0.0	25.2	
CIP 151	Station Cooling Program	0.0	3.3	3.6	0.0	0.0	0.0	6.8	0.0	6.8	0.0	6.8	
CIP 152	Parking Garage Rehabilitation	0.0	1.0	3.0	3.0	0.0	0.0	7.0	0.0	7.0	0.0	7.0	
	To be programmed	0.0	0.0	28.1	0.0	0.0	0.0	28.1	0.0	28.1	0.0	28.1	
Total		\$764.4	\$888.9	\$929.7	\$763.8	\$740.0	\$1,009.1	\$5,095.9		\$5,947.7		\$5,947.7	

Project detail provided in Appendix A

Table 6.8
Quarterly Jurisdictional Billing Breakdown - FY2011 and FY2012
All Dollars in Thousands

Line	Actual		Actual		Projected		FY 2011 Total		FY2012 Q1	FY2012 Q2	FY2012 Q3	FY2012 Q4	FY 2012 Total	FY 2011-12 Total		
	FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4	FY2011 Q3	FY2011 Q4	FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4	FY2011 Q3	FY2011 Q4	FY2011 Q3	FY2011 Q4	FY 2011-12 Total	
Jurisdictional Funding																
District of Columbia																
1	\$ 15,743	\$ 15,743	\$ 7,271	\$ 9,330	\$ 48,088	\$ 15,991	\$ 18,452	\$ 22,369	\$ 22,248	\$ 79,060	\$ 127,148					
2	12,500	12,500	8,433	10,851	44,284	12,289	11,968	14,856	16,603	55,716	100,000					
3	\$ 28,243	\$ 28,243	\$ 15,704	\$ 20,181	\$ 92,372	\$ 28,280	\$ 30,420	\$ 37,225	\$ 38,851	\$ 134,776	\$ 227,148					
Maryland																
4	\$ 7,303	\$ 7,303	\$ 3,416	\$ 4,249	\$ 22,271	\$ 7,703	\$ 8,517	\$ 10,220	\$ 9,975	\$ 36,416	\$ 58,687					
5	8,041	8,041	3,459	4,916	24,457	8,033	9,281	11,467	11,373	40,154	64,611					
6	12,500	12,500	8,433	10,851	44,284	12,289	11,968	14,856	16,603	55,716	100,000					
7	\$ 27,844	\$ 27,844	\$ 15,307	\$ 20,016	\$ 91,012	\$ 28,025	\$ 29,766	\$ 36,543	\$ 37,952	\$ 132,286	\$ 223,298					
Virginia																
8	\$ 1,725	\$ 1,725	\$ 843	\$ 984	\$ 5,278	\$ 1,829	\$ 2,035	\$ 2,414	\$ 2,369	\$ 8,647	\$ 13,925					
9	3,226	3,226	1,624	1,799	9,875	3,510	3,815	4,469	4,341	16,134	26,009					
10	109	109	53	62	333	118	128	151	147	543	876					
11	5,718	5,718	2,692	3,332	17,460	5,963	6,697	8,042	7,910	28,613	46,073					
12	113	113	53	66	345	116	133	160	159	567	912					
13	12,500	12,500	8,433	10,851	44,284	12,289	11,968	14,856	16,603	55,716	100,000					
14	\$ 23,391	\$ 23,391	\$ 13,698	\$ 17,095	\$ 77,574	\$ 23,823	\$ 24,776	\$ 30,093	\$ 31,529	\$ 110,221	\$ 187,794					
15	\$ 79,478	\$ 79,478	\$ 44,709	\$ 57,292	\$ 260,958	\$ 80,128	\$ 84,962	\$ 103,861	\$ 108,332	\$ 377,282	\$ 638,240					
16	FY2011-16 CIP Budgeted Allocation														\$ 320,327	\$ 638,240
17	Projected Variance from FY2011-16 CIP Budget														\$ (56,955)	\$ -

Please note that this billing table from the FY2012 Annual Work Plan remains valid until local contributions are reforecasted following the FY2011 Annual Reconciliation in October 2011.

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Appendix A.

Capital Program	A-1
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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. To complement the project information sheets, the FY2012 Force Account Plan for the pertinent CIP projects has also been included.

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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 \$11.4 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 as well as force account plans for applicable projects.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Automatic Vehicle Location Equipment Replacement
ID: CIP 002

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Jonathan Walker

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 4,230.9	\$ 4,330.4	\$ 30,459.6	-	-	-	-	\$ 39,020.9	\$ 34,790.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	2,115.4	2,165.2	15,229.8	-	-	-	-	19,510.4	17,395.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	2,115.4	2,165.2	15,229.8	-	-	-	-	19,510.4	17,395.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	2,115.4	2,165.2	15,229.8	-	-	-	-	19,510.4	17,395.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	2,115.4	2,165.2	15,229.8	-	-	-	-	19,510.4	17,395.0
Grand Total	\$ 4,230.9	\$ 4,330.4	\$ 30,459.6	-	-	-	-	\$ 39,020.9	\$ 34,790.0

Dollars in Thousands

Operating Impact

Maintenance savings of approximately \$1,000,000 per year in FY13-16 based on anticipated warranty vs. current costs to maintain.

FY2012 Deliverables/Planned Activities

- Projected Conceptual Design Review in September
- Projected Preliminary Design Review in December

Planned Activities (6 Year Program)

- Installation of new AVL on 1,715 transit buses.
- Completed installation of advanced on board electronics for the entire fleet.
- Upgraded Bus Operations Control Center systems with New Computer Aided Dispatch.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Bus Repair Equipment
ID: CIP 004

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,945.4	\$ 7,176.2	\$ 3,015.0	\$ 3,125.0	\$ 3,213.0	\$ 3,380.0	\$ 3,549.0	\$ 22,854.6	\$ 23,458.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	22.6	2,412.0	2,500.0	2,570.4	2,704.0	2,839.2	10,209.0	13,048.2
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	22.6	2,412.0	2,500.0	2,570.4	2,704.0	2,839.2	10,209.0	13,048.2
State & Local									
5307 Formula Grant Match	-	5.7	603.0	625.0	642.6	676.0	709.8	2,552.3	3,262.1
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	2,703.4	3,047.9	-	-	-	-	-	5,751.3	3,047.9
Other (Misc. & Debt)	242.0	4,100.0	-	-	-	-	-	4,342.0	4,100.0
State & Local Total	2,945.4	7,153.6	603.0	625.0	642.6	676.0	709.8	12,645.6	10,410.0
Grand Total	\$ 2,945.4	\$ 7,176.2	\$ 3,015.0	\$ 3,125.0	\$ 3,213.0	\$ 3,380.0	\$ 3,549.0	\$ 22,854.6	\$ 23,458.2

Dollars in Thousands

Operating Impact

Replacing repair equipment will prevent future productivity loss due to broken equipment.

FY2012 Deliverables/Planned Activities

- Purchase of equipment, including: forklift, bus lifts, battery charging equipment, replacing specialized test equipment past their useful life, bus parts washers, and communications equipment, etc.
- Also includes work equipment for the new bus rehabilitation facility.
- Development of FY13 equipment needs

Planned Activities (6 Year Program)

- Equipment required to support bus operation. Items include, but not limited to: bus parts washers, forklifts, impact wrenches, special use tool, tow truck rebuilds,
- Rebuilding four tow trucks, replace parts washers, and purchase other needed equipment to support bus services.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Rehabilitation Program
ID: CIP 005

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: David Michels

Useful Life

Years: 12

Related Project(s)

None

Project Description

This project will provide for programs that provide electrical and mechanical components necessary to rehabilitate buses. The programs include Bus Rehabilitation, Transmission Overhaul, Engine Rebuild, Electronic Rebuild, and Small Components Rebuild. 100 buses in FY2012 will be rehabilitated.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 24,448.8	\$ 30,081.4	\$ 30,861.9	\$ 31,671.6	\$ 32,251.5	\$ 33,005.5	\$ 34,700.0	\$ 182,320.6	\$ 192,571.8
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	17,603.1	24,065.1	24,689.5	25,337.2	25,801.2	26,404.4	27,760.0	143,900.6	154,057.4
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	1,222.4	-	-	-	-	-	-	1,222.4	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	18,825.6	24,065.1	24,689.5	25,337.2	25,801.2	26,404.4	27,760.0	145,123.0	154,057.4
State & Local									
5307 Formula Grant Match	4,400.8	6,016.3	6,172.4	6,334.3	6,450.3	6,601.1	6,940.0	35,975.1	38,514.4
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	1,222.4	-	-	-	-	-	-	1,222.4	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	5,623.2	6,016.3	6,172.4	6,334.3	6,450.3	6,601.1	6,940.0	37,197.6	38,514.4
Grand Total	\$24,448.8	\$30,081.4	\$30,861.9	\$31,671.6	\$32,251.5	\$ 33,005.5	\$ 34,700.0	\$182,320.6	\$192,571.8
<i>Dollars in Thousands</i>									

Operating Impact

The capital budget will subsidize these activities reducing the impact to the operating budget.

FY2012 Deliverables/Planned Activities

- Rehabilitation of 100 buses
- Rebuild 50 engines
- Rebuild 100 transmissions
- Rebuild of small components

Planned Activities (6 Year Program)

- Rebuild approximately 600 buses
- Rebuild approximately 300 engines
- Rebuild approximately 400 transmissions
- Rebuild electronic components
- Rebuild small components

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Replacement
ID: CIP 006

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Robert Golden

Useful Life

Years: 15

Related Project(s)

None

Project Description

This project will result in the replacement of 100 buses in FY2012 and 600 buses from FY2012-17 in order to maintain an average fleet (conventional and articulated) age of 7.5 years. 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 82,692.8	\$ 97,410.3	\$ 28,206.5	\$ 62,169.5	\$ 80,347.0	\$ 80,878.3	\$ 126,000.0	\$ 431,704.5	\$ 475,011.7
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	59,381.6	54,580.6	18,725.2	48,445.2	60,437.6	60,862.6	88,374.9	302,432.9	331,426.2
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	10,412.2	3,840.0	1,290.4	3,840.0	3,840.0	3,840.0	23,222.6	27,062.6
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	59,381.6	64,992.7	22,565.2	49,735.6	64,277.6	64,702.6	92,214.9	325,655.5	358,488.8
State & Local									
5307 Formula Grant Match	14,845.4	13,645.1	4,681.3	12,111.3	15,109.4	15,215.7	22,093.7	75,608.2	82,856.5
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	1,419.8	960.0	322.6	960.0	960.0	960.0	4,622.4	5,582.4
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	10,731.4	-	10,731.4
Other (Misc. & Debt)	8,465.8	17,352.6	-	-	-	-	-	25,818.4	17,352.6
State & Local Total	23,311.2	32,417.6	5,641.3	12,433.9	16,069.4	16,175.7	33,785.1	106,049.1	116,523.0
Grand Total	\$82,692.8	\$97,410.3	\$28,206.5	\$62,169.5	\$80,347.0	\$80,878.3	\$126,000.0	\$431,704.5	\$475,011.7
<i>Dollars in Thousands</i>									

Operating Impact

Maintenance savings is based on FY10 information that new buses placed 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

FY2012 Deliverables/Planned Activities

- Procurement of 151 replacement buses, including spare parts and training

Planned Activities (6 Year Program)

- Procure and place into service approximately 360 Bus Rapid Transit Hybrid/Electric heavy duty transit buses, forty to forty-two foot.
- Procure and place into service approximately 235 Bus Rapid Transit CNG heavy duty transit buses, forty to forty-two foot.
- Procure and place into service approximately 25 Rapid Transit Articulated heavy duty transit buses, sixty to sixty-two foot.
- Procure and place into service approximately 60 Bus Rapid Transit heavy duty, thirty foot

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Camera Installation
ID: CIP 007

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 5

Related Project(s)

None

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,574.1	-	-	\$ 3,000.6	-	-	-	\$ 5,574.7	\$ 3,000.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	1,760.5	-	-	-	1,760.5	1,760.5
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	1,760.5	-	-	-	1,760.5	1,760.5
State & Local									
5307 Formula Grant Match	-	-	-	440.1	-	-	-	440.1	440.1
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	233.5	-	-	-	-	-	-	233.5	-
Other (Misc. & Debt)	2,340.6	-	-	800.0	-	-	-	3,140.6	800.0
State & Local Total	2,574.1	-	-	1,240.1	-	-	-	3,814.2	1,240.1
Grand Total	\$ 2,574.1	-	-	\$ 3,000.6	-	-	-	\$ 5,574.7	\$ 3,000.6

Dollars in Thousands

Operating Impact

Bus cameras will require maintenance calculated on current contract costs of \$710 per vehicle per year.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Repairables
ID: CIP 008

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 12

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 8,911.5	\$ 7,703.0	\$ 12,770.0	\$ 11,511.0	\$ 15,378.0	\$ 16,427.0	\$ 17,249.0	\$ 72,700.5	\$ 81,038.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	5,753.9	6,162.4	10,216.0	9,208.8	12,302.4	13,141.6	13,799.2	56,785.1	64,830.4
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	5,753.9	6,162.4	10,216.0	9,208.8	12,302.4	13,141.6	13,799.2	56,785.1	64,830.4
State & Local									
5307 Formula Grant Match	1,438.5	1,540.6	2,554.0	2,302.2	3,075.6	3,285.4	3,449.8	14,196.3	16,207.6
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	1,719.2	-	-	-	-	-	-	1,719.2	-
State & Local Total	3,157.6	1,540.6	2,554.0	2,302.2	3,075.6	3,285.4	3,449.8	15,915.4	16,207.6
Grand Total	\$ 8,911.5	\$ 7,703.0	\$ 12,770.0	\$ 11,511.0	\$ 15,378.0	\$ 16,427.0	\$ 17,249.0	\$ 72,700.5	\$ 81,038.0

Dollars in Thousands

Operating Impact

Neutral. These parts and assemblies keep buses in service.

FY2012 Deliverables/Planned Activities

- Purchase of repairable parts, including: drivers seats, engines, transmissions, windows, transmissions, radiators, axles, wheel chair lifts, AC units, fan units, charging systems, and on-board electronics.
- Development of FY13 equipment needs

Planned Activities (6 Year Program)

- 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
- Replacement of soot filters

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Service Vehicle Replacement
ID: CIP 009

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Kevin Newman

Useful Life

Years: 6-10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,121.8	\$ 5,528.5	\$ 7,963.6	\$ 8,968.0	\$ 7,936.9	\$ 5,718.2	\$ 8,330.3	\$ 38,237.0	\$ 44,445.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	1,697.4	1,810.2	-	-	-	-	-	3,507.6	1,810.2
5309 Formula Grant	-	2,612.6	6,370.9	4,258.4	6,349.5	4,574.5	6,339.0	24,166.0	30,505.0
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,697.4	4,422.8	6,370.9	4,258.4	6,349.5	4,574.5	6,339.0	27,673.6	32,315.2
State & Local									
5307 Formula Grant Match	424.4	452.6	-	-	-	-	-	876.9	452.6
5309 Formula Grant Match	-	653.1	1,592.7	1,064.6	1,587.4	1,143.6	1,584.8	6,041.5	7,626.2
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	406.5	-	406.5
Other (Misc. & Debt)	-	-	-	3,645.0	-	-	-	3,645.0	3,645.0
State & Local Total	424.4	1,105.7	1,592.7	4,709.6	1,587.4	1,143.6	1,991.3	10,563.4	12,130.3
Grand Total	\$ 2,121.8	\$ 5,528.5	\$ 7,963.6	\$ 8,968.0	\$ 7,936.9	\$ 5,718.2	\$ 8,330.3	\$ 38,237.0	\$ 44,445.5
<i>Dollars in Thousands</i>									

Operating Impact

Newer service vehicles will result in lower maintenance and higher fuel economy and have warranty.

FY2012 Deliverables/Planned Activities

- Purchase and delivery of approximately 160 service vehicles, including fleet cars, work trucks, cargo vans, and specialized work vehicles

Planned Activities (6 Year Program)

- Replacement of approximately 350 passenger vehicles
- Replacement of approximately 285 pickup/utility trucks
- Replacement of approximately 225 various work vehicles
- Replacement of one armored vehicle

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Environmental Compliance Projects
ID: CIP 010

Management Information

Sponsor Department: SAFE
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 5-15

Related Project(s)

None

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. Scope of this project includes but not limited to upgrade/replace support infrastructure and monitoring systems of storage tanks, oil separators, pumps, sensors, and waste water system, etc.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 626.3	\$ 654.9	\$ 692.0	\$ 733.5	\$ 770.0	\$ 812.2	\$ 812.2	\$ 4,288.9	\$ 4,474.8
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		-	-	-	-	-	-	-	-	-
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	626.3	654.9	692.0	733.5	770.0	565.4	812.2	4,042.1	4,228.0
	Other (Misc. & Debt)	-	-	-	-	-	246.8	-	246.8	246.8
State & Local Total		626.3	654.9	692.0	733.5	770.0	812.2	812.2	4,288.9	4,474.8
Grand Total		\$ 626.3	\$ 654.9	\$ 692.0	\$ 733.5	\$ 770.0	\$ 812.2	\$ 812.2	\$ 4,288.9	\$ 4,474.8
<i>Dollars in Thousands</i>										

Operating Impact

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

FY2012 Deliverables/Planned Activities

- Perform compliance upgrade at Western and Northern Bus Garage. Dispose of three above ground storage tanks at New Carrollton Rail Yard
- Replace generator tank at Stone Straw
- Install Underground Storage Tank pump sensor at Shady Grove. Correct storm OWS vent at FMR.
- Install grey water system and update pretreatment system at Four Mile Run bus facility; Install grey water system and EO tank at Ryoal Street. Install spill bucket at Bladensburg bus facility.

Planned Activities (6 Year Program)

- Above-ground storage tanks (AST) - Jackson Graham Building (JGB) - install generator tank leak detection system and overflow alarm
- Under-ground storage tanks (UST) - Bladensburg/2250 - Connect used oil tank to leak detection system
- ASTs - Bladensburg/2250 - Connect used oil tank to leak detection system
- ASTs - Bladensburg/2251 - Install used oil AST
- Storm water management - Largo - Install vacuum line (pump room to grade)
- Wastewater - Bladensburg/2250 - Upgrade pretreatment system
- USTs - Four Mile Run - Replace storm oil water system (OWS) vent

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Underground Storage Tank Replacement
ID: CIP 011

Management Information

Sponsor Department: SAFE
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 30

Related Project(s)

None

Project Description

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

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 2,069.1	\$ 4,476.1	\$ 2,529.9	\$ 2,425.6	\$ 1,004.5	\$ 2,934.1	\$ 4,244.0	\$ 15,439.3	\$ 17,614.2
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	52.6	-	-	-	-	-	52.6	52.6
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		-	52.6	-	-	-	-	-	52.6	52.6
State & Local	5307 Formula Grant Match	-	13.1	-	-	-	-	-	13.1	13.1
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	2,069.1	4,410.4	2,529.9	2,425.6	1,004.5	-	4,244.0	12,439.5	14,614.4
	Other (Misc. & Debt)	-	-	-	-	-	2,934.1	-	2,934.1	2,934.1
State & Local Total		2,069.1	4,423.5	2,529.9	2,425.6	1,004.5	2,934.1	4,244.0	15,386.8	17,561.6
Grand Total		\$ 2,069.1	\$ 4,476.1	\$ 2,529.9	\$ 2,425.6	\$ 1,004.5	\$ 2,934.1	\$ 4,244.0	\$ 15,439.3	\$ 17,614.2
<i>Dollars in Thousands</i>										

Operating Impact

If tanks are not replaced, further degradation may lead to environmental mitigation costs.

FY2012 Deliverables/Planned Activities

- Complete design for removal and replacement of UST at Montgomery Bus Garage
- Start removal and replacement work in fall 2011.
- Replacement of underground storage tanks at Southern Ave Garage, after funding approval and negotiation settlement.

Planned Activities (6 Year Program)

- Design and replace six (6) underground storage tanks at the end of their 30 year warranty period. Location: Southern Avenue four (4), Bladensburg two (2).
Design and replacement of above ground storage tanks at various locations.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: MetroAccess Fleet Replacement
ID: CIP 015

Management Information

Sponsor Department: ACCS
Managing Department: ACCS
Project Manager: Jack Weiner

Useful Life

Years: 4

Related Project(s)

CL_ACCS

Project Description

This project replaces vehicles in the paratransit fleet that have reached or exceeded their useful life of 4 years, maximizing fleet safety, reliability, and quality of service.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 11,559.0	\$ 11,558.6	\$ 12,201.8	\$ 10,247.0	\$ 8,571.3	\$ 10,846.2	\$ 14,668.6	\$ 64,983.9	\$ 68,093.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	9,134.3	9,246.9	9,761.4	8,197.6	6,857.0	8,677.0	11,734.9	51,874.2	54,474.8
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	9,134.3	9,246.9	9,761.4	8,197.6	6,857.0	8,677.0	11,734.9	51,874.2	54,474.8
State & Local									
5307 Formula Grant Match	2,283.6	2,311.7	2,440.4	2,049.4	1,714.3	2,169.2	2,933.7	12,968.5	13,618.7
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	141.2	-	-	-	-	-	-	141.2	-
State & Local Total	2,424.7	2,311.7	2,440.4	2,049.4	1,714.3	2,169.2	2,933.7	13,109.7	13,618.7
Grand Total	\$11,559.0	\$11,558.6	\$12,201.8	\$10,247.0	\$ 8,571.3	\$ 10,846.2	\$ 14,668.6	\$ 64,983.9	\$ 68,093.5
<i>Dollars in Thousands</i>									

Operating Impact

There are no additional funds available in the operating budget for the purchase of MetroAccess vehicles. MetroAccess operating contract expense would be greatly increased if vehicle acquisitions are not capitalized. Capitalizing fleet purchases improves reliability and sustainability of the fleet by maintaining an average fleet age of four years. Maintenance costs are lower for newer vehicles.

FY2012 Deliverables/Planned Activities

- Initiate and award contracts for the replacement of paratransit vehicles and ancillary equipment including DriveCams, and Mobile Data Terminals which have exceeded their useful life

Planned Activities (6 Year Program)

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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Track Welding Program
ID: CIP 018

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Based on running rail life cycle

Related Project(s)

CL_WELD

Project Description

This project will fund the reduction of approximately 400 new open rail joints throughout the rail system which will improve electrical conductivity, eliminate joint defects, reduce noise and wear, reduce maintenance and inspection costs, and help reduce cross tie fires.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 470.0	\$ 2,655.7	\$ 2,862.5	\$ 3,088.8	\$ 3,307.4	\$ 3,560.2	\$ 3,730.0	\$ 15,944.6	\$ 19,204.6
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	235.0	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	1,865.0	7,972.3	9,602.3
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	235.0	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	1,865.0	7,972.3	9,602.3
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	235.0	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	1,865.0	7,972.3	9,602.3
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	235.0	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	1,865.0	7,972.3	9,602.3
Grand Total	\$ 470.0	\$ 2,655.7	\$ 2,862.5	\$ 3,088.8	\$ 3,307.4	\$ 3,560.2	\$ 3,730.0	\$ 15,944.6	\$ 19,204.6
<i>Dollars in Thousands</i>									

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Weld 1,000 open rail joints

Planned Activities (6 Year Program)

- Contract for 1,000 welds per year for a total of 6,000 welds over 6 years

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Track Floating Slab Rehabilitation
ID: CIP 019

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: 20-25 Years

Related Project(s)

None

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 16,200 linear feet of floating slabs, 2,700 feet of which will be retrofitted in FY2012 and 13,500 feet from FY2013-17.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,633.3	\$ 1,409.6	\$ 1,319.0	\$ 1,554.8	\$ 1,616.2	\$ 1,689.1	\$ 1,717.0	\$ 9,222.0	\$ 9,305.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	790.0	704.8	659.5	777.4	808.1	844.6	858.5	4,584.4	4,652.9
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	790.0	704.8	659.5	777.4	808.1	844.6	858.5	4,584.4	4,652.9
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	790.0	704.8	659.5	777.4	808.1	844.6	858.5	4,584.4	4,652.9
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	53.2	-	-	-	-	-	-	53.2	-
State & Local Total	843.2	704.8	659.5	777.4	808.1	844.6	858.5	4,637.6	4,652.9
Grand Total	\$ 1,633.3	\$ 1,409.6	\$ 1,319.0	\$ 1,554.8	\$ 1,616.2	\$ 1,689.1	\$ 1,717.0	\$ 9,222.0	\$ 9,305.7

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Drill holes / prep the floating slabs
- Procure floating slab jacking / drilling equipment and isolator pads
- Retrofit 2,700 linear feet of floating slabs between Benning Road and Addison Road

Planned Activities (6 Year Program)

- Retrofit 2,700 linear feet of floating slabs per year
- Procure 2,160 isolator pads per year
- Procure floating slab drilling and jacking equipment

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Replacement of Rail Track Signage
ID: CIP 020

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Exterior 15 years - Interior 20 years

Related Project(s)

None

Project Description

This project will replace 9,000 damaged, deteriorated, or obsolete rail track Right-of-Way graphic signs and various other signs that indicate locations and warnings to employees, emergency responders and the general public, which is essential for safe operations and emergency responses.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 984.1	\$ 1,060.4	\$ 1,117.2	\$ 1,176.7	\$ 1,250.2	\$ 1,234.7	\$ 1,340.7	\$ 6,823.3	\$ 7,179.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	457.3	530.2	558.6	588.4	625.1	617.4	670.4	3,376.9	3,590.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	457.3	530.2	558.6	588.4	625.1	617.4	670.4	3,376.9	3,590.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	457.3	530.2	558.6	588.4	625.1	617.4	670.4	3,376.9	3,590.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	69.6	-	-	-	-	-	-	69.6	-
State & Local Total	526.8	530.2	558.6	588.4	625.1	617.4	670.4	3,446.4	3,590.0
Grand Total	\$ 984.1	\$ 1,060.4	\$ 1,117.2	\$ 1,176.7	\$ 1,250.2	\$ 1,234.7	\$ 1,340.7	\$ 6,823.3	\$ 7,179.9

Dollars in Thousands

Operating Impact

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

FY2012 Deliverables/Planned Activities

- Procure and install 1,500 right-of-way signs of various dimensions and types.

Planned Activities (6 Year Program)

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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Track Pad/Shock Absorber Rehabilitation
ID: CIP 021

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: 15-20 Years

Related Project(s)

None

Project Description

This project will rehabilitate the grout/plinth pads that maintain track structure integrity. Metro has an inventory of approximately 160 miles (844,800 linear feet) of grout pads. This project will rehabilitate 45,000 linear feet of grout pads, 7,500 linear feet of which will be rehabilitated in FY2012 and 37,500 linear feet from FY2013-17.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,274.3	\$ 4,097.0	\$ 2,155.1	\$ 2,270.7	\$ 2,419.1	\$ 2,491.0	\$ 2,544.4	\$ 15,707.2	\$ 15,977.3
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	1,048.8	2,048.5	1,077.6	1,135.4	1,209.6	1,245.5	1,272.2	7,765.2	7,988.7
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,048.8	2,048.5	1,077.6	1,135.4	1,209.6	1,245.5	1,272.2	7,765.2	7,988.7
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	1,048.8	2,048.5	1,077.6	1,135.4	1,209.6	1,245.5	1,272.2	7,765.2	7,988.7
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	176.8	-	-	-	-	-	-	176.8	-
State & Local Total	1,225.5	2,048.5	1,077.6	1,135.4	1,209.6	1,245.5	1,272.2	7,942.0	7,988.7
Grand Total	\$ 2,274.3	\$ 4,097.0	\$ 2,155.1	\$ 2,270.7	\$ 2,419.1	\$ 2,491.0	\$ 2,544.4	\$ 15,707.2	\$ 15,977.3
<i>Dollars in Thousands</i>									

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Rehabilitate 7,500 linear feet of grout pads on Rhode Island Avenue, Grosvenor, Landover, Minnesota Ave area, Cheverly, and Eisenhower Ave aerials
- Procure cement material
- Retrofit the trackbed for the new direct fixation fasteners and the switch machines
- Receive one flatcar and one volumetric mixer

Planned Activities (6 Year Program)

- Repair 7,500 linear feet of grout pads per year
- Procure prime mover
- Procure cement material
- Repair direct fixation switch grout pads
- Procure volumetric mixer and flatcar

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Track Structural Rehabilitation
ID: CIP 022

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Anchor Bolts - 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.

Related Project(s)

None

Project Description

This project will rehabilitate structural components and restore the track structures, such as elevated platforms, bridges, and retaining walls to their designed load carrying capacity. The goals are based on annual inspections and engineering assessments.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,318.4	\$ 4,036.9	\$ 2,890.3	\$ 1,839.9	\$ 1,786.8	\$ 1,876.2	\$ 1,917.0	\$ 14,748.5	\$ 14,347.1
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-
	PRIIA	870.3	1,138.5	1,445.2	920.0	893.4	938.1	958.5	6,205.3
	CMAQ Grant	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-
	Federal Total	870.3	1,138.5	1,445.2	920.0	893.4	938.1	958.5	6,205.3
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-
	PRIIA Match	870.3	1,138.5	1,445.2	920.0	893.4	938.1	958.5	6,205.3
	CMAQ Grant Match	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	577.9	1,760.0	-	-	-	-	-	2,337.9
	State & Local Total	1,448.1	2,898.5	1,445.2	920.0	893.4	938.1	958.5	8,543.2
Grand Total	\$ 2,318.4	\$ 4,036.9	\$ 2,890.3	\$ 1,839.9	\$ 1,786.8	\$ 1,876.2	\$ 1,917.0	\$ 14,748.5	\$ 14,347.1
<i>Dollars in Thousands</i>									

Operating Impact

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

FY2012 Deliverables/Planned Activities

- Rehabilitation of bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles
- Procure structural inspection software and access vehicle
- Receive one 60' boom truck
- Receive one 35' boom truck and develop facilities for access vehicles and weather sensitive materials storage

Planned Activities (6 Year Program)

- 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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Third Rail Rehabilitation
ID: CIP 023

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: 35-50 Years

Related Project(s)

None

Project Description

This project will replace the original third rail (5 miles annually) with the new aluminum and steel composite third rail, providing for more efficiency and less resistance for eight car trains. This result will be rehabilitation of 5 miles of the third rail in FY2012 and 30 miles of the third rail from FY2013-17.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 5,517.4	\$ 4,183.6	\$ 4,408.1	\$ 4,605.9	\$ 4,835.1	\$ 4,939.0	\$ 23,550.1	\$ 28,489.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	2,758.7	2,091.8	2,204.1	2,303.0	2,417.6	2,469.5	11,775.1	14,244.6
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	2,758.7	2,091.8	2,204.1	2,303.0	2,417.6	2,469.5	11,775.1	14,244.6
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	2,758.7	2,091.8	2,204.1	2,303.0	2,417.6	2,469.5	11,775.1	14,244.6
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	2,758.7	2,091.8	2,204.1	2,303.0	2,417.6	2,469.5	11,775.1	14,244.6
Grand Total	-	\$ 5,517.4	\$ 4,183.6	\$ 4,408.1	\$ 4,605.9	\$ 4,835.1	\$ 4,939.0	\$ 23,550.1	\$ 28,489.1

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Procure flatcar, material handling unit, and five miles of composited third rail
- Begin personnel recruiting process for third rail rehabilitation

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Track Rehabilitation
ID: CIP 024

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Various for track rehab materi; None

Related Project(s)

Project Description

This project will rehabilitate the track infrastructure by replacing running rail, cross ties, direct fixation fasteners, third rail insulators and turnouts annually. The result will be 75 miles of running rail rehabilitation, purchase/install 180 turnouts, 90,000 direct fixation fasteners, 78,000 cross ties during the six years for track rehabilitation.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 47,673.0	\$ 40,518.7	\$ 39,222.9	\$ 31,918.5	\$ 33,369.0	\$ 37,239.1	\$ 39,040.0	\$ 229,941.2	\$ 221,308.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	19,527.6	20,259.4	19,611.5	15,959.3	16,684.5	18,619.6	19,520.0	110,661.7	110,654.1
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	19,527.6	20,259.4	19,611.5	15,959.3	16,684.5	18,619.6	19,520.0	110,661.7	110,654.1
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	19,527.6	20,259.4	19,611.5	15,959.3	16,684.5	18,619.6	19,520.0	110,661.7	110,654.1
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	8,617.8	-	-	-	-	-	-	8,617.8	-
State & Local Total	28,145.4	20,259.4	19,611.5	15,959.3	16,684.5	18,619.6	19,520.0	119,279.5	110,654.1
Grand Total	\$47,673.0	\$40,518.7	\$39,222.9	\$31,918.5	\$33,369.0	\$ 37,239.1	\$ 39,040.0	\$229,941.2	\$221,308.2

Dollars in Thousands

Operating Impact

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.

FY2012 Deliverables/Planned Activities

- Install 32 turnouts (NTSB Recommended), 12.5 miles of running rail, 15,000 direct fixation fasteners, 13,000 cross ties, 5,000 third rail insulators, and 40 miles of ballasted track
- Procure tractor trailers, track material handling equipment, crossties restoration equipment, prime movers, and maintenance-of-way vehicles
- Develop facility for track maintenance equipment and material storage

Planned Activities (6 Year Program)

- Purchase and install 30 turnouts, 12.5 miles of running rail, 15,000 direct fixation fasteners, 13,000 cross ties, and 26,000 cross ties fasteners per year throughout the Metrorail System
- Install 5,000 insulators per year
- No. 8 turnouts will be upgraded from unguarded to guarded turnouts based on NTSB Recommendations
- Procure various track maintenance equipment, including prime mover, mobile maintenance unit (MMU), MMU power car and accompanying MMU flatcar, tamper and hi-rail vehicle with crane

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Track Maintenance Equipment
ID: CIP 025

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: 9-15 Years

Related Project(s)

None

Project Description

This project funds the rehabilitation/replacement of heavy-duty track equipment that has reached the end of its useful lifecycle and is no longer economically feasible to maintain, which is essential to the safe and efficient execution of track rehabilitation work. Equipment needs are determined on an as-needed basis.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,242.5	\$ 34,683.2	\$ 12,839.5	\$ 10,475.2	\$ 10,424.9	\$ 12,964.1	\$ 13,000.0	\$ 82,629.4	\$ 94,386.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	276.4	17,341.6	6,419.8	5,237.6	5,212.5	6,482.1	6,500.0	40,969.8	47,193.4
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	276.4	17,341.6	6,419.8	5,237.6	5,212.5	6,482.1	6,500.0	40,969.8	47,193.4
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	276.4	17,341.6	6,419.8	5,237.6	5,212.5	6,482.1	6,500.0	40,969.8	47,193.4
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	689.7	-	-	-	-	-	-	689.7	-
State & Local Total	966.1	17,341.6	6,419.8	5,237.6	5,212.5	6,482.1	6,500.0	41,659.5	47,193.4
Grand Total	\$ 1,242.5	\$ 34,683.2	\$ 12,839.5	\$ 10,475.2	\$ 10,424.9	\$ 12,964.1	\$ 13,000.0	\$ 82,629.4	\$ 94,386.9

Dollars in Thousands

Operating Impact

Newer equipment reduces maintenance costs and the probability of breakdowns on mainline.

FY2012 Deliverables/Planned Activities

- Procure, test, and accept flatcar, tie crane, tie exchanger/insertor, fuel truck, and track material handling equipment

Planned Activities (6 Year Program)

- Procure replacement vehicles and equipment to support track rehabilitation such as prime movers, locomotives, deicer cars, flash butt welding prime mover, spot tamper, spiking machines, ballast regulator and pettibones

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Station/Tunnel Leak Mitigation
ID: CIP 026

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Various

Related Project(s)

None

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. This project will result in the mitigation of 12,900 leaks, 2,150 of which will be fixed in FY2012.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 3,058.3	\$ 3,298.3	\$ 3,276.5	\$ 3,451.5	\$ 3,606.6	\$ 3,760.7	\$ 4,952.4	\$ 20,451.9	\$ 22,346.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	1,450.1	1,649.1	1,638.3	1,725.8	1,803.3	1,880.4	2,476.2	10,146.9	11,173.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,450.1	1,649.1	1,638.3	1,725.8	1,803.3	1,880.4	2,476.2	10,146.9	11,173.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	1,450.1	1,649.1	1,638.3	1,725.8	1,803.3	1,880.4	2,476.2	10,146.9	11,173.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	158.1	-	-	-	-	-	-	158.1	-
State & Local Total	1,608.2	1,649.1	1,638.3	1,725.8	1,803.3	1,880.4	2,476.2	10,305.0	11,173.0
Grand Total	\$ 3,058.3	\$ 3,298.3	\$ 3,276.5	\$ 3,451.5	\$ 3,606.6	\$ 3,760.7	\$ 4,952.4	\$ 20,451.9	\$ 22,346.0
<i>Dollars in Thousands</i>									

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.

FY2012 Deliverables/Planned Activities

- Procure leak repair material and repair 2,150 leaks
- Receive man-lifts to support leak mitigation functions

Planned Activities (6 Year Program)

- Repair 12,900 leaks throughout the Metrorail System.
- Procure leak repair material as needed
- Procure and purchase man-lifts with estimated date of arrival for next man-lift in FY2013

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Switch Machine Rehabilitation Project
ID: CIP 027

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: 15-20 Years

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 899.1	\$ 949.6	\$ 1,000.9	\$ 1,053.7	\$ 1,101.1	\$ 1,156.6	\$ 1,181.0	\$ 6,161.0	\$ 6,442.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	449.6	474.8	500.5	526.9	550.6	578.3	590.5	3,080.5	3,221.5
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	449.6	474.8	500.5	526.9	550.6	578.3	590.5	3,080.5	3,221.5
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	449.6	474.8	500.5	526.9	550.6	578.3	590.5	3,080.5	3,221.5
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	449.6	474.8	500.5	526.9	550.6	578.3	590.5	3,080.5	3,221.5
Grand Total	\$ 899.1	\$ 949.6	\$ 1,000.9	\$ 1,053.7	\$ 1,101.1	\$ 1,156.6	\$ 1,181.0	\$ 6,161.0	\$ 6,442.9

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Remove, rehabilitate, and replace 20 switch machines

Planned Activities (6 Year Program)

- Remove, rehabilitate, and replace 120 switch machines throughout the Metrorail System
- Procure 10 switch machines which will act as replacement switch machines while current machines are removed and rehabilitated

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Materials Handling Equipment
ID: CIP 028

Management Information

Sponsor Department: PRMT
Managing Department: CENI
Project Manager: Arthur Noyes

Useful Life

Years: 8

Related Project(s)

None

Project Description

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

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 158.0	\$ 138.6	\$ 144.2	\$ 148.8	\$ 153.2	\$ 158.3	\$ 159.0	\$ 901.1	\$ 902.1
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	126.4	-	-	-	-	-	-	126.4	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		126.4	-	-	-	-	-	-	126.4	-
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	31.6	-	-	-	-	-	-	31.6	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	138.6	-	-	153.2	158.3	159.0	450.1	609.1
	Other (Misc. & Debt)	-	-	144.2	148.8	-	-	-	293.0	293.0
State & Local Total		31.6	138.6	144.2	148.8	153.2	158.3	159.0	774.7	902.1
Grand Total		\$ 158.0	\$ 138.6	\$ 144.2	\$ 148.8	\$ 153.2	\$ 158.3	\$ 159.0	\$ 901.1	\$ 902.1
<i>Dollars in Thousands</i>										

Operating Impact

Newer equipment will require less maintenance and have a lower operating costs.

FY2012 Deliverables/Planned Activities

- Procure material handling equipment for Metro Supply Center (Warehouse 400) and Bladensburg (T04) bus supply center
- Install support infrastructure as required to support the new material handling equipment.
- Prioritize procurement actions to replace aging material handling equipment.

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Warehouse Vertical Storage Units/Shelving
ID: CIP 029

Management Information

Sponsor Department: PRMT
Managing Department: CENI
Project Manager: Arthur Noyes

Useful Life

Years: 8

Related Project(s)

None

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.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 606.2	\$ 766.0	\$ 600.3	\$ 621.9	\$ 765.9	\$ 660.0	\$ 665.0	\$ 4,020.3	\$ 4,079.1
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	484.9	-	-	-	-	-	-	484.9	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		484.9	-	-	-	-	-	-	484.9	-
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	121.2	-	-	-	-	-	-	121.2	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	766.0	-	-	765.9	660.0	665.0	2,191.9	2,856.9
	Other (Misc. & Debt)	-	-	600.3	621.9	-	-	-	1,222.2	1,222.2
State & Local Total		121.2	766.0	600.3	621.9	765.9	660.0	665.0	3,535.3	4,079.1
Grand Total		\$ 606.2	\$ 766.0	\$ 600.3	\$ 621.9	\$ 765.9	\$ 660.0	\$ 665.0	\$ 4,020.3	\$ 4,079.1
<i>Dollars in Thousands</i>										

Operating Impact

A greater efficiency of space utilization lowers the need for facility expansion.

FY2012 Deliverables/Planned Activities

- Complete study and design of Metro Supply Facility upgrades. Install new and relocate existing material storage systems.
- Implement upgrade design of Metro Supply Facility.
- Order new vertical parts storage units at Bladensburg (T04) Bus Facility. Design supporting infrastructure.
- Install new vertical parts storage units and supporting infrastructure at Bladensburg (T04) Bus Facility. Begin installation of new units.

Planned Activities (6 Year Program)

- Purchase and install two new vertical parts storage units and reconfigure parts storage area at Metro Supply Facility.
- On a prioritized basis, purchase and install two vertical parts storage units and reconfigure storage area at other Metro storerooms, which will reduce floor space but maintain storage capacity.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Currency Processing Machines
ID: CIP 030

Management Information

Sponsor Department: TRES
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 12

Related Project(s)

None

Project Description

This project will replace existing currency machines that have exceeded their life expectancy with newer machines that are more technologically advanced, increasing service and reliability.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 647.4	\$ 1,456.1	\$ 799.0	-	-	-	-	\$ 2,902.5	\$ 2,255.1
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		-	-	-	-	-	-	-	-	-
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	647.4	1,456.1	799.0	-	-	-	-	2,902.5	2,255.1
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total		647.4	1,456.1	799.0	-	-	-	-	2,902.5	2,255.1
Grand Total		\$ 647.4	\$ 1,456.1	\$ 799.0	-	-	-	-	\$ 2,902.5	\$ 2,255.1
<i>Dollars in Thousands</i>										

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact.

FY2012 Deliverables/Planned Activities

- Begin demolition/decommissioning of old Currency Processing Machines, space reconfiguration, electrical work, fabrication and factory test machine first Currency Processing Machine

Planned Activities (6 Year Program)

- Replace three currency processing machines including planning for phased replacement, design, removal of existing in phases, demolitions, electrical, replacement, and testing at the Revenue Collection Facility.
- Upgrade software and all obsolete parts

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Debit/Credit Processing Requirements
ID: CIP 031

Management Information

Sponsor Department: TRES
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 1-5

Related Project(s)

None

Project Description

This project will replace or upgrade Payment Card Industry (PCI) security standards required because Metro accepts credit card transactions. If Audit finding does not recommend any upgrade to security standards then Project funds will be used to upgrade fare gates and vendors.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 1,910.9	\$ 506.6	\$ 257.4	\$ 258.3	\$ 257.0	\$ 257.0	\$ 257.0	\$ 3,447.2	\$ 1,793.3
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	1,528.7	-	-	-	-	-	-	1,528.7	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
	Federal Total	1,528.7	-	-	-	-	-	-	-	1,528.7
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	382.2	-	-	-	-	-	-	382.2	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	506.6	257.4	258.3	257.0	257.0	257.0	1,536.3	1,793.3
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	382.2	506.6	257.4	258.3	257.0	257.0	257.0	1,918.5	1,793.3	
Grand Total	\$ 1,910.9	\$ 506.6	\$ 257.4	\$ 258.3	\$ 257.0	\$ 257.0	\$ 257.0	\$ 3,447.2	\$ 1,793.3	
<i>Dollars in Thousands</i>										

Operating Impact

None.

FY2012 Deliverables/Planned Activities

- Annual audit results will be available in Jan. 2012 and to meet PCI compliance required procurement of replacement/upgrade parts and softwares will be processed.

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Fare Media Encoders
ID: CIP 032

Management Information

Sponsor Department: TRES
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: Various

Related Project(s)

None

Project Description

This project will replace three high-speed fare media encoders that have exceeded their useful life by 5 years, which will prevent frequent breakdowns, loss of productivity, and overtime costs.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,014.3	\$ 579.0	-	-	-	-	-	\$ 1,593.3	\$ 579.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	811.4	463.2	-	-	-	-	-	1,274.6	463.2
Federal PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	811.4	463.2	-	-	-	-	-	1,274.6	463.2
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	202.9	115.8	-	-	-	-	-	318.7	115.8
State & Local PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	202.9	115.8	-	-	-	-	-	318.7	115.8
Grand Total	\$ 1,014.3	\$ 579.0	-	-	-	-	-	\$ 1,593.3	\$ 579.0

Dollars in Thousands

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact.

FY2012 Deliverables/Planned Activities

- Procure three new encoders.

Planned Activities (6 Year Program)

- Replace three high-speed media encoders.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Replacement of Revenue Facility Equipment
ID: CIP 033

Management Information

Sponsor Department: TRES
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 10-15

Related Project(s)

None

Project Description

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

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 656.1	\$ 265.8	\$ 220.5	\$ 507.2	\$ 409.2	\$ 264.3	\$ 398.0	\$ 2,323.1	\$ 2,065.0
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	524.8	181.7	176.4	405.8	327.4	211.4	-	1,827.5	1,302.6
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		524.8	181.7	176.4	405.8	327.4	211.4	-	1,827.5	1,302.6
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	131.2	45.4	44.1	101.4	81.8	52.9	-	456.9	325.7
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	38.7	-	-	-	-	398.0	38.7	436.7
Other (Misc. & Debt)		-	-	-	-	-	-	-	-	-
State & Local Total		131.2	84.1	44.1	101.4	81.8	52.9	398.0	495.6	762.4
Grand Total		\$ 656.1	\$ 265.8	\$ 220.5	\$ 507.2	\$ 409.2	\$ 264.3	\$ 398.0	\$ 2,323.1	\$ 2,065.0
<i>Dollars in Thousands</i>										

Operating Impact

Improved ergonomic of new revenue transfer carts is expected to reduce worker injury and insurance claims.

FY2012 Deliverables/Planned Activities

- Fabricate and deliver approximately 30 revenue transfer carts
- Replace loading dock and other facility needs

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bicycle & Pedestrian Facilities: Capacity Improvements
ID: CIP 035

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Kristin Haldeman

Useful Life

Years: Various

Related Project(s)

None

Project Description

This project will increase bicycle parking capacity at Metrorail stations and improve connections to stations from local communities.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 982.6	\$ 1,019.3	\$ 1,220.0	\$ 1,220.0	\$ 1,220.0	\$ 1,220.0	\$ 1,220.0	\$ 6,881.9	\$ 7,119.3
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	786.0	815.4	976.0	976.0	976.0	976.0	838.0	5,505.5	5,557.4
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	786.0	815.4	976.0	976.0	976.0	976.0	838.0	5,505.5	5,557.4
State & Local									
5307 Formula Grant Match	196.5	203.9	244.0	244.0	244.0	244.0	209.5	1,376.4	1,389.4
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	172.5	-	172.5
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	196.5	203.9	244.0	244.0	244.0	244.0	382.0	1,376.4	1,561.9
Grand Total	\$ 982.6	\$ 1,019.3	\$ 1,220.0	\$ 1,220.0	\$ 1,220.0	\$ 1,220.0	\$ 1,220.0	\$ 6,881.9	\$ 7,119.3
<i>Dollars in Thousands</i>									

Operating Impact

Minimal increased and more efficient physical infrastructure will result in minimal higher operational costs.

FY2012 Deliverables/Planned Activities

- Begin construction of pilot secure bike parking facility; install cameras; add mezzanine parking at East Falls Church
- Convene and coordinate stakeholders for small access projects at West Hyattsville Station; Construct new bike parking area at Grosvenor-Strathmore west entrance
- Open Pilot Secure Bike Parking facility and begin evaluation; Install cameras at Greenbelt and high bike theft stations; Begin design of 2nd secure bike parking facility
- Construct sidewalk along Largo Access Rd; Reconstruct stairs at Rhode Island Ave & Van Dorn St to include stair channels for bicycles

Planned Activities (6 Year Program)

- Survey to identify needed pedestrian/bicycle access improvements (complete by Fall 2011)
- Design and construct pilot secure bicycle parking facility at College Park station (complete by Fall 2011)
- Implement prioritized plan and design and install pedestrian and bicycle improvements

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Replacement of Bicycle Racks & Lockers
ID: CIP 036

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Kristin Haldeman

Useful Life

Years: 20 years

Related Project(s)

None

Project Description

This project will replace remaining Rack III style bike racks and other racks that are structurally damaged as well as implement a locker replacement plan.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 409.7	\$ 419.0	\$ 521.1	\$ 436.0	\$ 448.3	\$ 463.7	\$ 476.0	\$ 2,697.8	\$ 2,764.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	327.8	335.2	416.9	348.8	358.6	371.0	-	2,158.3	1,830.5
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	327.8	335.2	416.9	348.8	358.6	371.0	-	2,158.3	1,830.5
State & Local									
5307 Formula Grant Match	81.9	83.8	104.2	87.2	89.7	92.7	-	539.6	457.6
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	476.0	-	476.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	81.9	83.8	104.2	87.2	89.7	92.7	476.0	539.6	933.6
Grand Total	\$ 409.7	\$ 419.0	\$ 521.1	\$ 436.0	\$ 448.3	\$ 463.7	\$ 476.0	\$ 2,697.8	\$ 2,764.1

Dollars in Thousands

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact.

FY2012 Deliverables/Planned Activities

- Continue rack replacement/installation
- Reallocate lockers based on demand
- Pilot on-demand/e-lockers

Planned Activities (6 Year Program)

- Replace all remaining old "Rack III" style bike racks with inverted U-racks
- Repair and replace inverted U-racks as needed
- Replace damaged and underutilized bike lockers with bike storage in accordance with bike locker plan

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Priority Corridor Network Enhancements
ID: CIP 037

Management Information

Sponsor Department: BUS
Managing Department: BPLN
Project Manager: Jim Hamre

Useful Life

Years: Various

Related Project(s)

None

Project Description

This project will enhance bus stops, transit centers, and customer information displays as well as assist local governments and State DOTs in an overall effort to improve transit speed and reliability. This project 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 6,133.0	\$ 3,553.0	\$ 7,809.4	\$ 5,166.1	\$ 3,126.2	-	\$ 6,168.5	\$ 25,787.7	\$ 25,823.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	1,649.4	1,642.4	1,647.5	1,652.9	1,645.0	-	4,934.8	8,237.2	11,522.5
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	1,500.0	5,750.0	3,100.0	1,070.0	-	-	11,420.0	11,420.0
Federal Total	1,649.4	3,142.4	7,397.5	4,752.9	2,715.0	-	4,934.8	19,657.2	22,942.5
State & Local									
5307 Formula Grant Match	412.4	410.6	411.9	413.2	411.2	-	1,233.7	2,059.3	2,880.6
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	4,071.2	-	-	-	-	-	-	4,071.2	-
State & Local Total	4,483.5	410.6	411.9	413.2	411.2	-	1,233.7	6,130.5	2,880.6
Grand Total	\$ 6,133.0	\$ 3,553.0	\$ 7,809.4	\$ 5,166.1	\$ 3,126.2	-	\$ 6,168.5	\$ 25,787.7	\$ 25,823.2

Dollars in Thousands

Operating Impact

Operational savings through more efficient bus service.

FY2012 Deliverables/Planned Activities

- The Metrobus "A" Line Study (Anacostia-Congress Heights Line Study, including Metro Bus routes the A2/6/7/8/42/46/48, the A4/5 and A9)
- The Metrobus "Y" Line Study (Georgia Avenue, MD -Metrobus routes Y5, Y7, Y8, and Y9) - The first phase of the study began in March 2011 and will continue through the spring. The second phase is expected to take place over the summer. Preliminary recommendations should be made by fall of 2011 and submitted to the Metro Board for approval.
- Springfield-Franconia Bus Bay Improvements, Pentagon Bus Bay Improvements, Addison Road scopes and statements of work in development

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Garage Capacity Enhancements
ID: CIP 038

Management Information

Sponsor Department: PLJD
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: N/A

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 10.5	\$ 2,205.5	-	-	-	-	-	\$ 2,216.0	\$ 2,205.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	8.4	1,241.6	-	-	-	-	-	1,250.0	1,241.6
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	8.4	1,241.6	-	-	-	-	-	1,250.0	1,241.6
State & Local									
5307 Formula Grant Match	2.1	310.4	-	-	-	-	-	312.5	310.4
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	653.5	-	-	-	-	-	653.5	653.5
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	2.1	963.9	-	-	-	-	-	966.0	963.9
Grand Total	\$ 10.5	\$ 2,205.5	-	-	-	-	-	\$ 2,216.0	\$ 2,205.5

Dollars in Thousands

Operating Impact

Additional infrastructure will require greater operational support. Lower dead heading costs.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Core & System Capacity Project Development
ID: CIP 039

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Robin McElhenny

Useful Life

Years: Various

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17	
Total	\$ 508.9	\$ 3,026.5	\$ 1,029.7	\$ 1,033.1	\$ 1,542.3	\$ 1,028.1	-	\$ 8,168.6	\$ 7,659.7	
<i>Dollars in Thousands</i>										
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17	
Federal	5307 Formula Grant	407.1	-	823.8	826.5	1,233.8	822.5	-	4,113.7	3,706.6
	5309 Formula Grant	-	2,421.2	-	-	-	-	-	2,421.2	2,421.2
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
	Federal Total	407.1	2,421.2	823.8	826.5	1,233.8	822.5	-	6,534.9	6,127.8
State & Local	5307 Formula Grant Match	101.8	-	205.9	206.6	308.5	205.6	-	1,028.4	926.6
	5309 Formula Grant Match	-	605.3	-	-	-	-	-	605.3	605.3
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	101.8	605.3	205.9	206.6	308.5	205.6	-	1,633.7	1,531.9	
Grand Total	\$ 508.9	\$ 3,026.5	\$ 1,029.7	\$ 1,033.1	\$ 1,542.3	\$ 1,028.1	-	\$ 8,168.6	\$ 7,659.7	
<i>Dollars in Thousands</i>										

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.

FY2012 Deliverables/Planned Activities

- Gallery Place: Refine alternatives and develop conceptual cost estimates. Based on benefits shown in pedestrian simulation model and assessment of constructability and operational impact of preferred alternative and develop cost benefit analysis. Initiation of pilot of some short term options to relieve crowding. Additional simulation of alternatives, Cost Benefit Analysis of design alternatives, and environmental screening. Selection of preferred design alternative and presentation to executive leadership and external stakeholders.
- Regional Transit System Plan: Perform follow-on study building on previous study. Study will quantify the economic and livability benefits of the existing transit system.
- Ridership Forecasting: Metrorail ridership forecasts; study the impact of Dulles and Blue/Yellow Realignment. L'Enfant: develop strategies to improve capacity in advance of additional trains using this station.
- Rail Yard/Maintenance Facility Plan: Scoping and consultant retainment to develop rail yard and maintenance facility plan; conduct alternatives evaluation for expansion of storage and maintenance space. Development of plan.

Planned Activities (6 Year Program)

- 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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Bus & Rail Asset Management Software
ID: CIP 042

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Deven Sha

Useful Life

Years: 10

Related Project(s)

CL_BSRT, CL_BSEF, CIP 047

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,602.7	\$ 4,184.5	\$ 5,800.0	\$ 3,600.0	\$ 5,700.0	\$ 4,900.0	\$ 3,815.2	\$ 25,787.2	\$ 27,999.7
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	1,884.6	-	-	-	-	-	1,884.6	1,884.6
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	1,884.6	-	-	-	-	-	1,884.6	1,884.6
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	471.2	-	-	-	-	-	471.2	471.2
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,818.7	5,800.0	3,600.0	5,700.0	4,900.0	3,815.2	21,818.7	25,633.9
Other (Misc. & Debt)	1,602.7	10.0	-	-	-	-	-	1,612.7	10.0
State & Local Total	1,602.7	2,299.9	5,800.0	3,600.0	5,700.0	4,900.0	3,815.2	23,902.5	26,115.1
Grand Total	\$ 1,602.7	\$ 4,184.5	\$ 5,800.0	\$ 3,600.0	\$ 5,700.0	\$ 4,900.0	\$ 3,815.2	\$ 25,787.2	\$ 27,999.7
<i>Dollars in Thousands</i>									

Operating Impact

Lowering costs and lessening maintenance impact on customers.

FY2012 Deliverables/Planned Activities

- Maximo Version 7 Upgrade
- Procure & implement High Availability
- IHS Data Master Cleansing
- Implement Maximo 7 add-on modules and enhancements, procure additional Maximo for IT licenses, Procure HP Quality Center and Quick Test Pro Licenses

Planned Activities (6 Year Program)

- Procure hardware and install Maximo high availability application servers to reduce Maximo planned and unplanned down time.
- Consultant services to implement Optram enhancement for administrator training and new features.
- Consultant services to implement WMS enhancement for training and new features.
- Consultants services to implement Maximo 7 upgrade and enhancement to latest supported version.
- Procure Maximo Asset Navigator training to enable Subject Matter Expert to build illustrated parts catalog.
- Procure Maximo licenses.
- Procure and implement Maximo mobile and hardware, Maximo data warehouse, Maximo Asset Configuration Manager, PeopleSoft CRM, Geographic Information System, and Spatial Integrations.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Operations Support Software
ID: CIP 043

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Adams Young

Useful Life

Years: 10

Related Project(s)

CIP 002, CIP 047

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,993.3	\$ 1,991.6	\$ 3,000.0	\$ 3,400.0	\$ 3,500.0	\$ 3,000.0	\$ 3,084.0	\$ 16,884.9	\$ 17,975.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	119.3	-	-	-	-	-	-	119.3	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	119.3	-	-	-	-	-	-	119.3	-
5307 Formula Grant Match	29.8	-	-	-	-	-	-	29.8	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,991.6	3,000.0	3,400.0	3,500.0	3,000.0	3,084.0	14,891.6	17,975.6
Other (Misc. & Debt)	1,844.2	-	-	-	-	-	-	1,844.2	-
State & Local Total	1,874.0	1,991.6	3,000.0	3,400.0	3,500.0	3,000.0	3,084.0	16,765.6	17,975.6
Grand Total	\$ 1,993.3	\$ 1,991.6	\$ 3,000.0	\$ 3,400.0	\$ 3,500.0	\$ 3,000.0	\$ 3,084.0	\$ 16,884.9	\$ 17,975.6

Dollars in Thousands

Operating Impact

This will result in more efficient operations.

FY2012 Deliverables/Planned Activities

- Redundant Bus AVL system
- Fleetwatch rail yard installation
- Perform radio failover from JGB to CTF. Upgrade JGB AVL system to new AVL build.

Planned Activities (6 Year Program)

- Software procurement and implementation.
- Deploy of the automatic vehicle maintenance and voice annunciation system. Bring transit database project in line with Metro's enterprise architecture.
- Install high availability hardware and testing.
- Bus System Integration Phase II and III.
- Bus and Rail Scheduling integration and enhancement.
- Bus Fleetwatch enhancement.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Customer & Regional Integration
ID: CIP 044

Management Information

Sponsor Department: IT/SAFE
Managing Department: IT
Project Manager: John Bercher

Useful Life

Years: 10

Related Project(s)

None

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, and emergencies. The project will also develop and deploy an enterprise-wide Service Oriented Architecture that will integrate information sharing authority-wide.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 9,565.3	\$ 6,201.2	\$ 3,775.9	\$ 4,821.3	\$ 4,797.1	\$ 4,797.0	\$ 4,797.0	\$ 33,957.9	\$ 29,189.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	3,384.8	3,387.9	-	-	-	-	-	6,772.8	3,387.9
Federal PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	3,384.8	3,387.9	-	-	-	-	-	6,772.8	3,387.9
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	846.2	847.0	-	-	-	-	-	1,693.2	847.0
State & Local PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,966.3	3,775.9	4,821.3	4,797.1	4,797.0	4,797.0	20,157.6	24,954.6
Other (Misc. & Debt)	5,334.3	-	-	-	-	-	-	5,334.3	-
State & Local Total	6,180.5	2,813.3	3,775.9	4,821.3	4,797.1	4,797.0	4,797.0	27,185.1	25,801.6
Grand Total	\$ 9,565.3	\$ 6,201.2	\$ 3,775.9	\$ 4,821.3	\$ 4,797.1	\$ 4,797.0	\$ 4,797.0	\$ 33,957.9	\$ 29,189.5

Dollars in Thousands

Operating Impact

This will result in more efficient operations.

FY2012 Deliverables/Planned Activities

- Corrective Action Plan Tracking & Reporting, Hazard Workflow, Create High Availability Environment
- Safety Data Integration, Metro Access Integration to Safety Measurement System (SMS), Upgrade to SharePoint 2010, integrate Active Directory Domains
- Maximo Integration with SMS, Hazard Mining, SharePoint Platform Consolidation, Wireless Field Reporting
- Hazard Transparency Site, Hazard Analysis Tools, iCertainty Enhancements, Safety/MTPD Data Integration, Site Collection Separation

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Data Centers and Infrastructures
ID: CIP 045

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Claude Swanson

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 8,392.4	\$ 4,242.4	\$ 2,880.3	\$ 6,300.0	\$ 5,200.0	\$ 4,400.0	\$ 6,700.0	\$ 31,415.0	\$ 29,722.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	4,383.5	1,439.8	-	-	-	-	-	5,823.2	1,439.8
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	4,383.5	1,439.8	-	-	-	-	-	5,823.2	1,439.8
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	1,095.9	359.9	-	-	-	-	-	1,455.8	359.9
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	2,442.7	2,880.3	6,300.0	5,200.0	4,400.0	6,700.0	21,222.9	27,922.9
Other (Misc. & Debt)	2,913.1	-	-	-	-	-	-	2,913.1	-
State & Local Total	4,008.9	2,802.6	2,880.3	6,300.0	5,200.0	4,400.0	6,700.0	25,591.8	28,282.8
Grand Total	\$ 8,392.4	\$ 4,242.4	\$ 2,880.3	\$ 6,300.0	\$ 5,200.0	\$ 4,400.0	\$ 6,700.0	\$ 31,415.0	\$ 29,722.6

Dollars in Thousands

Operating Impact

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

FY2012 Deliverables/Planned Activities

- Enterprise Process Scheduling – implementation of an enterprise-level job/process scheduling solution for managing/monitoring critical applications
- Business Continuity Automation – enhancing current Disaster Recovery capabilities by automating critical application failover and fallback steps
- Infrastructure Standardization - implementation of enterprise-level infrastructure standardization and management tool and technologies
- JGB & CTF Tape Library Upgrade and Storage Area Network Expansion

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Document Management System
ID: CIP 046

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: John Bercher

Useful Life

Years: 10

Related Project(s)

CL_DOCU, CIP 047

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,549.4	\$ 1,465.0	\$ 2,000.0	\$ 3,135.0	\$ 2,600.0	\$ 2,600.0	\$ 2,000.0	\$ 13,349.4	\$ 13,800.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	1,549.4	1,465.0	2,000.0	3,135.0	2,600.0	2,600.0	2,000.0	13,349.4	13,800.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,549.4	1,465.0	2,000.0	3,135.0	2,600.0	2,600.0	2,000.0	13,349.4	13,800.0
Grand Total	\$ 1,549.4	\$ 1,465.0	\$ 2,000.0	\$ 3,135.0	\$ 2,600.0	\$ 2,600.0	\$ 2,000.0	\$ 13,349.4	\$ 13,800.0

Dollars in Thousands

Operating Impact

Authority-wide Document Management Architecture providing real-time access to documents supporting requirements.

FY2012 Deliverables/Planned Activities

- Complete migration to production, develop file plan database
- Complete File Plan Database, requirements for Counsel Agreements system
- Implement Hybrid Enterprise Document Management System (HEDS) in departments to be determined.

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Enterprise Geographic Information System
ID: CIP 047

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Edwin Wells

Useful Life

Years: 10

Related Project(s)

CIP 042, CIP 043, CIP 046,
CIP 051

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,947.3	\$ 2,949.1	\$ 2,574.2	\$ 2,713.2	\$ 3,598.4	\$ 2,570.2	\$ 2,654.6	\$ 16,352.4	\$ 17,059.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,352.0	1,328.0	-	-	-	-	-	2,680.0	1,328.0
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,352.0	1,328.0	-	-	-	-	-	2,680.0	1,328.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	338.0	332.0	-	-	-	-	-	670.0	332.0
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,289.1	2,574.2	2,713.2	3,598.4	2,570.2	2,654.6	12,745.1	15,399.7
Other (Misc. & Debt)	257.3	-	-	-	-	-	-	257.3	-
State & Local Total	595.3	1,621.1	2,574.2	2,713.2	3,598.4	2,570.2	2,654.6	13,672.4	15,731.7
Grand Total	\$ 1,947.3	\$ 2,949.1	\$ 2,574.2	\$ 2,713.2	\$ 3,598.4	\$ 2,570.2	\$ 2,654.6	\$ 16,352.4	\$ 17,059.7

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- ArcGIS 10 – Oracle 11g – Windows 2008 upgrade; Carmen Turner Facility failover
- GIS-Maximo integration: design, software implementation; data
- Transit route network: software tools; construction
- Intranet and internet GIS enhancements

Planned Activities (6 Year Program)

- Legacy data consolidation and migration
- Development of Data Maintenance Tools
- Development of GIS training program and training materials
- Web mapping services

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Sensitive Data Protection Technology
ID: CIP 048

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Victor Iwugo

Useful Life

Years: 10

Related Project(s)

CIP 031, CL_DATA

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 6,121.2	\$ 3,616.2	\$ 4,758.4	\$ 4,254.9	\$ 4,112.4	\$ 4,112.4	-	\$ 26,975.5	\$ 20,854.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	3,149.1	1,700.3	-	-	-	-	-	4,849.4	1,700.3
Federal									
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	3,149.1	1,700.3	-	-	-	-	-	4,849.4	1,700.3
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	787.3	425.1	-	-	-	-	-	1,212.3	425.1
State & Local									
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,490.8	4,758.4	4,254.9	4,112.4	4,112.4	-	18,728.9	18,728.9
Other (Misc. & Debt)	2,184.9	-	-	-	-	-	-	2,184.9	-
State & Local Total	2,972.2	1,915.9	4,758.4	4,254.9	4,112.4	4,112.4	-	22,126.2	19,154.0
Grand Total	\$ 6,121.2	\$ 3,616.2	\$ 4,758.4	\$ 4,254.9	\$ 4,112.4	\$ 4,112.4	-	\$ 26,975.5	\$ 20,854.3

Dollars in Thousands

Operating Impact

Provides regulatory compliance and data security.

FY2012 Deliverables/Planned Activities

- Establishing various security zones within the Metro intranet and migrate all Payment Card Industry (PCI) data into its designated security zone.
- Deploy database monitoring software to detect and protect access to sensitive information.
- Enable web single sign on (WebSSO) to services and systems.
- Commence identity and access management (IAM) implementation and integrate into physical security. Establish security incident event logging and event correlation. Establish highly available, redundant, security zones for internal business units and external partners.

Planned Activities (6 Year Program)

- Establish various security zones within the Metro intranet.
- PCI Zone Data Migration - Migrate all Payment Card Industry (PCI) data into its designated security zone.
- Deploying 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Management Support Software
ID: CIP 049

Management Information

Sponsor Department: DGMA
Managing Department: DGMA
Project Manager: Naheed Monower

Useful Life

Years: 10

Related Project(s)

CL_FSNY

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 13,002.6	\$ 19,839.1	\$ 5,039.5	\$ 4,000.0	-	-	-	\$ 41,881.2	\$ 28,878.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	10,217.9	-	-	-	-	-	10,217.9	10,217.9
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	10,217.9	-	-	-	-	-	10,217.9	10,217.9
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	2,554.5	-	-	-	-	-	2,554.5	2,554.5
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	6,984.7	4,912.5	5,039.5	4,000.0	-	-	-	20,936.7	13,952.0
Other (Misc. & Debt)	6,017.9	2,154.3	-	-	-	-	-	8,172.2	2,154.3
State & Local Total	13,002.6	9,621.2	5,039.5	4,000.0	-	-	-	31,663.3	18,660.7
Grand Total	\$13,002.6	\$19,839.1	\$ 5,039.5	\$ 4,000.0	-	-	-	\$ 41,881.2	\$ 28,878.6

Dollars in Thousands

Operating Impact

This will result in increased productivity and efficiency. Also reduce hardware and software costs due to decommissioning of the mainframe in 2011.

FY2012 Deliverables/Planned Activities

- Implement HCM (Human Capital Management) Phase I
- Implement a Solicitation Management System
- Implement a Project Management toolset for project portfolio management
- Begin Asset Management activities

Planned Activities (6 Year Program)

- Upgrade Metro's Human Capital Management system to current version to align with re-architected business processes.
- Upgrade the technical infrastructure (Operating systems, databases, middleware and hardware).
- Replace the legacy training system with an integrated learning management system to incorporate training and reporting requirements.
- Automate Metro's paper-intensive employee performance management system.
- Enable Metro's data warehousing capabilities with establishment of a corporate data warehouse.
- Provide the Treasury department with tools to automate cash forecasting.
- Provide the Procurement department with tools for vendor and solicitation management.
- Provide project managers with capabilities to better manage their project portfolios
- Enable Metro to streamline asset management activities in both the product and supply chain management areas

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Metro IT OneStop and Office Automation
ID: CIP 050

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Claude Swanson & Angela Lee

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 4,501.5	\$ 1,833.7	\$ 3,002.5	\$ 2,099.9	\$ 2,099.8	\$ 2,099.5	\$ 2,100.0	\$ 15,636.9	\$ 13,235.4
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	858.2	-	-	-	-	-	858.2	858.2
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	858.2	-	-	-	-	-	858.2	858.2
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	214.5	-	-	-	-	-	214.5	214.5
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	3,061.1	-	3,002.5	2,099.9	2,099.8	2,099.5	2,100.0	12,362.8	11,401.7
Other (Misc. & Debt)	1,440.4	761.0	-	-	-	-	-	2,201.5	761.0
State & Local Total	4,501.5	975.5	3,002.5	2,099.9	2,099.8	2,099.5	2,100.0	14,778.7	12,377.2
Grand Total	\$ 4,501.5	\$ 1,833.7	\$ 3,002.5	\$ 2,099.9	\$ 2,099.8	\$ 2,099.5	\$ 2,100.0	\$ 15,636.9	\$ 13,235.4
<i>Dollars in Thousands</i>									

Operating Impact

Support Staff will have access to up-to-date procedures and problem resolutions as well as faster and more consistent problem resolution.

FY2012 Deliverables/Planned Activities

- Overhaul of PC Inventory Replacement Program
- Overhaul of PC Imaging Infrastructure

Planned Activities (6 Year Program)

- 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 surplussing of desktop computer equipment

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Police Dispatch and Records Management
ID: CIP 051

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Adams Young

Useful Life

Years: 10

Related Project(s)

CIP 047

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 1,559.3	\$ 519.8	-	-	-	-	\$ 2,079.0	\$ 2,079.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,559.3	519.8	-	-	-	-	2,079.0	2,079.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	1,559.3	519.8	-	-	-	-	2,079.0	2,079.0
Grand Total	-	\$ 1,559.3	\$ 519.8	-	-	-	-	\$ 2,079.0	\$ 2,079.0

Dollars in Thousands

Operating Impact

Replacement of this legacy system should provide savings through greater efficiency

FY2012 Deliverables/Planned Activities

- Install new Computer Aided Dispatch (CAD) / Records Management System (RMS) hardware and software
- Data conversion and unit testing
- System integration testing and acceptant. User and system administrator training.

Planned Activities (6 Year Program)

- Replace or upgrade MTPD dispatching and crime tracking system.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Network and Communications
ID: CIP 052

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Al Pegram

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 3,640.4	\$ 5,003.3	\$ 6,200.0	\$ 4,565.0	\$ 5,100.0	\$ 6,100.0	\$ 4,200.0	\$ 30,608.7	\$ 31,168.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	2,402.0	-	-	-	-	-	2,402.0	2,402.0
PRIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	2,402.0	-	-	-	-	-	2,402.0	2,402.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	600.5	-	-	-	-	-	600.5	600.5
PRIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	3,148.4	2,000.9	6,200.0	4,565.0	5,100.0	6,100.0	4,200.0	27,114.3	28,165.9
Other (Misc. & Debt)	492.0	-	-	-	-	-	-	492.0	-
State & Local Total	3,640.4	2,601.4	6,200.0	4,565.0	5,100.0	6,100.0	4,200.0	28,206.7	28,766.4
Grand Total	\$ 3,640.4	\$ 5,003.3	\$ 6,200.0	\$ 4,565.0	\$ 5,100.0	\$ 6,100.0	\$ 4,200.0	\$ 30,608.7	\$ 31,168.3

Dollars in Thousands

Operating Impact

The Metronet project will increase network bandwidth and reliability, and will enable Metro to support strategic highband width WEB based applications without incurring the cost of a major network upgrade.

FY2012 Deliverables/Planned Activities

- Alexandria and New Carrollton Yard conversion to new network and telephone system
- Conversion of various facilities to Metronet
- Rail Operations Control Center (OCC) / Kiosk conversion to Metronet
- Northern & Western Bus Garages conversion to Metronet

Planned Activities (6 Year Program)

- General retrofits and wireless installations for rail stations and cabling and wireless installations for administrative locations, data center enhancements, Metronet enhancements. Resolve Metro's current disconnected and outdated network.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Network Operations Center (NOC)
ID: CIP 053

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Claude Swanson

Useful Life

Years: 10

Related Project(s)

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,878.7	\$ 492.7	\$ 1,767.3	\$ 3,252.0	\$ 2,352.0	\$ 2,352.0	\$ 2,487.0	\$ 12,094.7	\$ 12,703.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,503.0	-	-	-	-	-	-	1,503.0	-
Federal									
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,503.0	-	-	-	-	-	-	1,503.0	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	375.7	-	-	-	-	-	-	375.7	-
State & Local									
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	492.7	1,767.3	3,252.0	2,352.0	2,352.0	2,487.0	10,216.0	12,703.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	375.7	492.7	1,767.3	3,252.0	2,352.0	2,352.0	2,487.0	10,591.7	12,703.0
Grand Total	\$ 1,878.7	\$ 492.7	\$ 1,767.3	\$ 3,252.0	\$ 2,352.0	\$ 2,352.0	\$ 2,487.0	\$ 12,094.7	\$ 12,703.0

Dollars in Thousands

Operating Impact

1. Ensuring 24/7/365 monitoring of critical WMATA systems 2. Proactive/predictive analysis and root cause analysis of network incidents 3. Detection of network incidents within 5 minutes, respond within 20 minutes, resolve within 2 hours 4. Server replacement will keep WMATA's critical services running on vendor supported hardware

FY2012 Deliverables/Planned Activities

- Finalize implementation of Network Monitoring Tools
- Procure Disaster Recovery (DR) Server for Enterprise Monitoring Tools

Planned Activities (6 Year Program)

- 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, OrbCAD, 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Customer Electronic Communications & Outreach
ID: CIP 054

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Mary Kaye Vavasour

Useful Life

Years: 10

Related Project(s)

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,542.7	\$ 3,114.1	\$ 2,800.0	\$ 2,222.1	\$ 2,000.0	\$ 2,000.0	\$ 2,000.0	\$ 14,678.9	\$ 14,136.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,021.9	1,495.2	-	-	-	-	-	2,517.1	1,495.2
Federal									
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,021.9	1,495.2	-	-	-	-	-	2,517.1	1,495.2
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	255.5	373.8	-	-	-	-	-	629.3	373.8
State & Local									
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,245.1	2,800.0	2,222.1	2,000.0	2,000.0	2,000.0	10,267.2	12,267.2
Other (Misc. & Debt)	1,265.3	-	-	-	-	-	-	1,265.3	-
State & Local Total	1,520.8	1,618.9	2,800.0	2,222.1	2,000.0	2,000.0	2,000.0	12,161.8	12,641.0
Grand Total	\$ 2,542.7	\$ 3,114.1	\$ 2,800.0	\$ 2,222.1	\$ 2,000.0	\$ 2,000.0	\$ 2,000.0	\$ 14,678.9	\$ 14,136.2

Dollars in Thousands

Operating Impact

Development and implementation of these projects will result in more efficient operations and rider services

FY2012 Deliverables/Planned Activities

- Complete development and implementation of Phase 2b of SmarTrip web application
- Development and implementation of SharePoint sites for Metro departments and Offices.

Planned Activities (6 Year Program)

- 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 performance 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Operations Support Software
ID: CIP 056

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Robert Gholston

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,157.5	\$ 1,712.0	\$ 5,148.6	\$ 5,665.3	\$ 5,140.6	\$ 5,140.4	\$ 5,169.8	\$ 24,964.4	\$ 27,976.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,208.8	989.2	-	-	-	-	-	2,198.0	989.2
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,208.8	989.2	-	-	-	-	-	2,198.0	989.2
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	302.2	247.3	-	-	-	-	-	549.5	247.3
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	475.5	5,148.6	5,665.3	5,140.6	5,140.4	5,169.8	21,570.4	26,740.2
Other (Misc. & Debt)	646.5	-	-	-	-	-	-	646.5	-
State & Local Total	948.7	722.8	5,148.6	5,665.3	5,140.6	5,140.4	5,169.8	22,766.4	26,987.5
Grand Total	\$ 2,157.5	\$ 1,712.0	\$ 5,148.6	\$ 5,665.3	\$ 5,140.6	\$ 5,140.4	\$ 5,169.8	\$ 24,964.4	\$ 27,976.7

Dollars in Thousands

Operating Impact

Upgrades are required to maintain vendor software and customer support and will have no operating impact.

FY2012 Deliverables/Planned Activities

- Phase 1 of the implementation of the recommendations of the Rail Performance Monitoring (RPM) system Re-Architecture Analysis project will complete.
- Additional hardware and software required to support the project and to provide full redundancy of the system at CTF will be purchased.
- Providing remote access to the Advanced Information Management (AIM) System Large Screen Display (LSD) will be implemented.
- Initial planning and design work will begin to continue automation of the scheduling interfaces between the Trapeze Scheduling system and the Rail systems (Advanced Information Management (AIM), the Passenger Information Display System (PIDS) and RPM.

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: 1000 Series Rail Car Replacement
ID: CIP 057

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Debo Ogunrinde

Useful Life

Years: 40

Related Project(s)

CD_DLDB

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 79,901.7	\$ 8,000.0	\$ 11,753.0	\$ 8,353.1	\$ 98,114.6	\$ 277,130.0	\$ 205,801.9	\$ 483,252.4	\$ 609,152.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	39,950.9	4,000.0	5,876.5	4,176.6	49,057.3	100,822.3	74,877.5	203,883.6	238,810.1
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	39,950.9	4,000.0	5,876.5	4,176.6	49,057.3	100,822.3	74,877.5	203,883.6	238,810.1
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	39,950.9	4,000.0	5,876.5	4,176.6	49,057.3	100,822.3	74,877.5	203,883.6	238,810.1
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	24,179.4	-	24,179.4
Other (Misc. & Debt)	-	-	-	-	-	75,485.3	31,867.6	75,485.3	107,352.9
State & Local Total	39,950.9	4,000.0	5,876.5	4,176.6	49,057.3	176,307.7	130,924.5	279,368.9	370,342.5
Grand Total	\$79,901.7	\$ 8,000.0	\$11,753.0	\$ 8,353.1	\$98,114.6	\$277,130.0	\$205,801.9	\$483,252.4	\$609,152.6

Dollars in Thousands

Operating Impact

Newer rail cars will decrease maintenance / operating costs and improve reliability.

FY2012 Deliverables/Planned Activities

- Full scale railcar mock-up review
- Start Equipment first article inspections and equipment manufacturing site audits

Planned Activities (6 Year Program)

- Purchase 300 7000 Series rail cars, which includes warranty, training and manuals per contract schedule

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: 2000/3000 Series Rail Car Mid-Life Rehabilitation
ID: CIP 058

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Ken Morford

Useful Life

Years: 40

Related Project(s)

None

Project Description

This project funds the warranty and items associated with closeout for the mid-life rehabilitation of (366) 2000 and 3000 Series rail cars.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 5,054.4	\$ 3,030.7	\$ 1,152.6	-	-	-	-	\$ 9,237.7	\$ 4,183.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	1,431.7	922.1	-	-	-	-	2,353.8	2,353.8
Federal PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	1,431.7	922.1	-	-	-	-	2,353.8	2,353.8
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	357.9	230.5	-	-	-	-	588.5	588.5
State & Local PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	2,230.0	1,026.4	-	-	-	-	-	3,256.4	1,026.4
Other (Misc. & Debt)	2,824.5	214.6	-	-	-	-	-	3,039.1	214.6
State & Local Total	5,054.4	1,599.0	230.5	-	-	-	-	6,883.9	1,829.5
Grand Total	\$ 5,054.4	\$ 3,030.7	\$ 1,152.6	-	-	-	-	\$ 9,237.7	\$ 4,183.3

Dollars in Thousands

Operating Impact

Rehabilitated railcars are more reliable and require less routine maintenance.

FY2012 Deliverables/Planned Activities

- Verify the rail car final configuration
- Complete installation of rail car modifications
- Start the final acceptance process

Planned Activities (6 Year Program)

- 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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: 4000 Series Rail Car Replacement
ID: CIP 060

Management Information

Sponsor Department: CENV
Managing Department: CENV
Project Manager: Debo Ogunrinde

Useful Life

Years: 40

Related Project(s)

CIP 057, CD_DLDB

Project Description

This project will fund the replacement all 100 of the 4000 Series rail cars, which were purchased during 1992-1994, in order to meet current safety standards. In order to gain economies of scale and improve quality, this work is an option on the Kawasaki 7000 Series rail car contract.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	-	-	\$ 4,074.6	\$ 19,964.0	\$ 127,372.9	\$ 78,715.5	\$ 151,411.5	\$ 230,127.0

Dollars in Thousands

Funding	FY2011	FY2012							FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	11,241.8	16,193.2	-	27,435.0	27,435.0
5309 Formula Grant	-	-	-	-	-	-	19,131.8	-	19,131.8
PRIA	-	-	-	2,037.3	-	-	-	2,037.3	2,037.3
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	2,037.3	11,241.8	16,193.2	19,131.8	29,472.3	48,604.1
State & Local									
5307 Formula Grant Match	-	-	-	-	2,810.5	4,048.3	-	6,858.8	6,858.8
5309 Formula Grant Match	-	-	-	-	-	-	4,782.9	-	4,782.9
PRIA Match	-	-	-	2,037.3	-	-	-	2,037.3	2,037.3
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	5,911.8	-	-	5,911.8	5,911.8
Other (Misc. & Debt)	-	-	-	-	-	107,131.4	54,800.8	107,131.4	161,932.2
State & Local Total	-	-	-	2,037.3	8,722.2	111,179.7	59,583.7	121,939.2	181,522.9
Grand Total	-	-	-	\$ 4,074.6	\$19,964.0	\$127,372.9	\$ 78,715.5	\$151,411.5	\$230,127.0

Dollars in Thousands

Operating Impact

Newer rail cars will decrease maintenance / operating costs and improve reliability.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Replace one hundred (100) 4000 Series rail cars at \$1.64M per car.
- Includes spare parts, warranty, and manuals.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: 6000 Series Rail Car Procurement
ID: CIP 062

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Dave Hughson

Useful Life

Years: 40

Related Project(s)

CC_6RPU, CD_LRGO

Project Description

This project will complete the 6000-Series rail car procurement options for 184 railcars.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 6,723.8	\$ 2,761.4	\$ 1,041.7	\$ 2,541.0	-	-	-	\$ 13,067.9	\$ 6,344.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	3,551.6	1,961.4	1,041.7	1,469.0	-	-	-	8,023.7	4,472.1
Other (Misc. & Debt)	3,172.3	800.0	-	1,072.0	-	-	-	5,044.3	1,872.0
State & Local Total	6,723.8	2,761.4	1,041.7	2,541.0	-	-	-	13,067.9	6,344.1
Grand Total	\$ 6,723.8	\$ 2,761.4	\$ 1,041.7	\$ 2,541.0	-	-	-	\$ 13,067.9	\$ 6,344.1

Dollars in Thousands

Operating Impact

Newer rail cars will require less maintenance, though the addition of more railcars to the fleet will require additional operational support.

FY2012 Deliverables/Planned Activities

- Complete Final Acceptance of railcars; complete reliability report
- Purchase of equipment
- Continue Engineering Modification Instruction (EMI) Campaign on railcars
- Project closeout

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Rehabilitation Program
ID: CIP 063

Management Information

Sponsor Department: TIES
Managing Department: CMNT
Project Manager: Damon Cannon

Useful Life

Years: 40

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 11,925.1	\$ 21,522.0	\$ 19,703.0	\$ 19,892.0	\$ 19,981.0	\$ 21,164.0	\$ 21,489.0	\$ 114,187.1	\$ 123,751.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	4,685.6	9,761.0	9,851.5	9,946.0	9,990.5	10,582.0	10,744.5	54,816.6	60,875.5
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	4,685.6	9,761.0	9,851.5	9,946.0	9,990.5	10,582.0	10,744.5	54,816.6	60,875.5
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	4,685.6	9,761.0	9,851.5	9,946.0	9,990.5	10,582.0	10,744.5	54,816.6	60,875.5
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	2,553.9	2,000.0	-	-	-	-	-	4,553.9	2,000.0
State & Local Total	7,239.5	11,761.0	9,851.5	9,946.0	9,990.5	10,582.0	10,744.5	59,370.5	62,875.5
Grand Total	\$11,925.1	\$21,522.0	\$19,703.0	\$19,892.0	\$19,981.0	\$ 21,164.0	\$ 21,489.0	\$114,187.1	\$123,751.0

Dollars in Thousands

Operating Impact

These components keep railcars in service.

FY2012 Deliverables/Planned Activities

- Purchase repairable components, based on overhaul schedules and long-term planning, to include reliability of components.
- Install wheel true machine, begin 5000 Series rail cars truck overhauls, HVAC overhauls, Greenbelt shop build out two story for 7000 series car HVAC, cab and door window overhauls
- Install wheel measuring device at two locations

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: 1000 Series Rail Car HVAC Rehabilitation
ID: CIP 064

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Tim Bach

Useful Life

Years: Various

Related Project(s)

0

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,864.8	\$ 2,152.0	\$ 189.8	-	-	-	-	\$ 4,206.6	\$ 2,341.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,491.8	447.5	151.8	-	-	-	-	2,091.2	599.4
Federal PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,491.8	447.5	151.8	-	-	-	-	2,091.2	599.4
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	373.0	111.9	38.0	-	-	-	-	522.8	149.8
State & Local PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,592.6	-	-	-	-	-	1,592.6	1,592.6
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	373.0	1,704.5	38.0	-	-	-	-	2,115.4	1,742.4
Grand Total	\$ 1,864.8	\$ 2,152.0	\$ 189.8	-	-	-	-	\$ 4,206.6	\$ 2,341.8

Dollars in Thousands

Operating Impact

HVAC systems will be more reliable, making more cars available and requiring less routine maintenance.

FY2012 Deliverables/Planned Activities

- Evaporator coil cleaning
- Asbestos abatement
- Condensate drain modification

Planned Activities (6 Year Program)

- Replace various HVAC and electrical equipment using a component kit
- Replace brake components
- Replace friction rings
- Replace circuit breakers

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Geometry Vehicle
ID: CIP 065

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Dennis Lemke

Useful Life

Years: Various

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,834.5	\$ 8,928.3	\$ 2,642.8	\$ 486.0	-	-	-	\$ 13,891.5	\$ 12,057.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	2,282.9	1,872.3	388.8	-	-	-	4,544.0	4,544.0
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	2,282.9	1,872.3	388.8	-	-	-	4,544.0	4,544.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	570.7	468.1	97.2	-	-	-	1,136.0	1,136.0
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	563.0	-	-	-	-	-	563.0	563.0
Other (Misc. & Debt)	1,834.5	5,511.7	302.4	-	-	-	-	7,648.6	5,814.1
State & Local Total	1,834.5	6,645.4	770.5	97.2	-	-	-	9,347.6	7,513.1
Grand Total	\$ 1,834.5	\$ 8,928.3	\$ 2,642.8	\$ 486.0	-	-	-	\$ 13,891.5	\$ 12,057.1

Dollars in Thousands

Operating Impact

Current inspections are contracted. WMATA ownership of a geometry vehicle will eliminate this expense and allow for more efficient inspections.

FY2012 Deliverables/Planned Activities

- Manufacture vehicle
- Vehicle testing
- Shipment of vehicles from Linz, Austria to Chambersburg, PA
- Install and integrate measuring system

Planned Activities (6 Year Program)

- Receive and accept Track Geometry Vehicle according to schedule in first quarter of FY 2013
- Create and implement comprehensive track inspection program using the measuring systems installed on Track Geometry Vehicle.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Shop Repair Equipment
ID: CIP 066

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Arthur Noyes

Useful Life

Years: Various

Related Project(s)

None

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, 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,169.1	\$ 6,571.3	\$ 6,321.7	\$ 6,335.5	\$ 5,265.2	\$ 4,215.1	\$ 2,980.1	\$ 30,877.9	\$ 31,688.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	1,084.6	3,285.7	3,160.9	3,167.8	2,632.6	2,107.6	1,490.1	15,439.0	15,844.5
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,084.6	3,285.7	3,160.9	3,167.8	2,632.6	2,107.6	1,490.1	15,439.0	15,844.5
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	1,084.6	3,285.7	3,160.9	3,167.8	2,632.6	2,107.6	1,490.1	15,439.0	15,844.5
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,084.6	3,285.7	3,160.9	3,167.8	2,632.6	2,107.6	1,490.1	15,439.0	15,844.5
Grand Total	\$ 2,169.1	\$ 6,571.3	\$ 6,321.7	\$ 6,335.5	\$ 5,265.2	\$ 4,215.1	\$ 2,980.1	\$ 30,877.9	\$ 31,688.9

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- Order and receive rail work equipment
- Design and procurement of five (5) Wheel Truing Machines
- Design and procurement of Wheel Boring Machine installation at Greenbelt
- Concept Design to install roof access to 7000 series cars in all maintenance shops of Rail Yards.

Planned Activities (6 Year Program)

- Replace wheel truing machines at Greenbelt, Alexandria, Shady Grove, New Carrollton, and West Falls Church Yards.
- Refurbish and install Stand Ray wheel milling machine at a non-revenue rail maintenance shop.
- Replace aging and deteriorated rail shop support equipment at all rail maintenance facilities.
- Design, fabricate and install roof access to 7000 series cars in all maintenance shops of Rail Yards.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Car Safety & Reliability Enhancements
ID: CIP 067

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Ken Morford

Useful Life

Years: Various

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 12,334.5	\$ 8,737.0	\$ 1,502.3	\$ 1,652.9	\$ 1,699.4	\$ 1,754.9	\$ 1,802.0	\$ 27,681.0	\$ 17,148.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	4,262.0	3,011.2	751.2	826.5	849.7	877.5	901.0	10,578.0	7,217.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	4,262.0	3,011.2	751.2	826.5	849.7	877.5	901.0	10,578.0	7,217.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	4,262.0	3,011.2	751.2	826.5	849.7	877.5	901.0	10,578.0	7,217.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	3,810.5	2,714.6	-	-	-	-	-	6,525.1	2,714.6
State & Local Total	8,072.5	5,725.8	751.2	826.5	849.7	877.5	901.0	17,103.1	9,931.5
Grand Total	\$12,334.5	\$ 8,737.0	\$ 1,502.3	\$ 1,652.9	\$ 1,699.4	\$ 1,754.9	\$ 1,802.0	\$ 27,681.0	\$ 17,148.5

Dollars in Thousands

Operating Impact

This project will result in greater efficiency and productivity.

FY2012 Deliverables/Planned Activities

- Continue emergency exterior door release rehabilitation, rollback prevention, wrong side door repair, air compressor replacements on 2000/3000 series rail car, communication control panels, fleet standardization, and HVAC rail reliability for 5000 series rail cars
- Perform engineering analysis, diagnostics, and testing

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Test Track & Commissioning Facility
ID: CIP 071

Management Information

Sponsor Department: CENV
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,900.0	\$ 3,000.0	\$ 40,000.0	\$ 40,000.0	\$ 1,473.5	-	-	\$ 86,373.5	\$ 84,473.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-
	PRIIA	950.0	1,500.0	20,000.0	20,000.0	736.8	-	43,186.8	42,236.8
	CMAQ Grant	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-
Federal Total	950.0	1,500.0	20,000.0	20,000.0	736.8	-	-	43,186.8	42,236.8
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-
	PRIIA Match	950.0	1,500.0	20,000.0	20,000.0	736.8	-	43,186.8	42,236.8
	CMAQ Grant Match	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-
State & Local Total	950.0	1,500.0	20,000.0	20,000.0	736.8	-	-	43,186.8	42,236.8
Grand Total	\$ 1,900.0	\$ 3,000.0	\$ 40,000.0	\$ 40,000.0	\$ 1,473.5	-	-	\$ 86,373.5	\$ 84,473.5
<i>Dollars in Thousands</i>									

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.

FY2012 Deliverables/Planned Activities

- Issue RFP's to up to three proposers and commence regular meetings with each team.
- Receive technical and price proposals. Conduct evaluations of the proposals. Issue amendments as necessary and issue request for proposals. Receive and evaluate proposals, make source selection and award the design/build contract. Issue Notice-to-Proceed for the design/build contract.
- Contractor to commence with final design, permit applications and mobilization. Contractor obtain permits and to commence with field activities.

Planned Activities (6 Year Program)

- Design and construct the test track and commissioning building.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Elevator Rehabilitation
ID: CIP 072

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Lonnie Murray

Useful Life

Years: 20-25 years

Related Project(s)

CIP 107, CIP 110

Project Description

This project will rehabilitate 22 of the of the oldest and poorest performing elevators necessary to maintain elevator safety, availability, and reliability. 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.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 2,357.9	\$ 3,990.3	\$ 3,265.3	\$ 2,136.4	\$ 1,645.0	\$ 2,159.0	\$ 2,200.0	\$ 15,553.8	\$ 15,395.9
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIA	1,151.2	1,995.1	1,632.7	1,068.2	822.5	1,079.5	1,100.0	7,749.1	7,698.0
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		1,151.2	1,995.1	1,632.7	1,068.2	822.5	1,079.5	1,100.0	7,749.1	7,698.0
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIA Match	1,151.2	1,995.1	1,632.7	1,068.2	822.5	1,079.5	1,100.0	7,749.1	7,698.0
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	55.5	-	-	-	-	-	-	55.5	-
State & Local Total		1,206.7	1,995.1	1,632.7	1,068.2	822.5	1,079.5	1,100.0	7,804.6	7,698.0
Grand Total		\$ 2,357.9	\$ 3,990.3	\$ 3,265.3	\$ 2,136.4	\$ 1,645.0	\$ 2,159.0	\$ 2,200.0	\$ 15,553.8	\$ 15,395.9
<i>Dollars in Thousands</i>										

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2012 Deliverables/Planned Activities

- Modernization of elevators at Gallery Place, Metro Center, and Farragut North
- Modernization of elevators at Courthouse, Capitol South, and Potomac Avenue

Planned Activities (6 Year Program)

- Modernization of 21 hydraulic elevators
- Modernization of one traction elevator

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Escalator Rehabilitation
ID: CIP 073

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Lonnie Murray

Useful Life

Years: 20-25 years

Related Project(s)

CIP 107, CIP 110

Project Description

This project will rehabilitate 97 escalators and replace three escalators necessary to maintain escalator availability, safety, and reliability. Additionally, locations for rehabilitation will be tied to the System Infrastructure Rehabilitation Program schedule.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 6,515.9	\$ 14,465.0	\$ 12,738.5	\$ 14,946.3	\$ 13,879.4	\$ 9,766.8	\$ 10,600.0	\$ 72,311.8	\$ 76,395.9
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal									
PRIA	2,474.0	6,232.5	6,369.2	7,473.2	6,939.7	4,883.4	5,300.0	34,372.0	37,197.9
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	2,474.0	6,232.5	6,369.2	7,473.2	6,939.7	4,883.4	5,300.0	34,372.0	37,197.9
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local									
PRIA Match	2,474.0	6,232.5	6,369.2	7,473.2	6,939.7	4,883.4	5,300.0	34,372.0	37,197.9
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	1,567.9	2,000.0	-	-	-	-	-	3,567.9	2,000.0
State & Local Total	4,041.9	8,232.5	6,369.2	7,473.2	6,939.7	4,883.4	5,300.0	37,939.8	39,197.9
Grand Total	\$ 6,515.9	\$ 14,465.0	\$ 12,738.5	\$ 14,946.3	\$ 13,879.4	\$ 9,766.8	\$ 10,600.0	\$ 72,311.8	\$ 76,395.9
<i>Dollars in Thousands</i>									

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2012 Deliverables/Planned Activities

- Modernization and replacement of escalators at Wheaton, Union Station, Judiciary Square, Gallery Place, Metro Center, Farragut North, and Dupont Circle
- Modernization and replacement of escalators at Foggy Bottom, Stadium-Armory, Eastern Market, Potomac Avenue, and Capitol South

Planned Activities (6 Year Program)

- 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 on the Red Line
- Modernize O&K escalators at Smithsonian on the Blue/Orange Line
- Provide oversight for the modernization of O&K escalators at Metro Center on the Red Line
- Replace APV Baker escalators at Pentagon on the Blue/Orange Line
- Provide oversight for replacement of APV Baker escalators at Dupont Circle on the Red Line
- Replace O&K escalators at Foggy Bottom

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Installation of Parking Lot Credit Card Readers
ID: CIP 074

Management Information

Sponsor Department: PARK
Managing Department: PLJD
Project Manager: Patrick Schmitt

Useful Life

Years: 5

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 2,750.1	-	-	-	-	-	\$ 2,750.1	\$ 2,750.1
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	2,200.1	-	-	-	-	-	2,200.1	2,200.1
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	2,200.1	-	-	-	-	-	2,200.1	2,200.1
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	550.0	-	-	-	-	-	550.0	550.0
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	550.0	-	-	-	-	-	550.0	550.0
Grand Total	-	\$ 2,750.1	-	-	-	-	-	\$ 2,750.1	\$ 2,750.1
<i>Dollars in Thousands</i>									

Operating Impact

Additional equipment will require greater operational support.

FY2012 Deliverables/Planned Activities

- Install automated VoIP intercom and video connections with a credit card reader at each parking facility payment lane system-wide.

Planned Activities (6 Year Program)

- Install credit card readers at remaining pay-on-exit parking garages and surface parking lots
- Automate parking access and revenue control
- Project to be completed in FY2012

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: 100 % 8-Car Train - Power Upgrades
ID: CIP 076

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Tom Wirth

Useful Life

Years: 25 to 30

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	-	\$ 6,986.0	\$ 7,980.0	\$ 6,791.0	\$ 7,258.0	\$ 7,258.0	\$ 29,015.0	\$ 36,273.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	6,986.0	7,980.0	6,791.0	7,258.0	7,258.0	29,015.0	36,273.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	-	6,986.0	7,980.0	6,791.0	7,258.0	7,258.0	29,015.0	36,273.0
Grand Total	-	-	\$ 6,986.0	\$ 7,980.0	\$ 6,791.0	\$ 7,258.0	\$ 7,258.0	\$ 29,015.0	\$ 36,273.0
<i>Dollars in Thousands</i>									

Operating Impact

Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012
- Power Simulation study being performed by Deputy Chief Power Engineering department will be used to develop design scope for the 8-Car Train-Power Upgrade in 2013.

Planned Activities (6 Year Program)

- Install equipment
- Install cable and conduits
- Install composite third rail

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: 8-Car Train Power Upgrades
ID: CIP 077

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Tom Wirth

Useful Life

Years: 25 to 30

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 4,131.7	-	-	-	-	-	-	\$ 4,131.7	-
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	3,305.4	-	-	-	-	-	-	3,305.4	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	3,305.4	-	-	-	-	-	-	3,305.4	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	826.3	-	-	-	-	-	-	826.3	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	826.3	-	-	-	-	-	-	826.3	-
Grand Total	\$ 4,131.7	-	-	-	-	-	-	\$ 4,131.7	-
<i>Dollars in Thousands</i>									

Operating Impact

Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Complete improvements to the traction-power system which allowed for deployment of up to 50% eight-car trains.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bladensburg Shop Reconfiguration
ID: CIP 078

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Arthur Noyes

Useful Life

Years: 40

Related Project(s)

None

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 Overhaul 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,660.0	\$ 6,548.8	\$ 7,257.8	\$ 9,430.8	-	-	-	\$ 25,897.4	\$ 23,237.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	2,128.0	5,239.0	5,806.2	7,544.6	-	-	-	20,717.9	18,589.9
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	2,128.0	5,239.0	5,806.2	7,544.6	-	-	-	20,717.9	18,589.9
State & Local									
5307 Formula Grant Match	532.0	1,309.8	1,451.6	1,886.2	-	-	-	5,179.5	4,647.5
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	532.0	1,309.8	1,451.6	1,886.2	-	-	-	5,179.5	4,647.5
Grand Total	\$ 2,660.0	\$ 6,548.8	\$ 7,257.8	\$ 9,430.8	-	-	-	\$ 25,897.4	\$ 23,237.4

Dollars in Thousands

Operating Impact

Increased operational efficiency will offset the need for additional mechanics. This project itself does not increase the bus fleet size.

FY2012 Deliverables/Planned Activities

- Install new emergency diesel generator
- Complete the reconfiguration design work, prepare procurement action to initiate and award contract
- Construction to begin late FY2012

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Jackson Graham Building Renovation
ID: CIP 080

Management Information

Sponsor Department: PLNT
Managing Department: PLNT
Project Manager: Sherri Eley

Useful Life

Years: 40

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 7,399.3	\$ 2,000.0	-	-	-	-	-	\$ 9,399.3	\$ 2,000.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	2,886.6	-	-	-	-	-	-	2,886.6	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	2,886.6	-	-	-	-	-	-	2,886.6	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	721.7	-	-	-	-	-	-	721.7	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	2,000.0	-	-	-	-	-	2,000.0	2,000.0
Other (Misc. & Debt)	3,791.0	-	-	-	-	-	-	3,791.0	-
State & Local Total	4,512.7	2,000.0	-	-	-	-	-	6,512.7	2,000.0
Grand Total	\$ 7,399.3	\$ 2,000.0	-	-	-	-	-	\$ 9,399.3	\$ 2,000.0
<i>Dollars in Thousands</i>									

Operating Impact

Rehabilitated infrastructure will require less routine maintenance.

FY2012 Deliverables/Planned Activities

- Exterior facade repairs at JGB- Obtain public work space and building permits prior to start of exterior work for the headquarters building. Complete façade repair of entire building. Apply Tammscoat application after all repair work has been completed. After completing the exterior work of the headquarters building the contractor will then complete the repairs in the garage and the apron of the loading dock.
- JGB switchgear upgrade - complete final design review and configuration of switchgear equipment and approve deployment plan. Vendor to review and order components based on input and approval from Metro. Vendor to begin deployment of the switchgear.
- Elevator enhancements - complete review and approve the elevator enhancements and design upgrade and approve the deployment plan. Implementation of the elevator upgrade.

Planned Activities (6 Year Program)

- Replace power distribution unit
- Replace four passenger elevators two freight elevators
- Exterior repairs to Jackson Graham Building

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Southern Avenue Bus Garage Replacement
ID: CIP 084

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 10,533.0	\$ 29,246.0	\$ 51,759.4	\$ 21,720.0	-	-	-	\$ 113,258.4	\$ 102,725.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	8,426.4	18,600.0	16,908.3	7,922.8	-	-	-	51,857.4	43,431.0
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	8,426.4	18,600.0	16,908.3	7,922.8	-	-	-	51,857.4	43,431.0
State & Local									
5307 Formula Grant Match	2,106.6	4,650.0	4,227.1	1,980.7	-	-	-	12,964.3	10,857.8
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	5,996.0	-	-	-	-	-	5,996.0	5,996.0
Other (Misc. & Debt)	-	-	30,624.1	11,816.6	-	-	-	42,440.6	42,440.6
State & Local Total	2,106.6	10,646.0	34,851.1	13,797.3	-	-	-	61,401.0	59,294.4
Grand Total	\$10,533.0	\$29,246.0	\$51,759.4	\$21,720.0	-	-	-	\$113,258.4	\$102,725.4

Dollars in Thousands

Operating Impact

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.

FY2012 Deliverables/Planned Activities

- Hold public hearing
- Close environmental process; select preferred site; finalize terms of the design/build agreement; issue notice-to-proceed
- Final design to be completed, permits issued and construction activities commence.

Planned Activities (6 Year Program)

- Complete the environmental analysis process and hold a public hearing.
- Close on acquisition of property.
- Finalize the design/build agreement.
- Preparation of final design documents.
- Issue notice-to-proceed for construction.
- Coordinate with Washington Gas for the installation of a high pressure gas line for CNG fueling of buses.
- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Royal Street Bus Garage Replacement (Cinder Bed Road)
ID: CIP 085

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

CC_ROYL

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 16,595.3	\$ 31,768.0	\$ 47,979.4	\$ 2,436.0	-	-	-	\$ 98,778.7	\$ 82,183.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	13,276.2	21,524.2	38,383.5	1,948.8	-	-	-	75,132.8	61,856.5
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	13,276.2	21,524.2	38,383.5	1,948.8	-	-	-	75,132.8	61,856.5
State & Local									
5307 Formula Grant Match	3,319.1	5,381.0	9,595.9	487.2	-	-	-	18,783.2	15,464.1
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	4,862.8	-	-	-	-	-	4,862.8	4,862.8
State & Local Total	3,319.1	10,243.8	9,595.9	487.2	-	-	-	23,646.0	20,326.9
Grand Total	\$16,595.3	\$31,768.0	\$47,979.4	\$ 2,436.0	-	-	-	\$ 98,778.7	\$ 82,183.4

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- Complete final design and obtain Fairfax Site Plan approval and construction permits
- Begin construction

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Shepherd Parkway Bus Facility
ID: CIP 086

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

CC_SEGR, CL_SEGR

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, and gas pumps.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 26.8	\$ 30,719.2	\$ 14,918.1	-	-	-	-	\$ 45,664.1	\$ 45,637.3
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	26.8	18,379.9	6,140.3	-	-	-	-	24,547.0	24,520.2
Other (Misc. & Debt)	-	12,339.6	8,777.8	-	-	-	-	21,117.4	21,117.4
State & Local Total	26.8	30,719.5	14,918.1	-	-	-	-	45,664.4	45,637.6
Grand Total	\$ 26.8	\$30,719.5	\$14,918.1	-	-	-	-	\$ 45,664.4	\$ 45,637.6
<i>Dollars in Thousands</i>									

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.

FY2012 Deliverables/Planned Activities

- Complete contract documents for CNG equipment and issue RFP
- Receive initial price and technical proposals and commence with the evaluation

Planned Activities (6 Year Program)

- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Station Rehabilitation Program
ID: CIP 087

Management Information

Sponsor Department: OPSV
Managing Department: PLNT
Project Manager: Sherri Eley

Useful Life

Years: 4

Related Project(s)

None

Project Description

This project will provide for the enhancement of station concrete and architectural features, rehabilitation of doors and railings, and repair of paver tile and granite on a periodic basis. Work also includes painting, spot tile and sign replacements, rehabilitation of all metal surfaces (machines, railing, benches, bus bay shelters, and poles), station graphics repair, and hydro-pressure washing of all masonry surfaces. Failure to perform this work will result in a deterioration of the appearance of the stations and may pose safety issues with loose or missing paver tile. Twelve full station rehabilitations and twelve mini station rehabilitations will be performed on an annual basis.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 8,586.2	\$ 7,832.4	\$ 7,959.5	\$ 8,088.9	\$ 8,152.8	\$ 8,358.3	\$ 8,488.0	\$ 48,978.1	\$ 48,879.9
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	6,869.0	3,789.6	-	-	-	-	-	10,658.6	3,789.6
PRIIA	-	1,547.7	-	-	-	-	-	1,547.7	1,547.7
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	6,869.0	5,337.3	-	-	-	-	-	12,206.3	5,337.3
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	1,717.2	947.4	-	-	-	-	-	2,664.6	947.4
PRIIA Match	-	1,547.7	-	-	-	-	-	1,547.7	1,547.7
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	7,959.5	8,088.9	8,152.8	8,358.3	8,488.0	32,559.5	41,047.5
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,717.2	2,495.1	7,959.5	8,088.9	8,152.8	8,358.3	8,488.0	36,771.8	43,542.6
Grand Total	\$ 8,586.2	\$ 7,832.4	\$ 7,959.5	\$ 8,088.9	\$ 8,152.8	\$ 8,358.3	\$ 8,488.0	\$ 48,978.1	\$ 48,879.9
<i>Dollars in Thousands</i>									

Operating Impact

Station enhancements lower regular maintenance costs.

FY2012 Deliverables/Planned Activities

- Full station enhancements at: Greenbelt, Arlington Cemetery, Rhode Island Ave, Stadium Armory, Eastern Market, Federal Center, Capital South, Columbia Heights, Navy Yard, Grosvenor/Strathmore, Shaw/Howard University, and Van Dorn
- Mini station enhancements at: Silver Spring, Takoma, New York Ave., Anacostia, Pentagon City, Crystal City, Waterfront/SEU, Morgan Blvd, Largo Town Center, King Street, Braddock Rd, and Clarendon

Planned Activities (6 Year Program)

- Twelve full station enhancements and twelve mini station enhancements on an annual basis. Work includes heavy maintenance, painting, spot tile replacement, and other maintenance for 12 major and 12 minor rehabilitations in rail stations on an annual basis.
- Hydro pressure wash all masonry surfaces in 24 rail stations.
- Repair all metal surfaces to include bus bay shelters, resurface shelter benches, repair railings, replace doors, bathroom partitions, and repair or replace bent or broken sign poles.
- Paint all metal surfaces, kiosk, add fare machines, transfer machines, bathrooms, fire equipment hallways, outside railings, parking lot light poles, bus shelters, platform shelters, platform phone booths, and repair missing and broken floor tile.
- Repair, replace worn station graphics, no parking signs, do not enter signs, stop signs, parking lot designation signs, elevator graphics, and escalator graphics.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Station Entrance Canopies
ID: CIP 088

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 40

Related Project(s)

None

Project Description

This project will complete the program to install 22 canopies over remaining station entrances with exposed escalators to protect both riders and escalators from weather in conjunction with the replacement or major rehabilitation of escalators in rail station entranceways.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	-	-	-	-	-	\$ 23,000.0	-	\$ 23,000.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	18,400.0	-	18,400.0
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	18,400.0	-	18,400.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	4,600.0	-	4,600.0
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	-	-	4,600.0	-	4,600.0
Grand Total	-	-	-	-	-	-	\$ 23,000.0	-	\$ 23,000.0
<i>Dollars in Thousands</i>									

Operating Impact

Canopies may reduce weather-related maintenance needs of escalators.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Determine the priority of construction.
- Initiate and award a design build contract.
- Planning, fabrication and installation of canopies.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Track Fasteners
ID: CIP 089

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Various

Related Project(s)

CIP 024

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 37,560 track fasteners, 6,260 of which will be installed in FY2012.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,066.0	\$ 2,053.2	\$ 2,059.4	\$ 2,066.1	\$ 2,056.2	\$ 2,056.2	\$ 2,700.0	\$ 12,357.1	\$ 12,991.1
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	1,033.0	1,026.6	1,029.7	1,033.1	1,028.1	1,028.1	1,350.0	6,178.5	6,495.6
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,033.0	1,026.6	1,029.7	1,033.1	1,028.1	1,028.1	1,350.0	6,178.5	6,495.6
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	1,033.0	1,026.6	1,029.7	1,033.1	1,028.1	1,028.1	1,350.0	6,178.6	6,495.6
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,033.0	1,026.6	1,029.7	1,033.1	1,028.1	1,028.1	1,350.0	6,178.6	6,495.6
Grand Total	\$ 2,066.0	\$ 2,053.2	\$ 2,059.4	\$ 2,066.1	\$ 2,056.2	\$ 2,056.2	\$ 2,700.0	\$ 12,357.1	\$ 12,991.1
<i>Dollars in Thousands</i>									

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Replace 6,260 direct fixation fasteners

Planned Activities (6 Year Program)

- Replace 6,260 track fasteners per year for a total of 37,560 track fasteners during the 6 year capital improvement project
- Augment system infrastructure rehabilitation of project fasteners replacement programs

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Automatic Fare Collection Machines
ID: CIP 091

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 20

Related Project(s)

CIP 092

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 1,074.8	\$ 1,110.9	\$ 1,110.9	\$ 1,110.9	\$ 1,110.9	\$ 1,110.9	\$ 5,518.4	\$ 6,629.3
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	859.8	-	-	-	-	-	859.8	859.8
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	859.8	-	-	-	-	-	859.8	859.8
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	215.0	-	-	-	-	-	215.0	215.0
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	1,110.9	1,110.9	1,110.9	1,110.9	1,110.9	4,443.6	5,554.5
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	215.0	1,110.9	1,110.9	1,110.9	1,110.9	1,110.9	4,658.6	5,769.5
Grand Total	-	\$ 1,074.8	\$ 1,110.9	\$ 1,110.9	\$ 1,110.9	\$ 1,110.9	\$ 1,110.9	\$ 5,518.4	\$ 6,629.3
<i>Dollars in Thousands</i>									

Operating Impact

Additional equipment will require greater operational support. Replaced equipment will reduce cost of equipment repair.

FY2012 Deliverables/Planned Activities

- Procure and install SmartTrip dispenser
- Purchase of TR3 Modules for Automatic Fare Collection (AFC) Equipment
- Bus farebox wireless system upgrade
- Automated AFC Software Testing System

Planned Activities (6 Year Program)

- Procure and install 55 Fare Vendors
- Procure and install 50 faregates
- Procure and install 6 Exitfare machines

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Ethernet Wiring for Rail Fare Machines
ID: CIP 092

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 5

Related Project(s)

CIP 091

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,342.8	-	-	-	-	-	-	\$ 1,342.8	-
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,074.2	-	-	-	-	-	-	1,074.2	-
Federal PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,074.2	-	-	-	-	-	-	1,074.2	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	268.6	-	-	-	-	-	-	268.6	-
State & Local PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	268.6	-	-	-	-	-	-	268.6	-
Grand Total	\$ 1,342.8	-	-	-	-	-	-	\$ 1,342.8	-
<i>Dollars in Thousands</i>									

Operating Impact

New cables will require minor operational support.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Install Ethernet wiring for all Automatic Fare Collection devices, terminating in a local Ethernet switch on each mezzanine.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Integrating regional NEXTFARE System
ID: CIP 093

Management Information

Sponsor Department: SMRT
Managing Department: SMRT
Project Manager: Ramon Abramovich

Useful Life

Years: 6

Related Project(s)

CIP 091, CIP 092

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.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 6,625.0	\$ 955.0	\$ 195.0	\$ 195.0	\$ 195.0	-	-	\$ 8,165.0	\$ 1,540.0
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	1,431.0	-	-	-	-	-	-	1,431.0	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
	Federal Total	1,431.0	-	-	-	-	-	-	-	1,431.0
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	357.7	-	-	-	-	-	-	357.7	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	955.0	195.0	195.0	195.0	-	-	1,540.0	1,540.0
	Other (Misc. & Debt)	4,836.3	-	-	-	-	-	-	4,836.3	-
State & Local Total	5,194.0	955.0	195.0	195.0	195.0	195.0	-	6,734.0	1,540.0	
Grand Total	\$ 6,625.0	\$ 955.0	\$ 195.0	\$ 195.0	\$ 195.0	\$ 195.0	-	\$ 8,165.0	\$ 1,540.0	
<i>Dollars in Thousands</i>										

Operating Impact

None.

FY2012 Deliverables/Planned Activities

- Order 25 type four Station Operator's Console (SOC) computers, received to for engineering evaluation.
- Recieve approximately 200 CPOS and 2 MPOS devices
- Complete installation of targets into exitfares

Planned Activities (6 Year Program)

- Planning and design to upgrade the fare collection system technology
- Upgrade the fare collection system technology
- Test and install new technology

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Improvements to Coin Collection Machines
ID: CIP 094

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 7

Related Project(s)

CIP 091

Project Description

This project will install new coin vaults in Automatic Fare Collection rail equipment that have reached the end of their life expectancy.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,280.8	-	-	-	-	-	-	\$ 2,280.8	-
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	1,824.6	-	-	-	-	-	-	1,824.6	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,824.6	-	-	-	-	-	-	1,824.6	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	456.2	-	-	-	-	-	-	456.2	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	456.2	-	-	-	-	-	-	456.2	-
Grand Total	\$ 2,280.8	-	-	-	-	-	-	\$ 2,280.8	-
<i>Dollars in Thousands</i>									

Operating Impact

The new design of coin vaults negates several problems with older units to reduce maintenance costs while increasing operational efficiency.

FY2012 Deliverables/Planned Activities

- Award contract for manufacture/fabrication of 400 coin vaults
- Full production of coin collection machines (Coin Vault) upon acceptance of prototype

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: New Electronic Payments Program
ID: CIP 097

Management Information

Sponsor Department: NEPP
Managing Department: NEPP
Project Manager: Gregory B. Garback

Useful Life

Years: 15

Related Project(s)

None

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).

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,546.2	\$ 2,250.0	\$ 360.0	\$ 360.0	\$ 360.0	\$ 360.0	-	\$ 5,236.2	\$ 3,690.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	1,000.0	-	-	-	-	-	1,000.0	1,000.0
PRIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	1,000.0	-	-	-	-	-	1,000.0	1,000.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	250.0	-	-	-	-	-	250.0	250.0
PRIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	1,546.2	1,000.0	28,460.0	360.0	360.0	360.0	-	32,086.2	30,540.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,546.2	1,250.0	28,460.0	360.0	360.0	360.0	-	32,336.2	30,790.0
Grand Total	\$ 1,546.2	\$ 2,250.0	\$ 28,460.0	\$ 360.0	\$ 360.0	\$ 360.0	-	\$ 33,336.2	\$ 31,790.0
<i>Dollars in Thousands</i>									

Operating Impact

Will eliminate the need for a comprehensive overhaul or of existing equipment and will address concerns for component obsolescence, lower annual maintenance costs, and implement new equipment warranties. Will also provide better revenue capture, improve customer convenience and open channels for revenue opportunities using co-branding and marketing approaches.

FY2012 Deliverables/Planned Activities

- Conclude activities for development of new fare model
- Award Advisor contract to assist with NEPP negotiations
- Receive and evaluate NEPP proposals; initiate negotiations; Award contract, issue notice-to-proceed
- Continue coordination with regional transit operators

Planned Activities (6 Year Program)

- 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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Police Emergency Management Equipment
ID: CIP 099

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Peter LaPorte

Useful Life

Years: 8

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 887.1	\$ 197.0	\$ 200.0	\$ 203.0	\$ 206.0	\$ 274.0	\$ 210.0	\$ 1,967.1	\$ 1,290.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	443.6	98.5	100.0	101.5	103.0	137.0	105.0	983.6	645.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	443.6	98.5	100.0	101.5	103.0	137.0	105.0	983.6	645.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	443.6	98.5	100.0	101.5	103.0	137.0	105.0	983.6	645.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	443.6	98.5	100.0	101.5	103.0	137.0	105.0	983.6	645.0
Grand Total	\$ 887.1	\$ 197.0	\$ 200.0	\$ 203.0	\$ 206.0	\$ 274.0	\$ 210.0	\$ 1,967.1	\$ 1,290.0

Dollars in Thousands

Operating Impact

Additional equipment will require greater operational support.

FY2012 Deliverables/Planned Activities

- Complete the deployment of Emergency Tunnel Evacuation Carts and Automated External Defibrillator
- Upgrade to storage facilities for Police Emergency Management Equipment
- Complete train-the-trainer programs for implementing Police Emergency Management Equipment

Planned Activities (6 Year Program)

- Replace damaged rescue and recovery equipment as needed
- Upgrade obsolete rescue equipment as needed

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Police Substation- New District 2/Training Facility
ID: CIP 101

Management Information

Sponsor Department: MTPD
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,296.0	\$ 2,524.0	\$ 13,014.0	\$ 544.0	-	-	-	\$ 17,378.0	\$ 16,082.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	648.0	1,262.0	-	-	-	-	-	1,910.0	1,262.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	648.0	1,262.0	-	-	-	-	-	1,910.0	1,262.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	648.0	1,262.0	-	-	-	-	-	1,910.0	1,262.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	13,014.0	544.0	-	-	-	13,558.0	13,558.0
State & Local Total	648.0	1,262.0	13,014.0	544.0	-	-	-	15,468.0	14,820.0
Grand Total	\$ 1,296.0	\$ 2,524.0	\$ 13,014.0	\$ 544.0	-	-	-	\$ 17,378.0	\$ 16,082.0
<i>Dollars in Thousands</i>									

Operating Impact

Upon completion, this new facility will require allocation of additional operating resources.

FY2012 Deliverables/Planned Activities

- Complete Fairfax County SE Process. Issue design/build RFP
- Finalize cost & technical evaluations, select design/build team, and award and issue NTP for the contract

Planned Activities (6 Year Program)

- Complete the environmental analysis process and hold a public hearing
- Award and notice-to-proceed for design/build contract
- Preparation of Final design documents

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Police Portable Radio Replacement
ID: CIP 103

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Ronald Pavlik

Useful Life

Years: 8

Related Project(s)

None

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 Metrorail tunnel system. Also, the project funds the replacements of radios damaged in the course of law enforcement operations.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 654.5	\$ 667.0	\$ 669.0	-	-	\$ 668.0	\$ 800.0	\$ 2,658.5	\$ 2,804.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	523.6	-	-	-	-	-	-	523.6	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	523.6	-	-	-	-	-	-	523.6	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	130.9	-	-	-	-	-	-	130.9	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	667.0	669.0	-	-	668.0	800.0	2,004.0	2,804.0
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	130.9	667.0	669.0	-	-	668.0	800.0	2,134.9	2,804.0
Grand Total	\$ 654.5	\$ 667.0	\$ 669.0	-	-	\$ 668.0	\$ 800.0	\$ 2,658.5	\$ 2,804.0

Dollars in Thousands

Operating Impact

This replacement equipment will prevent a lost of productivity due to out-of-service equipment and eliminate the need for custom parts.

FY2012 Deliverables/Planned Activities

- Procure and distribute radios to transit police officers as needed

Planned Activities (6 Year Program)

- Procure Motorola Astro XTS 5000 portable radios.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Special Operations Division Facility
ID: CIP 106

Management Information

Sponsor Department: MTPD
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: -

Related Project(s)

None

Project Description

This project will replace the temporary facility used by the Metro Transit Police Special Operations Division located in Suitland, MD, 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 831.0	\$ 1,626.0	\$ 8,338.0	\$ 341.0	-	-	-	\$ 11,136.0	\$ 10,305.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	415.5	-	-	-	-	-	-	415.5	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	415.5	-	-	-	-	-	-	415.5	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	415.5	-	-	-	-	-	-	415.5	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,626.0	-	-	-	-	-	1,626.0	1,626.0
Other (Misc. & Debt)	-	-	8,338.0	341.0	-	-	-	8,679.0	8,679.0
State & Local Total	415.5	1,626.0	8,338.0	341.0	-	-	-	10,720.5	10,305.0
Grand Total	\$ 831.0	\$ 1,626.0	\$ 8,338.0	\$ 341.0	-	-	-	\$ 11,136.0	\$ 10,305.0
<i>Dollars in Thousands</i>									

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Purchase property
- Issue notice to proceed to contractor for improvements

Planned Activities (6 Year Program)

- Site Preparation
- Construction staging
- Preliminary design
- Request for proposal
- Award Design Build contract

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Rehabilitation Tier 1: Dupont to Silver Spring
ID: CIP 107

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Kenneth Spain

Useful Life

Years: 10 to 40

Related Project(s)

CL_INRB, CL_PTFM

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 63,738.7	\$ 26,350.0	\$ 76,388.9	\$ 69,145.5	-	-	-	\$ 235,623.1	\$ 171,884.4
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	35,046.0	10,743.4	61,111.1	55,316.4	-	-	-	162,216.9	127,170.9
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	35,046.0	10,743.4	61,111.1	55,316.4	-	-	-	162,216.9	127,170.9
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	8,761.5	2,685.8	15,277.8	13,829.1	-	-	-	40,554.2	31,792.7
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	12,920.8	-	-	-	-	-	12,920.8	12,920.8
Other (Misc. & Debt)	19,931.1	-	-	-	-	-	-	19,931.1	-
State & Local Total	28,692.7	15,606.6	15,277.8	13,829.1	-	-	-	73,406.1	44,713.5
Grand Total	\$63,738.7	\$26,350.0	\$76,388.9	\$69,145.5	-	-	-	\$235,623.1	\$171,884.4
<i>Dollars in Thousands</i>									

Operating Impact

Operating costs will be reduced as a result of facility rehabilitation.

FY2012 Deliverables/Planned Activities

- Station platform rehabilitation
- Replacement of traction power equipment
- Escalator rehabilitation and replacement
- Air conditioning system replacement

Planned Activities (6 Year Program)

- 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 tie breaker 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Rehabilitation Tier 1: Dupont to Grosvenor
ID: CIP 108

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Kenneth Spain

Useful Life

Years: 10 to 40

Related Project(s)

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	-	\$ 4,010.0	\$ 33,353.1	\$ 82,039.1	\$ 86,977.8	\$ 68,183.4	\$ 206,380.0	\$ 274,563.4
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	3,208.0	26,682.5	65,631.3	69,582.2	54,546.7	165,104.0	219,650.7
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	3,208.0	26,682.5	65,631.3	69,582.2	54,546.7	165,104.0	219,650.7
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	802.0	6,670.6	16,407.8	17,395.6	13,636.7	41,276.0	54,912.7
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	-	802.0	6,670.6	16,407.8	17,395.6	13,636.7	41,276.0	54,912.7
Grand Total	-	-	\$ 4,010.0	\$ 33,353.1	\$ 82,039.1	\$ 86,977.8	\$ 68,183.4	\$ 206,380.0	\$ 274,563.4
<i>Dollars in Thousands</i>									

Operating Impact

Operating costs will be reduced as a result of facility rehabilitation.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Rehabilitation Tier 1: National Airport to Stadium Armory
ID: CIP 110

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Richard Shiflet

Useful Life

Years: 10 to 40

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 24,527.9	\$ 63,782.7	\$ 51,968.2	\$ 86,786.4	\$ 95,117.8	\$ 94,985.3	-	\$ 417,168.4	\$ 392,640.4
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	20,589.5	5,498.2	-	18,457.3	20,157.7	-	64,702.6	64,702.6
PRIIA	12,089.7	15,693.0	-	25,890.7	13,850.4	-	-	67,523.9	55,434.2
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	12,089.7	36,282.5	5,498.2	25,890.7	32,307.7	20,157.7	-	132,226.4	120,136.7
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	5,147.4	1,374.5	-	4,614.3	5,039.4	-	16,175.6	16,175.6
PRIIA Match	12,089.7	15,693.0	-	25,890.7	13,850.4	-	-	67,523.9	55,434.2
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	32,534.2	44,345.4	-	-	76,879.7	76,879.7
Other (Misc. & Debt)	348.5	6,659.8	45,095.5	2,470.7	-	69,788.2	-	124,362.8	124,014.2
State & Local Total	12,438.2	27,500.2	46,470.0	60,895.7	62,810.1	74,827.7	-	284,941.9	272,503.7
Grand Total	\$ 24,527.9	\$ 63,782.7	\$ 51,968.2	\$ 86,786.4	\$ 95,117.8	\$ 94,985.3	-	\$ 417,168.4	\$ 392,640.4
<i>Dollars in Thousands</i>									

Operating Impact

Operating costs will be reduced as a result of facility rehabilitation.

FY2012 Deliverables/Planned Activities

- Two generators to be delivered
- Completion of design and submittals (Phase 1A)
- Start of construction work: aerial structure bearing replacement, Deanwood/Minnesota Ave platform replacements, signage, AC switchboard, and other rehabilitation activities

Planned Activities (6 Year Program)

- Phase 1A: design, submittals, site specific work plans and administrative
- Phase 1 - 6: automatic train control, traction power substations, tiebreaker stations, HVAC, ceiling tiles, ventilation fans, tunnel rehab, AC switchgear, escalators, elevators, communication, and track work.
- As of July 2011, project is in Phase 1A. Phase 1 to start December 2011

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton
ID: CIP 116

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Mark Magnussen

Useful Life

Years: 10 to 25

Related Project(s)

None

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.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17	
Total		\$ 296.6	\$ 15,499.4	\$ 14,776.6	\$ 16,215.6	\$ 34,696.8	\$ 15,797.7	\$ 28,133.5	\$ 97,282.6	\$ 125,119.6	
<i>Dollars in Thousands</i>											
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17	
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-	
	5309 Formula Grant	-	-	-	-	-	-	-	-	-	
	PRIA	-	7,749.7	7,388.3	8,107.8	17,348.4	7,898.8	14,066.8	48,493.0	62,559.8	
	CMAQ Grant	-	-	-	-	-	-	-	-	-	
	Other Federal Grant	-	-	-	-	-	-	-	-	-	
Federal Total		-	7,749.7	7,388.3	8,107.8	17,348.4	7,898.8	14,066.8	48,493.0	62,559.8	
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-	
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-	
	PRIA Match	-	7,749.7	7,388.3	8,107.8	17,348.4	7,898.8	14,066.8	48,493.0	62,559.8	
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-	
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-	
	System Performance Funds	0.0	0.0	-	-	-	-	-	-	0.0	0.0
	Other (Misc. & Debt)	296.6	-	-	-	-	-	-	-	296.6	-
State & Local Total		296.6	7,749.7	7,388.3	8,107.8	17,348.4	7,898.8	14,066.8	48,789.6	62,559.8	
Grand Total		\$ 296.6	\$ 15,499.4	\$ 14,776.6	\$ 16,215.6	\$ 34,696.8	\$ 15,797.7	\$ 28,133.5	\$ 97,282.6	\$ 125,119.6	
<i>Dollars in Thousands</i>											

Operating Impact

Operating costs will be reduced as a result of facility rehabilitation.

FY2012 Deliverables/Planned Activities

- Replace or rehabilitate critical systems needing immediate attention to eliminate safety hazards, meet environmental requirements, and prevent adverse impacts on yard operations.
- RFP procurement and award construction contract.

Planned Activities (6 Year Program)

- 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 lightening, and over haul of fire hydrants

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Garage Facility Repairs Tier 1: Western, Northern and Landover
ID: CIP 119

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Arthur Noyes

Useful Life

Years: 10 to 30

Related Project(s)

None

Project Description

This project is a bus facility rehabilitation of Western, Northern, and Landover bus garages and other auxiliary facilities, including Metro Supply Facility, Landover Open Storage, and Blair Road Support Shop. Rehabilitation will include all systems and infrastructure to increase overall efficiency.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 18,981.6	\$ 25,947.2	\$ 30,844.5	\$ 32,236.6	\$ 19,800.2	\$ 17,250.2	-	\$ 145,060.3	\$ 126,078.7
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	17,553.0	15,840.2	13,800.2	-	47,193.3	47,193.3
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	9,490.8	-	-	-	-	-	-	9,490.8	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	9,490.8	-	-	17,553.0	15,840.2	13,800.2	-	56,684.1	47,193.3
State & Local									
5307 Formula Grant Match	-	-	-	4,388.3	3,960.0	3,450.0	-	11,798.3	11,798.3
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	9,490.8	-	-	-	-	-	-	9,490.8	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	25,947.2	-	-	-	-	-	25,947.2	25,947.2
Other (Misc. & Debt)	-	-	30,844.5	10,295.4	-	-	-	41,139.9	41,139.9
State & Local Total	9,490.8	25,947.2	30,844.5	14,683.6	3,960.0	3,450.0	-	88,376.2	78,885.4
Grand Total	\$18,981.6	\$25,947.2	\$30,844.5	\$32,236.6	\$19,800.2	\$ 17,250.2	-	\$145,060.3	\$126,078.7
<i>Dollars in Thousands</i>									

Operating Impact

Operating costs will be reduced as a result of facility rehabilitation.

FY2012 Deliverables/Planned Activities

- Complete Phase 1 work including contract design work, Northern Bus Garage rehabilitation, and Four Mile Run Heating Boiler Plant replacement
- Begin Phase 2 work at Western Bus Garage
- Continue work on the bus garages and auxiliary facilities including non-revenue facilities and roofs at all Metro maintained facilities such as replace roofs at two bus loops (14th Street and Silver Spring)
- Perform selected Phase 3 and Phase 4 work items at Landover Bus Garage, Metro Supply Facility, and Landover Open Storage Facility. The work items are associated with the construction of surface parking areas.

Planned Activities (6 Year Program)

- Phase 2 (starts in February 2012 and finishes around February 2013) - Phase 2 focuses on infrastructure rehabilitation at Western Bus Garage including work such as: underground fuel storage tank replacements, rehabilitation of undercarriage chassis cleaning facilities, exterior lighting replacement, replacement of air compressors, and environmental system upgrades.
- Phase 3 (starts in February 2013 and finishes around May 2014) - Phase 3 focuses on infrastructure rehabilitation at Landover Bus Garage including work such as: underground fuel storage tank replacements, heating boiler plant replacement, HVAC rehabilitation, additional/reconfiguration of parking and facility entrance, sprinkler system rehabilitation, replacement of air compressors, environmental systems upgrades, and lighting upgrades.
- Phase 4 (finishes around May, 2014) - Phase 4 focuses on infrastructure rehabilitation at Metro Supply Center and Landover Open Storage Facility including work such as: HVAC rehabilitation, sprinkler system rehabilitation, lighting upgrades, storage capacity improvements, and paving.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Preventive Maintenance
ID: CIP 125

Management Information

Sponsor Department: CENV
Managing Department: CENV
Project Manager: Linda Stoffregen

Useful Life

Years: 40

Related Project(s)

None

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.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 20,861.0	-	-	-	-	-	-	\$ 20,861.0	-
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	10,430.5	-	-	-	-	-	-	10,430.5	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		10,430.5	-	-	-	-	-	-	10,430.5	-
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	10,430.5	-	-	-	-	-	-	10,430.5	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total		10,430.5	-	-	-	-	-	-	10,430.5	-
Grand Total		\$ 20,861.0	-	-	-	-	-	-	\$ 20,861.0	-
<i>Dollars in Thousands</i>										

Operating Impact

The capital budget will subsidize these activities reducing the impact to the operating budget.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Provide preventive maintenance on rail cars.
- This project closed in FY2011.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Financial Planning, Project Administration, and System Wide Infrastructure Upgrades
ID: CIP 126

Management Information

Sponsor Department: OMBS
Managing Department: OMBS
Project Manager: Stacy Noblitt

Useful Life

Years: 5

Related Project(s)

None

Project Description

This project provides procurement and consultant support for bus and rail maintenance not included in the rail rehabilitation nor bus tier contracts.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 3,334.0	\$ 1,066.8	\$ 2,098.7	\$ 2,101.7	\$ 2,099.7	\$ 2,098.7	\$ 5,887.6	\$ 12,799.6	\$ 15,353.2
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	2,165.1	1,066.8	2,098.7	2,101.7	2,099.7	1,824.0	5,887.6	11,356.1	15,078.5
Other (Misc. & Debt)	1,168.8	-	-	-	-	274.7	-	1,443.5	274.7
State & Local Total	3,334.0	1,066.8	2,098.7	2,101.7	2,099.7	2,098.7	5,887.6	12,799.6	15,353.2
Grand Total	\$ 3,334.0	\$ 1,066.8	\$ 2,098.7	\$ 2,101.7	\$ 2,099.7	\$ 2,098.7	\$ 5,887.6	\$ 12,799.6	\$ 15,353.2
<i>Dollars in Thousands</i>									

Operating Impact

This will require additional contracted labor.

FY2012 Deliverables/Planned Activities

- Install ADP Software - Sensitive Data Technology
- Consulting support for update to capital needs inventory for FY2013.

Planned Activities (6 Year Program)

- Minor maintenance items that are not under the major tier contracts, including servers and financial planning.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Support Equipment - MTPD
ID: CIP 127

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Ronald Pavlik

Useful Life

Years: 5

Related Project(s)

None

Project Description

This project will fund replacement of damaged law enforcement equipment, upgrades to obsolete law enforcement equipment, and deployment of law enforcement equipment to include planning, design, installation of facility improvements. In addition, this project will also fund train-the-trainer programs for law enforcement equipment.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,724.8	\$ 1,029.8	\$ 1,059.6	\$ 1,067.0	\$ 1,062.6	\$ 1,061.9	\$ 1,080.0	\$ 7,005.7	\$ 6,360.9
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	244.2	1,067.0	1,062.6	-	1,080.0	2,373.8	3,453.8
Other (Misc. & Debt)	1,724.8	1,029.8	815.5	-	-	1,061.9	-	4,631.9	2,907.2
State & Local Total	1,724.8	1,029.8	1,059.6	1,067.0	1,062.6	1,061.9	1,080.0	7,005.7	6,360.9
Grand Total	\$ 1,724.8	\$ 1,029.8	\$ 1,059.6	\$ 1,067.0	\$ 1,062.6	\$ 1,061.9	\$ 1,080.0	\$ 7,005.7	\$ 6,360.9
<i>Dollars in Thousands</i>									

Operating Impact

Newer equipment will require less maintenance and have a lower overall operating budget impact.

FY2012 Deliverables/Planned Activities

- Replace support equipment as needed, such as explosive detection equipment, training needs, promotion process, Special Response Team related equipment, Anti-Terrorism equipment, Criminal Investigations Division equipment, Crime Scene Search equipment, cameras, drug test kits, alarm systems, and Personal Protective Equipment

Planned Activities (6 Year Program)

- Replace or upgrade support equipment as needed over 6-year period

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Data Governance and Business Intelligence
ID: CIP 128

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Beth Durham

Useful Life

Years: -

Related Project(s)

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 1,559.3	\$ 1,559.3	\$ 994.8	-	-	-	\$ 4,113.3	\$ 4,113.3
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	1,559.3	1,559.3	994.8	-	-	-	4,113.3	4,113.3
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	1,559.3	1,559.3	994.8	-	-	-	4,113.3	4,113.3
Grand Total	-	\$ 1,559.3	\$ 1,559.3	\$ 994.8	-	-	-	\$ 4,113.3	\$ 4,113.3
<i>Dollars in Thousands</i>									

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Installation, configuration and management of VM servers for IBM Cognos v 10.1.
- Identity management and contractor on-boarding process re-design, asset management requirements, and data management analysis.

Planned Activities (6 Year Program)

- Implement a comprehensive program for data governance, data quality, and data reporting.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Credit Facility
ID: CIP 131

Management Information

Sponsor Department: TRES
Managing Department: TRES
Project Manager: Melissa Lee

Useful Life

Years: N/A

Related Project(s)

None

Project Description

This project will fund the lines of credit available to finance capital cash flow needs.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 4,900.4	\$ 5,390.0	\$ 6,000.0	\$ 6,610.0	\$ 6,500.0	\$ 6,500.0	\$ 7,000.0	\$ 35,900.4	\$ 38,000.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	4,900.4	5,390.0	-	5,065.4	6,500.0	6,500.0	7,000.0	28,355.8	30,455.4
Other (Misc. & Debt)	-	-	6,000.0	1,544.6	-	-	-	7,544.6	7,544.6
State & Local Total	4,900.4	5,390.0	6,000.0	6,610.0	6,500.0	6,500.0	7,000.0	35,900.4	38,000.0
Grand Total	\$ 4,900.4	\$ 5,390.0	\$ 6,000.0	\$ 6,610.0	\$ 6,500.0	\$ 6,500.0	\$ 7,000.0	\$ 35,900.4	\$ 38,000.0
<i>Dollars in Thousands</i>									

Operating Impact

None.

FY2012 Deliverables/Planned Activities

- Line of credit availability fees

Planned Activities (6 Year Program)

- Availability fees to maintain the lines of credit

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Elevator/Escalator Repairables
ID: CIP 132

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Ron Pittman

Useful Life

Years: Various

Related Project(s)

None

Project Description

This project will provide for the capital repairs, upgrades, and replacement components for those beyond repair for elevators and escalators.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 3,276.6	\$ 4,825.3	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 27,301.9	\$ 28,825.3
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	-	2,412.6	-	-	-	-	-	2,412.6	2,412.6
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
	Federal Total	-	2,412.6	-	-	-	-	-	-	2,412.6
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	-	2,412.6	-	-	-	-	-	2,412.6	2,412.6
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	3,276.6	-	-	4,800.0	4,800.0	4,800.0	4,800.0	17,676.6	19,200.0
	Other (Misc. & Debt)	-	-	4,800.0	-	-	-	-	4,800.0	4,800.0
State & Local Total	3,276.6	2,412.6	4,800.0	4,800.0	4,800.0	4,800.0	4,800.0	24,889.2	26,412.6	
Grand Total	\$ 3,276.6	\$ 4,825.3	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 4,800.0	\$ 27,301.9	\$ 28,825.3
<i>Dollars in Thousands</i>										

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2012 Deliverables/Planned Activities

- Repair of 484 Brake Boards, Refurbish 4,400 Escalator Steps, 1,600 New Fujitec Steps, Refurbish 100 Reducers, Replacement of 160 Escalator / Elevator Glass, Replacement of 200 Escalator Handrails & 100 Heavy Repair of Escalator Units
- At the present time our Escalators are requiring much more work than our Elevators. We are presently averaging 97% availability on our Elevators and about 85% on our Escalators, therefore we are concentrating more on the repair and maintenance of our Escalators.

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Wayside Work Equipment
ID: CIP 133

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,284.9	\$ 4,824.6	\$ 5,149.0	\$ 2,066.0	\$ 1,542.0	-	-	\$ 15,866.5	\$ 13,581.6
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	1,142.4	2,412.3	2,574.5	1,033.0	771.0	-	-	7,933.2	6,790.8
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,142.4	2,412.3	2,574.5	1,033.0	771.0	-	-	7,933.2	6,790.8
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	1,142.4	2,412.3	2,574.5	1,033.0	771.0	-	-	7,933.2	6,790.8
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,142.4	2,412.3	2,574.5	1,033.0	771.0	-	-	7,933.2	6,790.8
Grand Total	\$ 2,284.9	\$ 4,824.6	\$ 5,149.0	\$ 2,066.0	\$ 1,542.0	-	-	\$ 15,866.5	\$ 13,581.6
<i>Dollars in Thousands</i>									

Operating Impact

Additional system components will require maintenance support.

FY2012 Deliverables/Planned Activities

- Approach Warning System: Evaluate prototype and award contract for procurement and installation of approach warning systems in 36 portals.
- Amber Light: Evaluate prototype, develop design for rest of Rail system, develop RFP document and start procurement.

Planned Activities (6 Year Program)

- 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 preliminary design and place purchase orders for equipment with long term delivery time.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Train Control Signal and Traction Power System Interface
ID: CIP 135

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Ashton Robinson

Useful Life

Years: Various

Related Project(s)

None

Project Description

This project funds engineering support and modifications as needed for the train control signaling and traction power system interface.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,031.0	\$ 5,347.0	\$ 4,153.0	\$ 2,583.0	\$ 1,028.0	\$ 1,028.0	-	\$ 15,170.0	\$ 14,139.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	515.5	2,673.5	2,076.5	1,291.5	514.0	514.0	-	7,585.0	7,069.5
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	515.5	2,673.5	2,076.5	1,291.5	514.0	514.0	-	7,585.0	7,069.5
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	515.5	2,673.5	2,076.5	1,291.5	514.0	514.0	-	7,585.0	7,069.5
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	515.5	2,673.5	2,076.5	1,291.5	514.0	514.0	-	7,585.0	7,069.5
Grand Total	\$ 1,031.0	\$ 5,347.0	\$ 4,153.0	\$ 2,583.0	\$ 1,028.0	\$ 1,028.0	-	\$ 15,170.0	\$ 14,139.0
<i>Dollars in Thousands</i>									

Operating Impact

None.

FY2012 Deliverables/Planned Activities

- Perform ampacity calculation and determine optimize cable size
- Perform engineering inspection survey to determine upgrade of Alexandra Yard (C99); Brentwood Yard (B99); and New Carrollton Yard (D99).
- Perform evaluation of (High Current) Impedance Bonds entire infrastructure

Planned Activities (6 Year Program)

- Outside engineering to analyze train control signaling system.
- Construct and test interface system.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: FCC Radio Frequency Communication Changes
ID: CIP 136

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: 15

Related Project(s)

None

Project Description

This project will upgrade the infrastructure equipment as required by the new Federal Communications Commission (FCC) narrow banding requirement that affects the agency's UHF radio system.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 250.6	\$ 12,772.2	\$ 30,000.0	\$ 14,000.0	-	-	-	\$ 57,022.8	\$ 56,772.2
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-
	PRIIA	125.3	6,386.1	7,268.2	7,000.0	-	-	20,779.6	20,654.3
	CMAQ Grant	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-
	Federal Total	125.3	6,386.1	7,268.2	7,000.0	-	-	-	20,779.6
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-
	PRIIA Match	125.3	6,386.1	7,268.2	7,000.0	-	-	20,779.6	20,654.3
	CMAQ Grant Match	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	15,463.7	-	-	-	-	15,463.7
State & Local Total	125.3	6,386.1	22,731.8	7,000.0	-	-	-	36,243.3	36,117.9
Grand Total	\$ 250.6	\$ 12,772.2	\$ 30,000.0	\$ 14,000.0	-	-	-	\$ 57,022.8	\$ 56,772.2
<i>Dollars in Thousands</i>									

Operating Impact

Maintenance costs may increase due to greater number of above ground antenna sites.

FY2012 Deliverables/Planned Activities

- Prepare an RFP for competitive procurement.
- Award contract for Narrowbanding the Comprehensive Radio Communications System (CRCS) infrastructure and procure and install subscriber radios.
- Start site development activities for acquisition of new RF sites

Planned Activities (6 Year Program)

- Engineering and program management to develop scope of work, Sole source justification, prepare request for proposals (RFP), negotiate/issue contract.
- Outside engineering services will be utilized in FY2011 and FY2012 with implementation beginning FY2012.
- Start detailed design of narrowbanding project
- Prepare installation procedures and cutover plan for new equipment used for narrowbanding of infrastructure and stage equipment at manufacturing facility for factory testing.
- Resultant Radio System will be Project-25 (Standard for Public Safety Radio System) Phase-1 compliant. Mobile and portable radios will be upgraded/reprogrammed or replaced as necessary.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Preventive Maintenance
ID: CIP 137

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 12

Related Project(s)

None

Project Description

This project will provide preventive maintenance on buses.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 11,471.0	-	-	-	-	-	-	\$ 11,471.0	-
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	9,176.8	-	-	-	-	-	-	9,176.8	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	9,176.8	-	-	-	-	-	-	9,176.8	-
State & Local									
5307 Formula Grant Match	2,294.2	-	-	-	-	-	-	2,294.2	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	2,294.2	-	-	-	-	-	-	2,294.2	-
Grand Total	\$11,471.0	-	-	-	-	-	-	\$ 11,471.0	-
<i>Dollars in Thousands</i>									

Operating Impact

Cost to maintain new equipment should be the same as maintaining existing equipment.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Provide preventive maintenance on buses
- This project closed in FY2011.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: System-wide Infrastructure Rehabilitation
ID: CIP 138

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Hitendra Patel

Useful Life

Years: Various

Related Project(s)

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 50,217.6	\$ 55,212.8	\$ 25,683.8	\$ 6,572.9	-	-	-	\$ 137,687.1	\$ 87,469.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	21,189.3	25,899.4	-	-	-	-	-	47,088.7	25,899.4
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	21,189.3	25,899.4	-	-	-	-	-	47,088.7	25,899.4
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	5,297.3	6,474.8	-	-	-	-	-	11,772.2	6,474.8
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	18,981.4	-	6,572.9	-	-	-	25,554.3	25,554.3
Other (Misc. & Debt)	23,730.9	3,857.2	25,683.8	-	-	-	-	53,271.9	29,541.0
State & Local Total	29,028.2	29,313.4	25,683.8	6,572.9	-	-	-	90,598.3	61,570.1
Grand Total	\$50,217.6	\$55,212.8	\$25,683.8	\$ 6,572.9	-	-	-	\$137,687.1	\$ 87,469.5
<i>Dollars in Thousands</i>									

Operating Impact

Modest increase of infrastructure maintenance is offset by expected reduction of breakdowns and repair costs

FY2012 Deliverables/Planned Activities

- Rehabilitation of additional station and tunnel ventilation systems
- Install up to 11 replacement transformers and install equipment at Telegraph Road training lab
- Complete Farragut West air conditioning and contract option for Foggy Bottom
- Start Farragut N B9 beam repair design

Planned Activities (6 Year Program)

- Correct undersized standpipes on 32 systems.
- Rehabilitation of additional station and tunnel ventilation systems.
- Install up to 11 replacement transformers, install equipment at Telegraph Road training Lab, and close out contract.
- Resolution of claims related to four options to replace Greenbelt and Shady Grove train wash system and lining of drain pipes at all locations.
- Restore Franconia-Springfield and Huntington (South) garages and resolve all claims.
- Resolve claims and changes in rehabilitation of station vaults and platform slabs

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: NTSB Recommendations
ID: CIP 139

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Rob Troup

Useful Life

Years: 10 years

Related Project(s)

None

Project Description

This project will provide for the NTSB recommended safety improvements, corrective action plans, assessments, and testing for systemwide implementation.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		-	\$ 8,423.0	\$ 11,203.9	\$ 3,551.1	\$ 1,265.2	\$ 1,114.0	\$ 557.0	\$ 25,557.2	\$ 26,114.2
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	-	4,211.5	5,601.9	1,775.6	632.6	557.0	278.5	12,778.6	13,057.1
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		-	4,211.5	5,601.9	1,775.6	632.6	557.0	278.5	12,778.6	13,057.1
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	-	4,211.5	5,601.9	1,775.6	632.6	557.0	278.5	12,778.6	13,057.1
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total		-	4,211.5	5,601.9	1,775.6	632.6	557.0	278.5	12,778.6	13,057.1
Grand Total		-	\$ 8,423.0	\$ 11,203.9	\$ 3,551.1	\$ 1,265.2	\$ 1,114.0	\$ 557.0	\$ 25,557.2	\$ 26,114.2
<i>Dollars in Thousands</i>										

Operating Impact

None.

FY2012 Deliverables/Planned Activities

- Begin NTSB Assessments & Testing at Pilots Sites
- Prepare System wide Implementation Plan

Planned Activities (6 Year Program)

- Research and design corrective actions.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Replace GRS Track Circuits
ID: CIP 139-06

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Doug Simkins

Useful Life

Years: Various

Related Project(s)

None

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 Company audio frequency track circuit modules.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 5,598.7	\$ 19,645.2	\$ 21,590.1	\$ 13,740.2	\$ 1,250.2	-	-	\$ 61,824.4	\$ 56,225.7
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-
	PRIIA	2,799.4	9,822.6	10,795.0	6,870.1	625.1	-	30,912.2	28,112.8
	CMAQ Grant	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-
Federal Total	2,799.4	9,822.6	10,795.0	6,870.1	625.1	-	-	30,912.2	28,112.8
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-
	PRIIA Match	2,799.4	9,822.6	10,795.0	6,870.1	625.1	-	30,912.2	28,112.8
	CMAQ Grant Match	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-
State & Local Total	2,799.4	9,822.6	10,795.0	6,870.1	625.1	-	-	30,912.2	28,112.8
Grand Total	\$ 5,598.7	\$ 19,645.2	\$ 21,590.1	\$ 13,740.2	\$ 1,250.2	-	-	\$ 61,824.4	\$ 56,225.7
<i>Dollars in Thousands</i>									

Operating Impact

This is an NTSB recommendation for improving safety.

FY2012 Deliverables/Planned Activities

- Replace Generation 2 track circuits
- Update Book of Plans

Planned Activities (6 Year Program)

- Replace track circuits

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Remove Unnecessary Wayside Communication & Cable Installation Testing
ID: CIP 139-09

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Doug Simkins

Useful Life

Years: Various

Related Project(s)

None

Project Description

The project will completely remove the unnecessary Metrorail wayside maintenance communication system to eliminate its potential for interfering with proper functioning of the train control system. It will also perform cable installation resistance testing and procure equipment and cables.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 2,000.8	\$ 11,011.6	\$ 7,562.8	-	-	-	-	\$ 20,575.2	\$ 18,574.4
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	1,000.4	5,505.8	3,781.4	-	-	-	-	10,287.6	9,287.2
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,000.4	5,505.8	3,781.4	-	-	-	-	10,287.6	9,287.2
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	1,000.4	5,505.8	3,781.4	-	-	-	-	10,287.6	9,287.2
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,000.4	5,505.8	3,781.4	-	-	-	-	10,287.6	9,287.2
Grand Total	\$ 2,000.8	\$ 11,011.6	\$ 7,562.8	-	-	-	-	\$ 20,575.2	\$ 18,574.4
<i>Dollars in Thousands</i>									

Operating Impact

This is an NTSB recommendation for improving safety.

FY2012 Deliverables/Planned Activities

- Removal of wayside communication
- Replace terminal blocks and/or junction boxes
- Purchase various materials and equipment
- Cable insulation testing /replacement of poor performing cable

Planned Activities (6 Year Program)

- Removal of wayside communication
- Insulation testing/replacement of cables

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: National Transit Safety Board Automatic Train Control System Safety Analysis
ID: CIP 139-10

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Thomas Kellough

Useful Life

Years: year to year update & monitoring

Related Project(s)

CIP 139-06

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,749.5	\$ 3,126.4	\$ 1,562.8	-	-	-	-	\$ 6,438.7	\$ 4,689.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	874.8	1,563.2	781.4	-	-	-	-	3,219.3	2,344.6
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	874.8	1,563.2	781.4	-	-	-	-	3,219.3	2,344.6
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	874.8	1,563.2	781.4	-	-	-	-	3,219.3	2,344.6
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	874.8	1,563.2	781.4	-	-	-	-	3,219.3	2,344.6
Grand Total	\$ 1,749.5	\$ 3,126.4	\$ 1,562.8	-	-	-	-	\$ 6,438.7	\$ 4,689.1

Dollars in Thousands

Operating Impact

This is a NTSB recommendation for improving safety. Failure to complete project would result in loss of train detection.

FY2012 Deliverables/Planned Activities

- Implement Safety plan/Risk & Preliminary Hazards Analysis & Log
- Update Safety Requirements
- Update Safety Verification
- Deliver Final Hazards

Planned Activities (6 Year Program)

- Implement Recommendations

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Cable Installation Testing
ID: CIP 139-12

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Doug Simkins

Useful Life

Years: 10 years

Related Project(s)

CIP 139-09

Project Description

This project will implement cable insulation resistance testing as part of the maintenance program.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 5,212.0	-	-	-	-	-	-	\$ 5,212.0	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	2,606.0	-	-	-	-	-	-	2,606.0	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	2,606.0	-	-	-	-	-	-	2,606.0	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	2,606.0	-	-	-	-	-	-	2,606.0	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	2,606.0	-	-	-	-	-	-	2,606.0	-
Grand Total	\$ 5,212.0	-	-	-	-	-	-	\$ 5,212.0	-

Dollars in Thousands

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Cable insulation testing will be done under CIP 139-09.

Planned Activities (6 Year Program)

- Cable insulation testing will be done under CIP 139-09.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: FTA Recommendations Tri State Oversight Committee Audit
ID: CIP 139-13

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Rob Troup

Useful Life

Years: 5-10 years

Related Project(s)

None

Project Description

This project will work with the Tri-State Oversight Committee to satisfactorily address the recommendations contained in the FTA's March 4, 2010, final report of its audit of the Tri-State Oversight Committee and the Washington Metropolitan Area Transit Authority.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 145.6	\$ 145.6	\$ 145.6	-	-	-	\$ 436.7	\$ 436.7
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	72.8	72.8	-	-	-	145.6	145.6
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	72.8	72.8	-	-	-	145.6	145.6
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	72.8	72.8	-	-	-	145.6	145.6
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	145.6	-	-	-	-	-	145.6	145.6
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	145.6	72.8	72.8	-	-	-	291.1	291.1
Grand Total	-	\$ 145.6	\$ 145.6	\$ 145.6	-	-	-	\$ 436.7	\$ 436.7
<i>Dollars in Thousands</i>									

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Implement Project Controls Software
- Institute Process Software
- Develop & Update Plans
- Start procurement actions on items identified by the Safety Analysis

Planned Activities (6 Year Program)

- Implement Recommendations

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Periodic Comprehensive Data Review
ID: CIP 139-14

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Mike Lohman/Colin Myers

Useful Life

Years: 10 years

Related Project(s)

None

Project Description

This project will allow the safety department, operations, maintenance, engineering departments, and representatives of labor organizations to regularly review recorded operational data from Metrorail train onboard recorders and the Advanced Information Management system to identify safety issues and trends and share the results across all divisions.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 73.0	\$ 87.5	\$ 87.5	\$ 21.4	-	-	-	\$ 269.5	\$ 196.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	36.5	43.8	43.8	10.7	-	-	-	134.7	98.2
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	36.5	43.8	43.8	10.7	-	-	-	134.7	98.2
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	36.5	43.8	43.8	10.7	-	-	-	134.7	98.2
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	36.5	43.8	43.8	10.7	-	-	-	134.7	98.2
Grand Total	\$ 73.0	\$ 87.5	\$ 87.5	\$ 21.4	-	-	-	\$ 269.5	\$ 196.5
<i>Dollars in Thousands</i>									

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Establish Comprehensive Data Review

Planned Activities (6 Year Program)

- Review data for further recommendations

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Safety Reporting Prog & Review
ID: CIP 139-15

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Randy Pozzi

Useful Life

Years: -

Related Project(s)

CIP 139-14

Project Description

This project will develop and implement a non-punitive safety reporting program to collect reports from employees in all divisions and ensure that the safety department, operations, maintenance, engineering departments, and representatives of labor organizations regularly review these reports and share the results of those reviews across all divisions.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 98.0	-	-	-	-	-	-	\$ 98.0	-
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	49.0	-	-	-	-	-	-	49.0	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	49.0	-	-	-	-	-	-	49.0	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	49.0	-	-	-	-	-	-	49.0	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	49.0	-	-	-	-	-	-	49.0	-
Grand Total	\$ 98.0	-	-	-	-	-	-	\$ 98.0	-
<i>Dollars in Thousands</i>									

Operating Impact

-

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Develop and implement a non-punitive safety reporting program

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Hazard Identification & Resolution
ID: CIP 139-16

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Randy Pozzi

Useful Life

Years: -

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 122.0	-	-	-	-	-	-	\$ 122.0	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	61.0	-	-	-	-	-	-	61.0	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	61.0	-	-	-	-	-	-	61.0	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	61.0	-	-	-	-	-	-	61.0	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	61.0	-	-	-	-	-	-	61.0	-
Grand Total	\$ 122.0	-	-	-	-	-	-	\$ 122.0	-

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Review the Hazard Identification and Resolution Matrix process

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Audit and Open CAPs
ID: CIP 139-17

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Randy Pozzi

Useful Life

Years: -

Related Project(s)

None

Project Description

This project will develop a formal review process by which a collaborative effort between the GM, managers responsible for Metro operations, maintenance, and engineering, and the chief safety officer will occur. The review will include examining all safety audits and open corrective action plans, modifying policy, identifying and committing resources, and initiating any other action necessary to ensure that the plans are adequately addressed and closed within the required time frame.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 73.0	-	-	-	-	-	-	\$ 73.0	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	36.5	-	-	-	-	-	-	36.5	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	36.5	-	-	-	-	-	-	36.5	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	36.5	-	-	-	-	-	-	36.5	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	36.5	-	-	-	-	-	-	36.5	-
Grand Total	\$ 73.0	-	-	-	-	-	-	\$ 73.0	-

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Develop a formal review process to examine all safety audits and open corrective action plans

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Onboard Event Recorders 1K/4K
ID: CIP 139-19

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Mike Lohman

Useful Life

Years: 20-30 years

Related Project(s)

None

Project Description

This project will add on-board event recorders on 1000 and 4000 Series rail cars.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 3,257.7	\$ 4,656.1	\$ 2,908.5	-	-	-	-	\$ 10,822.3	\$ 7,564.6
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	1,628.9	2,328.1	1,454.3	-	-	-	-	5,411.2	3,782.3
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	1,628.9	2,328.1	1,454.3	-	-	-	-	5,411.2	3,782.3
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	1,628.9	2,328.1	1,454.3	-	-	-	-	5,411.2	3,782.3
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	1,628.9	2,328.1	1,454.3	-	-	-	-	5,411.2	3,782.3
Grand Total	\$ 3,257.7	\$ 4,656.1	\$ 2,908.5	-	-	-	-	\$ 10,822.3	\$ 7,564.6
<i>Dollars in Thousands</i>									

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Review proposals and award Contract
- Prepare master plan / schedule and initiate program
- Approve conceptual design review and preliminary design review
- Conduct first article inspection

Planned Activities (6 Year Program)

- Procure and install vehicle monitoring systems

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Program to Monitor Recorders
ID: CIP 139-20

Management Information

Sponsor Department: TIES
Managing Department: CENI
Project Manager: Dave Hughson

Useful Life

Years: 15-20 years

Related Project(s)

None

Project Description

This project will develop and implement a program to monitor the recorders.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 781.6	\$ 581.3	-	-	-	-	-	\$ 1,363.0	\$ 581.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	390.8	290.7	-	-	-	-	-	681.5	290.7
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	390.8	290.7	-	-	-	-	-	681.5	290.7
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	390.8	290.7	-	-	-	-	-	681.5	290.7
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	390.8	290.7	-	-	-	-	-	681.5	290.7
Grand Total	\$ 781.6	\$ 581.3	-	-	-	-	-	\$ 1,363.0	\$ 581.3

Dollars in Thousands

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Issue notice to proceed to contractor
- Installation and testing of Video Monitoring System

Planned Activities (6 Year Program)

- Support Program to monitor event recorders

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Examine Track Circuits
ID: CIP 139-P1

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Michael Savina

Useful Life

Years: 10 years

Related Project(s)

None

Project Description

This project will examine track circuits within the system and test circuits for parasitic oscillation.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 2,327.2	\$ 6,981.5	-	-	-	-	\$ 9,308.6	\$ 9,308.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	-	1,163.6	3,490.7	-	-	-	-	4,654.3	4,654.3
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	1,163.6	3,490.7	-	-	-	-	4,654.3	4,654.3
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	-	1,163.6	3,490.7	-	-	-	-	4,654.3	4,654.3
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	1,163.6	3,490.7	-	-	-	-	4,654.3	4,654.3
Grand Total	-	\$ 2,327.2	\$ 6,981.5	-	-	-	-	\$ 9,308.6	\$ 9,308.6

Dollars in Thousands

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Inspect Generation 2 Track Circuits
- Implementation of rail grinding
- Begin corrosion control testing & prevention

Planned Activities (6 Year Program)

- Continue and support the monitoring of track circuits and testing for parasitic oscillation

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Electrical Components Performing in Track Circuits Systems
ID: CIP 139-P2

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Thomas Kellough

Useful Life

Years: year to year update & monitoring

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 348.7	\$ 5,058.8	\$ 1,163.6	-	-	-	-	\$ 6,571.2	\$ 6,222.4
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-
	PRIIA	174.4	2,529.4	581.8	-	-	-	3,285.6	3,111.2
	CMAQ Grant	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-
Federal Total	174.4	2,529.4	581.8	-	-	-	-	3,285.6	3,111.2
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-
	PRIIA Match	174.4	2,529.4	581.8	-	-	-	3,285.6	3,111.2
	CMAQ Grant Match	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	
State & Local Total	174.4	2,529.4	581.8	-	-	-	-	3,285.6	3,111.2
Grand Total	\$ 348.7	\$ 5,058.8	\$ 1,163.6	-	-	-	-	\$ 6,571.2	\$ 6,222.4
<i>Dollars in Thousands</i>									

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Deliver Components Performance for Automatic Train Control
- Field testing

Planned Activities (6 Year Program)

- Continue project support for field testing and train control

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Loss of Shunt Tools
ID: CIP 139-P4

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Thomas Kellough

Useful Life

Years: year to year update & monitoring

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,003.3	\$ 446.5	-	-	-	-	-	\$ 1,449.8	\$ 446.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
Federal PRIIA	501.7	223.2	-	-	-	-	-	724.9	223.2
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	501.7	223.2	-	-	-	-	-	724.9	223.2
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
State & Local PRIIA Match	501.7	223.2	-	-	-	-	-	724.9	223.2
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	501.7	223.2	-	-	-	-	-	724.9	223.2
Grand Total	\$ 1,003.3	\$ 446.5	-	-	-	-	-	\$ 1,449.8	\$ 446.5
<i>Dollars in Thousands</i>									

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Implement Loss of Shunt Tool
- Install and test prototype processors and circuits interfaces
- Continue design review for local track circuit monitoring system in the train control room

Planned Activities (6 Year Program)

- Continue to support project to finalization of design processors and interfaces

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Enhanced Track Circuits
ID: CIP 139-P5

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Thomas Kellough

Useful Life

Years: year to year update & monitoring

Related Project(s)

None

Project Description

This project will institutionalize and employ the enhanced track circuit verification test.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 499.7	-	-	-	-	-	-	\$ 499.7	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	249.8	-	-	-	-	-	-	249.8	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	249.8	-	-	-	-	-	-	249.8	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	249.8	-	-	-	-	-	-	249.8	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	249.8	-	-	-	-	-	-	249.8	-
Grand Total	\$ 499.7	-	-	-	-	-	-	\$ 499.7	-

Dollars in Thousands

Operating Impact

This is a NTSB recommendation for improving safety

FY2012 Deliverables/Planned Activities

- Initiate Enhanced Track Circuit Verification Program

Planned Activities (6 Year Program)

- Employ the enhanced track circuit verification program

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Replace power cables
ID: CIP 139-P6

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Kelly Reahl

Useful Life

Years: 20-30

Related Project(s)

None

Project Description

This project will replace substantial quantities of 1,000 KCMIL traction power cable and associated equipment throughout the Metrorail system in support of increased rail and track circuit reliability.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 5,213.2	\$ 9,310.4	\$ 9,308.6	\$ 9,308.6	\$ 9,308.6	\$ 9,309.0	\$ 5,212.0	\$ 51,758.5	\$ 51,757.3
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-
	PRIIA	2,606.6	4,655.2	4,654.3	4,654.3	4,654.3	4,654.5	2,606.0	25,879.3
	CMAQ Grant	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-
Federal Total	2,606.6	4,655.2	4,654.3	4,654.3	4,654.3	4,654.5	2,606.0	25,879.3	25,878.7
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-
	PRIIA Match	2,606.6	4,655.2	4,654.3	4,654.3	4,654.3	4,654.5	2,606.0	25,879.3
	CMAQ Grant Match	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-
State & Local Total	2,606.6	4,655.2	4,654.3	4,654.3	4,654.3	4,654.5	2,606.0	25,879.3	25,878.7
Grand Total	\$ 5,213.2	\$ 9,310.4	\$ 9,308.6	\$ 9,308.6	\$ 9,308.6	\$ 9,309.0	\$ 5,212.0	\$ 51,758.5	\$ 51,757.3
<i>Dollars in Thousands</i>									

Operating Impact

Cable installation maintenance will be offset by decreased frequency of rail power disruptions.

FY2012 Deliverables/Planned Activities

- Continue current nightly cable installation work
- Continue cable procurements
- Develop and award new material (supply) contract
- Award new installation contract

Planned Activities (6 Year Program)

- Continue nightly cable installation work
- Develop and award new cable contracts (FY2013)
- Continue procurement of material

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Rail Mileage Based Asset Management
ID: CIP 140

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Michael Smith

Useful Life

Years: 5

Related Project(s)

CIP 042, CIP 043

Project Description

This project will fund the rail mileage based asset management system.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17	
Total	\$ 2,378.7	\$ 2,176.0	\$ 2,670.9	\$ 1,343.4	-	-	-	\$ 8,569.0	\$ 6,190.3	
<i>Dollars in Thousands</i>										
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17	
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	
	5309 Formula Grant	-	345.1	-	-	-	-	345.1	345.1	
	PRIA	-	-	-	-	-	-	-	-	
	CMAQ Grant	-	-	-	-	-	-	-	-	
	Other Federal Grant	-	-	-	-	-	-	-	-	
Federal Total	-	345.1	-	-	-	-	-	345.1	345.1	
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	
	5309 Formula Grant Match	-	86.3	-	-	-	-	86.3	86.3	
	PRIA Match	-	-	-	-	-	-	-	-	
	CMAQ Grant Match	-	-	-	-	-	-	-	-	
	Other Federal Grant Match	-	-	-	-	-	-	-	-	
	System Performance Funds	2,378.7	1,744.6	2,670.9	1,343.4	-	-	-	8,137.6	5,758.9
	Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	2,378.7	1,830.9	2,670.9	1,343.4	-	-	-	8,223.9	5,845.2	
Grand Total	\$ 2,378.7	\$ 2,176.0	\$ 2,670.9	\$ 1,343.4	-	-	-	\$ 8,569.0	\$ 6,190.3	
<i>Dollars in Thousands</i>										

Operating Impact

This tool will improve rail car reliability based on the ability of engineers to adequately manage and analyze rail car component configurations.

FY2012 Deliverables/Planned Activities

- Develop wireless local area network (WLAN) solution design (requirements/spec) for the rail yards
- Complete design and testing of rail car mileage capture solution
- Asset Configuration Management implementation with data conditioning and application configuration requirements development
- Storeroom Maximo Mobile (Wireless) solution

Planned Activities (6 Year Program)

- 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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Cheverly Abutment
ID: CIP 141

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

None

Project Description

This project provides funding for the design and construction of a wall that will provide long term protection for the Cheverly abutment on the Orange Line.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 7,407.0	-	-	-	-	-	-	\$ 7,407.0	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	2,556.2	-	-	-	-	-	-	2,556.2	-
Federal PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	2,556.2	-	-	-	-	-	-	2,556.2	-
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	639.0	-	-	-	-	-	-	639.0	-
State & Local PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	4,211.8	-	-	-	-	-	-	4,211.8	-
State & Local Total	4,850.8	-	-	-	-	-	-	4,850.8	-
Grand Total	\$ 7,407.0	-	-	-	-	-	-	\$ 7,407.0	-

Dollars in Thousands

Operating Impact

Speed restrictions currently in place at this location will be lifted and normal travel conditions will be restored.

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Contract completion scheduled for the Spring of 2011.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Rail Lifecycle Overhaul
ID: CIP 142

Management Information

Sponsor Department: CENV
Managing Department: CENV
Project Manager: Linda Stoffregen

Useful Life

Years: 40

Related Project(s)

None

Project Description

This project provides upgrades, repairs, and maintenance to rail capital assets that have a life of over one year.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 20,000.0	\$ 20,800.0	\$ 20,863.6	\$ 20,931.9	\$ 20,831.4	\$ 20,831.0	\$ 20,831.0	\$ 124,257.8	\$ 125,088.8
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	16,690.9	16,745.5	16,665.1	16,664.8	16,664.8	66,766.2	83,431.0
PRIIA	-	10,400.0	-	-	-	-	-	10,400.0	10,400.0
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	10,400.0	16,690.9	16,745.5	16,665.1	16,664.8	16,664.8	77,166.2	93,831.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	4,172.7	4,186.4	4,166.3	4,166.2	4,166.2	16,691.6	20,857.8
PRIIA Match	-	10,400.0	-	-	-	-	-	10,400.0	10,400.0
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	20,000.0	-	-	-	-	-	-	20,000.0	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	20,000.0	10,400.0	4,172.7	4,186.4	4,166.3	4,166.2	4,166.2	47,091.6	31,257.8
Grand Total	\$ 20,000.0	\$ 20,800.0	\$ 20,863.6	\$ 20,931.9	\$ 20,831.4	\$ 20,831.0	\$ 20,831.0	\$ 124,257.8	\$ 125,088.8
<i>Dollars in Thousands</i>									

Operating Impact

The capital budget will subsidize these activities reducing the impact to the operating budget.

FY2012 Deliverables/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.

Planned Activities (6 Year Program)

- Labor and the procurement and installation of the parts required to maintain rail cars

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Lifecycle Overhaul
ID: CIP 143

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 12

Related Project(s)

None

Project Description

This project provides upgrades, repairs, and maintenance to bus capital assets that have a life of over one year.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 10,000.0	\$ 10,715.0	\$ 10,748.0	\$ 10,783.0	\$ 10,731.0	\$ 10,731.0	\$ 10,731.0	\$ 63,708.0	\$ 64,439.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	3,516.1	8,598.4	8,626.4	8,584.8	8,584.8	8,584.8	37,910.5	46,495.3
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	3,516.1	8,598.4	8,626.4	8,584.8	8,584.8	8,584.8	37,910.5	46,495.3
State & Local									
5307 Formula Grant Match	-	879.0	2,149.6	2,156.6	2,146.2	2,146.2	2,146.2	9,477.6	11,623.8
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	10,000.0	6,319.9	-	-	-	-	-	16,319.9	6,319.9
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	10,000.0	7,198.9	2,149.6	2,156.6	2,146.2	2,146.2	2,146.2	25,797.5	17,943.7
Grand Total	\$10,000.0	\$10,715.0	\$10,748.0	\$10,783.0	\$10,731.0	\$10,731.0	\$10,731.0	\$63,708.0	\$64,439.0
<i>Dollars in Thousands</i>									

Operating Impact

Cost to maintain new equipment should be the same as maintaining existing equipment.

FY2012 Deliverables/Planned Activities

- Ongoing scheduled replacement of small capitol items on the fleet that must be replaced on a ongoing basis to maintain reliability including but limited to bus body parts, tires, wheel chair lifts, radios, and starters.

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Bus Operations Control Center
ID: CIP 144

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Sherri Eley

Useful Life

Years: -

Related Project(s)

None

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.

Budget & Funding

Budget		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total		\$ 1,603.9	-	-	-	-	-	-	\$ 1,603.9	-
<i>Dollars in Thousands</i>										
Funding		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal	5307 Formula Grant	-	-	-	-	-	-	-	-	-
	5309 Formula Grant	-	-	-	-	-	-	-	-	-
	PRIIA	-	-	-	-	-	-	-	-	-
	CMAQ Grant	-	-	-	-	-	-	-	-	-
	Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total		-	-	-	-	-	-	-	-	-
State & Local	5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
	5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
	PRIIA Match	-	-	-	-	-	-	-	-	-
	CMAQ Grant Match	-	-	-	-	-	-	-	-	-
	Other Federal Grant Match	-	-	-	-	-	-	-	-	-
	System Performance Funds	-	-	-	-	-	-	-	-	-
	Other (Misc. & Debt)	1,603.9	-	-	-	-	-	-	1,603.9	-
State & Local Total		1,603.9	-	-	-	-	-	-	1,603.9	-
Grand Total		\$ 1,603.9	-	-	-	-	-	-	\$ 1,603.9	-
<i>Dollars in Thousands</i>										

Operating Impact

This project is complete

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- Additional space and equipment for the Bus Operatiosn Control Center (BOCC)
- This project closed in FY2011.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Rail Yard Hardening and Bus Security
ID: CIP 145

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: 5-10 years

Related Project(s)

None

Project Description

This project will provide for the hardening of various rail yards and enhance bus security. The funding for this project is provided via a dedicated Federal security grant.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 3,000.0	\$ 10,378.7	\$ 5,187.5	-	-	-	-	\$ 18,566.2	\$ 15,566.2
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	3,000.0	10,378.7	5,187.5	-	-	-	-	18,566.2	15,566.2
Federal Total	3,000.0	10,378.7	5,187.5	-	-	-	-	18,566.2	15,566.2
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	-	-	-	-	-
Grand Total	\$ 3,000.0	\$ 10,378.7	\$ 5,187.5	-	-	-	-	\$ 18,566.2	\$ 15,566.2
<i>Dollars in Thousands</i>									

Operating Impact

Initial maintenance costs are included in the grant. Will improve Metro System Security.

FY2012 Deliverables/Planned Activities

- 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

Planned Activities (6 Year Program)

- 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

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Capital Improvement Program**

Project: Mainline No. 8 Switch Replacement Program
ID: CIP 146

Management Information

Sponsor Department: CENI
Managing Department: TSSM
Project Manager: Steven Larkins

Useful Life

Years: Various

Related Project(s)

CIP 024

Project Description

This project will fund additional personnel to replace the remaining mainline unguarded No. 8 turnouts in accordance with the NTSB recommendations.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 1,000.0	\$ 5,331.0	-	-	-	-	-	\$ 6,331.0	\$ 5,331.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	500.0	2,665.5	-	-	-	-	-	3,165.5	2,665.5
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	500.0	2,665.5	-	-	-	-	-	3,165.5	2,665.5
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	500.0	2,665.5	-	-	-	-	-	3,165.5	2,665.5
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	500.0	2,665.5	-	-	-	-	-	3,165.5	2,665.5
Grand Total	\$ 1,000.0	\$ 5,331.0	-	-	-	-	-	\$ 6,331.0	\$ 5,331.0

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Hire and train personnel
- Replace 16 mainline turnouts.

Planned Activities (6 Year Program)

- Hire and train personnel
- Replace mainline turnouts.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: FBI National Electronic Countermeasures Program
ID: CIP 147

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Ronald Pavlik

Useful Life

Years: -

Related Project(s)

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 351.0	-	-	-	-	-	-	\$ 351.0	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	351.0	-	-	-	-	-	-	351.0	-
Federal Total	351.0	-	-	-	-	-	-	351.0	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	-	-	-	-	-
Grand Total	\$ 351.0	-	-	-	-	-	-	\$ 351.0	-

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Receive vehicles and specialized equipment.

Planned Activities (6 Year Program)

- Purchase of equipment and training for participation in the FBI National Electronic Countermeasures Program.

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Repair of Damaged Railcars
ID: CIP 148

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Ken Morford

Useful Life

Years: 40

Related Project(s)

None

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. Unrepairable railcars are to be scrapped.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 8,053.4	-	-	-	-	-	-	\$ 8,053.4	-

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	8,053.0	-	-	-	-	-	-	8,053.0	-
State & Local Total	8,053.0	-	-	-	-	-	-	8,053.0	-
Grand Total	\$ 8,053.0	-	-	-	-	-	-	\$ 8,053.0	-

Dollars in Thousands

Operating Impact

Reduce car availability

FY2012 Deliverables/Planned Activities

- Begin in-house repairs
- Scrap cars that are beyond economic repair
- Outsource repairs as required
- Begin determination of reparability of railcars involved in June 22, 2009 Red Line accident

Planned Activities (6 Year Program)

- Repair of six of twelve Metro railcars that were involved in West Falls Church accident
- Repair of railcars involved in June 22, 2009 Red Line accident

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Transit Asset Management System
ID: CIP 149

Management Information

Sponsor Department: TIES
Managing Department: DGMO
Project Manager: Randy Pozzi

Useful Life

Years: -

Related Project(s)

None

Project Description

The intent of this pilot project is to develop an agency asset management model that 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	\$ 3,000.0	-	-	-	-	-	-	\$ 3,000.0	-
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	480.0	-	-	-	-	-	-	480.0	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	2,400.0	-	-	-	-	-	-	2,400.0	-
Federal Total	2,880.0	-	-	-	-	-	-	2,880.0	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	120.0	-	-	-	-	-	-	120.0	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	120.0	-	-	-	-	-	-	120.0	-
Grand Total	\$ 3,000.0	-	-	-	-	-	-	\$ 3,000.0	-
<i>Dollars in Thousands</i>									

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Develop task for consultants. Outline asset management strategic plan.
- Panel of expertise will review asset classification and certification process.
- Inventory assets

Planned Activities (6 Year Program)

- Develop asset management model

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Fire Systems
ID: CIP 150

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: Various

Related Project(s)

None

Project Description

This project upgrades existing Fire Alarm systems in auxiliary facilities and provide 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 2,160.0	\$ 10,000.0	\$ 13,000.0	-	-	-	\$ 25,160.0	\$ 25,160.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-	-	-
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	-	-	-	-	-	-	-	-
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	2,160.0	-	13,000.0	-	-	-	15,160.0	15,160.0
Other (Misc. & Debt)	-	-	10,000.0	-	-	-	-	10,000.0	10,000.0
State & Local Total	-	2,160.0	10,000.0	13,000.0	-	-	-	25,160.0	25,160.0
Grand Total	-	\$ 2,160.0	\$ 10,000.0	\$ 13,000.0	-	-	-	\$ 25,160.0	\$ 25,160.0
<i>Dollars in Thousands</i>									

Operating Impact

Will improve Metro System Safety and Security. Will increase maintenance costs.

FY2012 Deliverables/Planned Activities

- Develop design for Halon removal in VA locations.
- Develop scope and preliminary design to upgrade fire alarm system for auxiliary facilities.

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Station Cooling Program
ID: CIP 151

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Mark H. Magnussen

Useful Life

Years: 15-20 years

Related Project(s)

None

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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 3,255.0	\$ 3,580.5	-	-	-	-	\$ 6,835.5	\$ 6,835.5
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	2,604.0	2,864.4	-	-	-	-	5,468.4	5,468.4
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	2,604.0	2,864.4	-	-	-	-	5,468.4	5,468.4
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	651.0	716.1	-	-	-	-	1,367.1	1,367.1
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	-	-	-	-	-	-
State & Local Total	-	651.0	716.1	-	-	-	-	1,367.1	1,367.1
Grand Total	-	\$ 3,255.0	\$ 3,580.5	-	-	-	-	\$ 6,835.5	\$ 6,835.5
<i>Dollars in Thousands</i>									

Operating Impact

Project is designed to keep cooling systems functioning properly and improve customer service.

FY2012 Deliverables/Planned Activities

- Work to be performed is the replacement of a chiller, two cooling towers, and air conditioning units in two stations. Contractors will procure and install this equipment.
- A multi-year contract will also be awarded for work in FY13 with options for out years.

Planned Activities (6 Year Program)

- Overhaul chillers (7 & 14 years); replace at 20 years
- Replace cooling towers
- Replace air conditioning units

Washington Metropolitan Area Transit Authority FY2012 Budget - Capital Improvement Program

Project: Parking Garage Rehabilitation
ID: CIP 152

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 30

Related Project(s)

None

Project Description

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. 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.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Total	-	\$ 1,000.0	\$ 3,000.0	\$ 3,000.0	-	-	-	\$ 7,000.0	\$ 7,000.0
<i>Dollars in Thousands</i>									
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2011-16	FY2012-17
Federal									
5307 Formula Grant	-	-	-	-	-	-	-	-	-
5309 Formula Grant	-	800.0	2,400.0	-	-	-	-	3,200.0	3,200.0
PRIIA	-	-	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-	-	-
Other Federal Grant	-	-	-	-	-	-	-	-	-
Federal Total	-	800.0	2,400.0	-	-	-	-	3,200.0	3,200.0
State & Local									
5307 Formula Grant Match	-	-	-	-	-	-	-	-	-
5309 Formula Grant Match	-	200.0	600.0	-	-	-	-	800.0	800.0
PRIIA Match	-	-	-	-	-	-	-	-	-
CMAQ Grant Match	-	-	-	-	-	-	-	-	-
Other Federal Grant Match	-	-	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-	-	-
Other (Misc. & Debt)	-	-	-	3,000.0	-	-	-	3,000.0	3,000.0
State & Local Total	-	200.0	600.0	3,000.0	-	-	-	3,800.0	3,800.0
Grand Total	-	\$ 1,000.0	\$ 3,000.0	\$ 3,000.0	-	-	-	\$ 7,000.0	\$ 7,000.0
<i>Dollars in Thousands</i>									

Operating Impact

Maintenance costs will be reduced as a result of rehabilitation.

FY2012 Deliverables/Planned Activities

- Engineering design for mid-life rehabilitation of three parking garages (Suitland, Branch Ave, and Vienna)

Planned Activities (6 Year Program)

- Rehabilitation of three parking garages

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Bus Rehabilitation Program

ID: CIP 005

Budget: \$ 30,081,400

Management Information

Sponsor Department: BUS

Managing Department: BMNT

Project Manager: Phil Wallace

Project Description

This project will provide components necessary to rehabilitate buses, including but not limited to, electrical and mechanical parts. Programs include the Bus rehab, Transmission Overhaul, Engine Overhaul, Electronic Rebuild, and Small Components Rebuild and will result in rehabilitation of 100 buses in FY2012 and 600 buses from FY2012-17.

Force Account Summary

Cost: \$ 12,000,000

Straight Time Hours: 250,000

Overtime Hours: 50,000

Total Hours: 300,000

Safety & Security

-

Union Agreement

Rehabilitation facilities are staffed with Union Mechanics.

Exclusive Expertise

Expertise to rehabilitate 100 buses per year is not locally available.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Track Welding Program

ID: CIP 018

Budget: \$ 2,655,700

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

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. Currently there are approximately 1,750 open rail joints systemwide. As a result of running rail replacement, approximately 400 new open joints are created each year. In addition, the rail and 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. This will result in 3,000 welded joints completed from FY2012-FY2017.

Force Account Summary

Cost:	\$ 1,212,263
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Straight Time Hours:	24,960
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Overtime Hours:	-
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Total Hours:	24,960
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Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

Supported by WMATA's workforces who have been trained in specialized WMATA safety and operational procedures for working in the trackbed, along the right-of-way, and in the stations of the MetroRail system. These procedures include the establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on MetroRail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Track Floating Slab Rehabilitation

ID: CIP 019

Budget: \$ 1,409,600

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project 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 by replacing failed isolation pads and restore the track structure to the proper elevation. Metro has an inventory of 45,530 linear feet of floating slabs. This project will result in retrofit of 2,700 linear feet in FY2012 and 16,200 linear feet from FY2012-17.

Force Account Summary

Cost: \$ 1,052,914

Straight Time Hours: 18,720

Overtime Hours: 1,920

Total Hours: 20,640

Safety & Security

-

Union Agreement

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Exclusive Expertise

The floating slabs will be retrofitted by WMATA's workforces who have been trained in specialized WMATA safety and operational procedures for working in the trackbed, along the right-of-way, and in the stations of the MetroRail system. These procedures include the establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on MetroRail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Replacement of Rail Track Signage

ID: CIP 020

Budget: \$ 1,060,400

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

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.). Will result in replacement of 18,000 chain markers and 3,000 signs from FY2012-FY2017.

Force Account Summary

Cost:	\$	<u>714,379</u>
Straight Time Hours:		12,480
Overtime Hours:		<u>1,260</u>
Total Hours:		13,740

Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The ROW graphics will be fabricated and installed by WMATA's workforces who have been trained in specialized WMATA safety and operational procedures for working in the trackbed, along the right-of-way, and in the stations of the MetroRail system. These procedures include the establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on MetroRail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Track Pad/Shock Absorber Rehabilitation

ID: CIP 021

Budget: \$ 4,097,000

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project will maintain track structure integrity by rehabilitating the grout/plinth pads. In addition, sections of track structure require rehabilitation to accept the new fasteners, switches, and switch machines required needed to sustain safe and efficient rail operations. Metro has an inventory of approximately 160 miles of grout pads (844,800 linear feet). Rehabilitation of the aerial grout pads is limited to the spring, summer and fall. During the winter months, TSSM rehabilitates the grout pads in the Metro tunnels. The track geometry, cross-level, and gauge are maintained by the rail fasteners. The grout/plinth pads provide elevation and support for the running rails and are the main support for the rail fasteners. This project will result in rehabilitation of 5,000 linear feet in FY2012 and 30,000 linear feet from FY2012-17.

Force Account Summary

Cost: \$ 1,712,774

Straight Time Hours: 29,120

Overtime Hours: 3,590

Total Hours: 32,710

Safety & Security

-

Union Agreement

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Exclusive Expertise

The ROW grout/plinth pads will be renewed by WMATA's workforces who have been trained in specialized WMATA's safety and operational procedures for working in the track bed and along the right-of-way of the Metrorail system. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Track Structural Rehabilitation

ID: CIP 022

Budget: \$ 4,036,900

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project will rehabilitate structural components and restore the track structures, such as elevated platforms, bridges, and retaining walls to their designed load carrying capacity. These rehabilitations are critical, as the loss of one of these structures could result in the functional loss of an entire Metrorail line segment.

Force Account Summary

Cost:	\$ 1,209,314
Straight Time Hours:	18,720
Overtime Hours:	3,780
Total Hours:	22,500

Safety & Security

-

Union Agreement

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Exclusive Expertise

The ROW structures will be rehabilitated by WMATA's workforces who have been trained in specialized WMATA's safety and operational procedures for working in the track bed and along the right-of-way of the Metrorail system. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Track Rehabilitation

ID: CIP 024

Budget: \$ 40,518,700

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project will fund 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 unserviceable due to deterioration, excessive wear, or defects. Track & Structures System Maintenance rehabilitates the track infrastructure by replacing running rail, cross ties, direct fixation fasteners, third rail insulators, and turnouts annually. This project will result in 60 miles of running rail rehabilitation, purchase/ installation of 180 turnouts, 90,000 direct fixation fasteners and 48,000 crossties from FY2012-FY2017.

Force Account Summary

Cost: \$ 21,334,785

Straight Time Hours: 220,180

Overtime Hours: 145,000

Total Hours: 365,180

Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The ROW track infrastructure will be rehabilitated by WMATA's workforces who have been trained in specialized WMATA's safety and operational procedures for working in the track bed and along the right-of-way of the Metrorail system. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Station/Tunnel Leak Mitigation

ID: CIP 026

Budget: \$ 3,298,300

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project will restore and maintain the structural integrity of the tunnel liners, preventing leaks and prevent the corrosion of wayside systems, equipment, and track components. Station Tunnel Leak Mitigation eliminates unsafe wet conditions for Metrorail passengers and prevents service delays resulting from water intrusion. This project will result in the mitigation of 10,200 leaks over six years; 1,700 of which will be fixed in FY2012.

Force Account Summary

Cost:	\$ 2,813,297
Straight Time Hours:	54,080
Overtime Hours:	1,795
Total Hours:	55,875

Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The station and tunnel leaks will be repaired by WMATA's workforces who are trained to work in underground electrical railroad stations and tunnels. These employees have been trained to operate the leak repair equipment and work trains that are used to travel to and from the work locations. Also, they are certified in WMATA's safety and operational procedures, including emergency power removal and train flagging procedures to prevent accidents and injuries. This exclusive expertise, the safety and efficiency of the tunnel leak repair activity and MetroRail Operations require the use of in-house forces.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Switch Machine Rehabilitation Project

ID: CIP 027

Budget: \$ 949,600

Management Information

Sponsor Department: TSSM

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project will improve the safety and reliability of the interlocking track structure by replacing selected switch machines as scheduled or as related to service delays. This work is necessary to ensure Metrorail system reliability. Will result in rehabilitation of 120 switch machines from FY2012 to FY2017.

Force Account Summary

<u>Cost:</u>	\$	718,228
Straight Time Hours:		11,440
<u>Overtime Hours:</u>		2,000
Total Hours:		13,440

Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The switch machines will be rehabilitated by WMATA's workforces who are trained in automatic train control and WMATA's safety and operational procedures for working in the trackbed and along the right-of-way of MetroRail System. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on MetroRail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Warehouse Vertical Storage Units/Shelving

ID: CIP 029

Budget: \$ 766,000

Management Information

Sponsor Department: PRMT

Managing Department: CENI

Project Manager: Arthur Noyes

Project Description

This project will include but not be limited to procurement and installation of vertical storage units, shelving, and racking for storage of repair parts to allow greater storage capacity, greater inventory accuracy, and enhanced safety.

Force Account Summary

Cost:	\$	40,000
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Straight Time Hours:	-
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Overtime Hours:	400
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Total Hours:	400
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Safety & Security

None

Union Agreement

None

Exclusive Expertise

The force account funds will be used to pay WMATA warehouse employees to move materials out of construction areas and back. Force account staff possesses familiarity with the warehouse and knows where the materials are located.

Cost Savings

None

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Currency Processing Machines

ID: CIP 030

Budget: \$ 1,456,096

Management Information

Sponsor Department: TRES

Managing Department: CENI

Project Manager: Roy Fraser

Project Description

This project will replace existing currency machines with newer machines with advanced technology and software that will reduce breakdowns and increase efficiency up to 50%. The currency machines currently in use have exceeded their life expectancy and have thus become unreliable. Cash counting operations are slowed when machines are out of service.

Force Account Summary

Cost:	\$	50,960
Straight Time Hours:		402
Overtime Hours:		497
Total Hours:		899

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

Cost Savings

-

**Washington Metropolitan Area Transit Authority
Proposed Force Account Plan - FY2012**



Project: Fare Media Encoders
ID: CIP 032
Budget: \$ 579,000

Management Information

Sponsor Department: TRES
Managing Department: CENI
Project Manager: Royland Fraser

Project Description

This project will replace 3 high-speed fare media encoders, which encode the various types of paper magnetic strip fare cards. The existing fare media encoders have exceeded their life expectancy by 5 years, and are obsolete to the point that parts must be re-engineered and created. Frequent breakdown of these machines results in lost productivity and overtime costs.

Force Account Summary

Cost:	\$	6,000
<hr/>		
Straight Time Hours:		85
Overtime Hours:		-
<hr/>		
Total Hours:		85

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

**Washington Metropolitan Area Transit Authority
Proposed Force Account Plan - FY2012**



Project: Bicycle & Pedestrian Facilities: Capacity Improvements
ID: CIP 035
Budget: \$ 1,019,300

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Kristin Haldeman

Project Description

This project will develop and implement projects designed to increase bicycle access and parking capacity as well as improve pedestrian connections and pathways to Metrorail stations by constructing 3,000 new parking spaces for bicycles by 2020. In addition, this project will improve safety and wayfinding, create direct pedestrian connections along walk/bike desire lines to stations, and correct difficult or unsafe crossings and intersections.

Force Account Summary

<u>Cost:</u>	\$	<u>71,500</u>
Straight Time Hours:		500
<u>Overtime Hours:</u>		<u>850</u>
Total Hours:		1,350

Safety & Security
-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise
-

Cost Savings
-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Replacement of Bicycle Racks & Lockers

ID: CIP 036

Budget: \$ 419,000

Management Information

Sponsor Department: PLJD

Managing Department: PLJD

Project Manager: Kristin Haldeman

Project Description

This project will replace remaining Rack III style bike racks which are deteriorating rapidly, replace other racks that are structurally damaged, and implement a locker replacement plan.

Force Account Summary

Cost:	\$	50,000
Straight Time Hours:		-
Overtime Hours:		1,100
Total Hours:		1,100

Safety & Security

-

Union Agreement

Internal forces will be used for rack and locker replacement. Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Bus Priority Corridor Network Enhancements

ID: CIP 037

Budget: \$ 3,553,000

Management Information

Sponsor Department: BUS

Managing Department: BPLN

Project Manager: Dinesh Patel

Project Description

This project will assist local governments and State DOTs with implementation of road and traffic measures, such as bus shelter maps, bus flag and pole deployment, next bus, queue jump lane, signal priorities, bus stop information, queue jumpers, bus bulbs, painted lanes, and left turn priorities, priority corridor network studies, CES studies and Program Management support to support the Bus Priority Corridor Plan. Enhancements are also planned for bus stops, transit centers and customer information displays. This project will improve transit speed and reliability, give buses priority on roads, and enhance transit identity and image.

Force Account Summary

Cost:	\$	555,000
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Straight Time Hours:	5,455
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Overtime Hours:	1,364
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Total Hours:	6,819
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Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

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Exclusive Expertise

-

Cost Savings

Cost Savings measures will be prepared during design process and value engineering will be adopted for savings.

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Bus Operations Support Software

ID: CIP 043

Budget: \$ 1,991,570

Management Information

Sponsor Department: IT

Managing Department: IT

Project Manager: Robert Kramer

Project Description

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

Force Account Summary

Cost:	\$	20,000
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Straight Time Hours:	-
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Overtime Hours:	200
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Total Hours:	200
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Safety & Security

Fleetwatch (FMS) project requires escort service from power office to install power supply for the FMS system to be installed at garages and yard fueling locations.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Network and Communications

ID: CIP 052

Budget: \$ 5,003,320

Management Information

Sponsor Department: IT

Managing Department: IT

Project Manager: Chuck Wolfe

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.

Force Account Summary

Cost:	\$	800,000
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Straight Time Hours:	-
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Overtime Hours:	5,000
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Total Hours:	5,000
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Safety & Security

-

Union Agreement

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Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: 2000/3000 Series Rail Car Mid-Life Rehabilitation

ID: CIP 058

Budget: \$ 3,030,700

Management Information

Sponsor Department: TIES

Managing Department: CENV

Project Manager: Ken Morford

Project Description

This project will complete the mid-life rehabilitation of the 2000 and 3000 Series rail cars. Final project close-out will occur in FY2012 when the warranty and reliability period ends which will result in rehabilitation of 366 railcars.

Force Account Summary

Cost:	\$	150,000
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Straight Time Hours:	-
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Overtime Hours:	2,000
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Total Hours:	2,000
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Safety & Security

-

Union Agreement

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Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the 2000/3000 Series railcars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: 6000 Series Rail Car Procurement

ID: CIP 062

Budget: \$ 2,761,400

Management Information

Sponsor Department: TIES

Managing Department: CENV

Project Manager: Dave Hughson

Project Description

This project will complete the 6000-Series rail car procurement options. All cars were placed into service in FY 2009. Projected completion of the warranty and reliability period is FY2014. Includes other miscellaenous work such as wrong side door and emergency exterior door release.

Force Account Summary

Cost:	\$ 30,000
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Straight Time Hours:	-
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Overtime Hours:	400
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Total Hours:	400
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Safety & Security

-

Union Agreement

-

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the 6000 Series railcars.. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Rehabilitation Program

ID: CIP 063

Budget: \$ 21,522,000

Management Information

Sponsor Department: TIES

Managing Department: CMNT

Project Manager: Gene Garzone

Project Description

This project will provide for the annual procurement of major repairable rail car components to support the maintenance of the fleet in a state of good performance. Major railcar components must be switched out on a regular basis. While these assemblies can sometimes be refurbished and re-used, eventually they will have to be removed from use completely. Therefore, a certain quantity of new components must be acquired each year. 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.

Force Account Summary

Cost: \$ 8,000,000

Straight Time Hours: 142,000

Overtime Hours: 30,000

Total Hours: 172,000

Safety & Security

Performing organic component overhaul assures all repairable assets remain totally within the hands-on control of WMATA resources. It eliminates all logistic transportation costs, and avoids the potential for unauthorized access to critical, sensitive, and safety sensitive assets.

Union Agreement

Section 310, as contained within the Local 689 Collective bargaining Agreement, provides for a major repair and overhaul staff, whose sole purpose is to perform required scheduled maintenance tasks. Section 311, focuses on the performance of scheduled inspections of the rail car fleet and shop support equipment, as well and the timely performance of running maintenance, making rail car assets available to meet WMATA peak service requirements.

Exclusive Expertise

WMATA maintenance technicians have routinely performed component scheduled overhaul requirements for over 30 years. Overhaul job plans have been established in accordance with overhaul procedures, are periodically reviewed and updated by the Rail Car Engineering Group. The job plans are implemented within Section 310, and oversight is maintained by a Supervisory, Management and Quality Assurance staff. Employees assigned to perform the tasks are trained, and thru repetition, have become highly qualified, most readily available and best economical source for satisfying maintenance needs.

Cost Savings

Approximately 15,000 individual components, assemblies and subassemblies are overhauled by Section 310 each year. Estimated total cost for outsourcing the overhaul, coupled with logistics costs including labor for packing, crating, transportation, data entry, etc, could easily double the overall cost. Outsourcing presents high risk scenarios, and if rail cars remain out of service, awaiting parts, additional cost would be incurred. In the final analysis, detailed cost savings can be estimated at \$8.0M to \$12.0M.

**Washington Metropolitan Area Transit Authority
Proposed Force Account Plan - FY2012**



Project: 1000 Series Rail Car HVAC Rehabilitation
ID: CIP 064
Budget: \$ 2,152,000

Management Information

Sponsor Department: TIES
Managing Department: CENV
Project Manager: Jeff Thompson

Project Description

This project will provide for the repair or replacement of major components including HVAC and circuit breakers, on the 1000 Series railcars to keep the cars operational until replacement cars start to be received in FY2015. Will result in repair of 291 HVAC units and 300 circuit breakers.

Force Account Summary

Cost:	\$	31,000
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Straight Time Hours:		-
Overtime Hours:		164
Total Hours:		164

Safety & Security

-

Union Agreement

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Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the 1000 series rail cars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Geometry Vehicle

ID: CIP 065

Budget: \$ 8,928,269

Management Information

Sponsor Department: TIES

Managing Department: CENV

Project Manager: Dennis Lemke

Project Description

This project will procure a track geometry vehicle to analyze track conditions and will complete the required capabilities of the inspection system. Owning a vehicle of this type will allow 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.

Force Account Summary

Cost:	\$	120,000
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Straight Time Hours:	1,400
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Overtime Hours:	-
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Total Hours:	1,400
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Safety & Security

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Union Agreement

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Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Shop Repair Equipment

ID: CIP 066

Budget: \$ 6,571,300

Management Information

Sponsor Department: CMNT

Managing Department: CENI

Project Manager: Arthur Noyes

Project Description

This project will replace maintenance and shop equipment that has reached the end of its useful life in order to provide reliability for the delivery of quality service. The scope may include but not limited to overhead cranes, rail train lifts, hoists, industrial shop air compressors, service elevators, hoisting mechanisms, wheel truing machines and electrical controls.

Force Account Summary

<u>Cost:</u>	\$	<u>295,709</u>
Straight Time Hours:		2,331
<u>Overtime Hours:</u>		<u>2,886</u>
Total Hours:		5,217

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities during construction.

Union Agreement

Exclusive Expertise

Cost Savings

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Car Safety & Reliability Enhancements

ID: CIP 067

Budget: \$ 8,737,000

Management Information

Sponsor Department: TIES

Managing Department: CENV

Project Manager: Joseph Reynolds

Project Description

This project will perform 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. It resolves compatibility issues across the various fleets and infrastructure related to changes and aging in technology and components.

Force Account Summary

Cost:	\$	592,500
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Straight Time Hours:	7,900
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Overtime Hours:	-
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Total Hours:	7,900
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Safety & Security

-

Union Agreement

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Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on all Series of railcars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Test Track & Commissioning Facility

ID: CIP 071

Budget: \$ 3,000,000

Management Information

Sponsor Department: CENV

Managing Department: MCAP

Project Manager: John Thomas

Project Description

This project will design and construct 10,000 feet of track between College Park and Greenbelt metrorail stations. 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 ft. of test track and a 25,000 sq. ft. facility.

Force Account Summary

Cost:	\$	60,000
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Straight Time Hours:	-
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Overtime Hours:	1,200
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Total Hours:	1,200
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Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

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Exclusive Expertise

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Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Elevator Rehabilitation

ID: CIP 072

Budget: \$ 3,990,300

Management Information

Sponsor Department: ELES

Managing Department: ELES

Project Manager: Jeff Griffin

Project Description

This project will fund the rehabilitation, code, and safety upgrades of the oldest and poorest performing elevators and is necessary to maintain elevator availability and reliability. Additionally, elevators are rehabilitated with energy saving devices. Locations for rehabilitation will be tied to the System Infrastructure Rehabilitation Program schedule. This project will result in 22 elevator rehabilitations over six years.

Force Account Summary

Cost:	\$	50,000
Straight Time Hours:		430
Overtime Hours:		320
Total Hours:		750

Safety & Security

-

Union Agreement

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Exclusive Expertise

Enlist the assistance of WMATA departments such as Track and Structure for core drilling holes for hydraulic oil lines and System Maintenance for installation and/or repairs to the fire intrusion system, repairs to the deluge system and installation of additional lighting fixtures to meet Code illumination requirements.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Escalator Rehabilitation

ID: CIP 073

Budget: \$ 14,465,000

Management Information

Sponsor Department: ELES

Managing Department: ELES

Project Manager: Jeff Griffin

Project Description

This project will fund the rehabilitation, code, and safety upgrades of the oldest and poorest performing escalators. Necessary to maintain escalator availability and reliability. Additionally, escalators are rehabilitated with energy saving devices. Locations for rehabilitation will be tied to the System Infrastructure Rehabilitation Program schedule. Will result in 97 escalator rehabilitations and 3 escalator replacements.

Force Account Summary

Cost:	\$	100,000
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Straight Time Hours:	865
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Overtime Hours:	665
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Total Hours:	1,530
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Safety & Security

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Union Agreement

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Exclusive Expertise

Enlist the assistance of WMATA departments such as Track and Structure for core drilling holes for hydraulic oil lines and System Maintenance for installation and/or repairs to the fire intrusion system, repairs to the deluge system and installation of additional lighting fixtures to meet Code illumination requirements.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Installation of Parking Lot Credit Card Readers

ID: CIP 074

Budget: \$ 2,750,075

Management Information

Sponsor Department: PARK

Managing Department: PARK

Project Manager: Patrick Schmitt

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 of this project will automate Parking Access and Revenue Control providing remote communication between payment lanes and a Parking Operations Center. This project will result in 40 credit card readers and 3 servers.

Force Account Summary

Cost:	\$ 250,000
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Straight Time Hours:	-
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Overtime Hours:	2,080
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Total Hours:	2,080
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Safety & Security

The labor cost is attributable to the required safety and security escorts necessary for contractor personal when working in the System.

Union Agreement

Exclusive Expertise

Cost Savings

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Bladensburg Shop Reconfiguration

ID: CIP 078

Budget: \$ 6,548,800

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Arthur Noyes

Project Description

This project will reconfigure the Bladensburg Heavy Overhaul Shop to provide additional workspace (6 to 9 service bays) for the maintenance of buses and storage of 145 buses. It supports increased fleet size and allow proper bus maintenance and reliability to meet customer needs.

Force Account Summary

Cost:	\$	294,696
Straight Time Hours:		2,323
Overtime Hours:		2,876
Total Hours:		5,199

Safety & Security

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Union Agreement

Exclusive Expertise

Cost Savings

Washington Metropolitan Area Transit Authority Proposed Force Account Plan - FY2012



Project: Station Enhancements Program

ID: CIP 087

Budget: \$ 7,832,420

Management Information

Sponsor Department: OPSV

Managing Department: PLNT

Project Manager: Tom Morrison

Project Description

This project will provide for the enhancement of station concrete and architectural features, rehabilitation of doors and railings, and repair of paver tile and granite on a periodic basis. Work also includes painting, spot tile and sign replacements, rehabilitation of all metal surfaces (machines, railing, benches, bus bay shelters, poles, etc.), station graphics repair, and hydro-pressure washing of all masonry surfaces. Failure to perform this work will result in a deterioration of the appearance of the stations and may pose safety issues with loose or missing paver tile. Twelve full station rehabilitations and twelve mini station rehabilitations will be performed on an annual basis.

Force Account Summary

Cost: \$ 7,832,000

Straight Time Hours: 149,760

Overtime Hours: 13,000

Total Hours: 162,760

Safety & Security

Replacement of cracked tiles and better visibility in stations result in safer environments.

Union Agreement

Labor performed by 67 various craft personnel under local 689. Agreement between WMATA and Local Union 689 of the Amalgamated Transit Union AFL-CIO : The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

-

Cost Savings

All work performed by in-house personnel. Work performed by Metro personnel can be performed an estimated 40 percent less cost then contracting the work out. Stations undergo and extensive cleaning and painting every 3.75 years.

Washington Metropolitan Area Transit Authority Proposed Force Account Plan - FY2012



Project: Track Fasteners
ID: CIP 089
Budget: \$ 2,053,200

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Steven Larkins

Project Description

This project will replace track fasteners that, when worn out, cause stray current and have often been found to be the cause of fires on the system. Track fasteners are an integral structural component of the track system that needs to be replaced periodically. Metro has an inventory of 504,514 fasteners systemwide. This project will result in 300,000 track fasteners over six years; 50,000 of which will be installed in FY2012.

Force Account Summary

<u>Cost:</u>	\$ 873,730
Straight Time Hours:	-
<u>Overtime Hours:</u>	11,700
Total Hours:	11,700

Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The ROW track infrastructure will be rehabilitated by WMATA's workforces who have been trained in specialized WMATA's safety and operational procedures for working in the track bed and along the right-of-way of the Metrorail system. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Automatic Fare Collection Machines

ID: CIP 091

Budget: \$ 1,074,800

Management Information

Sponsor Department: ESVC

Managing Department: CENI

Project Manager: Diana Bowdry

Project Description

This project will purchase and install additional Fare Collection Equipment to accommodate additional riders and provide upgraded Automatic Fare Collection (AFC) equipment parts in the rail system that are obsolescent and/or aging. Additional equipment is needed to accommodate this additional ridership, reduce lines and improve customer service. Equipment will be installed at locations where ridership has increased beyond the capacity of the equipment currently installed with other equipment is replaced to ensure reliability and appropriate revenue collection.

Force Account Summary

Cost:	\$	75,250
Straight Time Hours:		593
Overtime Hours:		734
Total Hours:		1,328

Safety & Security

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Union Agreement

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Exclusive Expertise

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Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Integrating regional NEXTFARE System

ID: CIP 093

Budget: \$ 955,000

Management Information

Sponsor Department: TRES

Managing Department: TRES

Project Manager: Ramon Abramovich

Project Description

This project will replace and upgrade regional NEXTFARE collection system. The current fare collection system requires upgrading or replacement as technology changes, and for improved regional fare collection. This project will result in 250 Compact Point of Sale equipment

Force Account Summary

Cost:	\$	50,000
Straight Time Hours:		-
Overtime Hours:		720
Total Hours:		720

Safety & Security

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Union Agreement

-

Exclusive Expertise

Metro staff knows the technical details of the equipment that will be modified by contractor and will be able to provide corrective maintenance of any equipment that is not properly functioning at beginning of modification.

Cost Savings

Metro Staff is less expensive than other resources that may be available and have requisite knowledge.

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Rehabilitation Tier 1: Dupont to Silver Spring

ID: CIP 107

Budget: \$ 26,350,000

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Kenneth Spain

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. Stations included in this contract were completed and put into service between 1976 and 1978. Work will include all systems and infrastructure to increase overall efficiency.

Force Account Summary

Cost:	\$ 5,238,436
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Straight Time Hours:	41,294
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Overtime Hours:	51,126
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Total Hours:	92,420
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Safety & Security

Force account used for safety/security and special expertise for escorts, train crews, power personnel, and communications personnel. Includes supervisor.

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Rehabilitation Tier 1: National Airport to Stadium Armory

ID: CIP 110

Budget: \$ 63,782,714

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Richard Shiflet

Project Description

This project is a rail line segment rehabilitation of the Orange/Blue/Yellow Lines from National Airport to Stadium Armory which includes 18 Stations. Stations in this contract were completed and put into service between 1977 and 1978. Work will include all systems and infrastructure to increase overall efficiency.

Force Account Summary

Cost: \$ 5,740,444

Straight Time Hours: 45,251

Overtime Hours: 56,025

Total Hours: 101,277

Safety & Security

Force account used for safety/security and special expertise for escorts, train crews, power personnel, and communications personnel. Includes supervisor.

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton

ID: CIP 116

Budget: \$ 15,499,360

Management Information

Sponsor Department: ESVC

Managing Department: ESVC

Project Manager: Mark Magnussen

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 contract will include items from the Inventory Database and other items identified by rail operations and maintenance, security and environmental to enhance operations and maintenance activities and provide a better work environment. The scope of work depending on the specific facility will vary. Work will include all systems and infrastructure to increase overall efficiency.

Force Account Summary

Cost:	697,455
Straight Time Hours:	5,498
Overtime Hours:	6,807
Total Hours:	12,305

Safety & Security

Force account used for safety/security and special expertise for escorts, train crews, power personnel, and communications personnel. Includes supervisor.

Union Agreement

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Bus Garage Facility Repairs Tier 1: Western, Northern and Landover

ID: CIP 119

Budget: \$ 25,947,200

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Arthur Noyes

Project Description

This project is a bus facility rehabilitation of Western, Northern, and Landover bus garages and other auxiliary facilities, including Metro Supply Facility, Landover Open Storage and Blair Road Support Shop. The facilities were originally put in service between 1906 and 1989. Work will include rehabilitation of all systems and infrastructure to increase overall efficiency.

Force Account Summary

Cost:	\$ 1,167,624
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Straight Time Hours:	9,204
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Overtime Hours:	11,396
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Total Hours:	20,600
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Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

Exclusive Expertise

Cost Savings

**Washington Metropolitan Area Transit Authority
Proposed Force Account Plan - FY2012**



Project: Support Equipment - MTPD
ID: CIP 127
Budget: \$ 1,029,800

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Ronald Pavlik

Project Description

This project will fund the replace of damaged or to upgrade law enforcement equipment used for patrols, criminal investigations, surveillance and training. The project will also to provide secure equipment storage space.

Force Account Summary

Cost:	\$ 200,000
<hr/>	
Straight Time Hours:	-
Overtime Hours:	3,077
Total Hours:	3,077

Safety & Security

The nature of this work and the project location requires internal personnel to complete the tasks associated with this project. Equipment storage space will be constructed on existing MTPD property that houses special operations staff and equipment. Escorts will be needed to make sure security facility and equipment are secured.

Union Agreement

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Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Elevator/Escalator Repairables

ID: CIP 132

Budget: \$ 4,825,300

Management Information

Sponsor Department: ELES

Managing Department: ELES

Project Manager: Ron Pittman

Project Description

This project will provide for the capital repairs, upgrades, and replacement components for those beyond repair for elevators and escalators.

Force Account Summary

Cost: \$ 2,500,000

Straight Time Hours: 54,080

Overtime Hours: -

Total Hours: 54,080

Safety & Security

-

Union Agreement

Project supports about 26 union employees. Agreement between WMATA and Local Union 689 of the Amalgamated Transit Union AFL-CIO : The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Wayside Work Equipment

ID: CIP 133

Budget: \$ 4,824,610

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Nicolas Dimitracopoulos

Project Description

This project will install a safety signaling system at rail portals and other locations to alert personnel to approaching trains.

Force Account Summary

Cost:	\$	241,250
Straight Time Hours:		1,902
Overtime Hours:		2,355
Total Hours:		4,256

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Train Control Signal and Traction Power System Interface

ID: CIP 135

Budget: \$ 5,347,000

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Colin Myers

Project Description

This project will fund engineering support and modifications as needed for the train control signaling and traction power system interface.

Force Account Summary

Cost:	\$	187,145
-------	----	---------

Straight Time Hours:	1,475
----------------------	-------

Overtime Hours:	1,826
-----------------	-------

Total Hours:	3,302
--------------	-------

Safety & Security

-

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: FCC Radio Frequency Communication Changes

ID: CIP 136

Budget: \$ 12,772,214

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Nicolas Dimitracopoulos

Project Description

This project will meet the new FCC "narrow banding" requirement that affects the agency's UHF radio system. The primary impact is to the infrastructure equipment (as opposed to the subscriber equipment - handheld and mobile radios).

Force Account Summary

Cost: \$ 191,583

Straight Time Hours: 1,510

Overtime Hours: 1,870

Total Hours: 3,380

Safety & Security

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: System-wide Infrastructure Rehabilitation

ID: CIP 138

Budget: \$ 55,212,800

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Hiten Patel

Project Description

This project will include the completion of various system infrastructure rehabilitation contracts currently underway, including but not limited to negotiations for contract close outs, correcting undersized standpipes on 32 systems, restoring Franconia-Springfield and Huntington (South) garages and resolving all claims, and completing railcar communication control panels.

Force Account Summary

Cost:	\$ 5,521,280
-------	--------------

Straight Time Hours:	43,524
----------------------	--------

Overtime Hours:	53,886
-----------------	--------

Total Hours:	97,410
--------------	--------

Safety & Security

-

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Replace General Railway Signal Track Circuits

ID: CIP 139-06

Budget: \$ 19,645,200

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Doug Simkins

Project Description

This project will establish a program to permanently remove from service all modules within the Metrorail system because of the susceptibility to pulse-type parasitic oscillation that can cause a loss of train detection by the Generation 2 General Railway Signal Company audio frequency track circuit modules.

Force Account Summary

Cost:	\$ 2,050,328
-------	--------------

Straight Time Hours:	16,162
----------------------	--------

Overtime Hours:	20,011
-----------------	--------

Total Hours:	36,173
--------------	--------

Safety & Security

-

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations. Force account is also required to support bus bridging.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Remove Unnecessary Wayside Communication

ID: CIP 139-09

Budget: \$ 11,011,583

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Doug Simkins

Project Description

This project will completely remove the unnecessary Metrorail wayside maintenance communication system to eliminate its potential for interfering with the proper functioning of the train control system.

Force Account Summary

Cost:	\$	880,927
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Straight Time Hours:	6,944
----------------------	-------

Overtime Hours:	8,598
-----------------	-------

Total Hours:	15,542
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Safety & Security

-

Union Agreement

-

Exclusive Expertise

Personnel specialize in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Onboard Event Recorders 1000/4000 Series

ID: CIP 139-19

Budget: \$ 4,656,102

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Mike Lohman

Project Description

This project will add onboard event recorders on 1000 and 4000 series railcars.

Force Account Summary

<u>Cost:</u>	\$	13,000
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Straight Time Hours:	200
----------------------	-----

<u>Overtime Hours:</u>	-
------------------------	---

Total Hours:	200
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Safety & Security

-

Union Agreement

-

Exclusive Expertise

Will use train operators for track testing and Office of Rail Car Maintenance support for train movement and general support. Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the track circuits. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Examine Track Circuits

ID: CIP 139-P1

Budget: \$ 2,327,158

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Michael Savina

Project Description

This project will examine track circuits for parasitic oscillation and spurious signals capable of exploiting unintended signal paths, and eliminate those adverse conditions that could affect the safe performance of the train control system. It will examine track circuits every 6 months for parasitic oscillation with new test equipment that has been procured. This project also includes the correction to any findings, which include rail grinding and rail to ground testing.

Force Account Summary

Cost:	\$ 357,800
-------	------------

Straight Time Hours:	-
----------------------	---

Overtime Hours:	5,298
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Total Hours:	5,298
--------------	-------

Safety & Security

-

Union Agreement

-

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the track circuits. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Electronic Components Performing in Train Control Systems

ID: CIP 139-P2

Budget: \$ 5,058,845

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Thomas Kellough

Project Description

This project will develop a program to periodically determine that electronic components in the train control systems are performing within design tolerances.

Force Account Summary

Cost: \$ 1,000,000

Straight Time Hours: 23,810

Overtime Hours: -

Total Hours: 23,810

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Replace power cables

ID: CIP 139-P6

Budget: \$ 9,310,418

Management Information

Sponsor Department: CENV

Managing Department: CENI

Project Manager: Tim Cooke

Project Description

This project will fund the purchase and replacement of aging traction power cables and associated equipment throughout the system. Old traction power cables interfere with train control signal. Traction power cables and train control cables are in close proximity such as within impedance bonds (these are components of train control blocks).

Force Account Summary

Cost:	\$ 744,800
Straight Time Hours:	5,871
Overtime Hours:	7,269
Total Hours:	13,140

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Mileage Based Asset Management

ID: CIP 140

Budget: \$ 2,176,000

Management Information

Sponsor Department: TIES

Managing Department: CENV

Project Manager: Michael Smith

Project Description

This project will fund the rail mileage based asset management system. This is a comprehensive approach to improving the reliability of WMATA's rail car fleet that includes the accurate capture of rail car mileage, improvements in the management of rail car asset and component configurations, moving the preventive maintenance program from time-base to mileage-based and improving manual storeroom processes so as to reduce down-time due to the unavailability of spare parts.

Force Account Summary

Cost:	\$	28,000
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Straight Time Hours:	-
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Overtime Hours:	373
-----------------	-----

Total Hours:	373
--------------	-----

Safety & Security

-

Union Agreement

-

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Rail Lifecycle Overhaul

ID: CIP 142

Budget: \$ 20,800,000

Management Information

Sponsor Department: CMNT

Managing Department: OPMS

Project Manager: Linda Stoffregen

Project Description

This project provides upgrades to, repairs to, and maintenance of capital assets that provides additional value to a rail capital asset where the parts and/or the repair have a life of over one year.

Force Account Summary

Cost: \$ 20,800,000

Straight Time Hours: 390,977

Overtime Hours:

Total Hours: 390,977

Safety & Security

-

Union Agreement

-

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Bus Lifecycle Overhaul

ID: CIP 143

Budget: \$ 10,715,000

Management Information

Sponsor Department: BUS

Managing Department: BUS

Project Manager: Darin Welt

Project Description

This project provides upgrades to, repairs to, and maintenance of capital assets that provides additional value to a bus capital asset where the parts and/or the repair have a life of over one year.

Force Account Summary

<u>Cost:</u>	\$ 10,715,000
Straight Time Hours:	214,300
<u>Overtime Hours:</u>	-
Total Hours:	214,300

Safety & Security

-

Union Agreement

Metro's Bus Maintenance work force is covered under existing Union Agreements

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Mainline No. 8 Switch Replacement Program

ID: CIP 146

Budget: \$ 5,331,000

Management Information

Sponsor Department: ESVC

Managing Department: TSSM

Project Manager: Steven Larkins

Project Description

This project will fund additional personnel to replace the remaining mainline unguarded No. 8 turnouts in accordance with the NTSB's recommendation with the additional funds requested.

Force Account Summary

Cost: \$ 5,331,000

Straight Time Hours: 67,600

Overtime Hours: 27,425

Total Hours: 95,025

Safety & Security

-

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The mainline No. 8 switches will be rehabilitated by WMATA's workforces who have been trained in specialized WMATA's safety and operational procedures for working in the track bed and along the right-of-way of the Metrorail system. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Fire Systems
ID: CIP 150
Budget: \$ 2,160,000

Management Information

Sponsor Department: CENI
 Managing Department: CENI
 Project Manager: Nicolas Dimitracopoulos

Project Description

This project will upgrade all existing Fire Alarms Systems to Edwards EST3 and provide central location monitoring. In addition, remove Halon Suppression Systems, develop and build SMNT FIA Training lab for EST3 Fire Alarm System certification, and replace valves on existing standpipe systems.

Force Account Summary

<u>Cost:</u>	\$	<u>108,000</u>
Straight Time Hours:		851
<u>Overtime Hours:</u>		<u>1,054</u>
Total Hours:		1,905

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Station Cooling Program

ID: CIP 151

Budget: \$ 3,255,000

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Mark Magnussen

Project Description

This project will fund the replacement of air conditioning systems at various Metrorail stations.

Force Account Summary

Cost:	\$	130,200
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Straight Time Hours:	1,026
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Overtime Hours:	1,271
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Total Hours:	2,297
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Safety & Security

Force account used for safety/security and special expertise for escorts, train crews, power personnel, and communications personnel. Includes supervisor.

Union Agreement

Exclusive Expertise

Cost Savings

-

Washington Metropolitan Area Transit Authority

Proposed Force Account Plan - FY2012



Project: Parking Garage Rehabilitation

ID: CIP 152

Budget: \$ 1,000,000

Management Information

Sponsor Department: CENI

Managing Department: CENI

Project Manager: Hiten Patel

Project Description

The project will provide for mid-life rehabilitation of parking garages. The rehabilitation will include repair of structural concrete, lighting rehabilitation, curb & lot upgrade, waterproofing of parking decks, striping, repair/replace drainage & fire line, upgrade fire alarm & monitoring systems, and upgrade entrances & booths.

Force Account Summary

<u>Cost:</u>	\$	<u>15,000</u>
Straight Time Hours:		118
<u>Overtime Hours:</u>		<u>146</u>
Total Hours:		265

Justification

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

-

Exclusive Expertise

-

Cost Savings

-

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 \$82.0 million was expended in FY2010 and \$77.2 million is forecast to be spent in FY2011. It is anticipated that the remaining \$42.6 million will be exhausted in FY2012.

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.

Some of the major projects completed under the ARRA Capital Program include:

- Replacement of oldest buses (\$27.0 million) and bus components (\$2.5 million);
- Preventive maintenance (\$11.1 million);
- Service vehicle replacement (\$6.0 million);
- MetroAccess fleet expansion (\$3.8 million);
- Communications equipment for Operations Controls Center (\$2.3 million)

Because the entire \$201.8 million ARRA Capital Program was adopted by the Board in FY2009, no additional budget authority is required for FY2012. A forecast of expenditures for FY2012 is provided for informational purposes.

Table A.1
American Recovery and Investment Act Projects: FY2012
(dollars in millions)

	FY2010		FY2011	Annual Work Plan Year					ARRA Total	
	Actual	Forecast	Forecast	FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast		FY2017 Forecast
Vehicles & Vehicle Parts										
CL_HYBR			\$27.0	\$0.0	-	-	-	-	-	\$27.0
CL_ACCS			3.8	0.0	-	-	-	-	-	3.8
CL_RSVM			6.0	-	-	-	-	-	-	6.0
CL_RPBL			2.5	0.2	-	-	-	-	-	2.7
CL_PVMN			11.1	0.0	-	-	-	-	-	11.1
Subtotal			\$50.4	\$0.2	-	-	-	-	-	\$50.5
Maintenance Facilities										
CL_BODY			\$4.3	\$10.6	\$6.5	-	-	-	-	\$21.4
CL_SEGR			1.5	20.5	8.0	-	-	-	-	30.0
CL_RTRM			4.3	2.3	1.0	-	-	-	-	7.6
Subtotal			\$10.0	\$33.5	\$15.5	-	-	-	-	\$59.0
Passenger Facilities										
CL_PTFM			\$4.4	\$10.6	\$1.0	-	-	-	-	\$16.0
CL_PIDS			-	1.5	1.0	-	-	-	-	2.5
CL_MCSCO			0.1	0.7	0.5	-	-	-	-	1.2
Subtotal			\$4.4	\$12.8	\$2.5	-	-	-	-	\$19.7
Safety & Security										
CL_BGSU			\$1.9	\$0.9	\$0.2	-	-	-	-	\$3.0
CL_POCC			2.3	0.7	-	-	-	-	-	3.0
CL_CART			0.7	0.1	-	-	-	-	-	0.8
CL_RADIO			0.9	0.0	-	-	-	-	-	0.9
CL_ALRM			2.4	1.6	-	-	-	-	-	4.0
Subtotal			\$8.2	\$3.3	\$0.2	-	-	-	-	\$11.7
Maintenance & Repair Equipment										
CL_LOCO			-	\$2.5	\$2.5	-	-	-	-	\$5.0
CL_PWTL			1.3	0.3	-	-	-	-	-	1.7
CL_CRNE			-	0.4	3.6	-	-	-	-	4.0
CL_HDTE			0.7	8.2	1.6	-	-	-	-	10.5
CL_WELD			0.4	3.2	0.3	-	-	-	-	3.9
CL_TPAD			1.0	-	-	-	-	-	-	1.0
Subtotal			\$3.5	\$14.6	\$8.0	-	-	-	-	\$26.1
Operations Systems										
CL_INRB			\$0.6	\$4.3	\$13.0	-	-	-	-	\$17.9
CL_FARE			2.0	0.2	-	-	-	-	-	2.2
CL_BRT			0.3	2.3	0.4	-	-	-	-	3.0
CL_BSEF			-	1.5	-	-	-	-	-	1.5
CL_KTCC			0.3	0.1	-	-	-	-	-	0.4
Subtotal			\$3.3	\$8.3	\$13.4	-	-	-	-	\$25.0
Information Technology										
CL_DATA			\$1.5	\$1.5	\$0.5	-	-	-	-	\$3.5
CL_DOCU			0.4	0.3	-	-	-	-	-	0.8
CL_FNSY			0.3	2.5	2.2	-	-	-	-	5.0
Subtotal			\$2.1	\$4.4	\$2.7	-	-	-	-	\$9.3
Miscellaneous Other										
CL_PMG			-	\$0.2	\$0.3	-	-	-	-	\$0.6
Total			\$82.0	\$77.2	\$42.6	-	-	-	-	\$201.8

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: New Bus Body and Paint Shop (ST04)
ID: CL_BODY

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: 30

Related Project(s)

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	21,400.0								21,400.0
Projected Expenditures	4,259.1	10,640.9	6,500.0	-	-	-	-	-	21,400.0
Unexpended	\$ 17,140.9								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	21,400.0								21,400.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$21,400.0	-	-	-	-	-	-	-	\$21,400.0

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- Procure equipment for contractor installation.
- Complete all contract work on shop. Complete work of loading dock and steam cleaning room. Conduct SCI and develop punch list.
- Complete punch list items, contract modifications and commence contract close out.

Planned Activities (6 Year Program)

- Complete facility and turnover to Bus Maintenance by Spring of 2012.

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Replacement of Southeastern Bus Garage (ST05)
ID: CL_SEGR

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: -

Related Project(s)

CIP086, CC_SEGR

Project Description

This project will replace the Southeastern Bus Garage, which was built in 1922, 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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	30,000.0								30,000.0
Projected Expenditures	1,466.1	20,533.9	8,000.0	-	-	-	-	-	30,000.0
Unexpended	\$ 28,533.9								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	30,000.0								30,000.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$30,000.0	-	-	-	-	-	-	-	\$30,000.0

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Complete contract documents for Compressed Natural Gas (CNG) equipment

Planned Activities (6 Year Program)

- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Bus Garage Facility Repairs (ST11)
ID: CL_RTRM

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Arthur Noyes

Useful Life

Years: -

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	7,600.0								7,600.0
Projected Expenditures	4,303.0	2,297.0	1,000.0	-	-	-	-	-	7,600.0
Unexpended	\$ 3,297.0								\$ 0.0

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	7,600.0								7,600.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 7,600.0	-	-	-	-	-	-	-	\$ 7,600.0

Dollars in Thousands

Operating Impact

Upgrade will have negligible effect on the operating budget and new replacement will result in slightly less maintenance.

FY2012 Deliverables/Planned Activities

- At Western Bus Garage, complete rehabilitation of bathroom/shower/locker room
- Closeout project

Planned Activities (6 Year Program)

- Complete Bladensburg, Four Mile Run, Montgomery, Landover, and Western lockers and restrooms.

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Replacement of Crumbling Platforms (ST08)
ID: CL_PTFM

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Hitendra Patel

Useful Life

Years: 30

Related Project(s)

CIP107, CL_INRB

Project Description

This project will replace deteriorated sections of platform edge slab and platform tiles at Shady Grove and Rockville Stations to ensure safety.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	16,000.0								16,000.0
Projected Expenditures	4,359.4	10,640.6	1,000.0	-	-	-	-	-	16,000.0
Unexpended	\$ 11,640.6								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	16,000.0								16,000.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$16,000.0	-	-	-	-	-	-	-	\$16,000.0

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- Installation of new pre-cast concrete pavers at Shady Grove & Rockville Stations
- Complete structural rehabilitation of platform edge slabs at both Stations.

Planned Activities (6 Year Program)

- Complete replacement of Crumbling Platforms at Shady Grove and Rockville by FY12.

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Update Platform Real-Time Signs (ST28)
ID: CL_PIDS

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Robert Gholston

Useful Life

Years: 10

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	2,500.0								2,500.0
Projected Expenditures	-	1,500.0	1,000.0	-	-	-	-	-	2,500.0
Unexpended	\$ 2,500.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	2,500.0								2,500.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 2,500.0	-	-	-	-	-	-	-	\$ 2,500.0

Dollars in Thousands

Operating Impact

Mitigation of future operating cost increases by maintaining systems at an acceptable operating level

FY2012 Deliverables/Planned Activities

- Install and complete acceptance testing of test system
- Core system and complete acceptance testing and training
- Convert all stations to new Com-Net solution.

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Metro Center Sales Office Replacement (ST38)
ID: CL_MCSO

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years:

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	1,200.0								1,200.0
Projected Expenditures	77.2	667.8	455.0	-	-	-	-	-	1,200.0
Unexpended	\$ 1,122.8								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	1,200.0								1,200.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 1,200.0	-	-	-	-	-	-	-	\$ 1,200.0

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- Coordinate work schedule with sales office staff and commence construction work on site
- Complete all construction work between Oct. 2011 and June 2012.
- Commission and close out project

Planned Activities (6 Year Program)

- Complete installation of new sales office

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Bus Garage Security Update (ST23)
ID: CL_BGSU

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Roy Fraser

Useful Life

Years: -

Related Project(s)

CK_BGSE, CK_MONT

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	3,000.0								3,000.0
Projected Expenditures	1,900.6	899.4	200.0	-	-	-	-	-	3,000.0
Unexpended	\$ 1,099.4								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	3,000.0								3,000.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 3,000.0	-	-	-	-	-	-	-	\$ 3,000.0

Dollars in Thousands

Operating Impact

Increases maintenance costs for camera maintenance and custodial/plumbing maintenance of guard booths.

FY2012 Deliverables/Planned Activities

- Installation of camera system at Landover

Planned Activities (6 Year Program)

- 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Heavy Duty Locomotives for Maintenance (ST12)
ID: CL_LOCO

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Clay Bunting

Useful Life

Years: Various

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	4,998.9								4,998.9
Projected Expenditures	-	2,500.0	2,498.9	-	-	-	-	-	4,998.9
Unexpended	\$ 4,998.9								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	4,998.9								4,998.9
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 4,998.9	-	-	-	-	-	-	-	\$ 4,998.9

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Receive two (2) prime movers

Planned Activities (6 Year Program)

- Perform snow removal and contact de-icing during times of inclement weather

**Washington Metropolitan Area Transit Authority
FY2012 Budget - American Recovery & Reinvestment Act**

Project: 60-Ton Crane for Track Work (ST17)
ID: CL_CRNE

Management Information		Useful Life	Related Project(s)
Sponsor Department:	TSSM	Years: 12-15 years	None
Managing Department:	TSSM		
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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	4,000.0								4,000.0
Projected Expenditures	-	383.9	3,616.1	-	-	-	-	-	4,000.0
Unexpended	\$ 4,000.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	4,000.0								4,000.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 4,000.0	-	-	-	-	-	-	-	\$ 4,000.0

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Manufacturing, progress payment

Planned Activities (6 Year Program)

- Receive 60-Ton Crane for track work throughout the Metrorail System. Estimated date of arrival is FY2013
- Panelized track and special track work for track rehabilitation

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Heavy Duty Track Equipment (ST07)
ID: CL_HDTE

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Clay Bunting

Useful Life

Years: Various

Related Project(s)

CIP025

Project Description

This project will procure special track equipment, such as a drain cleaning prime mover, scarifier, and excavator.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	10,510.6								10,510.6
Projected Expenditures	706.0	8,224.4	1,580.2	-	-	-	-	-	10,510.6
Unexpended	\$ 9,804.6								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	10,510.6								10,510.6
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$10,510.6	-	-	-	-	-	-	-	\$10,510.6

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Receive and test Excavator & Lubrication Maintenance Trucks

Planned Activities (6 Year Program)

- Drain cleaning prime mover (FY 2012).

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Track Welding Program to Repair Defects (ST18)
ID: CL_WELD

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life

Years: Various

Related Project(s)

CIP018

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 500 welds over the course of two years.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	3,900.0								3,900.0
Projected Expenditures	445.5	3,154.5	300.0	-	-	-	-	-	3,900.0
Unexpended	\$ 3,454.5								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	3,900.0								3,900.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 3,900.0	-	-	-	-	-	-	-	\$ 3,900.0

Dollars in Thousands

Operating Impact

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.

FY2012 Deliverables/Planned Activities

- Weld 125 open rail joints

Planned Activities (6 Year Program)

- Weld 125 open rail joints

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Upgrade 3 (Three) Oldest Stations and Systems (ST09)
ID: CL_INRB

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Hitendra Patel

Useful Life

Years: 10 to 40

Related Project(s)

CIP107, CL_PTFM

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	17,900.0								17,900.0
Projected Expenditures	648.9	4,251.1	13,000.0	-	-	-	-	-	17,900.0
Unexpended	\$ 17,251.1								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	17,900.0								17,900.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$17,900.0	-	-	-	-	-	-	-	\$17,900.0

Dollars in Thousands

Operating Impact

Upgrade of public address and closed circuit televisions will add additional speakers and cameras, resulting in increased operating costs.

FY2012 Deliverables/Planned Activities

- Continue Traction Power and Train Control upgrades
- Automatic Traction Control rehabilitation

Planned Activities (6 Year Program)

- Replace/upgrade three oldest stations under Red Line Rehabilitation Contract.

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Bus Real-Time, Route, and Scheduling Systems (ST21)
ID: CL_BSRT

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Adam Young

Useful Life

Years: -

Related Project(s)

CIP042

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	3,000.0								3,000.0
Projected Expenditures	335.2	2,264.8	400.0	-	-	-	-	-	3,000.0
Unexpended	\$ 2,664.8								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	3,000.0								3,000.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 3,000.0	-	-	-	-	-	-	-	\$ 3,000.0

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Completion of final optimization for all divisions, training activities, OPS-WEB and IVR activities
- Complete ATIS integration, BPR recommendations implementation
- Completion of OPS-WEB and OPS-SIT operational review, Sign In Terminal (SIT) proof of concept completed, follow up and optimization training

Planned Activities (6 Year Program)

- Upgrade trapeze to version 9; Business process review and implementation, Training, upgrade and integration; Trapeze FX interface; Trapeze OPS

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Sensitive Data Protection Technology (ST16)
ID: CL_DATA

Management Information		Useful Life	Related Project(s)
Sponsor Department:	IT	Years: -	CIP048
Managing Department:	IT		
Project Manager:	Victor Iwugo		

Project Description

This project will improve the IT enterprise infrastructure pertaining to confidentiality, integrity, and accountability for Metro's sensitive data through contract services and the purchase and installation of hardware and software. This project deploys industry standard technologies to insure that only pre-approved people can access sensitive information originating at Metro.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	3,511.2								3,511.2
Projected Expenditures	1,461.8	1,549.4	500.0	-	-	-	-	-	3,511.2
Unexpended	\$ 2,049.4								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	3,511.2								3,511.2
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 3,511.2	-	-	-	-	-	-	-	\$ 3,511.2

Dollars in Thousands

Operating Impact

FY2012 Deliverables/Planned Activities

- Establishing various security zones within the Metro intranet and migrate all Payment Card Industry (PCI) data into its designated security zone
- Deploy database monitoring software to detect and protect access to sensitive information
- Enable web single sign on (WebSSO) to services and systems
- Commence identity and access management (IAM) implementation and integrate into physical security. Establish security incident event logging and event correlation. Establish highly available, redundant, security zones for internal business units and external partners.

Planned Activities (6 Year Program)

- 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

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Financial System Integration (ST63)
ID: CL_FNSY

Management Information

Sponsor Department: DGMA
Managing Department: DGMA
Project Manager: Naheed Monower

Useful Life

Years: 5

Related Project(s)

CIP049

Project Description

This project will procure and install software and related licenses necessary to provide streamlined finance processes. In addition, this project will integrate and upgrade its budgeting, planning, and treasury modules with project costing and grant management functions as well as incorporate a product with the Accounts Payable module and document management system.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	5,000.0								5,000.0
Projected Expenditures	256.8	2,500.0	2,243.2	-	-	-	-	-	5,000.0
Unexpended	\$ 4,743.2								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	5,000.0								5,000.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 5,000.0	-	-	-	-	-	-	-	\$ 5,000.0

Dollars in Thousands

Operating Impact

FY2012 Deliverables/Planned Activities

- Project complete

Planned Activities (6 Year Program)

- Project complete

Washington Metropolitan Area Transit Authority FY2012 Budget - American Recovery & Reinvestment Act

Project: Program Management
ID: CL_PMGT

Management Information

Sponsor Department: OMBS
Managing Department: OMBS
Project Manager: Stacy Noblitt

Useful Life

Years: -

Related Project(s)

None

Project Description

This project funds the valuation 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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	550.0								550.0
Projected Expenditures	-	210.0	340.0	-	-	-	-	-	550.0
Unexpended	\$ 550.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	550.0								550.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 550.0	-	-	-	-	-	-	-	\$ 550.0

Dollars in Thousands

Operating Impact

FY2012 Deliverables/Planned Activities

- Evaluation of the capital procurement processes, including ARRA projects

Planned Activities (6 Year Program)

Evaluation of the capital procurement processes, including ARRA projects

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 \$1.2 billion through FY2010 as well as forecasted expenditures of \$128.4 million in FY2011. It is anticipated that \$100.4 million will be expended in FY2012. Although no additional budget authority is required for FY2012, an expenditure forecast is provided for informational purposes.

Some of the most prominent Reimbursable Projects in the FY2011 and FY2012 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 Wiehl 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 MTPD Training Facility to be constructed at DC Village.
- Construction of a Bus Terminal and Takoma-Langley Park Center in the vicinity of New Hampshire Avenue and University Boulevard. This center will serve as a major transfer station for numerous bus routes that run through this intersection.
- Design and construction of a 1,200 space parking garage at the Glenmont Metrorail station.

Table A.2
Summary of Reimbursable Capital Projects: FY2012
(dollars in millions)

Reimbursable project budget adopted in FY2011 and proposed budget

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	Reimbursable Total
CD_DCPD Project Development (District of Columbia)	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 7.7
CD_MDPD Project Development (Maryland)	1.1	1.1	1.1	1.1	1.1	1.1	1.1	7.5
CD_VAPD Project Development (Virginia)	0.8	0.8	0.8	0.8	0.8	0.8	0.8	5.8
CC_WBAY West Fall Church Bus Bays	0.5	-	-	-	-	-	-	0.5
CC_PYST Potomac Yard Alt. Analysis	1.5	-	-	-	-	-	-	1.5
CC_SIGN DC Real Time Sign Bus Shelters	0.2	-	-	-	-	-	-	0.2
CC_RSNE Rosslyn Station New Entrance	0.9	-	-	-	-	-	-	0.9
CC_UNST Union Station Access/Capacity Improvements	2.6	-	-	-	-	-	-	2.6
CC_CONN Connecticut Avenue Streetscape	0.0	-	-	-	-	-	-	0.0
Total	\$ 8.7	\$ 3.0	\$ 3.0	\$ 3.0	\$ 3.0	\$ 3.0	\$ 3.0	\$ 26.7

Projected expenditures of previously approved budget

	Pre-FY2011 Actual	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	Reimbursable Total
District of Columbia									
CC_BWYD Brentwood Rail Yard Expansion	\$ 2.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	2.3
CC_CIRC DC Downtown Circulator Buses	17.4	0.3	1.2	-	-	-	-	-	18.9
CC_CONV DC Convention Center	29.8	-	-	-	-	-	-	-	29.8
CC_DUPT Dupont Circle Artwork	0.1	-	-	-	-	-	-	-	0.1
CC_MINN Minnesota Avenue Public Hearing	0.0	-	-	-	-	-	-	-	0.0
CC_NAVY Navy Yard Station Modification	19.5	0.5	-	-	-	-	-	-	20.0
CC_SEGR Southeast Bus Garage Replacement	14.7	28.8	24.0	-	-	-	-	-	67.5
CC_SMRT DC Student Smart Trip Pass	0.0	-	-	-	-	-	-	-	0.0
CC_UROR Union Row: U Str/Cardozo Stn	1.0	0.5	-	-	-	-	-	-	1.5
CC_YELL Yellow Line Extension	0.6	0.9	-	-	-	-	-	-	1.5
CD_ALTR Ana. Lt. Rail Dem. - Vehicles	15.2	1.5	0.3	-	-	-	-	-	17.0
CD_DCAA DC Alternative Analysis	7.0	-	-	-	-	-	-	-	7.0
CD_DCSL DC Starter Line	1.2	-	-	-	-	-	-	-	1.2
CD_NYAV NY Avenue Metrorail Station	108.6	1.3	-	-	-	-	-	-	110.0
CH_DCINC DC Station Name Changes	0.2	-	-	-	-	-	-	-	0.2
CH_GRGE Georgetown Streetscape	1.4	-	-	-	-	-	-	-	1.4
CH_MGJA MCI Arena	18.1	-	-	-	-	-	-	-	18.1
CH_NAIR National Airport	4.5	-	-	-	-	-	-	-	4.5
CH_TBZ DC Station Trailblazer Signs	0.1	-	-	-	-	-	-	-	0.1
Regional	-	-	-	-	-	-	-	-	-
CD_DCPD Project Development	\$ 6.3	\$ 0.8	\$ 1.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8.9
DC Subtotal	\$ 248.2	\$ 34.6	\$ 27.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310.0

Table A.2
Summary of Reimbursable Capital Projects: FY2012
(dollars in millions)

	FY2011 Forecast	FY2012 Budget	Annual Work Plan Year:					Reimbursable Total
			FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	
Maryland								
Montgomery County								
CC_GLEN Glenmont Parking Facility	5.1	15.2	-	-	-	-	-	30.1
CC_SGYD Shady Grove Rail Yard Expansion	2.2	-	-	-	-	-	-	2.2
CC_SLVR Silver Spring South Entrance	0.3	-	-	-	-	-	-	0.3
CC_TAKM Takoma Langley Park Center	0.8	5.4	-	-	-	-	-	6.7
CC_WHFL White Flint Parking Structure	17.4	-	-	-	-	-	-	17.4
CC_WOAK FDA Transit Center @ White Oak	0.1	-	-	-	-	-	-	0.1
CH_MARC Rockville MARC ADA	0.0	-	-	-	-	-	-	0.0
CH_SHDY Shady Grove Parking II	-	-	-	-	-	-	-	-
Prince George's County								
CC_COLL College Park Parking Structure	17.3	-	-	-	-	-	-	17.3
CC_GBYD Greenbelt Rail Yard Expansion	1.8	-	-	-	-	-	-	1.8
CC_NCAR New Carrollton Parking Garage	22.4	-	-	-	-	-	-	22.4
CC_NCYD New Carrollton Rail Yard Expansion	69.3	0.5	-	-	-	-	-	70.4
Maryland-wide								
CD_MDPD Project Development	5.0	2.6	-	-	-	-	-	8.3
CH_LRGO Largo Blue Line Extension - Prelim Engr	10.2	-	-	-	-	-	-	10.2
CD_LRGO Largo Blue Line Extension	466.8	1.0	-	-	-	-	-	469.6
CH_MDNC Maryland Station Name Change	0.3	-	-	-	-	-	-	0.3
Maryland Subtotal	619.0	24.7	-	-	-	-	-	657.0

Table A.2
Summary of Reimbursable Capital Projects: FY2012
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	Reimbursable Total
Virginia								
Alexandria, City of								
CC_ALEX Alexandria Rail Yard - EA	0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.1
CC_EISE Eisenhower Avenue Station Entrance	-	1.2	-	-	-	-	-	1.8
CC_KSBL King Street Station Bus Loop Reconfiguration	-	3.7	-	-	-	-	-	4.2
CC_KING King Street Station Improvements	16.3	-	-	-	-	-	-	16.3
CH_PMAC Potomac Yards	0.2	-	-	-	-	-	-	0.2
CC_PYST Potomac Yard Alt. Analysis	0.2	1.0	-	-	-	-	-	1.5
CC_ROYL Royal Street Bus Garage Replacement	1.9	2.4	-	-	-	-	-	4.3
Arlington County								
CC_ARLG Arlington County Project Mgmt.	0.8	-	-	-	-	-	-	0.8
CC_BALL Ballston Station Improvements	14.5	-	-	-	-	-	-	14.5
CC_CLAR Clarendon Station Improvements	0.1	-	-	-	-	-	-	0.1
CC_CLPK Columbia Pike Street Car NEPA & PE	0.3	0.4	-	-	-	-	-	4.1
CC_STOP Bus Super Stop Prototype	0.1	1.4	-	-	-	-	-	2.0
CC_CYST Crystal City Canopy	0.3	-	-	-	-	-	-	0.3
CC_RAIM Rosslyn Access Improvements	0.1	-	-	-	-	-	-	0.1
CC_RSNE Rosslyn Station New Entrance	3.8	-	-	-	-	-	-	3.8
CC_SHIR Shirlington Bus Station	5.1	-	-	-	-	-	-	5.1
CH_SHRL Shirlington Garage Design Study	0.0	-	-	-	-	-	-	0.0
Fairfax County								
CC_BSGN Bus Stop Signs 600 in Fairfax	-	-	-	-	-	-	-	-
CC_FRNC Franconia/Springfield Garage	16.6	-	-	-	-	-	-	16.6
CC_HUNT Huntington Parking Structure	32.7	-	-	-	-	-	-	32.7
CJ_SPRN Springfield Circulator	1.8	-	-	-	-	-	-	1.8
CC_TAGS TAGS Shuttle Buses	0.5	-	-	-	-	-	-	0.5
CC_VGMU Vienna/Fairfax-GMU Parking Structure	0.7	-	-	-	-	-	-	0.7
CC_VIEN Vienna Parking Structure	26.2	-	-	-	-	-	-	26.2
CC_VSPH Vienna Station Improve - Pulte Home	0.0	-	-	-	-	-	-	0.0
CC_VSTR Vienna Mezzanine Stairs	-	1.0	-	-	-	-	-	2.0
CC_WFCH West Falls Church Parking Structure	16.7	-	-	-	-	-	-	16.7
CC_WBAY West Fall Church Bus Bays	2.3	-	-	-	-	-	-	2.3
Virginia-wide								
CD_VAPD Project Development	5.5	0.4	-	-	-	-	-	7.1
CC_CCPY Crystal City/Potomac Yard	1.1	-	-	-	-	-	-	1.1
CD_DLDB Dulles Extension Design/Build	12.2	57.6	41.4	186.4	31.8	-	-	439.6
CD_DULL Dulles Preliminary Engineering/NEPA	58.0	-	-	-	-	-	-	58.0
CD_DLPE Dulles Phase 2 (PE)	-	0.5	2.8	-	-	-	-	3.5
CH_VANC VA Station Name Changes	0.8	-	-	-	-	-	-	0.8
Virginia Subtotal	\$ 218.8	\$ 67.2	\$ 54.1	\$ 41.4	\$ 24.5	\$ 186.4	\$ 31.8	\$ 668.8
All Jurisdictional and Other Partners								
CC_6RPU 6000-Series Rail Cars Base Contract	112.2	\$ 7.8	\$ -	\$ -	\$ -	\$ -	\$ -	120.0
CC_TRVL Regional Travel Training ACCS	0.1	0.3	-	-	-	-	-	1.2
CC_OPTC Fiber Optic Cable Installation	2.4	-	-	-	-	-	-	2.4
CC_PREC Precision Stopping	0.5	-	-	-	-	-	-	0.5
CC_RITS IT Communication Enhancement	1.4	-	-	-	-	-	-	1.4
CH_MISC Regional Fare Int. (MTA)	6.1	-	-	-	-	-	-	6.1
CH_TXAD Tax Advantage Lease Program	7.0	-	-	-	-	-	-	7.0
All Jurisdiction Subtotal	\$ 129.7	\$ 8.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138.7
Total Prior Approved	\$ 1,215.7	\$ 123.3	\$ 54.1	\$ 41.4	\$ 24.5	\$ 186.4	\$ 31.8	\$ 1,774.5
Grand Total	\$ 1,215.7	\$ 132.0	\$ 57.1	\$ 44.4	\$ 27.5	\$ 189.4	\$ 34.8	\$ 1,801.2

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

District of Columbia

Project: Anacostia Light Rail Demonstration
ID: CD_ALTR

Management Information

Sponsor Department: CENV
Managing Department: CENI
Project Manager: Ken Morford

Useful Life

Years: -

Related Project(s)

None

Project Description

This project will develop a streetcar for a corridor east of the Anacostia River.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	16,960.0	-	-	-	-	-	-	-	16,960.0
Projected Expenditures	15,158.9	1,484.0	316.7	-	-	-	-	-	16,959.6
Unexpended	\$ 1,801.1								\$ 0.4

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	10,000.0	-	-	-	-	-	-	-	10,000.0
State & Local	6,960.0	-	-	-	-	-	-	-	6,960.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$16,960.0	-	-	-	-	-	-	-	\$16,960.0

Dollars in Thousands

Operating Impact

None. The operator for this project has yet to be determined.

FY2012 Deliverables/Planned Activities

- Keep the procured vehicles in a state of good repair

Planned Activities (6 Year Program)

- Perform scheduled maintenance of streetcars stored on WMATA property
- Update agreement with DDOT for this reimbursable project

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

District of Columbia

Project: DC Downtown Circulator Buses
ID: CC_CIRC

Management Information

Sponsor Department: BUS
Managing Department: BUS
Project Manager: Cindy Gannaway

Useful Life

Years: -

Related Project(s)

None

Project Description

This project is for the deployment of 29 buses on two routes (Union Station to Georgetown and SW Waterfront to DC Convention Center) to compliment Metrobus and Metrorail service.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	18,850.0	-	-	-	-	-	-	-	18,850.0
Projected Expenditures	17,404.1	250.0	1,195.9	-	-	-	-	-	18,850.0
Unexpended	\$ 1,445.9								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	12,514.2	-	-	-	-	-	-	-	12,514.2
TIF	-	-	-	-	-	-	-	-	-
State & Local	6,335.8	-	-	-	-	-	-	-	6,335.8
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$18,850.0	-	-	-	-	-	-	-	\$18,850.0

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- No planned activities in FY2012

Planned Activities (6 Year Program)

- No current planned activities

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

District of Columbia

Project: Southeast Bus Garage Replacement
ID: CC_SEGR

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: John Thomas / Edward Shepperson

Useful Life

Years: -

Related Project(s)

CL_SEGR, CIP 086

Project Description

This project will replace the Southeastern Bus Garage, which was built in 1922, 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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	67,534.8	-	-	-	-	-	-	-	67,534.8
Projected Expenditures	14,684.9	28,849.9	24,000.0	-	-	-	-	-	67,534.8
Unexpended	\$ 52,849.9								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	67,534.8	-	-	-	-	-	-	-	67,534.8
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$67,534.8	-	-	-	-	-	-	-	\$67,534.8

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Procure and install CNG fueling equipment

Planned Activities (6 Year Program)

- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

District of Columbia

Project: Union Station Access/Capacity Improvements
ID: CC_UNST

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Robin McElhenny

Useful Life

Years: N/A

Related Project(s)

None

Project Description

This project is for access and capacity improvements at Union Station at the north mezzanine including: additional vertical circulation between the platform, north mezzanine and Amtrak concourse; completion of H Street passageway to connect to the future DC Streetcar and intercity bus parking; relocation of the First Street Metrorail Station entrance; and expanded fare collection equipment. These improvements would enhance pedestrian access, increase station capacity, reduce congestion and travel time and improve connectivity to the other transportation modes.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	-	2,550.0	-	-	-	-	-	-	2,550.0
Projected Expenditures	-	2,550.0	-	-	-	-	-	-	2,550.0
Unexpended	-	-	-	-	-	-	-	-	-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	-	2,550.0	-	-	-	-	-	-	2,550.0
Operating	-	-	-	-	-	-	-	-	-

Grand Total - \$ 2,550.0 - - - - - - - - - **\$ 2,550.0**

Dollars in Thousands

Operating Impact

N/A

FY2012 Deliverables/Planned Activities

- Project underway, to carryover into FY2012
- Advance the environmental documentation, engineering and design to a level sufficient for a design build solicitation
- Develop a design build solicitation package for access and capacity improvements

Planned Activities (6 Year Program)

- Implement access and capacity improvements at the north mezzanine in a phased approach

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

District of Columbia

Project: Connecticut Avenue Streetscape
ID: CC_CONN

Management Information

Sponsor Department: JDAC
Managing Department: JDAC
Project Manager: Tom Robinson

Useful Life

Years: -

Related Project(s)

None

Project Description

Repair of a vent structure of Farragut North Metrorail station on Connecticut Avenue resulting from work being performed by the DC Department of Transportation (DDOT).

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	-	30.0	-	-	-	-	-	-	30.0
Projected Expenditures	-	30.0	-	-	-	-	-	-	30.0
Unexpended	-	-	-	-	-	-	-	-	-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	-	30.0	-	-	-	-	-	-	30.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	-	\$ 30.0	-	-	-	-	-	-	\$ 30.0

Dollars in Thousands

Operating Impact

N/A

FY2012 Deliverables/Planned Activities

- Project just underway, to carryover into FY2012
- Vent structure to be repaired by contractor

Planned Activities (6 Year Program)

- Repair of vent structure at completion of ongoing work at Farragut North

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects****District of Columbia****Project:** Project Development
ID: CD_DCPD**Management Information**Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Robin McElhenny**Useful Life**

Years: N/A

Related Project(s)

CD_MDPD, CD_VAPD

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 the District of Columbia.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	9,686.1	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	17,379.1
Projected Expenditures	6,319.9	1,939.0	2,816.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	16,569.9
Unexpended	\$ 3,366.2								\$ 809.2

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	9,686.1	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	17,379.1
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 9,686.1	\$ 1,099.0	\$ 1,099.0	\$ 1,099.0	\$ 1,099.0	\$ 1,099.0	\$ 1,099.0	\$ 1,099.0	\$ 17,379.1

*Dollars in Thousands***Operating Impact**

N/A

FY2012 Deliverables/Planned Activities

- Continue advancing FY11 local and regional planning studies, including the Light Rail and Streetcar Interface, Regional Transit System Plan, and on-street bus terminals.
- FY12 Project Development Program to include: Bus Network Effectiveness, Bus Operations Plan for Streetcar/Purple Line Implementation, Short-Term Ridership Forecasts, Deanwood Station planning, DC Priority Bus Corridors Traffic Simulation on H, I and 14th Streets.

Planned Activities (6 Year Program)

- Planning for new transit services in high priority corridors
- Station access and capacity improvements
- Planning in support of joint development
- Regional system planning

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Montgomery County

Project: Glenmont Parking Facility Design Work
ID: CC_GLEN

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: John Thomas / Edward Shepperson

Useful Life

Years: 0

Related Project(s)

None

Project Description

This project will design and construct a 1,200 space parking garage.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	30,121.0	-	-	-	-	-	-	-	30,121.0
Projected Expenditures	5,125.0	9,796.0	15,200.0	-	-	-	-	-	30,121.0
Unexpended	\$ 24,996.0								\$ 0.0

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	8,757.0	-	-	-	-	-	-	-	8,757.0
TIF	-	-	-	-	-	-	-	-	-
State & Local	21,364.0	-	-	-	-	-	-	-	21,364.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$30,121.0	-	-	-	-	-	-	-	\$30,121.0

Dollars in Thousands

Operating Impact

Utility costs and personnel costs for maintenance and staffing of the attendant booth

FY2012 Deliverables/Planned Activities

- Complete garage FY2012.

Planned Activities (6 Year Program)

- Complete garage FY2012.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Montgomery County

Project: Takoma Langley Park Center
ID: CC_TAKM

Management Information

Sponsor Department: BUS
Managing Department: BPLN
Project Manager: Jim Hamre

Useful Life

Years: -

Related Project(s)

None

Project Description

This project will fund the construction of a Bus Terminal and Takoma-Langley Park Center.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	6,700.0	-	-	-	-	-	-	-	6,700.0
Projected Expenditures	820.8	500.0	5,379.2	-	-	-	-	-	6,700.0
Unexpended	\$ 5,879.2								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	6,700.0	-	-	-	-	-	-	-	6,700.0
State & Local	-	-	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 6,700.0	-	-	-	-	-	-	-	\$ 6,700.0

Dollars in Thousands

Operating Impact

FY2012 Deliverables/Planned Activities

- 90-95% Design Documents will be completed in September 2011. WMATA to review the pre-final design for functionality, operational and maintenance requirements.
- RFP may be issued for bidding by contractors.

Planned Activities (6 Year Program)

- Complete design and engineering work.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Prince George's County

Project: New Carrollton Rail Yard Expansion
ID: CC_NCYD

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: Thomas / Patrick Yerdon

Useful Life

Years: -

Related Project(s)

None

Project Description

This project will build a new 20 railcar service, inspection shop, and new loop track at the New Carrollton Rail Yard.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	70,375.0	-	-	-	-	-	-	-	70,375.0
Projected Expenditures	69,291.3	583.7	500.0	-	-	-	-	-	70,375.0
Unexpended	\$ 1,083.7								\$ 0.0

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	70,375.0	-	-	-	-	-	-	-	70,375.0
TIF	-	-	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$70,375.0	-	-	-	-	-	-	-	\$70,375.0

Dollars in Thousands

Operating Impact

FY2012 Deliverables/Planned Activities

- Closeout activities

Planned Activities (6 Year Program)

- No current planned activities

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Maryland

Project: Project Development
ID: CD_MDPD

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Robin McElhenny

Useful Life

Years: N/A

Related Project(s)

CD_DCPD, CD_VAPD

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	8,314.2	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	15,846.2
Projected Expenditures	4,990.0	1,801.0	3,675.2	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	15,846.2
Unexpended	\$ 3,324.2								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	8,314.2	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	1,076.0	15,846.2
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 8,314.2	\$ 1,076.0	\$ 1,076.0	\$ 1,076.0	\$ 1,076.0	\$ 1,076.0	\$ 1,076.0	\$ 1,076.0	\$ 15,846.2

Dollars in Thousands

Operating Impact

N/A

FY2012 Deliverables/Planned Activities

- Continue advancing FY11 local and regional planning studies, including the Light Rail and Streetcar Interface, Regional Transit System Plan, Maylor Road, Wheaton, and providing Transit-Oriented Development Support to Montgomery and Prince George's County
- FY12 Project Development Program to include: Bus Network Effectiveness, Bus Operations Plan for Streetcar/Purple Line Implementation, Short-Term Ridership Forecasts, station planning at designated stations (New Carrollton and Shady Grove) in support of joint development.

Planned Activities (6 Year Program)

- Planning for new transit services in high priority corridors
- Station access and capacity improvements
- Planning in support of joint development
- Regional system planning

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Maryland

Project: Largo Blue Line Extension
ID: CD_LRGO

Management Information

Sponsor Department: MCAP
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: -

Related Project(s)

None

Project Description

This project funds the construction of the Largo Extension (3.1 miles), 2 new stations, 14 railcars, parking facilities, child care facility, railcar storage, and the O&M building.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	469,590.8	-	-	-	-	-	-	-	469,590.8
Projected Expenditures	466,820.4	1,770.4	1,000.0	-	-	-	-	-	469,590.8
Unexpended	\$ 2,770.4								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	433,868.6	-	-	-	-	-	-	-	433,868.6
Miscellaneous	6,101.8	-	-	-	-	-	-	-	6,101.8
TIF	5,432.7	-	-	-	-	-	-	-	5,432.7
State & Local	24,187.6	-	-	-	-	-	-	-	24,187.6
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 469,590.8	-	-	-	-	-	-	-	\$ 469,590.8

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Continue to resolve open insurance claims
- Continue to resolve real estate settlements

Planned Activities (6 Year Program)

- Resolve open real estate and insurance issues
- Project closeout

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Alexandria

Project: Eisenhower Station Entrance
ID: CC_EISE

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: -

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	1,800.0	-	-	-	-	-	-	-	1,800.0
Projected Expenditures	-	600.0	1,200.0	-	-	-	-	-	1,800.0
Unexpended	\$ 1,800.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	1,800.0	-	-	-	-	-	-	-	1,800.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,800.0	-	-	-	-	-	-	-	\$ 1,800.0

Dollars in Thousands

Operating Impact

N/A

FY2012 Deliverables/Planned Activities

- Construction of a second entrance on the north side of Eisenhower Avenue.

Planned Activities (6 Year Program)

- Construction of a second entrance on the north side of Eisenhower Avenue.

Washington Metropolitan Area Transit Authority FY2012 Budget - Reimbursable Projects

Alexandria

Project: King Street Station Bus Loop Reconfiguration
ID: CC_KSBL

Management Information

Sponsor Department: CENI
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: -

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	4,200.0	-	-	-	-	-	-	-	4,200.0
Projected Expenditures	-	500.0	3,700.0	-	-	-	-	-	4,200.0
Unexpended	\$ 4,200.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	4,200.0	-	-	-	-	-	-	-	4,200.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 4,200.0	-	-	-	-	-	-	-	\$ 4,200.0

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Complete design of bus loop reconfiguration; Acquire County approval
- Construction of redesigned bus loop

Planned Activities (6 Year Program)

- To cover the costs of finalizing the design, preparing contract documents and constructing improvements

Washington Metropolitan Area Transit Authority FY2012 Budget - Reimbursable Projects

Alexandria

Project: Potomac Yard Alternatives Analysis
ID: CC_PYST

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Related Project(s)

None

Project Description

This project will fund a study for a Metrorail station on the Blue-Yellow lines between National Airport and Braddock Road Stations.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	3,000.0	-	-	-	-	-	-	-	3,000.0
Projected Expenditures	224.7	1,750.0	1,025.3	-	-	-	-	-	3,000.0
Unexpended	\$ 2,775.3								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	1,500.0	-	-	-	-	-	-	-	1,500.0
State & Local	1,500.0	-	-	-	-	-	-	-	1,500.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 3,000.0	-	-	-	-	-	-	-	\$ 3,000.0

Dollars in Thousands

Operating Impact

-

FY2012 Deliverables/Planned Activities

- Evaluation of existing conditions, constructability reviews, refinement of alignment, station conceptual massing, and updating of cost estimates.

Planned Activities (6 Year Program)

- Preparation and distribution of an Environmental Impact Statement
- Conduct public hearing
- Prepare preliminary engineering documents
- Prepare contract documents

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Arlington County

Project: Columbia Pike - NEPA and Small Starts
ID: CC_CLPK

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: John Dittmeier

Useful Life

Years: N/A (study)

Related Project(s)

None

Project Description

This project entails conducting the environmental documentation and related engineering for the Columbia Pike Transit Initiative, which Arlington and Fairfax Counties are the current project sponsors and will deliver the project through design, right-of-way acquisition, construction, operations, and maintenance.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	4,060.0	-	-	-	-	-	-	-	4,060.0
Projected Expenditures	250.0	3,410.0	400.0	-	-	-	-	-	4,060.0
Unexpended	\$ 3,810.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	4,060.0	-	-	-	-	-	-	-	4,060.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 4,060.0	-	-	-	-	-	-	-	\$ 4,060.0

Dollars in Thousands

Operating Impact

Should two counties implement streetcar project, a reduction of Metrobus service and operating costs would result no sooner than FY2018.

FY2012 Deliverables/Planned Activities

- The project team will complete the final Environmental Assessment
- Metro will close its consultant task order and end the reimbursable project agreements with the two Counties.

Planned Activities (6 Year Program)

- Subject to availability of funding, Arlington County and Fairfax County will design and build the streetcar line by Fall 2017.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Arlington County

Project: Columbia Pike Super Stops
ID: CC_STOP

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Royland Fraser

Useful Life

Years: 20

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	2,000.0	-	-	-	-	-	-	-	2,000.0
Projected Expenditures	69.4	580.6	1,350.0	-	-	-	-	-	2,000.0
Unexpended	\$ 1,930.6								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	2,000.0	-	-	-	-	-	-	-	2,000.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2,000.0	-	-	-	-	-	-	-	\$ 2,000.0

Dollars in Thousands

Operating Impact

Facilities maintained by Arlington County. No impact on Metro operations.

FY2012 Deliverables/Planned Activities

- Site work and erection of Super Stops as needed
- Commissioning and close out

Planned Activities (6 Year Program)

- Complete three prototype bus super stops by June 2012. Arlington County may request more Super Stops to be done after these prototypes.

Washington Metropolitan Area Transit Authority FY2012 Budget - Reimbursable Projects

Fairfax County

Project: Vienna Station Mezzanine Stair
ID: CC_VSTR

Management Information

Sponsor Department: CENI
Managing Department: CENI
Project Manager: Hitendra Patel

Useful Life

Years: 30

Related Project(s)

None

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	2,000.0	-	-	-	-	-	-	-	2,000.0
Projected Expenditures	-	1,000.0	1,000.0	-	-	-	-	-	2,000.0
Unexpended	\$ 2,000.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	2,000.0	-	-	-	-	-	-	-	2,000.0
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 2,000.0	-	-	-	-	-	-	-	\$ 2,000.0

Dollars in Thousands

Operating Impact

Additional space on mezzanine and a new stairway will result in marginally increased maintenance costs.

FY2012 Deliverables/Planned Activities

- Modify elevator entrance, Construction of foundations, erection of precast stair stingers, form and pour mezzanine extension beam and slab.
- Install architectural finishes such as handrail, granite tiles and steps, wind screen, etc.
- Complete project

Planned Activities (6 Year Program)

- Complete design of new foundations, a mezzanine extension and an additional stairway.

Washington Metropolitan Area Transit Authority FY2012 Budget - Reimbursable Projects

Virginia

Project: Project Development
ID: CD_VAPD

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Robin McElhenny

Useful Life

Years: N/A

Related Project(s)

CD_CDPD, CD_MDPD

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	7,116.6	825.0	825.0	825.0	825.0	825.0	825.0	825.0	12,891.6
Projected Expenditures	5,481.2	1,225.0	2,060.3	825.0	825.0	825.0	825.0	825.0	12,891.6
Unexpended	\$ 1,635.3								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	7,116.6	825.0	825.0	825.0	825.0	825.0	825.0	825.0	12,891.6
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 7,116.6	\$ 825.0	\$ 825.0	\$ 825.0	\$ 825.0	\$ 825.0	\$ 825.0	\$ 825.0	\$12,891.6

*Dollars in Thousands***Operating Impact**

N/A

FY2012 Deliverables/Planned Activities

- Continue advancing FY11 local and regional planning studies, including the Light Rail and Streetcar Interface, Regional Transit System Plan, Balston Multi-Modal, West Falls Church pedestrian connection, On-Street Bus Terminals, and Vienna HOV bus access
- FY12 Project Development Program to include: Bus Network Effectiveness, Bus Operations Plan for Streetcar/Purple Line Implementation, Short-Term Ridership Forecasts, station planning at designated stations (Crystal City Second Entrance, Ballston and Vienna).

Planned Activities (6 Year Program)

- Planning for new transit services in high priority corridors
- Station access and capacity improvements
- Planning in support of joint development
- Regional system planning

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Virginia

Project: Dulles Extension Design/Build
ID: CD_DLDB

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Thomas / Neil Nott

Useful Life

Years: 50

Related Project(s)

CD_DLPE

Project Description

This project will fund the Phase I extension of Metrorail from the Orange Line between East and West Falls Church Stations for 11.5 miles to Wiehl 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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	478,718.0	-	-	-	-	-	-	-	478,718.0
Projected Expenditures	12,189.9	57,553.3	34,480.2	51,290.7	41,374.4	24,523.8	186,409.9	31,750.1	439,572.2
Unexpended	\$ 466,528.1								\$ 39,145.8

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	478,718.0	-	-	-	-	-	-	-	478,718.0
TIF	-	-	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$478,718.0	-	-	-	-	-	-	-	\$478,718.0

Dollars in Thousands

Operating Impact

Utility costs, maintenance material costs, and personnel costs for maintenance and operations

FY2012 Deliverables/Planned Activities

- Continue to oversee the construction of the Silver Line. Review submittals.
- Design and get Board approval for Bus System Routes procurement. Design and procure signage and maps.
- Issue NTP design/build of railcars. Install FOS equipment at JGB. Design Yard Security System. Upgrade Rail Performance Monitoring (RPM) software and hardware.
- Complete Network Connectivity at stations. Revise existing telephone system. Configure Passenger Information Display System (PIDS) and Station Control Units (SCU) at Stations. Install Dulles Line Console, display, hardware at JGB (AOCC).

Planned Activities (6 Year Program)

- 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.
- Update graphics in the existing system.
- Procure and install artwork at each station.
- Coordinate system integration of the new facilities and systems with the existing WMATA facilities systems including modifications and upgrade of the train control system, traction power and communications.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Virginia

Project: Dulles Phase 2 (PE)
ID: CD_DLPE

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Thomas / Scott Peterson

Useful Life

Years: -

Related Project(s)

CD_DLDB

Project Description

This project will fund Phase II of the Design/Build of the Dulles Corridor Project, extending the line another 11.6 miles from Wiehl Road in Fairfax County to Washington Dulles International Airport and on to Route 772 in Loudoun County. New stations will be built at Reston Parkway, Herndon-Monroe, Route 28, Dulles International Airport, Route 606, and Route 772.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	3,500.0	-	-	-	-	-	-	-	3,500.0
Projected Expenditures	-	500.0	200.0	2,800.0	-	-	-	-	3,500.0
Unexpended	\$ 3,500.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	-	-	-	-	-	-	-	-	-
Miscellaneous	3,500.0	-	-	-	-	-	-	-	3,500.0
TIF	-	-	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 3,500.0	-	-	-	-	-	-	-	\$ 3,500.0

Dollars in Thousands

Operating Impact

Utility costs, maintenance material costs, and personnel costs for maintenance and operations

FY2012 Deliverables/Planned Activities

- Oversee the design-build solicitation and award of baseline Tunnel
- Oversee the design-build solicitation and award of the Modified baseline Tunnel and North garage aerial
- Design-Build solicitation and award of Terminal Tunnel
- Continue coordination of Phase 2 with MWAA

Planned Activities (6 Year Program)

- Provide technical oversight.

**Washington Metropolitan Area Transit Authority
FY2012 Budget - Reimbursable Projects**

Regional

Project: Regional Travel Training ACCS
ID: CC_TRVL

Management Information

Sponsor Department: ACCS
Managing Department: ACCS
Project Manager: Jack Weiner

Useful Life

Years: 2

Related Project(s)

JARC and New Freedom Grant

Project Description

This project will provide comprehensive, long-term, and individualized travel training for people with significant disabilities.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	1,234.5	-	-	-	-	-	-	-	1,234.5
Projected Expenditures	91.4	268.5	874.6	-	-	-	-	-	1,234.5
Unexpended	\$ 1,143.1								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	1,234.5	-	-	-	-	-	-	-	1,234.5
Miscellaneous	-	-	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-	-	-
Grand Total	\$ 1,234.5	-	-	-	-	-	-	-	\$ 1,234.5

Dollars in Thousands

Operating Impact

Regional travel training enables people with disabilities to make greater independent use of fixed-route transportation and helps to reduce the dependence upon paratransit.

FY2012 Deliverables/Planned Activities

- Continue to provide travel training to people with disabilities in conjunction with our three partner organizations, the Centers for Independent Living in Maryland, Virginia and the District of Columbia
- Conclude Regional Travel Training pilot program and develop all evaluative material and reports to close out project and close out grants

Planned Activities (6 Year Program)

- Year two of a two-year pilot - Continue to provide travel training to people with disabilities in conjunction with our three partner organizations, the
- Complete close out of project and grants. Estimate project fully closed out by the end of first quarter, FY13.

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 projects includes actual expenditures of \$0.8 million through FY2010 as well as forecasted expenditures of \$26.9 million in FY2011. It is anticipated that \$33.1 million will be expended in FY2012. The Safety and Security budget in Table A.3 was approved by the Board in FY2010 and although no additional budget authority is required for FY2012, an expenditure forecast is provided for informational purposes.

Some of the most prominent Safety and Security Projects in the FY2011 and FY2012 expenditure forecast include, but are not limited to the following:

- Security “hardening” measures for bus garages, including fencing, lighting, guard booths, entry/exit gates, access control, bollards, and closed circuit television cameras.
- Expansion of the Closed Circuit TV system by installing an onboard surveillance system on buses, with remote access available for police.
- Installation of PROTECT Chemical Detection System, which enhances the Authority’s first response communication by being able to view and detect terrorist attacks from a centralized control and communications area and remote locations outside of the effected station.
- 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.
- Expansion of 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.

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Bus Garage Security
ID: CK_BGSE

Management Information

Sponsor Department: MTPD
Managing Department: CENI
Project Manager: Dimitracopoulos / Yun

Useful Life

Years: 7 to 10

Related Project(s)

CK_MONT, CL_BGSU

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	5,836.5								5,836.5
Projected Expenditures	442.1	2,094.4	3,300.0	-	-	-	-	-	5,836.5
Unexpended	\$ 5,394.4								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	5,836.5	-	-	-	-	-	-	-	5,836.5
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 5,836.5	-	-	-	-	-	-	-	\$ 5,836.5

Dollars in Thousands

Operating Impact

The project will reduce the risk of a transit bus becoming a delivery device for Vehicle Born 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.

FY2012 Deliverables/Planned Activities

- An RFP for the procurement of Video Management (VMS) system will be issued by mid July 2011. Evaluation of proposal for VMS will take place during the last part of FY12 - Q1.
- Award contract for VMS, supply, install and integrate with hardware.
- Procure IDIQ contract for supply and installation of hardware for perimeter security system for three bus garages.

Planned Activities (6 Year Program)

- Complete installation of hardware and VMS integration by June 2012.

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Cameras on Buses
ID: CK_CAMB

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Vyron Johnson

Useful Life

Years: 5-7 years

Related Project(s)

-

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	6,410.0								6,410.0
Projected Expenditures	-	1,000.0	5,410.0	-	-	-	-	-	6,410.0
Unexpended	\$ 6,410.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	6,410.0	-	-	-	-	-	-	-	6,410.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 6,410.0	-	-	-	-	-	-	-	\$ 6,410.0

Dollars in Thousands

Operating Impact

New units come with a three year parts and labor warranty

FY2012 Deliverables/Planned Activities

- Installation of 50 MTPD vehicles with surveillance capability
- 468 system installations in buses with Systems
- Back office system for system operation and data retrieval

Planned Activities (6 Year Program)

- Systems will be replaced on a 5-7 year cycle

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Cameras on Rail Cars
ID: CK_CAMR

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Dave Hughson

Useful Life

Years: -

Related Project(s)

-

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	7,140.0								7,140.0
Projected Expenditures	-	2,380.0	4,760.0	-	-	-	-	-	7,140.0
Unexpended	\$ 7,140.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	7,140.0	-	-	-	-	-	-	-	7,140.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 7,140.0	-	-	-	-	-	-	-	\$ 7,140.0

Dollars in Thousands

Operating Impact

CCTV cameras provide a force multiplier to transit police and frontline employees by increasing deterrence factor and increasing response time.

FY2012 Deliverables/Planned Activities

- Begin design review.
- Installation and testing in railcar, station and tunnel.

Planned Activities (6 Year Program)

- Install 234 CCTV cameras on railcars

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: CCTV and Access Control
ID: CK_CCAC

Management Information		Useful Life	Related Project(s)
Sponsor Department:	MTPD	Years: 7 to 10	-
Managing Department:	CENI		
Project Manager:	Nicolas Dimitracopoulos		

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	11,675.8								11,675.8
Projected Expenditures	-	6,175.8	5,500.0	-	-	-	-	-	11,675.8
Unexpended	\$ 11,675.8								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	11,675.8	-	-	-	-	-	-	-	11,675.8
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$11,675.8	-	-	-	-	-	-	-	\$ 11,675.8

Dollars in Thousands

Operating Impact

Will improve safety and security of system. Will increase maintenance requirements.

FY2012 Deliverables/Planned Activities

- Award contract for development, supply, installation, integration and testing of Physical Security Information Management (PSIM) and Video Management System (VMS) systems.
- Installation of VMS equipment at designated stations and other WMATA facilities.
- Installation of CCTV cameras and related equipment in stations and facilities

Planned Activities (6 Year Program)

- Complete upgrade CCTV at stations to provide the latest viewing capability both and increase the capacity of data/images transmission.
- Test and integrate CCTV system with PSIM.

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Chemical Detection
ID: CK_CHEM

Management Information	Useful Life	Related Project(s)
Sponsor Department: MTPD	Years: 7 to 10	-
Managing Department: CENI		
Project Manager: Nicolas Dimitracopoulos		

Project Description

This project will install the PROTECT Chemical Detection System at Foggy Bottom and Federal Triangle stations. This project enhances the Authority's first response communication to various jurisdictional agencies by being able to view and detect terrorist attacks from a centralized control and communications area and remote locations outside of the effected station. The project will improve the ability of first responders to determine appropriate prophylaxis in the case of a chemical or radiological attack and allow Metro to take mitigation action to prevent further spread of contamination to other stations.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	1,906.0								1,906.0
Projected Expenditures	-	656.0	1,250.0	-	-	-	-	-	1,906.0
Unexpended	\$ 1,906.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	1,906.0	-	-	-	-	-	-	-	1,906.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 1,906.0	-	-	-	-	-	-	-	\$ 1,906.0

Dollars in Thousands

Operating Impact

Will improve safety and security of system. Will increase maintenance requirements.

FY2012 Deliverables/Planned Activities

- Award contract for PROTECT hardware systems (sensors, CCTV cameras, cables, etc.) and initiate detailed design.
- Install software in servers provided by WMATA and perform validation tests.

Planned Activities (6 Year Program)

- Installation of PROTECT hardware and upgrade of software will be completed by June 2012 for two stations and central control system.

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Metrorail Station Camera
ID: CK_MSCA

Management Information	Useful Life	Related Project(s)
Sponsor Department: MTPD	Years: 7 to 10	-
Managing Department: CENI		
Project Manager: Nicolas Dimitracopoulos		

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	2,774.0								2,774.0
Projected Expenditures	-	1,524.0	1,250.0	-	-	-	-	-	2,774.0
Unexpended	\$ 2,774.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	2,774.0	-	-	-	-	-	-	-	2,774.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 2,774.0	-	-	-	-	-	-	-	\$ 2,774.0

Dollars in Thousands

Operating Impact

Will improve safety and security of system. Will increase maintenance requirements.

FY2012 Deliverables/Planned Activities

- Installation of CCTV cameras in station canopies
- Installation of CCTV cameras in all station kiosks
- Integration of all station entrance cameras installed in canopies or station kiosks with the station Video Monitoring System. Complete preliminary testing in all stations.

Planned Activities (6 Year Program)

- Installation of Station entrance cameras will be completed and integrated with VMS (Video management system) by June 2012.

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Platform Security
ID: CK_PLAT

Management Information

Sponsor Department: MTPD
Managing Department: CENI
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: 7 to 10

Related Project(s)

-

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	6,517.8								6,517.8
Projected Expenditures	-	3,517.8	3,000.0	-	-	-	-	-	6,517.8
Unexpended	\$ 6,517.8								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	6,517.8	-	-	-	-	-	-	-	6,517.8
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 6,517.8	-	-	-	-	-	-	-	\$ 6,517.8

Dollars in Thousands

Operating Impact

Will improve safety and security of system. Will increase maintenance requirements.

FY2012 Deliverables/Planned Activities

- Design of gate and electronic surveillance systems in accordance with grant requirements
- Installation of prototype gate and associated surveillance equipment as per design specifications

Planned Activities (6 Year Program)

- Evaluation of prototype gate implementation
- Award contract for the design, manufacture, installation, integration and testing of platform end gates and associated surveillance equipment includir
- Integrate and test with Video Management System.

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Radio Redundancy AOCC
ID: CK_ROCC

Management Information

Sponsor Department: MTPD
Managing Department: CENI
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: 15

Related Project(s)

-

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.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	5,900.0								5,900.0
Projected Expenditures	90.0	1,810.0	4,000.0	-	-	-	-	-	5,900.0
Unexpended	\$ 5,810.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	5,900.0	-	-	-	-	-	-	-	5,900.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$ 5,900.0	-	-	-	-	-	-	-	\$ 5,900.0

Dollars in Thousands

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.

FY2012 Deliverables/Planned Activities

- Cutover of Redundant Prime Site system and perform acceptance testing.
- Transfer of Master Site to Carmen Turner Facility
- Installation, cutover and acceptance testing of redundant feed for below ground Comprehensive Radio Communications System (CRCS)

Planned Activities (6 Year Program)

- Complete installation, cutover and acceptance testing of redundant feed for below ground Comprehensive Radio Communications System (CRCS),

Washington Metropolitan Area Transit Authority FY2012 Budget - Safety & Security Projects

Project: Vent Intrusion Detection
ID: CK_VEND

Management Information		Useful Life	Related Project(s)
Sponsor Department:	MTPD	Years: 7 to 10	-
Managing Department:	CENI		
Project Manager:	Nicolas Dimitracopoulos		

Project Description

This project will install CCTV 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. Access to the shafts of underwater tunnels is a significant national threat and elimination of uncontrolled access will mitigate the ability of a terrorist to cause severe or catastrophic failure of a tunnel through access to the vent shafts.

Budget & Funding

Budget	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Budget (Obligation-Based)	11,500.0								11,500.0
Projected Expenditures	-	6,900.0	4,600.0	-	-	-	-	-	11,500.0
Unexpended	\$ 11,500.0								-

Dollars in Thousands

Funding	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Federal	11,500.0	-	-	-	-	-	-	-	11,500.0
Miscellaneous									-
TIF									-
State & Local									-
Operating									-
Grand Total	\$11,500.0	-	-	-	-	-	-	-	\$11,500.0

Dollars in Thousands

Operating Impact

Will improve safety and security of system. Will increase maintenance requirements.

FY2012 Deliverables/Planned Activities

- Develop Conceptual design and scope of contract.

Planned Activities (6 Year Program)

- Develop Conceptual design and scope of contract.
- Install prototype and test
- Install surveillance system at shafts and portals.

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	Approved Obligation-Based Budget	Capital Improvement Program										Total
			Expenditure Forecast FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total			
CL_SEGR Replacement of Southeastern Bus Garage (ST05)	ARRA	\$30.0	\$20.5	\$8.0	-	-	-	-	-	-	-	\$58.5	
CC_SEGR Southeast Bus Garage Replacement	Reimbursable	67.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.6	
CJP_086 Southeastern Bus Garage Replacement (DC Village)	CIP	-	0.0	30.7	14.9	-	-	-	-	-	-	45.7	
Southeast Bus Garage Replacement	Total	\$97.5	\$20.6	\$38.7	\$14.9	-	-	-	-	-	-	\$171.8	
CC_ROYL Royal Street Bus Garage Replacement	Reimbursable	\$4.3	\$0.0	-	-	-	-	-	-	-	-	\$4.3	
CJP_085 Royal Street Bus Garage Replacement (Cinder Bed Road)	CIP	-	16.6	31.8	48.0	2.4	-	-	-	-	-	98.8	
Royal Street Bus Garage Replacement	Total	\$4.3	\$16.6	\$31.8	\$48.0	\$2.4	-	-	-	-	-	\$103.0	
CL_JNRB Upgrade 3 (Three) Oldest Stations and Systems (ST09)	ARRA	\$17.9	\$4.3	\$13.0	-	-	-	-	-	-	-	\$35.2	
CL_PTFM Replacement of Crumbling Platforms (ST08)	ARRA	16.0	10.6	1.0	-	-	-	-	-	-	-	11.6	
CJP_107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	CIP	-	63.7	26.4	76.4	69.1	-	-	-	-	-	235.6	
Rail Rehabilitation Tier 1: Red Line - Dupont to Silver Spring	Total	\$17.9	\$78.6	\$40.4	\$76.4	\$69.1	-	-	-	-	-	\$282.4	
CL_HYBR Replacement of Oldest Buses (ST02)	ARRA	\$27.0	\$0.0	-	-	-	-	-	-	-	-	\$27.0	
CJP_006 Bus Replacement	CIP	-	82.7	97	28	62	80	81	126	-	-	558	
Bus Replacement	Total	\$27.0	\$82.7	\$97.4	\$28.2	\$62.2	\$80.3	\$80.9	\$126.0	\$584.7	-	\$584.7	
CL_ACCS MetroAccess Fleet Expansion and Replacement (ST10)	ARRA	\$3.8	\$0.0	-	-	-	-	-	-	-	-	\$3.8	
CJP_015 MetroAccess Fleet Replacement	CIP	-	11.6	11.6	12.2	10.2	8.6	10.8	14.7	79.7	-	138.5	
MetroAccess Fleet Replacement	Total	\$3.8	\$11.6	\$11.6	\$12.2	\$10.2	\$8.6	\$10.8	\$14.7	\$83.4	-	\$83.4	
CL_RSVH Service Vehicle Replacement (ST14)	ARRA	\$6.0	-	-	-	-	-	-	-	-	-	\$6.0	
CJP_009 Service Vehicle Replacement	CIP	-	2.1	5.5	8.0	9.0	7.9	5.7	8.3	-	-	46.6	
Service Vehicle Replacement	Total	\$6.0	\$2.1	\$5.5	\$8.0	\$9.0	\$7.9	\$5.7	\$8.3	\$52.6	-	\$52.6	
CL_RPBL Bus Replacement Components (ST26)	ARRA	\$2.7	\$0.2	-	-	-	-	-	-	-	-	\$2.9	
CJP_008 Bus Repairables	CIP	-	8.9	7.7	12.8	11.5	15.4	16.4	17.2	89.9	-	145.5	
Bus Repairables	Total	\$2.7	\$9.1	\$7.7	\$12.8	\$11.5	\$15.4	\$16.4	\$17.2	\$92.8	-	\$92.8	
CL_TPAD Track Pad/Shock Absorber Rehabilitation (ST37)	ARRA	\$1.0	-	-	-	-	-	-	-	-	-	\$1.0	
CJP_021 Track Pad/Shock Absorber Rehabilitation	CIP	-	2.3	4.1	2.2	2.3	2.4	2.5	2.5	18.3	-	32.8	
Track Pad/Shock Absorber Rehabilitation	Total	\$1.0	\$2.3	\$4.1	\$2.2	\$2.3	\$2.4	\$2.5	\$2.5	\$19.3	-	\$19.3	
CL_WELD Track Welding Program to Repair Defects (ST18)	ARRA	\$3.9	\$3.2	\$0.3	-	-	-	-	-	-	-	\$7.4	
CJP_018 Track Welding Program	CIP	-	0.5	2.7	2.9	3.1	3.3	3.6	3.7	19.7	-	37.7	
Track Welding Program	Total	\$3.9	\$3.6	\$3.0	\$2.9	\$3.1	\$3.3	\$3.6	\$3.7	\$27.0	-	\$27.0	
CL_DATA Sensitive Data Protection Technology (ST16)	ARRA	\$3.5	\$1.5	\$0.5	-	-	-	-	-	-	-	\$5.6	
CJP_048 Sensitive Data Protection Technology	CIP	-	6.1	3.6	4.8	4.3	4.1	4.1	-	-	-	27.0	
Sensitive Data Protection Technology	Total	\$3.5	\$7.7	\$4.1	\$4.8	\$4.3	\$4.1	\$4.1	\$4.1	\$32.5	-	\$32.5	
CL_DOCU Document Management System (ST32)	ARRA	\$0.8	\$0.3	-	-	-	-	-	-	-	-	\$1.1	
CJP_046 Document Management System	CIP	-	1.5	1.5	2.0	3.1	2.6	2.6	2.0	15.3	-	26.5	
Document Management System	Total	\$0.8	\$1.9	\$1.5	\$2.0	\$3.1	\$2.6	\$2.6	\$2.0	\$16.4	-	\$16.4	



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

The undersigned certify that they have read and accept the “*Project Information Pages*” and “*Force Account Plans*” for the Capital Improvement Program, American Recovery and Reinvestment Act Program, Reimbursable Projects, and Safety & Security Projects contained in the Fiscal Year 2012 Budget Book.

Project Manager

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Ramon Abramovich SMRT

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Timothy Bach CENV

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John Bercher IT

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Charles Biro MTPD

Michael Brown for Brian
Michael Brown TSSM

Clay Bunting for Bunting
Clay Bunting TSSM

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Kenneth Morford

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Claude Swanson
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Ed Wells
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Darin West
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Charles Wolfe IT

Adams Ming-Chao Young
Adams Ming-Chao Young ~~CENI~~ IT



Appendix B.

Resolutions of the Board of DirectorsB-1

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 2012 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
2010-68	FY2012 Operating Budget Guidance	B-3
2011-29	Approval of FY2012 Budget	B-4
2011-30	Procurement streamlining initiatives and delegations, reprogramming policy for operating and capital budgets and approval requirements for non-procurement activities	B-42
2011-32	Lines of credit renewal	B-55
2011-34	Request Board approval for proposed agreement to operate bus service connecting Pentagon and Mark Center	B-56
2011-35	Request Board approval of a plan for additional bus service to Fort Belvoir in Fairfax County, Virginia	B-58
2011-41	Local 689 Amalgamated Transit Union labor contract 2008-2012	B-59

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: FY2012 OPERATING BUDGET GUIDANCE

2010-68

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Board of Directors will receive and consider the General Manager's proposed FY2012 Operating and Capital Budgets in January 2011; and

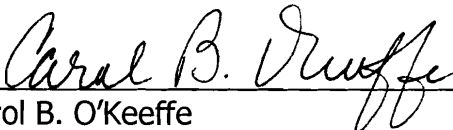
WHEREAS, The Compact requires the Metro Operating Budget to be balanced; now, therefore be it

RESOLVED, That in developing the FY2012 Operating Budget, the Board of Directors accepts that the budget will include:

- Anticipated labor cost increases
- Anticipated growth in MetroAccess ridership
- No net bus or rail service reductions
- Hold fares constant
- Restructuring of expenditures to achieve \$25 million in cost savings
- Safety investments set at the augmented FY2011 levels
- Preventive Maintenance baseline set at FY2010 levels; 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: APPROVAL OF FY2012 BUDGET

2011-29
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 and Chief Executive Officer's (GM/CEO) proposed FY2012 Budget and has conducted town hall meetings and public hearings on proposed service changes; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated any proposed adjustments to service or fares. At the system-wide level, the proposed changes do not show a disparate impact on minority and low-income populations. However, analysis shows that there may be a slightly greater impact on low-income and minority populations if the recommended adjustments to rail headways and Metrobus E6 are not implemented and the other recommendations are implemented. However, these changes will not have a meaningful impact on minority and low-income populations, due to the low number of riders affected by the proposed changes; and

WHEREAS, The Montgomery County Council has approved funding for the "Kids Ride Free" program to subsidize the free Metrobus fares for students of Montgomery County between 2:00 P.M. and 7:00 P.M. for FY2012 Budget; and

WHEREAS, The District of Columbia requested on June 7, 2011, that its share of the \$7.3 million in local funds remaining at the conclusion of the Metro Matters program be set aside in a reimbursable project for the DC Circulator; and

WHEREAS, That since the FY2012 Budget was presented to the Board of Directors on June 9, 2011, funding in the amount of \$30.1 million from additional sources has been identified as follows: a projected FY2011 surplus of \$16.5 million, partial insurance recovery from a property loss in the amount of \$8.3 million, and \$5.3 million in proceeds from the Arlington Bus Garage in excess of the \$20.0 million provided by the Metro Matters Funding Agreement source to fund the West Ox Bus Facility and the amount required for the Royal Street Bus Garage; and

WHEREAS, That additional capital needs have been identified since the FY2012 Budget was presented to the Board of Directors on June 9, 2011, as follows: \$28.1 million for an additional 51 thirty-foot buses which will be advanced from FY2013, of which 26 are

Clean Diesel and 25 are Hybrid/Electric; and \$2.0 million to help speed improvements within the elevator and escalator program; now, therefore be it

RESOLVED, That the Board of Directors approves the FY2012 Budget of \$2.58 billion as detailed in Attachment A; and be it further

RESOLVED, That the FY2012 operating portion of the Budget totals \$1.48 billion with operating revenue, expense and subsidy as detailed in Attachments B-1 and B-2; and be it further

RESOLVED, That the 103-mile rail construction debt service portion of the FY2012 Budget totals \$27.5 million and is allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That \$21.2 million of debt service expenditures resulting from the issuance of Metro Matters bonds are allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That the FY2012 Budget for the Capital Improvement Program (CIP) totals \$0.89 billion as detailed in Attachments C-1, C-2 and C-3; and be it further

RESOLVED, That the Board of Directors authorizes the return of \$0.6 million of the \$2.0 million from Arlington Bus Garage proceeds previously authorized for Royal Street back to the Arlington Bus Garage project, as only \$1.4 million was used; and be it further

RESOLVED, That the Board of Directors approves the increase to the FY2012 CIP budget by \$30.1 million from \$858.8 million to \$888.9 million as a repayment of the preventive maintenance funds borrowed from the CIP budget during FY2011 and to be used for CIP 006 Bus Replacement, which will increase by \$28.1 million from \$69.3 million to \$97.4 million, and for CIP 073 Escalator Rehabilitation, which will increase by \$2.0 million from \$12.5 million to \$14.5 million; and be it further

RESOLVED, That advancing planned bus expenditures from FY2013 to FY2012 will allow for additional project expenditures in FY2013; and be it further

RESOLVED, That the American Recovery and Reinvestment Act of 2009 Projects FY2012 Budget totals \$42.6 million and the budget for Safety & Security Projects totals \$33.1 million as detailed in Attachments D-1 and D-2; and be it further

RESOLVED, That the budget for operating reimbursable program projects totals \$37.3 million and \$100.4 million for the capital portion which includes \$3.0 million for new projects and \$97.4 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 FY2012 through FY2017 of \$5.7 billion plus the roll-over of unexpended capital funds from FY2011 into FY2012; 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, effective for the billing of the FY2010 Audit adjustment of \$16.6 million, the Board of Directors approves quarterly billings during FY2012 to the local jurisdictions equal to one quarter of the amount due; and be it further

RESOLVED, That the Board of Directors approves use of capital funds of \$30.7 million for preventive maintenance expenditures, a decrease of \$30 million from the FY2011 amount; and be it further

RESOLVED, That the Board of Directors authorizes the transfer of the following funds within the FY2011 CIP:

- CIP042 – Bus & Rail Asset Management Software of \$250,000;
- CIP043 – Bus Operations Support Software of \$500,000;
- CIP045 – Data Centers and Infrastructures for \$500,000;
- CIP047 – Enterprise Geographic Information System for \$300,000;
- CIP050 – Metro IT OneStop and Office Automation for \$200,000;
- CIP052 – Network & Communications for \$100,000;
- CIP053 – Network Operations Center (NOC) for \$850,000;
- CIP054 – Customer Electronic Communications & Outreach for \$100,000; and
- CIP056 – Rail Operations Support Software for \$700,000

to project CIP049 – Management Support software for \$3,500,000; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO to make changes to the headcount that are funded within the Operating, Capital and Reimbursable Budgets; and be it further

RESOLVED, That the Board of Directors accepts the Staff Report on the town hall meetings and public hearings held in May of 2011, concerning proposed service changes and attached as Attachment E; and be it further

RESOLVED, That the Board of Directors adopts the service and fare changes shown on Attachment F to be effective on September 25, 2011, except for the creation of Metrobus Route 7M and the additional service on Metrobus Route 22A which shall be effective on August 8, 2011; and be it further

RESOLVED, That the GM/CEO is directed to work with Fairfax County to develop a plan for additional bus service to Fort Belvoir, in response to Defense Base Closure and Realignment (BRAC) related work force relocations and development, to consist of a new route between Franconia-Springfield Metrorail station and Fort Belvoir and an extension of REX service to support second shift commuters to Fort Belvoir and the Richmond Highway corridor and, further, to report back to the Board at the July Finance and Administration Committee meeting on July 7, 2011; and be it further

RESOLVED, That the Board of Directors directs that MetroAccess fares shall be based on the SmarTrip® fares where applicable even though SmarTrip® is not accepted on MetroAccess vehicles; and be it further

RESOLVED, That the Board of Directors approves funding by Montgomery County of the "Kids Ride Free" program to subsidize the free Metrobus fares for students of Montgomery County between 2:00 P.M. and 7:00 P.M. for FY2012 Budget; and be it further

RESOLVED, That the Board of Directors approves the use of land sale proceeds from property along Florida Avenue, NW, between 7th and 9th Streets to offset local funds remaining at the end of Metro Matters to be returned to the funding jurisdictions, reducing the Metro Matters residual funding included in the FY2012 Budget by \$7.3 million from \$18.9 million to \$11.6 million and increasing the Miscellaneous funding included in the FY2012 budget by \$7.3 million from \$31.9 million to \$39.2 million; and be it further

RESOLVED, That the Board of Directors approves the District of Columbia's portion of the Metro Matters residual funding be set aside in a reimbursable project for the DC Circulator; 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 CIP and Capital Needs Inventory; and (2) execute and file the annual Federal Transit Administration Certifications and Assurances; 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

FY2012 BUDGET

(dollars in millions)

	Fiscal 2012 Budget	Capital Six-year Budget
Operating Budget:		
Metrobus Operations	\$535.1	
Metrorail Operations	\$813.0	
MetroAccess Operations	\$116.4	
Subsidized Operating Budget	\$1,464.5	
Preventive Maintenance	(\$30.7)	
Debt Service	\$27.5	
Metro Matters Debt Service	\$21.2	
Total Operating Budget	\$1,482.5	
Operating Reimbursable Programs	\$37.3	
Capital Budget:		
Capital Improvement Program	\$888.9	\$5,183.3
ARRA	\$42.6	\$42.6
Safety and Security	\$33.1	\$33.1
Capital Reimbursable - Prior Approved	\$97.4	\$435.5
Capital Reimbursable	\$3.0	\$18.0
Total Capital Budget	\$1,065.0	\$5,712.5
FY2012 BUDGET APPROVAL	\$2,584.7	\$5,712.5

FY2012 Approved Headcount

Operating	10,226
Capital	1,019
Reimbursable	74
	11,319

ATTACHMENT B-1

**FISCAL 2012 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES**

	FY2012 Budget	Metrobus	Metrorail	MetroAccess
REVENUES				
Passenger	\$ 712,886,926	\$ 124,985,134	\$ 581,649,992	\$ 6,251,800
Other Passenger	7,000,000	4,866,200	2,133,800	-
Parking	47,842,000	-	47,842,000	-
Charter	-	-	-	-
Advertising	15,000,000	10,050,000	4,950,000	-
Joint Development	6,450,000	-	6,450,000	-
Other	7,129,000	1,749,652	5,379,349	-
Employee Parking	240,000	120,000	120,000	-
Interest	515,000	185,400	329,600	-
Fiber Optics	14,840,000	-	14,840,000	-
Total Revenues	\$ 811,902,926	\$ 141,956,386	\$ 663,694,741	\$ 6,251,800
EXPENSES				
Personnel	\$1,023,312,481	\$ 414,891,115	\$ 601,582,068	\$ 6,839,299
Services	\$ 199,507,016	32,489,983	59,289,121	107,727,912
Materials & Supplies	\$ 58,909,859	21,954,625	36,309,895	645,339
Fuel & Propulsion Power	\$ 101,020,173	40,098,746	60,921,427	-
Utilities	\$ 47,230,092	9,526,646	37,591,206	112,240
Casualty & Liability	\$ 28,745,587	12,483,858	15,968,205	293,523
Leases & Rentals	\$ 5,192,830	1,768,279	2,701,751	722,801
Miscellaneous	\$ 5,034,111	1,992,651	2,978,025	63,435
Reimbursements	\$ (4,380,163)	(74,300)	(4,305,863)	-
Total Expenses	\$1,464,571,986	\$ 535,131,603	\$ 813,035,834	\$ 116,404,548
GROSS SUBSIDY	\$ 652,669,060	\$ 393,175,218	\$ 149,341,093	\$ 110,152,748
Less: Preventive Maint	(30,700,000)	(10,438,000)	(20,262,000)	-
Net Operating Subsidy	\$ 621,969,060	\$ 382,737,218	\$ 129,079,093	\$ 110,152,748

FISCAL YEAR 2012 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	\$311,283,980	\$133,647,739	\$46,748,024	\$51,422,893	\$14,637,680	\$23,679,793	\$657,348	\$39,137,723	\$1,352,780
Subtract non-revenue trips 7M	(\$176,358)	(\$75,719)	(\$26,485)	(\$29,134)	(\$8,293)	(\$13,416)	(\$372)	(\$22,173)	(\$766)
Modify Regional 70-71	(\$637,172)	(\$368,825)	(\$72,640)	(\$68,741)	(\$20,833)	(\$34,928)	(\$529)	(\$69,651)	(\$1,025)
Regional Component 74	\$671,800	\$385,798	\$77,303	\$73,890	\$22,279	\$37,227	\$604	\$73,534	\$1,165
Revised Regional Bus Subsidy	\$311,142,250	\$133,588,993	\$46,726,202	\$51,398,908	\$14,630,833	\$23,668,676	\$657,051	\$39,119,433	\$1,352,154
Non-Regional Bus Subsidy	\$70,918,184	\$30,790,933	\$8,243,603	\$22,484,989	\$412,997	\$668,135	\$0	\$8,317,528	\$0
New 22A	\$354,153					\$354,153			
Modify 3Y	\$106,622					\$106,622			
Add Non-Regional 7M	\$468,117				\$468,117				
Eliminate service on K1	(\$205,183)	(\$205,183)							
Eliminate service on N8	(\$344,955)	(\$344,955)							
Non-Regional 74	\$298,030	\$298,030							
Revised Non-Regional Bus Subsidy	\$71,594,968	\$30,538,825	\$8,243,603	\$22,484,989	\$881,114	\$1,128,910	\$0	\$8,317,528	\$0
Bus subtotal	\$382,737,219	\$164,127,818	\$54,969,805	\$73,883,897	\$15,511,947	\$24,797,585	\$657,051	\$47,436,961	\$1,352,154
Percent of Total	100%	42.9%	14.4%	19.3%	4.1%	6.5%	0.2%	12.4%	0.4%
Metro rail Operating Subsidy									
Base Allocation	\$118,990,890	\$41,059,701	\$22,246,332	\$21,461,186	\$5,421,195	\$11,383,432	\$354,906	\$16,766,327	\$297,811
22A Rail Implications	(\$178,992)					(\$178,992)			
Max Fare Subsidy	\$10,267,195	\$802,334	\$4,109,478	\$1,906,462	\$324,251	\$252,438	\$112,370	\$2,723,688	\$36,174
Subtotal	\$129,079,093	\$41,862,035	\$26,355,810	\$23,367,648	\$5,745,446	\$11,456,878	\$467,276	\$19,490,015	\$333,985
Percent of Total	100%	32.4%	20.4%	18.1%	4.5%	8.9%	0.4%	15.1%	0.3%
MetroAccess Subsidy	\$110,152,748	\$27,334,901	\$23,394,898	\$44,413,116	\$1,022,712	\$1,131,386	\$306,578	\$12,409,775	\$139,381
Percent of Total	100%	24.8%	21.2%	40.3%	0.9%	1.0%	0.3%	11.3%	0.1%
Net Operating Subsidy	\$621,969,060	\$233,324,754	\$104,720,514	\$141,664,661	\$22,280,105	\$37,385,850	\$1,430,905	\$79,336,752	\$1,825,520
	100%	37.5%	16.8%	22.8%	3.6%	6.0%	0.2%	12.8%	0.3%
FY2010 Audit Adjustment	\$16,586,570	\$2,920,037	\$4,676,961	\$5,108,495	\$419,873	\$1,122,191	\$65,326	\$2,259,077	\$14,609
Total Net Operating Subsidy (Including FY2010 Audit Adj)	\$638,555,630	\$236,244,791	\$109,397,475	\$146,773,156	\$22,699,978	\$38,508,040	\$1,496,231	\$81,595,829	\$1,840,129
Debt Service	\$27,476,650	\$10,328,462	\$4,866,163	\$4,871,561	\$1,417,810	\$2,739,447	\$46,687	\$3,168,029	\$38,489
Metro Matters Debt Service	\$21,178,006	\$10,673,715	\$4,945,064	\$5,506,282	\$0	\$0	\$0	\$0	\$52,945
Total Debt Service	\$48,654,656	\$21,002,177	\$9,811,227	\$10,377,843	\$1,417,810	\$2,739,447	\$46,687	\$3,168,029	\$91,434
FY2012 Jurisdictional Operating Funding	\$687,210,286	\$257,246,968	\$119,208,702	\$157,150,999	\$24,117,789	\$41,247,488	\$1,542,918	\$84,763,859	\$1,931,563

ATTACHMENT C-1

FY2012 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
A Vehicles/ Vehicle Parts									
Replacement of Rail Cars									
CIP 057 1000 Series Rail Car Replacement	\$79.902	\$8.000	\$11.753	\$8.353	\$98.115	\$277.130	\$483.252	\$205.802	\$689.054
CIP 060 4000 Series Rail Car Replacement	0.000	0.000	0.000	4.075	19.964	127.373	151.412	78.716	230.127
Subtotal	\$79.902	\$8.000	\$11.753	\$12.428	\$118.079	\$404.503	\$634.664	\$284.517	\$919.181
Replacement of Buses									
CIP 006 Bus Replacement	\$82.693	\$97.410	\$28.207	\$62.170	\$80.347	\$80.878	\$431.705	\$126.000	\$557.705
Subtotal	\$82.693	\$97.410	\$28.207	\$62.170	\$80.347	\$80.878	\$431.705	\$126.000	\$557.705
Rehabilitation of Rail Cars									
CIP 064 1000 Series Rail Car HVAC Rehabilitation	\$1.865	\$2.152	\$0.190	\$0.000	\$0.000	\$0.000	\$4.207	\$0.000	\$4.207
CIP 058 2000/3000 Series Rail Car Mid-Life Rehabilitation	5.054	3.031	1.153	0.000	0.000	0.000	9.238	0.000	9.238
CIP 148 Repair of Damaged Railcars	8.053	0.000	0.000	0.000	0.000	0.000	8.053	0.000	8.053
CIP 067 Rail Car Safety & Reliability Enhancements	12.335	8.737	1.502	1.653	1.699	1.755	27.681	1.802	29.483
CIP 063 Rail Rehabilitation Program	11.925	21.522	19.703	19.892	19.981	21.164	114.187	21.489	135.676
CIP 125 Rail Preventive Maintenance	20.861	0.000	0.000	0.000	0.000	0.000	20.861	0.000	20.861
CIP 142 Rail Lifecycle Overhaul	20.000	20.800	20.864	20.932	20.831	20.831	124.258	20.831	145.089
Subtotal	\$80.093	\$56.242	\$43.411	\$42.477	\$42.512	\$43.750	\$308.485	\$44.122	\$352.607
Rehabilitation of Buses									
CIP 005 Bus Rehabilitation Program	\$24.449	\$30.081	\$30.862	\$31.672	\$32.251	\$33.005	\$182.321	\$34.700	\$217.021
CIP 008 Bus Repairables	8.912	7.703	12.770	11.511	15.378	16.427	72.701	17.249	89.950
CIP 137 Bus Preventive Maintenance	11.471	0.000	0.000	0.000	0.000	0.000	11.471	0.000	11.471
CIP 143 Bus Lifecycle Overhaul	10.000	10.715	10.748	10.783	10.731	10.731	63.708	10.731	74.439
Subtotal	\$54.831	\$48.499	\$54.380	\$53.966	\$58.360	\$60.163	\$330.200	\$62.680	\$392.880
Replacement of MetroAccess Vehicles									
CIP 015 MetroAccess Fleet Replacement	\$11.559	\$11.559	\$12.202	\$10.247	\$8.571	\$10.846	\$64.984	\$14.669	\$79.652
Subtotal	\$11.559	\$11.559	\$12.202	\$10.247	\$8.571	\$10.846	\$64.984	\$14.669	\$79.652
Replacement of Service Vehicles									
CIP 009 Service Vehicle Replacement	\$2.122	\$5.529	\$7.964	\$8.968	\$7.937	\$5.718	\$38.237	\$8.330	\$46.567
Subtotal	\$2.122	\$5.529	\$7.964	\$8.968	\$7.937	\$5.718	\$38.237	\$8.330	\$46.567
Rail Car Fleet Expansion									
CIP 062 6000 Series Rail Car Procurement	\$6.724	\$2.761	\$1.042	\$2.541	\$0.000	\$0.000	\$13.068	\$0.000	\$13.068
Subtotal	\$6.724	\$2.761	\$1.042	\$2.541	\$0.000	\$0.000	\$13.068	\$0.000	\$13.068
Bus Fleet Expansion									
CIP 003 Bus Capacity Enhancements: Fleet Expansion	\$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
Bus Enhancements									
CIP 002 Automatic Vehicle Location Equipment Replacement	4.231	4.330	30.460	0.000	0.000	0.000	\$39.021	0.000	\$39.021
CIP 007 Bus Camera Installation	2.574	0.000	0.000	3.001	0.000	0.000	5.575	0.000	5.575
Subtotal	\$6.805	\$4.330	\$30.460	\$3.001	\$0.000	\$0.000	\$44.596	\$0.000	\$44.596
Subtotal	\$324.729	\$234.330	\$189.417	\$195.796	\$315.806	\$605.859	\$1,865.937	\$540.318	\$2,406.256

ATTACHMENT C-1

FY2012 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

		FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
B Rail System Infrastructure Rehabilitation										
Rail Line Segment Rehabilitation										
CIP 108	Rail Rehabilitation Tier 1: Dupont to Grosvenor	\$0.000	\$0.000	\$4.010	\$33.353	\$82.039	\$86.978	\$206.380	\$68.183	\$274.563
CIP 107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	63.739	26.350	76.389	69.146	0.000	0.000	235.623	0.000	235.623
CIP 110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	24.528	63.783	51.968	86.786	95.118	94.985	417.168	0.000	417.168
	Subtotal	\$88.267	\$90.133	\$132.367	\$189.285	\$177.157	\$181.963	\$859.171	\$68.183	\$927.355
	Subtotal	\$88.267	\$90.133	\$132.367	\$189.285	\$177.157	\$181.963	\$859.171	\$68.183	\$927.355
C Maintenance Facilities										
Rehabilitation and Replacement of Bus Garages										
CIP 085	Royal Street Bus Garage Replacement (Cinder Bed Road)	\$16.595	\$31.768	\$47.979	\$2.436	\$0.000	\$0.000	\$98.779	\$0.000	\$98.779
CIP 086	Southeastern Bus Garage Replacement (DC Village)	0.027	30.719	14.918	0.000	0.000	0.000	45.664	0.000	45.664
CIP 084	Southern Avenue Bus Garage Replacement	10.533	29.246	51.759	21.720	0.000	0.000	113.258	0.000	113.258
	Subtotal	\$27.155	\$91.733	\$114.657	\$24.156	\$0.000	\$0.000	\$257.701	\$0.000	\$257.701
Maintenance of Bus Garages										
CIP 119	Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18.982	\$25.947	\$30.845	\$32.237	\$19.800	\$17.250	\$145.060	\$0.000	\$145.060
	Subtotal	18.982	25.947	30.845	32.237	19.800	17.250	145.060	0.000	145.060
Maintenance of Rail Yards										
CIP 116	Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$0.297	\$15.499	\$14.777	\$16.216	\$34.697	\$15.798	\$97.283	\$28.134	\$125.416
	Subtotal	\$0.297	\$15.499	\$14.777	\$16.216	\$34.697	\$15.798	\$97.283	\$28.134	\$125.416
Rail Maintenance Facilities										
CIP 071	Test Track & Commissioning Facility	\$1.900	\$3.000	\$40.000	\$40.000	\$1.474	\$0.000	\$86.374	\$0.000	\$86.374
	Subtotal	\$1.900	\$3.000	\$40.000	\$40.000	\$1.474	\$0.000	\$86.374	\$0.000	\$86.374
Environmental Compliance Projects										
CIP 010	Environmental Compliance Projects	\$0.626	\$0.655	\$0.692	\$0.734	\$0.770	\$0.812	\$4.289	\$0.812	\$5.101
CIP 011	Underground Storage Tank Replacement	2.069	4.476	2.530	2.426	1.005	2.934	15.439	4.244	19.683
	Subtotal	\$2.695	\$5.131	\$3.222	\$3.159	\$1.775	\$3.746	\$19.728	\$5.056	\$24.784
Maintenance Bus and Rail Facilities										
CIP 127	Support Equipment - MTPD	\$1.725	\$1.030	\$1.060	\$1.067	\$1.063	\$1.062	\$7.006	\$1.080	\$8.086
CIP 145	Rail Yard Hardening and Bus Security	3.000	10.379	5.188	0.000	0.000	0.000	18.566	0.000	18.566
CIP 126	Financial Planning, Project Administration, and System-wide Infrastructure U	3.334	1.067	2.099	2.102	2.100	2.099	12.800	5.888	18.687
	Subtotal	\$8.059	\$12.475	\$8.346	\$3.169	\$3.162	\$3.161	\$38.371	\$6.968	\$45.339
Expansion of Bus Garages										
CIP 078	Bladensburg Shop Reconfiguration	\$2.660	\$6.549	\$7.258	\$9.431	\$0.000	\$0.000	\$25.897	\$0.000	\$25.897
CIP 038	Bus Garage Capacity Enhancements	0.010	2.206	0.000	0.000	0.000	0.000	2.216	0.000	2.216
	Subtotal	\$2.671	\$8.754	\$7.258	\$9.431	\$0.000	\$0.000	\$28.113	\$0.000	\$28.113
	Subtotal	\$61.758	\$162.540	\$219.104	\$128.367	\$60.907	\$39.955	\$672.631	\$40.157	\$712.788
D Systems and Technology										
Power System Upgrades - Rail										
CIP 077	8-Car Train Power Upgrades	\$4.132	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.132	\$0.000	\$4.132
CIP 076	100 % 8-Car Train - Power Upgrades	0.000	0.000	6.986	7.980	6.791	7.258	29.015	7.258	36.273
	Subtotal	\$4.132	\$0.000	\$6.986	\$7.980	\$6.791	\$7.258	\$33.147	\$7.258	\$40.405

ATTACHMENT C-1
 FY2012 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Costs: FY2011-2017
 (dollars in millions)

		FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
Operations Support Software										
CIP 042	Bus & Rail Asset Management Software	\$1.603	\$4.185	\$5.800	\$3.600	\$5.700	\$4.900	\$25.787	\$3.815	\$29.602
CIP 043	Bus Operations Support Software	1.993	1.992	3.000	3.400	3.500	3.000	16.885	3.084	19.969
CIP 144	Bus Operations Control Center	1.604	0.000	0.000	0.000	0.000	0.000	1.604	0.000	1.604
CIP 044	Customer & Regional Integration	9.565	6.201	3.776	4.821	4.797	4.797	33.958	4.797	38.755
CIP 045	Data Centers and Infrastructures	8.392	4.242	2.880	6.300	5.200	4.400	31.415	6.700	38.115
CIP 047	Enterprise Geographic Information System	1.947	2.949	2.574	2.713	3.598	2.570	16.352	2.655	19.007
CIP 052	Network and Communications	3.640	5.003	6.200	4.565	5.100	6.100	30.609	4.200	34.809
CIP 053	Network Operations Center (NOC)	1.879	0.493	1.767	3.252	2.352	2.352	12.095	2.487	14.582
CIP 051	Police Dispatch and Records Management	0.000	1.559	0.520	0.000	0.000	0.000	2.079	0.000	2.079
CIP 140	Rail Mileage Based Asset Management	2.379	2.176	2.671	1.343	0.000	0.000	8.569	0.000	8.569
CIP 149	Transit Asset Management	3.000	0.000	0.000	0.000	0.000	0.000	3.000	0.000	3.000
CIP 128	Data Governance and Business Intelligence	0.000	1.559	1.559	0.995	0.000	0.000	4.113	0.000	4.113
CIP 056	Rail Operations Support Software	2.157	1.712	5.149	5.665	5.141	5.140	24.964	5.170	30.134
Subtotal		\$38.160	\$32.071	\$35.896	\$36.655	\$35.388	\$33.260	\$211.430	\$32.908	\$244.338
Business Support Software & Equipment										
CIP 030	Currency Processing Machines	\$0.647	\$1.456	\$0.799	\$0.000	\$0.000	\$0.000	\$2.902	\$0.000	\$2.902
CIP 054	Customer Electronic Communications & Outreach	2.543	3.114	2.800	2.222	2.000	2.000	14.679	2.000	16.679
CIP 046	Document Management System	1.549	1.465	2.000	3.135	2.600	2.600	13.349	2.000	15.349
CIP 049	Management Support Software	13.003	19.839	5.040	4.000	0.000	0.000	41.881	0.000	41.881
CIP 050	Metro IT OneStop and Office Automation	4.502	1.834	3.003	2.100	2.100	2.100	15.637	2.100	17.737
CIP 103	Police Portable Radio Replacement	0.655	0.667	0.669	0.000	0.000	0.668	2.659	0.800	3.459
CIP 048	Sensitive Data Protection Technology	6.121	3.616	4.758	4.255	4.112	4.112	26.976	0.000	26.976
CIP 147	FBI National Electronic Countermeasures Program	0.351	0.000	0.000	0.000	0.000	0.000	0.351	0.000	0.351
Subtotal		\$29.370	\$31.991	\$19.068	\$15.712	\$10.812	\$11.480	\$118.434	\$6.900	\$125.334
Rail Fare Equipment										
CIP 091	Automatic Fare Collection Machines	\$0.000	\$1.075	\$1.111	\$1.111	\$1.111	\$1.111	\$5.518	\$1.111	\$6.629
CIP 031	Debit/Credit Processing Requirements	1.911	0.507	0.257	0.258	0.257	0.257	3.447	0.257	3.704
CIP 092	Ethernet Wiring for Rail Fare Machines	1.343	0.000	0.000	0.000	0.000	0.000	1.343	0.000	1.343
CIP 032	Fare Media Encoders	1.014	0.579	0.000	0.000	0.000	0.000	1.593	0.000	1.593
CIP 094	Improvements to Coin Collection Machines	2.281	0.000	0.000	0.000	0.000	0.000	2.281	0.000	2.281
CIP 093	Integrating regional NEXTFARE System	6.625	0.955	0.195	0.195	0.195	0.000	8.165	0.000	8.165
CIP 097	Open Bankcard and Automatic Fare Collection Systems	1.546	2.250	0.360	0.360	0.360	0.360	5.236	0.000	5.236
Subtotal		\$14.720	\$5.365	\$1.923	\$1.924	\$1.923	\$1.728	\$27.584	\$1.368	\$28.952
Subtotal		\$86.382	\$69.428	\$63.874	\$62.271	\$54.914	\$53.725	\$390.595	\$48.434	\$439.028
E Track and Structures										
Track Rehabilitation										
CIP 023	Third Rail Rehabilitation	\$0.000	\$5.517	\$4.184	\$4.408	\$4.606	\$4.835	\$23.550	\$4.939	\$28.489
CIP 089	Track Fasteners	2.066	2.053	2.059	2.066	2.056	2.056	12.357	2.700	15.057
CIP 019	Track Floating Slab Rehabilitation	1.633	1.410	1.319	1.555	1.616	1.689	9.222	1.717	10.939
CIP 021	Track Pad/Shock Absorber Rehabilitation	2.274	4.097	2.155	2.271	2.419	2.491	15.707	2.544	18.252
CIP 024	Track Rehabilitation	47.673	40.519	39.223	31.919	33.369	37.239	229.941	39.040	268.981
CIP 022	Track Structural Rehabilitation	2.318	4.037	2.890	1.840	1.787	1.876	14.748	1.917	16.665
CIP 141	Cheverly Abutment	7.407	0.000	0.000	0.000	0.000	0.000	7.407	0.000	7.407
CIP 018	Track Welding Program	0.470	2.656	2.863	3.089	3.307	3.560	15.945	3.730	19.675
CIP 146	Mainline No. 8 Switch Replacement Program	1.000	5.331	0.000	0.000	0.000	0.000	6.331	0.000	6.331
Subtotal		\$64.842	\$65.620	\$54.693	\$47.147	\$49.161	\$53.747	\$335.209	\$56.587	\$391.796
Station/Tunnel Rehabilitation										
CIP 026	Station/Tunnel Leak Mitigation	\$3.058	\$3.298	\$3.277	\$3.452	\$3.607	\$3.761	\$20.452	\$4.952	\$25.404
Subtotal		\$3.058	\$3.298	\$3.277	\$3.452	\$3.607	\$3.761	\$20.452	\$4.952	\$25.404
Subtotal		\$67.900	\$68.918	\$57.969	\$50.598	\$52.767	\$57.508	\$355.661	\$61.540	\$417.200

ATTACHMENT C-1

FY2012 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

		FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
F Passenger Facilities										
Elevator/Escalator Facilities										
CIP 072	Elevator Rehabilitation	\$2.358	\$3.990	\$3.265	\$2.136	\$1.645	\$2.159	\$15.554	\$2.200	\$17.754
CIP 132	Elevator/Escalator Repairables	3.277	4.825	4.800	4.800	4.800	4.800	27.302	4.800	32.102
CIP 073	Escalator Rehabilitation	6.516	14.465	12.738	14.946	13.879	9.767	72.312	10.600	82.912
Subtotal		\$12.150	\$23.281	\$20.804	\$21.883	\$20.324	\$16.726	\$115.167	\$17.600	\$132.767
Maintenance of Rail Station Facilities										
CIP 138	System-wide Infrastructure Rehabilitation	\$50.218	\$55.213	\$25.684	\$6.573	\$0.000	\$0.000	\$137.687	\$0.000	\$137.687
CIP 087	Station Rehabilitation Program	8.586	7.832	7.960	8.089	8.153	8.358	48.978	8.488	57.466
CIP 150	Fire Systems	0.000	2.160	10.000	13.000	0.000	0.000	25.160	0.000	25.160
CIP 151	Station Cooling Program	0.000	3.255	3.581	0.000	0.000	0.000	6.836	0.000	6.836
CIP 152	Parking Garage Rehabilitation	0.000	1.000	3.000	3.000	0.000	0.000	7.000	0.000	7.000
Subtotal		\$58.804	\$69.460	\$50.224	\$30.662	\$8.153	\$8.358	\$225.661	\$8.488	\$234.149
Bicycle & Pedestrian Facilities										
CIP 035	Bicycle & Pedestrian Facilities: Capacity Improvements	\$0.983	\$1.019	\$1.220	\$1.220	\$1.220	\$1.220	\$6.882	\$1.220	\$8.102
CIP 036	Replacement of Bicycle Racks & Lockers	0.410	0.419	0.521	0.436	0.448	0.464	2.698	0.476	3.174
Subtotal		\$1.392	\$1.438	\$1.741	\$1.656	\$1.668	\$1.684	\$9.580	\$1.696	\$11.276
Rail Station: Capacity/Enhancements										
CIP 039	Core & System Capacity Project Development	\$0.509	\$3.027	\$1.030	\$1.033	\$1.542	\$1.028	\$8.169	\$0.000	\$8.169
CIP 074	Installation of Parking Lot Credit Card Readers	0.000	2.750	0.000	0.000	0.000	0.000	2.750	0.000	2.750
CIP 088	Station Entrance Canopies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	23.000	23.000
Subtotal		\$0.509	\$5.777	\$1.030	\$1.033	\$1.542	\$1.028	\$10.919	\$23.000	\$33.919
Bus Priority Corridor Improvements										
CIP 037	Bus Priority Corridor Network Enhancements	\$6.133	\$3.553	\$7.809	\$5.166	\$3.126	\$0.000	\$25.788	\$6.168	\$31.956
Subtotal		\$6.133	\$3.553	\$7.809	\$5.166	\$3.126	\$0.000	\$25.788	\$6.168	\$31.956
Rail Station Equipment										
CIP 099	Police Emergency Management Equipment	\$0.887	\$0.197	\$0.200	\$0.203	\$0.206	\$0.274	\$1.967	\$0.210	\$2.177
Subtotal		\$0.887	\$0.197	\$0.200	\$0.203	\$0.206	\$0.274	\$1.967	\$0.210	\$2.177
Subtotal		\$79.875	\$103.706	\$81.808	\$60.603	\$35.020	\$28.070	\$389.081	\$57.162	\$446.244
G Maintenance Equipment										
Rail Maintenance Equipment										
CIP 136	FCC Radio Frequency Communication Changes	\$0.251	\$12.772	\$30.000	\$14.000	\$0.000	\$0.000	\$57.023	\$0.000	\$57.023
CIP 065	Geometry Vehicle	1.834	8.928	2.643	0.486	0.000	0.000	13.892	0.000	13.892
CIP 139	NTSB Recommendations	0.000	8.423	11.204	3.551	1.265	1.114	25.557	0.557	26.114
CIP 139-06	Replace GRS Track Circuits	5.599	19.645	21.590	13.740	1.250	0.000	61.824	0.000	61.824
CIP 139-07	Inspec Procedure-Track Circuit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 139-08	Tech Bulletin & Safety Info	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 139-09	Remove Unnecessary Wayside Com/Cable Testing	2.001	11.012	7.563	0.000	0.000	0.000	20.575	0.000	20.575
CIP 139-10	NTSB ATC System Safety Analysis	1.750	3.126	1.563	0.000	0.000	0.000	6.439	0.000	6.439
CIP 139-11	Dsqn/Oper/Maint Poten. Failure	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 139-12	Cable Insulation Testing	5.212	0.000	0.000	0.000	0.000	0.000	5.212	0.000	5.212
CIP 139-13	FTA Recommendation: TOC Audit	0.000	0.146	0.146	0.146	0.000	0.000	0.437	0.000	0.437
CIP 139-14	Periodic Compreh Data Review	0.073	0.088	0.088	0.021	0.000	0.000	0.269	0.000	0.269
CIP 139-15	Safety Reporting Prog & Review	0.098	0.000	0.000	0.000	0.000	0.000	0.098	0.000	0.098
CIP 139-16	Hazard Identification & Resolu	0.122	0.000	0.000	0.000	0.000	0.000	0.122	0.000	0.122
CIP 139-17	Audit and Open CAPs	0.073	0.000	0.000	0.000	0.000	0.000	0.073	0.000	0.073
CIP 139-19	Onboard Event Recorders 1K/4K	3.258	4.656	2.909	0.000	0.000	0.000	10.822	0.000	10.822
CIP 139-20	Program to Monitor Recorders	0.782	0.581	0.000	0.000	0.000	0.000	1.363	0.000	1.363
CIP 139-P1	Examine Track Circuits	0.000	2.327	6.981	0.000	0.000	0.000	9.309	0.000	9.309
CIP 139-P2	Track Circuit Performance Improvements	0.349	5.059	1.164	0.000	0.000	0.000	6.571	0.000	6.571
CIP 139-P3	Redundancy of ATC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 139-P4	Loss of Shunt Tools	1.003	0.447	0.000	0.000	0.000	0.000	1.450	0.000	1.450
CIP 139-P5	Enhanced Track Circuit Verifi	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500
CIP 139-P6	Replace power cables	5.213	9.310	9.309	9.309	9.309	9.309	51.759	5.212	56.971

ATTACHMENT C-1

FY2012 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Costs: FY2011-2017

(dollars in millions)

		FY2011	Annual Work	FY2013	FY2014	FY2015	FY2016	Total	FY2017	Total
		Forecast	Plan Year:	Forecast	Forecast	Forecast	Forecast	FY2011-16	Forecast	FY2011-17
			FY2012							
			Budget							
CIP 066	Rail Shop Repair Equipment	2.169	6.571	6.322	6.336	5.265	4.215	30.878	2.980	33.858
CIP 020	Replacement of Rail Track Signage	0.984	1.060	1.117	1.177	1.250	1.235	6.823	1.341	8.164
CIP 027	Switch Machine Rehabilitation Project	0.899	0.950	1.001	1.054	1.101	1.157	6.161	1.181	7.342
CIP 025	Track Maintenance Equipment	1.242	34.683	12.840	10.475	10.425	12.964	82.629	13.000	95.629
CIP 135	Train Control Signal	1.031	5.347	4.153	2.583	1.028	1.028	15.170	0.000	15.170
CIP 133	Wayside Work Equipment	2.285	4.825	5.149	2.066	1.542	0.000	15.866	0.000	15.866
Subtotal		\$36.727	\$139.956	\$125.739	\$64.943	\$32.435	\$31.022	\$430.822	\$24.271	\$455.093
Bus Repair Equipment										
CIP 004	Bus Repair Equipment	\$2.945	\$7.176	\$3.015	\$3.125	\$3.213	\$3.380	\$22.855	\$3.549	\$26.404
Subtotal		\$2.945	\$7.176	\$3.015	\$3.125	\$3.213	\$3.380	\$22.855	\$3.549	\$26.404
Business Facilities Equipment										
CIP 028	Materials Handling Equipment	\$0.158	\$0.139	\$0.144	\$0.149	\$0.153	\$0.158	\$0.901	\$0.159	\$1.060
CIP 029	Warehouse Vertical Storage Units/Shelving	0.606	0.766	0.600	0.622	0.766	0.660	4.020	0.665	4.685
Subtotal		\$0.764	\$0.905	\$0.745	\$0.771	\$0.919	\$0.818	\$4.921	\$0.824	\$5.745
Subtotal		\$40.437	\$148.037	\$129.498	\$68.839	\$36.568	\$35.220	\$458.598	\$28.644	\$487.242
H Other Facilities										
Business Support Facilities										
CIP 080	Jackson Graham Building Renovation	\$7.399	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000	\$9.399	\$0.000	\$9.399
CIP 033	Replacement of Revenue Facility Equipment	0.656	0.266	0.221	0.507	0.409	0.264	2.323	0.398	2.721
CIP 034	Revenue Collection Facility (RCF) Building Expansion	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Subtotal		\$8.055	\$2.266	\$0.221	\$0.507	\$0.409	\$0.264	\$11.722	\$0.398	\$12.120
MTPD Support Facilities										
CIP 101	Police Substation- New District 2/Special Operations Division Facility	\$1.296	\$2.524	\$13.014	\$0.544	\$0.000	\$0.000	\$17.378	\$0.000	\$17.378
CIP 106	Special Operations Division Facility	0.831	1.626	8.338	0.341	0.000	0.000	11.136	0.000	11.136
Subtotal		\$2.127	\$4.150	\$21.352	\$0.885	\$0.000	\$0.000	\$28.514	\$0.000	\$28.514
Subtotal		\$10.182	\$6.416	\$21.573	\$1.392	\$0.409	\$0.264	\$40.236	\$0.398	\$40.634
I Project Management and Support										
Credit Facility										
CIP 131	Credit Facility	\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
Subtotal		\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
Subtotal		\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
To be programmed		\$0.000	\$0.000	\$28.100	\$0.000	\$0.000	\$0.000	\$28.100	\$0.000	\$28.100
Total		\$764.430	\$888.898	\$929.710	\$763.761	\$740.048	\$1,009.064	\$5,095.911	\$851.837	\$5,947.748

ATTACHMENT C-2

FY2012 CAPITAL BUDGET

Multi-Year Capital Budget (CIP) Source of Funds: FY2011-2017

(dollars in millions)

	FY2011 Forecast	FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
► Federal Funds:									
Federal Formula Grant Funds:									
> Section 5307 Grant	\$129.876	\$148.854	\$139.365	\$142.849	\$147.849	\$152.537	\$861.330	\$158.866	\$1,020.196
> Section 5309 Grant	98.157	104.375	101.266	103.798	107.431	111.191	626.217	115.082	741.299
Subtotal - Formula Grants	\$228.033	\$253.229	\$240.631	\$246.647	\$255.279	\$263.728	\$1,487.547	\$273.948	\$1,761.495
FTA State of Good Repair Grant	2.400	-	-	-	-	-	2.400	-	2.400
Federal PRIIA Grant	132.851	166.849	150.000	137.155	142.300	170.545	899.700	150.000	1,049.700
Federal TIGER Grant	-	1.500	5.750	3.100	1.070	-	11.420	-	11.420
Federal Safety & Security Grants	3.351	10.379	5.188	-	-	-	18.918	-	18.918
Federal Bus Grants	-	10.413	3.840	1.290	3.840	3.840	23.223	3.840	27.063
Subtotal: Federal Funds	\$366.635	\$442.369	\$405.409	\$388.192	\$402.489	\$438.113	\$2,443.208	\$427.788	\$2,870.996
► State and Local Funds:									
Match to Federal Formula Grants	\$57.008	\$63.307	\$60.158	\$61.662	\$63.820	\$65.932	\$371.887	\$68.487	\$440.374
System Performance Funds	71.099	146.826	112.680	140.129	130.480	76.591	677.806	117.933	795.739
Subtotal: Federal Match & Local	\$128.107	\$210.133	\$172.838	\$201.791	\$194.300	\$142.523	\$1,049.693	\$186.420	\$1,236.112
District of Columbia	48.088	79.060	65.136	72.070	69.714	52.284	386.351	67.397	453.749
Montgomery County	22.271	36.416	29.682	37.382	35.823	25.568	187.142	33.780	220.922
Prince Georges County	24.457	40.154	34.604	38.256	36.642	26.893	201.007	37.279	238.286
Maryland Subtotal	46.729	76.569	64.286	75.638	72.465	52.461	388.149	71.059	459.208
Alexandria	5.278	8.647	6.833	8.457	8.168	5.959	43.342	7.452	50.794
Arlington County	9.875	16.134	12.454	16.599	16.001	11.445	82.508	14.162	96.669
City of Fairfax	0.333	0.543	0.428	0.566	0.544	0.387	2.800	0.493	3.293
Fairfax County	17.460	28.613	23.239	27.941	26.905	19.611	143.768	25.376	169.145
Falls Church	0.345	0.567	0.462	0.521	0.504	0.377	2.775	0.480	3.255
Virginia Subtotal	33.290	54.504	43.416	54.083	52.121	37.778	275.193	47.963	323.156
Subtotal: Contributions	128.107	210.133	172.838	201.791	194.300	142.523	1,049.693	186.420	1,236.112
Match to Federal Bus Grants	-	1.419	0.960	0.323	0.960	0.960	4.622	0.960	5.582
Match to Federal PRIIA Grant	132.851	166.849	150.000	137.155	142.300	170.545	899.700	150.000	1,049.700
Subtotal: State and Local Funds	\$260.958	\$378.401	\$323.798	\$339.270	\$337.559	\$314.028	\$1,954.015	\$337.380	\$2,291.394
► Other CIP Funding Sources:									
Metro Matters Rollover	\$128.784	\$17.398	\$1.402	\$1.872	\$0.000	\$0.000	\$149.455	\$0.000	\$149.455
Metro Matters Residual Funding	-	11.570	23.730	-	-	-	35.300	-	35.300
Miscellaneous	8.053	39.160	29.435	17.565	-	-	94.213	-	94.213
FY2011 Projected Surplus	-	16.500	-	-	-	-	16.500	-	16.500
Land Sales	-	7.300	-	-	-	-	7.300	-	7.300
Red Line Insurance Proceeds	-	8.300	-	-	-	-	8.300	-	8.300
Arlington Bus Garage Proceeds	-	5.300	-	-	-	-	5.300	-	5.300
Other Miscellaneous	8.053	1.760	29.435	17.565	-	-	56.813	-	56.813
FY2011 CIP Rollover	-	-	-	-	-	-	-	-	-
Subtotal: Other Funds	\$136.837	\$68.128	\$54.567	\$19.437	\$0.000	\$0.000	\$278.968	\$0.000	\$278.968
Total without Debt	\$764.430	\$888.898	\$783.775	\$746.899	\$740.048	\$752.141	\$4,676.191	\$765.168	\$5,441.359
► Debt Strategy	\$0.000	\$0.000	\$145.936	\$16.863	\$0.000	\$256.923	\$419.721	\$86.669	\$506.390
Total CIP	\$764.430	\$888.898	\$929.710	\$763.761	\$740.048	\$1,009.064	\$5,095.911	\$851.837	\$5,947.748
► Reimbursable Funds	\$129.388	\$100.373	\$57.091	\$44.374	\$27.524	\$189.410	\$548.160	\$34.750	\$582.910
► Federal ARRA Grant Funds	\$77.177	\$42.633	-	-	-	-	\$119.810	-	\$119.810
► Federal Safety & Security Grants Funds	\$26.904	\$33.070	-	-	-	-	\$59.974	-	\$59.974
Total Capital Program	\$997.899	\$1,064.974	\$986.801	\$808.135	\$767.572	\$1,198.474	\$5,823.855	\$886.587	\$6,710.442

ATTACHMENT C-3**FY2012 CAPITAL BUDGET****Multi-Year Capital Budget (CIP) Budget Crosswalk for FY2012**

(dollars in millions)

Project ID	Description	AWP	Budget	Change
	Proposed Budget	\$851.1	\$888.9	\$37.8
Vehicles/Vehicle Parts				16.1
CIP 057	1000 Series Rail Car Replacement	20.0	8.0	(12.0)
CIP 006	Bus Replacement	69.3	97.4	28.1
Rail System Infrastructure Rehabilitation				(27.3)
CIP 107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	65.5	26.3	(39.2)
CIP 108	Rail Rehabilitation Tier 1: Dupont to Grosvenor	-	-	-
CIP 110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	51.9	63.8	11.9
Maintenance Facilities				14.0
CIP 116	Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood, and New Carrollton	1.5	15.5	14.0
CIP 126	Financial Planning, Project Administration, and System-wide Infrastructure Upgrades	1.1	1.1	-
System and Technology				1.7
CIP 031	Debit/Credit Processing Requirements	0.3	0.6	0.3
CIP 043	Bus Operations Support Software	2.8	2.0	(0.8)
CIP 044_01	Safety Management System	4.8	6.2	1.4
CIP 045	Data Centers and Infrastructures	5.5	4.2	(1.3)
CIP 049_01	Management Support Software (Contracting Sourcing and Contract Management Solutions)	16.7	19.8	3.1
CIP 050	Metro IT OneStop and Office Automation	3.2	1.8	(1.4)
CIP 051	Police Dispatch and Records Management	-	1.6	1.6
CIP 053	Network Operations Center (NOC)	2.5	0.5	(2.0)
CIP 056	Rail Operations Support Software	2.5	1.7	(0.8)
CIP 128	Data Governance and Business Intelligence	-	1.6	1.6
Track and Structures				7.8
CIP 022	Track Structural Rehabilitation	2.3	4.1	1.8
CIP 024	Track Rehabilitation	34.5	40.5	6.0

Passenger Facilities				20.3
CIP 037_01	Bus Priority Corridor Network Enhancements	2.1	3.6	1.5
CIP 072	Elevator Rehabilitation	3.5	4.0	0.5
CIP 073	Escalator Rehabilitation	10.1	14.5	4.4
CIP 074	Parking Lot Credit Card Reader	-	2.8	2.8
CIP 138	System-wide Infrastructure Rehabilitation	50.5	55.2	4.7
CIP 150	Fire System	-	2.2	2.2
CIP 151	Station Cooling Program	-	3.2	3.2
CIP 152	Parking Garage Rehabilitation	-	1.0	1.0
Maintenance Equipment				3.2
CIP 066	Rail Shop Repair Equipment	4.2	6.5	2.3
CIP 136	FCC Radio Frequency Communication Changes	1.8	12.8	11.0
CIP 139	ATC System Evaluation	74.9	64.8	(10.1)
Other Facilities				2.0
CIP 080	Jackson Graham Building Renovation	-	2.0	2.0

ATTACHMENT C-3 continued**FY2012 CAPITAL BUDGET****Multi-Year Capital Budget (CIP) Budget Crosswalk: FY2013-2017**

(dollars in millions)

Project ID		AWP	New	Delta
	Proposed AWP	\$4,285.5	\$4,294.4	8.9
Vehicles/ Vehicle Parts				(28.1)
CIP 057	1000 Series Rail Car Replacement	601.2	601.2	-
CIP 006	Bus Replacement	377.6	349.5	(28.1)
Rail System Infrastructure Rehabilitation				27.3
CIP 107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	96.5	145.5	49.1
CIP 108	Rail Rehabilitation Tier 1: Dupont to Grosvernor	299.4	274.6	(24.9)
CIP 110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	325.8	328.9	3.1
Maintenance Facilities				(54.2)
CIP 126	Financial Planning, Project Administration, and System-wide Infrastructure	15.3	14.3	(1.0)
CIP 116	Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood, and New Carrollton	162.8	109.6	(53.2)
Systems and Technology				28.1
CIP 051	Police Dispatch and Records Management	1.0	0.5	(0.5)
CIP 031	Debit/Credit Processing Requirements	1.3	1.3	-
CIP 053	Network Operations Center (NOC)	12.7	12.2	(0.5)
CIP 050	Metro IT OneStop and Office Automation	13.5	11.4	(2.1)
CIP 043	Bus Operations Support Software	16.0	16.0	-
CIP 045	Data Centers and Infrastructures	26.0	25.5	(0.5)
CIP 056	Rail Operations Support Software	26.3	26.3	-
CIP 044_01	Safety Management System	23.0	23.0	-
CIP 049_01	Management Support Software (Contracting Sourcing and Contract Management)	8.0	9.0	1.0
CIP 097	Open Bankcard and Automatic Fare Collection Systems	29.5	57.6	28.1
CIP 128	Data Governance and Business Intelligence	-	2.6	2.6
Track and Structures				2.0
CIP 022	Track Structural Rehabilitation	10.3	10.3	-
CIP 024	Track Rehabilitation	178.8	180.8	2.0

Passenger Facilities				48.5
CIP 074	Parking Lot Credit Card Reader	-	-	-
CIP 072	Elevator Rehabilitation	9.4	11.4	2.0
CIP 138	System-wide Infrastructure Rehabilitation	30.3	32.3	2.0
CIP 073	Escalator Rehabilitation	59.9	61.9	2.0
CIP 037_01	Bus Priority Corridor Network Enhancements	12.4	22.3	9.9
CIP 150	Fire System	-	23.0	23.0
CIP 151	Station Cooling Program	-	3.6	3.6
CIP 152	Parking Garage Rehabilitation	-	6.0	6.0
Maintenance Equipment				(14.7)
CIP 066	Rail Shop Repair Equipment	19.9	25.1	5.3
CIP 136	FCC Radio Frequency Communication Changes	19.9	44.0	24.1
CIP 139	ATC System Evaluation	161.4	117.3	(44.1)
Other Facilities				-
CIP 080	Jackson Graham Building Renovation	-	-	-

ATTACHMENT D-1

OTHER CAPITAL PROJECTS

American Recovery and Investment Act Projects: FY2012

(dollars in millions)

		FY2010	FY2011	Annual Work Plan Year:	FY2013	FY2014	FY2015	FY2016	FY2017	ARRA
		Actual	Forecast	FY2012 Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Total
Vehicles & Vehicle Parts										
CL_HYBR	Replacement of Oldest Buses (ST02)	\$27.025	\$0.001	-	-	-	-	-	-	\$27.026
CL_ACCS	MetroAccess Fleet Expansion and Replacement (ST10)	3.760	0.004	-	-	-	-	-	-	3.764
CL_RSVH	Service Vehicle Replacement (ST14)	5.993	-	-	-	-	-	-	-	5.993
CL_RPBL	Bus Replacement Components (ST26)	2.487	0.186	-	-	-	-	-	-	2.673
CL_PVMN	Preventative Maintenance	11.087	0.005	-	-	-	-	-	-	11.092
	Subtotal	\$50.353	\$0.196	-	-	-	-	-	-	\$50.548
Maintenance Facilities										
CL_BODY	New Bus Body and Paint Shop (ST04)	\$4.259	\$10.641	\$6.500	-	-	-	-	-	\$21.400
CL_SEGR	Replacement of Southeastern Bus Garage (ST05)	1.466	20.534	8.000	-	-	-	-	-	30.000
CL_RTRM	Bus Garage Facility Repairs (ST11)	4.303	2.297	1.000	-	-	-	-	-	7.600
	Subtotal	\$10.028	\$33.472	\$15.500	-	-	-	-	-	\$59.000
Passenger Facilities										
CL_PTFM	Replacement of Crumbling Platforms (ST08)	\$4.359	\$10.641	\$1.000	-	-	-	-	-	\$16.000
CL_PIDS	Update Platform Real-Time Signs (ST28)	-	1.500	1.000	-	-	-	-	-	2.500
CL_MCSC	Metro Center Sales Office Replacement (ST38)	0.077	0.668	0.455	-	-	-	-	-	1.200
	Subtotal	\$4.437	\$12.808	\$2.455	-	-	-	-	-	\$19.700
Safety & Security										
CL_BGSU	Bus Garage Security Update (ST23)	\$1.901	\$0.899	\$0.200	-	-	-	-	-	\$3.000
CL_POCC	Communications Equipment for OCC (ST24)	2.278	0.722	-	-	-	-	-	-	3.000
CL_CART	Emergency Tunnel Evacuation Carts (ST30)	0.743	0.093	-	-	-	-	-	-	0.836
CL_RADO	Underground Communications Radios (ST40)	0.869	0.000	-	-	-	-	-	-	0.869
CL_ALRM	Additional Station Alarm/Chemical Sensors (ST48)	2.434	1.557	-	-	-	-	-	-	3.991
	Subtotal	\$8.224	\$3.272	\$0.200	-	-	-	-	-	\$11.696
Maintenance & Repair Equipment										
CL_LOCO	Heavy Duty Locomotives for Maintenance (ST12)	-	\$2.500	\$2.499	-	-	-	-	-	\$4.999
CL_PWTL	Power Tool Equipment Replacement (ST31)	1.335	0.325	-	-	-	-	-	-	1.661
CL_CRNE	60-Ton Crane for Track Work (ST17)	-	0.384	3.616	-	-	-	-	-	4.000
CL_HDTE	Heavy Duty Track Equipment (ST07)	0.706	8.224	1.580	-	-	-	-	-	10.511
CL_WELD	Track Welding Program to Repair Defects (ST18)	0.446	3.154	0.300	-	-	-	-	-	3.900
CL_TPAD	Track Pad/Shock Absorber Rehabilitation (ST37)	1.030	-	-	-	-	-	-	-	1.030
	Subtotal	\$3.517	\$14.588	\$7.995	-	-	-	-	-	\$26.100
Operations Systems										
CL_INRB	Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$0.649	\$4.251	\$13.000	-	-	-	-	-	\$17.900
CL_FARE	Additional SmarTrip Fare Machines (ST19)	2.039	0.182	-	-	-	-	-	-	2.221
CL_BSRT	Bus Real-Time, Route, and Scheduling Systems (ST21)	0.335	2.265	0.400	-	-	-	-	-	3.000
CL_BSEF	Bus Engine Fluid Alert System (ST34)	-	1.500	-	-	-	-	-	-	1.500
CL_KTCC	Kiosk and Train Control Computers (ST41)	0.292	0.065	-	-	-	-	-	-	0.357
	Subtotal	\$3.315	\$8.263	\$13.400	-	-	-	-	-	\$24.978
Information Technology										
CL_DATA	Sensitive Data Protection Technology (ST16)	\$1.462	\$1.549	\$0.500	-	-	-	-	-	\$3.511
CL_DOCU	Document Management System (ST32)	0.431	0.319	-	-	-	-	-	-	0.750
CL_FNSY	Financial System Integration (ST63)	0.257	2.500	2.243	-	-	-	-	-	5.000
	Subtotal	\$2.149	\$4.369	\$2.743	-	-	-	-	-	\$9.261
Miscellaneous Other										
CL_PMGT	Program Management	-	\$0.210	\$0.340	-	-	-	-	-	\$0.550
	Total	\$82.023	\$77.177	\$42.633	-	-	-	-	-	\$201.833

ATTACHMENT D-2

OTHER CAPITAL PROJECTS

Summary of Safety & Security Projects: FY2012

(dollars in millions)

	Pre-FY2011	FY2011	Annual Work Plan Year: FY2012	FY2013	FY2014	FY2015	FY2016	Total	FY2017	Total
	<u>Actual</u>	<u>Forecast</u>	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>FY2011-16</u>	<u>Forecast</u>	<u>FY2011-17</u>
CK_BGSE Bus Garage Security	\$ 0.442	\$ 2.094	\$ 3.300					\$ 5.836		\$ 5.836
CK_CAMB Cameras on Buses		1.000	5.410					6.410		6.410
CK_CAMR Cameras on Rail Cars		2.380	4.760					7.140		7.140
CK_CCAC CCV and Access Control	-	6.176	5.500					11.676		11.676
CK_CHEM Chemical Detection	-	0.656	1.250					1.906		1.906
CK_MSCA Metrorail Station Camera	-	1.524	1.250					2.774		2.774
CK_MONT Montgomery Garage		0.023	-					0.023		0.023
CK_PGRU PG Radio Upgrade	0.284	0.217	-					0.500		0.500
CK_PLAT Platform Security		3.518	3.000					6.518		6.518
CK_PROT PROTECT Systems		0.606	-					0.606		0.606
CK_ROCC Radio Redundancy AOCC	0.090	1.810	4.000					5.900		5.900
CK_VEND Vent Intrusion Detection		6.900	4.600					11.500		11.500
Total	\$ 0.816	\$ 26.904	\$ 33.070	\$ -	\$ -	\$ -	\$ -	\$ 60.789	\$ -	\$ 60.789

ATTACHMENT D-3
OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2012

(dollars in millions)

		FY2011	Annual Work Plan Year: FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Reimbursable
		<u>Forecast</u>	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Total</u>
<i>Reimbursable project budget adopted in FY2011 and proposed budget</i>									
Multiple	Project Development	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 21.000
CC_WBAY	West Fall Church Bus Bays	0.500	-	-	-	-	-	-	0.500
CC_PYST	Potomac Yard Alt. Analysis	1.500	-	-	-	-	-	-	1.500
CC_SIGN	DC Real Time Sign Bus Shelters	0.190	-	-	-	-	-	-	0.190
CC_RSNE	Rosslyn Station New Entrance	0.882	-	-	-	-	-	-	0.882
CC_UNST	Union Station Access/Capacity Improvements	2.550	-	-	-	-	-	-	2.550
CC_CONN	Connecticut Avenue Streetscape	0.030	-	-	-	-	-	-	0.030
Total		\$ 8.652	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 26.652

		Pre-FY2011	FY2011	Annual Work Plan Year: FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Reimbursable
		<u>Actual</u>	<u>Forecast</u>	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Total</u>
<i>Projected expenditures of previously approved budget</i>										
District of Columbia										
CC_BWYD	Brentwood Rail Yard Expansion	\$ 2.339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.339
CC_CIRC	DC Downtown Circulator Buses	17.404	0.250	1.196	-	-	-	-	-	18.850
CC_CONV	DC Convention Center	29.822	-	-	-	-	-	-	-	29.822
CC_DUPT	Dupont Circle Artwork	0.112	-	-	-	-	-	-	-	0.112
CC_MINN	Minnesota Avenue Public Hearing	0.020	-	-	-	-	-	-	-	0.020
CC_NAVY	Navy Yard Station Modification	19.499	0.498	-	-	-	-	-	-	19.998
CC_SEGR	Southeast Bus Garage Replacement	14.685	28.850	24.000	-	-	-	-	-	67.535
CC_SMRT	DC Student SmarTrip Pass	0.013	-	-	-	-	-	-	-	0.013
CC_UROW	Union Row: U Str/Cardozo Stn	1.009	0.491	-	-	-	-	-	-	1.500
CC_YELL	Yellow Line Extension	0.609	0.891	-	-	-	-	-	-	1.500
CD_ALTR	Ana. Lt. Rail Dem. - Vehicles	15.159	1.484	0.317	-	-	-	-	-	16.960
CD_DCAA	DC Alternative Analysis	7.008	-	-	-	-	-	-	-	7.008
CD_DCCL	DC Starter Line	1.234	-	-	-	-	-	-	-	1.234
CD_NYAV	NY Avenue Metrorail Station	108.623	1.327	-	-	-	-	-	-	109.950
CH_DCNC	DC Station Name Changes	0.219	-	-	-	-	-	-	-	0.219
CH_GRGE	Georgetown Streetscape	1.412	-	-	-	-	-	-	-	1.412
CH_MCIA	MCI Arena	18.096	-	-	-	-	-	-	-	18.096
CH_NAIR	National Airport	4.510	-	-	-	-	-	-	-	4.510
CH_TBLZ	DC Station Trailblazer Signs	0.094	-	-	-	-	-	-	-	0.094
Regional										
CD_DCPD	Project Development	6.320	0.840	1.717	-	-	-	-	-	8.877
DC Subtotal		\$ 248.188	\$ 34.632	\$ 27.230	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 310.049

ATTACHMENT D-3
OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2012

(dollars in millions)

		FY2011	Annual Work	FY2013	FY2014	FY2015	FY2016	FY2017	Reimbursable
		<u>Forecast</u>	<u>Plan Year:</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Total</u>
			<u>FY2012</u>						
			<u>Budget</u>						
Maryland									
Montgomery County									
CC_GLEN	Glenmont Parking Facility	\$ 5.125	\$ 9.796	\$ 15.200	\$ -	\$ -	\$ -	\$ -	\$ 30.121
CC_SGYD	Shady Grove Rail Yard Expansion	2.213	-	-	-	-	-	-	2.213
CC_SLVR	Silver Spring South Entrance	0.261	-	-	-	-	-	-	0.261
CC_TAKM	Takoma Langley Park Center	0.821	0.500	5.379	-	-	-	-	6.700
CC_WHFL	White Flint Parking Structure	17.373	-	-	-	-	-	-	17.373
CC_WOAK	FDA Transit Center @ White Oak	0.071	-	-	-	-	-	-	0.071
CH_MARC	Rockville MARC ADA	0.021	-	-	-	-	-	-	0.021
CH_SHDY	Shady Grove Parking II	-	-	-	-	-	-	-	-
Prince George's County									
CC_COLL	College Park Parking Structure	17.307	-	-	-	-	-	-	17.307
CC_GBYD	Greenbelt Rail Yard Expansion	1.765	-	-	-	-	-	-	1.765
CC_NCAR	New Carrollton Parking Garage	22.417	-	-	-	-	-	-	22.417
CC_NCYD	New Carrollton Rail Yard Expansion	69.291	0.584	0.500	-	-	-	-	70.375
Maryland-wide									
CD_MDPD	Project Development	4.990	0.725	2.599	-	-	-	-	8.314
CH_LRGO	Largo Blue Line Extension - Prelim Engr	10.198	-	-	-	-	-	-	10.198
CD_LRGO	Largo Blue Line Extension	466.820	1.770	1.000	-	-	-	-	469.591
CH_MDNC	Maryland Station Name Change	0.304	-	-	-	-	-	-	0.304
Maryland Subtotal		\$ 618.978	\$ 13.375	\$ 24.678	\$ -	\$ -	\$ -	\$ -	\$ 657.032
Virginia									
Alexandria, City of									
CC_ALEX	Alexandria Rail Yard - EA	\$ 0.094	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.094
CC_EISE	Eisenhower Avenue Station Entrance	-	0.600	1.200	-	-	-	-	1.800
CC_KSBL	King Street Station Bus Loop Reconfiguration	-	0.500	3.700	-	-	-	-	4.200
CC_KING	King Street Station Improvements	16.349	-	-	-	-	-	-	16.349
CH_PMAC	Potomac Yards	0.187	-	-	-	-	-	-	0.187
CC_PYST	Potomac Yard Alt. Analysis	0.225	0.250	1.025	-	-	-	-	1.500
CC_ROYL	Royal Street Bus Garage Replacement	1.865	2.398	-	-	-	-	-	4.263
Arlington County									
CC_ARLG	Arlington County Project Mgmt.	0.780	-	-	-	-	-	-	0.780
CC BALL	Ballston Station Improvements	14.487	-	-	-	-	-	-	14.487
CC_CLAR	Clarendon Station Improvements	0.148	-	-	-	-	-	-	0.148
CC_CLPK	Columbia Pike Street Car NEPA & PE	0.250	3.410	0.400	-	-	-	-	4.060
CC_STOP	Bus Super Stop Prototype	0.069	0.581	1.350	-	-	-	-	2.000
CC_CYST	Crystal City Canopy	0.347	-	-	-	-	-	-	0.347
CC_RAIM	Rosslyn Access Improvements	0.130	-	-	-	-	-	-	0.130
CC_RSNE	Rosslyn Station New Entrance	3.811	-	-	-	-	-	-	3.811
CC_SHIR	Shirlington Bus Station	5.074	-	-	-	-	-	-	5.074

ATTACHMENT D-3

OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2012

(dollars in millions)

			Annual Work Plan Year:							Reimbursable	
			FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total	
			<u>Forecast</u>	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>		
CH_SHRL	Shirlington Garage Design Study	0.007	-	-	-	-	-	-	-	0.007	
Fairfax County											
CC_BSGN	Bus Stop Signs 600 in Fairfax	-	-	-	-	-	-	-	-	-	
CC_FRNC	Franconia/Springfield Garage	16.601	-	-	-	-	-	-	-	16.601	
CC_HUNT	Huntington Parking Structure	32.699	-	-	-	-	-	-	-	32.699	
CJ_SPRN	Springfield Circulator	1.791	-	-	-	-	-	-	-	1.791	
CC_TAGS	TAGS Shuttle Buses	0.498	-	-	-	-	-	-	-	0.498	
CC_VGMU	Vienna/Fairfax-GMU Parking Structure	0.733	-	-	-	-	-	-	-	0.733	
CC_VIEN	Vienna Parking Structure	26.163	-	-	-	-	-	-	-	26.163	
CC_VSPH	Vienna Station Improve - Pulte Home	0.049	-	-	-	-	-	-	-	0.049	
CC_VSTR	Vienna Mezzanine Stairs	-	1.000	1.000	-	-	-	-	-	2.000	
CC_WFCH	West Falls Church Parking Structure	16.709	-	-	-	-	-	-	-	16.709	
CC_WBAY	West Fall Church Bus Bays	2.250	-	-	-	-	-	-	-	2.250	
Virginia-wide											
CD_VAPD	Project Development	5.481	0.400	1.235	-	-	-	-	-	7.117	
CC_CCPY	Crystal City/Potomac Yard	1.095	-	-	-	-	-	-	-	1.095	
CD_DLDB	Dulles Extension Design/Build	12.190	57.553	34.480	51.291	41.374	24.524	186.410	31.750	439.572	
CD_DULL	Dulles Preliminary Engineering/NEPA	57.969	-	-	-	-	-	-	-	57.969	
CD_DLPE	Dulles Phase 2 (PE)	-	0.500	0.200	2.800	-	-	-	-	3.500	
CH_VANC	VA Station Name Changes	0.775	-	-	-	-	-	-	-	0.775	
Virginia Subtotal			\$ 218.827	\$ 67.192	\$ 44.591	\$ 54.091	\$ 41.374	\$ 24.524	\$ 186.410	\$ 31.750	\$ 668.759
All Jurisdictional and Other Partners											
CC_6RPU	6000-Series Rail Cars Base Contract	\$ 112.152	\$ 7.848	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120.000	
CC_TRVL	Regional Travel Training ACCS	0.091	0.269	0.875	-	-	-	-	-	1.234	
CC_OPTC	Fiber Optic Cable Installation	2.414	-	-	-	-	-	-	-	2.414	
CC_PREC	Precision Stopping	0.452	-	-	-	-	-	-	-	0.452	
CC_RITS	IT Communication Enhancement	1.421	-	-	-	-	-	-	-	1.421	
CH_MISC	Regional Fare Int. (MTA)	6.114	-	-	-	-	-	-	-	6.114	
CH_TXAD	Tax Advantage Lease Program	7.028	-	-	-	-	-	-	-	7.028	
All Jurisdiction Subtotal			\$ 129.672	\$ 8.117	\$ 0.875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 138.664
Total Prior Approved			\$ 1,215.665	\$ 123.316	\$ 97.373	\$ 54.091	\$ 41.374	\$ 24.524	\$ 186.410	\$ 31.750	\$ 1,774.503
Grand Total			\$ 1,215.665	\$ 131.968	\$ 100.373	\$ 57.091	\$ 44.374	\$ 27.524	\$ 189.410	\$ 34.750	\$ 1,801.155

**ATTACHMENT D-4
OTHER OPERATING PROJECTS**

Summary of Reimbursable Operating Projects: FY2012

(dollars in millions)

	<u>FY2011 Adopted</u>	<u>FY2012 Proposed</u>
State & Local Funding		
• TransTech Academy - Technical Training	0.280	-
• DC Circulator (1)	18.386	17.044
Other Sources of Funding		
• DC Circulator - Passenger revenue	-	3.360
• Neutral Host agreement with Carrier team	5.390	11.705
• Safety & Security grants	4.551	3.670
• Joint Development & Adjacent Construction projects	-	1.522
Total Expenditures	\$ 28.327	\$ 37.301

Note (1): Local funding equals expenditures less passenger revenue

STAFF REPORT

**Public Hearings
On
Details of the Proposed Adjustments to Metrorail, Metrobus
and MetroAccess Passenger Routes, Frequency and Fare
Discount**

June 3, 2011

Washington Metropolitan Area Transit Authority

General Information

Public Comment and Reporting Process

The following report is a summary of the comments on the FY 2012 Metro operating budget received by Metro staff and Board members during a public comment period and at a series of public hearings held between April 30 and May 24, 2011. 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 weekend rail service, the Anacostia subsidy transfer, and the elimination and restructuring of certain bus routes in the District of Columbia.

A series of six public hearings was conducted from May 16-May 19, 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 September 25, 2011.

Formal notice of these hearings was made in The Washington Post. Advertisements were also placed in The Washington Hispanic, El Preconero, India This Week, Express India, and El Tiempo Latino. In addition, notice was posted on Metro's Web site, in Metro buses and trains and sent to area libraries in Arlington, Fairfax, Montgomery and Prince George's counties, the City of Alexandria and the District of Columbia.

Standard procedures were employed at each public hearing. Prior to the hearing, Metro 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 during an "open house" period.

To more fully engage the public, prior to each public hearing, a town hall meeting was hosted to allow for public comment on any topic of interest. In order to provide the Board with a formal public record of comments on the public docket for its consideration, a summary of issues addressed at the town hall meeting is provided under separate cover.

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. May 24, 2011.

Executive Summary

A public comment period was held between April 30 - May 24, 2011 to solicit and obtain public input on proposals to balance the FY 2012 Washington Metropolitan Area Transit Authority (Metro) operating budget.

Six public meetings were conducted between May 16 and May 20, 2011, 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 take online to comment on the public docket.

The proposals being considered on the public docket include adjustments to certain Metrobus routes in the District of Columbia, a transfer of the Anacostia subsidy discount from bus fares to connecting bus and rail fares, and reduced frequency of weekend Metrorail service.

Approximately 4,244 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, an overwhelming majority (about 83%) of all public hearing and written comments were specifically offered in opposition to the elimination of the E6 bus route in Chevy Chase. Additionally, Metro received two petitions opposing the elimination of the E6, which contained a total of 1,505 signatures.

It is important to note, that regardless of the channel by which customers delivered their input on the FY 2012 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. It represents no attempt to weigh the opinions offered, nor does it represent a scientific sampling of the views of riders or stakeholders in general.

PUBLIC HEARING AND WRITTEN INPUT

- Among the 1,841 comments received at hearings (not including oral testimony- see next section) or through mail or email, 1610 (87.45%) were from DC, 108 (5.87%) were from MD, 65 (3.53%) were from VA, and 58 (3.15%) were from outside the region or were unsourced.
- More than eight out of ten comments that were submitted during the entire process opposed the elimination of the E6 bus route.
- The breakdown of comments offered on the proposed changes in the public docket are as follows:
 - 1,559 (84.68%) against the elimination of the E6; 46 people were in support of the proposal.
 - 48 (2.61%) against the elimination of the N8; 3 (three) people supporting the proposal.
 - 183 (9.94%) against increasing weekend rail headways.
 - 7 (.38%) against the elimination of the 70-71 line.
 - 2 (.11%) against the elimination of the K1 line.
 - 1 (.05%) against changing the Anacostia fare discount/buy down.

ORAL TESTIMONY

- During the six public hearings, Metro heard testimony from 66 people, 38 (57.58%) from DC, 11 (16.67%) from VA, 9 (13.64%) from MD, 5 (7.58%) were from unknown locations, and 3 (4.55%) indicated they were representing Local 689.
- 23 (34.85%) people spoke against the elimination of the E6; one person supported the restructuring of the route.
- 20 (30.30%) people spoke against changes in weekend rail headways
- 15 (22.73%) people spoke against transfer of the Anacostia fare discount
- 9 (13.64%) people commented on topics unrelated to the docket.
- 5 (7.58%) people spoke against the elimination of the N8; 4 (6.06%) spoke in support of the proposed change
- 3 (4.55%) people spoke against the restructuring of the K1 and 70-71 lines.
- These totals do not include the more than 500 residents and employees of the Army Distaff Foundation(ADF)/Knollwood facilities who were reportedly represented by proxies but did not submit individual signatures.

UPDATE ON-LINE QUESTIONNAIRE INPUT

- To facilitate public input, a non-scientific survey on the docket was developed, in which respondents were asked to select options that they would most likely support. If they didn't support any options, they could

make no selection at all. During the public comment period, 832 online surveys were completed.

- Overall support for options available to close the budget gap is summarized below:

Proposed Service Change	Favor	Oppose
<u>Bus services</u>		
Eliminate E6 and extend M4	42%	12%
Eliminate K1	34%	16%
Eliminate N8	54%	15%
Restructure 70/72 and 74	40%	16%
Reroute V8	51%	8%
<u>Rail Services</u>		
Widen Saturday headways	26%	71%
Widen Sunday headways	21%	64%
<u>Anacostia fare transfer</u>		
Eliminate special fare and increase transfer discount	44%	28%

**The remainder percentages equal 'neutral' or 'no opinion'.

- Support for other options available to close the budget gap is summarized below:

- Use of capital for preventive maintenance: 60% Oppose
- One-time revenue agreements: 71% Oppose
- Increase support by local jurisdictions: 85% Favor
- Other suggestions for cost savings or generating revenue:
 - 55% Favor a small fare increase or surcharge to pay for route/station specific capital improvements
 - 58% Favor selling station naming rights

- 67% Favor increasing parking fees
- 49% Oppose increasing fares

- The jurisdictional breakdown of the questionnaires is as follows:
 - Virginia-29%
 - District of Columbia – 46%
 - Maryland-24%
 - Undisclosed- 1%

For complete survey results, please see Appendix A.

The following items are available upon request from the Board Secretary's office:

- Public Docket
- Transcript of Public Hearings
- Written Testimony
- Comments submitted via mail, email, or fax

Appendix A:

Metro's 2012 Budget Survey Results

S1. Please enter your first and last name:

First name

Last name

S2. Please enter your mailing address: (*NOT REQUIRED.)

Street number

Street

Apt. number*

City

State

Zip code

Over the past year, Metro has been making progress rebuilding its foundation, focusing on safety, service reliability, and financial stability. Through a series of investments and changes, the agency has worked to turn around its safety culture, address NTSB (National Transportation Safety Board) recommendations, acquire new vehicles, and rehabilitate aging rail and bus infrastructure.

As part of its rebuilding effort, Metro is undertaking the largest capital program since construction of the Metrorail system. Metro uses capital funds to pay for major rebuilding work, such as replacing rail cars and buses, track and infrastructure, and overhauling escalators and elevators, as well as making safety improvements. The General Manager's proposed Fiscal Year (FY) 2012 operating budget of \$1.5 billion provides support to the rebuilding program, as well as maintains the system's core bus, rail and paratransit services without fare increases.

Even while taking on this major capital program, Metro is simultaneously working to become more efficient. Over the last three years, Metro has implemented \$165 million in business efficiencies. In addition, the proposed budget includes elimination of \$74.2 million in operating costs. In total, Metro's operating budget for next year has not increased over this year.

PROPOSED BUDGET:

Even with these efficiencies, Metro faces substantial costs, including wages and fringe benefits, paratransit services and costs that have been carried over from previous years. To stay on the path of improvement without major service disruptions, Metro requires an additional \$66 million in support next year. Metro wants your opinion of the options under consideration to address the funding requirement. Some changes being considered include the following:

Bus and Rail Service Changes—A few rail and bus service changes are being proposed to save a total of \$7 million annually, with a partial year savings of \$5.3 million for FY2012.

Use of Capital Funds for Preventive Maintenance—Metro uses capital funds to pay for major rebuilding work, such as replacing rail cars and buses, track and infrastructure, and overhauling escalators and elevators, as well as making safety improvements. These funds come from the states and local jurisdictions, and the federal government, which has dedicated \$150 million a year to the rebuilding of Metro.

In the past, Metro has relied on an approach called preventive maintenance, which shifts capital funding to the operating budget to pay for maintenance expenses instead. While this practice helps to cover the cost of preventive maintenance, it takes away funding from the rebuilding efforts. A further risk is that increased use of capital funding for preventive maintenance could impair Metro's eligibility to receive the dedicated \$150 million from the federal government.

One-Time Gap Closers—In the past, decisions have been made to use one-time revenue sources to close operating budget gaps. Using one-time revenue sources adds to the shortfall in future years. This is because the same revenue source may not be available next year or it may be a matter of accepting a one-time payment in order to get a lump sum for this year rather than accepting smaller payments for several years.

Jurisdiction Support—In addition to a fare increase, last year's budget was closed by an increase in support from the local government jurisdictions.

Metro is seeking your input as a member of the public as to what specific options they should consider to close the budget.

Metro has proposed that a few Metrobus routes be changed to decrease costs and shift resources to other services, as well as to improve the reliability of that particular route.

Q1. Please circle the appropriate rating indicating how strongly you favor or oppose each of the proposed changes to Metrobus service below. *Please circle one answer for each.*

	Strongly favor	Somewhat favor	Neutral	Somewhat oppose	Strongly oppose	No opinion
a. Eliminating the E6 Chevy Chase line and extending the M4 Nebraska Avenue Metrobus line to Knollwood Retirement Home to partially replace the E6 line. Saves an estimated \$385,000 annually. An average of 373 trips are taken on the E6 each day.	22%	20%	16%	6%	6%	30%
b. Eliminating the K1 Takoma-Walter Reed line, which should save an estimated \$365,000 annually. An average of 459 trips are taken on the K1 each day.	18%	16%	19%	10%	6%	32%
c. Eliminating the N8 Tenley-Glover Park Loop line, which should save an estimated \$516,000 annually. An average of 300 trips are taken on the N8 each day.	25%	17%	15%	7%	8%	29%
d. Shorten the 70 ,71 Georgia Avenue-7th Street line to run between Silver Spring and Archives. Also reduce the frequency of peak period buses on these routes. Establish a new Route 74 to operate between Fort McNair/Buzzard Point and Gallery Place - Chinatown on weekdays between 5:00 AM and 8:00 PM. This action has no savings, but improves reliability.	22%	18%	17%	7%	9%	28%
e. Reroute the V8 Minnesota Avenue-M Street to operate via Fort McNair and extend to Gallery Place - Chinatown during evenings and weekends. Discontinue Metrobus Route V7 Minnesota Avenue-M Street after 8:00 PM on weekdays. This action has no savings, but improves reliability.	21%	18%	20%	3%	5%	33%

Q2. The following proposed changes combined would save an estimated \$6 million a year. Please circle the appropriate rating indicating how strongly you favor or oppose each of the proposed changes to Metrorail service below. *Please circle one answer for each.*

	Strongly favor	Somewhat favor	Neutral	Somewhat oppose	Strongly oppose	No opinion
a. Increase the wait time between Metrorail trains by 3-6 minutes on Saturdays until 9:30 PM and increase the wait time by 5 minutes from 9:30 PM until closing. Saves an estimated \$3 million annually. An average of 16,700 trips are taken hourly on Saturdays.	11%	15%	3%	14%	57%	*%
b. Increase the wait time between Metrorail trains by 5 minutes on Sundays. Saves an estimated \$3 million annually. An average of 12,800 trips are taken hourly on Sundays.	13%	19%	3%	16%	48%	1%

Metro currently offers the Anacostia Special Fare, reduced fares on certain Metrobus routes and for some bus-to-rail and rail-to-bus transfers. Its elimination has been proposed. This would increase the fare from \$1.00 to \$1.50 for SmarTrip users and from \$1.00 to \$1.70 for cash users.

Fares would increase from \$2.00 to \$3.00 for MetroAccess users who use MetroAccess for trips served by these bus lines.

Discounts for the value of bus-to-rail and rail-to-bus transfers would be increased from \$0.50 to \$1.00.

All of these changes would impact riders on the following Metrobus routes

- Route 94 Station Road
- Route A2,6,7,8 Anacostia-Congress Heights
- Route A4,5 Anacostia-Fort Drum
- Route M8,9 Congress Heights Shuttle
- Route W2,3 United Medical Center-Anacostia
- Route W6,8 Garfield-Anacostia Loop
- Route 90 U Street-Garfield (south of Good Hope Road)
- Route B2 Bladensburg Road-Anacostia (south of Good Hope Road)
- Route P1,2,6 Anacostia-Eckington (south of Good Hope Road)
- Route U2 Minnesota Avenue-Anacostia (south of Good Hope Road)

The Anacostia Special Fare and transfer discount is a program subsidized by the District of Columbia. Therefore, this change should have no impact on the overall WMATA budget.

Q3A. Please circle the appropriate rating indicating how strongly you favor or oppose eliminating the Anacostia Special Fare and increasing the discount of bus-to-rail and rail-to-bus transfers. *Please circle your answer.*

Strongly favor	Somewhat favor	Neutral	Somewhat oppose	Strongly oppose	No opinion
27%	17%	14%	13%	15%	14%

Q3. Please circle the appropriate rating indicating how strongly you favor or oppose using capital funds to pay for preventive maintenance.

This practice shifts capital funding to the operating budget to pay for maintenance expenses instead. While this practice helps to cover the cost of preventive maintenance, it takes away funding from the rebuilding efforts. A further risk is that increased use of capital funding for preventive maintenance could impair Metro's eligibility to receive the dedicated \$150 million from the federal government. *Please circle your answer.*

Strongly favor	Somewhat favor	Neutral	Somewhat oppose	Strongly oppose	No opinion
5%	16%	13%	33%	27%	5%

Metro receives lease or rent payments on property rights that it holds, providing annual revenue for the agency. An idea being considered is for Metro to enter into an agreement in which it would receive a lump sum payment for a specific period of time, such as 10 years, rather than collecting lease or rent payments each year. While this would provide revenue to help close the FY2012 budget, Metro would lose an annual revenue stream that would have to be filled with another source.

Q4. Please circle the appropriate rating indicating how strongly you favor or oppose Metro entering into agreements in which it would receive a lump sum payment for a specific period of time for property it rents or leases. *Please circle your answer.*

Strongly favor	Somewhat favor	Neutral	Somewhat oppose	Strongly oppose	No opinion
3%	9%	12%	32%	39%	5%

Q5. Should local jurisdictions be asked to provide an increase in financial support, when required, to continue the support of existing service? *Please circle your answer.*

85% Yes
 9% No
 6% No opinion

Q6. Below are the 11 options being considered for closing Metro's FY2012 budget gap. Please rank these options from 1 to 11, with #1 being the option you would be most likely to consider, #2 being your second choice, and so on. *Please rank.*

	Rank	Gap*
Asking local jurisdictions to provide an increase in financial support.	1	51
Eliminating the Anacostia Special Fare and increasing the discount of bus-to-rail and rail-to-bus transfers	2	23
Eliminating the E6 Chevy Chase line and extending the M4 Nebraska Avenue Metrobus line to Knollwood Retirement Home to partially replace the E6 line.	3	22
Eliminating the N8 Tenley-Glover Park Loop line.	4	18
Shorten the 70 ,71 Georgia Avenue-7th Street line to run between Silver Spring and Archives. Also reduce the frequency of peak period buses on these routes. Establish a new Route 74 to operate between Fort McNair/Buzzard Point and Gallery Place - Chinatown on weekdays between 5:00 AM and 8:00 PM.	5	17
Eliminating the K1 Takoma-Walter Reed line.	6	15
Reroute the V8 Minnesota Avenue-M Street to operate via Fort McNair and extend to Gallery Place - Chinatown during evenings and weekends. Discontinue Metrobus Route V7 Minnesota Avenue-M Street after 8:00 PM on weekdays. This action has no savings, but improves reliability.	7	3
Increase the wait time between Metrorail trains by 5 minutes on Sundays.	8	-1
Using capital funds to pay for preventive maintenance.	9	-6
Increase the wait time between Metrorail trains by 3-6 minutes on Saturdays until 9:30 PM and increase the wait time by 5 minutes from 9:30 PM until closing.	10	-13
Entering into agreements in which it would receive a lump sum payment for a specific period of time for property it rents or leases.	11	-14

**This gap is the difference between the percentage of those who ranked item as one of their top 3 options and those who ranked item as one of their bottom 3 options.*

Q7. In addition to the proposed changes discussed earlier, a number of other suggestions have been considered previously. Do you think Metro definitely should consider or definitely should not consider each of the following in the future? *Please circle one answer for each.*

	Definitely should consider	Probably should consider	Neutral	Probably should not consider	Definitely should not consider
a. Applying a small fare increase, or surcharge, on Metrobus and Metrorail routes to pay for capital improvements on those routes	23%	32%	9%	16%	20%
b. Selling station naming rights to corporations or other organizations	36%	22%	8%	16%	20%
c. Increasing parking fees	45%	22%	9%	12%	12%
d. Increasing fares throughout the Metrobus and Metrorail system	16%	25%	9%	20%	29%

Q8. Please tell us what other suggestions you have for Metro to provide for the additional \$66 million it needs to close the FY2012 budget.

7%	Do not cut service/increase headways
7%	Sell more advertising on buses/in stations/on the Metro
6%	Reduce overtime/use overtime costs to hire more full-time employees
6%	Lobby Congress/get more money from the federal/state governments
6%	Pursue vending opportunities in stations/rent more space to vendors
5%	Raise parking rates/charge for parking on weekends/holidays
4%	Need better internal efficiency/better management
4%	Improve service and more people will be willing to use it and pay more for it
4%	Increase evening/weekend fares
4%	Re-examine/cut salaries/benefits/impose a pay freeze/furlough (not specific)

The following questions are for classification purposes only.

D1. What is the last grade in school that you completed? *Please circle the appropriate answer.*

- 1% Less than high school
- 3% High school graduate
- 1% Technical/Business school graduate
- 8% Some college
- 30% Four year college degree
- 10% Some post-graduate work
- 44% Post-graduate/Professional degree
- 3% Prefer not to answer

D2. What is your current age?

13% 18-24
40% 25-34
12% 35-44
9% 45-54
6% 55-64
3% 65 and older
16% Prefer not to answer
Mean: 35.2 years
Median: 31.0 years

D3. Are you of Latin or Hispanic origin? *Please circle the appropriate answer.*

3% Yes
88% No
9% Prefer not to answer

D4. What is your race? *Please circle all that apply.*

10% Black/African American
4% Asian/Pacific Islander
1% Native American
71% White/Caucasian
3% Other
15% Prefer not to answer

D5. Which income bracket best describes your household? **Please circle the answer.**

2% Less than \$10,000
1% \$10,000 to less than \$20,000
3% \$20,000 to less than \$30,000
6% \$30,000 to less than \$40,000
9% \$40,000 to less than \$50,000
8% \$50,000 to less than \$60,000
8% \$60,000 to less than \$75,000
11% \$75,000 to less than \$100,000
25% \$100,000 or more
26% Prefer not to answer

D6. What is your gender? **Please circle the answer.**

57% Male
38% Female
6% Prefer not to answer

**Thank you very much for taking time to participate in our survey.
Your opinions and feedback are very valuable.**

ATTACHMENT F

Fare Changes

1. The Anacostia Special Fare is eliminated thereby increasing the fare from \$1.00 to \$1.50 for SmarTrip® and to \$1.70 for cash on Metrobus routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8 as well as for stops at or south of Good Hope Road for routes 90, B2, P1, P2, P6 and U2.
2. The bus to rail and rail to bus transfer is increased from \$0.50 to \$1.00 for those customers transferring to or from Metrobus routes 94, A2, A4, A5, A6, A7, A8, M8, M9, W2, W3, W6 and W8 pursuant to an agreement with the District of Columbia as required by Compact § 79.

Service Changes

3. The N8 Metrobus route is discontinued.
4. The K1 Metrobus route is discontinued.
5. Metrobus Routes 70 and 71 will be shortened to operate between Silver Spring and Archives at all times and to reduce peak period frequency.
6. A new Metrobus Route 74 is created to operate from 5 AM through 1 AM Monday through Sunday, with service between Buzzard Point and Gallery Place – Chinatown during peak periods Monday through Friday, and between Half and O Streets SW and Gallery Place – Chinatown at all other times, with service every 18 minutes during peak periods and every 24 minutes during all other times.
7. Subject to funding by the City of Alexandria, a new Metrobus route 7M is created to run between Pentagon and Mark Center from approximately 5:40 AM until 6:30 PM every 10 - 15 minutes during morning and evening peak periods and every 15 minutes during midday.
8. Additional trips will be run on Metrobus Route 22A between Ballston and the Barcroft terminal to service Arlington Hall.
9. Metrobus Route 3Y will be extended to operate between McPherson Square and Lee Highway & Harrison Street and to add two additional runs all to be paid for by Arlington County.

SUBJECT: PROCUREMENT STREAMLINING INITIATIVES AND DELEGATIONS, REPROGRAMMING POLICY FOR OPERATING AND CAPITAL BUDGETS AND APPROVAL REQUIREMENTS FOR NON-PROCUREMENT ACTIVITIES

2011-30

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, On September 21, 2006, September 27, 2007, June 25, 2009 and July 16, 2009, the Board of Directors adopted streamlining policies and procedures for contract actions requiring Board of Directors' approval; and

WHEREAS, Staff has evaluated and analyzed the amended procurement policies and procedures for seeking the Board of Directors' approval of contract actions and is recommending further changes to rules and processes for improved business functions; and

WHEREAS, On June 24, 2010, the Board of Directors adopted Resolution #2010-32 approving the Capital Funding Agreement (CFA) and Local Capital Funding Agreement including expenditure-based budgeting for the WMATA Capital Improvement Program (CIP); and

WHEREAS, The Board of Directors annually approves the Operating and Capital Budgets; and

WHEREAS, On October 28, 2010, the Board of Directors approved Resolution #2010-59 revising the reprogramming policy for the capital budget previously approved by Resolution #2000-43 and on May 13, 1999, the Board of Directors approved Resolution #99-21 revising the reprogramming policy for the operating budget; and

WHEREAS, Expenditure-based budgeting requires timely and prudent cash management because scope, pricing, expenditure levels and the prioritization of some capital projects and operating budget needs may change during the term of the approved annual budget; and

WHEREAS, WMATA has in place internal controls to document, review and approve all budget reprogramming requests and is completing improvements to internal financial controls including commitment control to better manage and automate all project reprogramming activities; and

Motioned by Mrs. Hynes, seconded by Mr. Downey

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hynes, Mr. Wells, Mr. Acosta and Mr. Barnes

WHEREAS, The Board of Directors receives monthly financial reports which incorporate operating and capital budget performance and identify significant actions including reprogramming actions; and

WHEREAS, Staffing needs may change during the fiscal year in order to implement the projects and programs in the adopted budget; and

WHEREAS, WMATA prepares a quarterly capital program progress report for the preceding quarter for submittal to the Contributing Jurisdictions no later than 45 days following the close of the quarter as required in Section 4(b)(5) of the CFA; and

WHEREAS, WMATA provides the Contributing Jurisdictions with advance notice of any request to reprogram funds in an amount greater than \$1,000,000 per project before the reprogramming request is acted upon by the General Manager or the Board of Directors as required in Section 5(g) of the CFA; and

WHEREAS, WMATA may receive insurance settlement funds during the fiscal year for incidents of property loss or damage; and

WHEREAS, The General Manager and Chief Executive Officer (hereinafter, GM/CEO) is authorized to approve Reimbursable Projects with participating jurisdictions and state governments under Resolution #99-63; and

WHEREAS, The Compact, previous resolutions and established business practices require certain non-procurement agreements to receive Board of Directors' approval; now, therefore be it

RESOLVED, That Chapter 1 of the Procurement Procedures Manual adopted by the Board of Directors on September 24, 1992, as amended, is hereby repealed and reenacted as shown in Attachment A and authorizes the GM/CEO to initiate, award and modify procurements consistent with the Authority's approved operating and multi-year capital budgets; and be it further

RESOLVED, That Staff will provide a monthly financial report and quarterly capital program progress report that will include a report on procurement awards, including activity of significant contracts (initiations, awards, or modifications) contained within the project of the CIP and the status of awarded vendors in the Disadvantaged Business Enterprise (DBE) and Small and Local Business Program (SLBP); and be it further

RESOLVED, That Staff shall obtain approval of the Board Finance and Administration Committee for Operating Budget actions that require an adjustment to the total Operating Budget before such adjustment is submitted to the Board of Directors; and be it further

RESOLVED, That changes within the total operating budget are delegated to the GM/CEO using the following criteria and will be reported to the Board of Directors in the monthly report:

- Requested change is consistent with the Mission Statement and Goals; and
- Requested change is a higher priority than other needs (safety, providing service at the KPI level); and
- Requested change will result in expenditures in the current fiscal year, consistent with the overall operating budget; and be it further

RESOLVED, That Staff shall obtain approval of the Board Finance and Administration Committee prior to submission to the Board of Directors, for the following actions affecting the CIP budget all as set forth in Attachment A:

- Initiation of any new capital project not within the current approved Capital Budget; or
- Any budget adjustment which would cause the Authority to be required to issue any form of debt; or
- Any increase to the total approved budget for the current or any future budget year; or
- Any reprogramming actions over 5% of the approved total annual capital budget on an annual cumulative basis between existing projects; thereafter, the GM/CEO will seek additional reprogramming authority to cover additional reprogramming amounts in increments which he shall recommend to the Board of Directors; and be it further

RESOLVED, The GM/CEO is authorized to approve reprogramming actions requiring approval of the Board of Directors on an emergency basis, as defined in Attachment A hereto, provided that the Board Finance and Administration Committee is immediately notified of such actions; and be it further

RESOLVED, That the GM/CEO may approve the addition of staff positions provided that the funding is available within the annual budget; and be it further

RESOLVED, That insurance payments related to property and operating losses may be applied to the Budget for projects created to repair or replace the asset and the total operating and capital budgets may be increased to reflect these funds without specific Board of Directors approval provided that the Board is notified; and be it further

RESOLVED, That the GM/CEO may approve Reimbursable Projects with participating jurisdictions and state governments and make the corresponding change to the total reimbursable program budget, provided that such project does not exceed \$500,000 and all costs for any required additional staff positions are included in project funding; and be it further

RESOLVED, That the GM/CEO is authorized to approve all other reprogramming actions not requiring the approval of the Board of Directors; and be it further

RESOLVED, That this Resolution supersedes Resolution #2010-59 and Resolution #99-21; and be it further

RESOLVED, That Staff shall obtain approval of the Board Finance and Administration Committee prior to submission to the Board of Directors all Authority non-procurement activities required to be approved by the Board of Directors as shown in Attachment B and incorporated for convenience with Chapter One (Attachment A); and be it further

RESOLVED, That the Board of Directors hereby re-delegates the power to handle banking services to the GM/CEO consistent with the requirements of Compact § 69(a) in a manner that most efficiently services the needs of the Authority and the GM/CEO is also authorized to approve all other non-procurement activities including international travel provided the activity does not require Board of Directors' approval under the Compact; 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

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PROCUREMENT POLICY

ADOPTED BY THE AUTHORITY BOARD OF DIRECTORS

JUNE 23, 2011

Washington Metropolitan Area Transit Authority
Board Approval, Delegation & Reprogramming Requirements
Adopted By the Authority Board of Directors
September 24, 1992

Revised: July 24, 1997, September 27, 2007, June 25, 2009, July 16, 2009, June 23, 2011

PROCUREMENT PROCEDURES MANUAL

**CHAPTER 1 – BOARD APPROVAL, DELEGATION & REPROGRAMMING
REQUIREMENTS**

SECTION 100 - GENERAL

- 101. Purpose.** This Chapter 1 sets forth the guidance and requirements that will govern the Washington Metropolitan Area Transit Authority ("Authority") procurement activities, budget reprogramming activities, non-procurement activities, and conduct of personnel engaged in those activities. This chapter augments the Authority Compact, Section 73, as amended, which sets forth the general policy guidance and requirements that affect Authority procurements and approvals.
- 102. Procurement Regulations Background.** The Authority's Procurement Policy, as defined in this Chapter 1, establishes the broad framework for its Procurement Regulations. The Regulations consist of the Procurement Policy approved by the Authority Board of Directors ("Board"), and procedures that are developed and issued by the Chief Procurement Officer and approved by the General Manager/Chief Executive Officer (CEO).
- 103. Certification of Procurement System.** The Authority Procurement System is fully certified by the U.S. Department of Transportation (DOT), Federal Transit Administration (FTA), to carry out the Authority's procurement functions, in accordance with federal guidelines and Authority policy. However, certain functions identified in DOT/FTA Circulars 4220.1F and 5010.1D, as amended, may require approval or concurrence by the FTA Administrator.
- 104. References to Statutes or Regulations.** Reference in the Authority's Procurement Policy to any federal, state, or local statute, regulation, or circular or other guidance, shall be deemed to include any revision, amendment, or replacement therein, effective after the date of the adoption of this Policy by the Board.

SECTION 200 - RESPONSIBILITY AND AUTHORITY

- 201. Responsibility.** With respect to this Policy, the following responsibilities apply:
- (a) **Board of Directors.** The Board is responsible for approving procurement policies; approving deviations from procurement policy; authorizing the GM/CEO to initiate, award and modify procurements consistent with the approved Authority operating and multi-year capital budgets; delegating contracting officer

authority to the GM/CEO; authorizing the GM/CEO to delegate contracting officer authority and authority to approve procurement initiation and award activities to subordinate officials of the Authority.

- (b) **General Manager/Chief Executive Officer.** The GM/CEO is delegated unlimited contracting authority. The GM/CEO is authorized to initiate, award and modify procurements consistent with the approved Authority operating and multi-year capital budgets and is responsible for delegating contracting officer authority to qualified employees of the Authority and authorizing the re-delegation of authority to other qualified employees of the Authority; approving employee standards of conduct; approving Authority procurement and related policies and procedures that augment Board procurement policy; approving, only as authorized by the Board or this Procurement Policy, the initiation of procurement actions and awarding contracts in emergency situations; and reporting sole source and emergency contracts to the Board. The GM/CEO is also responsible for establishing a system for the timely review and approval of procurement actions, establishing policies and procedures for special agreements, and implementing procurement policies and procedures.
- (c) **Chief Procurement Officer.** The Chief Procurement Officer, with approval by the GM/CEO, is responsible for developing and issuing procurement procedures to implement Board procurement policies; establishing a system to select, recommend, appoint, and delegate Contracting Officer authority; preparing quarterly reports for presentation by the GM/CEO to the Board; acting in appointed capacity as Contracting Officer. The Chief Procurement Officer may appoint authorized representatives for the purpose of assisting the Contracting Officers in providing technical guidance to the Contractor or otherwise assisting in the administration of the contract. In limited circumstances, authority representatives may be delegated restricted contracting authority.
- (d) **Subordinate Authority Officials.** Subordinate Authority Officials to the GM/CEO are responsible for carrying out procurement initiation, award approval, and contract administration functions in accordance with established Authority procurement and related policies and procedures, and with their specific delegations or written authorizations.

202. Delegation of Authority. On June 28, 1991, the GM/CEO delegated contracting officer authority to the Director, Office of Procurement (subsequently designated as Chief Procurement Officer), and thereby separated procurement from other functional responsibilities.

203. General Manager/Chief Executive Officer Authority (Emergency Situations). Notwithstanding the approval requirements in § 600 of this Procurement Policy, the GM/CEO has the authority to incur obligations in emergency situations, and will report back to the Board on all emergency procurements within 60 days of the action. "Emergency" is defined as a situation (such as a flood, epidemic, riot, equipment failure, or other reason declared by the GM/CEO) that creates an immediate threat to the public health, welfare, or safety. The existence of an emergency condition creates an

immediate need for supplies, services, or construction which cannot be met through normal procurement methods, and the lack of which would seriously threaten either the health or safety of any person, the preservation or protection of property, or the continuation of necessary Authority functions.

- 204. General Manager/Chief Executive Officer Authority (Special Agreements).** The GM/CEO has the authority to develop policies and procedures for special agreements which include but are not limited to: utility contracts, marketing agreements, employee benefits contracts, contracts for the purchase, sale or lease of real property, and insurance contracts.

SECTION 300 - COMPETITION REQUIREMENTS

- 301. Prohibition Against Restrictive Competition.** All procurement transactions will be conducted in a manner providing full and open competition consistent with the procurement standards in Section 73 of the Authority Compact. Some of the situations considered to be restrictive of competition include, but are not limited to:

- (a) Placing unreasonable requirements on firms in order for them to qualify to do business;
- (b) Non-competitive pricing practices between firms or between affiliated companies;
- (c) Organizational conflicts of interest;
- (d) Specifying only a "brand name" product instead of allowing "an equal" product to be offered while not providing salient characteristics of the product;
- (e) Any arbitrary action in the procurement process;
- (f) Development of specifications and evaluation criteria which unnecessarily favor a particular contractor.

- 302. Written Determinations.** When using the procedures authorized in the Authority Compact, Sec. 73(b) ("excluding a particular source"), Sec. 73(c)(1) ("only one responsible source"), Sec. 73(c)(2) ("unusual and compelling urgency"), and Sec. 73(c)(3) ("public interest"), a written determination and finding (D&F) shall be prepared by the Contracting Officer, approved one level above the Contracting Officer, and reviewed by the Office of General Counsel as to form and legal sufficiency. The Authority Procurement Regulations will establish other instances when a written D&F is required. D&Fs shall set forth sufficient facts, circumstances, and reasoning to clearly and convincingly justify the determination made.

SECTION 400 – CONTRACTING WITH DISADVANTAGED BUSINESS ENTERPRISES (“DBE”)

401. Contracting with Disadvantaged Business Enterprises (“DBE”). The Authority will take all steps to ensure that minority owned firms and women-owned businesses are offered opportunities to compete for contracts as prime contractors or subcontractors wherever possible. Affirmative steps shall include:

- (a) Ensuring DBEs are solicited whenever they are potential sources;
- (b) When economically feasible, dividing requirements into smaller tasks or quantities to permit maximum participation by DBEs;
- (c) Where the requirement permits, establishing contract delivery schedules that encourage participation by DBE;
- (d) Using the services and assistance of the Small Business Administration and the Department of Commerce.
- (e) Requiring the prime contractor to take the necessary steps to ensure the maximum opportunity for DBE subcontractors, in accordance with the Authority's annual DBE goal established by the Board.

SECTION 500 - LIQUIDATED DAMAGES PROVISIONS

501. Liquidated Damages Provisions. Liquidated damages provisions shall be included in any Authority contract for supplies, services, and construction, where the Authority is likely to incur a direct or indirect economic loss if completion of the contract is delayed. Liquidated damages shall be established and assessed on a per day rate basis.

SECTION 600 - BOARD APPROVAL, DELEGATION AND REPROGRAMMING REQUIREMENTS

601. Board Approval, Delegation and Reprogramming Requirements.

ACTION DESCRIPTION	DELEGATED AUTHORITY
A. Procurement Initiation, Award & Modifications	The GM/CEO is authorized to initiate, award and modify procurements consistent with the approved Authority operating and multi-year capital budgets.
B. Operating Budget Adjustments	Board approval is required if Operating Budget actions require an adjustment to the total Operating Budget.

ATTACHMENT A

ACTION DESCRIPTION	DELEGATED AUTHORITY
C. Capital Budget Reprogramming	<p>Board approval is required for:</p> <ul style="list-style-type: none"> • Initiation of any new capital project not within the current approved Capital Budget; or • Any budget adjustment which would cause the Authority to be required to issue any form of debt; or • Any increase to the total approved budget for the current or any future budget year; or • Any reprogramming actions over 5% of the approved total annual capital budget on an annual cumulative basis between existing projects; thereafter, the GM/CEO will seek additional reprogramming authority to cover additional reprogramming amounts in increments which he shall determine to increase the total GM/CEO authority. <p>The GM/CEO is authorized to approve reprogramming actions requiring Board approval on an emergency basis provided that the Board Finance and Administration Committee is immediately notified of such actions.</p>
D. Additional Staff Positions	<p>The GM/CEO may approve the addition of staff positions provided that the funding is available within the annual budget.</p>
E. Insurance Payments Related to Property and Operating Losses	<p>Insurance payments related to property and operating losses may be applied to the Budget for projects created to repair or replace the asset and the total operating and capital budgets may be increased to reflect these funds without specific Board approval provided that the Board is notified.</p>
F. Reimbursable Projects	<p>The GM/CEO may approve Reimbursable Projects with participating jurisdictions and state governments and make the corresponding change to the total reimbursable program budget, provided such project does not exceed \$500,000 and all costs for any required additional staff positions are included in project funding.</p>
G. Other Reprogramming Actions	<p>The GM/CEO is authorized to approve all other reprogramming actions not requiring approval of the Board.</p>
H. Other Non-Procurement Activities	<p>Board approval is required for the non-procurement activities shown in the table below. The GM/CEO is authorized to approve all other non-procurement activities including international travel provided the activity does not require Board approval under the Compact.</p>

NON-PROCUREMENT ACTIVITIES REQUIRING BOARD APPROVAL

Jurisdictional Operating/ Capital Agreements	Financial	Real Estate	Other
<ul style="list-style-type: none"> • Reimbursable Agreements over \$500,000 • Fare Buydown Agreements* • Capital Funding Agreements* 	<ul style="list-style-type: none"> • Bonds/Letters of Credit/ Commercial Paper* • Public-Private Financing* • Tax Lease Closeouts* • Banking Services** • Finance Leases* • Parking Surcharge Agreements* 	<ul style="list-style-type: none"> • Joint Development Agreements • Amendments to Joint Development Agreements having one of the following: <ul style="list-style-type: none"> - <i>Value over \$500,000</i> - <i>Change in composition of developer or assignment</i> - <i>Change in term</i> - <i>Change in proposed elements</i> • Connection Agreements that vary from adopted policy • Sale/Acquisition of property valued over \$1 million 	<ul style="list-style-type: none"> • Agreements requiring the Authority to indemnify the counterparty • Collective Bargaining Agreements • Noncharter mass transit services requested by other entities • Nonannual State or Federal Grants with match requirements
<p>* Indicates Board of Directors approval required by the WMATA Compact.</p> <p>** This was previously delegated to the GMGR in Board Resolution #93-17. The Board of Directors hereby re-delegates the power to the GM/CEO to handle banking services consistent with the requirements of Compact § 69(a) in a manner that most efficiently services the needs of the Authority.</p>			

602. Restrictions. Procurement actions shall not be split to avoid threshold approval, or to avoid any other Authority procurement policies and procedures authorized by this Procurement Policy. Further, no procurement action, except as expressly authorized by this Procurement Policy or Authority procurement policies and procedures, shall be executed prior to receiving funding and management approval, and when applicable, Board approval.

SECTION 700 - POLICY DEVIATION

701. Policy Deviation. Deviation from the policies stated herein, except for the requirements of the Authority Compact, shall be approved by the Board unless the change is required by Federal law or regulation in which case the policies will be deemed changed. Deviation from Compact requirements is not authorized unless superseded by Federal law. Deviations from FTA policies shall be in accordance with DOT/FTA Cir. 4220.1F, as amended.

SECTION 800 – REPORTS

801. Reports. The GM/CEO shall periodically report to the Board new contracts awarded on a sole source or emergency basis pursuant to the provisions of the Compact. Regular progress reports (submitted to the Contributing Jurisdictions/Board) will be enhanced to include significant contract activity (significant initiations, awards or modifications) and the status of awarded vendors in the Disadvantaged Business Enterprise ("DBE") and Small and Local Business ("SLBP") Programs.

ATTACHMENT B

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

NON-PROCUREMENT AGREEMENTS REQUIRING BOARD APPROVAL

ADOPTED BY THE AUTHORITY BOARD OF DIRECTORS

JUNE 23, 2011

Jurisdictional Operating/Capital Agreements	Financial	Real Estate	Other
<ul style="list-style-type: none"> • Reimbursable Agreements over \$500,000 • Fare Buydown Agreements* • Capital Funding Agreements* 	<ul style="list-style-type: none"> • Bonds/Letters of Credit/ Commercial Paper* • Public-Private Financing* • Tax Lease Closeouts* • Banking Services** • Finance Leases* • Parking Surcharge Agreements* 	<ul style="list-style-type: none"> • Joint Development Agreements • Amendments to Joint Development Agreements having one of the following: <ul style="list-style-type: none"> - <i>Value over \$500,000</i> - <i>Change in composition of developer or assignment</i> - <i>Change in term</i> - <i>Change in proposed elements</i> • Connection Agreements that vary from adopted policy • Sale/Acquisition of property valued over \$1 million 	<ul style="list-style-type: none"> • Agreements requiring the Authority to indemnify the counterparty • Collective Bargaining Agreements • Non-charter mass transit services requested by other entities • Non-annual State or Federal Grants with match requirements
<p>* Indicates Board of Directors approval required by the WMATA Compact.</p> <p>** This was previously delegated to the GMGR in Board Resolution #93-17. The Board of Directors hereby re-delegates the power to the GM/CEO to handle banking services consistent with the requirements of Compact § 69(a) in a manner that most efficiently services the needs of the Authority.</p>			

SUBJECT: LINES OF CREDIT RENEWAL

2011-32

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, 2011; and

WHEREAS, It is advantageous to Metro to attempt to negotiate extensions of those lines of credit in an amount not to exceed \$200 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 Wachovia Bank, Bank of America and U.S. Bank to June 30, 2012; 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

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: REQUEST BOARD APPROVAL FOR A PROPOSED AGREEMENT TO OPERATE BUS SERVICE CONNECTING PENTAGON AND MARK CENTER

2011-34
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The City of Alexandria seeks to provide a high level of quality public transportation service at the new Department of Defense Mark Center facility; and

WHEREAS, The City of Alexandria has asked Metro to add new service as new non-regional service; and

WHEREAS, The Department of Defense agrees to help the City of Alexandria financially support new transit service to the Mark Center; and

WHEREAS, Metrobus has the resources available to enhance service on the number 7 line which already provides some service to the Mark Center; and

WHEREAS, Much of the new demand for transportation to and from the Mark Center on Metrobus will be in the counter-flow direction where extra capacity is already available, meeting the goal of using every resource wisely; 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 City of Alexandria will provide reimbursement of fare revenue to allow Mark Center employees to ride all number 7 line services when boarding at the Pentagon Transit Center, Mark Center Transit Center or Southern Towers at no out-of-pocket cost to the rider; now, therefore be it

RESOLVED, That the cost to operate this service will be billed to the City of Alexandria at the annually budgeted amount for non-regional Metrobus service; and be it further

RESOLVED, That the fare for local Metrobus service will be charged for this service and, pursuant to Compact § 79, that all passenger trips provided at a reduced cost from the current tariff on this service and other number 7 line services will be counted with full reimbursement for lost revenue provided by the City of Alexandria; and be it further

Motioned by Mrs. Hynes, seconded by Mr. Downs

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hynes, Ms. Bowser, Mr. Acosta and Mr. Barnes

RESOLVED, That this service may be terminated 120 days after the City of Alexandria provides official notice to WMATA, with any excess funding paid in advance being returned to the City of Alexandria; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to enter into an agreement with the City of Alexandria for 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: REQUEST BOARD OF DIRECTORS APPROVAL OF A PLAN FOR ADDITIONAL BUS SERVICE TO FORT BELVOIR IN FAIRFAX COUNTY, VIRGINIA

**2011-35
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Fairfax County seeks to provide a high level of quality public transportation service to Fort Belvoir, in response to new Department of Defense Base Realignment and Closure (BRAC) facilities being constructed on the base; and

WHEREAS, A service plan has been developed in coordination with Fairfax County to extend REX service hours to serve these new facilities; and

WHEREAS, Metrobus has the resources available to enhance service hours on the existing REX line; and


WHEREAS, The proposed actions will help fulfill the goals of delivering quality service to customers and enhancing mobility by improving access to a major new regional employment location and national health care facility; now, therefore be it

RESOLVED, That a non-regional enhancement of regional REX service be implemented to extend REX service hours to support second shift commuters to Fort Belvoir and the Richmond Highway corridor; and be it further

RESOLVED, That the Board of Directors amends the FY2012 Operating Budget by \$12,381 to provide these services and increase the Fairfax County non-regional payment accordingly; 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 Mrs. Hynes, seconded by Mr. Downs

Ayes 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hynes, Ms. Bowser, Mr. Acosta and Mr. Barnes

SUBJECT: LOCAL 689 AMALGAMATED TRANSIT UNION LABOR CONTRACT
2008-2012

2011-41
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, A majority of the Operating, Maintenance, Clerical, and Administrative Personnel of the Washington Metropolitan Area Transit Authority (WMATA) are represented for purposes of collective bargaining by Local 689 of the Amalgamated Transit Union (ATU); and

WHEREAS, The parties bargained to impasse over the wages, benefits and working conditions for the 2008-2012 period which led to interest arbitration; and

WHEREAS, The arbitration panel issued its Award on November 4, 2009; and

WHEREAS, WMATA then filed suit in the United States District Court District of Maryland seeking to overturn the arbitral award; and

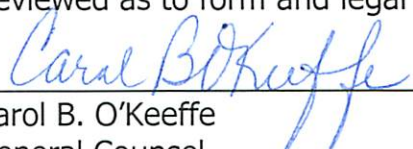
WHEREAS, The Court confirmed portions of the award and twice remanded the remainder of the award back to the arbitration panel for a supplemental opinion complying with the National Capital Area Interest Arbitration Standards Act which were provided to the Court; and

WHEREAS, On July 22, 2011, the Court issued its Opinion and Order confirming the remainder of the arbitral award; now, therefore be it

RESOLVED, That the Board accepts the decision of the Court and adopts the elements listed on Attachment A to this Resolution as the wages, benefits, and working conditions covering employees represented by Local 689 ATU for the period of July 1, 2008 – June 30, 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

TERMS OF THE INTEREST ARBITRATION AWARD

1. Term: 4 Years running from July 1, 2008 to June 30, 2012.
2. Wages: FY2009 – 0% increase to base and 2% lump sum effective as of July 1, 2008
FY2010 – 3% increase to base effective as of July 1, 2009
FY2011 – 3% increase to base effective as of July 1, 2010
FY2012 – 3% increase to base effective as of July 1, 2011.
3. Work rules: No change from previous Collective Bargaining Agreement.
4. Pension: No change from previous Collective Bargaining Agreement.
5. Health & Welfare:
 - As of January 1, 2010, new employees will not be entitled to retiree health coverage.
 - Effective January 1, 2010, HMO premium rates will be shared 85% for WMATA and 15% for the employee with future changes in the cost of coverage shared 75%/25% as is in the existing Collective Bargaining Agreement.
 - PPO cost sharing to be as is in the existing Collective Bargaining Agreement.
 - Effective January 1, 2010, PPO and HMO co-payments shall be \$15 for an office visit and \$15 for an outpatient hospital visit.
 - Effective January 1, 2010, prescription drug co-payments under both the HMO and PPO retail programs shall be \$5 for generics, \$20 for formulary brands and \$30 for non-brand formularies.
 - Effective January 1, 2010, prescription drug co-payments under both the HMO and PPO mail order program shall be \$10 for generics, \$40 for formulary brands and \$60 for non-brand formularies.
 - Effective January 1, 2010, PPO dental premiums shall be shared between WMATA and the employee on the same basis as PPO medical rates and the Dental HMO premium rates will be shared 85% for WMATA and 15% for the employee. Future changes in the cost of either coverage shared 75%/25% as is in the existing Collective Bargaining Agreement.

- Cost sharing provisions for life insurance and short-term disability benefits are unchanged from the existing Collective Bargaining Agreement.
- Effective November 9, 2009, WMATA's contribution for retiree medical coverage for early retirees shall be the following percent of the WMATA contribution due for retiree medical coverage for normal or disability retirees:

Age 50 to 54 at retirement – 75%

Age 55 to 59 at retirement – 80%

Age 60 to 64 at retirement – 90%

- Participants are not required to enroll in Medicare Part B but shall have medical benefits computed as if the participant was enrolled in Medicare Part B as soon as the participant was eligible to enroll. This provision is applicable to both present and future Medicare-eligible participants.
 - Existing participants who have not enrolled in Medicare Part B but do so before March 31, 2010 shall have the Plan pay any late enrollment penalties
6. Elevator/Escalator Agreement: Maintains the New Business Agreement through December 31, 2012.
 7. Vacations, Sick Leave, Holidays, Tool Allowances, Longevity Progression, the Cost of Living Escalator (subject to updated language on CPI reference dates and the effective date of payment), Pay for Meal Time, Expansion of Special Class Runs, Subcontracting, and the Preparation allowance are unchanged from the existing Collective Bargaining Agreement.

Appendix C.

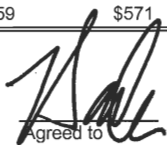
Office BudgetsC-1

Appendix C. Office Budgets

This appendix includes all offices pertinent to the FY2012 budget for Metro. The associated department budgets were discussed in Chapter V.

OPERATING COST BY MODE
General Manager Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$768	\$300	\$452	\$15
Full-Time Salaries	\$768	\$300	\$452	\$15
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	\$768	\$300	\$452	\$15
Fringes (Total)	\$368	\$144	\$217	\$7
Fringe Health	\$153	\$60	\$90	\$3
Fringe Pension	\$103	\$40	\$60	\$2
Other Fringe Benefits	\$110	\$43	\$65	\$2
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,136	\$444	\$669	\$22
Services (Total)	\$45	\$17	\$26	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$18	\$7	\$11	\$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	\$27	\$10	\$16	\$1
Materials & Supplies (Total)	\$9	\$3	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9	\$3	\$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)	\$270	\$106	\$159	\$5
Dues And Subscriptions	\$190	\$74	\$112	\$4
Conferences and Meetings	\$46	\$18	\$27	\$1
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	\$23	\$9	\$13	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$323	\$126	\$191	\$6
TOTAL COST	\$1,459	\$571	\$860	\$28


 Agreed to
 Richard Sarles
 General Manager


 Date

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY2012 BUDGET

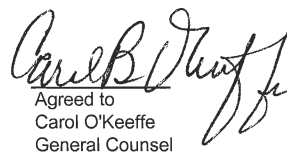
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,154	\$846	\$1,274	\$33
Full-Time Salaries	\$2,251	\$881	\$1,327	\$43
Salary Lapse	-\$97	-\$34	-\$52	-\$10
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$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	\$2,154	\$846	\$1,274	\$33
Fringes (Total)	\$891	\$350	\$527	\$14
Fringe Health	\$431	\$169	\$255	\$7
Fringe Pension	\$288	\$113	\$170	\$4
Other Fringe Benefits	\$165	\$65	\$98	\$3
Workers Compensation	\$7	\$3	\$4	\$0
TOTAL PERSONNEL COST	\$3,045	\$1,196	\$1,801	\$47
Services (Total)	\$328	\$128	\$193	\$6
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$299	\$117	\$176	\$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)	\$103	\$40	\$61	\$2
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$45	\$18	\$27	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$57	\$22	\$34	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$530	\$207	\$312	\$10
TOTAL COST	\$3,574	\$1,404	\$2,113	\$57


Agreed to
Helen Lew
Inspector General

9/6/11
Date

OPERATING COST BY MODE
Counsel Summary
APPROVED FY2012 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,333	\$1,303	\$1,964	\$65
Full-Time Salaries	\$3,333	\$1,303	\$1,964	\$65
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	\$3,333	\$1,303	\$1,964	\$65
Fringes (Total)	\$1,381	\$540	\$814	\$27
Fringe Health	\$666	\$260	\$393	\$13
Fringe Pension	\$445	\$174	\$262	\$9
Other Fringe Benefits	\$260	\$101	\$153	\$5
Workers Compensation	\$10	\$4	\$6	\$0
TOTAL PERSONNEL COST	\$4,714	\$1,843	\$2,778	\$93
Services (Total)	\$790	\$309	\$466	\$16
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$631	\$247	\$372	\$12
Temporary Help	\$18	\$7	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$140	\$55	\$83	\$3
Materials & Supplies (Total)	\$52	\$20	\$30	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$52	\$20	\$30	\$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)	\$58	\$23	\$34	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$58	\$23	\$34	\$1
Miscellaneous (Total)	\$86	\$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	\$986	\$386	\$581	\$19
TOTAL COST	\$5,700	\$2,229	\$3,359	\$112



 Agreed to _____ Date 9/13/11
 Carol O'Keefe
 General Counsel

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY2012 BUDGET

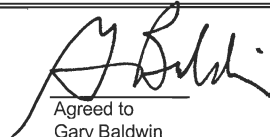
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$311	\$121	\$183	\$6
Full-Time Salaries	\$311	\$121	\$183	\$6
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$311	\$121	\$183	\$6
Fringes (Total)	\$128	\$50	\$76	\$3
Fringe Health	\$62	\$24	\$37	\$1
Fringe Pension	\$41	\$16	\$24	\$1
Other Fringe Benefits	\$24	\$9	\$14	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$439	\$172	\$259	\$9
Services (Total)	\$61	\$24	\$36	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$5	\$8	\$0
Temporary Help	\$16	\$6	\$9	\$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)	\$85	\$33	\$50	\$2
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$14	\$5	\$8	\$0
Business Travel/Public Hrg	\$30	\$12	\$17	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$33	\$13	\$19	\$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	\$592	\$231	\$349	\$12


 Agreed to
 Loyda Sequeira-Castillo
 Board Secretary

9/6/11
 Date

OPERATING COST BY MODE
Human Resources Administration
APPROVED FY2012 BUDGET

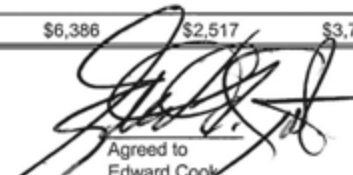
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$276	\$109	\$162	\$6
Full-Time Salaries	\$302	\$118	\$178	\$6
Salary Lapse	-\$26	-\$9	-\$16	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$70	\$27	\$41	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$70	\$27	\$41	\$1
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$346	\$136	\$203	\$7
Fringes (Total)	\$143	\$56	\$84	\$3
Fringe Health	\$69	\$27	\$41	\$1
Fringe Pension	\$46	\$18	\$27	\$1
Other Fringe Benefits	\$26	\$10	\$16	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$489	\$192	\$287	\$10
Services (Total)	\$295	\$115	\$174	\$6
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$266	\$104	\$157	\$5
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$27	\$11	\$16	\$1
Materials & Supplies (Total)	\$39	\$15	\$23	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$39	\$15	\$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)	\$53	\$21	\$31	\$1
Dues And Subscriptions	\$11	\$4	\$7	\$0
Conferences and Meetings	\$19	\$7	\$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	\$386	\$151	\$228	\$8
TOTAL COST	\$876	\$343	\$515	\$18


 Agreed to
 Gary Baldwin
 Director/Human Resources

Date
 9/18/11

OPERATING COST BY MODE
Human Operations Services Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,604	\$1,032	\$1,530	\$42
Full-Time Salaries	\$2,595	\$1,026	\$1,527	\$41
Salary Lapse	-\$101	-\$38	-\$63	-\$1
Overtime Salaries	\$110	\$43	\$65	\$2
Wages (Total)	\$186	\$73	\$109	\$4
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$197	\$77	\$116	\$4
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,790	\$1,105	\$1,639	\$46
Fringes (Total)	\$1,155	\$457	\$679	\$19
Fringe Health	\$558	\$221	\$328	\$9
Fringe Pension	\$373	\$148	\$219	\$6
Other Fringe Benefits	\$216	\$85	\$127	\$4
Workers Compensation	\$9	\$3	\$5	\$0
TOTAL PERSONNEL COST	\$3,945	\$1,562	\$2,318	\$65
Services (Total)	\$1,667	\$652	\$982	\$33
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,546	\$605	\$911	\$30
Temporary Help	\$75	\$29	\$44	\$1
Contract Maintenance	\$4	\$2	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$42	\$16	\$25	\$1
Materials & Supplies (Total)	\$117	\$46	\$69	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$117	\$46	\$69	\$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)	\$386	\$151	\$227	\$8
Property	\$0	\$0	\$0	\$0
Equipment	\$386	\$151	\$227	\$8
Miscellaneous (Total)	\$272	\$106	\$160	\$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	\$19	\$7	\$11	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$238	\$93	\$141	\$5
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,441	\$955	\$1,439	\$48
TOTAL COST	\$6,386	\$2,517	\$3,757	\$113


 Agreed to
 Edward Cook
 Director/HR Operations Services

Date 9/06/2011

OPERATING COST BY MODE
HR Strategy and Development
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,633	\$638	\$962	\$33
Full-Time Salaries	\$1,633	\$638	\$962	\$33
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	\$1,633	\$638	\$962	\$33
Fringes (Total)	\$1,149	\$451	\$678	\$21
Fringe Health	\$326	\$128	\$192	\$7
Fringe Pension	\$218	\$85	\$129	\$4
Other Fringe Benefits	\$599	\$236	\$354	\$10
Workers Compensation	\$5	\$2	\$3	\$0
TOTAL PERSONNEL COST	\$2,782	\$1,089	\$1,640	\$54
Services (Total)	\$1,407	\$554	\$831	\$22
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,256	\$495	\$741	\$19
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$151	\$60	\$89	\$2
Materials & Supplies (Total)	\$127	\$44	\$65	\$18
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$127	\$44	\$65	\$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	\$1,542	\$601	\$901	\$40
TOTAL COST	\$4,324	\$1,690	\$2,541	\$93


9/9/11
 Agreed to _____ Date _____
 Geoffrey Imperator
 Director/HR Strategy & Development

OPERATING COST BY MODE
Human Resources Client Services
APPROVED FY2012 BUDGET

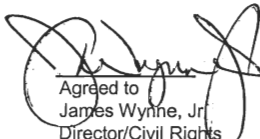
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,953	\$765	\$1,149	\$39
Full-Time Salaries	\$2,013	\$787	\$1,186	\$40
Salary Lapse	-\$59	-\$22	-\$37	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$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	\$1,953	\$765	\$1,149	\$39
Fringes (Total)	\$807	\$316	\$474	\$16
Fringe Health	\$390	\$153	\$230	\$8
Fringe Pension	\$261	\$102	\$153	\$5
Other Fringe Benefits	\$149	\$58	\$88	\$3
Workers Compensation	\$6	\$2	\$4	\$0
TOTAL PERSONNEL COST	\$2,760	\$1,081	\$1,623	\$55
Services (Total)	\$466	\$182	\$275	\$9
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$398	\$156	\$235	\$8
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$18	\$7	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$50	\$20	\$29	\$1
Materials & Supplies (Total)	\$42	\$16	\$25	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$42	\$16	\$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)	\$481	\$188	\$284	\$9
Dues And Subscriptions	\$7	\$3	\$4	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$1	\$1	\$1	\$0
Interview & Relocation	\$4	\$2	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$465	\$182	\$274	\$9
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$989	\$387	\$583	\$19
TOTAL COST	\$3,749	\$1,468	\$2,206	\$75


 Agreed to
 Ethel Roy
 Director/Client Services

Date 9/13/11

OPERATING COST BY MODE
Civil Rights Summary
APPROVED FY2012 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$682	\$267	\$401	\$14
Full-Time Salaries	\$704	\$275	\$415	\$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	\$682	\$267	\$401	\$14
Fringes (Total)	\$281	\$110	\$166	\$6
Fringe Health	\$136	\$53	\$80	\$3
Fringe Pension	\$91	\$36	\$54	\$2
Other Fringe Benefits	\$52	\$20	\$31	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$963	\$377	\$566	\$19
Services (Total)	\$397	\$155	\$234	\$8
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$353	\$138	\$208	\$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	\$36	\$14	\$21	\$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)	\$11	\$4	\$7	\$0
Dues And Subscriptions	\$3	\$1	\$1	\$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	\$442	\$173	\$260	\$9
TOTAL COST	\$1,405	\$550	\$826	\$28


 Agreed to
 James Wynne, Jr.
 Director/Civil Rights

9/8/11
 Date

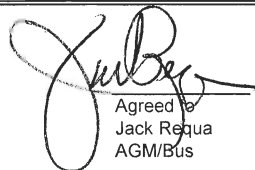
OPERATING COST BY MODE
Performance_Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$706	\$276	\$416	\$14
Full-Time Salaries	\$706	\$276	\$416	\$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	\$706	\$276	\$416	\$14
Fringes (Total)	\$292	\$114	\$172	\$6
Fringe Health	\$141	\$55	\$83	\$3
Fringe Pension	\$94	\$37	\$56	\$2
Other Fringe Benefits	\$54	\$21	\$32	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$997	\$390	\$588	\$20
Services (Total)	\$564	\$220	\$332	\$11
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$549	\$215	\$324	\$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	\$14	\$6	\$8	\$0
Materials & Supplies (Total)	\$14	\$6	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$6	\$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)	\$32	\$12	\$19	\$1
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$17	\$7	\$10	\$0
Business Travel/Public Hrg	\$9	\$4	\$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	\$610	\$238	\$359	\$12
TOTAL COST	\$1,607	\$628	\$947	\$32


 Agreed to _____ Date 9/14/11
 Andrea Burnside
 Chief/CPO

OPERATING COST BY MODE
COO Bus Summary
APPROVED FY2012 BUDGET

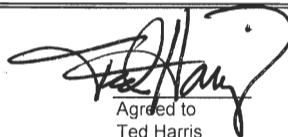
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,757	\$2,492	\$1,243	\$23
Full-Time Salaries	\$3,862	\$2,559	\$1,280	\$23
Salary Lapse	-\$113	-\$75	-\$37	-\$1
Overtime Salaries	\$8	\$8	\$0	\$0
Wages (Total)	\$2,403	\$2,131	\$272	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,308	\$2,028	\$280	\$0
Wage Lapse	-\$69	-\$61	-\$8	\$0
Overtime Wages	\$164	\$164	\$0	\$0
TOTAL SALARIES AND WAGES	\$6,160	\$4,623	\$1,515	\$23
Fringes (Total)	\$2,555	\$1,920	\$626	\$9
Fringe Health	\$1,231	\$924	\$303	\$5
Fringe Pension	\$823	\$618	\$202	\$3
Other Fringe Benefits	\$481	\$364	\$116	\$2
Workers Compensation	\$19	\$15	\$5	\$0
TOTAL PERSONNEL COST	\$8,715	\$6,543	\$2,140	\$32
Services (Total)	\$76	\$63	\$12	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$28	\$16	\$12	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$17	\$17	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$30	\$30	\$0	\$0
Materials & Supplies (Total)	\$65	\$55	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$65	\$55	\$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)	\$12	\$12	\$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	\$12	\$12	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$153	\$131	\$21	\$1
TOTAL COST	\$8,868	\$6,674	\$2,162	\$33


 Agreed to
 Jack Requa
 AGM/Bus

9/2/12
 Date

OPERATING COST BY MODE
 Bus Transportation Summary
 APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$18,361	\$17,826	\$533	\$1
Full-Time Salaries	\$18,468	\$17,916	\$550	\$2
Salary Lapse	-\$549	-\$533	-\$16	\$0
Overtime Salaries	\$443	\$443	\$0	\$0
Wages (Total)	\$166,428	\$166,047	\$380	\$1
Operator/StaMgr Wages	\$138,154	\$137,818	\$336	\$0
Operator/StaMgr Overtime	\$23,365	\$23,365	\$0	\$0
Full Time Wages	\$4,796	\$4,749	\$46	\$1
Wage Lapse	-\$138	-\$137	-\$2	\$0
Overtime Wages	\$252	\$252	\$0	\$0
TOTAL SALARIES AND WAGES	\$184,790	\$183,873	\$914	\$3
Fringes (Total)	\$77,521	\$77,143	\$377	\$1
Fringe Health	\$36,914	\$36,730	\$183	\$1
Fringe Pension	\$24,678	\$24,555	\$122	\$0
Other Fringe Benefits	\$15,350	\$15,280	\$70	\$0
Workers Compensation	\$580	\$577	\$3	\$0
TOTAL PERSONNEL COST	\$262,311	\$261,016	\$1,291	\$4
Services (Total)	\$957	\$957	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$96	\$96	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$3	\$3	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$858	\$858	\$0	\$0
Materials & Supplies (Total)	\$453	\$432	\$0	\$21
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$453	\$432	\$0	\$21
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)	\$854	\$854	\$0	\$0
Property	\$854	\$854	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$113	\$113	\$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	\$101	\$101	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,377	\$2,356	\$0	\$21
TOTAL COST	\$264,688	\$263,372	\$1,291	\$25


 Agreed to
 Ted Harris
 General Superintendent/Bus Transportation

9/6/2011
 Date

OPERATING COST BY MODE
Bus Maintenance Summary
APPROVED BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$9,457	\$9,089	\$368	\$0
Full-Time Salaries	\$9,389	\$9,021	\$368	\$0
Salary Lapse	-\$261	-\$250	-\$11	\$0
Overtime Salaries	\$328	\$318	\$10	\$0
Wages (Total)	\$46,844	\$44,943	\$1,901	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$44,214	\$42,431	\$1,783	\$0
Wage Lapse	-\$1,225	-\$1,173	-\$52	\$0
Overtime Wages	\$3,856	\$3,685	\$171	\$0
TOTAL SALARIES AND WAGES	\$56,301	\$54,032	\$2,269	\$0
Fringes (Total)	\$23,725	\$22,771	\$954	\$0
Fringe Health	\$11,237	\$10,783	\$454	\$0
Fringe Pension	\$7,512	\$7,209	\$303	\$0
Other Fringe Benefits	\$4,799	\$4,609	\$190	\$0
Workers Compensation	\$176	\$169	\$7	\$0
TOTAL PERSONNEL COST	\$80,026	\$76,803	\$3,223	\$0
Services (Total)	\$7,791	\$7,575	\$216	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$113	\$113	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$7,312	\$7,102	\$211	\$0
Custodial Services	\$144	\$144	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$221	\$216	\$5	\$0
Materials & Supplies (Total)	\$19,011	\$16,469	\$2,542	\$0
Fuel and Lubricants	\$4,909	\$3,123	\$1,786	\$0
Tires	\$5,617	\$5,489	\$129	\$0
Other	\$8,485	\$7,857	\$627	\$0
Fuel & Propulsion (Total)	\$40,099	\$40,099	\$0	\$0
Diesel Fuel	\$30,576	\$30,576	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$9,523	\$9,523	\$0	\$0
Utilities (Total)	\$68	\$68	\$0	\$0
Electricity and Gas	\$60	\$60	\$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)	\$21	\$15	\$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	\$11	\$11	\$0	\$0
Reimbursements (Total)	-\$77	-\$77	\$0	\$0
Reimbursements	-\$77	-\$77	\$0	\$0
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$66,941	\$64,178	\$2,764	\$0
TOTAL COST	\$146,967	\$140,980	\$5,987	\$0

For Phillip Wallace

David O'Neil

9/7/11
Date

Agreed to
Phillip Wallace
General Superintendent/Bus Maintenance

OPERATING COST BY MODE
Deputy General Manager
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$588	\$230	\$347	\$12
Full-Time Salaries	\$588	\$230	\$347	\$12
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$1,800	\$0	\$1,800	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,800	\$0	\$1,800	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,388	\$230	\$2,147	\$12
Fringes (Total)	\$986	\$95	\$887	\$5
Fringe Health	\$477	\$46	\$429	\$2
Fringe Pension	\$319	\$31	\$287	\$2
Other Fringe Benefits	\$182	\$18	\$164	\$1
Workers Compensation	\$7	\$1	\$7	\$0
TOTAL PERSONNEL COST	\$3,375	\$325	\$3,033	\$16
Services (Total)	\$197	\$77	\$116	\$4
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$18	\$7	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$179	\$70	\$105	\$4
Materials & Supplies (Total)	\$37	\$15	\$22	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$37	\$15	\$22	\$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)	\$20	\$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	\$255	\$100	\$150	\$5
TOTAL COST	\$3,630	\$425	\$3,184	\$21


 Agreed to
 Dave Kubicek
 DGM Operations

2011.09.09
 Date

OPERATING COST BY MODE
TIES AGM Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$343	\$134	\$202	\$7
Full-Time Salaries	\$343	\$134	\$202	\$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	\$343	\$134	\$202	\$7
Fringes (Total)	\$146	\$57	\$86	\$3
Fringe Health	\$69	\$27	\$40	\$1
Fringe Pension	\$46	\$18	\$27	\$1
Other Fringe Benefits	\$30	\$12	\$18	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$489	\$191	\$288	\$10
Services (Total)	\$6	\$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	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$16	\$6	\$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)	\$29	\$11	\$17	\$1
Dues And Subscriptions	\$1	\$0	\$0	\$0
Conferences and Meetings	\$4	\$2	\$2	\$0
Business Travel/Public Hrg	\$7	\$3	\$4	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$17	\$6	\$10	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$51	\$20	\$30	\$1
TOTAL COST	\$540	\$211	\$318	\$11

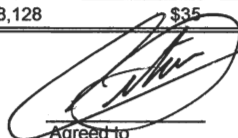
AWB/Ty

Agreed to
Robert Troup
AGM/ Infrastructure and Eng. Services

9/13/2011
Date

OPERATING COST BY MODE
Elevator Escalator Summary
APPROVED FY2012 BUDGET

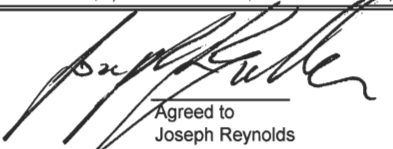
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,045	\$12	\$3,033	\$0
Full-Time Salaries	\$2,983	\$0	\$2,983	\$0
Salary Lapse	-\$89	\$0	-\$89	\$0
Overtime Salaries	\$151	\$12	\$140	\$0
Wages (Total)	\$12,823	\$3	\$12,820	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$12,636	\$0	\$12,636	\$0
Wage Lapse	-\$353	\$0	-\$353	\$0
Overtime Wages	\$540	\$3	\$537	\$0
TOTAL SALARIES AND WAGES	\$15,868	\$14	\$15,853	\$0
Fringes (Total)	\$6,626	\$6	\$6,620	\$0
Fringe Health	\$3,171	\$3	\$3,168	\$0
Fringe Pension	\$2,120	\$2	\$2,118	\$0
Other Fringe Benefits	\$1,285	\$1	\$1,284	\$0
Workers Compensation	\$50	\$0	\$50	\$0
TOTAL PERSONNEL COST	\$22,494	\$20	\$22,474	\$0
Services (Total)	\$2,190	\$0	\$2,190	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$24	\$0	\$24	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,148	\$0	\$2,148	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$18	\$0	\$18	\$0
Materials & Supplies (Total)	\$3,311	\$14	\$3,284	\$13
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3,311	\$14	\$3,284	\$13
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)	\$66	\$0	\$66	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$66	\$0	\$66	\$0
Miscellaneous (Total)	\$67	\$0	\$67	\$0
Dues And Subscriptions	\$7	\$0	\$7	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$31	\$0	\$31	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$13	\$0	\$13	\$0
Other	\$15	\$0	\$15	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,634	\$14	\$5,607	\$13
TOTAL COST	\$28,128	\$35	\$28,081	\$13


 Agreed to _____
 Rodrigo Bitar
 General Superintendant/Elevator and Escalator Services

9-9-11
 Date

OPERATING COST BY MODE
Chief Eng. Vehicles Summary
APPROVED FY2012 BUDGET

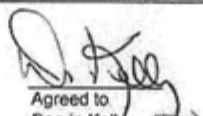
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,417	\$311	\$5,102	\$3
Full-Time Salaries	\$5,409	\$311	\$5,094	\$3
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$8	\$0	\$8	\$0
Wages (Total)	\$223	\$0	\$223	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
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	\$5,640	\$311	\$5,326	\$3
Fringes (Total)	\$2,328	\$129	\$2,200	\$0
Fringe Health	\$1,127	\$62	\$1,064	\$0
Fringe Pension	\$753	\$42	\$712	\$0
Other Fringe Benefits	\$431	\$24	\$407	\$0
Workers Compensation	\$18	\$1	\$17	\$0
TOTAL PERSONNEL COST	\$7,968	\$440	\$7,525	\$3
Services (Total)	\$695	\$0	\$695	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$620	\$0	\$620	\$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	\$76	\$0	\$76	\$0
Materials & Supplies (Total)	\$316	\$0	\$316	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$316	\$0	\$316	\$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)	\$61	\$0	\$61	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$0	\$4	\$0
Business Travel/Public Hrg	\$50	\$0	\$50	\$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	\$1,072	\$0	\$1,072	\$0
TOTAL COST	\$9,040	\$440	\$8,597	\$3



 Agreed to _____ Date 9/7/2011
 Joseph Reynolds
 Director/Chief Engineer Vehicles

OPERATING COST BY MODE
Track & Structures Summary
APPROVED FY2012 BUDGET

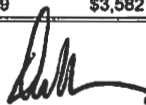
(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$5,631	\$0	\$5,631	\$0
Full-Time Salaries	\$5,551	\$0	\$5,551	\$0
Salary Lapse	-\$166	\$0	-\$166	\$0
Overtime Salaries	\$246	\$0	\$246	\$0
Wages (Total)	\$12,442	\$0	\$12,442	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$12,233	\$0	\$12,233	\$0
Wage Lapse	-\$363	\$0	-\$363	\$0
Overtime Wages	\$572	\$0	\$572	\$0
TOTAL SALARIES AND WAGES	\$18,073	\$0	\$18,073	\$0
Fringes (Total)	\$7,600	\$0	\$7,600	\$0
Fringe Health	\$3,612	\$0	\$3,612	\$0
Fringe Pension	\$2,415	\$0	\$2,415	\$0
Other Fringe Benefits	\$1,516	\$0	\$1,516	\$0
Workers Compensation	\$57	\$0	\$57	\$0
TOTAL PERSONNEL COST	\$25,672	\$0	\$25,672	\$0
Services (Total)	\$2,531	\$0	\$2,531	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,378	\$0	\$2,378	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$153	\$0	\$153	\$0
Materials & Supplies (Total)	\$4,654	\$0	\$4,404	\$250
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$4,654	\$0	\$4,404	\$250
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	\$18	\$0	\$18	\$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	\$7,342	\$0	\$7,092	\$250
TOTAL COST	\$33,014	\$0	\$32,764	\$250


 Agreed to
 Darvin Kelly
 Director/Track & Structures

9/8/2011
 Date

OPERATING COST BY MODE
Systems Maint. Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$9,172	\$255	\$8,917	\$1
Full-Time Salaries	\$8,568	\$247	\$8,321	\$1
Salary Lapse	-\$259	-\$25	-\$233	\$0
Overtime Salaries	\$863	\$33	\$830	\$0
Wages (Total)	\$46,375	\$1,346	\$45,029	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$45,337	\$1,218	\$44,119	\$0
Wage Lapse	-\$1,351	-\$36	-\$1,315	\$0
Overtime Wages	\$2,389	\$164	\$2,225	\$0
TOTAL SALARIES AND WAGES	\$55,548	\$1,601	\$53,946	\$1
Fringes (Total)	\$23,391	\$664	\$22,727	\$0
Fringe Health	\$11,102	\$320	\$10,781	\$0
Fringe Pension	\$7,422	\$214	\$7,208	\$0
Other Fringe Benefits	\$4,694	\$125	\$4,568	\$0
Workers Compensation	\$174	\$5	\$169	\$0
TOTAL PERSONNEL COST	\$78,939	\$2,265	\$76,673	\$1
Services (Total)	\$4,368	\$342	\$4,025	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,261	\$342	\$3,919	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$108	\$0	\$106	\$0
Materials & Supplies (Total)	\$5,916	\$623	\$5,279	\$15
Fuel and Lubricants	\$9	\$0	\$9	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$5,907	\$623	\$5,270	\$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)	\$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)	\$1,107	\$351	\$756	\$0
Property	\$936	\$351	\$585	\$0
Equipment	\$171	\$0	\$171	\$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	\$15	\$0	\$15	\$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	\$11,410	\$1,316	\$10,079	\$15
TOTAL COST	\$90,349	\$3,582	\$86,752	\$15

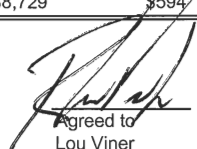


Agreed to
David Newman
General Superintendent/SMNT

09/08/11
Date

OPERATING COST BY MODE
Chief Infrastructure Services
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,361	\$354	\$5,002	\$5
Full-Time Salaries	\$5,361	\$354	\$5,002	\$5
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	\$5,361	\$354	\$5,002	\$5
Fringes (Total)	\$2,214	\$146	\$2,066	\$2
Fringe Health	\$1,071	\$71	\$1,000	\$1
Fringe Pension	\$716	\$47	\$668	\$1
Other Fringe Benefits	\$410	\$27	\$382	\$0
Workers Compensation	\$17	\$1	\$16	\$0
TOTAL PERSONNEL COST	\$7,575	\$500	\$7,068	\$8
Services (Total)	\$711	\$30	\$681	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$333	\$0	\$333	\$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	\$374	\$29	\$345	\$0
Materials & Supplies (Total)	\$361	\$40	\$321	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$361	\$40	\$321	\$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)	\$83	\$25	\$58	\$0
Dues And Subscriptions	\$16	\$12	\$4	\$0
Conferences and Meetings	\$8	\$5	\$4	\$0
Business Travel/Public Hrg	\$32	\$6	\$26	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$25	\$2	\$23	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,154	\$94	\$1,060	\$0
TOTAL COST	\$8,729	\$594	\$8,128	\$8


 Agreed to
 Lou Viner
 Chief Engineer/Engineering Service

9/8/2011
 Date

OPERATING COST BY MODE
Car Maintenance Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$8,243	\$0	\$8,243	\$0
Full-Time Salaries	\$8,285	\$0	\$8,285	\$0
Salary Lapse	-\$224	\$0	-\$224	\$0
Overtime Salaries	\$182	\$0	\$182	\$0
Wages (Total)	\$55,086	\$0	\$55,086	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$54,565	\$0	\$54,565	\$0
Wage Lapse	-\$1,599	\$0	-\$1,599	\$0
Overtime Wages	\$2,121	\$0	\$2,121	\$0
TOTAL SALARIES AND WAGES	\$63,330	\$0	\$63,330	\$0
Fringes (Total)	\$26,780	\$0	\$26,780	\$0
Fringe Health	\$12,657	\$0	\$12,657	\$0
Fringe Pension	\$8,461	\$0	\$8,461	\$0
Other Fringe Benefits	\$5,463	\$0	\$5,463	\$0
Workers Compensation	\$199	\$0	\$199	\$0
TOTAL PERSONNEL COST	\$90,109	\$0	\$90,109	\$0
Services (Total)	\$2,990	\$0	\$2,990	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$183	\$0	\$183	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$2,604	\$0	\$2,604	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$200	\$0	\$200	\$0
Materials & Supplies (Total)	\$10,430	\$6	\$10,382	\$43
Fuel and Lubricants	\$189	\$0	\$189	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10,241	\$6	\$10,192	\$43
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)	\$70	\$0	\$70	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$65	\$0	\$65	\$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	\$13,490	\$6	\$13,442	\$43
TOTAL COST	\$103,599	\$6	\$103,551	\$43


9/19/2011
 Agreed to _____ Date _____
 Damon Cannon
 Director/Car Maintenance

OPERATING COST BY MODE
Plant Maintenance Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$7,703	\$351	\$7,352	\$0
Full-Time Salaries	\$7,708	\$336	\$7,372	\$0
Salary Lapse	-\$231	-\$10	-\$221	\$0
Overtime Salaries	\$227	\$26	\$201	\$0
Wages (Total)	\$35,751	\$4,952	\$30,800	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$35,513	\$4,913	\$30,600	\$0
Wage Lapse	-\$1,066	-\$147	-\$919	\$0
Overtime Wages	\$1,305	\$186	\$1,119	\$0
TOTAL SALARIES AND WAGES	\$43,455	\$5,303	\$38,152	\$0
Fringes (Total)	\$18,240	\$2,255	\$15,986	\$0
Fringe Health	\$8,685	\$1,060	\$7,625	\$0
Fringe Pension	\$5,806	\$709	\$5,097	\$0
Other Fringe Benefits	\$3,613	\$470	\$3,144	\$0
Workers Compensation	\$136	\$17	\$120	\$0
TOTAL PERSONNEL COST	\$61,695	\$7,558	\$54,138	\$0
Services (Total)	\$8,991	\$3,453	\$5,514	\$23
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$2,156	\$647	\$1,509	\$0
Contract Maintenance	\$6,647	\$2,783	\$3,841	\$23
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$188	\$23	\$164	\$0
Materials & Supplies (Total)	\$6,383	\$2,246	\$4,121	\$15
Fuel and Lubricants	\$35	\$35	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6,347	\$2,211	\$4,121	\$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)	\$2,080	\$560	\$1,519	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$2,080	\$560	\$1,519	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$188	\$10	\$177	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$188	\$10	\$177	\$0
Miscellaneous (Total)	\$30	\$4	\$26	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$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	\$19	\$4	\$16	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$17,671	\$6,274	\$11,358	\$38
TOTAL COST	\$79,366	\$13,832	\$65,496	\$38

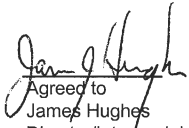
Randall Grooman

Agreed to
Randall Grooman
Director/Plant Maintenance

9/8/11
Date

OPERATING COST BY MODE
Intermodal Strategic Planning
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$348	\$136	\$205	\$7
Full-Time Salaries	\$348	\$136	\$205	\$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	\$348	\$136	\$205	\$7
Fringes (Total)	\$144	\$56	\$85	\$3
Fringe Health	\$70	\$27	\$41	\$1
Fringe Pension	\$46	\$18	\$27	\$1
Other Fringe Benefits	\$27	\$10	\$16	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$491	\$192	\$290	\$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)	\$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	\$491	\$192	\$290	\$10


 Agreed to
 James Hughes
 Director/Intermodal Strategic Planning

Date
 9/8/11

OPERATING COST BY MODE
Labor Relations Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$918	\$359	\$541	\$18
Full-Time Salaries	\$918	\$359	\$541	\$18
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	\$918	\$359	\$541	\$18
Fringes (Total)	\$379	\$148	\$223	\$7
Fringe Health	\$183	\$72	\$108	\$4
Fringe Pension	\$123	\$48	\$72	\$2
Other Fringe Benefits	\$70	\$27	\$41	\$1
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$1,297	\$507	\$765	\$25
Services (Total)	\$1,255	\$491	\$739	\$25
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,216	\$476	\$717	\$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	\$34	\$13	\$20	\$1
Materials & Supplies (Total)	\$6	\$2	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6	\$2	\$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	\$1,278	\$500	\$753	\$25
TOTAL COST	\$2,575	\$1,007	\$1,518	\$51


 Agreed to
 Brian Donohoe
 Director/Labor Relations

7.9.11
 Date

OPERATING COST BY MODE
Operations Management Services
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,900	\$934	\$1,853	\$112
Full-Time Salaries	\$2,894	\$936	\$1,845	\$112
Salary Lapse	-\$43	-\$24	-\$19	\$0
Overtime Salaries	\$49	\$22	\$27	\$0
Wages (Total)	\$7,397	\$3,829	\$3,568	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$7,619	\$3,878	\$3,741	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$10,297	\$4,763	\$5,422	\$112
Fringes (Total)	\$4,253	\$1,967	\$2,239	\$46
Fringe Health	\$2,058	\$952	\$1,084	\$22
Fringe Pension	\$1,376	\$636	\$724	\$15
Other Fringe Benefits	\$787	\$364	\$414	\$9
Workers Compensation	\$32	\$15	\$17	\$0
TOTAL PERSONNEL COST	\$14,550	\$6,731	\$7,661	\$158
Services (Total)	\$219	\$82	\$136	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$174	\$64	\$110	\$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	\$45	\$18	\$26	\$1
Materials & Supplies (Total)	\$76	\$36	\$40	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$76	\$36	\$40	\$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	\$300	\$120	\$179	\$1
TOTAL COST	\$14,850	\$6,850	\$7,840	\$159

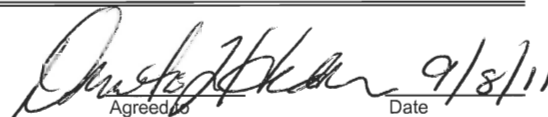

Agreed to
Linda Stoffregen

9/8/11
Date

Director/Operations Management Services

OPERATING COST BY MODE
Program Planning and Energy
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$160	\$54	\$104	\$3
Full-Time Salaries	\$160	\$54	\$104	\$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	\$160	\$54	\$104	\$3
Fringes (Total)	\$66	\$22	\$43	\$1
Fringe Health	\$32	\$11	\$21	\$1
Fringe Pension	\$21	\$7	\$14	\$0
Other Fringe Benefits	\$12	\$4	\$8	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$226	\$76	\$146	\$4
Services (Total)	\$60	\$0	\$60	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$58	\$0	\$58	\$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)	\$14	\$0	\$14	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$0	\$14	\$0
Fuel & Propulsion (Total)	\$60,921	\$0	\$60,921	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$60,921	\$0	\$60,921	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$43,806	\$8,376	\$35,361	\$68
Electricity and Gas	\$41,576	\$7,651	\$33,858	\$67
Utilities - Other	\$2,230	\$726	\$1,503	\$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	\$104,802	\$8,376	\$96,357	\$68
TOTAL COST	\$105,029	\$8,453	\$96,504	\$72


 Agreed to _____ Date 9/8/11
 Devintia Headen
 Acting Director/PPL

OPERATING COST BY MODE
RAIL QAAW Administration Summa
APPROVED FY2012 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$1,470	\$0	\$1,470	\$0
Full-Time Salaries	\$1,470	\$0	\$1,470	\$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	\$1,470	\$0	\$1,470	\$0
Fringes (Total)	\$607	\$0	\$607	\$0
Fringe Health	\$294	\$0	\$294	\$0
Fringe Pension	\$196	\$0	\$196	\$0
Other Fringe Benefits	\$112	\$0	\$112	\$0
Workers Compensation	\$5	\$0	\$5	\$0
TOTAL PERSONNEL COST	\$2,078	\$0	\$2,078	\$0
Services (Total)	\$40	\$0	\$40	\$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	\$9	\$0	\$9	\$0
Materials & Supplies (Total)	\$20	\$0	\$20	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$20	\$0	\$20	\$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)	\$34	\$0	\$34	\$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	\$19	\$0	\$19	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$94	\$0	\$94	\$0
TOTAL COST	\$2,172	\$0	\$2,172	\$0



Agreed to
Michael DiNatale
Director/Quality Assurance and Warranty

7/7/2011
Date

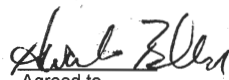
OPERATING COST BY MODE
 Rail Operations Control Center
 APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$7,349	\$0	\$7,349	\$0
Full-Time Salaries	\$7,071	\$0	\$7,071	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$277	\$0	\$277	\$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	\$7,349	\$0	\$7,349	\$0
Fringes (Total)	\$3,038	\$0	\$3,038	\$0
Fringe Health	\$1,469	\$0	\$1,469	\$0
Fringe Pension	\$982	\$0	\$982	\$0
Other Fringe Benefits	\$565	\$0	\$565	\$0
Workers Compensation	\$23	\$0	\$23	\$0
TOTAL PERSONNEL COST	\$10,387	\$0	\$10,387	\$0
Services (Total)	\$125	\$0	\$125	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$107	\$0	\$107	\$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	\$147	\$0	\$147	\$0
TOTAL COST	\$10,534	\$0	\$10,534	\$0


9/8/11
 Agreed to _____ Date _____
 Charles Dziduch
 Director/Rail Operations Control Center

OPERATING COST BY MODE
Training
APPROVED FY2012 BUDGET

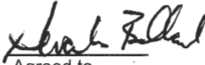
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,049	\$0	\$2,049	\$0
Full-Time Salaries	\$2,112	\$0	\$2,112	\$0
Salary Lapse	-\$63	\$0	-\$63	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$3,261	\$0	\$3,261	\$0
Operator/StaMgr Wages	\$3,194	\$0	\$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	\$5,310	\$0	\$5,310	\$0
Fringes (Total)	\$2,193	\$0	\$2,193	\$0
Fringe Health	\$1,061	\$0	\$1,061	\$0
Fringe Pension	\$709	\$0	\$709	\$0
Other Fringe Benefits	\$406	\$0	\$406	\$0
Workers Compensation	\$17	\$0	\$17	\$0
TOTAL PERSONNEL COST	\$7,503	\$0	\$7,503	\$0
Services (Total)	\$243	\$0	\$243	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$206	\$0	\$206	\$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	\$37	\$0	\$37	\$0
Materials & Supplies (Total)	\$70	\$0	\$70	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$70	\$0	\$70	\$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	\$314	\$0	\$314	\$0
TOTAL COST	\$7,817	\$0	\$7,817	\$0


 Agreed to
 Rita Davis
 Director/Rail Training

Date 9/9/11

OPERATING COST BY MODE
RTRA Bud Centr - Direct
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$528	\$0	\$528	\$0
Full-Time Salaries	\$528	\$0	\$528	\$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	\$528	\$0	\$528	\$0
Fringes (Total)	\$218	\$0	\$218	\$0
Fringe Health	\$106	\$0	\$106	\$0
Fringe Pension	\$71	\$0	\$71	\$0
Other Fringe Benefits	\$40	\$0	\$40	\$0
Workers Compensation	\$2	\$0	\$2	\$0
TOTAL PERSONNEL COST	\$746	\$0	\$746	\$0
Services (Total)	\$85	\$0	\$85	\$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	\$79	\$0	\$79	\$0
Materials & Supplies (Total)	\$41	\$0	\$41	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$41	\$0	\$41	\$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)	\$38	\$0	\$38	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$37	\$0	\$37	\$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	\$165	\$0	\$164	\$1
TOTAL COST	\$911	\$0	\$910	\$1


 Agreed to
 Hercules Ballard
 Director/RTRA Administraion

9/9/11
 Date

OPERATING COST BY MODE
Train Operations
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$10,425	\$0	\$10,425	\$0
Full-Time Salaries	\$10,003	\$0	\$10,003	\$0
Salary Lapse	-\$299	\$0	-\$299	\$0
Overtime Salaries	\$721	\$0	\$721	\$0
Wages (Total)	\$91,843	\$0	\$91,843	\$0
Operator/StaMgr Wages	\$75,353	\$0	\$75,353	\$0
Operator/StaMgr Overtime	\$12,271	\$0	\$12,271	\$0
Full Time Wages	\$3,612	\$0	\$3,612	\$0
Wage Lapse	-\$109	\$0	-\$109	\$0
Overtime Wages	\$716	\$0	\$716	\$0
TOTAL SALARIES AND WAGES	\$102,268	\$0	\$102,268	\$0
Fringes (Total)	\$42,762	\$0	\$42,762	\$0
Fringe Health	\$20,439	\$0	\$20,439	\$0
Fringe Pension	\$13,664	\$0	\$13,664	\$0
Other Fringe Benefits	\$8,338	\$0	\$8,338	\$0
Workers Compensation	\$321	\$0	\$321	\$0
TOTAL PERSONNEL COST	\$145,031	\$0	\$145,031	\$0
Services (Total)	\$272	\$0	\$272	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$0	\$13	\$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	\$257	\$0	\$257	\$0
Materials & Supplies (Total)	\$241	\$0	\$227	\$14
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$241	\$0	\$227	\$14
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	\$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	\$3	\$0	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$532	\$0	\$518	\$14
TOTAL COST	\$145,563	\$0	\$145,549	\$14


 Agreed to
 Byron England
 Director/Train Operations

9/9/11
 Date

OPERATING COST BY MODE
 Rail Operations Scheduling
 APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$980	\$0	\$980	\$0
Full-Time Salaries	\$980	\$0	\$980	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$423	\$0	\$423	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$393	\$0	\$393	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$31	\$0	\$31	\$0
TOTAL SALARIES AND WAGES	\$1,403	\$0	\$1,403	\$0
Fringes (Total)	\$580	\$0	\$580	\$0
Fringe Health	\$280	\$0	\$280	\$0
Fringe Pension	\$187	\$0	\$187	\$0
Other Fringe Benefits	\$107	\$0	\$107	\$0
Workers Compensation	\$4	\$0	\$4	\$0
TOTAL PERSONNEL COST	\$1,983	\$0	\$1,983	\$0
Services (Total)	\$164	\$0	\$164	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$113	\$0	\$113	\$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	\$36	\$0	\$36	\$0
Materials & Supplies (Total)	\$52	\$0	\$52	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$52	\$0	\$52	\$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)	\$11	\$0	\$11	\$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	\$11	\$0	\$11	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$228	\$0	\$228	\$0
TOTAL COST	\$2,211	\$0	\$2,211	\$0


 9/9/2011
 Agreed to _____ Date _____
 Shelly Xie
 Director/Rail Operations Scheduling

OPERATING COST BY MODE
RAIL SRML Administration
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$966	\$93	\$866	\$6
Full-Time Salaries	\$954	\$93	\$854	\$6
Salary Lapse	\$12	\$0	\$12	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$1,963	\$21	\$1,941	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,878	\$21	\$1,856	\$1
Wage Lapse	\$36	\$0	\$36	\$0
Overtime Wages	\$49	\$0	\$49	\$0
TOTAL SALARIES AND WAGES	\$2,929	\$114	\$2,807	\$7
Fringes (Total)	\$1,210	\$47	\$1,159	\$3
Fringe Health	\$585	\$23	\$561	\$1
Fringe Pension	\$391	\$15	\$375	\$1
Other Fringe Benefits	\$224	\$9	\$215	\$1
Workers Compensation	\$9	\$0	\$9	\$0
TOTAL PERSONNEL COST	\$4,139	\$162	\$3,967	\$10
Services (Total)	\$10	\$0	\$10	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$0	\$2	\$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)	\$26	\$0	\$26	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$26	\$0	\$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)	\$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	\$47	\$0	\$47	\$0
TOTAL COST	\$4,186	\$162	\$4,014	\$10


 Agreed to _____ Date 9/7/11
 Pretha Mitchell
 Director/Storerooms & Materials Logistics

OPERATING COST BY MODE
CFO Administrative Office
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$349	\$137	\$206	\$7
Full-Time Salaries	\$349	\$137	\$206	\$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	\$349	\$137	\$206	\$7
Fringes (Total)	\$144	\$56	\$85	\$3
Fringe Health	\$70	\$27	\$41	\$1
Fringe Pension	\$47	\$18	\$28	\$1
Other Fringe Benefits	\$27	\$10	\$16	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$494	\$193	\$291	\$10
Services (Total)	\$11	\$4	\$7	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$10	\$4	\$6	\$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)	\$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)	\$22	\$8	\$13	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$4	\$2	\$2	\$0
Business Travel/Public Hrg	\$14	\$5	\$8	\$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	\$37	\$15	\$22	\$1
TOTAL COST	\$531	\$208	\$313	\$10



Agreed to
Carol Kissel
CFO/DGMA

7/12/11
Date

OPERATING COST BY MODE
Accounting Summary
APPROVED FY2012 BUDGET

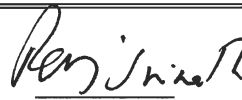
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,463	\$1,356	\$2,036	\$70
Full-Time Salaries	\$3,569	\$1,396	\$2,103	\$70
Salary Lapse	-\$122	-\$44	-\$76	-\$1
Overtime Salaries	\$15	\$5	\$9	\$1
Wages (Total)	\$777	\$304	\$458	\$15
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$754	\$295	\$444	\$15
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$23	\$9	\$14	\$0
TOTAL SALARIES AND WAGES	\$4,240	\$1,660	\$2,495	\$85
Fringes (Total)	\$1,751	\$686	\$1,030	\$35
Fringe Health	\$847	\$332	\$499	\$17
Fringe Pension	\$566	\$222	\$333	\$11
Other Fringe Benefits	\$324	\$127	\$191	\$6
Workers Compensation	\$13	\$5	\$8	\$0
TOTAL PERSONNEL COST	\$5,991	\$2,346	\$3,525	\$120
Services (Total)	\$39	\$15	\$23	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
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	\$17	\$1
Materials & Supplies (Total)	\$179	\$70	\$106	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$179	\$70	\$106	\$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)	\$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	\$308	\$121	\$182	\$6
TOTAL COST	\$6,299	\$2,466	\$3,707	\$126

Stephanie Audette
Agreed to
Stephanie Audette
Comptroller

9/7/2011
Date

OPERATING COST BY MODE
 Treasury Summary Offices
 APPROVED FY2012 BUDGET

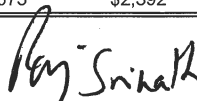
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,789	\$1,787	\$2,954	\$48
Full-Time Salaries	\$4,930	\$1,856	\$3,025	\$49
Salary Lapse	-\$276	-\$87	-\$188	-\$1
Overtime Salaries	\$135	\$18	\$118	\$0
Wages (Total)	\$4,071	\$880	\$3,190	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$4,142	\$892	\$3,249	\$1
Wage Lapse	-\$108	-\$18	-\$90	\$0
Overtime Wages	\$37	\$6	\$30	\$0
TOTAL SALARIES AND WAGES	\$8,860	\$2,667	\$6,144	\$48
Fringes (Total)	\$18,908	\$7,304	\$11,485	\$119
Fringe Health	\$1,771	\$533	\$1,228	\$10
Fringe Pension	\$1,184	\$356	\$821	\$6
Other Fringe Benefits	\$685	\$207	\$475	\$4
Workers Compensation	\$15,268	\$6,208	\$8,962	\$99
TOTAL PERSONNEL COST	\$27,768	\$9,972	\$17,630	\$167
Services (Total)	\$11,416	\$2,434	\$8,933	\$49
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,203	\$1,699	\$1,488	\$16
Temporary Help	\$55	\$26	\$29	\$1
Contract Maintenance	\$2	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$8,156	\$708	\$7,415	\$33
Materials & Supplies (Total)	\$914	\$201	\$710	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$914	\$201	\$710	\$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)	\$28,746	\$12,484	\$15,968	\$294
Insurance	\$12,675	\$4,995	\$7,485	\$195
Claims	\$16,071	\$7,489	\$8,483	\$99
Leases (Total)	\$30	\$12	\$17	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$30	\$12	\$17	\$1
Miscellaneous (Total)	\$369	\$45	\$324	\$1
Dues And Subscriptions	\$19	\$8	\$11	\$0
Conferences and Meetings	\$4	\$2	\$2	\$0
Business Travel/Public Hrg	\$43	\$12	\$31	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$303	\$23	\$280	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$41,475	\$15,176	\$25,952	\$346
TOTAL COST	\$69,243	\$25,148	\$43,582	\$513


9/12/11

 Agreed to
 Raj Srinath
 Treasurer/Treasury

OPERATING COST BY MODE
Smart Trip Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$506	\$121	\$383	\$2
Full-Time Salaries	\$523	\$126	\$395	\$2
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	\$506	\$121	\$383	\$2
Fringes (Total)	\$209	\$50	\$158	\$1
Fringe Health	\$101	\$24	\$77	\$0
Fringe Pension	\$68	\$16	\$51	\$0
Other Fringe Benefits	\$39	\$9	\$29	\$0
Workers Compensation	\$2	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$715	\$172	\$541	\$2
Services (Total)	\$7,431	\$2,205	\$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	\$7,426	\$2,204	\$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)	-\$506	\$3	-\$508	\$0
Reimbursements	-\$506	\$3	-\$508	\$0
TOTAL NONPERSONNEL COST	\$6,960	\$2,220	\$4,731	\$8
TOTAL COST	\$7,675	\$2,392	\$5,272	\$11


 Agreed to
 Raj Srinath
 Treasurer/Treasury

9/12/11
 Date

OPERATING COST BY MODE
Management & Budget Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,591	\$625	\$937	\$29
Full-Time Salaries	\$1,633	\$640	\$963	\$30
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	\$1,591	\$625	\$937	\$29
Fringes (Total)	\$657	\$258	\$387	\$12
Fringe Health	\$318	\$125	\$187	\$6
Fringe Pension	\$213	\$84	\$125	\$4
Other Fringe Benefits	\$122	\$48	\$72	\$2
Workers Compensation	\$5	\$2	\$3	\$0
TOTAL PERSONNEL COST	\$2,249	\$883	\$1,324	\$42
Services (Total)	\$164	\$64	\$96	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$97	\$38	\$57	\$2
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$67	\$26	\$39	\$1
Materials & Supplies (Total)	\$10	\$4	\$6	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10	\$4	\$6	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$40	\$16	\$24	\$1
Dues And Subscriptions	\$18	\$7	\$10	\$0
Conferences and Meetings	\$4	\$2	\$3	\$0
Business Travel/Public Hrg	\$18	\$7	\$10	\$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	\$214	\$84	\$126	\$4
TOTAL COST	\$2,463	\$967	\$1,450	\$46

Viola Davies
Agreed to
Viola Davies
Acting Director/OMBS

9/14/11
Date

OPERATING COST BY MODE
Procurement Summary Offices
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,974	\$2,394	\$3,490	\$91
Full-Time Salaries	\$5,973	\$2,393	\$3,489	\$91
Salary Lapse	-\$136	-\$50	-\$86	-\$1
Overtime Salaries	\$137	\$50	\$86	\$1
Wages (Total)	\$1,639	\$639	\$969	\$31
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,571	\$614	\$926	\$31
Wage Lapse	-\$40	-\$14	-\$25	\$0
Overtime Wages	\$108	\$39	\$68	\$1
TOTAL SALARIES AND WAGES	\$7,613	\$3,033	\$4,458	\$122
Fringes (Total)	\$3,165	\$1,260	\$1,855	\$50
Fringe Health	\$1,522	\$606	\$891	\$24
Fringe Pension	\$1,017	\$405	\$596	\$16
Other Fringe Benefits	\$603	\$239	\$354	\$9
Workers Compensation	\$24	\$10	\$14	\$0
TOTAL PERSONNEL COST	\$10,778	\$4,293	\$6,313	\$172
Services (Total)	\$379	\$148	\$223	\$7
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$242	\$95	\$143	\$5
Temporary Help	\$6	\$2	\$4	\$0
Contract Maintenance	\$98	\$39	\$58	\$2
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$32	\$13	\$19	\$1
Materials & Supplies (Total)	\$1,967	\$769	\$1,159	\$39
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,967	\$769	\$1,159	\$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)	\$131	\$51	\$77	\$3
Dues And Subscriptions	\$36	\$14	\$21	\$1
Conferences and Meetings	\$12	\$5	\$7	\$0
Business Travel/Public Hrg	\$23	\$9	\$13	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$38	\$15	\$22	\$1
Other	\$21	\$8	\$12	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,479	\$969	\$1,461	\$49
TOTAL COST	\$13,257	\$5,263	\$7,774	\$221

Heather Obora
Agreed to
Heather Obora
Chief Procurement Officer

9/7/11
Date

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,004	\$0	\$0	\$3,004
Full-Time Salaries	\$3,074	\$0	\$0	\$3,074
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	\$3,004	\$0	\$0	\$3,004
Fringes (Total)	\$1,241	\$0	\$0	\$1,241
Fringe Health	\$600	\$0	\$0	\$600
Fringe Pension	\$401	\$0	\$0	\$401
Other Fringe Benefits	\$230	\$0	\$0	\$230
Workers Compensation	\$9	\$0	\$0	\$9
TOTAL PERSONNEL COST	\$4,245	\$0	\$0	\$4,245
Services (Total)	\$106,937	\$0	\$0	\$106,937
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$344	\$0	\$0	\$344
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$105,823	\$0	\$0	\$105,823
Other	\$770	\$0	\$0	\$770
Materials & Supplies (Total)	\$168	\$0	\$0	\$168
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$168	\$0	\$0	\$168
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)	\$625	\$0	\$0	\$625
Property	\$625	\$0	\$0	\$625
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$24	\$0	\$0	\$24
Dues And Subscriptions	\$2	\$0	\$0	\$2
Conferences and Meetings	\$10	\$0	\$0	\$10
Business Travel/Public Hrg	\$7	\$0	\$0	\$7
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	\$107,753	\$0	\$0	\$107,753
TOTAL COST	\$111,999	\$0	\$0	\$111,999


 Agreed to
 Christian Kent
 AGM/Access Services

Date 9/6/2011

OPERATING COST BY MODE
MACS Summary Offices
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$854	\$0	\$0	\$854
Full-Time Salaries	\$897	\$0	\$0	\$897
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	\$854	\$0	\$0	\$854
Fringes (Total)	\$353	\$0	\$0	\$353
Fringe Health	\$171	\$0	\$0	\$171
Fringe Pension	\$114	\$0	\$0	\$114
Other Fringe Benefits	\$65	\$0	\$0	\$65
Workers Compensation	\$3	\$0	\$0	\$3
TOTAL PERSONNEL COST	\$1,206	\$0	\$0	\$1,206
Services (Total)	\$105,909	\$0	\$0	\$105,909
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	\$105,823	\$0	\$0	\$105,823
Other	\$86	\$0	\$0	\$86
Materials & Supplies (Total)	\$77	\$0	\$0	\$77
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$77	\$0	\$0	\$77
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)	\$625	\$0	\$0	\$625
Property	\$625	\$0	\$0	\$625
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$5	\$0	\$0	\$5
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$0	\$0	\$2
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	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$106,616	\$0	\$0	\$106,616
TOTAL COST	\$107,822	\$0	\$0	\$107,822


 Date 9/6/2011
 Agreed to
 Christian Kent
 AGM/Access Services

OPERATING COST BY MODE
 ADA Programs Summary
 APPROVED BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$959	\$0	\$0	\$959
Full-Time Salaries	\$984	\$0	\$0	\$984
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	\$959	\$0	\$0	\$959
Fringes (Total)	\$396	\$0	\$0	\$396
Fringe Health	\$192	\$0	\$0	\$192
Fringe Pension	\$128	\$0	\$0	\$128
Other Fringe Benefits	\$73	\$0	\$0	\$73
Workers Compensation	\$3	\$0	\$0	\$3
TOTAL PERSONNEL COST	\$1,355	\$0	\$0	\$1,355
Services (Total)	\$137	\$0	\$0	\$137
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$90	\$0	\$0	\$90
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$47	\$0	\$0	\$47
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
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$203	\$0	\$0	\$203
TOTAL COST	\$1,558	\$0	\$0	\$1,558


 Agreed to
 Christian Kent
 AGM/Access Services

Date 9/6/2011

OPERATING COST BY MODE
Eligibility Summary
APPROVED FY2012 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$791	\$0	\$0	\$791
Full-Time Salaries	\$771	\$0	\$0	\$771
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	\$791	\$0	\$0	\$791
Fringes (Total)	\$327	\$0	\$0	\$327
Fringe Health	\$158	\$0	\$0	\$158
Fringe Pension	\$106	\$0	\$0	\$106
Other Fringe Benefits	\$60	\$0	\$0	\$60
Workers Compensation	\$2	\$0	\$0	\$2
TOTAL PERSONNEL COST	\$1,118	\$0	\$0	\$1,118
Services (Total)	\$414	\$0	\$0	\$414
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	\$414	\$0	\$0	\$414
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	\$414	\$0	\$0	\$414
TOTAL COST	\$1,532	\$0	\$0	\$1,532



 Agreed to _____ Date 9/6/2011
 Christian Kent
 AGM/Access Services

OPERATING COST BY MODE
Information Technology Admin.
APPROVED FY2012 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$327	\$128	\$193	\$6
Full-Time Salaries	\$336	\$132	\$198	\$7
Salary Lapse	-\$10	-\$4	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$2,158	\$844	\$1,272	\$42
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,990	\$778	\$1,173	\$39
Wage Lapse	-\$57	-\$23	-\$34	-\$1
Overtime Wages	\$225	\$89	\$133	\$3
TOTAL SALARIES AND WAGES	\$2,485	\$972	\$1,464	\$48
Fringes (Total)	\$1,026	\$401	\$605	\$20
Fringe Health	\$497	\$194	\$293	\$10
Fringe Pension	\$332	\$130	\$196	\$6
Other Fringe Benefits	\$190	\$74	\$112	\$4
Workers Compensation	\$8	\$3	\$5	\$0
TOTAL PERSONNEL COST	\$3,511	\$1,374	\$2,069	\$68
Services (Total)	\$69	\$27	\$40	\$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	\$69	\$27	\$40	\$1
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)	\$22	\$9	\$13	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$18	\$7	\$10	\$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	\$90	\$35	\$53	\$2
TOTAL COST	\$3,601	\$1,409	\$2,122	\$70


 Agreed to
 Kevin Borek
 AGM/Information Technology

9/27/11
 Date

OPERATING COST BY MODE
Application Dev. & Operations
APPROVED FY2012 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,757	\$1,886	\$2,799	\$71
Full-Time Salaries	\$4,904	\$1,945	\$2,886	\$73
Salary Lapse	-\$148	-\$58	-\$87	-\$2
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	\$498	\$195	\$293	\$10
Wage Lapse	-\$14	-\$6	-\$8	\$0
Overtime Wages	\$41	\$16	\$24	\$1
TOTAL SALARIES AND WAGES	\$5,281	\$2,092	\$3,108	\$81
Fringes (Total)	\$2,181	\$864	\$1,284	\$34
Fringe Health	\$1,055	\$418	\$621	\$16
Fringe Pension	\$706	\$279	\$415	\$11
Other Fringe Benefits	\$404	\$160	\$237	\$6
Workers Compensation	\$17	\$7	\$10	\$0
TOTAL PERSONNEL COST	\$7,462	\$2,955	\$4,392	\$115
Services (Total)	\$7,244	\$2,833	\$4,269	\$142
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,643	\$642	\$968	\$32
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5,601	\$2,190	\$3,301	\$110
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	\$7,244	\$2,833	\$4,269	\$142
TOTAL COST	\$14,706	\$5,788	\$8,661	\$257



 Agreed to _____ Date 9/7/2011
 Robert Kramer
 Chief/Applications Development

OPERATING COST BY MODE
Project Management
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$669	\$262	\$394	\$13
Full-Time Salaries	\$689	\$269	\$406	\$14
Salary Lapse	-\$20	-\$8	-\$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	\$669	\$262	\$394	\$13
Fringes (Total)	\$276	\$108	\$163	\$5
Fringe Health	\$134	\$52	\$79	\$3
Fringe Pension	\$89	\$35	\$53	\$2
Other Fringe Benefits	\$51	\$20	\$30	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$945	\$370	\$557	\$19
Services (Total)	\$53	\$21	\$31	\$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	\$53	\$21	\$31	\$1
Materials & Supplies (Total)	\$225	\$88	\$132	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$225	\$88	\$132	\$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	\$277	\$108	\$163	\$5
TOTAL COST	\$1,223	\$478	\$721	\$24


9-6-2011

 Date
 Mary Bauer
 Chief/Project Management Operations

OPERATING COST BY MODE
Enterprise Architecture
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$246	\$96	\$145	\$5
Full-Time Salaries	\$253	\$99	\$149	\$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	\$246	\$96	\$145	\$5
Fringes (Total)	\$102	\$40	\$60	\$2
Fringe Health	\$49	\$19	\$29	\$1
Fringe Pension	\$33	\$13	\$19	\$1
Other Fringe Benefits	\$19	\$7	\$11	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$347	\$136	\$205	\$7
Services (Total)	\$63	\$25	\$37	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$63	\$25	\$37	\$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	\$63	\$25	\$37	\$1
TOTAL COST	\$411	\$161	\$242	\$8

Mary Bauer
Agreed to
Mary Bauer

9-6-2011
Date

OPERATING COST BY MODE
 Bussiness Process Reengineering
 APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$128	\$50	\$75	\$3
Full-Time Salaries	\$128	\$50	\$75	\$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	\$128	\$50	\$75	\$3
Fringes (Total)	\$53	\$21	\$31	\$1
Fringe Health	\$26	\$10	\$15	\$1
Fringe Pension	\$17	\$7	\$10	\$0
Other Fringe Benefits	\$10	\$4	\$6	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$181	\$71	\$107	\$4
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	\$181	\$71	\$107	\$4

E Durham

Agreed to
 Elizabeth Durham
 Chief/Business Process Re-Engineering

9-6-11
 Date

OPERATING COST BY MODE
Enterprise Web Portal
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$568	\$259	\$305	\$4
Full-Time Salaries	\$584	\$266	\$314	\$4
Salary Lapse	-\$16	-\$6	-\$9	\$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	\$568	\$259	\$305	\$4
Fringes (Total)	\$234	\$107	\$126	\$2
Fringe Health	\$113	\$52	\$61	\$1
Fringe Pension	\$76	\$35	\$41	\$1
Other Fringe Benefits	\$43	\$20	\$23	\$0
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$802	\$366	\$430	\$5
Services (Total)	\$235	\$92	\$138	\$5
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$235	\$92	\$138	\$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	\$235	\$92	\$138	\$5
TOTAL COST	\$1,037	\$458	\$569	\$10

Mary Baker for
Agreed to
Victor Grimes
Chief/Enterprise Web Portal

9-7-2011
Date

OPERATING COST BY MODE
Network and Communications
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,313	\$929	\$1,349	\$35
Full-Time Salaries	\$2,370	\$952	\$1,383	\$36
Salary Lapse	-\$74	-\$29	-\$43	-\$1
Overtime Salaries	\$17	\$7	\$10	\$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	\$2,313	\$929	\$1,349	\$35
Fringes (Total)	\$955	\$384	\$557	\$15
Fringe Health	\$462	\$186	\$270	\$7
Fringe Pension	\$309	\$124	\$180	\$5
Other Fringe Benefits	\$177	\$71	\$103	\$3
Workers Compensation	\$7	\$3	\$4	\$0
TOTAL PERSONNEL COST	\$3,269	\$1,313	\$1,906	\$50
Services (Total)	\$5,373	\$2,101	\$3,166	\$106
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$245	\$96	\$144	\$5
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$1,977	\$773	\$1,165	\$39
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,152	\$1,232	\$1,857	\$62
Materials & Supplies (Total)	\$396	\$155	\$234	\$8
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$396	\$155	\$234	\$8
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)	\$1,127	\$441	\$664	\$22
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,127	\$441	\$664	\$22
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	\$6,897	\$2,697	\$4,064	\$135
TOTAL COST	\$10,166	\$4,010	\$5,970	\$185



Agreed to
Charles Wolfe
Chief/Network and Communications

9-7-11
Date

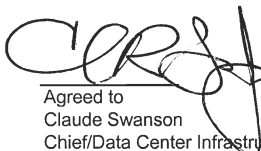
OPERATING COST BY MODE
IT Security
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$631	\$247	\$372	\$12
Full-Time Salaries	\$646	\$253	\$381	\$13
Salary Lapse	-\$16	-\$6	-\$9	\$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	\$631	\$247	\$372	\$12
Fringes (Total)	\$260	\$102	\$153	\$5
Fringe Health	\$126	\$49	\$74	\$2
Fringe Pension	\$84	\$33	\$50	\$2
Other Fringe Benefits	\$48	\$19	\$28	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$891	\$348	\$525	\$18
Services (Total)	\$414	\$162	\$244	\$8
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$414	\$162	\$244	\$8
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	\$414	\$162	\$244	\$8
TOTAL COST	\$1,305	\$510	\$769	\$26


9-7-2011
 Agreed to _____ Date _____
 Victor Iwugo
 Chief/IT Security

OPERATING COST BY MODE
Data Center Infrastructure
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,828	\$1,515	\$2,255	\$59
Full-Time Salaries	\$3,908	\$1,546	\$2,302	\$60
Salary Lapse	-\$119	-\$47	-\$70	-\$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	\$3,828	\$1,515	\$2,255	\$59
Fringes (Total)	\$1,581	\$626	\$931	\$24
Fringe Health	\$765	\$303	\$451	\$12
Fringe Pension	\$511	\$202	\$301	\$8
Other Fringe Benefits	\$292	\$116	\$172	\$4
Workers Compensation	\$12	\$5	\$7	\$0
TOTAL PERSONNEL COST	\$5,409	\$2,141	\$3,186	\$83
Services (Total)	\$2,505	\$980	\$1,476	\$49
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,505	\$980	\$1,476	\$49
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	\$2,505	\$980	\$1,476	\$49
TOTAL COST	\$7,914	\$3,120	\$4,662	\$132


9-7-11
 Agreed to _____ Date _____
 Claude Swanson
 Chief/Data Center Infrastructure

OPERATING COST BY MODE
 Planning and Joint Development Admin
 APPROVED FY2012 BUDGET

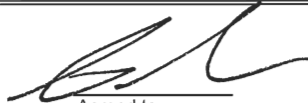
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$548	\$214	\$323	\$11
Full-Time Salaries	\$548	\$214	\$323	\$11
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$548	\$214	\$323	\$11
Fringes (Total)	\$226	\$88	\$133	\$4
Fringe Health	\$109	\$43	\$65	\$2
Fringe Pension	\$73	\$29	\$43	\$1
Other Fringe Benefits	\$42	\$16	\$25	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$774	\$303	\$456	\$15
Services (Total)	\$40	\$15	\$23	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$18	\$7	\$10	\$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	\$22	\$9	\$13	\$0
Materials & Supplies (Total)	\$6	\$2	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6	\$2	\$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)	\$15	\$6	\$9	\$0
Dues And Subscriptions	\$7	\$3	\$4	\$0
Conferences and Meetings	\$6	\$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	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$61	\$24	\$36	\$1
TOTAL COST	\$835	\$327	\$492	\$16


 Agreed to _____
 Nat Bottigheimer
 AGM/Planning & Joint Development

Date 9/20/11

OPERATING COST BY MODE
Station Area Planning & Asset Management
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,362	\$279	\$1,083	\$0
Full-Time Salaries	\$1,362	\$279	\$1,083	\$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	\$1,362	\$279	\$1,083	\$0
Fringes (Total)	\$563	\$115	\$447	\$0
Fringe Health	\$272	\$56	\$216	\$0
Fringe Pension	\$182	\$37	\$145	\$0
Other Fringe Benefits	\$104	\$21	\$83	\$0
Workers Compensation	\$4	\$1	\$3	\$0
TOTAL PERSONNEL COST	\$1,925	\$395	\$1,530	\$0
Services (Total)	\$489	\$21	\$468	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$317	\$19	\$298	\$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	\$173	\$2	\$171	\$0
Materials & Supplies (Total)	\$25	\$2	\$20	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$25	\$2	\$20	\$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)	\$19	\$0	\$19	\$0
Dues And Subscriptions	\$4	\$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	\$533	\$23	\$507	\$3
TOTAL COST	\$2,457	\$418	\$2,036	\$3



Agreed to
Steven Goldin
Director/Station Area Planning & Asset Management

Date 9/7/11

OPERATING COST BY MODE
Business Planning Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$753	\$298	\$442	\$13
Full-Time Salaries	\$753	\$298	\$442	\$13
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	\$753	\$298	\$442	\$13
Fringes (Total)	\$311	\$123	\$183	\$5
Fringe Health	\$150	\$60	\$88	\$3
Fringe Pension	\$101	\$40	\$59	\$2
Other Fringe Benefits	\$58	\$23	\$34	\$1
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$1,064	\$421	\$625	\$18
Services (Total)	\$53	\$21	\$31	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$20	\$8	\$12	\$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	\$33	\$13	\$19	\$1
Materials & Supplies (Total)	\$10	\$4	\$6	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$10	\$4	\$6	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$11	\$4	\$6	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$4	\$2	\$2	\$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	\$2	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$74	\$29	\$43	\$1
TOTAL COST	\$1,138	\$450	\$668	\$20




Agreed to
Thomas Harrington
Director/Long Range Planning

9/7/2011
Date

OPERATING COST BY MODE
Parking Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$769	\$53	\$716	\$0
Full-Time Salaries	\$748	\$53	\$695	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$20	\$0	\$20	\$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	\$769	\$53	\$716	\$0
Fringes (Total)	\$317	\$22	\$296	\$0
Fringe Health	\$154	\$11	\$143	\$0
Fringe Pension	\$103	\$7	\$96	\$0
Other Fringe Benefits	\$59	\$4	\$55	\$0
Workers Compensation	\$2	\$0	\$2	\$0
TOTAL PERSONNEL COST	\$1,086	\$75	\$1,011	\$0
Services (Total)	\$1,892	\$0	\$1,892	\$0
Management Fee	\$1,664	\$0	\$1,664	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$49	\$0	\$49	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$179	\$0	\$179	\$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	\$1,910	\$0	\$1,910	\$0
TOTAL COST	\$2,996	\$75	\$2,921	\$0


 Agreed to
 Patrick Schmidt
 Director/Parking

9-7-11
 Date

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2012 BUDGET

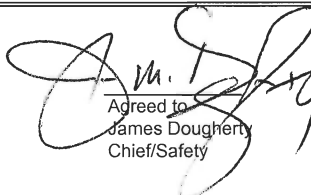
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$44,213	\$3,625	\$40,556	\$32
Full-Time Salaries	\$40,360	\$3,159	\$37,170	\$32
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,466	\$515	\$3,951	\$0
Wages (Total)	\$291	\$219	\$72	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$256	\$191	\$64	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$35	\$27	\$8	\$0
TOTAL SALARIES AND WAGES	\$44,503	\$3,844	\$40,628	\$32
Fringes (Total)	\$18,685	\$1,648	\$17,023	\$13
Fringe Health	\$8,894	\$768	\$8,120	\$6
Fringe Pension	\$5,946	\$514	\$5,428	\$4
Other Fringe Benefits	\$3,705	\$355	\$3,348	\$2
Workers Compensation	\$140	\$12	\$128	\$0
TOTAL PERSONNEL COST	\$63,188	\$5,492	\$57,652	\$45
Services (Total)	\$1,312	\$259	\$1,053	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$84	\$8	\$76	\$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	\$1,224	\$250	\$974	\$0
Materials & Supplies (Total)	\$1,402	\$217	\$1,186	\$0
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,401	\$216	\$1,184	\$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)	\$64	\$12	\$52	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hrg	\$26	\$5	\$21	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,782	\$489	\$2,293	\$0
TOTAL COST	\$65,971	\$5,981	\$59,945	\$45


Agreed to
Michael Taborn
Chief/MTPD

9-7-11
Date

OPERATING COST BY MODE
 Department of System Safety and Environmental
 APPROVED FY2012 BUDGET

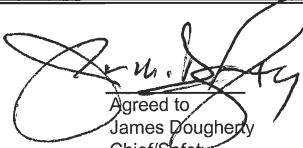
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,948	\$2,324	\$2,579	\$45
Full-Time Salaries	\$4,987	\$2,357	\$2,585	\$45
Salary Lapse	-\$38	-\$32	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$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	\$4,948	\$2,324	\$2,579	\$45
Fringes (Total)	\$2,050	\$963	\$1,068	\$19
Fringe Health	\$989	\$465	\$515	\$9
Fringe Pension	\$661	\$311	\$345	\$6
Other Fringe Benefits	\$384	\$181	\$200	\$3
Workers Compensation	\$16	\$7	\$8	\$0
TOTAL PERSONNEL COST	\$6,998	\$3,287	\$3,648	\$63
Services (Total)	\$10,369	\$4,063	\$6,102	\$203
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8,143	\$3,191	\$4,792	\$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)	\$393	\$168	\$218	\$7
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$393	\$168	\$218	\$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)	\$55	\$22	\$33	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$55	\$22	\$33	\$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	\$10,817	\$4,252	\$6,352	\$212
TOTAL COST	\$17,815	\$7,540	\$10,000	\$275


 Agreed to _____
 James Dougherty
 Chief/Safety

Date 9/8/2011

OPERATING COST BY MODE
System Safety & Environmental
APPROVED FY2012 BUDGET

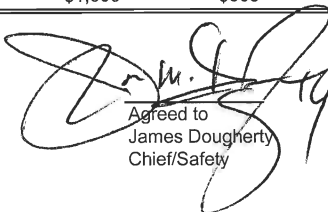
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,838	\$1,949	\$1,864	\$25
Full-Time Salaries	\$3,838	\$1,949	\$1,864	\$25
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
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	\$3,838	\$1,949	\$1,864	\$25
Fringes (Total)	\$1,591	\$808	\$773	\$10
Fringe Health	\$767	\$389	\$372	\$5
Fringe Pension	\$513	\$260	\$249	\$3
Other Fringe Benefits	\$299	\$152	\$145	\$2
Workers Compensation	\$12	\$6	\$6	\$0
TOTAL PERSONNEL COST	\$5,429	\$2,757	\$2,637	\$36
Services (Total)	\$10,355	\$4,049	\$6,102	\$203
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8,132	\$3,180	\$4,792	\$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)	\$369	\$144	\$218	\$7
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$369	\$144	\$218	\$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)	\$55	\$22	\$33	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$55	\$22	\$33	\$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	\$10,779	\$4,215	\$6,352	\$212
TOTAL COST	\$16,208	\$6,972	\$8,989	\$248


 Agreed to
 James Dougherty
 Chief/Safety

9/8/2011
 Date

OPERATING COST BY MODE
Quality Assurance
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,110	\$375	\$715	\$19
Full-Time Salaries	\$1,149	\$408	\$721	\$19
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	\$1,110	\$375	\$715	\$19
Fringes (Total)	\$459	\$155	\$295	\$8
Fringe Health	\$222	\$75	\$143	\$4
Fringe Pension	\$148	\$50	\$96	\$3
Other Fringe Benefits	\$85	\$29	\$55	\$1
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$1,569	\$530	\$1,011	\$27
Services (Total)	\$14	\$14	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$11	\$11	\$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)	\$23	\$23	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$23	\$23	\$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	\$37	\$37	\$0	\$0
TOTAL COST	\$1,606	\$568	\$1,011	\$27


 Agreed to
 James Dougherty
 Chief/Safety

9/8/2011
 Date

OPERATING COST BY MODE
Customer Service, Communications & Marketing Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$7,034	\$3,004	\$3,416	\$614
Full-Time Salaries	\$7,152	\$3,062	\$3,487	\$602
Salary Lapse	-\$208	-\$89	-\$101	-\$18
Overtime Salaries	\$90	\$31	\$30	\$30
Wages (Total)	\$2,980	\$1,463	\$1,496	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,616	\$1,228	\$1,367	\$22
Wage Lapse	-\$80	-\$38	-\$41	-\$1
Overtime Wages	\$443	\$273	\$171	\$0
TOTAL SALARIES AND WAGES	\$10,014	\$4,466	\$4,912	\$636
Fringes (Total)	\$4,136	\$1,845	\$2,029	\$263
Fringe Health	\$2,001	\$893	\$982	\$127
Fringe Pension	\$1,338	\$597	\$656	\$85
Other Fringe Benefits	\$765	\$341	\$375	\$49
Workers Compensation	\$31	\$14	\$15	\$2
TOTAL PERSONNEL COST	\$14,150	\$6,311	\$6,940	\$898
Services (Total)	\$3,024	\$1,568	\$1,419	\$38
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$449	\$224	\$224	\$0
Temporary Help	\$30	\$15	\$15	\$0
Contract Maintenance	\$171	\$86	\$68	\$17
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,375	\$1,244	\$1,111	\$20
Materials & Supplies (Total)	\$1,151	\$149	\$989	\$12
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,151	\$149	\$989	\$12
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)	\$144	\$79	\$43	\$22
Electricity and Gas	\$144	\$79	\$43	\$22
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)	\$1,715	\$337	\$1,290	\$89
Property	\$0	\$0	\$0	\$0
Equipment	\$1,715	\$337	\$1,290	\$89
Miscellaneous (Total)	\$2,064	\$1,034	\$1,028	\$2
Dues And Subscriptions	\$40	\$19	\$20	\$0
Conferences and Meetings	\$69	\$33	\$36	\$0
Business Travel/Public Hrg	\$60	\$30	\$31	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,823	\$915	\$908	\$0
Other	\$72	\$36	\$34	\$2
Reimbursements (Total)	-\$3,798	\$0	-\$3,798	\$0
Reimbursements	-\$3,798	\$0	-\$3,798	\$0
TOTAL NONPERSONNEL COST	\$4,301	\$3,167	\$971	\$162
TOTAL COST	\$18,451	\$9,478	\$7,911	\$1,061

Barbara Richardson 9/14/11
Agreed to _____ Date

Barbara Richardson
AGM/Customer Service, Communications & Marketing

OPERATING COST BY MODE
Customer Services, Communications & Marketing Administration
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$447	\$175	\$263	\$9
Full-Time Salaries	\$460	\$180	\$271	\$9
Salary Lapse	-\$13	-\$5	-\$8	\$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	\$447	\$175	\$263	\$9
Fringes (Total)	\$184	\$72	\$109	\$4
Fringe Health	\$89	\$35	\$53	\$2
Fringe Pension	\$60	\$23	\$35	\$1
Other Fringe Benefits	\$34	\$13	\$20	\$1
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$631	\$247	\$372	\$12
Services (Total)	\$52	\$21	\$31	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$2	\$1	\$1	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$50	\$20	\$30	\$1
Materials & Supplies (Total)	\$20	\$8	\$12	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$20	\$8	\$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)	\$24	\$9	\$14	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$11	\$4	\$6	\$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	\$5	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$97	\$38	\$57	\$2
TOTAL COST	\$728	\$285	\$429	\$14

Barbara Richardson 9/14/11

Agreed to _____ Date _____
Barbara Richardson
AGM/Customer Services, Communications & Marketing

OPERATING COST BY MODE
Marketing & Advertising Summary
APPROVED FY2012 BUDGET

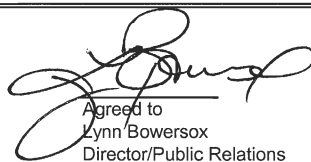
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,821	\$586	\$1,235	\$0
Full-Time Salaries	\$1,863	\$601	\$1,262	\$0
Salary Lapse	-\$61	-\$20	-\$40	\$0
Overtime Salaries	\$19	\$5	\$14	\$0
Wages (Total)	\$642	\$0	\$642	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$637	\$0	\$637	\$0
Wage Lapse	-\$19	\$0	-\$19	\$0
Overtime Wages	\$24	\$0	\$24	\$0
TOTAL SALARIES AND WAGES	\$2,463	\$586	\$1,877	\$0
Fringes (Total)	\$1,017	\$242	\$775	\$0
Fringe Health	\$492	\$117	\$375	\$0
Fringe Pension	\$329	\$78	\$251	\$0
Other Fringe Benefits	\$188	\$45	\$143	\$0
Workers Compensation	\$8	\$2	\$6	\$0
TOTAL PERSONNEL COST	\$3,480	\$827	\$2,652	\$0
Services (Total)	\$1,726	\$916	\$809	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$21	\$10	\$10	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,705	\$906	\$799	\$0
Materials & Supplies (Total)	\$963	\$55	\$908	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$963	\$55	\$908	\$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)	\$1,100	\$0	\$1,100	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$1,100	\$0	\$1,100	\$0
Miscellaneous (Total)	\$1,843	\$925	\$918	\$0
Dues And Subscriptions	\$8	\$4	\$4	\$0
Conferences and Meetings	\$9	\$4	\$4	\$0
Business Travel/Public Hrg	\$5	\$3	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,819	\$913	\$905	\$0
Other	\$2	\$1	\$1	\$0
Reimbursements (Total)	-\$3,798	\$0	-\$3,798	\$0
Reimbursements	-\$3,798	\$0	-\$3,798	\$0
TOTAL NONPERSONNEL COST	\$1,834	\$1,897	-\$63	\$0
TOTAL COST	\$5,314	\$2,724	\$2,589	\$0



 Agreed to _____ Date 9/14/11
 Lorraine Taylor
 Director/Marketing & Advertising

OPERATING COST BY MODE
Public Relations Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,601	\$801	\$801	\$0
Full-Time Salaries	\$1,638	\$819	\$819	\$0
Salary Lapse	-\$43	-\$22	-\$22	\$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	\$1,601	\$801	\$801	\$0
Fringes (Total)	\$661	\$331	\$331	\$0
Fringe Health	\$320	\$160	\$160	\$0
Fringe Pension	\$214	\$107	\$107	\$0
Other Fringe Benefits	\$122	\$61	\$61	\$0
Workers Compensation	\$5	\$3	\$3	\$0
TOTAL PERSONNEL COST	\$2,262	\$1,131	\$1,131	\$0
Services (Total)	\$61	\$31	\$31	\$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	\$61	\$31	\$31	\$0
Materials & Supplies (Total)	\$43	\$21	\$21	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$43	\$21	\$21	\$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	\$25	\$25	\$0
Dues And Subscriptions	\$3	\$1	\$1	\$0
Conferences and Meetings	\$27	\$13	\$13	\$0
Business Travel/Public Hrg	\$10	\$5	\$5	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$0	\$0
Other	\$10	\$5	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$154	\$77	\$77	\$0
TOTAL COST	\$2,417	\$1,208	\$1,208	\$0


 Agreed to
 Lynn Bowersox
 Director/Public Relations

9.14.11
 Date

OPERATING COST BY MODE
Customer Service Summary
APPROVED FY2012 BUDGET

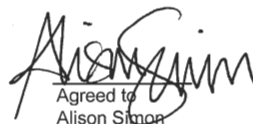
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,675	\$698	\$371	\$605
Full-Time Salaries	\$1,675	\$704	\$378	\$593
Salary Lapse	-\$50	-\$21	-\$11	-\$18
Overtime Salaries	\$50	\$15	\$5	\$30
Wages (Total)	\$2,338	\$1,463	\$854	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,979	\$1,228	\$730	\$22
Wage Lapse	-\$61	-\$38	-\$22	-\$1
Overtime Wages	\$419	\$273	\$147	\$0
TOTAL SALARIES AND WAGES	\$4,013	\$2,161	\$1,226	\$627
Fringes (Total)	\$1,657	\$892	\$506	\$259
Fringe Health	\$802	\$432	\$245	\$125
Fringe Pension	\$536	\$289	\$164	\$84
Other Fringe Benefits	\$307	\$165	\$94	\$48
Workers Compensation	\$13	\$7	\$4	\$2
TOTAL PERSONNEL COST	\$5,671	\$3,053	\$1,732	\$886
Services (Total)	\$301	\$157	\$107	\$37
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$171	\$86	\$68	\$17
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$130	\$72	\$39	\$20
Materials & Supplies (Total)	\$65	\$36	\$20	\$10
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$65	\$36	\$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)	\$144	\$79	\$43	\$22
Electricity and Gas	\$144	\$79	\$43	\$22
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)	\$591	\$325	\$177	\$89
Property	\$0	\$0	\$0	\$0
Equipment	\$591	\$325	\$177	\$89
Miscellaneous (Total)	\$14	\$7	\$5	\$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	\$14	\$7	\$5	\$2
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,115	\$604	\$352	\$158
TOTAL COST	\$6,785	\$3,657	\$2,084	\$1,044


 Agreed to
 Brett Tyler
 Director/Customer Service Support

Date
 9/14/11

OPERATING COST BY MODE
Customer Research Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$126	\$63	\$63	\$0
Full-Time Salaries	\$126	\$63	\$63	\$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	\$126	\$63	\$63	\$0
Fringes (Total)	\$52	\$26	\$26	\$0
Fringe Health	\$25	\$13	\$13	\$0
Fringe Pension	\$17	\$8	\$8	\$0
Other Fringe Benefits	\$10	\$5	\$5	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$178	\$89	\$89	\$0
Services (Total)	\$541	\$270	\$270	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$236	\$118	\$118	\$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	\$305	\$153	\$153	\$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	\$1	\$1	\$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	\$554	\$277	\$277	\$0
TOTAL COST	\$731	\$366	\$366	\$0


 Agreed to
 Alison Simon

9/14/11
 Date

Director/Customer Research

OPERATING COST BY MODE
Community Relations Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$332	\$166	\$166	\$0
Full-Time Salaries	\$325	\$163	\$163	\$0
Salary Lapse	-\$10	-\$5	-\$5	\$0
Overtime Salaries	\$16	\$8	\$8	\$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	\$332	\$166	\$166	\$0
Fringes (Total)	\$137	\$69	\$69	\$0
Fringe Health	\$66	\$33	\$33	\$0
Fringe Pension	\$44	\$22	\$22	\$0
Other Fringe Benefits	\$25	\$13	\$13	\$0
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$469	\$234	\$234	\$0
Services (Total)	\$82	\$43	\$40	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$4	\$2	\$2	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$78	\$41	\$38	\$0
Materials & Supplies (Total)	\$32	\$16	\$16	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$32	\$16	\$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)	\$21	\$10	\$10	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$21	\$10	\$10	\$0
Miscellaneous (Total)	\$55	\$27	\$27	\$0
Dues And Subscriptions	\$3	\$1	\$1	\$0
Conferences and Meetings	\$10	\$5	\$5	\$0
Business Travel/Public Hrg	\$10	\$5	\$5	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$32	\$16	\$16	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$190	\$97	\$93	\$0
TOTAL COST	\$659	\$331	\$328	\$0

S. Rapoza
Agreed to

Samantha Rapoza
Manager/Community Relations

9/14/11
Date

OPERATING COST BY MODE
Intergovernmental Rel. Summary
APPROVED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,033	\$516	\$516	\$0
Full-Time Salaries	\$1,064	\$532	\$532	\$0
Salary Lapse	-\$31	-\$16	-\$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	\$1,033	\$516	\$516	\$0
Fringes (Total)	\$426	\$213	\$213	\$0
Fringe Health	\$206	\$103	\$103	\$0
Fringe Pension	\$138	\$69	\$69	\$0
Other Fringe Benefits	\$79	\$39	\$39	\$0
Workers Compensation	\$3	\$2	\$2	\$0
TOTAL PERSONNEL COST	\$1,459	\$730	\$730	\$0
Services (Total)	\$262	\$131	\$131	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$213	\$107	\$107	\$0
Temporary Help	\$3	\$1	\$1	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$45	\$23	\$23	\$0
Materials & Supplies (Total)	\$21	\$10	\$10	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$21	\$10	\$10	\$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)	\$4	\$2	\$2	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$2	\$2	\$0
Miscellaneous (Total)	\$71	\$36	\$36	\$0
Dues And Subscriptions	\$22	\$11	\$11	\$0
Conferences and Meetings	\$12	\$6	\$6	\$0
Business Travel/Public Hrg	\$29	\$15	\$15	\$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	\$358	\$178	\$178	\$2
TOTAL COST	\$1,817	\$907	\$907	\$2


 Agreed to _____ Date 9/19/11
 Regina Sullivan
 Director/Government Relations

Appendix D.

Key Performance Indicators.....D-1

Appendix D. Key Performance Indicators (KPI)

This appendix contains information on Metro's operational performance through FY2011.

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 through answers to two prime questions: Why did performance change? What actions are being taken to improve performance? Metro is focused on these two questions to continually improve performance. This report documents results and strives to hold Metro's management accountable for what is working, what is not working, and why.

FY2011 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 fiscal year with noticeably worse 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 hold such that performance was back up to the prior year's level which continued through the third quarter. By the last quarter of fiscal year 2011 these improvements had solidly taken hold with on-time performance consistently out-performing the fourth quarter of FY2010.

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 believe to be most effective right on the street.

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 FY2011 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 experienced a year of great accomplishment with some of the best bus reliability Metro has ever benefited from. Throughout most of the middle section of the fiscal year Metrobus beat its targeted reliability level. Analysis has 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 places on bus mechanical systems and worked this year on finding ways to beat the heat.

Some of the best performance this fiscal year was delivered by the new hybrid-electric buses that were accepted recently into 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 workout unexpected component troubles 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 fluctuated in the first three quarters of FY2011 and then stabilized in the fourth quarter to above 90 percent. In FY2011, 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.

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 was more stable in FY2011 than in FY2010 but continued to underperform 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. Door mechanisms required an engineering and manufacturing solution that was begun in FY2011 and will be in development through the coming fiscal year.

The second most frequent category of delays due to railcars was brake failures. These failures were most frequent on the 1000 series railcars, which have an outmoded type of brake system. Engineers and Railcar Maintenance staff have been replacing electronic brake control units to make sure that these cars are safe and operable until they can be replaced with the 7000 Series railcars over the next several years.

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.

On top of the technology and maintenance challenges this year there was an added 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.

MetroAccess On-Time Performance

MetroAccess has performed consistently on-target throughout the year. This performance has been 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 has paid off with routinely reliable service being provided for the customers.

Escalator System Availability

Escalator availability declined as anticipated in the second half of FY2011 as Metro strengthened its escalator maintenance program, focusing on "fixing it right the first time." New elevator/escalator leadership was put in place to clarify roles and responsibilities and establish and document maintenance procedures. This was followed by an expansion in modernization work (including the first replacement in fifteen years at the Foggy Bottom station), 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 FY2011 and by June had exceeded the target with 97.9 percent of all elevators in service. 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 multiplying effect by making large sections of the transit system inaccessible.

Metro actions in FY2011 focused on strengthening the elevator maintenance program through standardization of maintenance practices, more rigorous quality control inspections and enhancing maintenance training. 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 in the first half of FY2011 but eventually settled into a consistent pattern of tracking very near target. September and November were the two most difficult months with abnormal numbers of bus accidents. Metro's safety staff partnering with bus supervisors worked actively 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 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 FY2011.

Employee Injury Rate

Changes to the employee injury KPI were implemented half way through the fiscal 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.

Crime Rate

Overall, Metro crime reduced 7 percent in FY2011 compared with the previous fiscal 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 FY2011, primarily driven by an increase in the theft of small electronic devices. 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 through the spring and into early summer, resulting in a 17 percent parking crime rate reduction for FY2011 compared with FY2010.

The Metro Transit Police Department (MTPD) implemented a number of actions in FY2011 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 L'Enfant Plaza and Gallery Place stations to target robberies and assaults. At the beginning of FY2011, 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.

Arrests, Citations and Summonses

Enforcement actions by MTPD are tracked as a KPI but do not have a target as the Department does not have a quota. Officers made almost 1,800 arrests in FY2011 and issued close to 6,900 citations/summonses. In comparison to FY2010, the FY2011 trend was relatively consistent. There were a number of high profile arrests in FY2011. For example, following a high profile incident involving youth disorder, MTPD began round-the-clock details at the L'Enfant Plaza station. During January to March 2011, of the twenty offenses at the station, the Department closed 12 cases by arrest. In April, MTPD participated as a member of the Washington, DC based Joint Terrorism Task Force which arrested Farooque Ahmed who was accused of conspiracy to bomb Metro stations. By policing using a pro-active and data driven approach MTPD was able to prevent crime and make the transit system safer for all Metro customers.

Customer Comments

Customer complaints and commendations were both taken into account when targets were established during FY2011. The two measures reflect different aspects of the Metro customer's experience, and therefore are each 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.

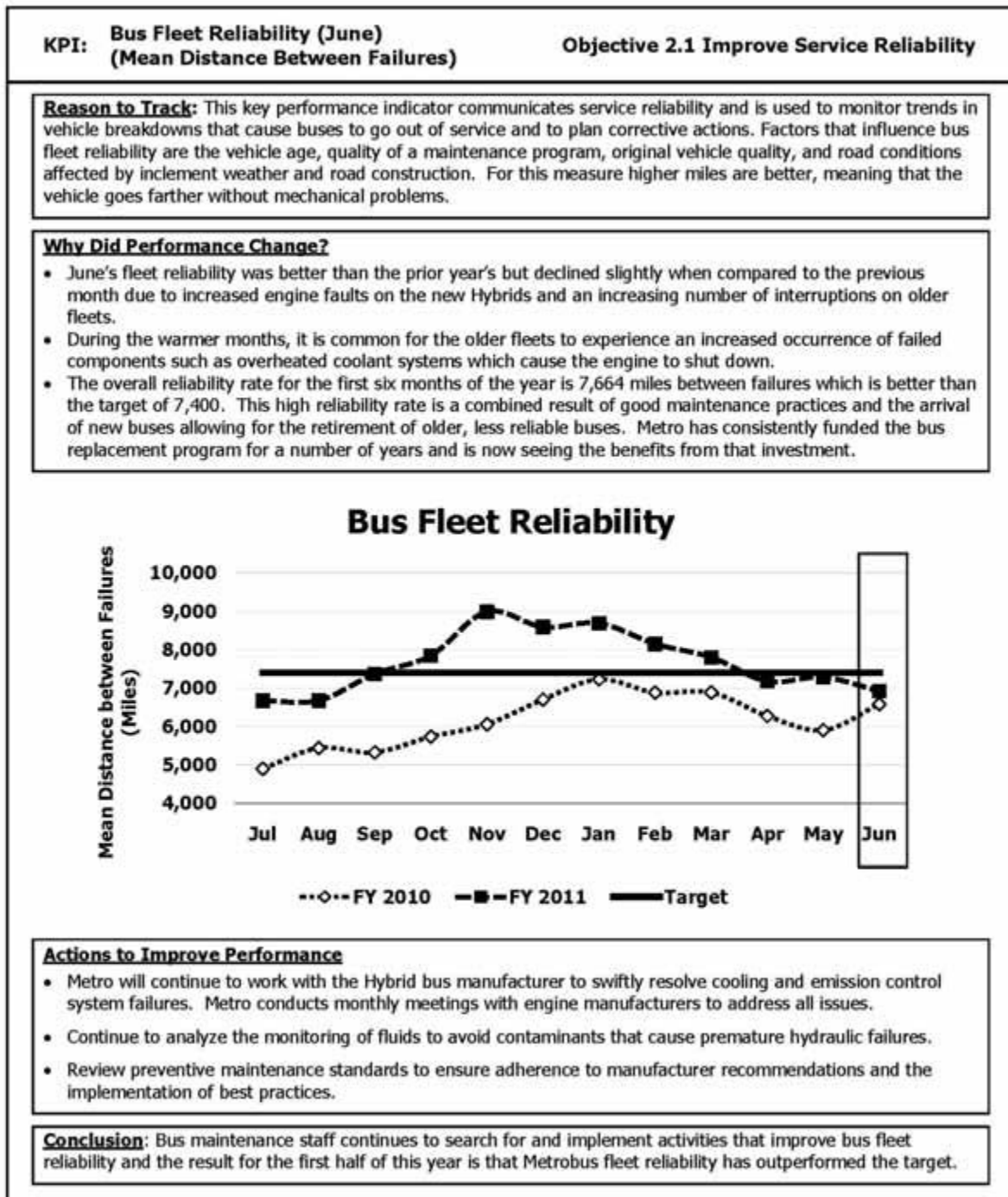
Total complaints were highest during July, when ridership is high and the weather is hot. Hot railcars were a problem during the months of June and July each year, impacting the beginning and end of the fiscal year. The complaint rate rose during January through March, reflecting customer reaction to Metro's decision to implement security checks at rail stations (January), service changes on the Metrobus and Metrorail systems (January) and fare changes and service disruptions for MetroAccess (February). Commendations were also highest during January through March.

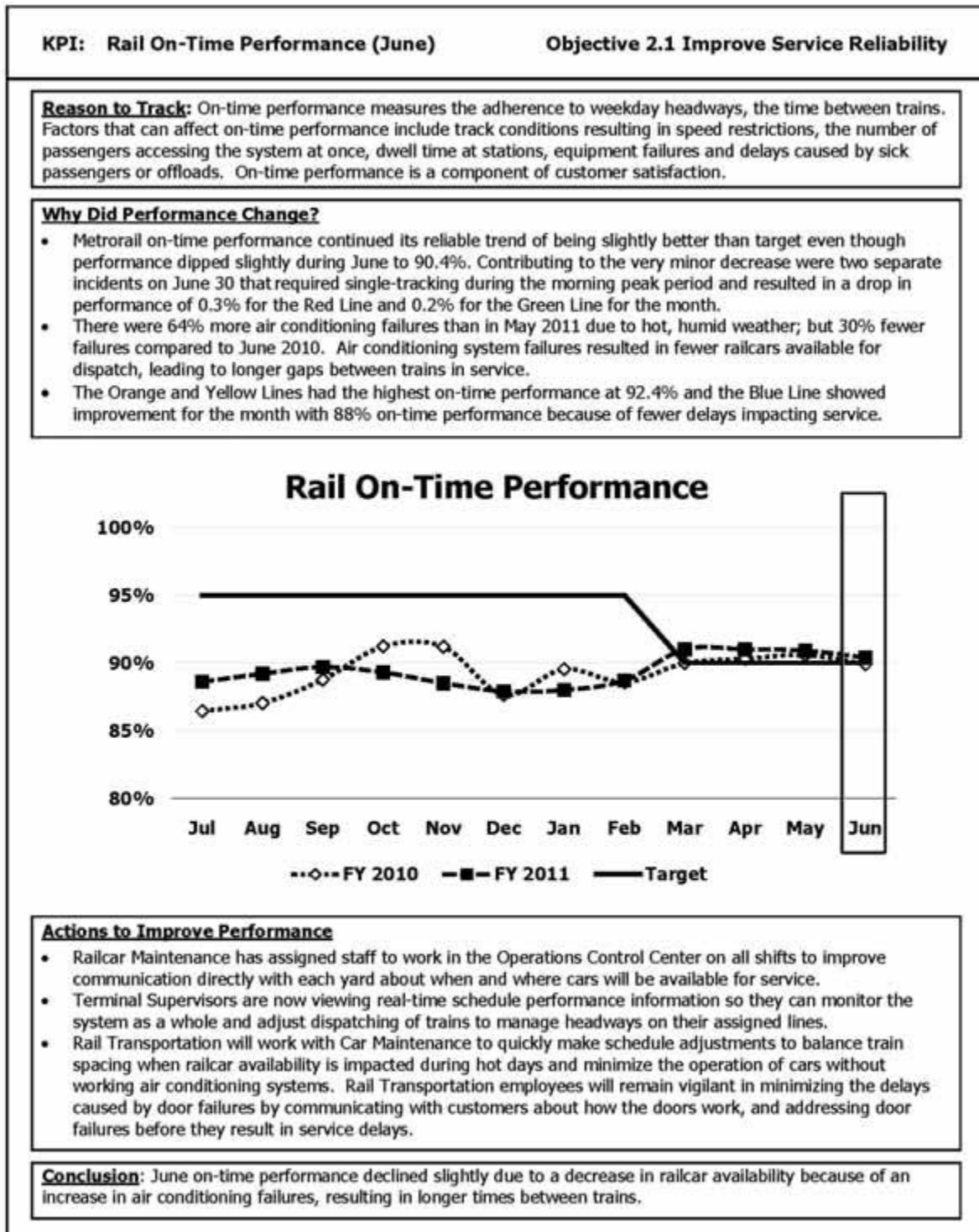
Metro often generates commendations from visitors to the region for special events. An example during the past year was the Jon Stewart/Stephen Colbert "Restore Sanity" rally on the Mall which resulted in the second highest Saturday ridership level since the Desert Storm parade 19 years ago. Large numbers of customer commendations were recorded along the lines of "above and beyond" with compliments for good service. The May dip in reported rail commendations was a result of data reporting problems rather than a real decline in commendations.

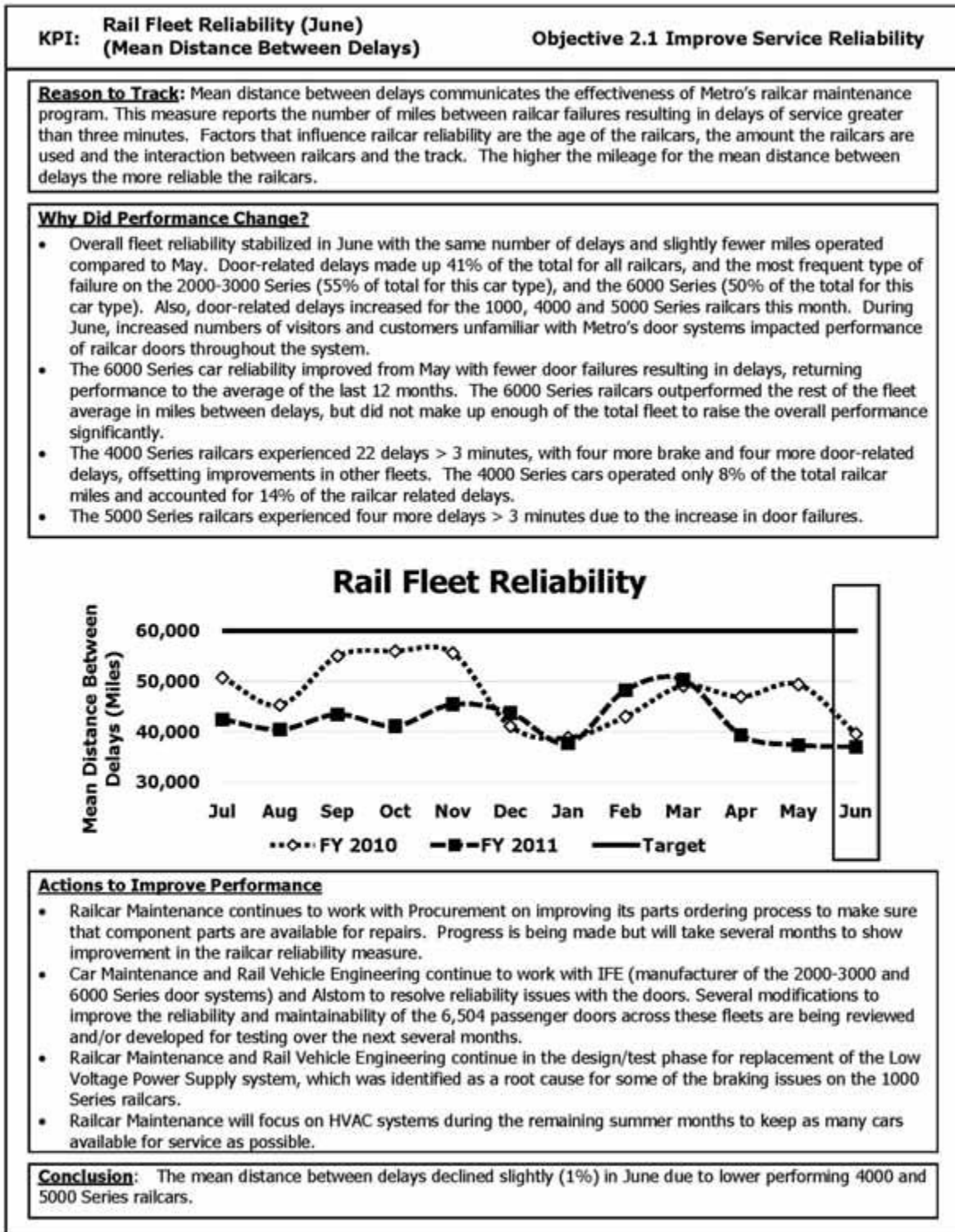
Vital Signs

The FY2011 and FY2010 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 (June)	Objective 2.1 Improve Service Reliability																																																				
<p>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.</p>																																																					
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> Bus on-time performance continued a favorable pattern of slightly, but consistently out-performing the same period last year. The strategic deployment of Service Operations Managers to monitor the most troubled on-time performance areas has worked well. The impacts of road construction, detours, and summer events negatively affect bus on-time performance during the spring and summer months. As the summer drew closer, there also appeared to be a larger number of special event participants when compared to the prior month, which further delayed service on some of the most challenging routes. For example, June events such as the 10th Annual Caribbean Carnival and the Susan G. Komen Race for the Cure affected the already congested streets of 14th Street, Georgia Avenue, and North Capitol. In addition to the increasing impact of special events, detours and delays associated with construction projects continue to affect on-time performance along some well traveled routes such as Pennsylvania Avenue. 																																																					
<h3 style="margin: 0;">Bus On-Time Performance</h3> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <caption>Bus On-Time Performance Data (Estimated)</caption> <thead> <tr> <th>Month</th> <th>FY 2010 (%)</th> <th>FY 2011 (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>77</td><td>73</td><td>80</td></tr> <tr><td>Aug</td><td>78</td><td>75</td><td>80</td></tr> <tr><td>Sep</td><td>75</td><td>72</td><td>80</td></tr> <tr><td>Oct</td><td>73</td><td>73</td><td>80</td></tr> <tr><td>Nov</td><td>74</td><td>74</td><td>80</td></tr> <tr><td>Dec</td><td>75</td><td>75</td><td>80</td></tr> <tr><td>Jan</td><td>79</td><td>79</td><td>80</td></tr> <tr><td>Feb</td><td>71</td><td>77</td><td>80</td></tr> <tr><td>Mar</td><td>77</td><td>77</td><td>80</td></tr> <tr><td>Apr</td><td>74</td><td>76</td><td>80</td></tr> <tr><td>May</td><td>74</td><td>74</td><td>80</td></tr> <tr><td>Jun</td><td>73</td><td>74</td><td>80</td></tr> </tbody> </table>		Month	FY 2010 (%)	FY 2011 (%)	Target (%)	Jul	77	73	80	Aug	78	75	80	Sep	75	72	80	Oct	73	73	80	Nov	74	74	80	Dec	75	75	80	Jan	79	79	80	Feb	71	77	80	Mar	77	77	80	Apr	74	76	80	May	74	74	80	Jun	73	74	80
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May	74	74	80																																																		
Jun	73	74	80																																																		
<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> Weekday schedules for routes 52, 53, and 54 (14th Street) were adjusted June 26 to reflect current traffic conditions and improve midday bus service frequency. On-time performance of these routes will be assessed and reported in the coming months. Minor schedule adjustments in Clinton, Oxonhill, Forestville, and Greenbelt will also be implemented to provide a better connection for customers. Metro will partner with Google to make schedules available on Google Maps to help customers plan their trips. While this does not directly affect Bus on-time performance, it potentially reduces the wait time of customers. 																																																					
<p>Conclusion: The seasonal impacts that affect on-time performance continued during the month of June. However on-time performance continued to slightly out-perform the prior year. As Metro implements detours in response to special events and road construction, efforts will be made to implement detours that have the least amount of inconvenience to its customers.</p>																																																					







KPI: MetroAccess On-Time Performance (June) 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.

Why Did Performance Change?

- MetroAccess on-time performance improved in June to above the target of 92% and equal with last year's performance.
- Staff continued its focused effort on improved schedule efficiency, service reliability and on-time performance. MetroAccess Service Monitors and Road Supervisors continued their practice of proactive monitoring of division pull-outs and service delivery to ensure adherence to schedules and improve on-time performance.

MetroAccess On-Time Performance

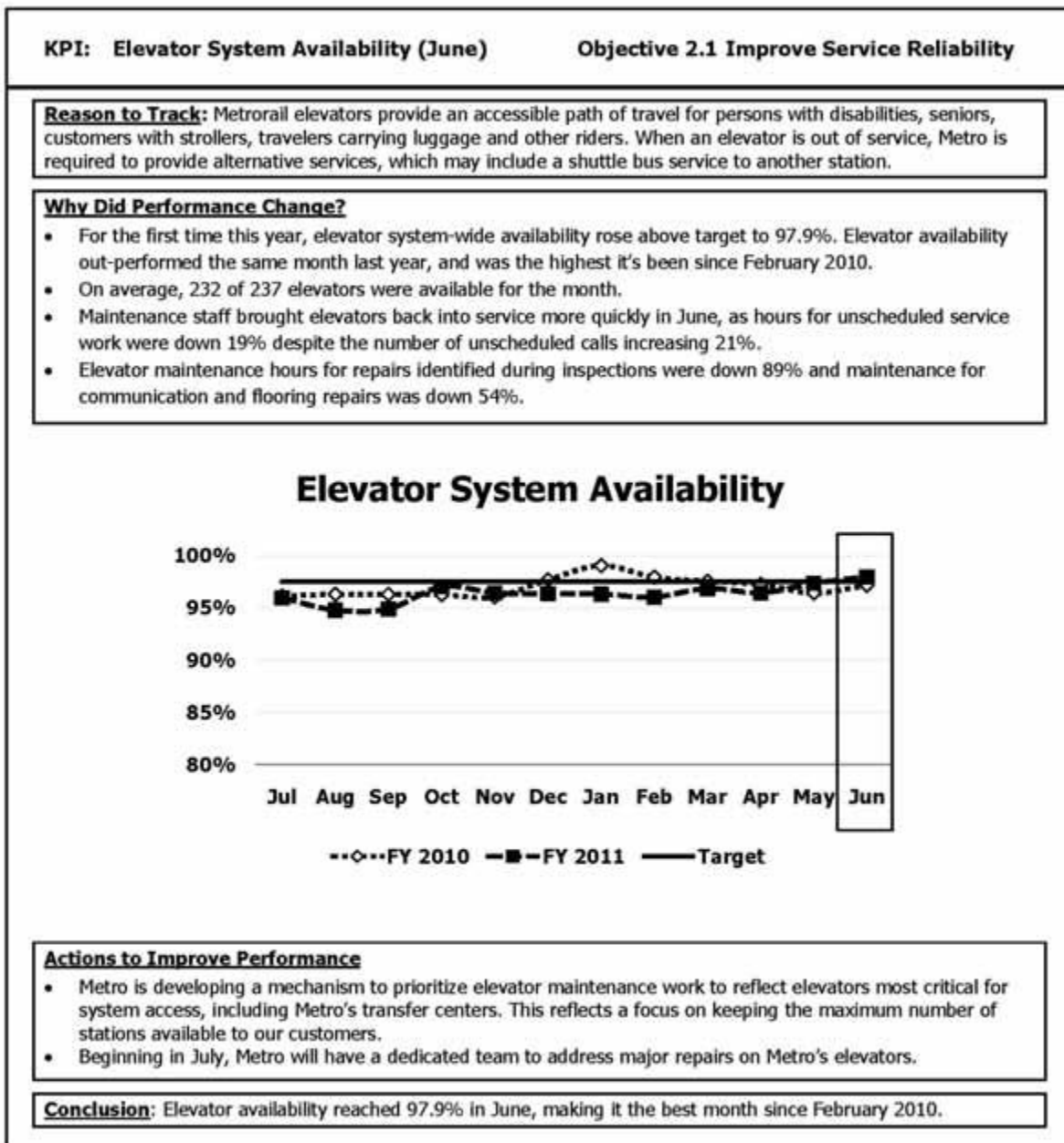
Month	FY 2010 (%)	FY 2011 (%)	Target (%)
Jul	92	94	92
Aug	91	94	92
Sep	91	91	92
Oct	91	91	92
Nov	91	91	92
Dec	93	93	92
Jan	94	90	92
Feb	88	89	92
Mar	91	91	92
Apr	91	91	92
May	92	92	92
Jun	92	93	92

Actions to Improve Performance

- Access staff will continue to encourage use of bus and rail services for customers who are able to do so. The Department of Access Services is working in cooperation with Bus Planning and the jurisdictions to make bus stops and sidewalks more accessible to people with disabilities. Improving accessible pathways leading to and from bus stops throughout the region will allow customers to travel more freely using the fixed-route bus system and will reduce dependence on paratransit.
- MetroAccess will continue to adjust the level of service provided with the number of customer trips reserved to manage the level of resources used with the adopted standard for providing on-time service. As more customers are able to use the fixed route bus and rail system, there is a corresponding reduction in demand on the MetroAccess system.
- MetroAccess staff will continue to monitor service provision and improve efficiency by continuing to educate customers about the impact of customer-driven changes to the schedule like cancellations and no-shows.

Conclusion: MetroAccess on-time performance improved in June. Staff continues to implement measures designed to reduce costs while closely monitoring efficiencies and maintaining reliable service for customers.

KPI: Escalator System Availability (June)	Objective 2.1 Improve Service Reliability																																																				
<p>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.</p>																																																					
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> Availability stabilized in June. 482 out of 588 escalators were operating in June 2011 (based on hours of available service). Escalator preventive maintenance compliance improved 16% in June, resulting in a list of additional repairs for maintenance technicians. While a short-term inconvenience for our customers, this indicates that maintenance is moving toward a condition-based approach. By identifying repairs early, this minimizes the risk that an escalator will unexpectedly shutdown. Long-term, these repairs will keep escalators running longer. Maintenance staff brought escalators back into service more quickly in June, as hours for unscheduled service calls were down 15% despite the number of unscheduled calls increasing 6%. Metro is modernizing (aka overhauling) escalators at nine stations, reducing escalator availability in the short term. June 2011 escalator out-of-service hours for modernization are 16% higher than the same month in 2010. Modernization work accounted for fifteen percent of all escalator out-of-service hours in June 2011 (including corresponding "walker" units). 																																																					
<h3 style="margin: 0;">Escalator System Availability</h3> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <caption>Escalator System Availability Data (Estimated)</caption> <thead> <tr> <th>Month</th> <th>FY 2010 (%)</th> <th>FY 2011 (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>90</td><td>90</td><td>93</td></tr> <tr><td>Aug</td><td>90</td><td>89</td><td>93</td></tr> <tr><td>Sep</td><td>91</td><td>90</td><td>93</td></tr> <tr><td>Oct</td><td>91</td><td>90</td><td>93</td></tr> <tr><td>Nov</td><td>92</td><td>87</td><td>93</td></tr> <tr><td>Dec</td><td>91</td><td>89</td><td>93</td></tr> <tr><td>Jan</td><td>90</td><td>89</td><td>93</td></tr> <tr><td>Feb</td><td>89</td><td>87</td><td>93</td></tr> <tr><td>Mar</td><td>90</td><td>87</td><td>93</td></tr> <tr><td>Apr</td><td>91</td><td>86</td><td>93</td></tr> <tr><td>May</td><td>90</td><td>83</td><td>93</td></tr> <tr><td>Jun</td><td>90</td><td>82</td><td>93</td></tr> </tbody> </table> <p style="text-align: center; margin: 5px 0;"> --◇--FY 2010 --■--FY 2011 —Target </p>		Month	FY 2010 (%)	FY 2011 (%)	Target (%)	Jul	90	90	93	Aug	90	89	93	Sep	91	90	93	Oct	91	90	93	Nov	92	87	93	Dec	91	89	93	Jan	90	89	93	Feb	89	87	93	Mar	90	87	93	Apr	91	86	93	May	90	83	93	Jun	90	82	93
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<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> New supervisors will strategically plan intentional escalator downtime (e.g., inspection repairs and preventive maintenance repairs) so that repairs are prioritized for higher ridership stations and ensure that staffing and parts are available for timely return to service. A team of maintenance technicians will now focus exclusively on units with higher than average outages to identify the components causing the unscheduled outages and prevent the issues from reoccurring. While a more time-intensive approach today, this will keep the unit in service longer once resolved. An entirely new escalator will be put into service at Foggy Bottom, one of Metro's busiest stations. This fall two remaining entrance escalators will be replaced and a new staircase and canopy added to the entrance. Metro will add new MetroForward signage to barricaded escalators to improve communication with customers about the type of maintenance underway and the expected return to service date. 																																																					
<p>Conclusion: Escalator availability stopped its steep downward trend in June. Escalator performance reflects Metro's prioritization of preventive maintenance inspections. These inspections identify repairs early to minimize the risk that an escalator will unexpectedly shutdown in the future. Long-term, this proactive approach will keep escalators running longer.</p>																																																					



KPI: Customer Injury Rate (June) Per Million Passengers	Objective 1.1 Improve Customer and Employee Safety and Security																																																				
<p>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.</p>																																																					
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> The customer injury rate was better than target for the second month in a row even though it is up slightly from last month. The increase in passenger injuries were driven by bus customer injuries, which almost doubled from the prior month of May. Four of the 12 bus collisions resulted in 70% of the customer injuries. Twenty percent of the collisions were non-preventable: an automobile cut in front of the bus and an automobile ran a stop sign. Escalator injuries are typically a main driver of customer injuries; however, this month escalator injuries decreased. Rail facility injuries did not change from the prior month. There were four rail customer injuries (0.20 rail injuries per million passenger trips); two were related to door injuries and the remaining 2 were falls (1 intoxicated, 1 lost balance). 																																																					
<h3 style="margin: 0;">Customer Injury Rate</h3> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <caption>Customer Injury Rate Data (Estimated from Chart)</caption> <thead> <tr> <th>Month</th> <th>FY 2011 (per Million Passengers)</th> <th>FY 2010 (per Million Passengers)</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>1.8</td><td>1.0</td><td>2.0</td></tr> <tr><td>Aug</td><td>1.8</td><td>1.5</td><td>2.0</td></tr> <tr><td>Sep</td><td>3.5</td><td>1.0</td><td>2.0</td></tr> <tr><td>Oct</td><td>1.8</td><td>1.2</td><td>2.0</td></tr> <tr><td>Nov</td><td>3.5</td><td>1.0</td><td>2.0</td></tr> <tr><td>Dec</td><td>1.5</td><td>1.5</td><td>2.0</td></tr> <tr><td>Jan</td><td>2.2</td><td>1.8</td><td>2.0</td></tr> <tr><td>Feb</td><td>1.8</td><td>3.0</td><td>2.0</td></tr> <tr><td>Mar</td><td>2.2</td><td>1.5</td><td>2.0</td></tr> <tr><td>Apr</td><td>2.2</td><td>1.5</td><td>2.0</td></tr> <tr><td>May</td><td>1.8</td><td>2.0</td><td>2.0</td></tr> <tr><td>Jun</td><td>2.0</td><td>2.2</td><td>2.0</td></tr> </tbody> </table>		Month	FY 2011 (per Million Passengers)	FY 2010 (per Million Passengers)	Target	Jul	1.8	1.0	2.0	Aug	1.8	1.5	2.0	Sep	3.5	1.0	2.0	Oct	1.8	1.2	2.0	Nov	3.5	1.0	2.0	Dec	1.5	1.5	2.0	Jan	2.2	1.8	2.0	Feb	1.8	3.0	2.0	Mar	2.2	1.5	2.0	Apr	2.2	1.5	2.0	May	1.8	2.0	2.0	Jun	2.0	2.2	2.0
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<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> Metro will organize a "Bus To Bus" campaign reminding Operators to slow down; reiterating defensive driving behavior (look ahead to observe more); to exercise spatial awareness (there should always be 3 ft of clearance space). Safety Officers will partner with Bus Service Operations Managers; making themselves more visible in Hot Spots. Hot Spots are routes in which above average incidents have occurred and/or have large numbers of children traveling on them. Metro will also ensure compliance of mandatory once a year Bus Operator refresher training, in addition to remedial training (bus simulator tool and classroom time) for Operators who demonstrate risky driving behaviors. Continue to enforce the no cell phone policy and other infractions through communication, suspensions, and terminations. 																																																					
<p>Conclusion: The customer injury rate was better than target for the second month in a row even though it is up slightly from last month. In an effort to reduce bus collisions (this month's primary cause of customer injuries), Metro will begin a "Bus To Bus" campaign and continue to enforce remedial and refresher training.</p>																																																					

<p>KPI: Employee Injury Rate (June)</p>	<p>Objective 1.1 Improve Customer and Employee Safety and Security</p>																																																																																											
<p>Reason to Track: Worker's compensation claims are a key indicator of how safe employees are in the workplace.</p>																																																																																												
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> Employee injuries were slightly better than the same month of the prior year and claims for workers compensation are down. Overall, claims are down 29% compared to the prior year. However, more striking, straining, and slips/fall incidents occurred in June than in the prior month. Striking incidents were the largest monthly increase. The cause of these incidents varied as employees were injured by objects such as guard rails, lift units, steering bars, and cab doors. Slips/falls and straining were the second largest increase. In many instances, slips/falls occurred while walking on uneven surfaces, slipping on debris, or tripping on stairs or same level landings. Straining occurred while operating tools/machines, providing wheel chair assistance, or performing repetitive motions. 																																																																																												
<p>Employee Injuries (Workers Comp. Claims)</p> <table border="1" style="margin-top: 10px; width: 100%; border-collapse: collapse;"> <caption>Employee Injuries (Workers Comp. Claims) - Estimated Data</caption> <thead> <tr> <th>Month</th> <th>FY 2010</th> <th>FY 2011</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>65</td><td>45</td></tr> <tr><td>Aug</td><td>68</td><td>45</td></tr> <tr><td>Sep</td><td>65</td><td>60</td></tr> <tr><td>Oct</td><td>55</td><td>45</td></tr> <tr><td>Nov</td><td>60</td><td>50</td></tr> <tr><td>Dec</td><td>65</td><td>48</td></tr> <tr><td>Jan</td><td>55</td><td>50</td></tr> <tr><td>Feb</td><td>65</td><td>55</td></tr> <tr><td>Mar</td><td>35</td><td>45</td></tr> <tr><td>Apr</td><td>50</td><td>50</td></tr> <tr><td>May</td><td>55</td><td>50</td></tr> <tr><td>Jun</td><td>55</td><td>50</td></tr> </tbody> </table>	Month	FY 2010	FY 2011	Jul	65	45	Aug	68	45	Sep	65	60	Oct	55	45	Nov	60	50	Dec	65	48	Jan	55	50	Feb	65	55	Mar	35	45	Apr	50	50	May	55	50	Jun	55	50	<p>Employee Injury Rate</p> <table border="1" style="margin-top: 10px; width: 100%; border-collapse: collapse;"> <caption>Employee Injury Rate (Hours) - Estimated Data</caption> <thead> <tr> <th>Month</th> <th>FY 2010</th> <th>FY 2011</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>9.5</td><td>4.5</td><td>5.05</td></tr> <tr><td>Aug</td><td>7.5</td><td>5.5</td><td>5.05</td></tr> <tr><td>Sep</td><td>8.5</td><td>4.5</td><td>5.05</td></tr> <tr><td>Oct</td><td>5.5</td><td>5.5</td><td>5.05</td></tr> <tr><td>Nov</td><td>8.5</td><td>6.5</td><td>5.05</td></tr> <tr><td>Dec</td><td>5.5</td><td>6.5</td><td>5.05</td></tr> <tr><td>Jan</td><td>5.5</td><td>7.0</td><td>5.05</td></tr> <tr><td>Feb</td><td>8.0</td><td>3.5</td><td>5.05</td></tr> <tr><td>Mar</td><td>4.0</td><td>5.5</td><td>5.05</td></tr> <tr><td>Apr</td><td>6.5</td><td>4.0</td><td>5.05</td></tr> <tr><td>May</td><td>5.5</td><td>6.0</td><td>5.05</td></tr> <tr><td>Jun</td><td>6.5</td><td>7.0</td><td>5.05</td></tr> </tbody> </table>	Month	FY 2010	FY 2011	Target	Jul	9.5	4.5	5.05	Aug	7.5	5.5	5.05	Sep	8.5	4.5	5.05	Oct	5.5	5.5	5.05	Nov	8.5	6.5	5.05	Dec	5.5	6.5	5.05	Jan	5.5	7.0	5.05	Feb	8.0	3.5	5.05	Mar	4.0	5.5	5.05	Apr	6.5	4.0	5.05	May	5.5	6.0	5.05	Jun	6.5	7.0	5.05
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May	5.5	6.0	5.05																																																																																									
Jun	6.5	7.0	5.05																																																																																									
<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> Safety presentations demonstrating the proper form to lift, push, and pull will be presented to new employees and also shown to Bus Supervisors as a refresher. Increased safety blitz or inspections will occur to encourage safe observations and spatial awareness in an effort to reduce slips/falls and struck by injuries. Injury incident investigation classes will be taught every five weeks to Supervisors. In rare incidents, an Operator may fail to ensure that the brakes of the bus vehicle are applied. Safety Officers are reminding Bus Operators to compress brakes as a test prior to departing the bus garage in an effort to avoid roll away buses. 																																																																																												
<p>Conclusion: Overall, the employee injury rate is hovering very near its target rate of 5.05 injuries per 200,000 work hours, and overall claims are down 29% compared to the prior year. Metro will continue to conduct safety blitzes, present safety presentations to personnel, and other forms of communication to consistently encourage employees to be aware of their surroundings and act safely.</p>																																																																																												

KPI:	Crime Rate (June) Per Million Passengers	Objective 1.1 Improve Customer and Employee Safety and Security
<p>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.</p>		
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> • Overall, Metro crime in June 2011 was down 11% from June 2010. • The Metrobus crime rate continues to be low (less than 1 crimes per million riders in June 2011), with only five Part I bus crimes on the entire Metrobus system. The rate is up from May, but well below the same month last year (down 56%). In June, MTPD continued meeting with bus operators to inform bus security strategies. • The parking crime rate increased in June but is 11% below June 2010. Metro experienced a concentration of vehicle break-ins in June, resulting in thefts of personal items from vehicles. In addition, motor vehicle thefts and attempted thefts were up for the month. In response, MTPD deployed plainclothes officers and increased visibility in parking facilities. • The Metrorail crime rate went down 30% in June 2011, and is 2% below June 2010. While there was a very minor increase in robberies (up by 4), aggravated assaults and bike thefts were down significantly (50% and 44%, respectively). MTPD conducted an "Operation Blue Tide" at 15 stations in cooperation with Prince George's County Police. Officers provided customers with tips on riding safely, in particular how to avoid having belongings "snatched" and how to report suspicious activity. • MTPD celebrated its 35th anniversary in June, having been officially recognized by Congress as a police department on June 4, 1976. 		
<p style="text-align: center;">Crime Rate</p> <p style="text-align: center;">Target: Less than 2,279 Part I Crimes in CY 2011</p>		
<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> • MTPD will assign officers to specific high crime locations as part of a community policing strategy where officers become familiar with their environment. • To keep bicycle thefts down, MTPD will use a variety of tactics including a bait bike to attract would-be bicycle thieves and the distribution of crime prevention literature to bicycle riders. 		
<p>Conclusion: Overall, Metro crime in June 2011 is down 11% from June 2010.</p>		

KPI: Arrests, Citations and Summonses (June)	Objective 1.2 Strengthen Metro's Safety and Security Response																																																																	
<p>Reason to Track: This measure reflects actions by the Metro Transit Police Department to keep the Metro system safe. This includes arrests of individuals breaking the law within the Metro system and citations/summonses issued by transit police officers. Examples of citations/summonses include fare evasion and public conduct violations.</p>																																																																		
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> • Citations/summonses were up 3% in June 2011 and were on par with June 2010. MTPD anticipated an increase in youth disorder, as June is the first month of summer break from school. To address this, officers shifted high visibility patrols at stations where young people gather in summer months. • The number of arrests in June was on par with May. The Department's philosophy is to enforce public conduct ordinances, which are typically minor offenses. This model helped remove a violent criminal from the transit system in June. As an MTPD officer issued a citation to a customer for open container of alcoholic beverage at the Prince George's Plaza station, a computer search revealed an open warrant for First Degree Murder. The subject was arrested and transferred to the custody of the Maryland Department of Corrections. • In June, Metro customers on a Red Line train from Shady Grove overheard a cell phone conversation indicating that a passenger was in possession of a bomb and would blow up the train. MTPD responded and detained the passenger. Officers then obtained an involuntary committal for her to a mental health facility. At the same time, other officers managed the incident scene at several locations, including safely guiding a small number of customers who had climbed down from a train onto the track. 																																																																		
<h3 style="margin: 0;">Arrests, Citations and Summonses</h3> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <caption>Estimated Data from Chart</caption> <thead> <tr> <th>Month</th> <th>FY 2010 Arrests</th> <th>FY 2011 Arrests</th> <th>FY 2010 Citations/Summonses</th> <th>FY 2011 Citations/Summonses</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>150</td><td>200</td><td>750</td><td>750</td></tr> <tr><td>Aug</td><td>150</td><td>180</td><td>500</td><td>650</td></tr> <tr><td>Sep</td><td>150</td><td>180</td><td>550</td><td>650</td></tr> <tr><td>Oct</td><td>150</td><td>150</td><td>600</td><td>600</td></tr> <tr><td>Nov</td><td>150</td><td>120</td><td>450</td><td>450</td></tr> <tr><td>Dec</td><td>150</td><td>120</td><td>500</td><td>400</td></tr> <tr><td>Jan</td><td>150</td><td>120</td><td>550</td><td>450</td></tr> <tr><td>Feb</td><td>150</td><td>100</td><td>300</td><td>500</td></tr> <tr><td>Mar</td><td>150</td><td>180</td><td>600</td><td>600</td></tr> <tr><td>Apr</td><td>150</td><td>150</td><td>550</td><td>680</td></tr> <tr><td>May</td><td>150</td><td>120</td><td>650</td><td>650</td></tr> <tr><td>Jun</td><td>150</td><td>120</td><td>650</td><td>680</td></tr> </tbody> </table>		Month	FY 2010 Arrests	FY 2011 Arrests	FY 2010 Citations/Summonses	FY 2011 Citations/Summonses	Jul	150	200	750	750	Aug	150	180	500	650	Sep	150	180	550	650	Oct	150	150	600	600	Nov	150	120	450	450	Dec	150	120	500	400	Jan	150	120	550	450	Feb	150	100	300	500	Mar	150	180	600	600	Apr	150	150	550	680	May	150	120	650	650	Jun	150	120	650	680
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<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> • MTPD will conduct a number of High Intensity Targeted Enforcement events in the Metrorail and Metrobus system where officers saturate a specific station or route to strictly enforce the law and investigate crimes. • As part of a continued effort to increase the visibility of uniformed officers in the system, MTPD will distribute SmarTrip cards to local jurisdictions, including the University of Maryland Police. This will help mitigate crime in parking lots and garages, as these officers will now be able to access these facilities easily. • MTPD will be visible throughout the transit system on July 4th to ensure customer safety and security. 																																																																		
<p>Conclusion: Citations/summonses were up 3% in June 2011, and arrests were on par with May.</p>																																																																		

KPI:	Customer Comment Rate (June) Per Million Passengers	Objective 2.3 Maximize Rider Satisfaction																																																																																																								
<p>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.</p>																																																																																																										
<p>Why Did Performance Change?</p> <ul style="list-style-type: none"> The notable increase in the customer commendation rate from May to June was largely a result of Metrorail staff processing a backlog, as well as increases in commendations for Metrobus and MetroAccess. The Customer Complaint rate increased slightly as complaints for bus and rail outpaced the decrease in MetroAccess complaints. However, compared to June last year, the rate of complaints improved 20%. Metrorail's complaint rate inched up slightly with a notable 58 complaints about requests for fare refunds as Metro's Treasury Department continued to address its processing backlog. Fare refund complaints have supplanted criminal activity complaints in the top five complaint categories for Metrorail. Metrorail complaints about on-time service and rude behavior also increased during the month of June, as ridership increased by 1.6 million riders. Metrobus experienced an increase in total complaints of 8%, with the largest increases in the categories of failure to service stop and no-shows, largely due to schedule adjustments implemented June 26 which included several route changes triggering a jump in calls from customers about the service changes. MetroAccess complaints dropped again in June with 99 fewer complaints for the month. Complaints about early and/or late trips dropped by 18% which correlates to the higher on-time performance shown in June. 																																																																																																										
<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p style="text-align: center;">Customer Complaint Rate</p> <table border="1" style="font-size: small; margin-top: 5px;"> <caption>Customer Complaint Rate Data (Estimated)</caption> <thead> <tr> <th>Month</th> <th>FY 2011</th> <th>FY 2010</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>145</td><td>145</td><td>135</td></tr> <tr><td>Aug</td><td>135</td><td>140</td><td>135</td></tr> <tr><td>Sep</td><td>130</td><td>135</td><td>135</td></tr> <tr><td>Oct</td><td>125</td><td>130</td><td>135</td></tr> <tr><td>Nov</td><td>125</td><td>125</td><td>135</td></tr> <tr><td>Dec</td><td>125</td><td>125</td><td>135</td></tr> <tr><td>Jan</td><td>130</td><td>130</td><td>135</td></tr> <tr><td>Feb</td><td>145</td><td>165</td><td>135</td></tr> <tr><td>Mar</td><td>130</td><td>140</td><td>135</td></tr> <tr><td>Apr</td><td>115</td><td>125</td><td>135</td></tr> <tr><td>May</td><td>115</td><td>135</td><td>135</td></tr> <tr><td>Jun</td><td>115</td><td>145</td><td>135</td></tr> </tbody> </table> </div> <div style="width: 45%;"> <p style="text-align: center;">Customer Commendation Rate</p> <table border="1" style="font-size: small; margin-top: 5px;"> <caption>Customer Commendation Rate Data (Estimated)</caption> <thead> <tr> <th>Month</th> <th>FY 2011</th> <th>FY 2010</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>Jul</td><td>11.5</td><td>12.5</td><td>11.5</td></tr> <tr><td>Aug</td><td>10.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Sep</td><td>9.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Oct</td><td>10.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Nov</td><td>10.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Dec</td><td>11.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Jan</td><td>14.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Feb</td><td>13.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Mar</td><td>13.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Apr</td><td>13.5</td><td>13.5</td><td>11.5</td></tr> <tr><td>May</td><td>7.5</td><td>10.5</td><td>11.5</td></tr> <tr><td>Jun</td><td>11.5</td><td>11.5</td><td>11.5</td></tr> </tbody> </table> </div> </div>			Month	FY 2011	FY 2010	Target	Jul	145	145	135	Aug	135	140	135	Sep	130	135	135	Oct	125	130	135	Nov	125	125	135	Dec	125	125	135	Jan	130	130	135	Feb	145	165	135	Mar	130	140	135	Apr	115	125	135	May	115	135	135	Jun	115	145	135	Month	FY 2011	FY 2010	Target	Jul	11.5	12.5	11.5	Aug	10.5	10.5	11.5	Sep	9.5	10.5	11.5	Oct	10.5	10.5	11.5	Nov	10.5	10.5	11.5	Dec	11.5	10.5	11.5	Jan	14.5	10.5	11.5	Feb	13.5	10.5	11.5	Mar	13.5	10.5	11.5	Apr	13.5	13.5	11.5	May	7.5	10.5	11.5	Jun	11.5	11.5	11.5
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<p>Actions to Improve Performance</p> <ul style="list-style-type: none"> Information about Metro's infrastructure improvements is available on Metro's website at http://metroforward.com. Through the Metro Forward campaign, Metro is working to improve communication with customers about these potential impacts to service by continually updating its website and by making real-time arrival information available so customers can better plan their trips. Metro's Treasury Department will continue to address refund processing time to speed up processing of refunds. Metrobus will continue to analyze schedules and service delivery to improve schedule reliability for customers. This process will take time to implement, as the routes are identified and schedule adjustments are made. Weekly service announcements are posted on Metro's website to notify customers about route changes due to special events and construction at http://www.wmata.com/bus/route_changes.cfm. MetroAccess will continue to work directly with customers to educate them about all of the services available, and to help each customer successfully travel using the Metro region. 																																																																																																										
<p>Conclusion: Customer comments reflect a month of mixed service performance as service changes were implemented, ridership increased, and a backlog in commendations was resolved.</p>																																																																																																										

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
AIT	Art in Transit
APS	auxiliary power supply
APTA	American Public Transportation Association
ARS	Adopted Regional System
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
BRT	bus rapid transit

C

CADD	computer-aided drafting and design
CAFE	Computer Authorization for Expenditure Workflow System
CAP	certified apprenticeship program
CCP	communications control panel
CCTV	closed-circuit television
CD	calendar days
CDR	conceptual design review
CFA	FY2011-16 Capital Funding Agreement
CIP	capital improvement program
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
COTS	commercial off the shelf
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
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	
GEC	general engineering consultant
GFOA	Government Finance Officers Association
GIS	Geographic Information System
GMP	guaranteed maximum price
GOTRS	General Order Track Rights System
H	
HEOP	Heavy Equipment Overhaul Program
HVAC	heating, ventilation, and air conditioning
I	
IAWP	Integrated Annual Work Plan
ICCA	Interim Capital Contributions Agreement
IFC	issued for construction
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
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
ME	month-end
MIS	major investment study
MMFA	Metro Matters Funding Agreement
MMMS	Material Maintenance and Management System
MMP	Metro Matters Program
MOD	(contract) modification
MOS	minimum operable segment
MPS	master program schedule
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
NSTB	National Safety Transportation 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

P

PB(QD)	Parsons, Brinckerhoff, Quade & Douglas, Inc.
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		
	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)
	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
	TSP	transit signal priority
	TUN	temporary user notice
U		
	UPS	uninterrupted power supply
V		
	VE	value engineering
	VMS	vehicle management/monitoring system
	VRE	Virginia Railway Express
W		
	WBS	work breakdown structure
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	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.
BOCC	Bus Operations Control Center
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.
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.
Compressed Natural Gas (CNG)	A natural gas fuel used in a clean engine technology.
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.
COLA (<i>Cost of Living Adjustment</i>)	Cost of Living Adjustment (COLA) for inflation for employees.
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.
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.

Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
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.
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.
The 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.

General Manager/CEO (<i>GM/CEO</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>The 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.
KPI (<i>Key Performance Indicator</i>)	A measurement used to assess the performance of operations and support departments based on targets set for management and staff; financial and non-financial benchmarks used to monitor performance and efficiency.
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.
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	A linked trip is where a rider may transfer between types of vehicles (e.g., Metrobus and Metrorail), or multiple stops, such as stopping at a daycare center or store along a commute trip. An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride.

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.
MDBF <i>(Mean Distance Between Failures)</i>	A key performance indicator that measures performance for bus, rail and paratransit. It measures the probability of failure per unit of time of items in operation; sometimes estimated as a ratio of the number of failures to the accumulated operating time for the items.
MDBSI <i>(Mean Distance Between Service Interruptions)</i>	A key performance indicator that measures performance for bus, rail and paratransit. It measures the miles traveled between any incidents which caused the customer to transfer between bus/rail for any reason, i.e. maintenance, accidents, occurrences, etc.
Metro	The Washington Area Metropolitan 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.
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.
MTA <i>(Maryland Transit Administration)</i>	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
NSTB <i>(The 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.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.
Office	An organizational unit that falls under the structure of a department.
Operations Control Center <i>(OCC)</i>	The operations center that facilitates monitoring and communications for Metrorail operations.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.

Passenger Information Display System (PIDS)	Refers to signs located on each platform and mezzanine of every rail station to provide information to let customers know when the next trains are scheduled to arrive, alert customers to service delays, provide information about elevator outages, and identify how to make free shuttle arrangements when elevators are out of service.
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.
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 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.
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.
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.
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.
Proposed Budget	Refers to the budget prepared with preliminary estimates by the GM/CEO for the consideration of the Metro Board.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
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.
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.
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.
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.
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.
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.
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.
Tristate Oversight Committee (<i>TOC</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.
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 (<i>Virginia Railway Express</i>)	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 (<i>Also known as Metro</i>)	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.





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