

M O V I N G M E T R O F O R W A R D



FY2014 APPROVED BUDGET

EFFECTIVE JULY 1, 2013



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



Washington Metropolitan Area Transit Authority

Moving Metro Forward

Fiscal Year 2014 Approved Budget

Approved by the Metro Board of Directors

April 25, 2013

General Manager's Message

The FY2014 operating, capital and reimbursable budgets represent a 2.7 billion dollar investment in our multi-year business plan to improve Metrorail, Metrobus and MetroAccess service for our customers. Our commitment to building a premier safety culture was recognized this year with awards from the American Public Transportation Association and the National Safety Council, and we are building on that success with the creation of a Fatigue Management System. System reliability will continue to improve as the aggressive rehabilitation of the Red, Orange and Blue rail lines progresses. Metro's ongoing Bus Priority Corridor Network implementation will improve travel times and convenience for more than half of our bus customers. We are implementing the first expansion of rail in more than a decade -- the Silver Line -- which extends service to five stations in the Dulles Airport Corridor. And a new business model has been established that will continue to deliver quality, cost-effective paratransit service for customers with disabilities.

In fact, Metro is pursuing eight business action priorities that directly support the four goals contained in WMATA's new strategic plan, *Momentum: The Next Generation of Metro*.

Improve safety, reduce injuries

We have contracted with the Institutes for Behavior Resources (IBR) of Baltimore to help develop a new Fatigue Risk Management System (FRMS) that is tailored to the needs of Metro employees. This scientifically based, data-driven process will be used to continuously monitor and manage fatigue risks.

The FY2014 budget includes \$17 million to fund the first phases of our fatigue management program: ensuring staffing levels match work load and program commitments for track workers, rail operators, Automatic Train Control (ATC), and Power workers.

Make bus service more reliable with more priority bus corridors

The Bus Priority Corridor Network (PCN) includes 24 corridors, and each year since 2008, improvements have been initiated on specific routes within the network. Benefits include improved bus service travel times, reliability, capacity, productivity and system access. In FY2014, we will invest an additional \$4 million that will generally expand service in the midday, early evenings and weekends, as well as the introduction of new limited-stop MetroExtra routes on three new travel corridors.

Additionally, \$3 million will be invested in other bus corridors to focus on overcrowding and improving on-time performance.

Continue rebuilding the system and improving maintenance

To ensure safety, improve productivity, and minimize customer impact, Metro launched a line-based rail maintenance approach in 2009. Under this new approach, work was coordinated by location and between contracted and Metro employees enabling more work to be completed in a shorter timeframe at a lower cost. Maintenance work within the line is being prioritized by age and condition of asset. Maintenance and Capital work is coordinated to maximize productivity during track closures and single tracking opportunities, particularly on weekends when ridership is lower. Typical work includes replacement of traction power equipment, ATC equipment, rail, ties, fasteners and switches. Station infrastructure work focuses on station chiller rehabilitation, ceiling tile replacement, platform rehabilitation, and elevator rehabilitation and escalator replacement.

Over the next six years, Metro will invest nearly \$600 million in line segments including the Red, Orange, and Blue lines. Additionally, Metro will be completing construction of the test track facility between College Park and Greenbelt rail stations in FY2015. The project includes over 10,000 feet of test track and a 25,000 square foot facility which will be used to test and commission new and rehabilitated rail cars on dedicated track avoiding interruption of revenue service on the main lines.

Implement new paratransit contract business model

For our paratransit customers, Metro faces the challenge of providing service for a growing number of customers with disabilities while trying to contain the high cost of providing quality service. A key component of preparing the agency to serve even greater numbers of customers expected in the future is the implementation of a new paratransit contract.

Metro will invest approximately \$117 million in FY2014 to operate, maintain, and purchase equipment and vehicles to support the delivery of Access services.

Launch Silver Line Service

Currently under construction by the Metropolitan Washington Airports Authority (MWAA), the 23-mile extension of rail service known as the Silver Line is being built in two phases. Construction of the first phase to Wiehle Avenue, with 11.5 miles and 5-stations, is nearing completion and operation of the new line is scheduled to commence in the coming fiscal year.

Metro's preparations for service intensified in FY2013 beginning with recruiting and training 461 new staff required for operations.

In FY2014, Metro will expend \$50 million in operating costs to complete preparations and operate six months of revenue service on the Silver Line. In FY2015, Metro will operate revenue service year-round with an annual operating cost of approximately \$55 million.

Expand Capacity for 8-Car Trains

To meet increasing ridership demand and avoid overcrowding, Metro is planning to increase the usage of 8-car trains. This shift requires increases in the power supply capacity of the traction-power system including additional transformers, rectifiers, breakers, track feeder cables and negative return cables. Metro's trains are maintained and stored among nine rail yards, all of which are at capacity. In light of anticipated ridership growth, Metro plans to purchase new rail cars to expand to 8-car trains. To accommodate these new railcars, additional rail yard storage and maintenance capacity are necessary.

Metro will invest \$12 million in FY2014 and \$50 million over the next six years to lay the foundation for 8-car trains. Full funding to move towards 100% 8-car trains has not been secured.

Improve fleet performance

Metro maintains its vehicle fleet through a comprehensive rehabilitation and replacement program. The Metrobus Heavy Overhaul program has been so successful at extending the useful life of a transit bus that the Board of Directors raised the expected service life of a bus from the typical industry standard of 12 years to 15 years and set the target average age of the fleet at 7½ years. The useful life of a Metrorail car is 40 years. Metro's improving vehicle maintenance program is essential to providing a safe and reliable ride for our customers. In another measure of reliability for these programs, the Mean Distance Between Failure for Metrobus has improved 10 percent to 7,854 miles over the last three years. The current YTD Metrorail Mean Distance Between Delay is 62,418, a 34 percent increase over CY2012; this is due to CMNT's determination of the root cause of, and implementation of solution to, a systemic problem on the railcar door systems. These improvements are a remarkable testament to the success of both programs.

Metro will invest nearly \$2 billion over the next six years to acquire new Rail, Bus, Access and service vehicles and keep the existing fleet in a state of good operation and repair.

Institute succession planning

WMATA considers its employees its greatest assets. To that end, we are undertaking succession planning -- a process whereby we recruit and develop employees to fill key roles within the agency. Through this process we can recruit the best and brightest employees, develop their knowledge, skills, and abilities, and prepare them for advancement or promotion into ever more challenging roles. Effective succession planning builds bench strength ensuring that we have employees on hand, ready and waiting to fill new roles as parts of the agency change or expand or when employees in key roles are promoted, retire or resign.

As we plan our workforce for the future, our recent employee engagement survey provides critical employee input. All departmental Business Plans contain actions and strategies to implement the findings and recommendations of our employees.

Capital Investment Program

The FY2014-2019 Capital Investment Program (CIP) commits Metro to complete the following major safety, rehabilitation, and replacement work:

- Safety improvements and implementation of NTSB Recommendations
- Replace and rehabilitate escalators – 175 escalators during FY2014-2019
- Rehabilitate 57 elevators during FY2014-2019.
- Comprehensive rehabilitation and replacement of track and rail structures to achieve a state of good repair and a steady state of maintenance
- Replace, rehabilitate and repair railcars:
 - Replace 300 of the 1000 Series Railcars
 - Replace 100 of the 4000 Series Railcars
 - Initiate replacement of 2000/3000 series railcars (beginning in FY2018)
 - Initiate rehabilitation of 5000 series railcars (beginning in FY2017)
- Replace, rehabilitate and repair buses:
 - Replace 100 buses per year
 - Rehabilitate 100 buses per year
- Replace MetroAccess vehicles – 150 vehicles per year
- Complete the new District 2 police substation and training facility, and the special operations division facility
- Replace Southern Avenue and Royal Street bus facilities
- Rehabilitate rail yards (Alexandria, Brentwood, and New Carrollton) and bus facilities (Western, Northern, Landover)
- Modernize Metro's fare collection infrastructure and technology

While the focus of the FY2014-2019 investment plan continues to be on safety improvements and the rebuilding and replacement of the existing system, Metro is also planning and preparing for future capacity investments. The FY2014-2019 CIP includes a number of significant investments to:

- Initiate the acquisition of 90 expansion railcars to expand Metrorail system
- Invest in power system upgrades to support future 8-car train operation
- Design Station capacity improvements at Gallery Place and Union Station
- Add 45 buses to reduce overcrowding and improve reliability

With all of the investments we are making to improve service, none is more important than our continued commitment to building our safety culture. We begin the new fiscal year with 16 open NTSB recommendations, as we successfully closed 10 in FY2013. Our “Vital signs” annual report card showed improvement in ten of 12 areas of measurement, and continued investment through the FY2014 operating and capital budget will enable us to continue to make progress in the coming year.

We look forward to delivering even better transit service for the national capital region.



Richard Sarles

Richard Sarles
General Manager and
Chief Executive Officer

Metro Board of Directors

As of April 25, 2013

Metro is governed by a 16-member Board of Directors composed of eight Principal and eight Alternate members. The District of Columbia, Maryland, Virginia and the federal government each appoint two Principal and two Alternate members. Below are the members currently serving on the Board.



Tom Downs, Chair, joined the Metro Board in January 2011 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, First 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.



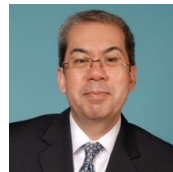
Alvin J. Nichols, Second Vice Chair, joined the Metro Board in March 2011 as Principal Director, representing Prince George's County and the State of Maryland. He is the founder and Principal of NICHOLS Creative Development.



Catherine Hudgins joined the Metro Board in January 2004 as an Alternate Director. She was appointed as Principal Director in 2008 representing Fairfax County, Virginia. Mrs. Hudgins was first elected to the Fairfax County Board of Supervisors in November 1999.



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



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



James Dyke joined the Metro Board in March 2012 as Principal Director, representing the Commonwealth of Virginia. Mr. Dyke is a Senior Advisor at McGuire Woods Consulting LLC.



Michael Goldman was appointed to the Metro Board of Directors as a Principal Director, representing the State of Maryland, in June 2013. Mr. Goldman has practiced in the areas of international, antitrust and transportation law.



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



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.



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



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



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



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.



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

As of April 25, 2013

Richard Sarles
General Manager/CEO

Barbara Richardson
Chief of Staff

Robert Troup
Deputy General Manager
Operations

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

Jack Requa
Assistant General Manager
Bus Services

Kathryn Pett
General Counsel

James Dougherty
Chief
System Safety & Environmental
Management

Tawnya Moore-McGee
Chief
Human Resources

Rodrigo Bitar
Assistant General Manager
Transit Infrastructure and
Engineering Services

Christian Kent
Assistant General Manager
Access Services

Ronald Pavlik
Chief
Metro Transit Police

Lynn Bowersox
Assistant General Manager
Customer Service, Communications
& Marketing

Shiva Pant
Chief Policy Officer

Kevin Borek
Assistant General Manager
Information Technology

Helen Lew
Inspector General

Andrea Burnside
Chief
Office of Performance



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, 2012

Christopher P. Morill *Gifford P. Emery*

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.

In March 2009, the Dulles Transit Partners (DTP) under the direction of the Metropolitan Washington Airports Authority (MWAA) started construction on a 23.1 mile rail extension in Fairfax and Loudoun counties in Virginia, dubbed the Silver Line. Funded with a full-funding grant agreement including toll revenues and other revenues from the funding partners, the first 11.6 miles with 5 new stations phase with service to Reston, Virginia, is scheduled to open in 2013. Phase II, an additional 11.5 miles with six new stations will provide service to Dulles International airport and Loudoun County. Construction on Phase II will be completed in 2018. The Silver Line is the largest rail expansion project since the opening of the National Airport to Stadium Armory segment in 1977.

The MWAA/DTP construction of Phase 1 is nearing completion, and it is anticipated that contractor's testing procedures will be completed in the summer/fall of 2013. Following completion by the MWAA/DTP, Metro will conduct a series of testing and acceptance procedures to ensure all components meet safety and operational criteria. These tests will be conducted and certified in cooperation with the Tri-State Oversight Committee (TOC). These comprehensive testing procedures will continue until the Operational Readiness Date (ORD), which is when the construction is complete and WMATA is prepared to start revenue service. The FY2014 budget assumes testing, training, and other start-up activities will be completed in early calendar year 2014 and Metro will begin operating revenue service on the Silver Line.

Metro Facts

- Metro maintains the second largest rail system, the sixth largest bus system and the fifth largest paratransit service in the nation.
- Metro service area size is 1,500 square miles with a population of five million people.
- The approved FY2014 budget is \$2.7 billion with an operating budget of \$1.66 billion, reimbursable budget of \$113 million and a capital budget of \$959 million.
- Known as “America’s Transit System,” average weekday passenger trips on Metrorail, Metrobus, and MetroAccess total nearly 1.2 million.
- Metro has spurred over \$235 billion of economic development at or adjacent to Metro property.
- More than half of Metrorail stations serve federal facilities and approximately 40 percent of Metro’s peak period customers are federal employees.
- Metro’s transit zone consists of the District of Columbia, the suburban Maryland counties of Montgomery and Prince George’s and the Northern Virginia counties of Arlington, Fairfax and Loudon and the cities of Alexandria, Fairfax and Falls Church.

Metrobus

Metrobus operates bus service on 175 lines with 318 route variations covering over 280 linear miles of services throughout ten jurisdictions in the Metro region. Weekday ridership ranges between 428,000 and 480,000 riders utilizing 11,279 bus stops supported by 2,392 shelters owned by 15 separate agencies. All buses are accessible to people with disabilities and bike racks are available for use on all buses. The entire bus fleet is equipped with two-way radio links to the operations control center, emergency radio silent alarms, and automatic vehicle locators. The Next Bus service provides customers information on Metrobus arrival times at a particular bus stop. It uses satellite technology to find specific locations of a bus and sends the estimated arrival time of the bus to customers via mobile devices. In addition, security cameras are installed on all Metro buses. Currently, the fleet is comprised of 1,507 buses with varying sizes and capacities. In FY2014, approximately 133 million trips are projected to be taken on Metrobus.

Metrorail

The Metrorail system is a rapid transit system that consists of 106.3 route miles and 86 passenger stations and a fleet of over 1,100 rail cars. Service is operated from 5 AM to midnight Monday through Thursday, from 5 AM to 3 AM on Friday, from 7 AM to 3 AM on Saturday, and from 7 AM to midnight on Sunday. In FY2014, Metrorail is projected to provide approximately 219.3 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.

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.

Metrorail service is currently operated over five lines: Blue, Green, Orange, Red and Yellow. Phase One of the Silver line is scheduled to open in FY2014. All Metrorail stations and rail cars are accessible to passengers with disabilities.

Sequence of Metrorail Openings

The first Metrorail line opened was the Red line consisting of 4.5 miles from Farragut North to Rhode Island Avenue. By July 1977, the Blue and Orange lines were added with service between National Airport and the Stadium-Armory. This added 11.8 miles and 17 new stations to Metro's rail operation. With continued development, in 1983 the Yellow line was added with service from Gallery Place-Chinatown to the Pentagon, adding 3.3 miles and one station. In 1991, the Green line was added providing service from Gallery Place to U St/African-American Civil War Memorial/Cardozo. In 2001, the Green Line was extended to Branch Avenue. In 2004, the current system was completed with the openings of the Largo Town Center and Morgan Boulevard on the Blue line and the New York Avenue station on the Red line, respectively. Table 1.1 provides a list of all openings. Currently, the Silver line, along the Dulles corridor, is being constructed in two phases. Phase One is currently under construction and is scheduled to open in FY2014. This phase includes five stations on 11.6 miles of track between East Falls Church and Wiehle Avenue in Fairfax County. Phase Two includes an additional six stations on 11.5 miles of track between Wiehle Avenue and Route 772 in Loudoun County, and is scheduled to be completed in 2016.

Vertical Transportation

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

Metro is the single largest vertical transportation operator in North America. Metro operates over 800 pieces of equipment: 589 escalators and 271 elevators and delivers over 3 million trips each weekday. The Wheaton Station on the Red Line has the longest escalator in the Western Hemisphere, at 230 feet long. The Forest Glen Station, also on the Red Line, is the deepest station in the system (196 feet or 21 stories) with high speed elevators that take less than 20 seconds to travel from the street to the platform. The five new stations for Silver line service beginning in 2013 will have 27 escalators and 28 elevators.

MetroAccess

The Department of Access Services ensures the ongoing accessibility of Metrobus and Metrorail for our customers with disabilities, and in accordance with the Americans with Disabilities Act, MetroAccess paratransit service is provided as a “safety net” for those who are unable to use bus and rail. Access Services works closely with the disability community to make fixed-route transit available to the greatest number of customers, offering free transportation on bus and rail to qualified MetroAccess customers and discounted fares to those who do not require paratransit service. Additionally, travel training is offered to assist customers with disabilities in navigating our fixed-route system and taking full advantage of our many accessibility and safety features.

MetroAccess, a shared ride, door-to-door service, is offered for the same days, hours, and locations as fixed-route transit, using a fleet of 600 vehicles. Over two million customers use MetroAccess each year, and for the first time in the history of the service, a decreasing number of customers are relying on paratransit as more than a million customers per year take advantage of the free ride benefit on bus and rail. In 2012, Metro received the prestigious Innovation Award from the American Public Transportation Association for the customer benefit and cost savings of these programs and their ability to be replicated throughout the transit industry.

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 Pl-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 Pl-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
Red	New York Ave	1	0.0	11/20/2004
Blue	To Largo Town Center	2	3.2	12/18/2004
Silver	To Wiehle Ave	5	11.6	Early 2014

Oversight

Metro oversight is provided by a variety of internal and external offices/committees/administrations; these oversight entities include but are not limited to:

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

Federal Transit Administration

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

The Federal government, through the FTA, provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA monitors grants to state and local transit providers, primarily through its ten regional offices. These grantees are responsible for managing their programs in accordance with Federal requirements, and FTA is responsible for ensuring that grantees follow Federal mandates along with statutory and administrative requirements.

Tri-State Oversight Committee

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

Metro Office of the Inspector General

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

Advisory

Metro advisory organizations include:

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

Riders' Advisory Council

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

Jurisdictional Coordinating Committee

The Jurisdictional Coordinating Committee (JCC) consists of staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro staff. Meeting agendas are established by Metro staff and the JCC chairman and include items referred by the Board or Metro staff, as well as items requested by JCC members.

Accessibility Advisory Committee

Metro's Accessibility Advisory Committee (AAC) was created to address the needs of senior citizens and customers with disabilities. Its efforts have resulted in numerous service upgrades including gap reducers, which make it easier for customers who use wheelchairs to board Metrorail trains.

Momentum - A Strategic Plan for Metro

Momentum is a strategic plan crafted to guide Metro's decisions over the next ten years. Building on the Board of Director's governance improvements, a renewed performance management culture, and the accomplishments of Metro Forward, *Momentum* ensures that the organization will deliver the transit system that the Washington area region needs to deliver hundreds of millions of trips to residents and visitors each year. It provides a vision and a guide for decision-making so that Metro can efficiently meet the needs of today and proactively plan to support the future needs of a healthy, prosperous, and livable region.

At the Special 2025 Board Committee meeting which took place on June 25, 2013, business, tourism, transportation and government leaders commended Metro and pledged their support for Momentum. Metro's 2025 priorities include: providing capacity for an additional 500,000 peak-period bus and rail trips per day, securing exclusive bus-only lanes to improve arrival times and shorten trips, maximizing the existing rail system by operating all 8-car trains during rush hour, upgrading rail stations, and modernizing fare and public information systems. Metro is asking the public to support it by visiting www.wmata.com/momentum and asking friends, family, and passengers to endorse the plan

Our Vision:

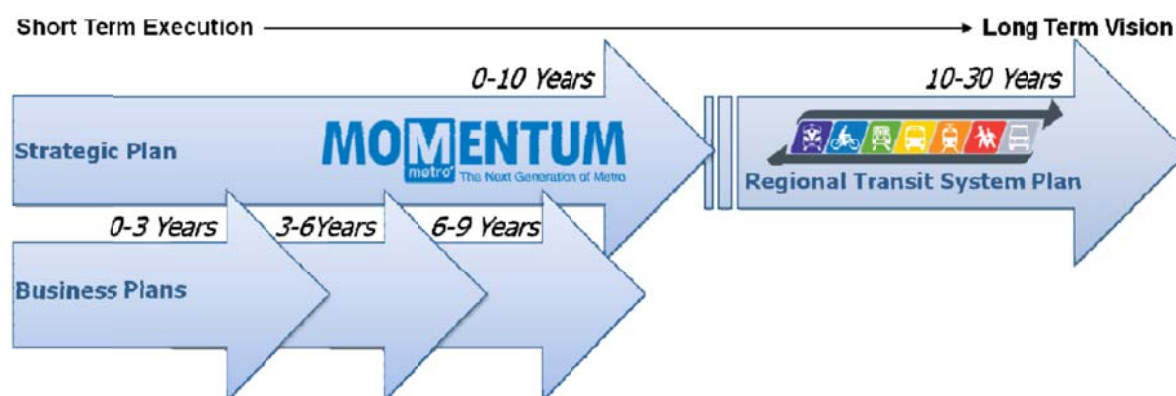
Metro moves the region forward by connecting communities and improving mobility for our customers.

Our Mission:

Metro provides safe, equitable, reliable and cost-effective public transit.

Our Goals:

- Build and maintain a premier safety culture and system
- Meet or exceed customer expectations by consistently delivering quality service
- Improve regional mobility and connect communities
- Ensure financial stability and invest in our people and assets



Transit Regional Planning

The Washington Metropolitan Area encompasses over 4,000 square miles in the District of Columbia, suburban Maryland and Northern Virginia. The Washington D.C. metropolitan region is home to five million people and three million jobs. In FY2014, ridership on Metrorail, Metrobus and MetroAccess is budgeted to reach 354 million trips annually.

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

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

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

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

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

Demographics

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

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

Economy

As of May 2013, the unemployment rate in the Washington Metropolitan Statistic Area was 5.0 percent. Total employment in the region is expected to gradually improve with unemployment ending the fiscal year slightly lower at 4.9 percent.² Unemployment in the District of Columbia is significantly higher than the region as a whole. As of May 2013, the unemployment rate for the District of Columbia was 8.5 percent. The D.C. unemployment rate is projected to end the fiscal year slightly lower at around 8.4 percent.²

Metro uses an econometric forecasting model to develop its projected ridership and passenger fare revenue budget for Metrorail and Metrobus. The model uses econometric data from a variety of sources, but relies primarily on Moody's Analytics for key inputs and an assessment of current and future economic conditions. Two of the strongest indicators for forecasting ridership trends are population and employment expectations for the District of Columbia. The model also utilizes other variables that capture both trend and seasonality effects, including the number of hotel rooms sold in the regional core and the number of construction jobs in the District.

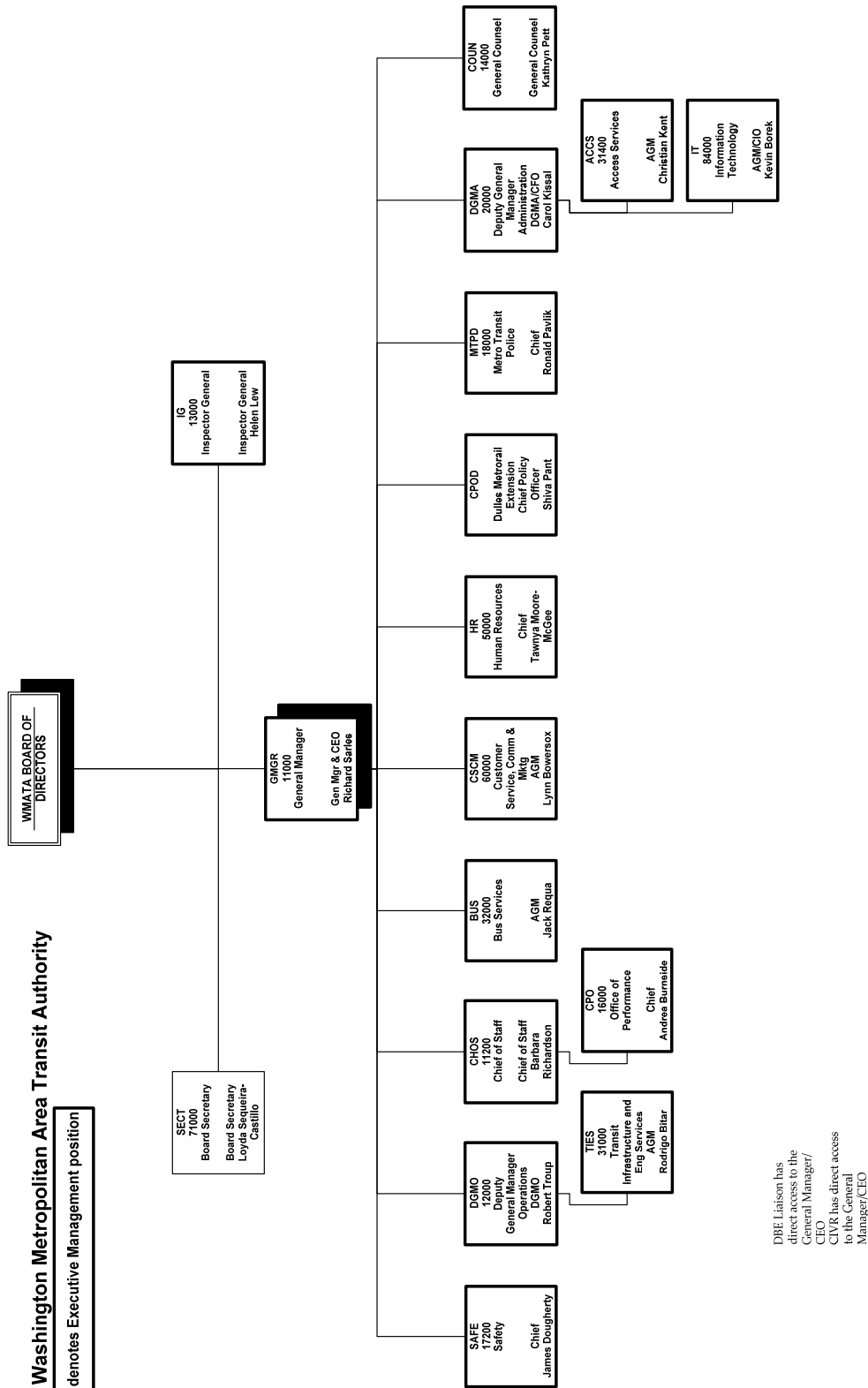
In particular, employment in the District continues to be the best proxy for projecting the overall trend in Metrorail ridership. Moody's Analytics is forecasting only modest growth in employment during the coming year that will lag behind population growth. Moreover, despite the "fiscal cliff" resolution at the end of 2012, there is still significant uncertainty surrounding the prospects for Sequestration and significant reductions in federal employees and contractors. Therefore, the projected "organic" growth in Metrorail ridership is relatively low in FY2014. However, Moody's is projecting more steady and sustained employment growth in FY2015 and FY2016, which should translate into additional ridership. Metro staff will be monitoring these forecasts closely throughout the fiscal year, particularly in light of the upcoming debates between

Congress and the President over federal spending and the debt ceiling, and will update the Finance and Administration Committee of Metro's Board on a regular basis regarding the potential impact that congressional actions may have on FY2014 ridership and revenue forecasts.

References

1. 2010 Census Available <http://www.census.gov>
2. Moody's Analytics, May 2013

Organization Chart



Human Capital Summary

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

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

Labor costs make up approximately 68 percent of personnel costs. Labor costs include regular wage and overtime pay for operations employees, as well as salary expense for management, professional, and administrative personnel. The approved FY2014 labor budget for operating and capital is \$969.2 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 to retain a professional workforce. Fringe benefits also include government mandated costs such as unemployment insurance and payroll taxes. The approved FY2014 fringe benefits budget is \$465 million. The FY2014 pension increase of \$20.2 million for both operating and capital should be the final large annual increase related to the 2008 market crash. Pension costs are expected to remain elevated over the next few years as the 2008 losses are recovered primarily through employer contributions.

The following tables provide a detailed, three-year comparison of total human capital requirements for Metro. The staffing requirement for FY2014 is 12,689, consisting of 11,530 operating positions, 1,068 capital positions and 91 positions funded by reimbursable projects (see Table 1.2 below).

Metro's FY2014 approved budget includes a 2.9 percent increase over Metro's approved headcount for fiscal year 2013, primarily due to resources required to operate the new Silver line and for Bus service improvements.

Table 1.2

	FY13 Approved Budget	FY14 Approved Budget	FY13/FY14 Variance
Operating	11,014	11,530	516
Capital	1,274	1,068	(206)
Reimbursable	44	91	47
Total	12,332	12,689	357

Table 1.3 shows a breakdown, by department, of the staffing levels for FY2012- FY2014.

Table 1.3
Summary of Budgeted Positions by Department

<u>Department</u>	<u>Approved FY2012</u>	<u>Approved FY2013</u>	<u>Approved FY2014</u>	<u>Change</u>
General Manager	8	5	4	(1)
Chief of Staff		32	32	-
Inspector General	35	32	34	2
General Counsel	41	42	41	(1)
Board Secretary	5	5	5	-
Human Resources	123	131	138	7
Office of Performance	17	7	7	-
Bus Services	3,954	3,995	4,138	143
DGMO				
Deputy General Manager	162	166	154	(12)
Transit Infrastructure and Engineering Services	3,882	4,731	4,837	106
Rail Services	1,499	1,552	1,623	71
DGMA				
Financial Services	382	413	361	(52)
Information Technology	288	288	322	34
Access Services	40	42	54	12
Planning & Joint Development	50	-	-	-
Metro Transit Police	635	704	749	45
Safety	59	61	61	-
Customer Service, Communications and Marketing	139	126	129	3
TOTAL	11,319	12,332	12,689	357

The approved FY2014 budget includes a net increase of 357 positions:

- 98 for Silver Line to prepare for the introduction of revenue service late in 2013
- 98 for Bus service improvements
- 72 for Metro's Fatigue Management strategy
- 45 for increased security
- 34 for IT to bring mission critical system support in-house
- 10 for other operational improvements

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

Table 1.4

HUMAN CAPITAL SUMMARY (Operating and Capital)

	FY2012 Approved Budget	FY2013 Approved Budget	FY2014 Approved Budget	Change from FY2013 to FY2014
POSITIONS	11,319	12,332	12,689	357
PAYROLL	\$839,924,091	\$922,034,900	\$969,206,827	\$47,171,927
Health Care	\$166,338,882	\$184,963,530	\$189,731,534	\$4,768,004
Taxes -- FICA	\$63,053,396	\$70,206,099	\$74,322,860	\$4,116,761
Pension -- Defined Benefit	\$105,574,555	\$142,110,906	\$162,300,000	\$20,189,094
Pension -- Defined Contribution	\$5,896,083	\$7,325,676	\$7,350,000	\$24,324
Life Insurance	\$1,491,362	\$1,796,270	\$1,700,000	(\$96,270)
Long Term Disability	\$728,340	\$798,342	\$700,000	(\$98,342)
Taxes -- Unemployment	\$1,109,851	\$1,107,550	\$700,000	(\$407,550)
Workers Comp Assessment	\$2,635,896	\$1,670,399	\$802,995	(\$867,404)
Total Allocated Fringe Benefits	\$346,828,365	\$409,978,772	\$437,607,389	\$27,628,617
Unallocated Fringe Benefits and Workers' Compensation	\$22,612,771	\$23,126,315	\$27,354,892 *	\$4,228,577
TOTAL FRINGE BENEFITS	\$369,441,136	\$433,105,087	\$464,962,281	\$31,857,194

Allocated Fringe Benefits Annual Budgeting Rates	FY2012 Approved Budget	FY2013 Approved Budget	FY2014 Approved Budget	Change from FY2013 to FY2014
Average Annual Pay	\$74,205	\$74,768	\$76,382	\$1,614
Full Fringe Cost	\$30,641	\$33,245	\$34,487	\$1,242
Full Fringe Rate	41.3%	44.5%	45.2%	0.7%

* Includes \$4.9 million for third-party workers' compensation claims previously budgeted under Casualty and Liability

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



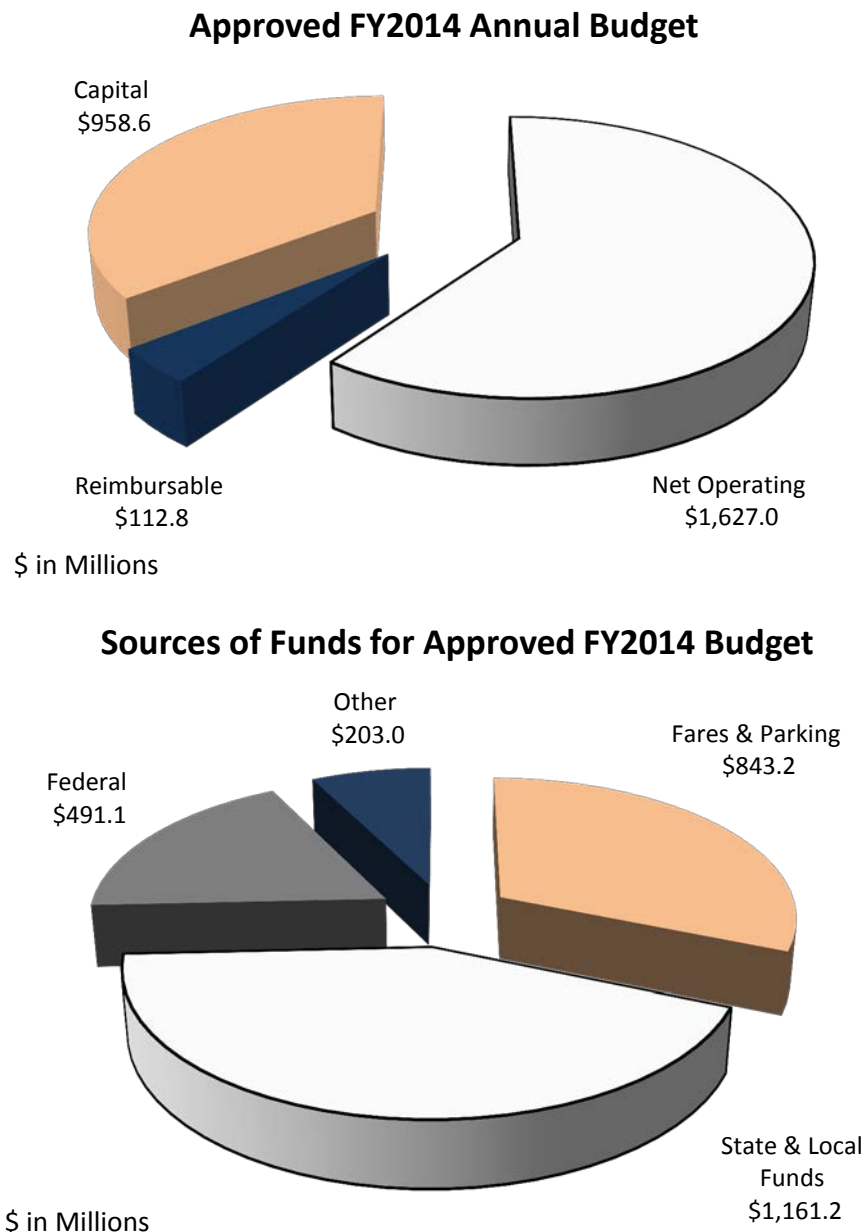
Chapter II. Budget Summary

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Chapter II. Budget Summary

Metro’s approved \$2.7 billion budget for FY2014 – including Operating, Capital, and Reimbursable budgets – allows the authority to continue on the path of improvement by maintaining its core services; expanding rail service to Tysons Corner and Reston, Virginia, with the opening of Silver Line; increasing bus service on the Priority Corridor Network; increasing bus service reliability throughout the system with the State of Good Operations program; and introducing a new model to provide paratransit services. Combined, Metro’s services provide well over a million trips a day and ensure a critical link in the economic growth and vitality of the entire Washington region. At the same time, this budget positions Metro to continue its rebuilding effort, further safety improvements, and provide enhanced service for its customers.

Figure 2.1



The FY2014 budget maintains the delivery of the largest capital program since the construction of the Metrorail system. Mindful of the difficult economic times and the need to put each dollar to good use, management has continued to streamline the operating budget. Since FY2009, Metro has implemented over \$200 million in operating efficiencies and cost restructuring.

The operating portion of Metro's overall budget is \$1.7 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 \$113 million for both operating and capital, which provides for personnel and services needed for unique projects requested on behalf of Metro's jurisdictions and outside partners. The operating reimbursable budget is \$56.5 million and the capital reimbursable budget is \$56.3 million.

The approved FY2014 capital budget of \$959 million provides for the assets and infrastructure to support Metrobus, Metrorail, and MetroAccess service. Funding for the capital budget comes from federal grants, Metro's state and local government partners, and debt.

Priorities for the FY2014 budget include:

- Maintaining and enhancing rail and bus service
- Continuing the implementation of the largest capital program since the construction of the Metrorail system
- Preparing for and implementation of service on the Silver line
- Rehabilitating rail and bus infrastructure to improve safety and reliability

All of these priorities include performance of business actions to achieve the Board's strategic goals.

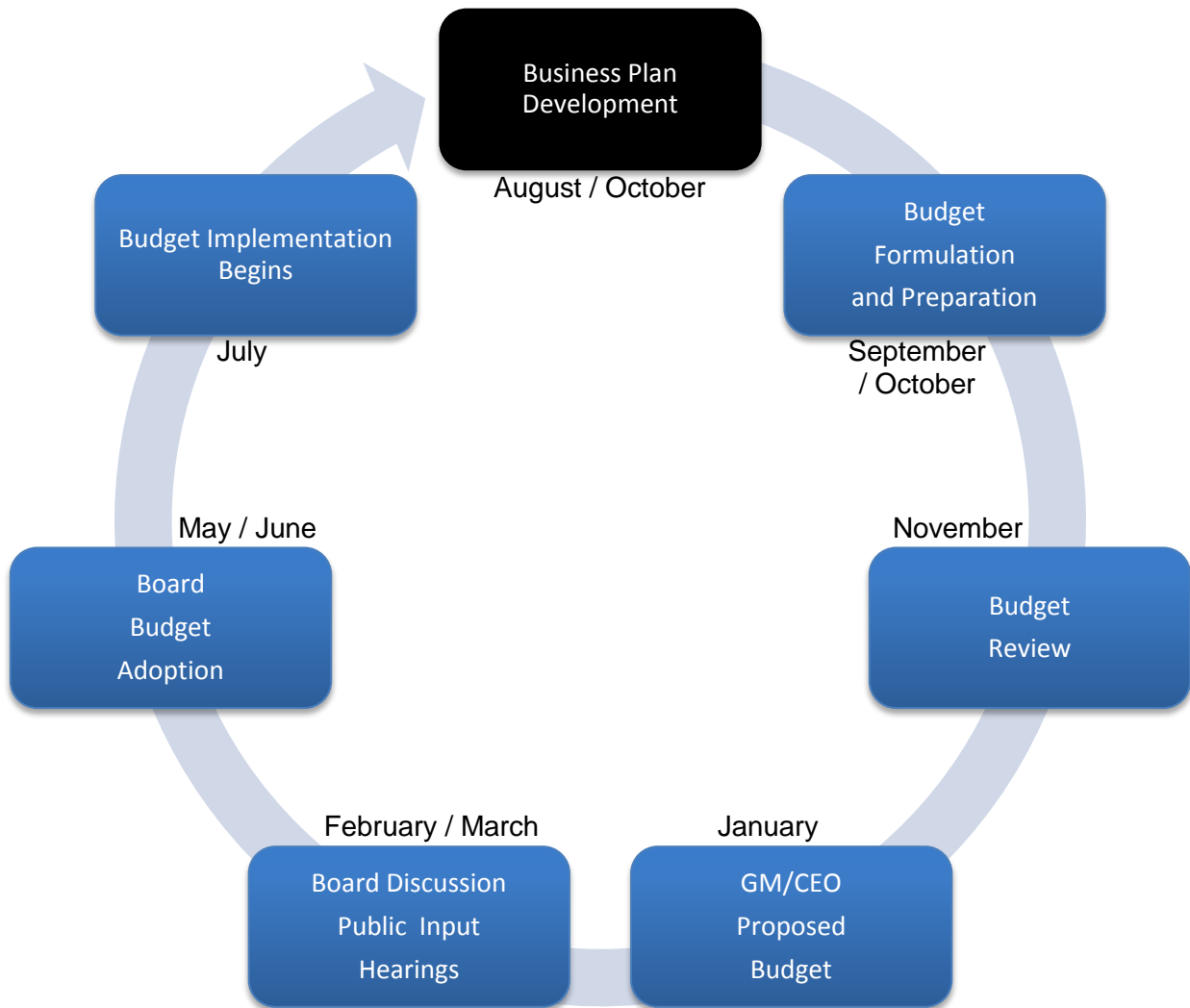
FY2014 Budget in Brief

- The \$2.7 billion approved budget for fiscal year 2014 seeks authority to obligate and spend funds. It includes all the operating, capital, and debt service requirements of Metro for the fiscal year, July 1, 2013 to June 30, 2014.
- The \$1.7 billion Operating budget is funded with passenger fares and parking (52 percent), State and Local Government subsidy contributions (45 percent) and other revenue sources (three percent). The Operating budget supports Metrobus, Metrorail, and MetroAccess operations across the District of Columbia, Maryland, and Virginia.
- The Operating budget does not include any fare increases for FY2014.
- The FY2014 Operating expense budget represents a five percent or \$79 million increase over FY2013 levels. More than one third of this increase (\$30 million) is related to Silver Line operating costs. Another \$17 million will fund new initiatives to address safety and security, including Phase II implementation of fatigue management; continuation and expansion of the Priority Corridor Network service that began in FY2013; increased rail service with the Silver Line; and seed money for efficiency initiatives that will yield long term savings. Inflationary increases on the base program, including increases in employee benefits, make up the remainder of the increase.
- The budget funds more than 12,000 employees, with labor costs for the operating and capital budget (including fringe benefits) totaling \$1.4 billion in FY2014. Labor-related costs constitute over 70 percent of the Operating budget.
- Over 90 percent of the \$959 million capital budget, not including capital reimbursable projects, is focused on projects that improve the safety and reliability of the system.
- The \$113 million operating and capital reimbursable budget contains projects undertaken on behalf of Metro's jurisdictions and outside partners, such as the DC Circulator, parking facility at Glenmont Metrorail Station, and procurement of the 7000 Series railcars.

BUDGET PROCESS

The Authority’s annual budget services as the foundation for its financial planning and control. Metro begins planning its budget in August of the previous fiscal year with the development of the General Manager’s Business Plan. The budget is adopted by June 30 and the fiscal year begins on July 1. Budgeting for the fiscal year is divided into seven major phases: business plan development, budget formulation and preparation, budget review, General Manager proposed budget, board discussion/public input hearings, budget adoption, and budget implementation/amendment. See figure 2.2.

Figure 2.2



***Business Plan Development
With Board endorsed Mission, Vision and Budget Formulation***

- Using the Strategic Plan framework, the General Manager/CEO's Business Plan guides and informs both Operating and Capital budget development processes. It provides the organization with the foundation upon which department-specific work plans are constructed, identifies priorities for Metro and keeps the agency focused on the long term goals as outlined in the Strategic Plan.
- Business Planning began in July as departments developed Business Plans, with new actions and targets for the next three years to accomplish the priorities outlined in the General Manager's Business Plan and achieve the Goals of the Strategic Plan.
- The Business Plan outlines actions to achieve priorities; and provides measures to monitor our success, make course corrections if necessary, and provide the Board and public with a transparent and accountable framework.
- The General Manager's priorities are reflected in the approved FY2014 and multi-year operating and capital investment plans.

FY2014 Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in September 2012.
- The FY2014 budget kickoff meeting was held with all departments in September 2012. At this time, departments began developing requests for new budget initiatives.
- The Capital Program Advisory Committee was convened to review updated project scopes, schedules and budgets and new project requests.
- The Office of Performance certified all departmental Business Plans in October. Each Business Plan outlined departmental responsibilities, performance highlights from the previous year and key actions, targets, and measures for the next three years in support of delivering Metro's mission. Each action identifies an owner, a timeframe for completion, and dependencies for successful implementation.
- Capital projects were selected for inclusion in the approved CIP.
- Departments submitted their operating budget requests to the Office of Management and Budget Services (OMBS) in November 2012.
- The Proposed CIP Annual Work Plan was transmitted to the jurisdictions.

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 and December 2012.
- Project and departmental level reviews of budget requests were completed in November and December 2012.
- Operating and Capital budget requests were reviewed by OMBS, executive leadership and recommendations were presented to the General Manager/CEO.
- The GM/CEO approved the FY2014 Budget Proposal and Multi-Year plans for presentation to the Board.

Budget Approval/Adoption

- The proposed budget document was released to the Board of Directors and public in January 2013.
- The budget was reviewed and the Finance and Administration Committee deliberated over the spring.
- Public outreach, including three public meetings in the Jurisdictions and surveys on the Metro website were conducted in February and March.
- The Annual Operating Budget and six-year Capital Program was approved and adopted at the April 25, 2013 meeting of the Board of Directors.

Budget Implementation

- The FY2014 budget became effective on July 1, 2013.
- 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 FY2014, Metro has an approved annual budget of approximately \$2.7 billion with the largest portion, \$1.7 billion, including debt service, dedicated to operating the system.

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

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

Metro's Enterprise Fund

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

The underlying financial statements guiding this budget process have been prepared in accordance with Generally Accepted Accounting Principles (GAAP.) In accordance with Governmental Accounting Standards Board Statement No. 34 (Basic financial Statements – and Management's Discussion and Analysis – For State and Local Governments), all financial

information is consolidated into business-type activities that make up Metro's sole fund, the Enterprise Fund. These businesses-type activities include transit operating and capital costs, infrastructure construction and debt activities.

Balanced Operating Budget

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

The total of expenses is balanced by the 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 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 include 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 FY2014 budget shortly after the adoption of the FY2013 budget. As part of the budget development process, FY2013 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 FY2013 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 FY2014 budget was balanced through a combination of expense reductions and increases in subsidy contributions.

Figure 2.3

BUDGET CALENDAR FY2014

August	<ul style="list-style-type: none"> • Initial planning, development of assumptions, preparation of instructions and training materials began in August 2012. • Budget monitoring begins. • Development of preliminary capital budget
September	<ul style="list-style-type: none"> • Budget book for previous year's budget is prepared and published. • An FY2014 budget kickoff meeting and system training classes were held with all departments in October 2012.
October	<ul style="list-style-type: none"> • Release of preliminary capital budget to jurisdictional partners • Capital Program expense and labor requests were submitted by departments to the assigned project manager for approval prior to being included in the department's budget request to the appropriate Executive Officer.
November /December	

- Departments submitted their budget requests to the Office of Management and Budget in November 2012.
- 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 2012.
- Release of Annual Work Plan (AWP) to jurisdictional partners. The AWP is an update of the preliminary capital budget.

January

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

February/March

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

April

- Findings from public meetings put together and presented to the Board.
- Updated Operating and Capital Budgets were prepared for Board approval.
- Approval of the annual budget on April 25, 2013.

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

- The Authority prepares its financial statements using the accrual basis of accounting. Under this basis, 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 \$2.7 billion has been budgeted for the operating (\$1.7 billion), reimbursable (\$113 million) and capital (\$959 million) budgets.

The budget is comprised of the:

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

Table 2.1

Summary of Expenditures by Program

(Dollars in Millions)	FY2011 <u>Actual</u>	FY2012 <u>Actual</u>	FY2013 <u>Budget/ Forecast</u> ⁽¹⁾	FY2014 <u>Approved</u>
Operating Budget				
• Metrobus	\$ 500.2	\$ 520.2	\$ 565.0	579.3
• Metrorail	814.0	810.3	896.4	961.8
• MetroAccess	103.4	104.2	114.7	114.1
Subtotal	\$ 1,417.6	\$ 1,434.7	\$ 1,576.1	\$ 1,655.2
• Debt Service	\$ 48.7	\$ 48.7	\$ 37.4	\$ 33.0
• Preventive Maintenance	(60.7)	(30.7)	(30.7)	(30.7)
• Other			(2.3)	(30.5)
Subtotal	\$ 1,405.5	\$ 1,452.6	\$ 1,580.5	\$ 1,627.0
Reimbursable Budget				
• Operating Reimbursable Projects	\$ 19.8	28.4	\$ 35.2	\$ 56.5
• Capital Reimbursable Projects ⁽²⁾	64.9	96.9	56.5	56.3
Subtotal	\$ 84.7	\$ 125.3	\$ 91.7	\$ 112.8
Capital Budget				
• Capital Improvement Program	\$ 611.2	\$ 770.4	\$ 883.8	\$ 958.6
• ARRA "Stimulus" Program ⁽³⁾	62.7	42.3	13.4	-
• Safety & Security Program ⁽⁴⁾	3.2	18.2	36.5	-
Subtotal	\$ 677.1	\$ 830.9	\$ 933.7	\$ 958.6
Total	\$ 2,167.3	\$ 2,408.8	\$ 2,605.8	\$ 2,698.4

Note 1: FY2013 figures for Operating and Reimbursable are

Note 2: Capital Reimbursable Projects reflects total forecasted expenditures. The dollar amount is the sum of budget for proposal plus prior years expenditures.

Note 3: All ARRA projects are scheduled for completion in FY2013.

Note 4: The Safety and Security Program is an obligation based program for which all projects are scheduled for completion in FY2013. Federal FY2010 and later Safety and Security grant awards are included in the CIP rather than a separate capital program.

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

- Passenger fares and parking fees of \$843.2 million;
- Federal funding of \$491.1 million, consisting of \$307.8 million in formula grants, \$160.0 million in dedicated PRIIA funding, and \$23.3 million from other small Federal grants;
- State and local funding of \$1,161.2 million, consisting of \$734.9 million in operating funds, \$25.0 million for the reimbursable budget, and \$401.3 million in capital funds; and
- Other funding, including advertising, joint development leases, fiber optic revenues, and grants of \$155.4 million).

Table 2.2

Summary of Funding by Program and Source

(Dollars in Millions)	FY 2011 <u>Actual</u>	FY 2012 <u>Actual</u>	FY 2013 <u>Budget/ Forecast</u>	FY 2014 <u>Approved</u>
Operating Budget				
• Passenger Fares & Parking	\$ 754.9	\$ 763.7	\$ 828.5	\$ 843.2
• State and Local Funds	599.0	642.6	706.5	734.9
• Business Revenues	39.9	38.9	38.1	41.5
• Other Sources	11.8	7.5	7.4	7.4
Subtotal	\$ 1,405.5	\$ 1,452.6	\$ 1,580.5	\$ 1,627.0
Reimbursable Budget				
• State and Local Funds	32.2	38.2	24.9	72.6
• Other Sources	52.6	87.1	66.8	40.3
Subtotal	\$ 84.8	\$ 125.3	\$ 91.7	\$ 112.8
Capital Budget				
• Federal Funds	\$ 226.8	\$ 353.0	\$ 334.8	\$ 331.1
• Federal Dedicated Funds	118.5	112.3	199.9	160.0
• State and Local Funds	217.8	288.7	366.6	401.3
• Other Sources	113.9	76.9	32.4	66.2
• Debt/Financial Management	-	-	-	-
Subtotal	\$ 677.1	\$ 830.9	\$ 933.7	\$ 958.6
Total	\$ 2,167.3	\$ 2,408.8	\$ 2,605.9	\$ 2,698.4

Table 2.3

Summary of Sources and Uses of Funds

(Dollars in Millions)

SOURCES		USES	
Beginning Balance, July 1, 2013			
Operating	-		
Capital	-		
Total Beginning Balance	<u>\$ -</u>		
Operating Budget		Operating Budget	
• Passenger Fares & Parking	\$ 843.2	• Metrobus	\$ 579.3
• State and Local Funds	734.9	• Metrorail	961.8
• Business Revenues	41.5	• MetroAccess	114.1
• Other Sources	7.4	• Debt Service/PM/Other	(28.2)
Subtotal	<u>\$ 1,627.0</u>	Subtotal	<u>\$ 1,627.0</u>
Reimbursable Budget		Reimbursable Budget	
• State and Local Funds	72.6	• Operating Reimbursable Projects	56.5
• Other Sources	40.3	• Capital Reimbursable Projects	56.3
Subtotal	<u>\$ 112.8</u>	Subtotal	<u>\$ 112.8</u>
Capital Budget		Capital Budget	
• Federal Funds	\$ 331.1	• Capital Improvement Program	\$ 958.6
• Federal Dedicated Funds	160.0	• ARRA "Stimulus" Program	-
• State and Local Funds	401.3	• Other Capital Projects	-
• Other Sources	66.2		
• Debt/Financial Management	-		
Subtotal	<u>\$ 958.6</u>	Subtotal	<u>\$ 958.6</u>
Sources Total	<u>\$ 2,698.4</u>	Uses Total	<u>\$ 2,698.4</u>
Ending Balance			
Less: Uses Total	<u>(2,698.4)</u>		
Total Ending Balance	<u>\$ -</u>		

Chapter III. Sources of Funds

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Chapter III. Sources of Funds

This chapter provides information on the sources of operating and capital funds for Metro's Approved Fiscal Year 2014 Annual Budget. Also included is an explanation of the allocation of the operating subsidy and capital budget contributions provided to Metro by state and local government partners.

Operating Funding Sources

The approved FY2014 operating budget uses FY2013 ridership and revenue as a baseline, modified to account for a) external economic factors that impact ridership, b) external policy factors (e.g., changes in the federal transit subsidy) that also impact ridership, and c) the opening of Phase 1 of Metrorail Silver Line service to Wiehle Avenue in Fairfax County. There is no fare increase for FY2014, so fares will remain at the same level as FY2013.

The projected operating revenue for FY2014 is \$892 million, which consists of projected passenger fare revenues of \$796 million (including special fare and other passenger revenues); parking revenues of \$47 million; and non-passenger revenues of \$49 million.

Table 3.1

(\$ in Millions)	Operating Revenue						
	Actual 2011	Actual 2012	Budget 2013	Estimate ¹ 2013	Approved 2014	Variance to FY13 Estimate	Variance
Passenger Revenue	\$ 707	\$ 711	\$ 772	\$ 753	789	\$ 36	5%
Other Passenger	4	7	8	8	8	(0)	0%
Parking	43	46	49	46	47	1	3%
Advertising	18	18	16	17	19	2	14%
Joint Development	8	6	8	7	8	1	21%
Fiber Optics	14	15	15	16	15	(1)	-7%
Nontransit Revenue ²	9	7	7	9	7	(1)	-16%
Prior Sources ³	3	0				0	
Total Revenue	\$ 807	\$ 810	\$ 874	\$ 854	892	\$ 38	5%

¹ Unaudited estimate for FY2013 year-end. Includes \$5 million non-recurring revenue loss due to Hurricane Sandy in October 2012.

² Interest, employee parking, bicycle lockers, vending machines, Neutral Host, subrogation, ATM revenue, antennas, car sharing and other.

³ Payphones; Joint & Adjacent Project revenue; SE Garage settlement; Safe, Clean & Reliable; and charter revenue.

Ridership and Operating Revenues

Projected ridership in FY2014 for Metro's three transit modes (Metrorail, Metrobus, and MetroAccess) is shown in Table 3.2 below.

Table 3.2

Ridership by Service

(Trips in Thousands)	FY2011	FY2012	FY2013	FY2013	FY2014
	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Estimate¹</u>	<u>Adopted</u>
Metrorail ²	217,053	218,244	218,257	208,969	219,300
Metrobus ²	125,089	132,195	129,756	132,065	132,555
MetroAccess ³	2,336	2,083	2,206	2,033	2,003
Total	344,478	352,522	350,219	343,068	353,858

¹ Unaudited estimate for FY2013 year-end. Includes non-recurring ridership losses due to Hurricane Sandy in October 2012 (approximately 800,000 on Metrobus and 1.5 million on Metrorail).

² Metrorail ridership is based on linked trips, while Metrobus ridership is based on unlinked trips.

³ MetroAccess ridership is based on total passengers.

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

Metro uses a set of econometric forecasting models to develop its ridership projections for Metrorail, Metrobus, and MetroAccess. The models use economic data from a variety of sources, but they rely primarily on Moody's Analytics for key inputs and an assessment of current and future economic conditions. Two of the strongest indicators for forecasting ridership trends are population and employment expectations for the District of Columbia. The models utilize other variables as well that capture both trend and seasonality effects, including the number of hotel rooms sold in the regional core and the number of construction jobs in the District. :

In addition, as this budget was being finalized, Congress passed the American Taxpayer Relief Act of 2012 which temporarily resolved the "fiscal cliff" (a combination of tax increases and spending cuts that was anticipated to have a negative impact on both the national and regional economies). A provision in that legislation increased the cap on the federal transit subsidy from \$125 to \$240 per month, back to parity with the federal parking subsidy. Staff has incorporated this change into the ridership forecasts. However, the provision raising the transit cap lasts only twelve months and will expire at the end of December 2013 unless reauthorized by Congress. This poses a risk to ridership if the benefit returns to the lower level.

Passenger revenue forecasts, based on the ridership forecasts for each of the three transit modes, are provided below. In addition to passenger fares, Metro also receives operating funding from parking, advertising, and other non-passenger sources. Brief descriptions of these sources are provided.

A. Passenger Fare Revenue

Table 3.3

Fare Revenue by Service					
(thousands)	FY2011	FY2012	FY2013	FY2013	FY2014
	Actual	Actual	Budget	Estimate¹	Approved
Metrorail	\$571,428	\$569,238	\$626,148	\$605,538	\$638,849
Metrobus	131,432	133,876	138,420	138,734	141,999
MetroAccess	4,301	7,825	7,720	8,280	7,720
Total	\$707,161	\$710,939	\$772,288	\$752,552	\$788,567

¹ Unaudited estimate for FY2013 year-end. Includes \$5 million non-recurring revenue loss due to Hurricane Sandy in October 2012 (approximately \$4 million on Metrorail and \$1 million on Metrobus).

Metrorail

The approved Metrorail passenger fare budget for FY2014 is \$639 million, a \$33 million increase over the FY2013 year-end estimate (which includes a non-recurring \$4 million revenue loss due to Hurricane Sandy). As noted above, the fare structure remains the same in FY2014 as in FY2013, so changes in revenue are being driven by changes in ridership. There are three major areas impacting rail ridership in FY2014:

- a) *Economic factors*: Employment in the District continues to be the best proxy for projecting the overall trend in Metrorail ridership. Moody's Analytics is forecasting only modest growth in employment during the coming year. Moreover, there is still significant uncertainty surrounding the ongoing impacts of federal sequestration and potential furloughs of federal employees and contractors. Therefore, the projected "organic" growth in Metrorail ridership is relatively low in FY2014. However, Moody's is projecting more steady and sustained employment growth in FY2015 and FY2016, which should translate into additional ridership – Metro staff will continue to watch these developments and update the forecasts as new information comes in.
- b) *Policy factors*: Metrorail ridership has come in below budget (and below FY2012 actual ridership) by approximately four percent during FY2013. Part of the reduction in weekend ridership can be attributed to Metro's aggressive program of track closures for rehabilitation work; however, the majority of the ridership reduction appears to be due to a combination of the FY2013 fare increase (particularly in the off-peak period, which includes weekends) and changes in the federal transit subsidy program. In particular, as of January 2012, the federal transit subsidy cap dropped to \$125 per month (while the federal parking subsidy remained at \$240 per month), and federal employees became subject to having any unused benefit "clawed back" at the end of each month. These changes directly impacted both peak (commute) and off-peak (discretionary) ridership more than was anticipated in the FY2013 budget.

However, the federal transit subsidy cap was increased back to \$245 per month (at parity with the federal parking subsidy in January 2013) as part of the American Taxpayer Relief Act of 2012. This increase in the cap has helped mitigate some of the Metrorail ridership loss in the second half of FY2013.

- c) *Silver Line Phase 1*: The FY2014 approved budget includes six months of revenue service for the new Silver Line Phase 1 to Tysons Corner and Wiehle Avenue. Net new Metrorail ridership in FY2014 as a result of Silver Line Phase 1 is estimated at 4.4 million trips, which generates approximately \$17 million in additional fare revenue.

Metrobus

The approved bus passenger revenue budget for FY2014 is \$142 million, a \$3 million increase over the FY2013 year-end forecast. Total bus ridership in FY2014 is projected at 133 million passengers, an increase of less than one percent over the FY2013 year-end estimate. Bus ridership is forecasted to remain steady in the future due to both population growth in the District of Columbia (which remains strong) and due to factors that are making bus an increasingly attractive mode, including:

- Lower fares than on rail
- Service adjustments that are meeting the needs of riders
- An attractive, modernized fleet with new paint scheme and technologies
- Improvements in bus reliability (on-time performance)
- Availability of advance information on bus arrivals (Nextbus)

Metrobus revenue growth is projected to slightly outpace ridership growth due to accounting changes implemented in FY2014 that will result in the recognition of additional revenue from unused fare media that will be attributed to bus and parking in addition to rail.

MetroAccess

MetroAccess approved passenger revenue for FY2014 is \$7.7 million, which is the same as the FY2013 budgeted amount and slightly below the FY2013 year-end estimate of \$8.3 million. MetroAccess expects to carry approximately two million passengers in FY2014, the same as in FY2013. Ridership in FY2013 is down approximately two percent from FY2012 as a result of successful demand management efforts (eligibility screening and travel training). Fare revenue per passenger is expected to decline moderately in FY2014 due to the introduction of the Access fare calculator, which will provide Access riders with the lowest available fare for their trip within a defined time window.

B. Other Passenger Revenue

The forecast for total other passenger revenues is \$7.6 million. The DC public school subsidy for FY2014 is forecasted at approximately \$6 million. The 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, as well as reimbursement from Montgomery County for its Kids Ride Free program.

C. Parking

Parking revenue includes fees from surface lots, parking garage structures, metered spaces, and reserved parking fees. Total parking revenue for FY2014 is budgeted at \$47 million. This is a reduction of \$2 million from the FY2013 budget estimate for parking of \$49 million. Parking

utilization has been lower at many Metrorail stations in FY2013, in conjunction with the decline in rail ridership. This lower utilization is expected to continue in FY2014. However, as noted above for Metrobus, accounting changes will result in additional revenue from unused fare media being attributed to parking.

D. Non-Passenger Revenue

Advertising

The current advertising contract began in FY2011, and FY2014 is the fourth year of the annual contract. The contract includes two components: a minimum value of Metro's advertising inventory valued at \$12.5 million and a supplemental advertising inventory that varies depending on demand. Total advertising revenue in FY2014 is projected to increase to \$19 million as a result of higher demand.

Joint Development

Metro receives various revenues from joint development leases and property sales. While most of these revenues go into the capital budget or the Transportation Infrastructure Investment Fund (TIFF), revenues from all leases signed prior to 2000, as well as any excess property leases, goes into the operating budget. The FY2014 Joint Development revenue allocated to the operating budget is \$8 million, in line with the FY2013 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 FY2014, fiber optic revenue is projected at \$14.5 million, the same as the FY2013 budget.

Other Revenue

Other revenue in the approved FY2014 budget includes vending machines, ATM revenue, cellular telephone agreements, employee parking, bike locker fees, subrogation collections, car sharing revenue, and antenna revenue. These combined revenue sources are expected to contribute \$7 million to FY2014 non-passenger revenues.

Table 3.4
Transit Pass Program, Other Fare Products and Fare Policies***Metrorail Passes**

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

Metrobus Passes

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

Other Fare Products and Policies

SmarTrip®	A re-usable contactless smart card which is designed for long-term use on Metrorail, Metrobus, and Metro Parking. Sold for \$5.00; when registered with Metro, a \$3.00 credit will be refunded to the card five days after first use, and the card can be replaced with existing value if lost or stolen. The card will hold a maximum of \$300.00.
Senior and Disabled SmarTrip® Card	A re-usable contactless smart card; sold for \$5. Available to qualified seniors (age 65 or older) and people with disabilities. A driver's license for seniors, Metro Disabled Person ID card, or valid Medicare card and photo ID are required for purchase.
Senior and Disabled Paper Fare Card	Available for \$10 to qualified seniors (age 65 or older) and people with disabilities. A driver's license for seniors, Metro Disabled Person ID card, or valid Medicare card and photo ID are required for purchase.
Pre-encoded Paper Fare Card	Sold through authorized sales outlets for \$10.00 and \$20.00.
Transit Link Cards	Fare media sold by MARC, VRE, and MTA providing for monthly multi-modal travel valid for unlimited Metrorail and regular Metrobus during the month of issue. The pass fee is in addition to the cost of the monthly fare media from MARC, VRE and MTA. The passes may be used for Metrobus Express Service by paying an additional \$2.15 per boarding.

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

DC Student Fare Media**

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

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

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

Table 3.5

OPERATING BUDGET REVENUES						
<i>(figures in thousands)</i>	Actual	Actual	Approved	Estimate ¹	Approved	Variance to
	<u>2011</u>	<u>2012</u>	<u>Budget</u>	<u>2013</u>	<u>Budget</u>	<u>FY2013</u>
					<u>2014</u>	<u>Estimate</u>
Metrobus						
Passenger	\$131,432	\$133,876	\$138,420	\$138,734	\$141,999	\$3,265
Other Passenger	1,452	5,536	2,554	3,262	2,554	(708)
Parking	0	0	0	0	0	0
Advertising	11,737	12,251	10,385	11,143	12,730	1,587
Joint Development	23	0	0	0	0	0
Fiber Optics	0	0	0	0	0	0
Other	3,449	1,627	2,325	3,625	2,330	(1,295)
Interest	214	(7)	300	33	301	267
Subtotal	\$148,308	\$153,283	\$153,984	\$156,798	\$159,913	\$3,115
Metro rail						
Passenger	\$571,428	\$569,238	\$626,148	\$605,538	\$638,849	\$33,311
Other Passenger	2,972	1,585	5,046	4,376	5,046	670
Parking	43,297	45,554	48,600	45,640	47,000	1,360
Advertising	5,781	6,034	5,115	5,589	6,270	681
Joint Development	8,090	6,039	8,084	6,601	8,000	1,399
Fiber Optics	14,222	14,566	14,500	15,634	14,500	(1,134)
Other	6,997	5,148	4,728	5,090	4,739	(350)
Interest	16	(3)	30	11	30	19
Subtotal	\$652,802	\$648,158	\$712,252	\$688,480	\$724,435	\$35,955
MetroAccess						
Passenger	\$4,301	\$7,825	\$7,720	\$8,280	\$7,720	(\$560)
Other Passenger	0	0	0	0	0	0
Parking	0	0	0	0	0	0
Advertising	0	0	0	0	0	0
Joint Development	0	0	0	0	0	0
Fiber Optics	0	0	0	0	0	0
Other	1,160	595	0	76	0	(76)
Interest	0	0	0	0	0	0
Subtotal	\$5,461	\$8,420	\$7,720	\$8,356	\$7,720	(\$636)
Total						
Passenger	\$707,161	\$710,939	\$772,288	\$752,552	\$788,567	\$36,015
Other Passenger	4,424	7,121	7,600	7,638	7,600	(38)
Parking	43,297	45,554	48,600	45,640	47,000	1,360
Advertising	17,518	18,284	15,500	16,732	19,000	2,268
Joint Development	8,114	6,039	8,084	6,601	8,000	1,399
Fiber Optics	14,222	14,566	14,500	15,634	14,500	(1,134)
Other	11,606	7,370	7,053	8,790	7,069	(1,721)
Interest	230	(10)	330	45	331	286
Grand Total	\$806,571	\$809,861	\$873,955	\$853,633	\$892,067	\$38,434

¹ Unaudited estimate for FY2013 year-end. Includes \$5 million non-recurring revenue loss due to Hurricane Sandy in October 2012 (approximately \$1 million on Metrobus and \$4 million on Metro rail)

State and Local Operating Support

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

Operating Budget

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

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

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

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

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

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

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

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

- **Regional Bus Subsidy Allocation.** The distribution of regional bus subsidy to the jurisdictions is based on a weighted, four-factor formula in the following proportions:
 - Density weighted population 25%
 - Revenue hours 25%
 - Revenue miles 35%
 - 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 on rail. The subsidy for the maximum fare is calculated as the difference between the regular fare that would have been paid if the taper and cap features were not available, and the actual fare paid with the taper and cap.

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

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

- Direct Costs - The contract carriers’ actual per trip, reservation and eligibility charges will be allocated directly to the jurisdictions
- 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.

FY2014 Approved Subsidy

The total FY2014 approved jurisdictional operating investment – which includes the net operating subsidy for the three transit modes, debt service, and the application of FY2011 and FY2012 audit adjustments – is \$735 million. This is an increase of \$28 million over the FY2013 total jurisdictional operating investment of \$707 million. This investment includes:

- FY2014 net operating subsidy for Metrobus, Metrorail, and MetroAccess of \$732 million, an increase of \$63 million from the FY2013 net operating subsidy of \$669 million
- Debt service payments of \$33 million, a decrease of \$4 million from FY2013
- Application of \$30.5 million in operating surplus from FY2011 and FY2012 to offset jurisdictional subsidy requirements

Table 3.6

<i>(millions)</i>	Jurisdictional Operating Subsidy			
	Approved FY2011	Approved FY2012	Approved FY2013	Approved FY2014
Net Subsidy¹	\$572	\$622	\$669	\$703
Year over year growth	4.6%	8.7%	7.6%	5.1%
Total Subsidy²	\$621	\$671	\$707	\$763
Year over year growth	8.1%	8.1%	5.4%	7.9%

¹ Excluding debt service and application of any prior year audit adjustments

² Including debt service and application of any prior year audit adjustments

Table 3.7

**FISCAL YEAR 2014 APPROVED BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS**

	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Total								
Metrobus Operating Subsidy								
Regional Bus Subsidy	\$140,795,757	\$48,414,918	\$58,147,333	\$15,070,783	\$25,913,262	\$595,418	\$44,733,365	\$1,241,062
Non-Regional Bus Subsidy	\$31,654,276	\$9,446,136	\$22,401,907	\$2,005,491	\$1,172,393	\$0	\$7,384,424	\$0
Subtotal	\$172,450,033	\$57,861,055	\$80,549,240	\$17,076,274	\$27,085,655	\$595,418	\$52,117,788	\$1,241,062
Percent of Total	42.2%	14.1%	19.7%	4.2%	6.6%	0.1%	12.7%	0.3%
Metro rail Operating Subsidy								
Base Allocation	\$71,535,422	\$38,841,418	\$34,319,211	\$9,918,665	\$20,545,015	\$679,055	\$33,736,294	\$634,396
Max Fare Subsidy	\$661,753	\$3,062,217	\$1,403,777	\$282,158	\$179,667	\$57,871	\$1,215,514	\$36,950
Subtotal	\$72,197,175	\$41,903,635	\$35,722,987	\$10,200,823	\$20,724,682	\$736,926	\$34,951,808	\$671,346
Percent of Total	33.3%	19.3%	16.5%	4.7%	9.5%	0.3%	16.1%	0.3%
Metro Access Subsidy								
Base Allocation	\$27,053,896	\$22,012,993	\$41,660,271	\$991,660	\$925,047	\$289,621	\$13,351,129	\$99,126
Subtotal	\$27,053,896	\$22,012,993	\$41,660,271	\$991,660	\$925,047	\$289,621	\$13,351,129	\$99,126
Percent of Total	25.4%	20.7%	39.2%	0.9%	0.9%	0.3%	12.5%	0.1%
Net Operating Subsidy								
Subtotal	\$271,701,104	\$121,777,682	\$157,932,498	\$28,268,756	\$48,735,384	\$1,621,965	\$100,420,725	\$2,011,534
Percent of Total	37.1%	16.6%	21.6%	3.9%	6.7%	0.2%	13.7%	0.3%
Debt Service								
Metro Matters Debt Service	\$4,426,500	\$2,085,506	\$2,087,820	\$607,636	\$1,174,053	\$20,009	\$1,357,732	\$16,495
Subtotal	\$10,672,606	\$4,944,551	\$5,505,710	\$0	\$0	\$0	\$0	\$52,939
Total Debt Service	\$15,099,106	\$7,030,056	\$7,593,530	\$607,636	\$1,174,053	\$20,009	\$1,357,732	\$69,435
FY2011/FY2012 Audit Adjustment								
Subtotal	(\$11,311,800)	(\$5,070,001)	(\$6,575,243)	(\$1,176,920)	(\$2,029,013)	(\$67,528)	(\$4,180,841)	(\$83,747)
Jurisdictional Operating Funding								
Subtotal	\$275,488,409	\$123,737,738	\$158,950,784	\$27,699,471	\$47,880,425	\$1,574,446	\$97,597,616	\$1,997,222

Capital Funding Sources

Metro’s approved FY2014-2019 Capital Improvement Program (CIP) financial plan relies on a forecasted total investment of more than \$5.5 billion from the federal government, state and local governments, and other sources. Of the \$5.5 billion six-year plan, roughly half (\$2.8 billion) comes from federal funding; state and local contributions total \$2.1 billion; other sources constitute \$69 million; and planned long-term financing totals \$591 million.

Table 3.8
FY2014-2019 Approved Capital Improvement Program (CIP) Funding Sources

	Six-Year Plan						FY11-19 Total				
	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Budget	FY2015 Forecast	FY2016 Forecast		FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY14-19 Total
Financial Plan (dollars in millions)											
Federal											
Federal Formula Programs	\$ 160.9	\$ 286.1	\$ 268.7	\$ 307.8	\$ 302.0	\$ 302.0	\$ 302.0	\$ 302.0	\$ 302.0	\$ 1,817.9	\$ 2,533.7
Federal PRIA	118.5	112.3	199.9	160.0	158.9	150.0	150.0	150.0	150.0	918.9	1,349.7
Other Federal Grants	-	6.7	16.1	23.3	8.1	8.1	-	-	-	39.6	62.4
Subtotal Federal	279.5	405.2	484.8	491.1	469.1	460.2	452.0	452.0	452.0	2,776.3	3,945.8
State and Local											
Match to Federal Formula	40.2	71.5	67.2	77.0	75.5	75.5	75.5	75.5	75.5	454.5	633.4
System Performance	59.1	103.4	97.2	155.0	122.7	105.6	115.0	115.0	115.0	728.4	988.0
State and Local PRIA	118.5	112.3	199.9	168.9	150.0	150.0	150.0	150.0	150.0	918.9	1,349.7
Other State and Local	-	1.5	2.2	2.1	1.0	1.0	-	-	-	4.0	7.7
Subtotal State and Local	217.8	288.7	366.6	403.0	349.2	332.1	340.5	340.5	340.5	2,105.8	2,978.9
Other Sources											
MetroMatters	113.7	39.4	19.2	12.4	-	-	-	-	-	12.4	184.8
Insurance Proceeds	0.1	8.3	-	26.9	2.0	0.5	-	-	-	29.4	37.9
Land Sale Proceeds	-	12.6	13.2	2.5	-	-	-	-	-	2.5	28.3
Miscellaneous	-	16.5	-	22.6	-	-	-	-	-	22.6	39.1
Subtotal Other Sources	113.9	76.8	32.4	64.5	2.0	0.5	-	-	-	67.0	290.1
Financing											
Planned Long-Term Financing	-	-	-	-	100.9	338.5	132.2	11.3	7.9	590.8	590.8
Subtotal Financing	-	-	-	-	100.9	338.5	132.2	11.3	7.9	590.8	590.8
Total	\$ 611.2	\$ 770.4	\$ 883.8	\$ 958.6	\$ 921.2	\$ 1,131.2	\$ 924.7	\$ 803.8	\$ 800.4	\$ 5,539.9	\$ 7,805.2

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

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

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

Table 3.9

FY2014-2019 Approved CIP - Allocation of FY2014 State and Local Contributions

Six-Year Plan													
	FY2011 Estimate	FY2012 Estimate	FY2013 Forecast	FY2014 Budget			FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY14-19 Total	FY11-19 Total
				Forecast Carry-Over	FY2014 Contribution	FY2014 Total							
Formula Match and System Performance													
District of Columbia	\$ 37.2	\$ 65.6	\$ 61.7	\$ 11.5	\$ 74.7	\$ 86.2	\$ 76.1	\$ 68.2	\$ 68.6	\$ 70.5	\$ 70.3	\$ 439.9	\$ 604.4
Montgomery County	17.3	30.4	28.6	5.3	34.3	39.6	32.4	30.4	33.7	32.6	32.7	201.4	277.7
Prince Georges County	19.0	33.5	31.5	5.5	35.6	41.1	36.2	32.4	33.5	33.9	33.9	210.9	294.9
Maryland Subtotal	36.3	63.9	60.1	10.7	69.9	80.6	68.5	62.7	67.2	66.5	66.6	412.3	572.6
City of Alexandria	4.1	7.2	6.8	1.3	9.0	10.4	8.7	8.1	8.6	8.5	8.5	52.8	70.8
Arlington County	7.6	13.4	12.6	2.6	16.8	19.4	15.7	14.9	16.4	15.9	15.9	98.1	131.8
City of Fairfax	0.3	0.5	0.4	0.1	0.5	0.6	0.5	0.4	0.5	0.5	0.5	3.0	4.2
Fairfax County	13.5	23.8	22.4	4.5	29.5	34.0	28.1	26.2	28.6	28.0	28.0	173.0	232.8
City of Falls Church	0.3	0.5	0.4	0.1	0.6	0.7	0.6	0.6	0.6	0.6	0.6	3.7	4.9
Virginia Subtotal	25.8	45.4	42.7	8.7	56.4	65.1	53.6	50.2	54.7	53.5	53.6	330.7	444.4
Subtotal Formula Match & System Performance	99.3	174.9	164.4	30.9	201.1	232.0	198.2	181.1	190.5	190.5	190.5	1,182.8	1,621.4
State and Local PRIIA													
District of Columbia	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
State of Maryland	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
Commonwealth of Virginia	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
Subtotal State and Local PRIIA	118.5	112.3	199.9	-	168.9	168.9	150.0	150.0	150.0	150.0	150.0	918.9	1,349.7
Total	\$ 217.8	\$ 287.2	\$ 364.4	\$ 30.9	\$ 370.0	\$ 400.9	\$ 348.2	\$ 331.1	\$ 340.5	\$ 340.5	\$ 340.5	\$ 2,101.7	\$ 2,971.2

(dollars in millions)

Grant Funding

Metro's FY2014 budget and six-year Capital Improvement Program (CIP) incorporates a new two-year federal transportation authorization for formula programs nationwide, Moving Ahead for Progress in the 21st Century Act (MAP-21) (P. L. 112-141). MAP-21 improves the efficiency of administering grant programs by consolidating several programs, which results in increased formula allocation to Metro.

In FY2011, Metro entered a new era in grant funding with the addition of \$1.5 billion over ten years in dedicated federal funds from the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), or PRIIA, accompanied by \$1.5 billion in dedicated local and state funds.

Metro also receives security related grant funding from the Department of Homeland Security (DHS), either directly or through regional homeland security grant funds from its jurisdictional partners. These funds are discretionary and typically secured through competitive processes.

Operating Grants

Additional funding for the operating budget may be awarded through nationally competitive or regionally allocated grants. These grants primarily provide operating support of the Metro Transit Police Department's Anti-Terrorism Team. Metro Transit Police has obtained regional grants to sustain detection technology through 2014 that was installed with prior year grant funds. Metro will also advocate for extension of prior year fiscal incentives such as the Alternative Fuel Tax Outlay Payment which generally supports operations.

Capital Grants

The CIP is funded by several federal programs. PRIIA continues to be a significant source of funding for the CIP. Formula grants, which require a local match, have been allocated to Metro primarily through long-standing federal formulas. Metro has benefited from the MAP-21 shift in funding from discretionary grant programs to formula programs. Thus, Metro's formula allocation is also increasing. Additional Federal support for the CIP comes from federal highway funds flexed to the Federal Transit Administration (FTA) on behalf of the Commonwealth of Virginia and from ongoing security project funding from the Department of Homeland Security (DHS).

Local Match Requirements

Matching funds requirements for grants vary by grantor, program, and purpose. FTA formula grants require matching funds for 20 percent of project cost and PRIIA grants require matching funds for 50 percent of project cost. 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 or match.

FTA GRANTS

Dedicated Funding

- **Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432)**
 - FY2014 is the fourth of a ten-year authorization. Due to Sequestration, FY2014 is the first year in which Congress is not expected to appropriate the entire \$150 million that is authorized. Metro's financial plans anticipate that Congress will reduce PRIIA funding to Metro by \$12 million per year in FY2014 and FY2015.
 - Metro continues to place the highest priority on investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series railcars, installing guarded turnouts, purchasing equipment for wayside worker protection, and installation of rollback protection on rails cars lacking this upgraded safety feature.

Formula

For all programs, MAP-21 requires increased focus on asset management. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan in order to receive funding.

- **Large Urbanized Area Formula Grant Program (Section 5307)**
 - Funding in this section will include funds that had been separately allocated to Job Access and Reverse Commute (JARC) (Section 5316) and to Growing State and High Density (Section 5340).
 - 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 "associated transit improvements" (i.e. historic preservation, landscaping, pedestrian access, bicycle access, signage, and enhanced access for persons with disabilities).
- **State of Good Repair (Section 5337)**
 - Section 5337 replaces the Fixed Guideway Modernization (Section 5309) program. Only New Starts remains of the previous Section 5309 program.
 - 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, and preventive maintenance).

- **Bus and Bus Facilities Formula (Section 5339)**
 - MAP-21 created the Section 5339 formula program to replace the discretionary program of the same name and allowable activities.
 - Capital improvement projects may include replacement and rehabilitation of buses and related equipment, and to construct and rehabilitate bus-related facilities.

Competitive Grants

Competitive FTA grant programs are reduced under MAP-21 . Metro had previously won national competitions for State of Good Repair (SGR) and regional competitions for Job Access and Reverse Commute (JARC) and New Freedom funding. Under MAP-21, SGR and JARC funds are being allocated by formulas that direct a portion of the funds to Metro. New Freedom funds will be folded program for Enhanced Mobility of Seniors and Individuals with Disabilities; the funds are allocated to the regional coordinating body where it has become an option to offer a competitive project selection process within the region.

- New Freedom (Section 5317)
 - Prior years federal funds provide for bus stop improvements throughout Metro's service area by building accessible pathways, improving lighting, providing better signage and information, installing new shelters and/or benches, and providing real-time information about when buses will arrive.
- State of Good Repair (Section 5309)
 - Prior year's federal funds provide for asset management planning and systems technology integration. Activities include determining asset condition, evaluation of life cycles, treatment of exceptions, quality control of the data, and the processes for updating and reporting the current asset state.

SECURITY GRANTS

- Transit Security Grant Program (TSGP)
 - Funds capital enhancements for hardening critical infrastructure assets
 - Projects are capital and operational in nature
 - New capital projects and funds are contained in the CIP New funding is awarded through national competition and primarily supports operational and sustainment activities
- Urban Areas Security Initiative (UASI)
 - Funds warranties on goods purchased with prior DHS grants

Funds are allocated through regional cooperation and administered as subgrants from the District of Columbia Homeland Security and Emergency Management Agency.

Debt Service

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

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

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

During FY2013 Metro decreased the availability on its lines of credit from \$200 million to \$150 million to better align with capital spending and operating 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 (FY2014-FY2019) for \$5.2 billion. To support the CIP, long-term borrowing may be required. This borrowing is not anticipated to happen until FY2015.

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

Table 3.11

Gross Revenue Transit Bonds
(FY2014 Jurisdiction Funding)

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
Gross Revenue Transit Bonds:			
Series 2003			
Due to Bondholders 1/1/2014	\$ 5,670,000	\$ 283,750	\$ 5,953,750
Due to Bondholders 7/1/2014	5,680,000	142,000	5,822,000
Total	\$ 11,350,000	\$ 425,750	\$ 11,775,750
Gross Revenue Transit Bonds:			
Series 2009A			
Due to Bondholders 1/1/2014		\$ 5,556,653	\$ 5,556,653
Due to Bondholders 7/1/2014	7,560,000	5,556,653	13,116,653
Total	\$ 7,560,000	\$ 11,113,306	\$ 18,673,306
Gross Revenue Transit Bonds:			
Series 2009B*			
Due to Bondholders 1/1/2014	\$ -	\$ 1,251,250	\$ 1,251,250
Due to Bondholders 7/1/2014		1,251,250	1,251,250
Total	\$ -	\$ 2,502,500	\$ 2,502,500

*Net of Build America Bond (BAB) credit

Table 3.12
Statement of Debt Service and Interest

Gross Revenue Transit Refunding Bonds			
Period Ending	Series 2003 Principal	Series 2003 Interest	Series 2003 Debt Service
1/1/2004			
7/1/2004	\$ 7,730,000	\$ 4,741,545	\$ 12,471,545
1/1/2005	9,100,000	3,373,806	12,473,806
7/1/2005	9,190,000	3,282,806	12,472,806
1/1/2006	9,280,000	3,190,906	12,470,906
7/1/2006	9,465,000	3,005,306	12,470,306
1/1/2007	9,655,000	2,816,006	12,471,006
7/1/2007	210,000	2,574,631	2,784,631
1/1/2008	10,195,000	2,572,269	12,767,269
7/1/2008	210,000	2,317,394	2,527,394
1/1/2009	10,755,000	2,315,031	13,070,031
7/1/2009	215,000	2,046,156	2,261,156
1/1/2010	11,350,000	2,042,931	13,392,931
7/1/2010	215,000	1,759,181	1,974,181
1/1/2011	11,985,000	1,755,956	13,740,956
7/1/2011	12,175,000	1,561,200	13,736,200
1/1/2012	12,480,000	1,256,825	13,736,825
7/1/2012	12,795,000	944,825	13,739,825
1/1/2013	7,680,000	624,950	8,304,950
7/1/2013	7,460,000	432,950	7,892,950
1/1/2014	5,670,000	283,750	5,953,750
7/1/2014	5,680,000	142,000	5,822,000
	<u>\$ 163,495,000</u>	<u>\$ 43,040,426</u>	<u>\$ 206,535,426</u>

FY2014 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2014 and 7/1/2014.

Table 3.13

Series 2009 A & B Debt Service Schedule

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

* FY2014 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2014 and 7/1/2014.

Table 3.14
Jurisdictional Share of Capital FY2013 to FY2019 Debt Issuances
(thousands)

All Dollars in Thousands

Projected Debt Issuances	Annual Work Plan Year		Annual Work Plan Year						
	FY2014	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2014-19	
Debt Issuance									
Par Value	\$ -	\$ -	\$ 100,910	\$ 338,484	\$ 132,193	\$ 11,291	\$ 7,884	\$ 590,762	
Issuance Cost	\$ -	\$ -	\$ 1,407	\$ 3,189	\$ 1,641	\$ 735	\$ 709	\$ 7,681	
Total Debt Issuance	\$ -	\$ -	\$ 102,317	\$ 341,673	\$ 133,834	\$ 12,026	\$ 8,593	\$ 598,443	
Projected Jurisdictional Share of Debt*									
District of Columbia									
District of Columbia	\$ -	\$ -	\$ 38,028	\$ 126,989	\$ 49,742	\$ 4,470	\$ 3,194	\$ 222,423	
Total District of Columbia	\$ -	\$ -	\$ 38,028	\$ 126,989	\$ 49,742	\$ 4,470	\$ 3,194	\$ 222,423	
Maryland									
Montgomery County	\$ -	\$ -	\$ 17,446	\$ 58,257	\$ 22,820	\$ 2,050	\$ 1,465	\$ 102,038	
Prince Georges County	\$ -	\$ -	\$ 18,121	\$ 60,513	\$ 23,703	\$ 2,130	\$ 1,522	\$ 105,990	
Total Maryland	\$ -	\$ -	\$ 35,567	\$ 118,771	\$ 46,523	\$ 4,180	\$ 2,987	\$ 208,028	
Virginia									
Alexandria	\$ -	\$ -	\$ 4,589	\$ 15,326	\$ 6,003	\$ 539	\$ 385	\$ 26,843	
Arlington County	\$ -	\$ -	\$ 8,541	\$ 28,520	\$ 11,172	\$ 1,004	\$ 717	\$ 49,954	
City of Fairfax	\$ -	\$ -	\$ 263	\$ 879	\$ 344	\$ 31	\$ 22	\$ 1,540	
Fairfax County	\$ -	\$ -	\$ 15,005	\$ 50,106	\$ 19,627	\$ 1,764	\$ 1,260	\$ 87,762	
Falls Church	\$ -	\$ -	\$ 324	\$ 1,081	\$ 424	\$ 38	\$ 27	\$ 1,894	
Total Virginia	\$ -	\$ -	\$ 28,722	\$ 95,913	\$ 37,569	\$ 3,376	\$ 2,412	\$ 167,992	
Total Debt:	\$ -	\$ -	\$ 102,317	\$ 341,673	\$ 133,834	\$ 12,026	\$ 8,593	\$ 598,443	

Debt Assumptions

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

Table 3.15

Debt Service for FY2013 to FY2019 Debt Issuances
(Thousands)

Projected Debt Service	Annual Work Plan Year		FY2014 Issuance		FY2015 Issuance		FY2016 Issuance		FY2017 Issuance		FY2018 Issuance		FY2019 Issuance		FY2014-19	
	Int. Rate:	Int.	Int. Rate:	Int.	Int. Rate:	Int.	Int. Rate:	Int.	Int. Rate:	Int.	Int. Rate:	Int.	Int. Rate:	Int.	Prin.	Int.
FY2013 Debt Service	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
FY2014 Debt Service	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
FY2015 Debt Service	-	\$ 2,824	-	\$ 5,627	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ 2,824
FY2016 Debt Service	-	\$ 2,907	-	\$ 5,472	\$ 9,430	\$ 19,646	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ 12,337
FY2017 Debt Service	-	\$ 2,993	\$ 5,312	\$ 9,709	\$ 19,104	\$ 19,104	\$ 3,694	\$ 8,030	-	\$ -	-	\$ -	-	\$ -	-	\$ 16,396
FY2018 Debt Service	-	\$ 3,082	\$ 5,148	\$ 9,995	\$ 18,546	\$ 3,803	\$ 7,808	\$ 332	\$ 752	\$ 731	\$ 237	\$ 559	-	\$ -	-	\$ 17,212
FY2019 Debt Service	-	\$ 3,172	\$ 4,978	\$ 10,290	\$ 17,971	\$ 3,915	\$ 7,580	\$ 342	\$ 731	\$ 237	\$ 559	-	\$ -	-	\$ 17,957	
Total FY2014-19 Debt Service		\$ 14,978	\$ 26,537	\$ 39,424	\$ 75,267	\$ 11,412	\$ 23,419	\$ 674	\$ 1,482	\$ 237	\$ 559	\$ 543	\$ 543	\$ 18,487	\$ 30,781	
FY2020 Debt Service	-	\$ 3,266	\$ 4,804	\$ 10,594	\$ 17,379	\$ 4,031	\$ 7,345	\$ 352	\$ 710	\$ 244	\$ 543	-	\$ -	-	\$ 19,033	
FY2021 Debt Service	-	\$ 3,263	\$ 4,624	\$ 10,907	\$ 16,770	\$ 4,150	\$ 7,104	\$ 362	\$ 688	\$ 251	\$ 527	-	\$ -	-	\$ 19,595	
FY2022 Debt Service	-	\$ 3,462	\$ 4,439	\$ 11,229	\$ 16,143	\$ 4,272	\$ 6,855	\$ 373	\$ 665	\$ 259	\$ 511	-	\$ -	-	\$ 20,173	
FY2023 Debt Service	-	\$ 3,564	\$ 4,249	\$ 11,560	\$ 15,497	\$ 4,398	\$ 6,598	\$ 384	\$ 642	\$ 266	\$ 494	-	\$ -	-	\$ 20,769	
FY2024 Debt Service	-	\$ 3,669	\$ 4,053	\$ 11,902	\$ 14,833	\$ 4,528	\$ 6,334	\$ 395	\$ 618	\$ 274	\$ 477	-	\$ -	-	\$ 21,382	
FY2025 Debt Service	-	\$ 3,778	\$ 3,851	\$ 12,253	\$ 14,148	\$ 4,662	\$ 6,063	\$ 407	\$ 593	\$ 282	\$ 459	-	\$ -	-	\$ 22,013	
FY2026 Debt Service	-	\$ 3,889	\$ 3,643	\$ 12,615	\$ 13,444	\$ 4,800	\$ 5,783	\$ 419	\$ 567	\$ 291	\$ 441	-	\$ -	-	\$ 22,663	
FY2027 Debt Service	-	\$ 4,004	\$ 3,429	\$ 12,987	\$ 12,718	\$ 4,941	\$ 5,495	\$ 431	\$ 541	\$ 299	\$ 422	-	\$ -	-	\$ 23,332	
FY2028 Debt Service	-	\$ 4,122	\$ 3,209	\$ 13,371	\$ 11,972	\$ 5,087	\$ 5,198	\$ 444	\$ 514	\$ 308	\$ 402	-	\$ -	-	\$ 24,021	
FY2029 Debt Service	-	\$ 4,244	\$ 2,982	\$ 13,765	\$ 11,203	\$ 5,237	\$ 4,893	\$ 457	\$ 487	\$ 317	\$ 382	-	\$ -	-	\$ 24,730	
FY2030 Debt Service	-	\$ 4,369	\$ 2,749	\$ 14,172	\$ 10,411	\$ 5,392	\$ 4,579	\$ 471	\$ 458	\$ 327	\$ 362	-	\$ -	-	\$ 25,460	
FY2031 Debt Service	-	\$ 4,498	\$ 2,508	\$ 14,590	\$ 9,596	\$ 5,551	\$ 4,255	\$ 484	\$ 429	\$ 346	\$ 340	-	\$ -	-	\$ 26,212	
FY2032 Debt Service	-	\$ 4,631	\$ 2,261	\$ 15,021	\$ 8,757	\$ 5,715	\$ 3,922	\$ 499	\$ 398	\$ 346	\$ 319	-	\$ -	-	\$ 26,986	
FY2033 Debt Service	-	\$ 4,768	\$ 2,006	\$ 15,464	\$ 7,894	\$ 5,884	\$ 3,579	\$ 514	\$ 367	\$ 356	\$ 296	-	\$ -	-	\$ 27,783	
FY2034 Debt Service	-	\$ 4,908	\$ 1,744	\$ 15,921	\$ 7,005	\$ 6,057	\$ 3,226	\$ 529	\$ 335	\$ 367	\$ 273	-	\$ -	-	\$ 28,603	
FY2035 Debt Service	-	\$ 5,053	\$ 1,474	\$ 16,391	\$ 6,089	\$ 6,236	\$ 2,863	\$ 544	\$ 302	\$ 378	\$ 249	-	\$ -	-	\$ 29,447	
FY2036 Debt Service	-	\$ 5,203	\$ 1,196	\$ 16,875	\$ 5,147	\$ 6,420	\$ 2,489	\$ 560	\$ 268	\$ 389	\$ 224	-	\$ -	-	\$ 30,317	
FY2037 Debt Service	-	\$ 5,356	\$ 910	\$ 17,373	\$ 4,176	\$ 6,610	\$ 2,104	\$ 577	\$ 233	\$ 400	\$ 199	-	\$ -	-	\$ 31,212	
FY2038 Debt Service	-	\$ 5,514	\$ 616	\$ 17,886	\$ 3,177	\$ 6,805	\$ 1,707	\$ 594	\$ 197	\$ 412	\$ 173	-	\$ -	-	\$ 32,133	
FY2039 Debt Service	-	\$ 5,677	\$ 312	\$ 18,414	\$ 2,149	\$ 7,006	\$ 1,299	\$ 611	\$ 160	\$ 424	\$ 146	-	\$ -	-	\$ 32,987	
FY2040 Debt Service	-	\$ -	\$ (0)	\$ 18,958	\$ 1,090	\$ 7,213	\$ 878	\$ 630	\$ 122	\$ 437	\$ 119	-	\$ -	-	\$ 33,834	
FY2041 Debt Service	-	\$ -	\$ (0)	\$ -	\$ -	\$ 7,426	\$ 446	\$ 648	\$ 82	\$ 463	\$ 90	-	\$ -	-	\$ 34,711	
FY2042 Debt Service	-	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ 667	\$ 42	\$ 463	\$ 61	-	\$ -	-	\$ 35,611	
FY2043 Debt Service	-	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ 36,544	
FY2044 Debt Service	-	\$ -	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ 37,511	
Total Debt Service		\$ 102,317	\$ 81,596	\$ 341,673	\$ 284,865	\$ 133,834	\$ 116,434	\$ 12,026	\$ 10,898	\$ 8,593	\$ 8,099	\$ 598,443	\$ 501,893			

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 0.715% of the par value of the issuance.

All Dollars in Thousands

Table 3.16
Debt Service for FY2013 to FY2019 Jurisdictional Breakout
(Thousands)

Projected Debt Service	Forecast		FY2014-19 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.	
FY2013 Debt Service	\$ 2,824	\$ 5,627	\$ 1,050	\$ 2,092	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FY2014 Debt Service	\$ 16,337	\$ 25,118	\$ 4,585	\$ 9,336	\$ 2,104	\$ 4,283	\$ 2,185	\$ 4,449	\$ 1,030	\$ 2,097	\$ 127	\$ 252	\$ 236	\$ 470	\$ 7	\$ 14	\$ 414	\$ 825	\$ 9	\$ 18	
FY2015 Debt Service	\$ 16,396	\$ 32,446	\$ 6,094	\$ 12,059	\$ 2,796	\$ 5,532	\$ 2,904	\$ 5,747	\$ 1,369	\$ 2,708	\$ 553	\$ 1,127	\$ 1,030	\$ 2,097	\$ 32	\$ 65	\$ 1,809	\$ 3,684	\$ 39	\$ 79	
FY2016 Debt Service	\$ 17,212	\$ 32,253	\$ 6,397	\$ 11,988	\$ 2,935	\$ 5,499	\$ 3,048	\$ 5,712	\$ 1,447	\$ 2,692	\$ 772	\$ 1,447	\$ 1,437	\$ 2,692	\$ 44	\$ 83	\$ 2,404	\$ 4,758	\$ 52	\$ 103	
FY2017 Debt Service	\$ 17,957	\$ 31,819	\$ 6,674	\$ 11,826	\$ 3,062	\$ 5,425	\$ 3,180	\$ 5,635	\$ 1,499	\$ 2,656	\$ 805	\$ 1,427	\$ 1,499	\$ 2,656	\$ 46	\$ 82	\$ 2,633	\$ 4,666	\$ 54	\$ 102	
FY2018 Debt Service	\$ 18,487	\$ 30,781	\$ 6,871	\$ 11,440	\$ 3,152	\$ 5,248	\$ 3,274	\$ 5,452	\$ 1,543	\$ 2,569	\$ 829	\$ 1,381	\$ 1,543	\$ 2,569	\$ 48	\$ 79	\$ 2,711	\$ 4,514	\$ 59	\$ 97	
FY2019 Debt Service	\$ 19,033	\$ 29,712	\$ 7,074	\$ 11,043	\$ 3,245	\$ 5,066	\$ 3,371	\$ 5,262	\$ 1,589	\$ 2,480	\$ 854	\$ 1,333	\$ 1,589	\$ 2,480	\$ 49	\$ 76	\$ 2,791	\$ 4,357	\$ 60	\$ 94	
FY2020 Debt Service	\$ 20,173	\$ 27,460	\$ 7,283	\$ 10,634	\$ 3,341	\$ 4,879	\$ 3,470	\$ 5,066	\$ 1,636	\$ 2,386	\$ 895	\$ 1,283	\$ 1,636	\$ 2,386	\$ 50	\$ 74	\$ 2,874	\$ 4,196	\$ 62	\$ 91	
FY2021 Debt Service	\$ 20,769	\$ 26,314	\$ 7,498	\$ 10,213	\$ 3,440	\$ 4,685	\$ 3,573	\$ 4,860	\$ 1,684	\$ 2,294	\$ 902	\$ 1,233	\$ 1,684	\$ 2,294	\$ 52	\$ 71	\$ 2,958	\$ 4,030	\$ 64	\$ 87	
FY2022 Debt Service	\$ 21,382	\$ 25,113	\$ 7,719	\$ 9,780	\$ 3,541	\$ 4,487	\$ 3,678	\$ 4,660	\$ 1,734	\$ 2,196	\$ 932	\$ 1,180	\$ 1,734	\$ 2,196	\$ 53	\$ 68	\$ 3,046	\$ 3,859	\$ 66	\$ 83	
FY2023 Debt Service	\$ 22,013	\$ 23,878	\$ 7,947	\$ 9,354	\$ 3,646	\$ 4,282	\$ 3,787	\$ 4,446	\$ 1,785	\$ 2,096	\$ 959	\$ 1,126	\$ 1,785	\$ 2,096	\$ 55	\$ 65	\$ 3,136	\$ 3,683	\$ 68	\$ 79	
FY2024 Debt Service	\$ 22,663	\$ 22,605	\$ 8,182	\$ 8,875	\$ 3,753	\$ 4,071	\$ 3,899	\$ 4,229	\$ 1,838	\$ 1,993	\$ 967	\$ 1,071	\$ 1,838	\$ 1,993	\$ 57	\$ 61	\$ 3,226	\$ 3,502	\$ 70	\$ 76	
FY2025 Debt Service	\$ 23,332	\$ 21,295	\$ 8,423	\$ 8,402	\$ 3,864	\$ 3,854	\$ 4,014	\$ 4,004	\$ 1,892	\$ 1,887	\$ 1,017	\$ 1,014	\$ 1,892	\$ 1,887	\$ 58	\$ 58	\$ 3,324	\$ 3,315	\$ 72	\$ 72	
FY2026 Debt Service	\$ 24,021	\$ 19,947	\$ 8,672	\$ 7,915	\$ 3,978	\$ 3,631	\$ 4,132	\$ 3,772	\$ 1,948	\$ 1,778	\$ 1,047	\$ 955	\$ 1,948	\$ 1,778	\$ 60	\$ 55	\$ 3,422	\$ 3,123	\$ 74	\$ 67	
FY2027 Debt Service	\$ 24,730	\$ 18,559	\$ 8,928	\$ 7,414	\$ 4,096	\$ 3,401	\$ 4,284	\$ 3,533	\$ 2,005	\$ 1,665	\$ 1,077	\$ 895	\$ 2,005	\$ 1,665	\$ 62	\$ 51	\$ 3,523	\$ 2,925	\$ 76	\$ 63	
FY2028 Debt Service	\$ 25,460	\$ 17,129	\$ 9,191	\$ 6,898	\$ 4,217	\$ 3,164	\$ 4,380	\$ 3,287	\$ 2,064	\$ 1,549	\$ 1,109	\$ 832	\$ 2,064	\$ 1,549	\$ 64	\$ 48	\$ 3,627	\$ 2,722	\$ 78	\$ 59	
FY2029 Debt Service	\$ 26,212	\$ 15,658	\$ 9,463	\$ 6,366	\$ 4,341	\$ 2,921	\$ 4,509	\$ 3,034	\$ 2,125	\$ 1,430	\$ 1,142	\$ 768	\$ 2,125	\$ 1,430	\$ 66	\$ 44	\$ 3,734	\$ 2,512	\$ 81	\$ 54	
FY2030 Debt Service	\$ 26,986	\$ 14,143	\$ 9,742	\$ 5,819	\$ 4,469	\$ 2,670	\$ 4,642	\$ 2,773	\$ 2,188	\$ 1,307	\$ 1,176	\$ 702	\$ 2,188	\$ 1,307	\$ 67	\$ 40	\$ 3,844	\$ 2,296	\$ 83	\$ 50	
FY2031 Debt Service	\$ 27,783	\$ 12,583	\$ 10,030	\$ 5,256	\$ 4,601	\$ 2,411	\$ 4,779	\$ 2,505	\$ 2,253	\$ 1,181	\$ 1,210	\$ 634	\$ 2,253	\$ 1,181	\$ 69	\$ 36	\$ 3,957	\$ 2,074	\$ 85	\$ 45	
FY2032 Debt Service	\$ 28,603	\$ 10,977	\$ 10,326	\$ 4,677	\$ 4,737	\$ 2,145	\$ 4,921	\$ 2,229	\$ 2,319	\$ 1,050	\$ 1,246	\$ 564	\$ 2,319	\$ 1,050	\$ 71	\$ 32	\$ 4,074	\$ 1,845	\$ 88	\$ 40	
FY2033 Debt Service	\$ 29,447	\$ 9,324	\$ 10,631	\$ 4,080	\$ 4,877	\$ 1,872	\$ 5,066	\$ 1,944	\$ 2,388	\$ 916	\$ 1,283	\$ 492	\$ 2,388	\$ 916	\$ 74	\$ 28	\$ 4,195	\$ 1,610	\$ 91	\$ 35	
FY2034 Debt Service	\$ 30,317	\$ 7,622	\$ 10,945	\$ 3,465	\$ 5,021	\$ 1,590	\$ 5,215	\$ 1,651	\$ 2,458	\$ 778	\$ 1,321	\$ 418	\$ 2,458	\$ 778	\$ 76	\$ 24	\$ 4,318	\$ 1,367	\$ 93	\$ 30	
FY2035 Debt Service	\$ 31,212	\$ 5,870	\$ 11,268	\$ 2,833	\$ 5,169	\$ 1,300	\$ 5,369	\$ 1,350	\$ 2,531	\$ 636	\$ 1,360	\$ 342	\$ 2,531	\$ 636	\$ 78	\$ 20	\$ 4,446	\$ 1,118	\$ 96	\$ 24	
FY2036 Debt Service	\$ 32,133	\$ 4,066	\$ 11,600	\$ 2,182	\$ 5,322	\$ 999	\$ 5,528	\$ 1,040	\$ 2,605	\$ 490	\$ 1,400	\$ 263	\$ 2,605	\$ 490	\$ 80	\$ 15	\$ 4,577	\$ 861	\$ 99	\$ 19	
FY2037 Debt Service	\$ 32,237	\$ 2,209	\$ 11,943	\$ 1,511	\$ 5,479	\$ 693	\$ 5,691	\$ 720	\$ 2,682	\$ 339	\$ 1,441	\$ 182	\$ 2,682	\$ 339	\$ 83	\$ 10	\$ 4,712	\$ 596	\$ 102	\$ 13	
FY2038 Debt Service	\$ 6,524	\$ 618	\$ 3,168	\$ 230	\$ 1,453	\$ 105	\$ 1,510	\$ 109	\$ 712	\$ 52	\$ 382	\$ 28	\$ 712	\$ 52	\$ 22	\$ 2	\$ 1,250	\$ 91	\$ 27	\$ 2	
FY2039 Debt Service	\$ 1,130	\$ 103	\$ 420	\$ 38	\$ 193	\$ 18	\$ 200	\$ 18	\$ 94	\$ 9	\$ 51	\$ 5	\$ 94	\$ 9	\$ 3	\$ 0	\$ 166	\$ 15	\$ 4	\$ 0	
FY2040 Debt Service	\$ 477	\$ 31	\$ 177	\$ 12	\$ 84	\$ 5	\$ 84	\$ 5	\$ 21	\$ 1	\$ 21	\$ 1	\$ 40	\$ 3	\$ 1	\$ 0	\$ 70	\$ 5	\$ 2	\$ 0	
FY2041 Debt Service	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ (0)
FY2042 Debt Service	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ (0)
FY2043 Debt Service	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ (0)
FY2044 Debt Service	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ -	\$ (0)	\$ (0)
Total Debt Service	\$ 598,443	\$ 501,893	\$ 222,423	\$ 186,538	\$ 102,038	\$ 85,576	\$ 105,990	\$ 88,890	\$ 26,843	\$ 22,512	\$ 26,843	\$ 22,512	\$ 49,954	\$ 41,895	\$ 1,540	\$ 1,291	\$ 87,762	\$ 73,603	\$ 1,894	\$ 1,588	

Debt Assumptions

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



Chapter IV. Operating Budget by Mode

Sources and Uses of Funds by Mode.....	IV-2
Metrobus.....	IV-9
Metrorail.....	IV-24
MetroAccess	IV-37
Operating Reimbursable Projects	IV-44

Chapter IV. Operating Budget

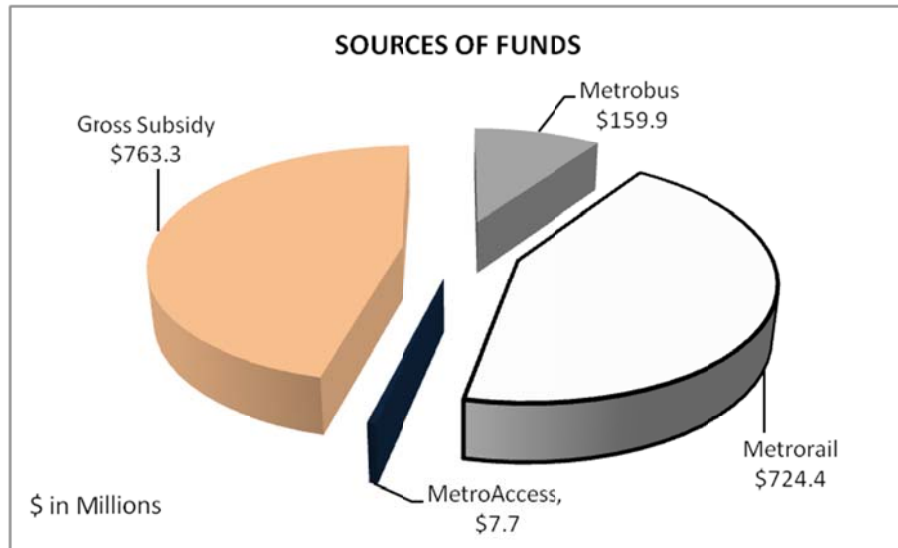
This chapter provides information on Metro's three primary services – Metrobus, Metrorail and MetroAccess. Operating expenses, anticipated revenues and subsidy are provided for each service. Operating expenses for each service include its share of administrative costs. More specific department-by-department data is provided in Chapter V.

In prior year approved budget documents, Metro has provided preliminary actuals for the most recent fiscal year ending June 30 [FY2013]. Beginning with this FY2014 Approved budget document, Metro will provide the approved budgets for FY2013 and FY2014 to aid in comparative analysis for multi-year tables in Chapters IV and V. These tables are marked with "New Format" in Chapter IV.

**Sources and Uses of Funds by Mode
Operating Budget
Fiscal Year 2014 Approved: \$1.7 Billion**

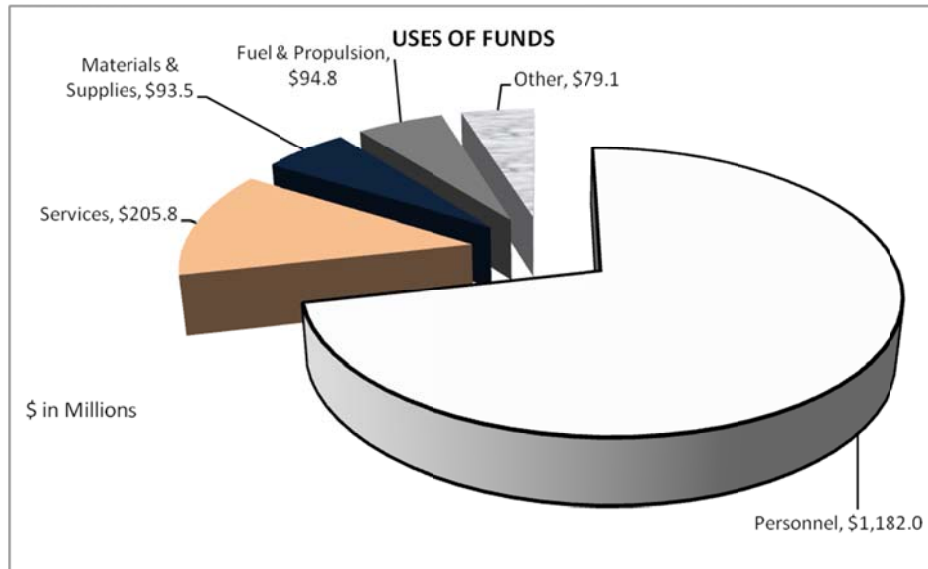
Where it Comes From

Metro receives its Operating revenue from two primary sources - revenues generated by Metro (fares and business revenues such as parking) and subsidies from our jurisdictional partners. The largest source of Metro generated funding comes from Metrorail, \$724.4 million or 81.2 percent. The majority of Metrorail revenue is passenger revenue. Jurisdictional subsidies are the second largest source of funding. The gross subsidy is \$763.2 million or 46.1 percent of expense. Gross subsidy is total expenses less total Metro generated revenues. After allowing for federally reimbursed preventive maintenance costs of \$30.7 million, the total net local subsidy is \$732.4 million.



Where it Goes

The largest operating budget expenditure is personnel costs at \$1,182.0 million or 71.4 percent followed by services with expenses totaling \$205.8 million or 12.4 percent.



Note: Excludes Reimbursable Operating Projects

Table 4.1

OPERATING BUDGET REVENUES AND EXPENSES				
<i>(Dollars in Thousands)</i>	Approved Budget 2014	BUS Budget 2014	RAIL Budget 2014	ACCESS Budget 2014
REVENUES				
Passenger	\$788,567	\$141,999	\$638,849	\$7,720
Other Passenger	\$7,600	\$2,554	\$5,046	\$0
Parking	\$47,000	\$0	\$47,000	\$0
Advertising	\$19,000	\$12,730	\$6,270	\$0
Joint Development	\$8,000	\$0	\$8,000	\$0
Fiber Optics	\$14,500	\$0	\$14,500	\$0
Other	\$7,069	\$2,330	\$4,739	\$0
Interest	\$331	\$301	\$30	\$0
Total Revenues	\$892,067	\$159,913	\$724,435	\$7,720
EXPENSES				
Personnel	\$1,182,018	\$450,896	\$722,071	\$9,051
Services	\$205,785	\$36,774	\$77,616	\$91,394
Materials & Supplies	\$93,473	\$28,516	\$54,511	\$10,446
Fuel & Propulsion Power	\$94,826	\$39,519	\$55,307	\$0
Utilities	\$42,039	\$9,306	\$32,618	\$115
Casualty & Liability	\$30,119	\$11,092	\$16,994	\$2,033
Leases & Rentals	\$6,283	\$1,761	\$3,463	\$1,059
Miscellaneous	\$5,865	\$2,195	\$3,592	\$78
Reimbursements/Other	(\$5,195)	(\$747)	(\$4,383)	(\$65)
Total Expenses	\$1,655,211	\$579,312	\$961,788	\$114,111
GROSS SUBSIDY	\$763,144	\$419,399	\$237,353	\$106,391
Preventive Maintenance	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Net Local Subsidy	\$732,444	\$408,961	\$217,091	\$106,391
Cost Recovery Ratio	53.9%	27.6%	75.3%	6.8%

Table 4.2

New Format

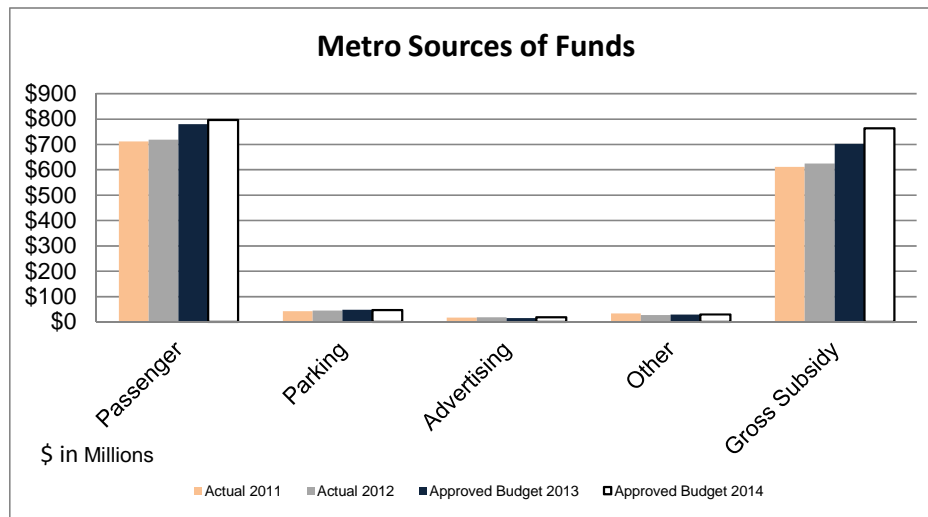
OPERATING BUDGET REVENUES AND EXPENSES					
(Dollars in Thousands)	Actual 2011	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change
Passenger	\$707,161	\$710,988	\$772,288	\$788,567	\$16,279
Other Passenger	\$4,424	\$7,121	\$7,600	\$7,600	\$0
Parking	\$43,297	\$45,554	\$48,600	\$47,000	(\$1,600)
Charter	\$0	\$0	\$0	\$0	\$0
Advertising	\$17,518	\$18,284	\$15,500	\$19,000	\$3,500
Joint Development	\$8,114	\$6,039	\$8,084	\$8,000	(\$84)
Other	\$11,444	\$7,442	\$6,903	\$6,919	\$16
Employee Parking	\$161	\$122	\$150	\$150	\$0
Interest	\$230	(\$44)	\$330	\$331	\$1
Fiber Optics	\$14,222	\$14,566	\$14,500	\$14,500	\$0
Total Revenues	\$806,571	\$810,071	\$873,955	\$892,067	\$18,112
EXPENSES					
Personnel	\$1,007,311	\$1,022,161	\$1,124,117	\$1,182,018	\$57,901
Services	\$177,697	\$181,313	\$215,255	\$205,785	(\$9,470)
Materials & Supplies	\$76,025	\$80,852	\$69,106	\$93,473	\$24,366
Fuel & Propulsion Power	\$80,524	\$83,075	\$90,132	\$94,826	\$4,694
Utilities	\$33,649	\$31,719	\$40,579	\$42,039	\$1,459
Casualty & Liability	\$37,901	\$30,641	\$31,579	\$30,119	(\$1,460)
Leases & Rentals	\$4,672	\$4,842	\$4,856	\$6,283	\$1,427
Miscellaneous	\$4,349	\$4,294	\$5,224	\$5,865	\$641
Reimbursements/Other	(\$4,558)	(\$4,202)	(\$4,748)	(\$5,195)	(\$447)
Total Expenses	\$1,417,569	\$1,434,695	\$1,576,100	\$1,655,211	\$79,111
GROSS SUBSIDY	\$610,998	\$624,624	\$702,145	\$763,144	\$60,999
Preventive Maintenance	(\$60,700)	(\$30,700)	(\$30,700)	(\$30,700)	\$0
Net Local Subsidy	\$550,298	\$593,924	\$671,445	\$732,444	\$60,999
Cost Recovery Ratio	56.9%	56.5%	55.5%	53.9%	22.9%

Table 4.3

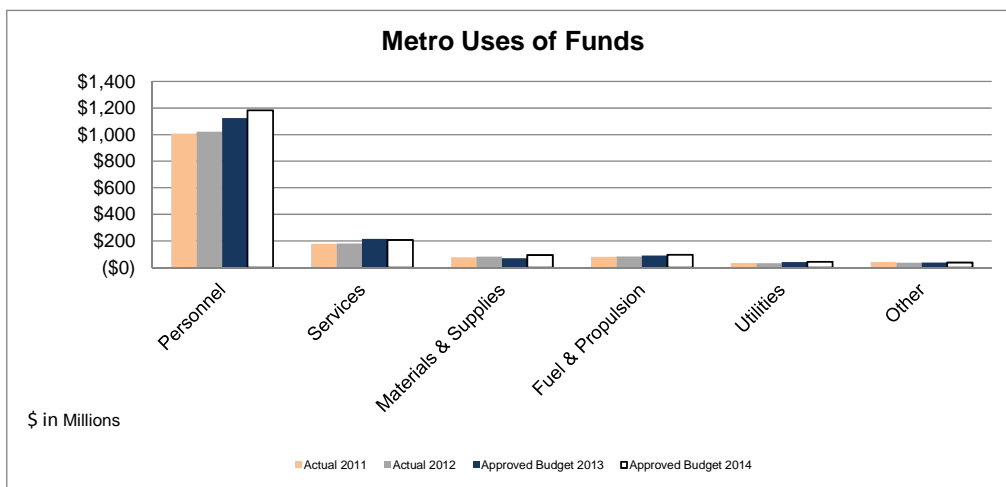
New Format

OPERATING EXPENSE BUDGET Authority-Wide						
(Dollars in Thousands)	Actual 2011	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
Salaries (Total)	\$207,130	\$214,999	\$235,206	\$246,970	\$11,763	5.0%
Full-Time Salaries	\$192,498	\$200,900	\$231,062	\$243,042	\$11,980	
Salary Lapse	\$0	\$0	(\$4,540)	(\$5,801)	(\$1,262)	
Overtime Salaries	\$14,633	\$14,099	\$8,683	\$9,728	\$1,045	
Wages (Total)	\$486,371	\$504,224	\$530,113	\$551,604	\$21,491	4.1%
Operator/StaMgr Wages	\$203,866	\$212,637	\$225,719	\$237,584	\$11,865	
Operator/StaMgr Overtime	\$39,858	\$44,589	\$37,444	\$37,741	\$297	
Full Time Wages	\$217,235	\$221,289	\$260,570	\$270,307	\$9,737	
Wage Lapse	\$0	\$0	(\$6,742)	(\$7,287)	(\$545)	
Overtime Wages	\$25,411	\$25,710	\$13,122	\$13,259	\$137	
TOTAL SALARIES AND WAGES	\$693,501	\$719,223	\$765,319	\$798,574	\$33,254	4.3%
Fringes (Total)	\$313,811	\$302,937	\$358,798	\$383,444	\$24,647	6.9%
Fringe Health	\$128,712	\$132	\$153,946	\$157,729	\$3,783	
Fringe Pension	\$96,011	\$4,417	\$123,852	\$140,359	\$16,507	
Other Fringe Benefits	\$69,447	\$282,519	\$63,659	\$66,783	\$3,124	
Workers Compensation	\$19,642	\$15,869	\$17,340	\$18,572	\$1,233	
TOTAL PERSONNEL COST	\$1,007,311	\$1,022,161	\$1,124,117	\$1,182,018	\$57,901	5.2%
Services (Total)	\$177,697	\$181,313	\$215,255	\$205,785	(\$9,470)	-4.4%
Management Fee	\$3,227	\$3,309	\$1,929	\$166	(\$1,763)	
Professional & Technical	\$19,296	\$20,543	\$28,596	\$28,683	\$88	
Temporary Help	\$3,012	\$2,691	\$2,493	\$2,650	\$157	
Contract Maintenance	\$31,719	\$33,270	\$45,572	\$48,164	\$2,592	
Custodial Services	\$27	\$9	\$148	\$133	(\$15)	
Paratransit	\$96,686	\$95,377	\$98,020	\$85,983	(\$12,037)	
Other	\$23,731	\$26,114	\$38,497	\$40,005	\$1,508	
Materials & Supplies (Total)	\$76,025	\$80,852	\$69,106	\$93,473	\$24,366	35.3%
Fuel and Lubricants	\$4,981	\$6,030	\$5,557	\$17,928	\$12,371	
Tires	\$5,564	\$6,073	\$5,747	\$5,991	\$244	
Other	\$65,480	\$68,749	\$57,802	\$69,553	\$11,751	
Fuel & Propulsion (Total)	\$80,524	\$83,075	\$90,132	\$94,826	\$4,694	5.2%
Diesel Fuel	\$25,873	\$29,656	\$31,405	\$34,159	\$2,754	
Propulsion Power	\$51,010	\$47,582	\$51,739	\$55,307	\$3,568	
Clean Natural Gas	\$3,642	\$5,837	\$6,988	\$5,360	(\$1,627)	
Utilities (Total)	\$33,649	\$31,719	\$40,579	\$42,039	\$1,459	3.6%
Electricity and Gas	\$29,161	\$26,569	\$34,763	\$35,624	\$861	
Utilities - Other	\$4,488	\$5,150	\$5,816	\$6,415	\$598	
Casualty & Liability (Total)	\$37,901	\$30,641	\$31,579	\$30,119	(\$1,460)	-4.6%
Insurance	\$12,596	\$14,570	\$14,175	\$17,709	\$3,534	
Claims	\$25,305	\$16,071	\$17,404	\$12,410	(\$4,995)	
Leases (Total)	\$4,672	\$4,842	\$4,856	\$6,283	\$1,427	29.4%
Property	\$2,490	\$2,503	\$2,075	\$2,341	\$266	
Equipment	\$2,183	\$2,338	\$2,781	\$3,942	\$1,161	
Miscellaneous (Total)	\$4,349	\$4,294	\$5,224	\$5,865	\$641	12.3%
Dues And Subscriptions	\$308	\$325	\$473	\$458	(\$15)	
Conferences and Meetings	\$117	\$134	\$276	\$269	(\$7)	
Business Travel/Public Hrg	\$258	\$402	\$735	\$798	\$63	
Interview & Relocation	\$175	\$15	\$26	\$27	\$0	
Advertising	\$2,019	\$2,595	\$2,551	\$3,162	\$612	
Other	\$1,472	\$823	\$1,163	\$1,151	(\$12)	
Reimbursements (Total)	(\$4,558)	(\$4,202)	(\$4,748)	(\$5,195)	(\$447)	9.4%
Reimbursements	(\$4,558)	(\$4,202)	(\$4,748)	(\$5,195)	(\$447)	
TOTAL NONPERSONNEL COST	\$410,258	\$412,534	\$451,983	\$473,193	\$21,210	4.7%
TOTAL COST	\$1,417,569	\$1,434,695	\$1,576,100	\$1,655,211	\$79,111	5.0%

Passenger fares continue to be the main source of revenue, growing by \$16 million or 2 percent in FY2014. Gross subsidy is budgeted to increase by \$61 million or 9 percent in FY2014.



Personnel costs continue to be the main use of funds. FY2014 personnel costs for the operating budget are \$1.2 billion, a projected increase of \$58 million or 5 percent over FY2013. These cost increases are driven by a combination of pension increases and changes in staffing levels in preparation for the Silver Line extension.



FY2014 non-personnel costs for the operating budget are \$473 million, a projected increase of \$21 million or 5 percent.

- Services are \$206 million, a decrease of \$9 million, or 4 percent with expected decreases in Paratransit contract expense.
- Fuel and Propulsion are \$95 million, an increase of \$5 million, or 5 percent, in anticipation of the Silver Line extension.

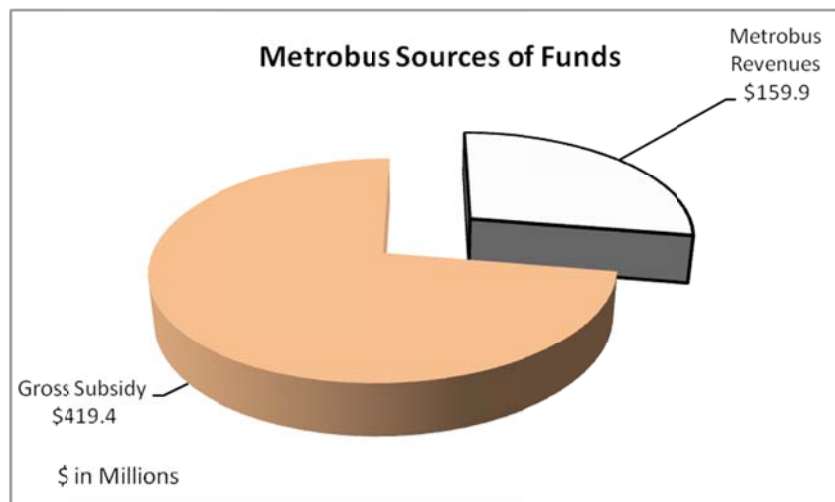
- Materials and supplies are \$95 million, an increase of \$24 million, or 35 percent, in anticipation of the Silver Line extension and increased alignment of budget with actual spending in this category.

Operating Budget by Mode: Metrobus

Metrobus Fiscal Year 2014 Approved: \$579.3 Million

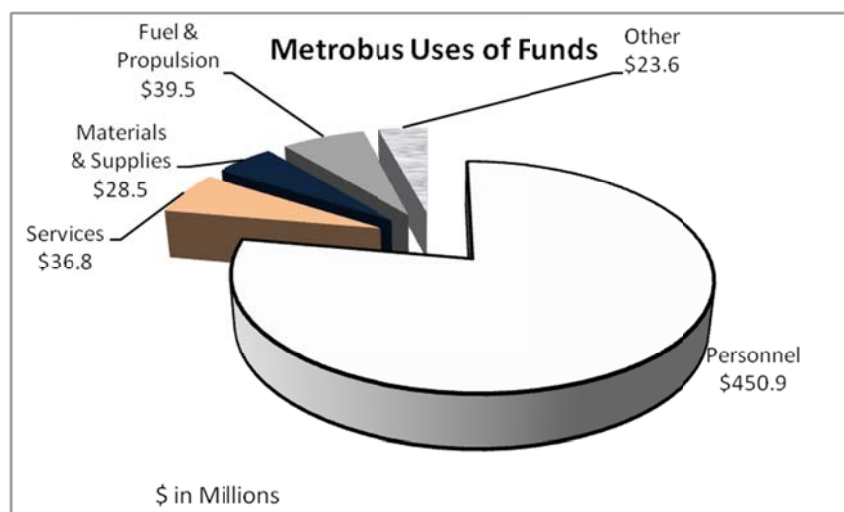
Where it Comes From

For the FY2014 Approved Budget, Metrobus is funded mainly by gross subsidy of \$419.4 million or 72.4 percent of expenses.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$450.9 million or 77.8 percent for FY2014.



Note: Excludes reimbursable operating projects

Table 4.4

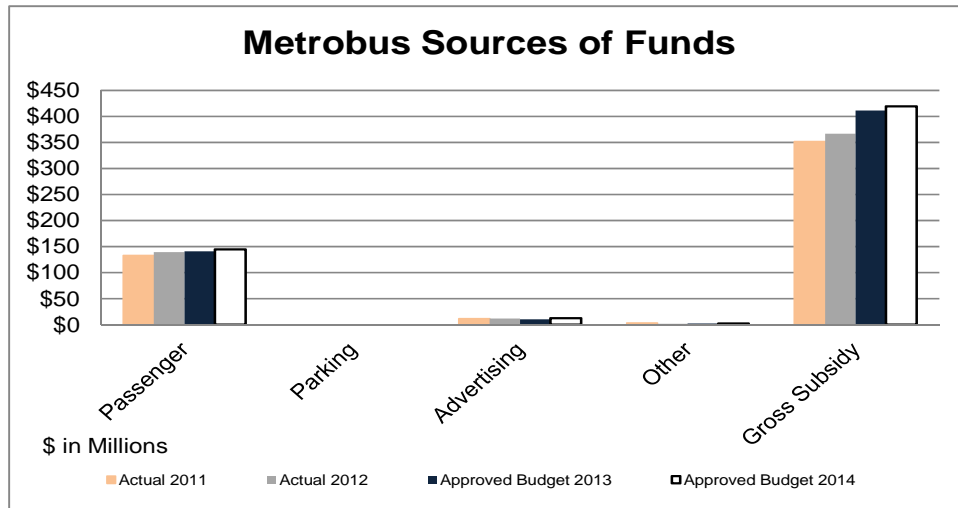
New Format

Revenue, Expenses and Funding Source
(Dollars in Thousands)

METROBUS BY ACCOUNT

	<u>Actual 2011</u>	<u>Actual 2012</u>	<u>Approved Budget 2013</u>	<u>Approved Budget 2014</u>	<u>Change</u>
REVENUES					
Passenger	\$131,432	\$133,925	\$138,420	\$141,999	\$3,578
Other Passenger	\$1,452	\$5,536	\$2,554	\$2,554	\$0
Parking	\$0	\$0	\$0	\$0	\$0
Advertising	\$11,737	\$12,251	\$10,385	\$12,730	\$2,345
Joint Development	\$23	\$0	\$0	\$0	\$0
Fiber Optics	\$0	\$0	\$0	\$0	\$0
Other	\$3,449	\$1,821	\$2,325	\$2,330	\$5
Interest	\$214	(\$11)	\$300	\$301	\$1
Total Revenues	\$148,308	\$153,522	\$153,984	\$159,913	\$5,929
EXPENSES					
Personnel	\$396,923	\$407,080	\$439,424	\$450,896	\$11,473
Services	\$25,105	\$29,332	\$37,101	\$36,774	(\$326)
Materials & Supplies	\$25,496	\$27,985	\$24,654	\$28,516	\$3,862
Fuel & Propulsion Power	\$29,667	\$36,053	\$38,393	\$39,519	\$1,126
Utilities	\$7,508	\$6,321	\$8,947	\$9,306	\$359
Casualty & Liability	\$12,667	\$11,398	\$13,117	\$11,092	(\$2,025)
Leases & Rentals	\$1,605	\$1,380	\$1,307	\$1,761	\$454
Miscellaneous	\$2,270	\$1,920	\$2,124	\$2,195	\$71
Reimbursements	(\$1,071)	(\$1,285)	(\$74)	(\$747)	(\$672)
Total Expenses	\$500,170	\$520,184	\$564,993	\$579,312	\$14,320
GROSS SUBSIDY	\$351,862	\$366,661	\$411,009	\$419,399	\$8,391
Less: Preventive Maint	(\$20,638)	(\$10,438)	(\$10,438)	(\$10,438)	\$0
Net Local Subsidy	\$331,224	\$356,223	\$400,571	\$408,961	\$8,391
Cost Recovery Ratio	29.7%	29.5%	27.3%	27.6%	0.3%

Gross subsidy, the main source of funding for Metrobus grew by \$44 million or 12 percent in FY2013 and is budgeted to grow by \$8.4 million or 2 percent in FY2014.



Personnel costs grew by \$32 million or 8 percent in FY2013 and are projected to grow by \$11.5 million or 2.6 percent in FY2014.

Non-personnel costs grew by \$12 million or 11.0 percent in FY2013 and is budgeted to grow by \$2.8 million or 2.3 percent in FY2014. The FY2014 growth is primarily related to the Priority Corridor Network Phase II initiative

- Services increased by \$7.8 million or 26 percent in FY2013 and are budgeted to decrease by \$326 thousand or 0.9 percent in FY2014
- Materials and Supplies decreased by \$3.3 million or 11.9 percent in FY2013 and are budgeted to increase by \$3.9 million or 15.7 percent in FY2014.
- Fuel costs increased by \$2.3 million or 6.5 percent in FY2013 and is budgeted to increase by \$1.1 million or 2.9 percent in FY2014.

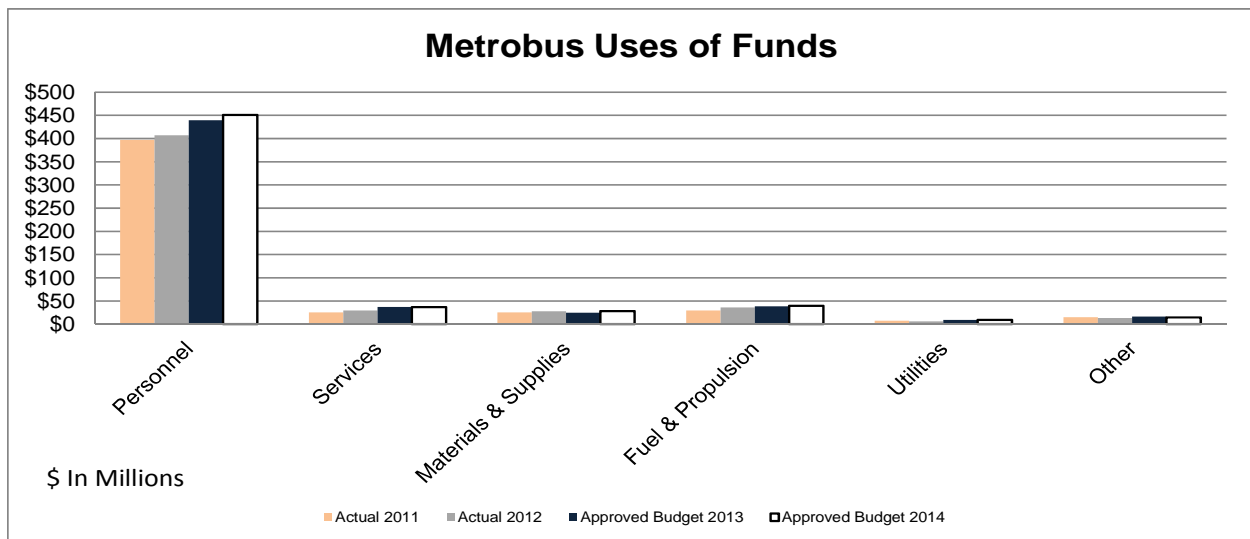


Table 4.5

New Format

OPERATING EXPENSE BUDGET METROBUS MODE						
(Dollars in Thousands)	Actual 2011	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
Salaries (Total)	\$52,694	\$58,556	\$64,484	\$66,641	\$2,157	3%
Full-Time Salaries	\$51,236	\$57,288	\$64,479	\$66,735	\$2,256	
Salary Lapse	\$0	\$0	(\$1,531)	(\$1,648)	(\$118)	
Overtime Salaries	\$1,458	\$1,268	\$1,536	\$1,554	\$18	
Wages (Total)	\$219,565	\$227,749	\$232,813	\$237,652	\$4,839	2%
Operator/StaMgr Wages	\$135,833	\$141,665	\$144,066	\$147,837	\$3,771	
Operator/StaMgr Overtime	\$22,288	\$23,979	\$24,066	\$24,038	(\$28)	
Full Time Wages	\$55,997	\$56,762	\$61,333	\$62,574	\$1,241	
Wage Lapse	\$0	\$0	(\$1,666)	(\$1,805)	(\$139)	
Overtime Wages	\$5,447	\$5,343	\$5,014	\$5,007	(\$7)	
TOTAL SALARIES AND WAGES	\$272,260	\$286,305	\$297,297	\$304,293	\$6,996	2%
Fringes (Total)	\$124,663	\$120,775	\$142,126	\$146,603	\$4,477	3%
Fringe Health	\$50,616	\$20	\$60,903	\$60,102	(\$801)	
Fringe Pension	\$36,735	\$1,530	\$48,997	\$53,483	\$4,486	
Other Fringe Benefits	\$27,513	\$112,535	\$25,439	\$25,824	\$385	
Workers Compensation	\$9,798	\$6,691	\$6,787	\$7,194	\$407	
TOTAL PERSONNEL COST	\$396,923	\$407,080	\$439,424	\$450,896	\$11,473	3%
Services (Total)	\$25,105	\$29,332	\$37,101	\$36,774	(\$326)	-1%
Management Fee	\$0	\$4	\$0	\$0	\$0	
Professional & Technical	\$6,705	\$7,544	\$10,202	\$8,729	(\$1,473)	
Temporary Help	\$682	\$570	\$783	\$825	\$42	
Contract Maintenance	\$11,311	\$12,768	\$17,445	\$18,771	\$1,325	
Custodial Services	\$25	\$2	\$148	\$133	(\$15)	
Paratransit	\$12	\$0	\$0	\$0	\$0	
Other	\$6,370	\$8,443	\$8,522	\$8,316	(\$206)	
Materials & Supplies (Total)	\$25,496	\$27,985	\$24,654	\$28,516	\$3,862	16%
Fuel and Lubricants	\$2,843	\$3,440	\$3,529	\$4,336	\$807	
Tires	\$5,437	\$5,867	\$5,615	\$5,900	\$285	
Other	\$17,217	\$18,679	\$15,510	\$18,280	\$2,770	
Fuel & Propulsion(Total)	\$29,667	\$36,053	\$38,393	\$39,519	\$1,126	3%
Diesel Fuel	\$25,873	\$29,638	\$31,405	\$34,159	\$2,754	
Propulsion Power	\$152	\$599	\$0	\$0	\$0	
Clean Natural Gas	\$3,642	\$5,816	\$6,988	\$5,360	(\$1,627)	
Utilities (Total)	\$7,508	\$6,321	\$8,947	\$9,306	\$359	4%
Electricity and Gas	\$5,777	\$4,721	\$7,102	\$7,376	\$274	
Utilities - Other	\$1,731	\$1,600	\$1,845	\$1,930	\$85	
Casualty & Liability (Total)	\$12,667	\$11,398	\$13,117	\$11,092	(\$2,025)	-15%
Insurance	\$3,277	\$3,909	\$4,995	\$6,589	\$1,594	
Claims	\$9,390	\$7,489	\$8,122	\$4,504	(\$3,619)	
Leases (Total)	\$1,605	\$1,380	\$1,307	\$1,761	\$454	35%
Property	\$1,319	\$1,037	\$772	\$778	\$7	
Equipment	\$286	\$343	\$535	\$983	\$448	
Miscellaneous (Total)	\$2,270	\$1,920	\$2,124	\$2,195	\$71	3%
Dues And Subscriptions	\$120	\$130	\$185	\$178	(\$7)	
Conferences and Meetings	\$33	\$45	\$91	\$87	(\$4)	
Business Travel/Public Hrg	\$67	\$101	\$206	\$222	\$16	
Interview & Relocation	\$63	\$4	\$9	\$9	\$0	
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$1,494	\$1,420	\$1,231	\$1,315	\$84	
Other	\$493	\$220	\$402	\$384	(\$17)	
Reimbursements (Total)	(\$1,071)	(\$1,285)	(\$74)	(\$747)	(\$672)	905%
Reimbursements	(\$1,071)	(\$1,285)	(\$74)	(\$747)	(\$672)	
TOTAL NONPERSONNEL COST	\$103,247	\$113,103	\$125,569	\$128,416	\$2,847	2%
TOTAL COST	\$500,170	\$520,184	\$564,993	\$579,312	\$14,320	3%

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: FY2011 - FY2014

	FY2011 Actual	FY2012 Actual	FY2013 Approved	FY2014 Approved
STATISTICS:				
Total Bus Miles (000s)	49,964	50,019	48,081	48,681
Revenue (budget) Bus Miles (000s)	38,895	39,015	38,080	38,555
Total Passengers (000s)	125,050	132,220	129,756	132,555
Bus Fleet Size (Year End)	1,482	1,470	1,506	1,481
Total Passenger Revenue (\$000s)	\$132,884	\$139,461	\$140,974	\$144,553
Total Operating Revenue (000s)	\$148,308	\$153,527	\$153,984	\$159,913
Total Operating Expenses (000s)	\$500,170	\$520,184	\$564,993	\$579,312
Gross Subsidy (000s)	\$351,758	\$366,706	\$411,009	\$419,399
RATIOS:				
Cost Per Total Bus Mile	10.01	10.40	11.75	11.90
Passengers Per Bus	84.38	89.95	86.16	89.50
Passengers Per Scheduled Bus Mile	3.22	3.39	3.41	3.44
Cost Per Passenger	\$4.00	\$3.93	\$4.35	\$4.37
Subsidy Per Passenger	\$2.81	\$2.77	\$3.17	\$3.16
Average Passenger Fare *	\$1.06	\$1.05	\$1.09	\$1.09
Percentage of Operating Cost Recovered from Passenger Revenues	26.6%	26.8%	25.0%	25.0%
Percentage of Operating Cost Recovered from all Operating Revenues	29.7%	29.5%	27.3%	27.6%

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

Table 4.7
Active Bus Fleet: FY2014

	MAXIMUM SCHEDULED FLEET	TOTAL ACTIVE FLEET
Fiscal 2013 End of Year	1,284	1,481
Fiscal 2014 End of Year *	1,255	1,481

Table 4.8
Average Age of Bus Fleet at End of FY2014

MANUFACTURER	YEAR ENTERED SERVICE	NUMBER OF BUSES	AVERAGE AGE
ORION V)	2000	76	14
NEW CNG	2001	99	13
NEW CNG	2002	64	12
NEOPLAN	2003	21	11
ORION VII - CNG	2005	250	9
HYBRID ELECTRIC	2006	50	8
CLEAN DIESEL	2006	117	8
NEW FLYER - CNG	2007	25	7
NABI	2008	22	6
NEW FLYER - HYBRID	2008	103	6
NEW FLYER - HYBRID	2009	100	5
NEW FLYER - HYBRID	2010	148	4
NEW FLYER - XCELSIOR	2011	100	3
NEW FLYER - XCELSIOR	2012	119	2
NEW FLYER - XCELSIOR	2013	102	1
(contract not awarded)	2014	85	0
TOTAL*		1,481	6.48

* Includes 25 strategic buses in accordance with fleet plan

Table 4.9
Bus Fleet Size by Garage: FY 2014

Garage	Fiscal 2014 Maximum Scheduled Fleet *	Total Fleet	Spare Ratio
Bladensburg	216	253	14.6%
Shepherd Parkway	138	164	15.9%
Northern	125	152	17.8%
Western	87	102	14.7%
Southern Avenue	59	68	13.2%
Four Mile Run	183	216	15.3%
Royal	70	81	13.6%
Landover	145	170	14.7%
Montgomery	156	185	15.7%
West Ox	76	90	15.6%
SYSTEM TOTAL	1,255	1,481	15.3%

* Maximum scheduled fleet Includes 25 strategic buses

Table 4.10
Comparison of Bus Miles Operated: FY2011- FY2014

	FY2011 Approved	FY2012 Approved	FY2013 Approved	FY2014 Approved
Total Scheduled	48,919,563	49,309,732	47,381,294	47,850,260
Strategic	340,000	-	-	-
Sub-Contract	-	-	-	-
Special Service	100,000	100,000	100,000	100,000
Change-Offs	263,000	265,000	260,780	267,522
Yard Work	445,109	448,670	441,525	449,553
Missed Trips	(103,200)	(104,000)	(102,344)	(104,205)
Total Unscheduled	1,044,909	709,670	699,961	712,869
TOTAL MILES	49,964,472	50,019,402	48,081,255	48,563,129
Estimated miles of articulated bus included in above	2,597,000	2,597,000	2,487,344	1,900,948

*Strategic mileage is included in the FY12, FY13 and FY14 Scheduled Miles

The reduction in articulated miles is a result of extended headways on the 70 Line.

Table 4.11
Bus Operator Payhours: FY 2014

Category	FY2014 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + OT)*	5,085,439	\$26.52	\$134,886,851
Subtotal:	5,085,439		\$134,886,851
Non-Scheduled OT/Special Event	268,870	\$26.52	\$7,131,543
Standing Extra	39,234	\$26.52	\$1,040,648
Utility	61,812	\$26.52	\$1,639,510
Training	157,738	\$26.52	\$4,183,864
Miscellaneous	141,737	\$26.52	\$3,759,451
Guarantees	99,800	\$26.52	\$2,647,108
Funeral Leave	7,544	\$26.52	\$200,098
Jury Duty	5,138	\$26.52	\$136,281
Vacation	374,127	\$26.52	\$9,923,394
Sick	205,983	\$26.52	\$5,463,520
Holiday	245,688	\$26.52	\$6,516,661
Subtotal:	1,607,671		\$42,642,078
Grand Total:	6,693,110	\$26.52	\$177,528,928

* Pay hours for strategic buses are included in the FY14 Scheduled Pay Hours.
Non-Scheduled OT includes funding for bus bridges for Rail shutdowns,
elevator shuttles

Table 4.12
Metrobus Route Summary: FY2014

	ANNUAL PLATFORM HOURS								
	TOTAL SERVICE FY2007	TOTAL SERVICE FY2008	TOTAL SERVICE FY2009	TOTAL SERVICE FY2010	TOTAL SERVICE FY2011	TOTAL SERVICE FY2012	TOTAL SERVICE FY2013	TOTAL SERVICE FY2013 ADJ	TOTAL SERVICE FY2014
Regional Routes									
District of Columbia	1,530,651	1,541,272	1,604,118	1,615,035	1,616,829	1,637,513	1,644,842	1,726,829	1,687,489
Maryland	794,094	802,985	828,900	828,831	830,288	822,385	823,533	874,355	862,434
Virginia	670,537	682,654	695,785	731,804	738,549	743,905	758,341	798,923	773,425
Totals for Regional:	2,995,282	3,026,911	3,128,803	3,175,671	3,185,666	3,203,803	3,226,716	3,400,108	3,323,348
Non-Regional Routes									
District of Columbia	383,997	395,331	422,232	417,155	415,015	396,675	377,042	388,286	380,805
Maryland	323,763	342,285	389,966	384,846	385,773	387,451	373,026	391,759	381,381
Virginia	122,547	128,012	137,854	104,746	104,476	103,320	113,461	117,305	114,102
Totals for Non-Regional:	830,307	865,628	950,052	906,747	905,264	887,446	863,529	897,350	876,289
Reimbursable Routes									
District of Columbia	75,571	74,873	-	-	-	-	-	-	-
Maryland	58,947	41,580	-	-	-	-	-	-	-
Virginia	50,607	18,743	5,998	-	-	-	-	-	-
Totals for Reimbursable:	185,125	135,196	5,998	-	-	-	-	-	-
TOTAL METROBUS ROUTES	4,010,714	4,027,735	4,084,853	4,082,418	4,090,930	4,091,249	4,090,244	4,297,457	4,199,637
OPERATOR SHUTTLES/STRATEGIC BUSES/HEADWAY MANAGEMENT									149,893
Projected Service									
Program									47,914
Program									28,937
Coast Guard Service									14,558
CCPY Service									25,200
TOTAL									4,466,139

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 FY2014 budget, the cost per platform hour for regional routes is \$146.46; for non-regional routes the cost per hour platform is \$111.37.

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

DC REGIONAL ROUTES - PLATFORM HOURS

Line #	Line Name	Line #	Routes	Juris	Sched Days	FY2010	FY2011	FY2012	FY2013	Sched Days	FY2013 (ADJ)	FY2014
129	DC-Dulles	129	5A	DC-VA	W,Sa,Su	23,177	24,046	23,969	23,858	W,Sa,Su	25,039	24,176
99	Wisconsin Avenue	99	31	DC	W,Sa,Su	29,608	29,616	29,544	29,355	W,Sa,Su	30,665	29,482
93	Pennsylvania Avenue	93	32,36	DC	W,Sa,Su	112,534	112,449	112,688	111,750	W,Sa,Su	117,081	113,158
58	Naylor Road	58	34	DC	W,Sa,Su	21,979	22,002	21,958	23,942	W,Sa,Su	25,237	25,134
100	Wisconsin Avenue Limited	100	37	DC	W (Sat Hol)	6,413	6,503	6,401	9,250	W	9,557	9,287
42	Pennsylvania Avenue Limited	42	39	DC	W (Sat Hol)	8,245	8,415	8,283	10,845	W	11,223	10,743
81	Mount Pleasant	81	42,43	DC	W,Sa,Su	64,897	63,575	63,396	59,461	W,Sa,Su	62,404	61,125
52	14th Street	52	52,53,54	DC	W,Sa,Su	97,970	98,990	99,294	98,866	W,Sa,Su	103,195	99,336
43	Fort Totten-Petworth	43	60,64	DC	W,Sa,Su	41,474	41,503	42,299	40,761	W,Sa,Su	42,611	40,743
59	Takoma-Petworth	59	62,63	DC	W,Sa,Su	31,086	31,048	31,535	30,131	W,Sa,Su	31,564	32,367
50	Petworth-11th St	50	66,68	DC	W,Sa,Su	0	0	0	0		0	0
118	Georgia Avenue-7th Street	118	70	DC	W,Sa,Su	0	0	0	73,631	W,Sa,Su	76,914	72,146
118	Georgia Avenue-7th Street	118	70,71	DC	W,Sa,Su	88,060	88,202	88,310	0		0	0
119	Convention Center- S.W. Waterfront	119	74	DC	W,Sa,Su	0	0	0	23,353	W,Sa,Su	24,609	23,620
107	Georgia Avenue Limited	107	79	DC	W (Sat Hol)	24,274	25,516	37,181	37,033	W,Sa	40,219	44,407
86	North Capitol Street	86	80	DC	W,Sa,Su	60,743	60,768	60,447	60,055	W,Sa,Su	62,707	60,465
130	U Street-Garfield	130	90,92,93	DC	W,Sa,Su	108,182	107,115	106,788	106,527	W,Sa,Su	111,925	108,726
141	Stanton Road	141	94	DC	W,Sa,Su	11,614	11,634	11,562	11,423	W,Sa,Su	11,952	11,684
18	East Capitol Street-Cardozo	18	96,97	DC	W,Sa,Su	60,464	60,147	59,962	58,788	W,Sa,Su	61,563	62,252
581	Anacostia-Congress Heights	581	A2,6,7,8,42,46,48	DC	W,Sa,Su	79,686	79,720	79,526	78,852	W,Sa,Su	82,643	79,388
582	Anacostia-Fort Drum	582	A4,5	DC	W,Sa,Su	25,168	25,278	25,212	24,330	W,Sa,Su	25,517	24,301
111	M.L. King Jr. Avenue Limited Line	111	A9	DC	W (Sat Hol)	6,460	6,477	6,359	6,437	W	7,768	10,504
150	Bladensburg Road-Anacostia	150	B2	DC	W,Sa,Su	55,847	55,539	55,324	59,040	W,Sa,Su	61,553	59,614
55	Sibley Hospital - Stadium-Armory	55	D1,3,6	DC	W,Sa,Su	67,413	55,492	55,317	0		0	0
22	Glover Park-Federal Triangle	22	D1	DC	W (Sat Hol)	0	5,049	4,978	5,446	W (Sat Hol)	5,719	5,738
48	Ivy City-Dupont Circle	48	D3	DC	W (Sat Hol)	0	6,426	6,317	5,796	W (Sat Hol)	6,048	5,908
37	MacArthur Boulevard-Georgetown	37	D5	DC	W (Sat Hol)	3,817	4,284	4,192	4,312	W (Sat Hol)	4,514	4,796
55	Sibley Hospital - Stadium-Armory	55	D6	DC	W,Sa,Su	0	0	0	55,341	W,Sa,Su	57,880	55,777
77	Military Road-Crosstown	77	E2,3,4	DC	W,Sa,Su	48,968	48,834	48,658	48,287	W,Sa,Su	50,472	48,567
89	P Street-LeDroit Park	89	G2	DC	W,Sa,Su	26,434	26,432	24,125	23,853	W,Sa,Su	25,711	25,631
101	Rhode Island Avenue	101	G8	DC	W,Sa,Su	34,477	32,588	34,653	37,829	W,Sa,Su	39,574	38,100
62	Brookland-Potomac Park	62	H1	DC	W (Sat Hol)	4,913	4,922	4,836	4,871	W (Sat Hol)	5,258	5,762
35	Crosstown	35	H2,3,4	DC	W,Sa,Su	55,726	55,744	55,387	55,764	W,Sa,Su	58,346	56,083
32	Connecticut Avenue	32	L1,2,4	DC	W,Sa,Su	43,479	43,507	46,115	40,845	W,Sa,Su	43,360	41,341
75	Massachusetts Avenue	75	N2,3,4,6	DC	W,Sa,Su	44,353	44,597	43,676	41,765	W,Sa,Su	43,505	41,575
98	Navy Yard Shuttle	98	N22	DC	W	0	0	0	0		0	0
109	16th Street-Potomac Park	109	S1	DC	W (Sat Hol)	12,261	12,215	12,031	12,079	W (Sat Hol)	12,613	12,269
108	16th Street	108	S2,4	DC	W,Sa,Su	110,630	110,187	109,954	107,706	W,Sa,Su	112,351	108,309
112	16th Street Limited	112	S9	DC	W (Sat Hol)	18,692	19,049	18,720	20,492	W (Sat Hol)	23,391	24,839
134	Minnesota Avenue-Anacostia	134	U2	DC	W, Sa	11,934	11,960	11,747	13,042	W, Sa	13,962	13,332
57	Fairfax Village-L'Enfant Plaza	57	V5	DC	W (Sat Hol)	5,474	5,483	5,388	5,264	W	5,455	5,209
114	Minnesota Avenue-M Street	114	V7,8,9	DC	W,Sa,Su	44,752	43,206	43,240	46,071	W,Sa,Su	48,717	47,645
95	Deanwood-Alabama Avenue	95	W4	DC	W,Sa,Su	43,244	46,358	46,138	47,082	W,Sa,Su	48,630	52,056
151	Benning Road	151	X1,3	DC	W (Sat Hol)	10,829	10,863	10,776	11,431	W	11,819	11,551
14	Benning Road-H Street	14	X2	DC	W,Sa,Su	69,759	71,090	69,969	68,666	W,Sa,Su	71,975	69,087
11	Benning Road-H St Express	11	X9	DC	W	0	0	11,257	11,213	W	11,585	11,257
SUBTOTAL Regional DC						1,615,036	1,616,829	1,637,513	1,644,842		1,726,829	1,687,489

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

Line #	Line Name	Routes	Sched Days	FY2013					
				FY2010	FY2011	FY2012	FY2013	ADJ	FY2014
107	Georgia Avenue Metro Extra	79	W	12,505	12,505	0	0	0	0
23	Woodley Park-U Steet Loop	98	W,Sa,Su	0	0	0	0	0	0
49	Fort Lincoln Shuttle	B8,9	W (Sat Hol)	6,350	6,350	6,250	6,225	6,432	6,250
51	Glover Park-Dupont Circle	D2	W,Sa,Su	18,473	18,489	18,424	18,173	19,015	18,282
56	Ivy City-Franklin Square	D4	W,Sa,Su	16,452	18,420	18,408	18,284	19,169	18,404
45	Hospital Center	D8	W,Sa,Su	43,923	42,706	41,642	39,955	42,019	40,450
71	Chevy Chase	E6	W (Sat Hol)	5,920	5,916	5,827	5,804	5,997	5,827
34	Brookland-Fort Lincoln	H6	W,Sa,Su	18,970	19,009	19,430	19,278	20,124	19,336
91	Park Road-Brookland	H8,9	W,Sa,Su	33,113	33,013	32,817	31,439	32,881	31,748
551	Takoma-Walter Reed	K1	W (Sat Hol)	3,825	3,825	3,765	0	0	0
583	Takoma-Fort Totten	K2	W (Sat Hol)	4,352	4,361	4,143	4,048	4,170	4,821
64	Fairfax Village-Naylor Road	M2	W (Sat Hol)	1,879	1,887	1,849	1,842	1,903	1,849
84	Nebraska Avenue	M4	W (Sat Hol)	10,799	10,659	10,492	10,278	10,726	10,472
46	Fairfax Village	M6	W,Sa,Su	14,483	14,505	14,465	14,462	15,434	14,936
82	Congress Heights Shuttle	M8,9	W (Sat Hol)	7,863	7,854	7,739	7,752	8,007	7,798
79	Tenleytown-Glover Park	N8	W (Sat Hol)	10,502	10,506	4,728	0	0	0
544	Anacostia-Eckington	P6	W,Sa,Su	43,851	43,933	43,941	42,814	45,040	43,256
78	Sheriff Road-River Terrace	U4	W,Sa,Su	12,594	12,523	12,463	11,945	12,549	11,997
135	Mayfair-Marshall Heights	U5,6	W,Sa,Su	29,661	29,717	29,652	28,557	29,832	28,710
44	Capitol Heights-Benning Heights	U8	W,Sa,Su	36,519	36,547	35,708	34,873	36,555	34,955
158	United Medical Center-Anacostia	W2,3	W,Sa,Su	37,890	37,921	37,889	37,136	38,909	37,366
15	Garfield-Anacostia Loop	W6,8	W,Sa,Su	29,670	29,586	29,559	29,089	30,462	29,346
25	Maryland Avenue	X8	W,Sa,Su	8,701	8,685	8,699	8,670	9,061	8,726
	Subtotal Schools	-----	W	8,862	6,098	8,785	6,419	6,368	6,279
	SUBTOTAL Non-Regional DC			417,155	415,015	396,675	377,042	388,286	380,805

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

Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013	Sched Days	FY2013	
										ADJ	FY2014
74	College Park	81,82,83,86	W,Sa,Su	47,889	48,038	48,053	47,781	47,433	W,Sa,Su	49,880	48,312
542	Rhode Island Avenue-New Carrollton	84	W,Sa,Su	17,057	17,228	17,246	16,944	16,801	W,Sa,Su	17,593	16,996
90	Martin Luther King Jr. Highway	A11,12	W,Sa,Su	33,803	33,803	33,931	33,760	33,432	W,Sa,Su	35,032	33,692
13	Greenbelt-Twinbrook	C2,4	W,Sa,Su	99,603	99,603	99,753	90,553	89,270	W,Sa,Su	94,211	94,308
642	Greenbelt-Glenmont	C7,9	W	8,027	0	0	0	0		0	0
103	College Park-White Flint	C8	W,Sa	18,886	26,241	26,327	26,269	26,969	W,Sa	28,253	27,131
29	Clinton	C11,13	W (Sat Hol)	4,929	5,015	5,024	5,003	4,983	W	5,149	5,003
63	Hillcrest Heights	C12,14	W,Sa	10,518	10,183	10,202	10,237	10,440	W,Sa	10,926	10,600
584	Oxon Hill-Suitland	D12,13,14	W,Sa,Su	46,602	46,953	47,037	47,022	52,105	W,Sa,Su	54,802	52,858
28	Chillum Road	F1,2	W,Sa,Su	20,446	20,536	20,556	20,433	20,215	W,Sa,Su	21,184	20,417
97	New Carrollton-Silver Spring	F4,6	W,Sa,Su	53,750	53,833	54,286	54,022	0		0	0
97	New Carrollton-Silver Spring	F4	W,Sa,Su	0	0	0	0	46,187	W,Sa,Su	49,324	48,529
98	New Carrollton-Fort Totten	F6	W	0	0	0	0	14,273	W	16,541	17,766
73	Marlow Heights-Temple Hills	H11,12,13	W,Sa,Su	15,625	15,737	15,740	15,644	15,122	W,Sa,Su	16,024	15,454
16	Bethesda-Silver Spring	J1,2,3	W,Sa,Su	57,611	57,603	57,465	61,053	59,358	W,Sa,Su	62,472	60,230
629	College Park-Bethesda Limited	J4	W (Sat Hol)	10,379	10,379	10,379	10,216	11,493	W	11,819	11,985
85	New Hampshire Avenue-Maryland	K6	W,Sa,Su	41,611	42,147	42,158	42,089	41,095	W,Sa,Su	44,639	45,513
83	New Hampshire Avenue-Limited	K9	W (Sat Hol)	0	0	0	0	0	W (Sat Hol)	3,954	7,907
47	Forestville	K11,12,13	W,Sa,Su	19,206	19,205	19,206	19,234	19,115	W,Sa,Su	20,006	19,310
41	Eastover-Addison Road	P12	W,Sa,Su	46,147	46,144	46,200	46,173	45,420	W,Sa,Su	47,819	50,239
88	Oxon Hill-Fort Washington	P17,18,19	W (Sat Hol)	25,569	25,164	25,169	25,029	24,722	W (Sat Hol)	25,864	25,042
123	Veirs Mill Road	Q1,2,4,5,6	W,Sa,Su	69,764	69,824	69,736	69,468	67,818	W,Sa,Su	71,088	68,928
800	Riggs Road	R1,2,5	W,Sa,Su	29,135	29,434	29,461	29,163	26,228	W,Sa,Su	27,325	26,589
9	Annapolis Road	T18	W,Sa,Su	21,552	21,614	21,629	21,584	21,395	W,Sa,Su	22,981	23,412
790	District Heights-Suitland	V11,12	W,Sa,Su	16,331	16,364	16,371	0	0		0	0
790	District Heights-Suitland	V12	W,Sa,Su	0	0	0	16,428	16,245	W,Sa,Su	17,135	16,478
580	Bock Road	W13,14	W (Sat Hol)	14,581	13,664	13,821	13,575	13,626	W (Sat Hol)	14,302	13,986
40	Camp Springs-Indian Head Highway	W15	W (Sat Hol)	4,488	4,403	4,488	4,426	4,681	W (Sat Hol)	4,904	4,809
53	Georgia Avenue-Maryland	Y5,7,8,9	W,Sa,Su	59,084	59,124	59,395	59,579	59,582	W,Sa,Su	63,235	60,724
147	Fairland	Z8	W,Sa,Su	36,307	36,594	36,655	36,701	35,524	W,Sa,Su	37,892	36,215
SUBTOTAL Regional MD				828,900	828,831	830,288	822,385	823,533		874,355	862,434

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

Line #	Line Name	Line #	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013		
									FY2013	ADJ	FY2014
526	Laurel Express	526	87,88	W (Sat Hol)	9,818	9,809	9,818	9,584	9,542	9,965	9,692
525	Laurel	525	89,89M	W (Sat Hol)	8,229	8,228	8,236	8,015	7,983	8,377	8,177
20	Bowie State University	20	B21,22	W (Sat Hol)	7,349	7,348	7,344	7,258	7,653	8,022	7,903
19	Bowie-Belair	19	B24,25	W (Sat Hol)	10,613	10,574	10,583	10,366	10,325	10,797	10,436
65	Bowie-New Carrollton	65	B27	W	3,473	3,472	3,468	3,418	3,404	3,517	3,418
634	Crofton-New Carrollton	634	B29,31	W (Sat Hol)	3,231	3,222	3,213	3,171	3,158	3,212	3,104
647	Greenbelt-BWI Airport Express	647	B30	W,Sa,Su	17,470	17,469	17,480	17,452	17,260	18,187	17,449
152	Central Avenue	152	C21,22, 25,26,29	W,Sa,Su	27,130	27,162	27,175	0	0	0	0
152	Central Avenue	152	C21,22,26,29	W,Sa,Su	0	0	0	27,022	27,083	28,590	27,855
252	Central Avenue Extra service		C27	W,Sa,Su	0	0	0	0	0	382	2,025
26	Pointer Ridge	26	C28	W (Sat Hol)	6,005	6,005	6,018	5,911	5,911	6,199	6,200
96	Prince George's-Langley Park	96	F8	W,Sa,Su	18,019	18,019	18,030	17,951	17,725	18,702	18,046
10	Ardwick Industrial Park Shuttle	10	F12	W (Sat Hol)	6,865	6,864	6,860	6,756	6,729	7,059	6,889
149	Cheverly-Washington Business Park	149	F13	W (Sat Hol)	8,933	8,934	8,925	8,793	8,758	9,188	9,186
105	Sheriff Road-Capitol Heights	105	F14	W,Sa	20,197	20,197	20,242	20,058	19,887	20,844	20,154
527	Greenbelt-New Carrollton	527	G12,13,14,16	W,Sa	0	0	0	31,531	31,304	33,010	32,176
67	Twinbrook-Silver Spring	67	J5	W (Sat Hol)	4,126	4,127	4,131	4,062	4,046	4,180	4,062
6	I-270 Express	6	J7,9	W (Sat Hol)	8,364	8,364	8,288	8,145	8,318	8,586	8,421
72	Marlboro Pike	72	J11,12,13,14,15	W,Sa,Su	12,674	12,675	12,675	0	0	0	0
72	Marlboro Pike	72	J11,12,13	W,Sa,Su	0	0	0	12,622	12,448	13,085	12,577
33	Connecticut Avenue-Maryland	33	L8	W (Sat Hol)	23,070	20,591	20,604	20,457	20,424	21,323	20,788
7	National Harbor	7	NH1	W,Sa,Su	16,103	14,405	14,437	14,452	14,299	15,171	14,117
801	Greenbelt-Prince George's Plaza	801	R3	W,Sa,Su	15,249	15,291	15,305	15,157	4,408	4,683	4,681
802	Queens Chapel Road	802	R4	W,Sa,Su	12,023	12,183	12,259	12,207	12,094	12,649	12,217
36	Kenilworth Avenue	36	R11,12	W,Sa	0	0	0	16,662	16,478	17,267	16,661
36	Kenilworth Avenue-New Carrollton	36	R12	W,Sa	25,627	25,626	25,676	0	0	0	0
102	River Road	102	T2	W (Sat Hol)	19,984	19,984	19,992	19,582	19,475	20,337	19,822
132	Greenbelt	132	T16,17	W,Sa	17,319	17,336	17,364	0	0	0	0
38	District Heights-Seat Pleasant	38	V14,15	W,Sa,Su	16,931	16,977	16,989	17,109	17,041	17,958	17,402
645	Indian Head Express	645	W19	W (Sat Hol)	10,328	12,929	12,929	12,726	10,942	11,511	10,486
30	Colesville-Ashton	30	Z2	W (Sat Hol)	15,563	11,539	11,526	11,354	11,608	12,042	11,655
146	Calverton-Westfarm	146	Z6	W (Sat Hol)	22,282	22,512	22,644	22,188	21,208	22,272	21,742
104	Laurel-Burtonsville Express	104	Z9,29	W (Sat Hol)	10,603	10,604	10,965	10,919	10,858	11,374	11,095
531	Greencastle-Briggs Chaney Express	531	Z11,13	W (Sat Hol)	12,388	12,402	12,597	12,525	12,654	13,269	12,948
SUBTOTAL Non- Regional MD					389,966	384,845	385,773	387,451	373,026	391,759	381,381

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

Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013		
								FY2013	ADJ	FY2014
137	Wilson Boulevard	1A,B,E,F,Z	W,Sa,Su	37,373	41,388	42,816	42,757	42,164	44,247	42,176
139	Fair Oaks-Dunn Loring	1C	W,Sa,Su	17,568	17,261	17,282	17,405	17,178	18,087	17,386
126	Washington Boulevard	2A,B,C,G	W,Sa,Su	35,488	39,648	40,519	40,724	40,145	41,810	39,080
127	Tysons Corner-Dunn Loring	2T	W,Sa,Su	14,563	14,969	15,037	15,030	14,780	15,766	15,516
69	Lee Highway	3A,B,E	W,Sa,Su	31,483	33,709	33,819	33,147	32,758	34,571	33,304
121	Pimmit Hills	3T	W,Sa	16,694	18,623	18,664	18,544	16,998	17,839	17,312
138	Lee Highway-Farragut Square	3Y	W	2,800	3,345	3,341	3,292	4,725	4,921	4,886
94	Pershing Drive-Arlington Boulevard	4A,B,E,H	W,Sa,Su	23,140	24,746	24,797	24,247	27,210	28,533	27,565
70	Lincolnia-North Fairlington	7A,B,C,D,E,F,H,P,W,X	W,Sa,Su	42,261	42,044	42,084	0	0	0	0
70	Lincolnia-North Fairlington	7A,E,F,Y	W,Sa,Su	0	0	0	34,212	33,745	35,433	33,119
76	Lincolnia-Park Center-Pentagon	7B,C,D,H,P,W,X	W (Sat Hol)	0	0	0	14,759	13,693	14,249	14,414
106	Foxchase-Seminary Valley	8S,W,X,Z	W (Sat Hol)	12,885	12,601	12,623	12,588	12,483	12,948	11,958
31	Huntington-Pentagon	9A,E	W,Sa,Su	23,711	23,702	23,719	23,721	24,569	25,838	24,953
2	Hunting Point-Pentagon	10A,E	W,Sa,Su	22,874	22,866	22,267	23,055	24,736	26,108	24,879
156	Hunting Point-Ballston	10B	W,Sa,Su	28,887	29,046	29,368	29,363	29,162	32,317	34,096
157	Mt Vernon Express	11Y	W (Sat Hol)	4,327	6,171	6,171	6,074	6,050	6,251	6,074
39	National Airport-Pentagon-Washington	13A,B,F,G	W,Sa,Su	12,302	12,764	11,017	0	0	0	0
39	National Airport-Pentagon-Washington	13F,G	Sa,Su	0	0	0	804	800	863	795
27	Chain Bridge Road	15K,L	W (Sat Hol)	10,702	5,750	6,095	5,873	5,917	6,113	5,940
24	George Mason-Tysons Corner	15M	W (Sat Hol)	0	6,082	5,891	5,815	5,792	5,984	5,815
142	Columbia Pike	16A,B,D,E,F,J,P	W,Sa,Su	56,747	56,853	57,709	0	0	0	0
142	Columbia Pike	16A,B,D,E,J,P	W,Sa,Su	0	0	0	54,426	53,787	56,498	54,205
144	Columbia Pike-Federal Triangle	16F	W (Sat Hol)	0	0	0	9,651	9,637	0	0
143	Columbia Heights West-Pentagon City	16G,H,K	W,Sa,Su	35,365	33,521	33,533	34,066	33,794	35,590	34,492
521	Annandale-Skyline City-Pentagon	16L	W	1,691	1,768	1,760	1,849	1,845	1,900	1,832
144	Columbia Pike-Federal Triangle	16X	W	0	0	0	0	0	10,108	9,229
522	Columbia Pike-Farragut Square	16Y	W (Sat Hol)	9,231	10,481	10,634	10,421	13,001	13,270	13,914
512	Barcroft-South Fairlington	22A,B	W,Sa	14,622	15,791	15,749	19,254	19,009	19,907	19,129
54	McLean-Crystal City	23A,C	W,Sa,Su	47,745	48,702	48,784	48,635	49,365	52,005	49,933
120	Ballston-Pentagon	24P	W	6,724	1,906	0	0	0	0	0
92	Ballston-Bradlee-Pentagon	25A,C,D	W,Sa,Su	18,812	19,577	19,542	19,550	0	0	0
92	Ballston-Bradlee-Pentagon	25A,C,D,E	W,Sa,Su	0	0	0	0	19,679	20,604	19,883
3	Landmark-Ballston	25B	W,Sa	15,459	16,084	16,152	16,397	16,841	18,806	19,512
5	Leesburg Pike	28A,X	W,Sa,Su	39,007	42,010	48,514	48,255	0	0	0
5	Leesburg Pike	28A	W,Sa,Su	0	0	0	0	42,212	44,503	42,729
110	Skyline City	28F,G	W (Sat Hol)	4,361	4,480	4,488	4,694	5,052	5,264	5,240
122	Tysons Corner-West Falls Church	28T	W (Sat Hol)	9,672	10,404	10,404	10,232	10,192	10,530	10,232
23	Leesburg Pike Limited	28X	W (Sat Hol)	0	0	0	0	14,075	14,603	14,253
8	Annandale	29C,E,G,H,X	W (Sat Hol)	20,311	20,311	20,324	19,695	20,398	21,207	20,443
4	Alexandria-Fairfax	29K,N	W,Sa	20,282	20,539	20,588	20,522	20,208	21,479	20,833
12	Ballston-Farragut Square	38B	W,Sa,Su	25,128	37,448	37,481	37,436	36,312	38,495	37,290
131	Richmond Highway Express	REX (R99)	W,Sa,Su	33,570	37,214	37,377	37,411	40,030	42,276	41,008
SUBTOTAL Regional VA				695,785	731,805	738,549	743,906	758,341	798,923	773,425

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

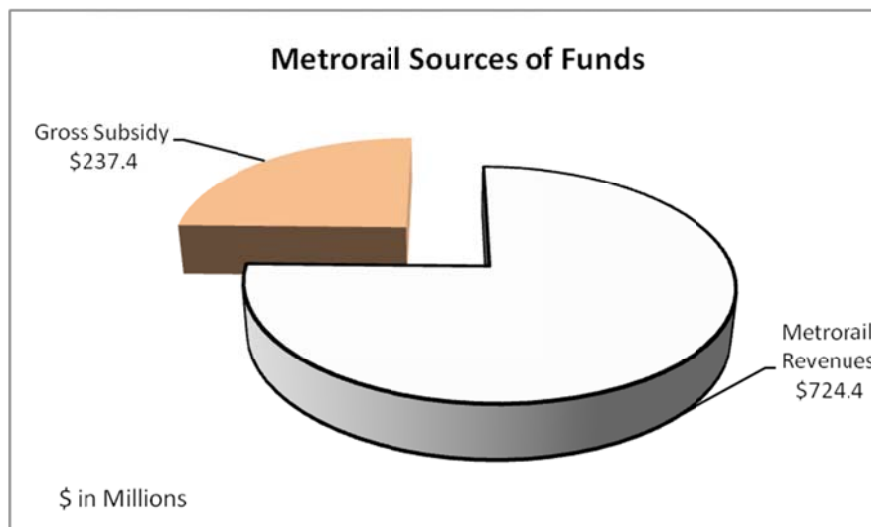
Line #	Line Name	Routes	Sched Days	FY2009	FY2010	FY2011	FY2012	FY2013	FY2013	
									ADJ	FY2014
124	Vienna Oakton	2W	W	8,285	0	0	0	0	0	0
80	Mark Center-Pentagon	7M	W (Sat Hol)	0	0	0	0	10,829	11,189	10,898
148	Crystal City-Potomac Yard Shuttle	9S	W (Sat Hol)	5,120	10,051	10,047	9,894	9,854	10,300	10,041
155	Centreville South	12A,E,F,G *	W	5,332	0	0	0	0	0	0
145	Centreville North	12C,D *	W	3,590	0	0	0	0	0	0
153	Little rocky Run-Vienna	12L,M *	W	13,023	0	0	0	0	0	0
154	Stringfellow Road-Vienna	12R,S *	W	21,619	0	0	0	0	0	0
66	Kings Park	17A,B,F,M	W (Sat Hol)	4,445	15,003	14,994	14,989	14,135	14,364	13,977
61	Kings Park Express	17G,H,K,L	W (Sat Hol)	9,226	23,762	23,537	23,226	23,007	23,619	23,106
116	Springfield	18E,F	W (Sat Hol)	16,710	4,526	4,539	4,455	4,513	4,662	4,531
87	Orange Hunt	18G,H,J	W(Sat Hol)	5,384	11,063	11,067	10,889	10,855	11,236	10,927
541	Burke Centre	18P,R,S	W (Sat Hol)	9,784	18,020	17,825	17,771	17,921	18,655	18,121
60	Chantilly-Greenbriar	20,F,W,X	W	7,405	0	0	0	0	0	0
68	Landmark-Pentagon	21A,D	W (Sat Hol)	3,741	5,402	5,432	5,350	5,404	5,669	5,532
511	Pentagon-Army-Navy Drive-Shirley Park	22B	W	1,683	0	0	0	0	0	0
140	McLean Hamlet-East Falls Church	24T	W (Sat Hol)	9,529	4,097	4,106	4,033	4,279	4,349	4,033
640	Springfield Circulator	TAGS (S80,91)	W (Sat Hol)	12,821	12,822	12,929	12,713	12,663	13,262	12,937
	School			158	0	0	0	0	0	0
	SUBTOTAL Non-Regional VA			137,853	104,746	104,476	103,320	113,461	117,305	114,102

Operating Budget by Mode: Metrorail

Metrorail Fiscal Year 2014 Approved: \$961.8 Million

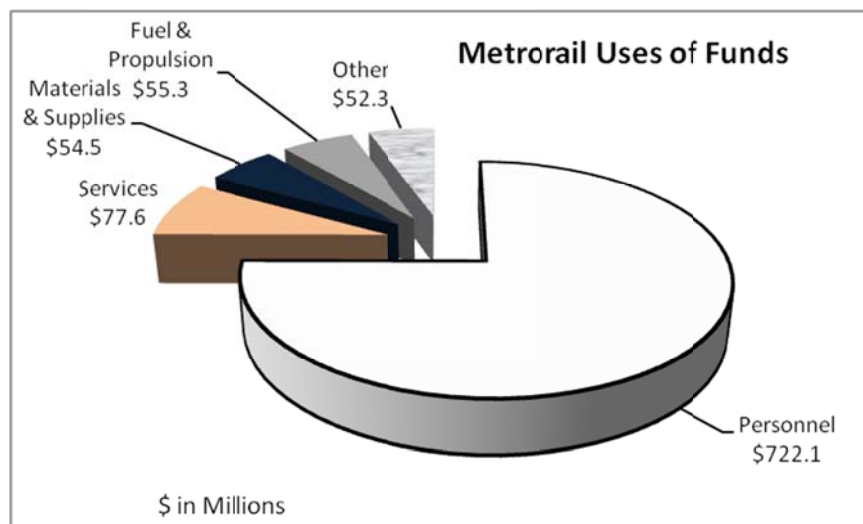
Where it Comes From

For the FY2014 Approved Budget, Metrorail is funded mainly by Metro generated revenue of \$724.4 million or 75.3 percent of expenses, the largest of which is passenger fare revenues. The gross subsidy is \$237.4 million or 24.7 percent of expenditures.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$722.1 million or 75.1 percent for FY2014.



Note: Excludes reimbursable operating Projects

Table 4.14

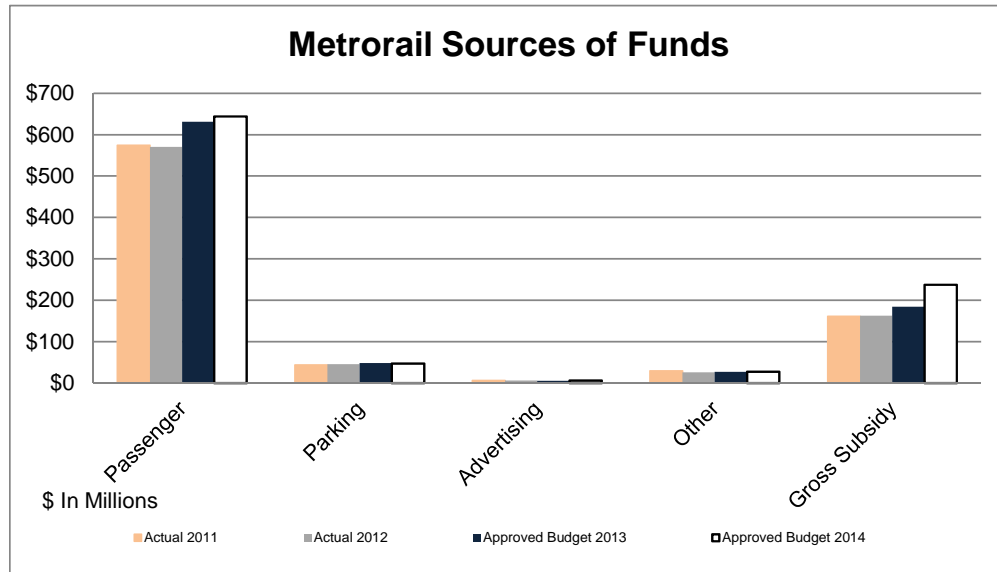
New Format

Revenue, Expenses and Funding Source
(Dollars in Thousands)

METRORAIL BY ACCOUNT

(Dollars in Thousands)	<u>Actual 2011</u>	<u>Actual 2012</u>	<u>Approved Budget 2013</u>	<u>Approved Budget 2014</u>	<u>Change</u>
REVENUES					
Passenger	\$571,428	\$569,238	\$626,148	\$638,849	\$12,701
Other Passenger	\$2,972	\$1,585	\$5,046	\$5,046	\$0
Parking	\$43,297	\$45,554	\$48,600	\$47,000	(\$1,600)
Advertising	\$5,781	\$6,034	\$5,115	\$6,270	\$1,155
Joint Development	\$8,090	\$6,039	\$8,084	\$8,000	(\$84)
Fiber Optics	\$14,222	\$14,566	\$14,500	\$14,500	\$0
Other	\$6,997	\$5,148	\$4,728	\$4,739	\$11
Interest	\$16	(\$33)	\$30	\$30	\$0
Total Revenues	\$652,802	\$648,128	\$712,252	\$724,435	\$12,183
EXPENSES					
Personnel	\$605,481	\$609,367	\$677,016	\$722,071	\$45,054
Services	\$55,015	\$54,800	\$74,192	\$77,616	\$3,424
Materials & Supplies	\$50,433	\$52,451	\$44,084	\$54,511	\$10,427
Fuel & Propulsion Power	\$50,857	\$47,022	\$51,739	\$55,307	\$3,568
Utilities	\$26,069	\$25,306	\$31,527	\$32,618	\$1,091
Casualty & Liability	\$25,091	\$19,145	\$16,662	\$16,994	\$331
Leases & Rentals	\$2,441	\$2,858	\$2,793	\$3,463	\$669
Miscellaneous	\$2,057	\$2,324	\$3,040	\$3,592	\$552
Reimbursements/Other	(\$3,487)	(\$2,917)	(\$4,674)	(\$4,383)	\$291
Total Expenses	\$813,959	\$810,356	\$896,381	\$961,788	\$65,407
GROSS SUBSIDY	\$161,157	\$162,228	\$184,129	\$237,353	\$53,224
Less: Preventive Maintenance	(40,062)	(20,262)	(20,262)	(20,262)	\$0
Net Local Subsidy	\$121,095	\$141,966	\$163,867	\$217,091	\$53,224
Cost Recovery Ratio	80.2%	80.0%	79.5%	75.3%	18.6%

Passenger fare revenue continues to be the main source of revenue for Metrorail, \$638.9 million in FY2014, an increase of \$12.7 million over FY2013. The projected gross subsidy for FY2014 is \$237.4 million, an increase of \$53.2 million over FY2013.



- Personnel costs increased by \$67.6 million or 11.1 percent in FY2013 and are budgeted to increase by \$45.1 million or 6.7 percent in FY2014.
- Other areas with significant growth were:
 - Services increased by \$19 million or 35.4 percent in FY2013 and is budgeted to increase by \$3.4 million or 4.6 percent in FY2014 mainly due to the Silver Line service expansion and safety and maintenance initiatives
 - Materials and Supplies decreased by \$8 million or 16 percent in FY2013 and is budgeted to increase by \$10.4 million or 23.7 percent in FY2014
 - Fuel and Propulsion costs increased by \$4.7 million or 10.0 percent in FY2013 and are budgeted to increase by \$3.6 million or 6.9 percent in FY2014

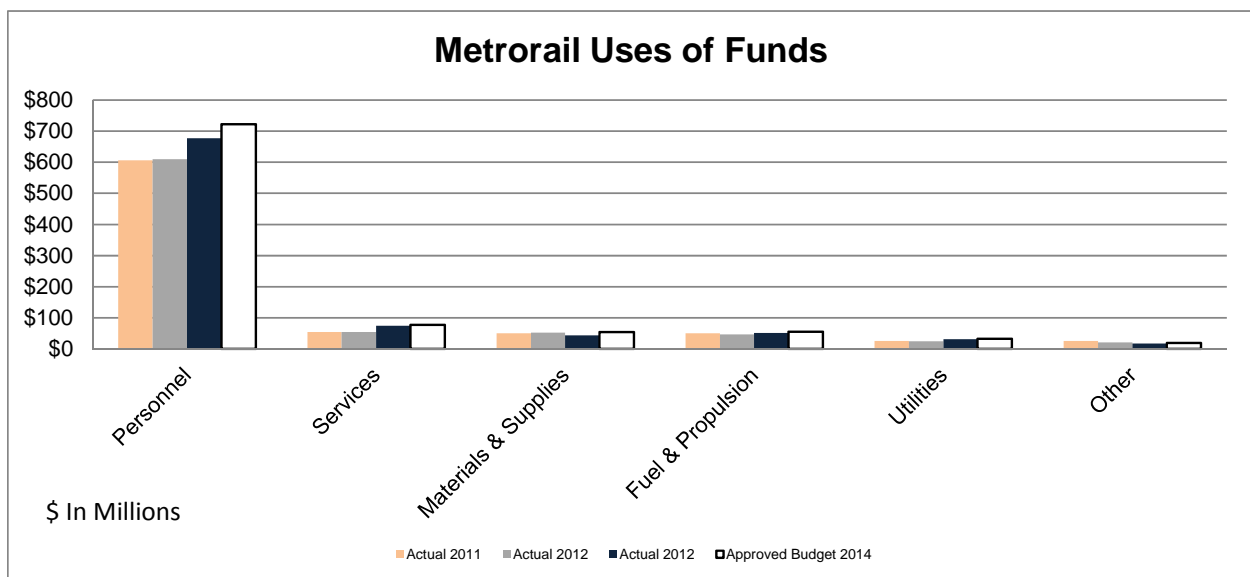


Table 4.15

New Format

OPERATING EXPENSE BUDGET METRORAIL MODE						
(Dollars in Thousands)	Actual 2011	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
Salaries (Total)	\$151,074	\$152,628	\$165,743	\$174,481	\$8,738	5%
Full-Time Salaries	137,953	139,834	161,526	170,407	8,881	
Salary Lapse	0	0	(2,877)	(4,045)	(1,168)	
Overtime Salaries	13,121	12,794	7,094	8,119	1,026	
Wages (Total)	\$266,781	\$276,409	\$297,166	\$313,800	\$16,634	6%
Operator/StaMgr Wages	68,033	70,972	81,653	89,745	8,092	
Operator/StaMgr Overtime	17,570	20,610	13,379	13,703	325	
Full Time Wages	161,215	164,464	199,105	207,585	8,480	
Wage Lapse	0	0	(5,073)	(5,479)	(406)	
Overtime Wages	19,963	20,364	8,103	8,247	143	
TOTAL SALARIES AND WAGES	\$417,855.4	\$429,037	\$462,909	\$488,281	\$25,372	5%
Fringes (Total)	\$187,626	\$180,330	\$214,107	\$233,790	\$19,683	9%
Fringe Health	77,490	112	92,022	96,442	4,420	
Fringe Pension	58,716	2,695	74,033	85,821	11,788	
Other Fringe Benefits	41,577	168,477	37,822	40,486	2,665	
Workers Compensation	9,844	9,046	10,230	11,040	810	
TOTAL PERSONNEL COST	\$605,481	\$609,367	\$677,016	\$722,071	\$45,054	7%
Services (Total)	\$55,015	\$54,800	\$74,192	\$77,616	\$3,424	5%
Management Fee	3,227	3,305	1,704	160	(1,544)	
Professional & Technical	12,442	12,557	17,248	17,565	316	
Temporary Help	2,321	2,110	1,705	1,820	115	
Contract Maintenance	20,335	20,288	27,818	29,053	1,235	
Custodial Services	2	8	0	0	0	
Paratransit	1	(53)	0	0	0	
Other	16,688	16,585	25,717	29,019	3,302	
Materials & Supplies (Total)	\$50,433	\$52,451	\$44,084	\$54,511	\$10,427	24%
Fuel and Lubricants	2,139	2,590	2,029	3,592	1,564	
Tires	127	207	132	91	(40)	
Other	48,167	49,655	41,924	50,827	8,903	
Fuel & Propulsion(Total)	\$50,857	\$47,022	\$51,739	\$55,307	\$3,568	7%
Diesel Fuel	0	19	0	0	0	
Propulsion Power	50,857	46,983	51,739	55,307	3,568	
Clean Natural Gas	0	20	0	0	0	
Utilities (Total)	\$26,069	\$25,306	\$31,527	\$32,618	\$1,091	3%
Electricity and Gas	23,332	21,787	27,582	28,159	577	
Utilities - Other	2,737	3,518	3,946	4,459	514	
Casualty & Liability (Total)	\$25,091	\$19,145	\$16,662	\$16,994	\$331	2%
Insurance	9,319	10,661	7,485	10,094	2,609	
Claims	15,772	8,483	9,177	6,900	(2,278)	
Leases (Total)	\$2,441	\$2,858	\$2,793	\$3,463	\$669	24%
Property	622	919	647	670	23	
Equipment	1,819	1,939	2,146	2,792	646	
Miscellaneous (Total)	\$2,057	\$2,324	\$3,040	\$3,592	\$552	18%
Dues And Subscriptions	186	188	279	272	(7)	
Conferences and Meetings	80	83	172	173	1	
Business Travel/Public Hrg	187	288	518	540	22	
Interview & Relocation	110	11	16	17	0	
Tolls	0	0	0	0	0	
Advertising	520	1,160	1,310	1,838	528	
Other	974	594	746	753	7	
Reimbursements (Total)	(\$3,487)	(\$2,917)	(\$4,674)	(\$4,383)	\$291	-6%
Reimbursements	(3,487)	(2,917)	(4,674)	(4,383)	291	
TOTAL NONPERSONNEL COST	\$208,478	\$200,988	\$219,365	\$239,717	\$20,353	9%
TOTAL COST	\$813,959	\$810,356	\$896,381	\$961,788	\$65,407	7%

Table 4.16

Metrorail Statistics: FY2011 - FY2014

(in thousands)

	FY 2011 <u>Actual</u>	FY 2012 <u>Actual</u>	FY 2013 <u>Approved</u>	FY 2014 <u>Approved</u>
STATISTICS:				
Total Railcar Miles	83,170	83,300	85,300	89,503
Total Revenue Service Miles	81,570	81,700	83,700	87,903
Total Passengers	217,053	220,734	218,257	219,300
Total Passenger Revenue	\$571,428	\$569,238	\$626,148	\$638,849
Total Operating Revenue	\$652,802	\$648,128	\$712,252	\$724,435
Total Operating Expense	\$813,959	\$810,316	\$896,381	\$961,788
Gross Subsidy	\$161,157	\$162,188	\$184,129	\$237,353
RATIOS:				
Passengers Per Revenue Service Mile	2.66	2.70	2.61	2.49
Cost Per Total Railcar Mile	\$9.79	\$9.73	\$10.51	\$10.75
Cost Per Passenger	\$3.75	\$3.67	\$4.11	\$4.39
Subsidy Per Passenger	\$0.74	\$0.73	\$0.84	\$1.08
Average Passenger Fare	\$2.63	\$2.58	\$2.87	\$2.91
Percentage of Operating Cost Recovered from Passenger Revenues	70.2%	70.2%	69.9%	66.4%
Percentage of Operating Cost Recovered from all Operating Revenues	80.2%	80.0%	79.5%	75.3%

Table 4.17

Payhours for Rail Operators and Station Managers: FY 2014

FY2014 Train Operator Wages			
Category	Payhours	Average Hourly Rate	Budget
Scheduled F/T	1,063,071	\$29.78	\$31,658,254
Scheduled P/T (1)	37,000	\$41.40	1,531,778
Car Testing/Start Up	24,960	\$29.78	743,309
Interlocking Pay Hours	96,281	\$38.47	3,703,748
Subtotal:	1,221,312		\$37,637,089
NonScheduled Overtime/Special Event	152,868	\$50.36	\$7,697,695
Standing Extra	1,070	\$29.78	\$31,865
Utility	54,570	\$34.63	\$1,889,895
Training	66,960	\$29.78	\$2,000,765
Retraining	26,430	\$29.78	\$787,085
Misc.	6,740	\$29.78	\$200,717
Funeral/Other	1,912	\$29.78	\$56,939
Vacation	113,236	\$29.78	\$3,372,168
Sick	37,104	\$29.78	\$1,104,957
Holiday	45,500	\$29.78	\$1,354,978
Subtotal:	506,390		\$18,497,065
Total:	1,727,702		\$56,134,154

FY2014 Station Manager Wages			
Category	Payhours	Average Hourly Rate	Budget
Scheduled F/T	959,711	\$33.41	\$32,063,945
Scheduled P/T (1)	37,163	\$30.46	\$1,131,985
Subtotal:	996,874		\$33,195,929
NonScheduled Overtime/Special Event	104,520	\$50.77	\$5,306,480
Standing Extra	1,210	\$33.41	\$40,426
Utility	13,013	\$38.42	\$499,957
Training	35,700	\$33.41	\$1,192,737
Retraining	19,364	\$33.41	\$646,951
Misc.	4,539	\$33.41	\$151,648
Funeral/Other	2,120	\$33.41	\$70,829
Vacation	108,483	\$33.41	\$3,624,417
Sick	30,912	\$33.41	\$1,032,770
Holiday	40,309	\$33.41	\$1,346,724
Subtotal:	360,170		\$13,912,940
Total:	1,357,044		\$47,108,870

GRAND TOTAL \$103,243,023

(1) Maximum 30 hours work week

Table 4.18

Rail Car Miles

	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>
Red Line	27,468,518	27,542,791	27,915,168	27,921,100
Blue Line	14,460,690	14,555,678	14,626,741	12,438,200
Orange Line	14,674,300	14,711,360	15,405,908	15,742,200
Yellow Line	6,971,134	6,856,597	6,461,373	9,254,400
Green Line	11,996,170	12,033,424	12,069,838	11,991,300
Silver Line	-	-	-	7,998,000
Scheduled Revenue Service Miles	75,570,812	75,699,850	76,479,028	85,345,200
Verizon Arena	1,711,283	1,711,283	1,711,283	1,711,300
Gap Trains	300,000	300,000	300,000	360,000
National Baseball	486,000	486,000	486,000	486,000
Rush Plus			1,200,000	-
50% 8-car Train Program**	3,501,450	3,501,450	3,501,450	-
Sub-Total Revenue Service Miles	81,569,545	81,698,583	83,677,761	87,902,500
Start-Up/Car Testing	200,000	200,000	200,000	200,000
Revenue Collection	700,000	700,000	700,000	700,000
Other	700,000	700,000	700,000	700,000
Total Car Miles	83,169,545	83,298,583	85,277,761	89,502,500

*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: FY2011 - FY2014

<u>Rail Lines</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</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 Largo/Vienna	New Carrollton/Vienna
Yellow Line	Huntington/Mt. Vernon Sq.	Huntington/Mt. Vernon Sq.	Huntington/Mt. Vernon Sq. Franconia-Springfield/Greenbelt	Huntington/Mt. Vernon Sq. Franconia-Springfield/Greenbelt
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.
Silver Line				Weihle-Reston East/Largo
<u>RUSH HOURS TRAINS</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>
Red Line	41	41	41	41
Blue Line	23	23	16	12
Orange Line	30	30	33	22
Yellow Line	10	10	17	21
Green Line	20	20	20	18
Silver Line				26
Gap	5	5	5	3
Start-up	1	1	1	1
TOTAL	130	130	133	144

Table 4.20

Rail Service Levels: FY2011 - FY2014

		FY2011	FY2012	FY2013	FY2014
<u>RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS) BY LINE</u>					
Red Line					
	Glenmont-Shady Grove	6	6	6	6
	Silver Spring-Grosvenor	6	6	6	6
Orange Line *					
	Vienna - New Carrollton	6	6	6	6
	Vienna - Largo			18	
Blue Line	Largo/Franconia-Springfield	6	6	6/12	12
Yellow Line					
	Huntington - Mt. Vernon Sq.	6	6	6	6
	Greenbelt - Franconia Springfield			18	12
Green Line *	Greenbelt/Branch Ave.	6	6	6	6
Silver Line	Weihle-Reston East/Largo				6

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

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

Red Line:					
	Glenmont-Shady Grove	12/12/15/15	12/12/15/15	12/12/15/15	12/12/15/15
	Silver Spring-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Orange Line	New Carrollton/Vienna	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Blue Line	Largo/Franconia-Springfield	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Yellow Line:	Huntington-Fort Totten	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Green Line	Greenbelt/Branch Ave.	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Silver Line	Weihle-Reston East/Largo				12/12/15/20

AVERAGE COMBINED HEADWAYS FOR KEY SEGMENTS

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

Table 4.21

Rail Service Levels: FY2011 - FY2014

	FY2011	FY2012	FY2013	FY2014
<u>PEAK SCHEDULED RAILCARS</u>				
Red Line	284	288	288	288
Blue Line	138	138	96	84
Orange Line	198	204	222	154
Yellow Line	60	60	102	126
Green Line	140	140	140	128
Silver Line				156
50% 8-Car Train Program*	62	52	34	-
Option Cars	-	-	-	-
Gap	30	30	30	18
Total Scheduled Car	912	912	912	954
Spares (20%)	182	182	182	146
Revenue Collection	4	4	4	4
Total Car Requirement	1,098	1,098	1,098	1,104
<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	252
Saturday	56	58	58	56
Sunday	58	57	56	57

*Note: previously "6000 series"

Table 4.22

Rail Service Levels: FY2011 - FY2014

	FY2010	FY2011	FY2012	FY2013	FY2014
<u>CARS PER TRAIN RUSH HOUR</u>					
Red Line	34-6's/10-8's	22-6's/19-8's	20-6's/21-8's	20-6's/21-8's	20-6's/21-8's
Blue Line	23-6's	23-6's	23-6's	16-6's	6-6's/6-8's
Orange Line	21-6's/9-8's	21-6's/9-8's	18-6's/12-8's	21-6's/12-8's	11-6's/11-8's
Yellow Line	10-6's	10-6's	10-6's	17-6's	21-6's
Green Line	10-6's/10-8's	10-6's/10-8's	10-6's/10-8's	10-6's/10-8's	8-6's/10-8's
Silver Line					26-6's
Gap	5's-6's	5's-6's	5's-6's	5's-6's	3's-6's

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

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

Table 4.23

Railcar Fleet Profile

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

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

Table 4.24

Rail Car Fleet Storage Capacity

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

Table 4.25

**WMATA PARK AND RIDE
BASE AND SURCHARGE FEES
As of July 1, 2013**

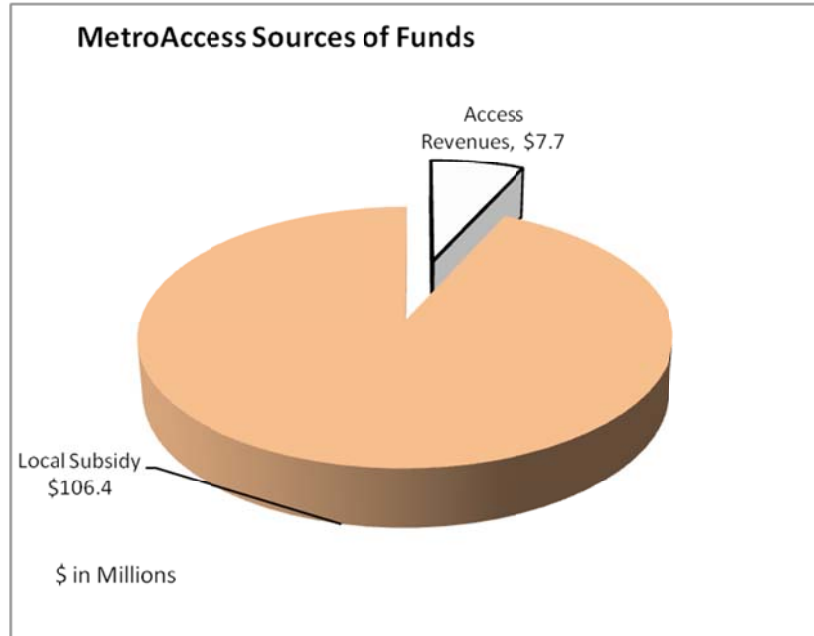
Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<u>MONTGOMERY COUNTY</u>				
Grosvenor	1,894	\$5.00	\$3.50	\$1.50
White Flint	1,270	\$5.00	\$3.50	\$1.50
<i>White Flint-Non-Metro</i>		\$8.75	\$7.25	\$1.50
Twinbrook	1,097	\$5.00	\$3.50	\$1.50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

Operating Budget by Mode: MetroAccess

MetroAccess Fiscal Year 2014 Approved: \$114.1Million

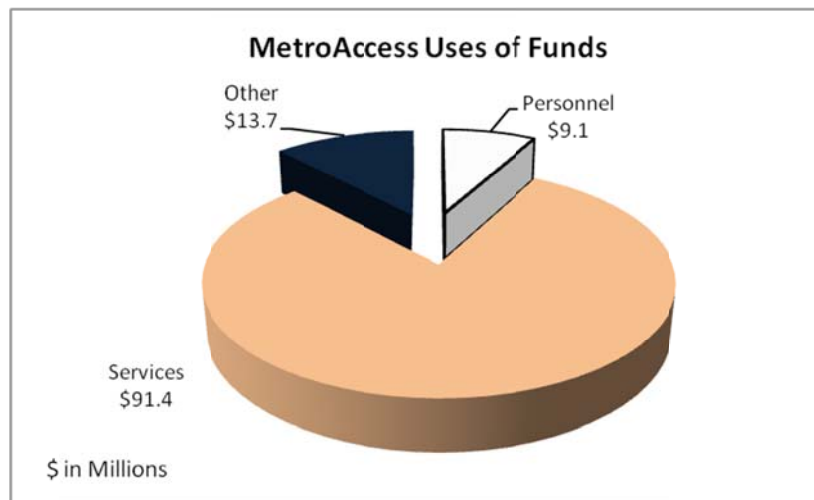
Where it Comes From

For the FY2014 Approved Budget, MetroAccess is funded mainly by gross subsidy of \$106.4 million or 93.2 percent of expenses.



Where it Goes

Services expenses, which include the paratransit services contract, make up the largest portion of the budget at \$91.4 million or 80.1 percent for FY2014.



Note: Excludes reimbursable operating projects

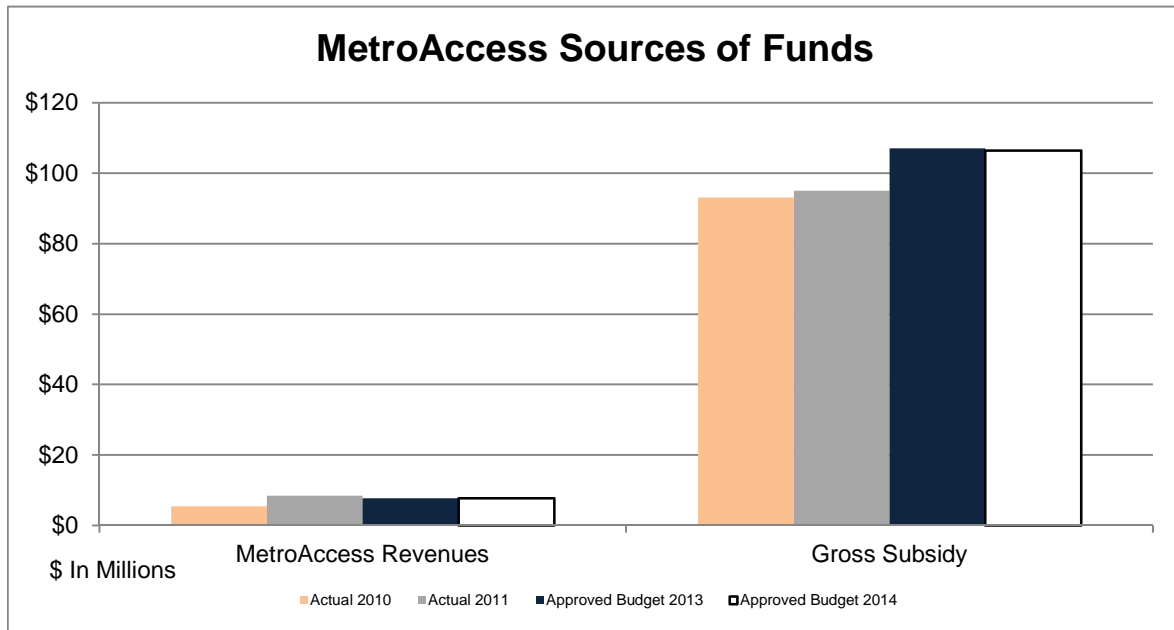
Table 4.26

New Format

Revenue, Expenses and Funding Source
(Dollars in Thousands)

METROACCESS BY ACCOUNT

<i>(Dollars in Thousands)</i>	<u>Actual 2011</u>	<u>Actual 2012</u>	<u>Approved Budget 2013</u>	<u>Approved Budget 2014</u>	<u>Change</u>
REVENUES					
Passenger	\$4,301	\$7,825	\$7,720	\$7,720	\$0
Other Passenger	\$0	\$0	\$0	\$0	\$0
Parking	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Joint Development	\$0	\$0	\$0	\$0	\$0
Fiber Optics	\$0	\$0	\$0	\$0	\$0
Other	\$1,160	\$595	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$5,461	\$8,420	\$7,720	\$7,720	\$0
EXPENSES					
Personnel	\$4,907	\$5,713	\$7,677	\$9,051	\$1,374
Services	\$97,576	\$97,182	\$103,962	\$91,394	(\$12,568)
Materials & Supplies	\$95	\$415	\$368	\$10,446	\$10,078
Fuel & Propulsion Power	\$0	\$0	\$0	\$0	\$0
Utilities	\$72	\$93	\$105	\$115	\$10
Casualty & Liability	\$143	\$99	\$1,800	\$2,033	\$234
Leases & Rentals	\$626	\$604	\$756	\$1,059	\$303
Miscellaneous	\$22	\$50	\$59	\$78	\$19
Reimbursements	\$0	\$0	\$0	(\$65)	(\$65)
Total Expenses	\$103,440	\$104,156	\$114,727	\$114,111	(\$616)
GROSS SUBSIDY	\$97,979	\$95,736	\$107,007	\$106,391	(\$616)
Less: Preventive Maint	\$0	\$0	\$0	\$0	\$0
Net Local Subsidy	\$97,979	\$95,736	\$107,007	\$106,391	(\$616)
Cost Recovery Ratio	5.28%	8.08%	6.73%	6.76%	0.04%



Paratransit service contract expenses increased by \$6.8 million or 7.0 percent in FY2013 and are budgeted to decrease by \$12.6 million or 12.1 percent in FY2014.

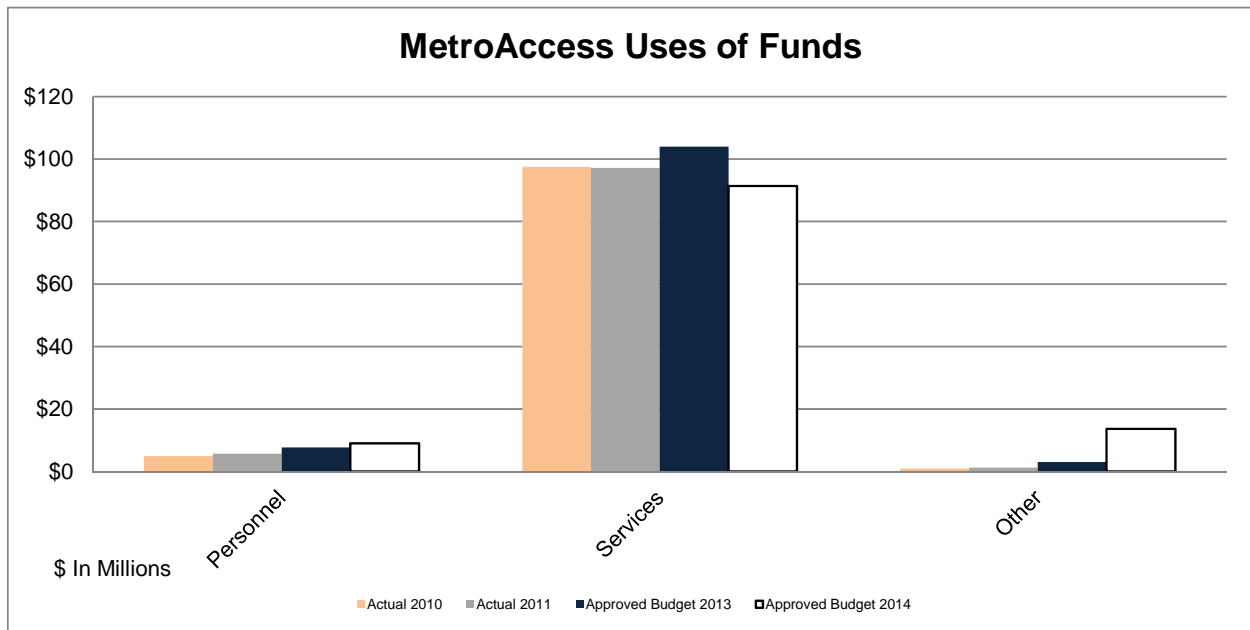


Table 4.27

New Format

OPERATING EXPENSE BUDGET METROACCESS MODE						
(Dollars in Thousands)	Actual 2011	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
Salaries (Total)	\$3,362	\$3,815	\$4,980	\$5,848	\$868	17%
Full-Time Salaries	\$3,309	\$3,778	\$5,057	\$5,900	\$843	17%
Salary Lapse	\$0	\$0	(\$132)	(\$108)	\$24	-19%
Overtime Salaries	\$53	\$37	\$54	\$55	\$1	2%
Wages (Total)	\$24	\$66	\$133	\$151	\$18	14%
Operator/StaMgr Wages	\$0	\$0	\$0	\$1	\$1	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0	
Full Time Wages	\$23	\$63	\$132	\$148	\$16	12%
Wage Lapse	\$0	\$0	(\$3)	(\$3)	\$0	-9%
Overtime Wages	\$1	\$3	\$5	\$6	\$1	12%
TOTAL SALARIES AND WAGES	\$3,385	\$3,881	\$5,113	\$5,999	\$886	17%
Fringes (Total)	\$1,522	\$1,832	\$2,564	\$3,051	\$487	19%
Fringe Health	\$606	\$1	\$1,021	\$1,185	\$164	16%
Fringe Pension	\$559	\$192	\$822	\$1,054	\$233	28%
Other Fringe Benefits	\$356	\$1,508	\$398	\$473	\$75	19%
Workers Compensation	\$0	\$132	\$323	\$339	\$16	5%
TOTAL PERSONNEL COST	\$4,907	\$5,713	\$7,677	\$9,051	\$1,374	18%
Services (Total)	\$97,576	\$97,182	\$103,962	\$91,394	(\$12,568)	-12%
Management Fee	\$0	\$0	\$225	\$6	(\$219)	-97%
Professional & Technical	\$149	\$442	\$1,145	\$2,389	\$1,245	109%
Temporary Help	\$9	\$10	\$4	\$5	\$0	6%
Contract Maintenance	\$73	\$213	\$309	\$341	\$32	10%
Custodial Services	\$0	\$0	\$0	\$0	\$0	
Paratransit	\$96,672	\$95,429	\$98,020	\$85,983	(\$12,037)	-12%
Other	\$673	\$1,087	\$4,258	\$2,670	(\$1,589)	-37%
Materials & Supplies (Total)	\$95	\$415	\$368	\$10,446	\$10,078	2736%
Fuel and Lubricants	\$0	\$0	\$0	\$10,000	\$10,000	
Tires	\$0	\$0	\$0	\$0	\$0	
Other	\$95	\$415	\$368	\$446	\$78	21%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0	
Utilities (Total)	\$72	\$93	\$105	\$115	\$10	9%
Electricity and Gas	\$51	\$61	\$79	\$89	\$10	13%
Utilities - Other	\$20	\$32	\$26	\$26	(\$0)	-1%
Casualty & Liability (Total)	\$143	\$99	\$1,800	\$2,033	\$234	13%
Insurance	\$0	\$0	\$1,695	\$1,027	(\$668)	-39%
Claims	\$143	\$99	\$105	\$1,007	\$902	863%
Leases (Total)	\$626	\$604	\$756	\$1,059	\$303	40%
Property	\$548	\$548	\$656	\$892	\$236	36%
Equipment	\$77	\$56	\$100	\$167	\$67	67%
Miscellaneous (Total)	\$22	\$50	\$59	\$78	\$19	31%
Dues And Subscriptions	\$2	\$6	\$9	\$9	(\$0)	-5%
Conferences and Meetings	\$4	\$6	\$13	\$9	(\$4)	-32%
Business Travel/Public Hrg	\$5	\$13	\$11	\$37	\$25	231%
Interview & Relocation	\$1	\$0	\$0	\$0	\$0	2%
Tolls	\$0	\$0	\$0	\$0	\$0	
Advertising	\$4	\$15	\$10	\$10	(\$0)	-2%
Other	\$5	\$9	\$16	\$14	(\$2)	-13%
Reimbursements (Total)	\$0	\$0	\$0	(\$65)	(\$65)	
Reimbursements	\$0	\$0	\$0	(\$65)	(\$65)	
TOTAL NONPERSONNEL COST	\$98,533	\$98,443	\$107,050	\$105,060	(\$1,990)	-2%
TOTAL COST	\$103,440	\$104,156	\$114,727	\$114,111	(\$616)	-1%

MetroAccess Revenue Vehicle Fleet Management Plan

The MetroAccess Revenue Vehicle Fleet Management Plan is a tool that provides information, analysis, and recommendations about the anticipated growth in paratransit ridership, and the current and projected revenue vehicle requirements for MetroAccess to meet the demand as well as an assessment and projection of needs for paratransit vehicle maintenance. The information that follows reflects the most current data from the Federal Transit Administration Approved Plan. The most current plan can be found on the Metro website at: [http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20\(4%2029%202009\)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: FY2011 - FY2014

	FY2011 <u>Actual</u>	FY2012 <u>Actual</u>	FY2013 <u>Approved</u>	FY2014 <u>Approved</u>
STATISTICS:				
Total # of:				
MetroAccess - Dedicated Fleet:	600	600	600	600
Total Passengers	2,336,219	2,082,882	2,205,578	1,985,000
Total Passenger Revenue (000s)	\$4,301	\$7,824	\$7,720	\$7,720
Total Revenue (000s)	\$5,461	\$8,419	\$7,720	\$7,720
Total Operating Expense (000s)	\$103,440	\$104,224	\$114,727	\$114,111
RATIOS:				
Cost Per Passenger	\$44.28	\$50.04	\$52.02	\$57.49
Subsidy Per Passenger*	\$42.44	\$46.28	\$48.52	\$53.60
Percentage of Operating Cost Recovered from Passenger Revenues	4.2%	7.5%	6.7%	6.8%

* 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: FY2011 - FY2013

	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Approved</u>	<u>FY2014</u> <u>Approved</u>
Total # of Vans in Fleet	576	582	582	582
Total # of Low Floor Vans in Fleet	22	16	16	16
Total # of Shuttles in Fleet	2	2	2	2
	600	600	600	600

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

Data as of the END of each Fiscal Year

Table 4.29

MetroAccess Statistics

Active Fleet: FY2014

	<u>Max</u> <u>Scheduled</u> <u>Fleet</u>	<u>Total</u> <u>Active</u> <u>Fleet</u>	<u>Vans/Low Floor</u> <u>Van/Shuttles</u>
FY2013 Year-End (Projected)	600	600	582 / 16 / 2
FY2014 Year-End (Projected)	600	600	582 / 16 / 2

Table 4.30

MetroAccess Statistics: FY2011 - FY2014

Average age of fleet at end of FY2014 will be 2.24 Years

Manufacturer	Year Entered Service	Number of Vans/Cars	Vehicle Type
FORD	2014	45	Vans
FORD	2013	114	Vans
FORD	2012	0	Shuttle
FORD	2012	204	Vans
MV1/VPG	2012	16	Sedans
FORD	2011	2	Shuttle
FORD	2011	219	Vans
Total Fleet Vehicles at End of FY2014		600	

Reimbursable Operating Budget

Fiscal Year 2014 Approved Budget: \$56.5 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: FY2014			
(dollars in Thousands)	FY2013	FY2014	
	<u>Budget</u>	<u>Budget</u>	<u>Change</u>
State & Local Funding			
• DC Circulator ¹	14,510	16,251	1,741
Federal Grant Funding			
• Safety & Security grants	5,970	22,027	16,057
• Transit Works grant		795	795
Other Sources of Funding			
• DC Circulator - Passenger fare revenue	3,394	3,394	-
• Neutral Host agreement with Carrier team	5,481	12,458	6,977
• Joint Development & Adjacent Construction projects	5,813	1,621	(4,192)
Total Expenditures	\$35,168	\$56,545	\$21,377

¹ Local funding equals expenditures less passenger revenue

DC Circulator

The FY2014 expense budget is \$19.6 million and a projected \$3.4 million in revenue, resulting in an annual subsidy of \$16.2 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 FY2014 are a combination of Transit Security Grant Program (TSGP), Urban Area Security Initiative (UASI), and National Explosive Detection Canine Team Program (NEDCTP) funding by the Department of Homeland Security. These grants provide funding for capital and operational security activities. Such funding enhances the ability of the Metro Transit Police Department to detect and deter potential attacks of terrorism through increased visibility, unpredictable presence, identification of areas for critical infrastructure hardening, and employee and public awareness.

Neutral Host

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

Joint Development and Adjacent Construction Projects

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

Table 4.32

OPERATING COST BY DEPARTMENT
APPROVED FY2014 REIMBURSABLE BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>MTPD</u>	<u>BUS</u>	<u>CIO</u>	<u>DGMO</u>
Salaries (Total)	\$9,372	\$8,949	\$281	\$0	\$143
Full-Time Salaries	\$3,084	\$2,661	\$281	\$0	\$143
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$6,289	\$6,289	\$0	\$0	\$0
Wages (Total)	\$9,961	\$0	\$865	\$8,295	\$802
Operator/StaMgr Wages	\$217	\$0	\$0	\$0	\$217
Operator/StaMgr Overtime	\$750	\$0	\$750	\$0	\$0
Full Time Wages	\$4,507	\$0	\$0	\$4,310	\$197
Wage Lapse	-\$54	\$0	\$0	-\$54	\$0
Overtime Wages	\$4,542	\$0	\$115	\$4,039	\$388
TOTAL SALARIES AND WAGES	\$19,334	\$8,949	\$1,146	\$8,295	\$944
Fringes (Total)	\$8,729	\$4,041	\$517	\$3,738	\$433
Fringe Health	\$3,818	\$1,767	\$226	\$1,635	\$189
Fringe Pension	\$3,398	\$1,573	\$201	\$1,455	\$168
Other Fringe Benefits	\$1,496	\$693	\$89	\$641	\$74
Workers Compensation	\$16	\$7	\$1	\$7	\$1
TOTAL PERSONNEL COST	\$28,063	\$12,990	\$1,663	\$12,033	\$1,377
Services (Total)	\$23,818	\$7,868	\$15,911	\$0	\$39
Professional & Technical	\$7,868	\$7,868	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$15,856	\$0	\$15,856	\$0	\$0
Other	\$94	\$0	\$55	\$0	\$39
Materials & Supplies (Total)	\$1,890	\$1,401	\$95	\$280	\$114
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$48	\$0	\$48	\$0	\$0
Other	\$1,842	\$1,401	\$48	\$280	\$114
Fuel & Propulsion (Total)	\$1,976	\$0	\$1,976	\$0	\$0
Diesel Fuel	\$1,957	\$0	\$1,957	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$18	\$0	\$18	\$0	\$0
Utilities (Total)	\$194	\$49	\$0	\$145	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$194	\$49	\$0	\$145	\$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)	\$606	\$514	\$0	\$0	\$92
Business Travel/Public Hrg	\$407	\$367	\$0	\$0	\$40
Other	\$199	\$147	\$0	\$0	\$52
Reimbursements (Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$28,483	\$9,832	\$17,982	\$425	\$244
TOTAL COST	\$56,545	\$22,822	\$19,645	\$12,458	\$1,621

Chapter V. Department Budgets

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Chapter V. Department Budgets

The approved FY2014 operating and capital budgets support Momentum, the agency's recently adopted Strategic Plan by aligning resources with Momentum's four Strategic Goals. Implementation of the Strategic Plan takes place throughout the organization with Departmental Business Plans that focus on actions taken to deliver service today as well as priority strategic actions that will lead to success in the future. These actions include:

- Continued emphasis on safety and the safety culture at Metro, including implementation of the Fatigue Risk Management System, rollout of the Close Call Reporting System and improving worker and customer safety throughout the system
- Final preparation and implementation of Silver Line revenue service
- Delivery of rail service based on Board approved standards
- Continued aggressive rehabilitation of the Red, Orange and Blue rail line segments
- Continued implementation of the Bus Priority Corridor Network and State of Good Operations
- Introduction of a new business model to maintain quality Access services
- Replacement of the oldest buses and rail cars

In addition to more bus and rail service that are provided for in the operating budget, the plan includes certain new initiatives, including the implementation of a Fatigue Management Risk System, initial design work for the next generation of in-system customer communications, capital investment to plan for future system capacity needs including 8-car trains and station expansion, implementation of efficiencies based on a third-party review, and development of a succession plan.

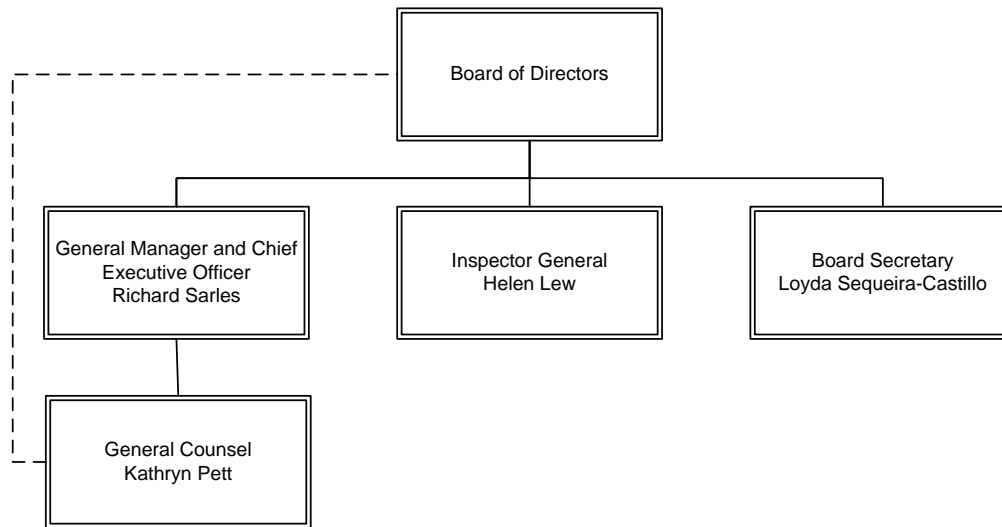
The implementation strategy outlined in Momentum details 86 priority actions necessary to support the vision of tomorrow's transit ride and gives guidance to the types of investments and decisions that Metro can and must make in order to achieve this vision and support the region.

Departmental Business Plans provide the organization with a framework to link employees' day-to-day activities with agency goals by aligning their actions with the strategies and initiatives of their Departmental Business Plans.

Departmental Business Plans lay out short-term tactical plans for strategic plan implementation. They identify executable actions to achieve specific performance targets within a set timeframe. They function at the department (not enterprise) level and are constructed with one- to three-year horizons. They are revisited at least annually to assess whether they have been successful in moving the department closer to achieving the goals of the strategic plan.

Historical data for FY2011-FY2012 presented in the tables that follow may not accurately reflect each department's previous budget/actual due to reorganization within Metro. This does not affect the authority wide overall total.

Independent Offices



General Manager and Chief Executive Officer

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$665	\$1,073	\$854	(\$219)	-20.4%
NONPERSONNEL COST	\$224	\$171	\$79	(\$92)	-53.8%
TOTAL COST	\$889	\$1,244	\$933	(\$311)	-25.0%
 BUDGETED POSITIONS	 8	 5	 4	 -1	 -20.0%

The General Manager/Chief Executive Officer (GM/CEO) is responsible for the delivery of Metrorail, Metrobus, and MetroAccess services for 1.3 million passenger trips a day. Leading the workforce of over 12,000 men and women of Metro. The GM/CEO advances Metro with a continued focus on and commitment to safety, quality service, connecting our communities and financial stability.

To provide direction for the agency, the GM/CEO developed the CY 2013 – 2015 Business Plan which identifies priority actions and performance measures to accomplish Metro’s four strategic goals. The Plan is built upon individual Department Business Plans that define specific performance measures and targets with accountabilities for each action and required partnerships.

The CY 2013 – 2015 GM/CEO Business plan provides:

- Key information for the decision-making process by clearly articulating agency goals, performance outcomes, and actions necessary for success;

- Linkage between employee day-to-day work and the goals contained in the Board's Strategic Plan;
- Prioritization to guide resource allocation;
- Rationale for resources needed to improve performance;
- Description of today's financial planning environment; and
- A baseline against which future performance and investment discussions will be evaluated.

The GM/CEO tracks progress towards the agency's four Strategic Goals through monthly performance meetings with each member of the Executive Leadership Team and monthly Vital Signs Reports. The Board of Directors holds Metro management responsible for performance outcomes during a quarterly review of the Vital Signs Report and a year-end review of the GM/CEO's attainment of the targets outlined in the Business Plan. Customers and stakeholders can monitor Metro's performance via the wmata.com Scorecard.

GM/CEO Business Plan CY 2013 – 2015

Goal:	Measure:	Target
Build and maintain a premier safety culture and system	Employee injury rate	< 5.0 per 200,000 hrs worked
	Customer injury rate	< 1.8 per million trips
	Crime Rate	< 2,000 Part I Crimes
Meet or exceed customer expectations by consistently delivering quality service	Bus On-Time Performance	78%
	Rail On-Time Performance	90.5%
	MetroAccess On-Time Performance	92%
	Escalator Availability	89%
	Customer Comment Rate <i>Commendations</i> <i>Complaints</i>	>10.8 / million trips <125 / million trips
Improve regional mobility and connect communities	TBD	TBD
Ensure fiscal stability and invest in our people and assets	Operating Expense on Budget	0-2% under budget
	Capital Funds Invested	90% of forecast
	Number of Positions Filled	1776

PRIORITY ACTIONS

Metro provides a vast and expansive array of services that require focused work by our employees and partnerships with our stakeholders. To clearly communicate where Metro’s focus should be, the GM/CEO identified ten key actions as top priorities in the CY13-15 Business Plan:

Goal:	Priority Action:
Build and maintain a premier safety culture and system	1. Implement Fatigue Risk Management System (FRMS)
Meet or exceed customer expectations by consistently delivering quality service	2. Continue Implementation of Bus Priority Corridor Network
	3. Perform Aggressive Rehabilitation and Replacement Work on the Red Line
	4. Maintain quality MetroAccess service through a new contract structure 5. Next generation customer communication implementation
Improve regional mobility and connect communities	6. Prepare for opening of Silver Line revenue service
	7. Expand Capacity for 8-Car (longest possible) Trains
Ensure fiscal stability and invest in our people and assets	8. Replace oldest buses and railcars
	9. Implement Succession Planning
	10. Complete efficiency review

Inspector General

<i>(Dollars in Thousands)</i>	Actual <u>2012</u>	Approved Budget <u>2013</u>	Approved Budget <u>2014</u>	<u>Change</u>	<u>Variance</u>
PERSONNEL COST	\$3,278	\$3,562	\$3,217	(\$345)	-9.7%
NONPERSONNEL COST	\$406	\$522	\$686	\$164	31.5%
TOTAL COST	\$3,684	\$4,084	\$3,903	(\$181)	-4.4%
 BUDGETED POSITIONS	 35	 32	 34	 2	 6.3%

Purpose

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 accountability and transparency.

Responsibilities

The OIG 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.

General Counsel

<i>(Dollars in Thousands)</i>	Actual	Approved	Approved	Change	Variance
	<u>2012</u>	<u>Budget</u>	<u>Budget</u>		
PERSONNEL COST	\$4,691	\$5,005	\$4,552	(\$453)	-9.0%
NONPERSONNEL COST	\$914	\$1,233	\$1,166	(\$67)	-5.5%
TOTAL COST	\$5,606	\$6,238	\$5,718	(\$520)	-8.3%
BUDGETED POSITIONS	41	42	41	-1	-2.4%

Purpose

The Office of General Counsel's (COUN) role is not only to protect the Authority's legal interests, but to serve as a pro-active problem-solving and problem-avoidance resource for the Authority's policymakers and managers.

Responsibilities

The Office of General Counsel is responsible for planning, directing and providing substantially all of the legal services provided to the Authority. COUN's organizational structure and staffing have been developed specifically to meet these objectives and to provide an effective mechanism for providing required legal services at the lowest possible cost.

The Office of General Counsel:

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

Board Secretary

<i>(Dollars in Thousands)</i>	Actual	Approved	Approved	Change	Variance
	<u>2012</u>	<u>Budget</u>	<u>Budget</u>		
PERSONNEL COST	\$434	\$458	\$425	(\$33)	-7.1%
NONPERSONNEL COST	\$220	\$153	\$146	(\$6)	-4.1%
TOTAL COST	\$654	\$610	\$572	(\$39)	-6.4%
BUDGETED POSITIONS	5	5	5	0	0.0%

Purpose

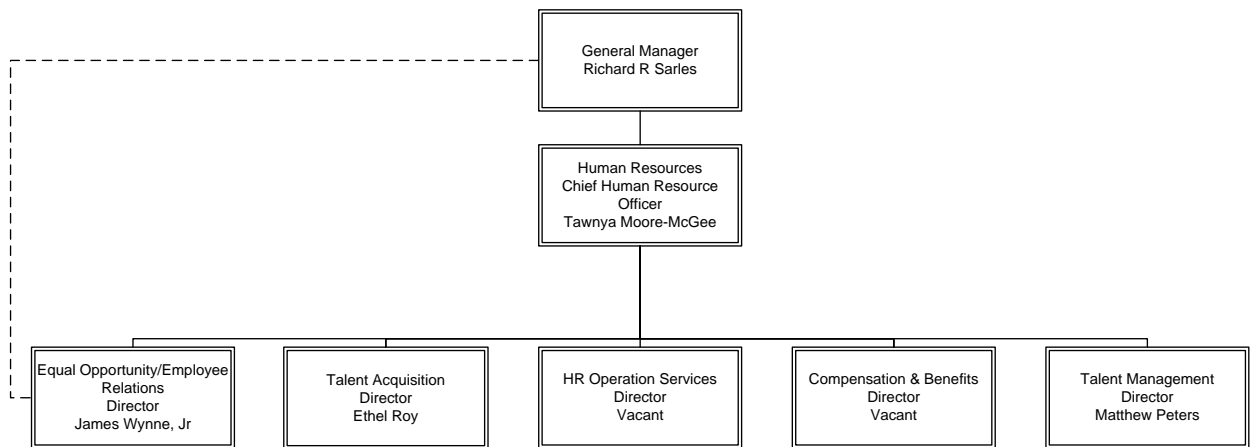
The Office of the Secretary (SECT) is an independent office that reports to the WMATA Board of Directors to provide high quality, comprehensive and administrative support services to the Metro Board of Directors; including responsive, accurate and timely guidance to the Board, their appointed bodies, and Metro staff with a focus on accountability, transparency, regionalism, and customer value.

Responsibilities

SECT is responsible for the coordination, review and distribution 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. In addition, the Board Secretary works proactively with the General Manager and his staff to carry out the policies, goals and initiatives of the Metro Board; and serves as liaison between the Board, the Riders' Advisory Council, the agency, and its riders.

Human Resources

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$10,932	\$12,275	\$12,608	\$333	2.7%
NONPERSONNEL COST	\$5,526	\$6,146	\$6,178	\$32	0.5%
TOTAL COST	\$16,458	\$18,421	\$18,786	\$365	2.0%
 BUDGETED POSITIONS	 123	 131	 138	 7	 5.3%



Purpose

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 and goals of Metro. HR supports and promotes a workplace that fosters respect, trust, equity, diversity, career and professional development, and collaboration.

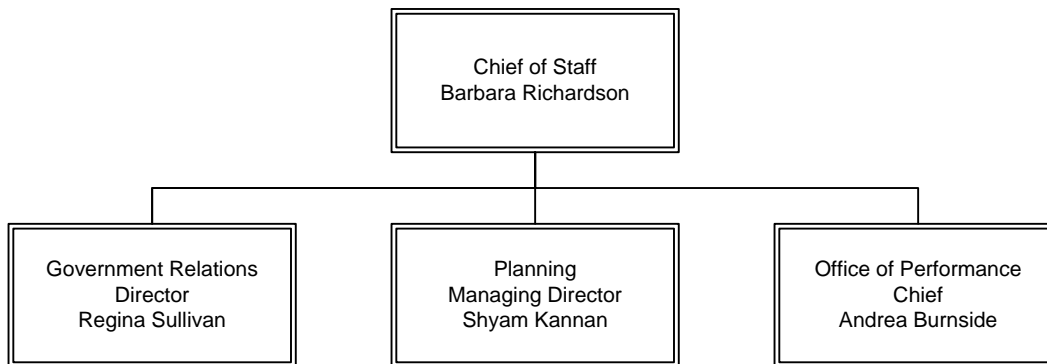
Responsibilities

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 employee 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

Chief of Staff

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$2,728	\$3,797	\$3,585	(\$211)	-5.6%
NONPERSONNEL COST	\$334	\$600	\$694	\$94	15.7%
TOTAL COST	\$3,062	\$4,396	\$4,279	(\$117)	-2.7%
 BUDGETED POSITIONS	 0	 32	 32	 0	 0.0%



Purpose

The Office of the Chief of Staff leads the agency’s short and long-term strategic planning, including the Authority’s Momentum strategic plan and business planning process, as well as government and external relations with the business community, civic organizations and customer groups. In addition, the CHOS oversees the day-to-day management of the Office of the General Manager, serves as Management’s liaison to the Board of Directors and leads the Executive Leadership Team in implementing agency-wide initiatives, such as the Customer Service Action Plan and Employee Engagement Programs.

Responsibilities

Regional and strategic planning, corridor planning and development, access planning and policy analysis, capital systems planning, sustainability, business plan development and tracking, government relations and policy, strategic and Board communications, performance management and reporting.

CHOS has oversight of four offices: Office of Government Relations, Office of Performance, Office of Planning, and Office of Strategic Communications.

Other responsibilities of CHOS include:

- Monitoring and following-up on all requests and directives from the GM/CEO
- Communicating and coordinating with the Executive Leadership Team (ELT) on Metro-wide policies, initiatives, and projects

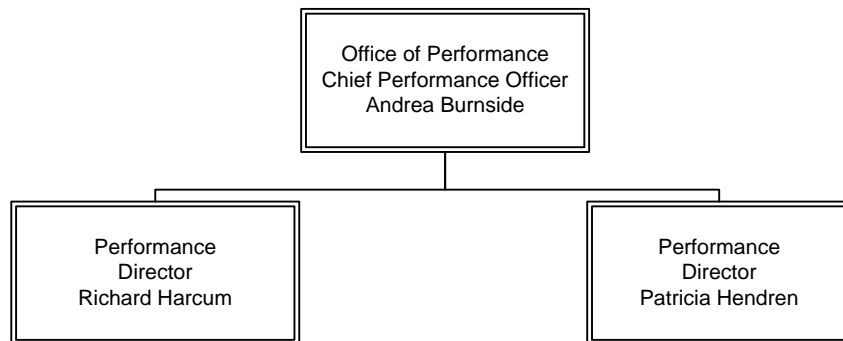
- Coordinating audit reports with all relevant departments
- Providing communication and coordination on all organizational initiatives and changes
- Reviewing and approving procurement and personnel actions
- Maintaining Metro's Policy/Instruction Manual and coordinating necessary updates
- Overseeing the Metro Electronic Action Document system
- Approving all Metro travel requests and providing travel policy
- Reviewing and approving correspondence addressed to the GM/CEO
- Reviewing responses to Public Access to Records Policy (PARP) requests including hearings on PARP request appeals

CHOS Business Plan

The Office of the Chief of Staff Business Plan identifies how CHOS's day-to-day actions help Metro make progress towards the agency's four strategic goals. The actions detailed in the CHOS Business Plan contribute to achievement of all four goals.

Office of Performance

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$1,031	\$1,038	\$1,017	(\$21)	-2.0%
NONPERSONNEL COST	\$320	\$635	\$599	(\$35)	-5.5%
TOTAL COST	\$1,350	\$1,673	\$1,617	(\$56)	-3.3%
 BUDGETED POSITIONS	 17	 7	 7	 0	 0.0%



Purpose

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.

Responsibilities

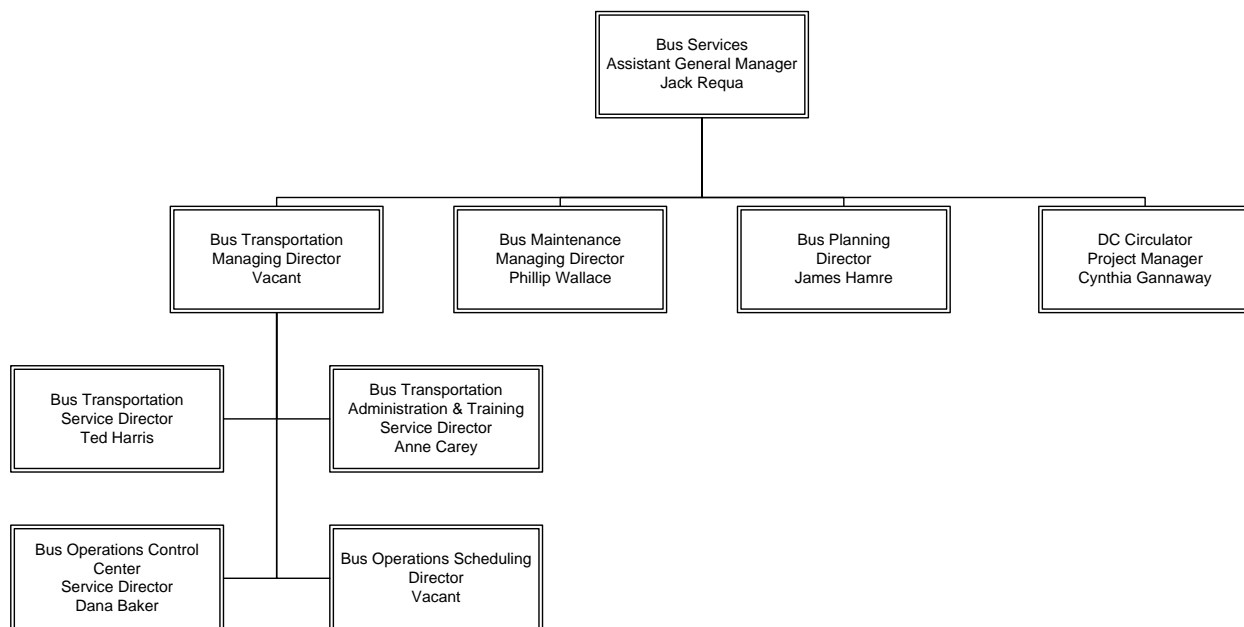
The Office of Performance advances the agency towards its mission, vision and goals by developing a wide array of performance tools. CPO supports the development, implementation and tracking of department level and the GM/CEO Business Plans. In addition, CPO collects performance data for Vital Signs Reporting and works with departments to analyze trends, ask questions on why performance changed and gain input/consensus on actions to improve. At the request of Departments, GM/CEO and the Board, CPO conducts specific performance analyses (e.g., estimate of capital backlog, bus on-time-performance garage displays, contractor impact on escalator availability, rail service standards), facilitates cross-agency partnerships and provides guidance on how to strategically prioritize work.

CPO Business Plan

The Office of Performance Business Plan identifies how CPO’s day-to-day actions help Metro make progress towards the agency’s four Strategic Goals. CPO’s contribution towards agency goals is reflected in all twelve performance measures in the GM/CEO Business Plan. The Business Plan focuses on CPO’s collaborative work across the agency to turn performance data into information to improve Metro’s delivery of its programs and services and to inform decision making.

Department of Bus Services

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$345,163	\$371,265	\$385,792	\$14,526	3.9%
NONPERSONNEL COST	\$74,847	\$70,703	\$78,190	\$7,487	10.6%
TOTAL COST	\$420,010	\$441,968	\$463,982	\$22,014	5.0%
BUDGETED POSITIONS	3,954	3,995	4,138	143	3.6%



Purpose

The Department of Bus Services is committed to being an integral part of the Washington Metropolitan Area by ensuring the best in safe, clean, reliable, cost effective and responsive bus service, by promoting regional mobility and by contributing towards the social, economic and environmental well-being of the community.

Responsibilities

The Department of Bus Service is responsible for the maintenance, operation, scheduling and planning of Metrobus routes in the District of Columbia, Virginia, and Maryland. This is accomplished with approximately 1,481 buses, 328 routes, 187 lines and 4,138 employees. Additionally, Bus Service is responsible for the maintenance of WMATA’s 1,823 service vehicles and manages the DC Circulator Contract (a reimbursable project). Bus Service is the transportation provider for more than 132,000,000 customers each year.

BUS Business Plan

The Department of Bus Service has two Business Plans related to the provision of its services. The Bus Transportation (BTRA) Business Plan and the Bus Maintenance (BMNT) Business Plans detail how BUS's day-to-day actions help Metro make progress towards the agency's four Strategic Goals. The actions and corresponding performance targets and measures in these Business Plans support the General Manager's Priorities and provide an actionable and measurable plan that guide BUS's efforts to continually improve its services and deliver its programs. Below are examples of specific actions outlined in their Business Plan.

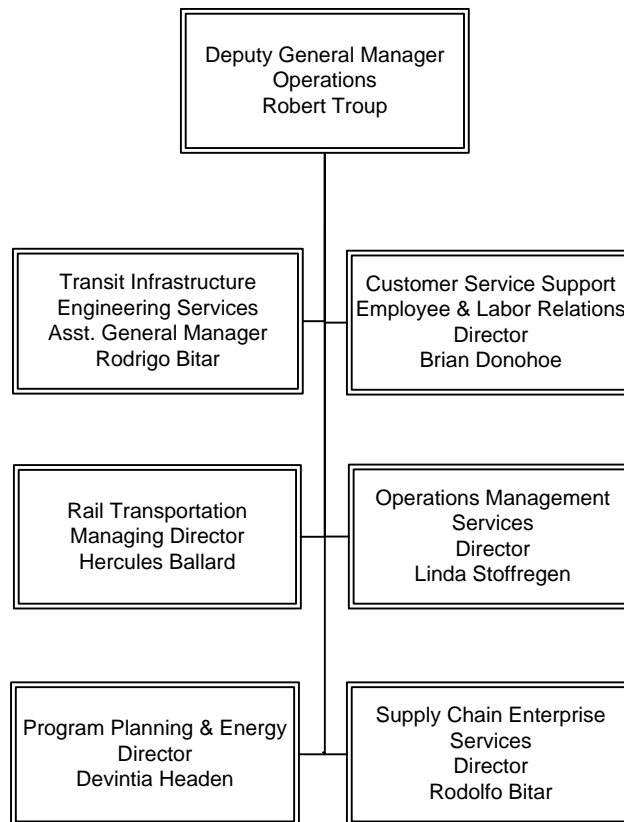
- Reduce Employee Injury rate by the use of pro-active safety programs, investigation into all cases of injury and counseling of employees with multiple injuries
- Continue the rate of customer injuries through continuous training, service adjustments to maintain schedules and working with jurisdictions to improve traffic conditions
- Continue improvement to the PCN corridors and remaining services within budget to continue the improvement in on-time performance in an attempt to reach our goal of 78%
- Be fiscally responsible and maintain operating expenses within budget and continue a high level of expenditure of capital funds to support the overall goals of improving customer service
- Provide a full year of customer communication efforts with bus operators to improve their skills, reduce complaints and minimize assaults
- Aggressively work with Human Resources to fill vacancies to minimize overtime and to insure that all work elements are done in a timely fashion.

BUS' Business Plans focus on actions for the provision of safe, efficient and reliable service. The actions and measures in their business plan aim to positively influence the following GM/CEO's Business Plan performance measures:

- Employee Injury Rate
- Customer Injury Rate
- Bus On-Time Performance
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled

Deputy General Manager of Operations

<i>(Dollars in Thousands)</i>	<u>Actual</u> 2012	<u>Approved</u> <u>Budget</u> 2013	<u>Approved</u> <u>Budget</u> 2014	<u>Change</u>	<u>Variance</u>
PERSONNEL COST	\$8,657	\$17,000	\$18,119	\$1,118	6.6%
NONPERSONNEL COST	\$77,988	\$91,504	\$98,802	\$7,297	8.0%
TOTAL COST	\$86,644	\$108,504	\$116,920	\$8,416	7.8%
 BUDGETED POSITIONS	 162	 166	 154	 -12	 -7.2%

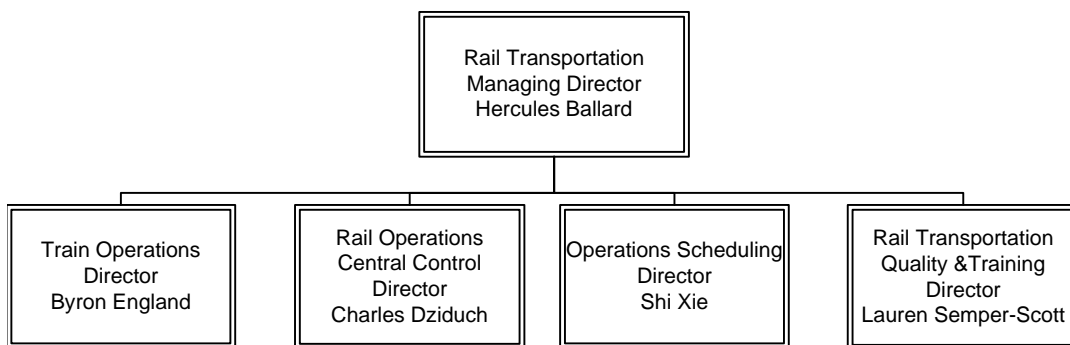


The Deputy General Manager (DGMO) directs the daily operations of the Metrorail, Elevators and Escalators and manages the Capital Investment Program (CIP) which includes infrastructure renewal, engineering and design.

The Business Plans that detail the actions, targets and measures for the delivery of rail service and all of its supporting functions are developed at the organizational level. There are nine Business Plans that support the DGMO’s successful delivery of its programs. These contain the actions, measures, targets and identify the dependencies with other organizations that will enable the DGMO to deliver safe, secure, reliable and efficient service.

Rail Transportation

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$164,302	\$176,592	\$191,442	\$14,851	8.4%
NONPERSONNEL COST	\$1,302	\$1,392	\$1,762	\$370	26.6%
TOTAL COST	\$165,604	\$177,984	\$193,205	\$15,221	8.6%
 BUDGETED POSITIONS	 1,499	 1,552	 1,623	 71	 4.6%



Purpose

The Office of Rail Transportation strives daily to provide our customers with a safe, courteous, and capable transit experience that demonstrates our renewed commitment to the mission of the Authority and to the region’s riding public.

Responsibilities

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

RTRA Business Plan

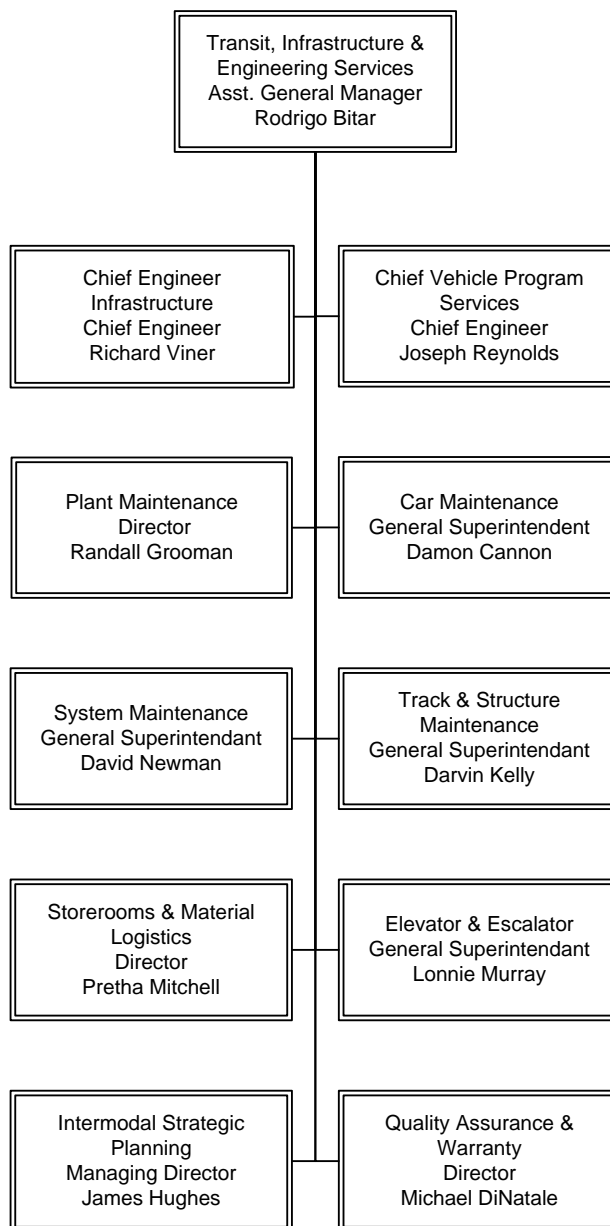
The Office of Rail Transportation Business Plan identifies how RTRA's day-to-day actions help Metro make progress towards the agency's four Strategic Goals. RTRA's Business Plan details the actions it will take to achieve the priorities of the GM/CEO Business Plan and positively influence the following performance measures:

- Employee Injury Rate
- Customer Injury Rate
- Rail On-Time Performance
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled
- Customer Commendation/Complaint Rate

Transit Infrastructure and Engineering Services

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$323,619	\$353,047	\$377,126	\$24,080	6.8%
NONPERSONNEL COST	\$69,733	\$75,710	\$81,906	\$6,196	8.2%
TOTAL COST	\$393,352	\$428,757	\$459,032	\$30,275	7.1%

BUDGETED POSITIONS	3,882	4,731	4,837	106	2.2%
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Purpose

The Department of Transit Infrastructure and Engineering Services strives to provide a positive daily commute for our customers by providing a safe and reliable rail system through comprehensive engineering, inspection, maintenance, and rehabilitation programs that enhance the condition of the Metrorail system, facilities, and vehicles.

Responsibilities

Transit Infrastructure and Engineering Services provides:

- Engineering, Project Management and Construction Management for the Capital Program
- Leads and coordinates hands-on technical support with the delivery and acceptance of railcars.
- Comprehensive maintenance program for a fleet of 1138 railcars, provide a daily service requirement of 896 railcars, 266 track maintenance vehicles and 955 support equipment vehicles.
- Inspection, maintenance and rehabilitation of all revenue and yard tracks as well as all aerials, bridges, retaining walls and tunnels.
- Replacement of track components such as switches, fasteners, running rail, crossties, and insulators on ballast and direct fixation track throughout the Metrorail System.
- Maintenance and inspection of WMATA's right-of-way structures, fence line and parking garages, Providing inspection reports for 432 mainline miles of track, 171 mainline switches, and 354 yard switches.
- Maintenance and inspection of WMATA's fare collection equipment, train control systems, communications infrastructure, and power system.
- Maintaining in state of good repair WMATA's vertical transportation system, including 588 escalators (in stations) and 279 elevators (in stations, parking garages and maintenance facilities).
- Manage the Supply Chain of inventory materials from the time the Operations Departments express a need until the parts are delivered and the invoice paid.
- Manage and deliver Rail Operations' Budgeting, Technical Skills Training, and Return to Work programs.

TIES Business Plan

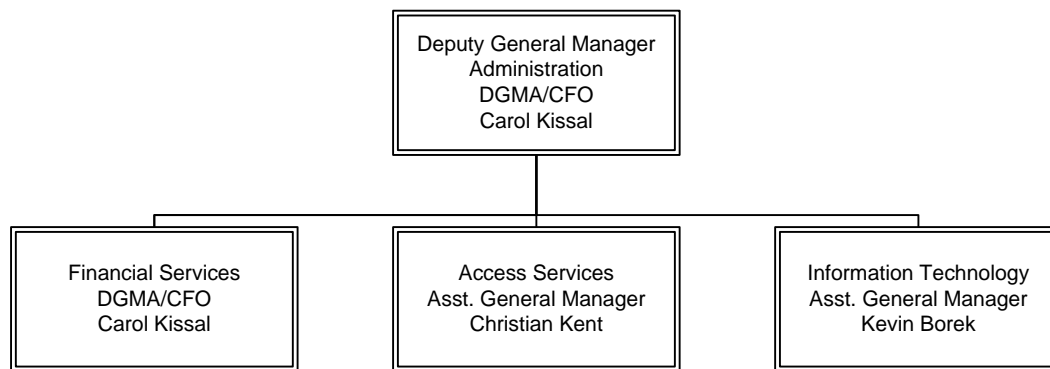
The ten organizations that comprise the Department of Transit Infrastructure and Engineering have Business Plans that articulate how their day-to-day actions help Metro make progress towards the agency's four Strategic Goals. These Business plans contain specific actions to implement the GM/CEO's priorities and contribute to the attainment of the agencies Strategic Goals by positively influencing the following measures

- Employee Injury Rate
- Customer Injury Rate
- Rail On-Time Performance
- Escalator Availability
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled

Table 5.21

Deputy General Manager of Administration

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$75,531	\$83,808	\$85,642	(\$1,468)	-1.8%
NONPERSONNEL COST	\$168,895	\$184,877	\$179,517	(\$3,480)	-1.9%
TOTAL COST	\$244,426	\$268,684	\$265,158	(\$4,948)	-1.8%
 BUDGETED POSITIONS	 760	 743	 737	 -6	 -0.8%



Purpose

The Department of Finance and Administration supports Metro’s mission to provide safe, equitable, reliable and cost-effective public transit through oversight of all financial and administrative responsibilities.

Responsibilities

The Department of Finance and Administration (DGMA/CFO) is responsible for the financial integrity and the administrative functions of Metro, including the collection of revenues and other income, purchasing all goods and services required by the Metro, accounting for the financial transactions of assets and liabilities, information technology and planning and development. In addition, the DGMA/CFO is responsible for Federal grants management, as well as, cash and risk management. DGMA is further broken down into departments of Financial Services (CFO), Information Technology (IT), and Access Services (ACCS).

Business Plans

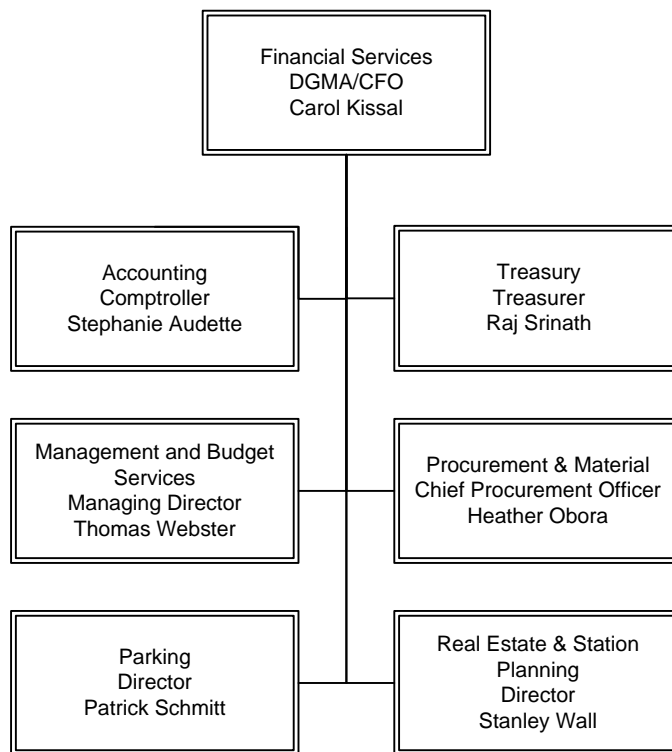
The Deputy General Manager of Administration (DGMA) has developed business plans at the departmental level to identify how day-to-day actions help Metro make progress towards the agency’s four Strategic Goals. DGMA’s contribution towards agency goals is tracked through the following GM/CEO Business Plan performance measures:

- Employee Injury Rate
- Customer Injury Rate

- MetroAccess On-Time Performance
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled

Financial Services

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$49,996	\$52,494	\$51,026	(\$1,468)	-2.8%
NONPERSONNEL COST	\$54,756	\$57,978	\$54,498	(\$3,480)	-6.0%
TOTAL COST	\$104,752	\$110,472	\$105,524	(\$4,948)	-4.5%
 BUDGETED POSITIONS	 382	 413	 361	 -52	 -12.6%



Purpose

The purpose of Financial Services is to facilitate the planning, coordination, management, and implementation of Metro’s services, programs, and priorities while sustaining and strengthening the Authority’s fiscal integrity and financial condition.

Responsibilities

ACCT

- General Ledger analyzes, reconciles, maintains, journalizes and reports accounts receivable, jurisdiction subsidy, inventory, prepaid assets, health and welfare contributions, pension contributions, retirement accounts, cash accounts, investments, debts and other financial transactions.
- Payroll ensures that pay checks are processed and distributed in a timely manner by accurately calculating gross wages, tax and garnishment withholdings and other deductions.
- Accounts Payable ensures that all payments to vendors, third parties, jurisdictions and reimbursements to employees are processed timely, accurately, efficiently and in compliance with the Authority, Jurisdictional and Federal policies and regulations.
- Financial Analysis personnel analyze and evaluate costs charged to capital, reimbursable and new service projects, reconcile funds control in project costing to general ledger and to provide financial reports to Federal, State and Local Jurisdictions in accordance with general accepted accounting principles.
- Financial Systems and Reporting personnel (FSnR) provide direct support, validation of transaction, bundle/upgrade testing, and financial reporting of PeopleSoft for the Office of Accounting and its external customers. FSnR also provide direct support for PeopleSoft external interfaces affecting the modules supported by the office, coordinates equipment and software requests for the office and provides Intranet support and maintenance.
- Project Costing personnel provide functional support by leveraging the knowledge of financial and reporting systems, transaction flows, cross-system impacts in order to insure data integrity. Perform on-going review for quality assurance to insure that financial information is accurately reported and conveyed in the PeopleSoft Financial Systems.
- Asset Management team ensures all WMATA assets are appropriately tracked for financial and internal control, ensure complete information is interfaced to MAXIMO for inventory and service maintenance purposes, oversee the biennial physical inventory and provide accurate information for external reporting purposes.

OMBS

- Supports the implementation of Metro's Strategic Plan by aligning resources with actions and strategies to deliver the Mission and Goals of the Strategic Plan.
- Plans, coordinates, develops, executes, monitors, and advocates for Metro's multiyear budget and six year CIP.
- Provides accurate and timely information, analysis, reports and makes recommendations to the organization, the GM/CEO, the Board of Directors, and funding agencies

- Provides the organization with the analytical tools to facilitate optimal management, performance and delivery of Metro's Operating and Capital budgets, services, and programs.

PARK

- The Office of Parking operates Metro's parking facilities and provides customer support to parking customers.

PRMT

- Execute and facilitate all procurement actions on behalf of the Authority for goods and services
- Manage the Disadvantaged Business Enterprise (DBE) function and the Small Business and Local Preference Program (SBLPP)

TRES

- Manage the fare media sales & distribution functions to provide for an effective and optimal process and organizational structure
- Collect and process revenues in an efficient and cost effective manner
- Implement fare media (Smartrip) related technology projects to decrease costs, improve productivity and increase customer satisfaction
- Reduce financial & market risk - liquidity (cash flow) risk, credit risk, workers compensation and third party claims and price fluctuations (fuel, power, materials and supplies)
- Obtain the lowest cost of financing possible, with least restrictive covenants
- Manage investments with the goal of earning a market-rate of return while preserving capital and liquidity

LAND

- Implement Metro's joint development program through which property interests owned and/or controlled by Metro are marketed to private developers with the objective of developing transit-oriented projects.
- Oversees the performance of joint development projects to ensure that projects achieve Metro's expected financial objectives.
- Manage the disposition of Metro's surplus property assets
- Negotiate and manage Metro's leasing of property to others, and the leasing of property for Metro use.
- Acquire property for Metro operational requirements
- Negotiate easements for temporary or permanent use of Metro property.

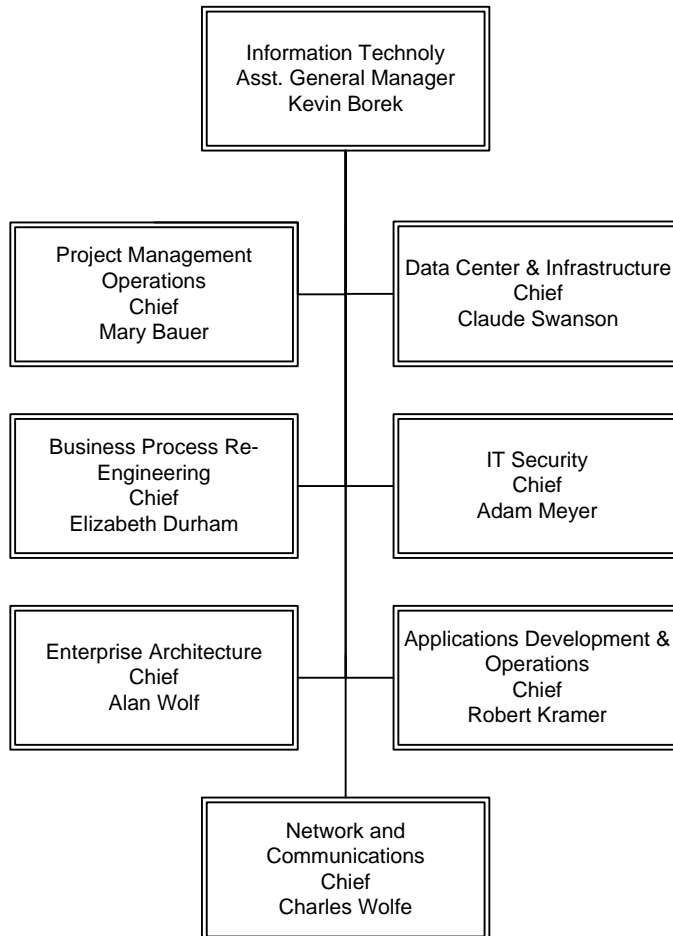
Financial Services Business Plans

Financial Services Business Plans identify how the offices day-to-day actions help Metro make progress towards the agency's four Strategic Goals. Financial Services' contributions toward agency goals are tracked in the following performance measures in the GM/CEO Business Plan:

- Employee Injury Rate
- Customer Injury Rate
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled

Information Technology

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$21,315	\$26,660	\$28,529	\$1,869	7.0%
NONPERSONNEL COST	\$17,282	\$21,449	\$23,337	\$1,888	8.8%
TOTAL COST	\$38,597	\$48,109	\$51,867	\$3,757	7.8%
 BUDGETED POSITIONS	 288	 288	 322	 34	 11.8%



Purpose

The Department of Information Technology 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.

Responsibilities

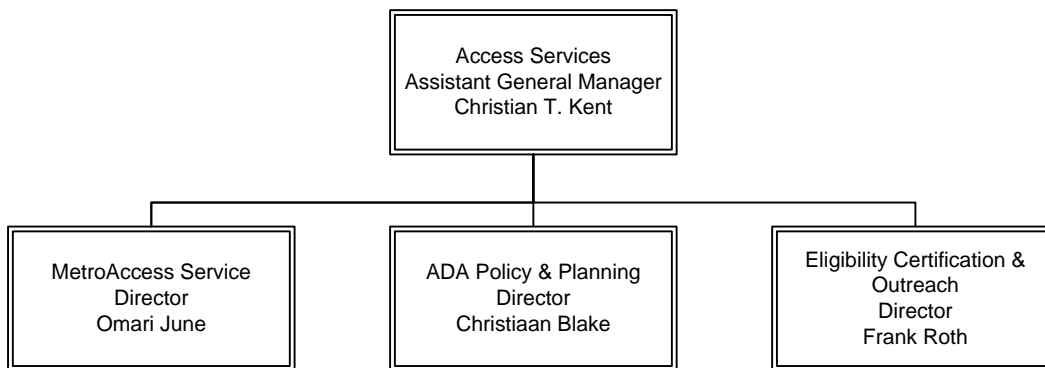
The Department of Information Technology (IT) provides information technology and telecommunication services to support WMATA's four Strategic Goals. IT implements solutions throughout WMATA; promotes compatibility, integration and interoperability; and develops and enforces information technology policy and standards throughout the authority.

IT Business Plan

The Department of Information Technology Business Plan identifies how IT's day-to-day actions help Metro make progress towards the agency's four strategic goals. IT's contribution towards agency goals is reflected in all twelve performance measures in the GM/CEO Business Plan.

Access Services

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$4,220	\$4,654	\$6,087	\$1,433	30.8%
NONPERSONNEL COST	\$96,856	\$105,449	\$101,681	(\$3,768)	-3.6%
TOTAL COST	\$101,077	\$110,103	\$107,768	(\$2,336)	-2.1%
 BUDGETED POSITIONS	 40	 42	 54	 12	 28.6%



Purpose

The Department of Access Services ensures that Metro’s services are delivered, personnel are trained, equipment is maintained and facilities are designed to provide safe, reliable and accessible transportation to senior citizens and people with disabilities.

Responsibilities

The Department of Access Services through its three program offices, (ADA Policy & Planning, Eligibility Certification and Outreach, and MetroAccess Services); ensure the continuous improvement of all Metro’s accessible services and facilities. ACCS is responsible for:

- MetroAccess service delivery
- Metro accessibility policy leadership
- Assure ADA and FTA compliance
- Planning and design support
- Accessibility Advisory Committee staffing and support
- Customer eligibility determination for MetroAccess
- Reduced fare program
- Free ride program
- Outreach and travel training to provide customers with disabilities choices

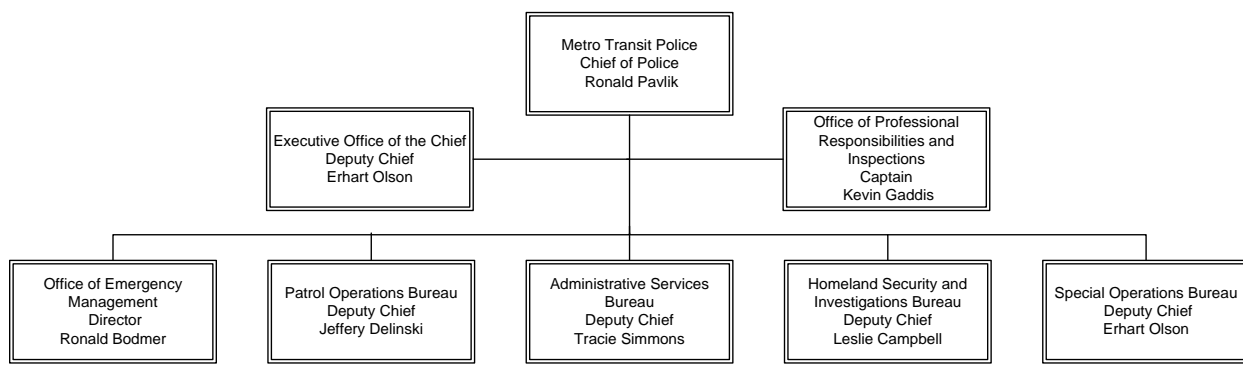
ACCS Business Plan

The Department of Access Services Business Plan identifies how ACCS's day-to-day actions help Metro make progress towards the agency's four Strategic Goals. ACCS's contribution towards agency goals is tracked through the following GM/CEO Business Plan performance measures:

- Employee Injury Rate
- Customer Injury Rate
- MetroAccess On-Time Performance
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled

Metro Transit Police

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$62,613	\$70,605	\$74,445	\$3,840	5.4%
NONPERSONNEL COST	\$2,937	\$3,157	\$3,257	\$100	3.2%
TOTAL COST	\$65,550	\$73,762	\$77,702	\$3,940	5.3%
 BUDGETED POSITIONS	 635	 704	 750	 46	 6.5%



Purpose

The Metro Transit Police Department (MTPD) provides protection for Metro customers, personnel, transit facilities and revenue.

Responsibilities

The Metro Transit Police Department is responsible for the protection of customers, personnel, and transit facilities of the 1,500 square mile Transit Zone, comprised of the Commonwealth of Virginia, District of Columbia, and the State of Maryland. The Department is composed of both uniformed and plainclothes personnel charged with the duty of enforcing the laws of the signatories, and the laws, ordinances and regulations of the political subdivisions, and the rules and regulations of the Authority.

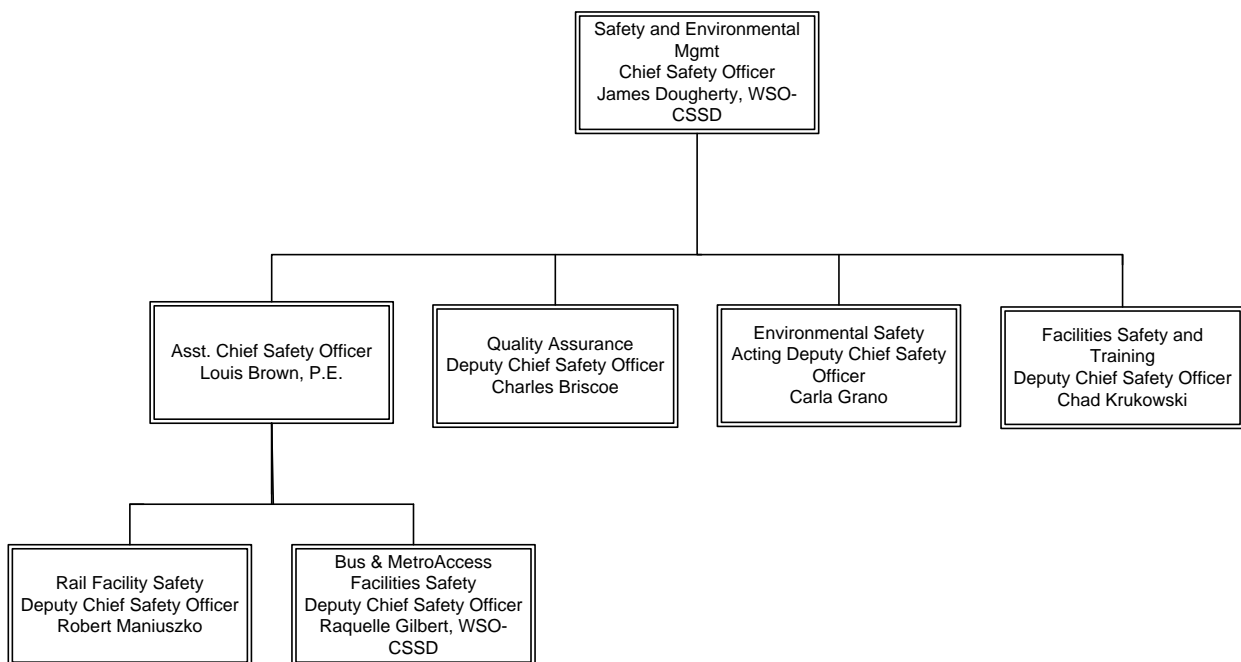
MTPD Business Plan

The Metro Transit Police Department Business Plan identifies how MTPD's day-to-day actions help Metro make progress towards the agency's four Strategic Goals. MTPD's contribution towards agency goals is tracked through the following GM/CEO Business Plan performance measures:

- Employee Injury Rate
- Crime Rate
- Customer Comment Rate
- Operating Expense on Budget
- Capital Fund Invested
- Number of Positions Filled

Department of Safety & Environmental Management

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$7,089	\$7,716	\$6,953	(\$764)	-9.9%
NONPERSONNEL COST	\$8,830	\$9,726	\$9,453	(\$273)	-2.8%
TOTAL COST	\$15,918	\$17,442	\$16,405	(\$1,037)	-5.9%
 BUDGETED POSITIONS	 59	 61	 61	 0	 0.0%



Purpose

The purpose of the Safety & Environmental Management Department (SAFE) 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 overall aim is always zero accidents, injuries and fatalities. In striving to accomplish this, SAFE in collaboration with all other departments is promoting a corporate safety culture involving all levels, from the Board of Directors to every employee regardless of position or location.

Responsibilities

Overall SAFE responsibilities include the management and/or compliance of: policies and procedures in the areas of system safety, occupational safety and health, accident and incident investigation, the continuous hazard management process, internal safety audit process, oversight

of construction safety, safety and security certification, environmental management, safety data and analysis, industrial hygiene, safety training, corporate safety programs, and corporate quality assurance.

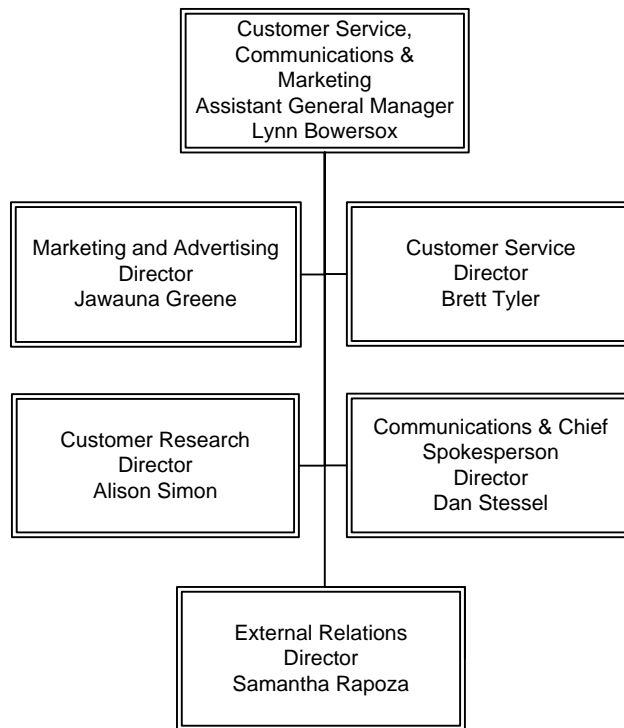
SAFE Business Plan

The Safety and Environmental Management Department Business Plan identifies how SAFE's day-to-day actions help Metro make progress towards the agency's four Strategic Goals. SAFE's contribution towards agency goals is tracked through the following GM/CEO Business Plan performance measures:

- Employee Injury Rate
- Customer Injury Rate
- Operating Expense on Budget

Customer Service, Communications and Marketing

<i>(Dollars in Thousands)</i>	Actual 2012	Approved Budget 2013	Approved Budget 2014	Change	Variance
PERSONNEL COST	\$11,490	\$12,559	\$13,241	\$682	5.4%
NONPERSONNEL COST	\$2,947	\$4,456	\$5,607	\$1,151	25.8%
TOTAL COST	\$14,437	\$17,015	\$18,848	\$1,833	10.8%
 BUDGETED POSITIONS	 139	 126	 129	 3	 2.4%



Purpose

The purpose of the Customer Service Communications and Marketing (CSCM) Department is to support all of Metro’s strategic goals, build trust, confidence, credibility and loyalty in the Metro brand.

Responsibilities

CSCM is responsible for communicating, marketing, and informing customers and others about Metro's services, programs and policies. CSCM also serves as the customer advocate within Metro by seeking input from customers. CSCM carries out its responsibilities by the following offices:

- Media Relations (MREL)
- External Relations (EREL)
- Employee Communications
- Executive Correspondence Team
- Marketing and Advertising (MKTG)
- Customer Service (CSVC)
- Customer Research (RESR)

CSCM Business Plan

The Customer Service Communications and Marketing Department Business Plan identifies how CSCM's day-to-day actions help Metro make progress towards the agency's four Strategic Goals. CSCM's contribution towards agency goals is tracked through the following GM/CEO Business Plan performance measures:

- Employee Injury Rate
- Customer Injury Rate
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Number of Positions Filled



Chapter VI. Capital Program

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Chapter VI. Capital Program

Introduction

This chapter provides information on Metro's proposed Fiscal Year 2014 capital budget and planned six-year capital program. The Capital Program includes the Capital Improvement Program (CIP), the Reimbursable Projects Program, and the Safety and Security Program. This chapter focuses primarily on proposed investments in the CIP.

The Washington Metropolitan Area Transit Authority's (Metro) approved FY2014-2019 CIP is a \$5.5 billion capital investment plan focused on safety, reliability, and the rebuilding of the Metro system. Metro is advancing the most aggressive program of capital investments since the construction of the Metro system – more than 92 percent of the planned investment advances the safety, rehabilitation, and replacement of Metro's infrastructure, facilities, equipment, systems, railcars, buses, and paratransit vehicles.

The FY2014 budget presents the fourth year of Metro's rolling six-year Capital Improvement Program established by the Capital Funding Agreement (CFA) among Metro and the contributing jurisdictions. The CFA allows for annual adjustments to the six-year program of projects to meet Metro's ongoing and updated capital needs. This budget presents the FY2014 budget as well as the planned CIP investments through FY2019.

On October 25, 2012 the Metro Board of Directors adopted resolution 2012-32 outlining a strategic framework including a Vision, Mission and four goals to guide Metro's decision making to meet today's challenges and prepare for the future.

Using the Board's framework, Metro has developed a Strategic Plan titled Momentum, an action oriented and flexible plan structured to connect and link Metro's day-to-day actions with the adopted Board goals. Momentum guides Metro's near term actions and investment decisions and provides a roadmap to meet the needs of the region in the future.

The General Manager and Chief Executive Officer's (GM/CEO) Business Plan is a three year plan containing priority actions, timelines and measures, targets and success criteria that will guide Metro's implementation of Momentum.

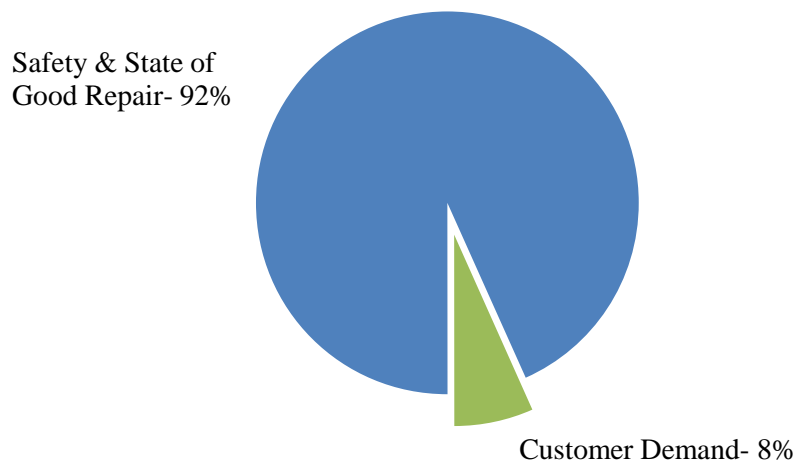
This capital program reflects those priorities and contains projects and actions that will help Metro achieve its near term goals while also laying the groundwork necessary to meet the system's future needs.

FY2014-2019 Capital Improvement Program Investments

The FY2014-2019 Capital Improvement Program (CIP) is a \$5.5 billion capital investment plan focused on safety, reliability, and the rebuilding of the Metro system. Metro is advancing the most aggressive program of capital investments since the construction of the Metro system – more than 92 percent of the planned investment advances the safety, rehabilitation, and replacement of Metro’s infrastructure, facilities, equipment, systems, railcars, buses, and paratransit vehicles.

Figure 6.1

FY2014-2019 CIP Planned Investments



The FY2014-2019 CIP reflects updated schedule assumptions and cost estimates for ongoing multiyear projects. The six-year program is balanced to forecasted capital funding.

The Capital Needs Inventory (CNI), last updated in FY2012, is the foundation and source for the projects included in Metro’s proposed FY2014-2019 CIP. The current \$13 billion CNI is a prioritized list of Metro’s investment needs for the ten year period from FY2011 through FY2020. The CNI is prioritized based on Metro’s strategic goals and with an emphasis on safety and rebuilding the Metro system to reverse years of underinvestment in the system.

Rebuilding the System

The CIP continues to place the highest priority on investing resources in projects that improve safety and reliability. Major planned safety, rehabilitation, and replacement investments in the FY2014-2019 CIP include:

- Safety improvements and implementation of NTSB Recommendations, including, but not limited to the examination and replacement of track circuits and the upgrade of train control software system
- Comprehensive rehabilitation and replacement of track and rail structures to achieve a state of good repair and a steady state of maintenance.
- Replacement, rehabilitation and repair of railcars
 - Replacement 1000 Series Railcars (300 railcars)
 - Replacement 4000 Series Railcars (100 railcars)
 - Initiate replacement of 2000/3000 series railcars (beginning in FY2018)
 - Initiate rehabilitation of 5000 series railcars (beginning in FY2017)
- Replacement, rehabilitation and repair of buses
 - Replacement of approximately 100 buses per year
 - Rehabilitation of approximately 100 buses per year
- Replacement of MetroAccess vehicles – approximately 150 vehicles per year
- Completion of the new District 2 police substation and training facility and the special operations division facility
- Rehabilitation of rail line segment infrastructure
 - Red Line Rehabilitation: Stages 1 & 2
 - Orange/Blue Line Rehabilitation: Stage 1
- Replacement of Southern Avenue and Royal Street bus facilities
- Rehabilitation of rail yards (Alexandria, Brentwood, and New Carrollton) and bus facilities (Western, Northern, and Landover)
- Modernization of Metro’s fare collection infrastructure and technology
- Replacement and rehabilitation of escalators – approximately 158 escalators
- Rehabilitation of elevators – approximately 57 elevators

The FY2014-2019 CIP also includes approximately \$150 million for the replacement and upgrade of Metro’s radio system infrastructure to comply with an unfunded Federal Communications Commission (FCC) mandate that requires Metro to relocate to a new radio frequency band. The proposal includes approximately \$150 million in additional long-term financing to support the project, pending the identification of another funding source.

Preparing for the Future

While the focus of the FY2014-2019 investment plan continues to be on safety improvements and the rebuilding and replacement of the existing system, Metro is also planning and preparing for future capacity investments. The FY2014-2019 CIP includes a number of significant investments to identify, plan, and initiate future projects:

- Preliminary investment to initiate the acquisition of 220 expansion railcars to expand Metrorail system capacity
- Phased investment in power system infrastructure upgrades to support future 8-car train operation
- Station capacity and access improvements at Gallery Place and Union Station
- Additional buses to reduce overcrowding and improve on-time performance (100 expansion buses in FY2015-2019)
- Continued investment in planning and project development for core and station capacity projects

Planned Investments by CIP Category

Consistent with the CFA, the FY2014-2019 projects are grouped into several CIP investment categories, which are summarized in the chart below and presented in detail in Table 6.3 of this document.

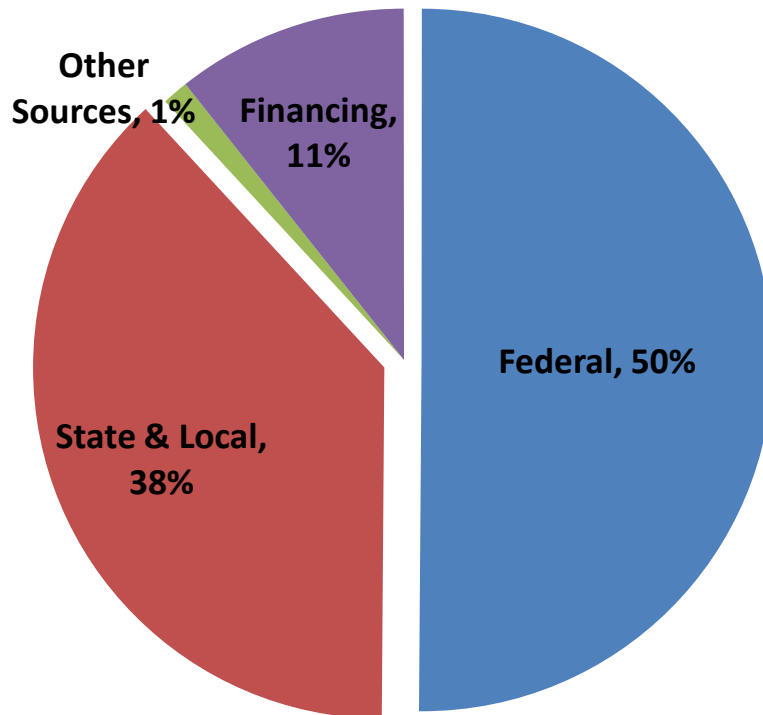
Table 6.1

Proposed FY2014-2019 CIP Investments (Uses)								
(dollars in millions)								
	Forecast FY2013	Budget FY2014	Plan FY2015	Plan FY2016	Plan FY2017	Plan FY2018	Plan FY2019	FY2014-19 Total
A Vehicles/ Vehicle Parts	\$223.9	\$208.7	\$332.8	\$556.9	\$503.4	\$477.5	\$585.0	\$2,664.4
B Rail System Infrastructure Rehabilitation	\$150.2	\$114.4	\$126.9	\$119.7	\$40.1	\$53.8	\$36.6	\$491.3
C Maintenance Facilities	\$134.8	\$185.9	\$192.8	\$131.7	\$195.0	\$181.8	\$231.2	\$1,118.4
D Systems and Technology	\$101.0	\$108.9	\$178.7	\$252.3	\$283.9	\$288.3	\$217.5	\$1,329.5
E Track and Structures	\$68.7	\$59.7	\$63.6	\$73.6	\$76.3	\$94.1	\$96.6	\$464.0
F Passenger Facilities	\$129.2	\$138.8	\$140.8	\$136.6	\$142.9	\$167.5	\$211.0	\$937.6
G Maintenance Equipment	\$107.6	\$107.0	\$59.4	\$98.9	\$98.2	\$51.8	\$30.9	\$446.3
H Other Facilities	\$28.5	\$32.6	\$34.8	\$16.4	\$13.6	\$12.5	\$5.9	\$115.8
I Project Management and Support	\$0.9	\$2.5	\$7.5	\$7.5	\$7.5	\$7.5	\$7.5	\$40.0
Total	\$944.8	\$958.6	\$1,137.3	\$1,393.6	\$1,360.9	\$1,334.8	\$1,422.1	\$7,607.3

FY2014-2019 CIP Financial Plan

Metro's FY2014-2019 CIP financial plan relies on a forecasted investment of more than \$5.5 billion from the federal government, state and local governments, and other sources. Of the \$5.5 billion six-year plan: over half (\$2.8 billion) comes from federal funding; state and local contributions total \$2.1 billion; other sources constitute \$67 million; and planned long-term financing in support of rail car acquisition and the unfunded FCC mandate total \$591 million.

Figure 6.2

Approved FY2014-FY2019 CIP Sources of Funds

Metro's CIP financial plan in Table 6.4 displays funding sources in the year in which the source is anticipated to be expended, consistent with expenditure based budgeting and the CFA. The financial plan for the FY2014-2019 CIP is based on the assumptions described below.

Federal Formula Programs

Metro's FY2014-2019 CIP financial plan forecasts a total of \$1.8 billion from federal formula programs over the six year period, \$307 million of which is planned for investment during FY2014. Annual federal formula program funding is subject to federal authorization and appropriation and the award of grants from the Federal Transit Administration (FTA).

The MAP-21 Transportation Authorization, signed into law in 2012, introduces a change in the allocation methodology for federal transit funding. As compared to the previous authorization, SAFETEA-LU, MAP-21 shifts federal transit funding toward formula grant programs – a favorable change for agencies with Metro's operating profile.

The FY2014 capital budget and the approved FY2014-2019 CIP financial plans include more favorable projections of federal formula program funding. The six-year plan projects that

Metro's allocation of federal formula funding will increase from approximately \$286 million appropriated in federal fiscal year 2012 to \$269 million in 2013, \$308 million in federal fiscal year 2014 and an anticipated \$302 million per year in federal fiscal year 2015 through federal fiscal year 2019. These formula programs are not subject to Sequestration.

Federal Passenger Rail Investment and Improvement Act

Metro's FY2014-2019 CIP financial plan includes a total of \$919 million from the federal government through the Passenger Rail Investment and Improvement Act (PRIIA), \$160 million of which is planned for investment during FY2014. Annual Federal PRIIA funding is subject to federal appropriation and, because PRIIA is a general fund program, it is subject to Sequestration. The updated plan assumes a reduction of \$8 million of the expected annual PRIIA appropriation in both FY2014 in anticipation of the impact of Sequestration.

State and Local Match to Federal Formula Programs

The FY2014-2019 CIP financial plan includes a total of \$455 million of state and local match to federal formula programs, \$77 million of which is planned for investment during FY2014. Consistent with the CFA, local match is estimated at 20 percent of all funds provided under the forecasted formula funding in each year of the plan.

State and Local Passenger Rail Investment and Improvement Act

The FY2014-2019 CIP financial plan assumes that the District of Columbia, the State of Maryland, and the Commonwealth of Virginia will contribute a total of \$919 million, an average of \$155 million per year, consistent with the jurisdictional commitment to fund the safety, state of good repair, and preventive maintenance needs of the Metro system.

System Performance

The FY2014-2019 CIP financial plan includes a total of \$728 million from state and local system performance funding, \$155 million of which is planned for investment during FY2014. Established by the CFA, system performance funding is contributed by the jurisdictions to advance additional capital investments beyond those funded by federal grants and match.

Financing/Debt Strategy

The FY2014-2019 CIP financial plan includes a total of \$591 million of planned long-term debt. No long-term debt issuances are currently planned for FY2014.

The total estimated long-term debt planned for the FY2011-2016 period is \$440 million. Pending the identification of a funding source, an additional \$151 million of potential long term debt is included in the FY2014-2019 plan to replace Metro's radio system infrastructure. This project is in response to an unfunded federal mandate requiring that Metro relocate to a new radio frequency band.

In accordance with the terms of the CFA, Metro will identify the portion of future allocated contributions for debt service payments in future proposed budgets and Metro will notify the jurisdictions at least 120 days in advance of any long-term debt issuance.

Table 6.2

Proposed FY2014-2019 Capital Improvement Program Planned Financing Strategy (dollars in millions)								
	Forecast FY2013	Budget FY2014	Plan FY2015	Plan FY2016	Plan FY2017	Plan FY2018	Plan FY2019	FY2015-19 Total
Planned Financing for Railcars	\$0.0	\$0.0	\$60.0	\$280.0	\$100.0	\$0.0	\$0.0	\$440.0
Planned Financing for Federal Unfunded Mandate			\$40.9	\$58.5	\$32.2	\$11.3	\$7.9	\$150.8
Total	\$0.0	\$0.0	\$100.9	\$338.5	\$132.2	\$11.3	\$7.9	\$590.8

Jurisdictional Allocated Contributions

In accordance with the CFA, system performance funding and formula match are allocated among the jurisdictions based on operating subsidy by mode as applied to the CIP by asset type. There are three separate jurisdictional operating subsidy allocations, one each for bus, rail, and paratransit. These three allocations are applied to bus, rail, and paratransit projects to determine an overall blended allocation rate by jurisdiction for CIP contributions for formula match and system performance funding.

In accordance with the CFA, the jurisdictional allocated contribution is recalculated every three years based on the then-current approved operating budget allocation. The allocation of formula match and system performance funding for the FY2011 through FY2013 annual budgets is based on the FY2010 operating subsidy and FY2011-2016 program of projects. Planned FY2014-2019 formula match and system performance funding will be allocated based on the FY2014 operating subsidy allocation and the updated program of projects. The allocations included in Table 6.5 of this report are based on the FY2014 operating subsidy allocation and adopted FY2014-2019 program of projects.

Annual state and local PRIIA funding is allocated equally among the District of Columbia, the State of Maryland, and the Commonwealth of Virginia.

FY2014 Capital Improvement Program Investments

The FY2014 capital investment is the first year of the six-year Capital Improvement Program. The FY2014 budget totals \$959 million and continues the focus on Metro's key priorities of safety and state of good repair.

FY2014 Investments (Uses)

Significant investments planned for FY2014 include, but are not limited to:

- Continued investment in projects that address NTSB findings including the examination and replacement of track circuits and the replacement of train control software system
- Continued progress on the 7000 Series railcars to replace all 300 of the 1000 Series railcars
- Initiation of the investment to replace all 100 of the 4000 Series railcars
- Construct the railcar test track at Greenbelt
- Continued rail line segment rehabilitation on the Red Line and Orange/Blue Lines
- Aggressive rehabilitation of track and structures
- Continue rehabilitation of Alexandria, Brentwood, and New Carrollton rail yards
- Full rehabilitation of 12 Metro stations and smaller scale rehabilitations of another 12 Metro stations
- Replacement of 9 escalators and rehabilitation of 30 more
- Rehabilitation of 18 elevators
- Continue development of New Electronics Payment Program
- Replacement of 85 Metro buses and the rehabilitation of 100 more
- Advance the replacement of Southern Avenue bus garage and continue rehabilitations at Western, Northern, Landover, and Bladensburg bus facilities
- Replacement of 150 MetroAccess vehicles

FY2014 CIP investments are summarized in detail in Table 6.3.

Metro's FY2014 Capital Program totals over \$1 billion. This includes \$959 million in the CIP and \$56 million in the Reimbursable Projects Program. The Reimbursable Projects Program is comprised of projects for which separate funding has been arranged with Metro's jurisdictional partners. The Safety and Security Program and American Recovery and Reinvestment Programs are currently forecasted to be complete in FY2013.

Table 6.3

Multi-Year Capital Budget (CIP) Costs: FY2011-2019

(dollars in millions)

	Actual FY2011	Actual FY2012	Forecast FY2013	AWP FY2014	Forecast FY2015	Forecast FY2016	FY2011-16 Total	Forecast FY2017	Forecast FY2018	Forecast FY2019	FY2011-19 Total	FY2014-19 Total
A Vehicles/ Vehicle Parts												
Replacement of Rail Cars	\$79.266	\$8.917	\$25.211	\$1.086	\$70.718	\$259.460	\$444.657	\$249.769	\$164.192	\$105.732	\$964.350	\$850.956
Replacement of Buses	65.607	110.398	71.249	60.608	74.263	64.390	446.516	57.037	87.418	94.694	685.665	438.410
Rehabilitation of Rail Cars	69.0	52.1	46.2	46.3	44.7	46.6	304.9	44.5	47.8	59.1	456.4	289.1
Rehabilitation of Buses	49.2	52.1	53.6	55.5	59.7	62.1	332.2	64.3	67.0	69.3	532.8	378.0
Replacement of MetroAccess Vehicles	11.6	11.4	8.3	9.1	10.9	13.7	65.0	13.5	14.2	14.7	107.4	76.2
Replacement of Service Vehicles	0.1	4.7	10.0	8.4	8.7	7.6	39.5	8.9	9.2	9.6	67.2	52.4
Rail Car Fleet Expansion	4.0	2.4	2.4	1.2	0.0	53.1	63.1	0.0	0.0	0.0	63.1	54.3
Bus Fleet Expansion	0.0	0.0	0.0	0.0	14.0	14.5	28.5	15.0	15.5	16.2	75.3	75.3
Bus Enhancements	2.5	7.0	17.1	26.4	5.6	2.9	61.7	4.1	3.0	3.4	72.1	45.5
Subtotal	281.3	249.0	234.0	208.7	288.7	524.3	1,786.0	457.2	408.4	372.7	3,024.3	2,260.1
B Rail System Infrastructure Rehabilitation												
Rail Line Segment Rehabilitation	78.5	118.5	142.6	114.4	99.8	96.4	650.2	103.6	62.4	97.5	913.7	574.0
Subtotal	78.5	118.5	142.6	114.4	99.8	96.4	650.2	103.6	62.4	97.5	913.7	574.0
C Maintenance Facilities												
Rehabilitation and Replacement of Bus Garages	11.4	8.5	3.2	46.3	46.5	54.0	170.0	12.2	0.0	0.0	182.1	159.0
Maintenance of Bus Garages	12.7	28.6	29.3	27.6	11.2	2.4	111.8	0.0	0.0	0.0	111.8	41.3
Maintenance of Rail Yards	0.3	13.4	21.2	42.8	45.0	25.4	148.0	7.6	0.0	0.0	155.7	120.8
Rail Maintenance Facilities	1.3	4.3	42.7	35.8	12.9	13.0	109.9	2.0	0.0	0.0	111.9	63.6
Environmental Compliance Projects	2.2	4.7	4.9	8.3	4.1	4.7	28.8	3.8	3.8	3.9	40.4	28.7
Maintenance Bus and Rail Facilities	5.5	4.1	13.9	17.6	10.4	7.5	58.9	5.0	5.0	2.9	71.9	48.4
Expansion of Bus Garages	1.5	4.0	6.1	7.5	4.3	0.0	23.4	0.0	17.0	21.0	61.4	49.8
Subtotal	34.9	67.5	121.2	185.9	134.4	107.0	650.9	30.6	25.9	27.8	735.2	511.6
D Systems and Technology												
Power System Upgrades - Rail	4.1	0.2	0.9	7.6	6.7	8.2	27.6	7.3	6.9	6.0	47.8	42.6
Operations Support Software	26.7	31.7	35.0	42.8	41.2	32.3	209.7	30.1	28.7	30.4	298.9	205.4
Business Support Software & Equipment	18.6	27.0	33.0	38.4	18.9	11.3	147.3	10.4	15.1	14.1	186.9	108.2
Rail Fare Equipment	7.1	12.3	18.6	20.1	27.2	45.2	130.6	17.4	14.7	0.9	163.6	125.5
Subtotal	56.5	71.3	87.6	108.9	94.1	96.9	515.2	65.1	65.4	51.4	697.1	481.8
E Track and Structures												
Track Rehabilitation	53.1	76.3	66.0	56.7	61.1	63.8	377.0	64.1	72.8	76.5	590.4	395.1
Station/Tunnel Rehabilitation	3.4	3.5	2.7	3.0	3.6	4.2	20.5	5.0	5.5	5.7	36.6	27.0
Subtotal	56.5	79.8	68.7	59.7	64.6	68.1	397.4	69.1	78.4	82.2	627.1	422.1
F Passenger Facilities												
Elevator/Escalator Facilities	9.1	24.1	27.9	35.1	48.1	45.5	189.8	44.1	46.0	42.6	322.5	261.4
Maintenance of Rail Station Facilities	63.1	54.3	64.8	78.5	50.5	40.2	351.4	27.5	25.9	25.6	430.5	248.2
Bicycle & Pedestrian Facilities	0.5	1.5	2.1	2.2	2.4	1.7	10.5	1.7	1.7	1.7	15.7	11.5
Rail Station: Capacity/Enhancements	5.0	7.5	3.5	16.9	25.2	10.3	68.3	29.2	44.3	57.1	198.9	183.0
Bus Priority Corridor Improvements	1.1	3.2	5.0	5.9	5.5	6.4	27.1	4.1	2.3	2.4	35.8	26.5
Rail Station Equipment	0.1	0.7	0.5	0.2	0.2	0.3	1.9	0.2	0.2	0.2	2.6	1.3
Subtotal	78.9	91.3	103.8	138.8	131.9	104.5	649.1	106.8	120.3	129.6	1,006.0	731.9
G Maintenance Equipment												
Rail Maintenance Equipment	18.0	66.1	93.0	102.3	89.4	110.4	479.1	69.4	20.8	17.0	586.3	409.3
Bus Repair Equipment	2.3	5.3	3.5	3.4	3.3	3.8	21.8	3.5	3.7	3.6	32.6	21.5
Business Facilities Equipment	0.3	0.8	7.6	1.3	0.2	0.2	10.3	0.2	0.2	0.2	10.8	2.1
Subtotal	20.6	72.1	104.2	107.0	92.9	114.4	511.2	73.1	24.6	20.8	629.8	432.8
H Other Facilities												
Business Support Facilities	1.1	8.8	7.2	7.9	6.7	17.1	48.9	16.7	15.8	15.8	97.2	80.1
MTPD Support Facilities	0.4	11.0	13.6	24.8	5.7	0.0	55.5	0.0	0.0	0.0	55.5	30.4
Subtotal	1.6	19.9	20.8	32.6	12.4	17.1	104.4	16.7	15.8	15.8	152.7	110.5
I Project Management and Support												
Credit Facility	2.5	1.0	0.9	2.5	2.5	2.5	11.8	2.5	2.5	2.5	19.3	15.0
Subtotal	2.5	1.0	0.9	2.5	2.5	2.5	11.8	2.5	2.5	2.5	19.3	15.0
Total	611.2	770.4	883.8	958.6	921.2	1,131.2	5,276.3	924.7	803.8	800.4	7,805.2	5,539.8

Table 6.4
FY2014-2019 Capital Improvement Program (CIP)
Financial Plan

(dollars in millions)

	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Budget	Six-Year Plan						FY14-19 Total	FY11-19 Total	
					FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast				
Federal													
Federal Formula Programs	\$ 160.9	\$ 286.1	\$ 268.7	\$ 307.8	\$ 302.0	\$ 302.0	\$ 302.0	\$ 302.0	\$ 302.0	\$ 302.0	\$ 302.0	\$ 1,817.9	\$ 2,533.7
Federal PRIIA	118.5	112.3	199.9	160.0	158.9	150.0	150.0	150.0	150.0	150.0	150.0	918.9	1,349.7
Other Federal Grants	-	6.7	16.1	23.3	8.1	8.1	-	-	-	-	-	39.6	62.4
Subtotal Federal	279.5	405.2	484.8	491.1	469.1	460.2	452.0	452.0	452.0	452.0	452.0	2,776.3	3,945.8
State and Local													
Match to Federal Formula	40.2	71.5	67.2	77.0	75.5	75.5	75.5	75.5	75.5	75.5	75.5	454.5	633.4
System Performance	59.1	103.4	97.2	155.0	122.7	105.6	115.0	115.0	115.0	115.0	115.0	728.4	988.0
State and Local PRIIA	118.5	112.3	199.9	168.9	150.0	150.0	150.0	150.0	150.0	150.0	150.0	918.9	1,349.7
Other State and Local	-	1.5	2.2	2.1	1.0	1.0	-	-	-	-	-	4.0	7.7
Subtotal State and Local	217.8	288.7	366.6	403.0	349.2	332.1	340.5	340.5	340.5	340.5	340.5	2,105.8	2,978.9
Other Sources													
MetroMatters	113.7	39.4	19.2	12.4	-	-	-	-	-	-	-	12.4	184.8
Insurance Proceeds	0.1	8.3	-	26.9	2.0	0.5	-	-	-	-	-	29.4	37.9
Land Sale Proceeds	-	12.6	13.2	2.5	-	-	-	-	-	-	-	2.5	28.3
Miscellaneous	-	16.5	-	22.6	-	-	-	-	-	-	-	22.6	39.1
Subtotal Other Sources	113.9	76.8	32.4	64.5	2.0	0.5	-	-	-	-	-	67.0	290.1
Financing													
Planned Long-Term Financing	-	-	-	-	100.9	338.5	132.2	11.3	11.3	7.9	7.9	590.8	590.8
Subtotal Financing	-	-	-	-	100.9	338.5	132.2	11.3	11.3	7.9	7.9	590.8	590.8
Total	\$ 611.2	\$ 770.4	\$ 883.8	\$ 958.6	\$ 921.2	\$ 1,131.2	\$ 924.7	\$ 803.8	\$ 800.4	\$ 800.4	\$ 800.4	\$ 5,539.9	\$ 7,805.2

Table 6.5
FY 2014-2019 Capital Improvement Program (CIP)
Allocation of State and Local Contributions
(dollars in millions)

	Six-Year Plan												
	FY2011 Estimate	FY2012 Estimate	FY2013 Forecast	Forecast Carry-Over	FY2014 Budget Contribution	FY2014 Total	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY14-19 Total	FY11-19 Total
Formula Match and System Performance													
District of Columbia	\$ 37.2	\$ 65.6	\$ 61.7	\$ 11.5	\$ 74.7	\$ 86.2	\$ 76.1	\$ 68.2	\$ 68.6	\$ 70.5	\$ 70.3	\$ 439.9	\$ 604.4
Montgomery County	17.3	30.4	28.6	5.3	34.3	39.6	32.4	30.4	33.7	32.6	32.7	201.4	277.7
Prince George's County	19.0	33.5	31.5	5.5	35.6	41.1	36.2	32.4	33.5	33.9	33.9	210.9	294.9
Maryland Subtotal	36.3	63.9	60.1	10.7	69.9	80.6	68.5	62.7	67.2	66.5	66.6	412.3	572.6
City of Alexandria	4.1	7.2	6.8	1.3	9.0	10.4	8.7	8.1	8.6	8.5	8.5	52.8	70.8
Arlington County	7.6	13.4	12.6	2.6	16.8	19.4	15.7	14.9	16.4	15.9	15.9	98.1	131.8
City of Fairfax	0.3	0.5	0.4	0.1	0.5	0.6	0.5	0.4	0.5	0.5	0.5	3.0	4.2
Fairfax County	13.5	23.8	22.4	4.5	29.5	34.0	28.1	26.2	28.6	28.0	28.0	173.0	232.8
City of Falls Church	0.3	0.5	0.4	0.1	0.6	0.7	0.6	0.6	0.6	0.6	0.6	3.7	4.9
Virginia Subtotal	25.8	45.4	42.7	8.7	56.4	65.1	53.6	50.2	54.7	53.5	53.6	330.7	444.4
Subtotal Formula Match & System Performance	99.3	174.9	164.4	30.9	201.1	232.0	198.2	181.1	190.5	190.5	190.5	1,182.8	1,621.4
State and Local PRIIA													
District of Columbia	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
State of Maryland	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
Commonwealth of Virginia	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
Subtotal State and Local PRIIA	118.5	112.3	199.9	-	168.9	168.9	150.0	150.0	150.0	150.0	150.0	918.9	1,349.7
Total	\$ 217.8	\$ 287.2	\$ 364.4	\$ 30.9	\$ 370.0	\$ 400.9	\$ 348.2	\$ 331.1	\$ 340.5	\$ 340.5	\$ 340.5	\$ 2,101.7	\$ 2,971.2

Table 6.6
Reimbursable Capital Costs: FY2014

(dollars in millions)

All Jurisdictions	<u>FY2015</u>
Project Development	\$3.0
Glenmont Parking Facility	0.8
King Street Station Bus Loop	3.4
Potomac Yard Alternative Analysis	0.6
Dulles Extension	48.5
<u>Total</u>	<u>\$56.3</u>

Table 6.7
Source of Funds for Reimbursable Capital Cost: FY2014

(dollars in millions)

All Jurisdictions	<u>FY2015</u>
District of Columbia	\$1.1
Maryland	1.9
Virginia	53.4
<u>Total</u>	<u>\$56.3</u>

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Appendix A.

Capital Program A-1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides a full and robust solution of ancillary bus equipment used onboard Metrobuses and fixed-end equipment surrounding the Bus Operations Control Center (BOCC). The main objective is Consolidation of On-board Ancillary Bus Equipment (CoABE) and Fixed-end System (FeS) under one vendor, one warranty plan, and one maintenance contract. The project provides WMATA numerous advantages over the previous systems including: a new wireless router which transmits onboard data (AVL, APC, AVHM) every 30 seconds compared to the previous 2-minute interval. Also, BOCC has new CAD/AVL software that will increase their ability to locate and monitor buses in addition to fully-automated incident reports. The street supervisors will have the same viewing features as BOCC so they can monitor the location of buses, for the first time, in the field for headway management.

FY2014 Project Deliverables:

Complete installation of advanced on board electronics for the entire fleet and upgrade BOCC systems with New Computer Aided Dispatch System.

6-Year Project Deliverables:

Continue upgrade of BOCC systems with New Computer Aided Dispatch System and installation of on-board electronics. Equipment will be installed on entire fleet by FY2015.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$279.2	\$0.0	\$79.5	\$19.5	\$180.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$180.2
Construction/Equipment	44,672.8	0.0	6,048.2	16,986.2	18,723.6	2,406.9	507.9	0.0	0.0	0.0	21,638.4
Project Management	1,491.7	437.1	123.0	168.6	563.0	200.0	0.0	0.0	0.0	0.0	763.0
Force Account	1,611.6	0.0	0.0	1,342.2	269.4	0.0	0.0	0.0	0.0	0.0	269.4
Other	1,899.9	0.0	0.0	348.6	1,371.3	100.0	80.0	0.0	0.0	0.0	1,551.3
Budget	\$49,955.3	\$437.1	\$6,250.8	\$18,865.1	\$21,107.5	\$2,706.9	\$587.9	\$0.0	\$0.0	\$0.0	\$24,402.3

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project expands the fleet in order to improve Metrobus on-time performance, reduce crowding, and meet forecasted ridership demand. Ridership is expected to grow by 10 to 15 percent between 2014 and 2020. Plans include projected requirements for the Priority Corridor Network as well as buses needed to meet projected demand.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Procure and place in service an additional 100 forty-foot hybrid electric/diesel buses.

Operating Impact:

Increased operating budget of approximately \$38,000 annually per bus for operation and maintenance.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	74,525.8	0.0	0.0	0.0	0.0	14,018.9	14,370.5	14,821.9	15,347.9	15,966.6	74,525.8
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	750.8	0.0	0.0	0.0	0.0	5.6	145.2	200.0	200.0	200.0	750.8
Budget	\$75,276.6	\$0.0	\$0.0	\$0.0	\$0.0	\$14,024.5	\$14,515.7	\$15,021.9	\$15,547.9	\$16,166.6	\$75,276.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces existing bus repair equipment that is past its useful life and provides new equipment which is used by personnel and support staff for repair and maintenance of the bus and non-revenue fleets to improve performance. Bus repair equipment includes, but is not limited to: forklifts, bus lifts, battery charging equipment, bus parts washers, and specialized training equipment. This project also provides support for all Bus Services training equipment, special needs, and capital projects needed to support Bus Services.

FY2014 Project Deliverables:

Purchase equipment required to support bus operation. Replace parts washers, and capital requirements necessary to support Bus Services.

6-Year Project Deliverables:

Continue purchase of equipment required to support bus operation, replacement of parts washers, and purchase of other needed equipment to support bus services.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$31.5	\$0.0	\$31.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	31,860.2	2,213.4	5,228.0	3,502.7	2,889.7	3,344.8	3,841.3	3,548.6	3,664.7	3,627.0	20,916.1
Project Management	309.7	117.5	0.0	69.2	123.0	0.0	0.0	0.0	0.0	0.0	123.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	408.9	0.0	0.0	262.9	146.0	0.0	0.0	0.0	0.0	0.0	146.0
Budget	\$32,610.4	\$2,330.9	\$5,259.6	\$3,834.9	\$3,158.7	\$3,344.8	\$3,841.3	\$3,548.6	\$3,664.7	\$3,627.0	\$21,185.1

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project rehabilitates buses at mid-life (approximately 7.5 years) and replaces or rebuilds components of buses that are at the end of their useful life. The project includes the mid-life overhaul of buses as and the rebuilding or replacement of engines, transmissions, electronic components, and small components.

FY2014 Project Deliverables:

Rehabilitation of approximately 100 buses, 300 engines, 400 transmissions, electronic components and small components.

6-Year Project Deliverables:

Rehabilitation of approximately 600 buses, 1,800 engines, 2,400 transmissions, electronic components, and small components.

Operating Impact:

Rehabilitated buses improve Metrobus service reliability by reducing breakdowns. A rehabilitated bus also has lower ongoing maintenance costs than a bus that has not been rehabilitated.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$266.1	\$0.0	\$266.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	136,704.6	11,663.4	12,587.7	13,526.1	15,449.8	13,667.2	15,013.9	16,414.4	18,235.2	20,146.9	98,927.4
Project Management	2,277.1	950.7	29.5	1,296.7	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Force Account	161,257.3	10,387.4	18,419.0	15,431.0	17,019.9	20,000.0	20,000.0	20,000.0	20,000.0	20,000.0	117,019.9
Other	510.9	0.0	(0.0)	201.7	309.2	0.0	0.0	0.0	0.0	0.0	309.2
Budget	\$301,016.1	\$23,001.6	\$31,302.3	\$30,455.6	\$32,779.1	\$33,667.2	\$35,013.9	\$36,414.4	\$38,235.2	\$40,146.9	\$216,256.7

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project replaces an average of 100 buses per year in order to maintain an average fleet age of 7.5 years. This is based on a fleet size of approximately 1,500 buses that range in size from 26 to 62 feet. Metro will continue to procure buses that utilize clean fuel technologies to reduce emissions and lower fuel costs.

FY2014 Project Deliverables:

Procure, deliver and place into service 85 hybrid/electric heavy duty transit buses.

6-Year Project Deliverables:

Procure, deliver and place into service the following types of buses: approximately 128 hybrid/electric heavy duty transit buses; approximately 430 CNG heavy duty transit buses, approximately 21 articulated heavy duty transit buses for use on high capacity bus routes, and approximately 60 heavy duty buses.

Operating Impact:

New buses placed into service save approximately \$0.52 per mile over the bus it replaces.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$5,184.9	\$468.8	\$1,909.0	\$1,284.9	\$1,522.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,522.3
Construction/Equipment	658,769.9	61,723.1	108,052.6	68,200.6	57,991.5	71,263.3	61,389.5	54,036.7	84,418.3	91,694.3	420,793.6
Project Management	20,077.6	3,205.2	432.8	480.2	959.4	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	15,959.4
Force Account	53.2	49.2	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	1,579.4	161.1	0.0	519.7	898.7	0.0	0.0	0.0	0.0	0.0	898.7
Budget	\$685,665.0	\$65,607.4	\$110,398.3	\$70,485.4	\$61,371.8	\$74,263.3	\$64,389.5	\$57,036.7	\$87,418.3	\$94,694.3	\$439,173.9

Capital Improvement Program

Project ID: Project Name:

Department: Project Type:

Project Description:

This project installs and replaces cameras on buses. Camera systems reduce detrimental impact of fraudulent claims and vandalism, deter crime, assist in criminal prosecutions, and help employees assist customer concerns and complaints. This project also includes the replacement of cameras on police vehicles.

FY2014 Project Deliverables:

Replace 192 bus camera systems

6-Year Project Deliverables:

Scheduled replacements include 847 bus camera systems and 50 police vehicle camera systems: FY2014 - 192 bus camera systems, FY2015 - 192 bus camera systems, FY2016 - 100 bus camera systems, FY2017 - 148 bus camera systems and 50 police vehicle camera systems, FY2018 - 100 bus camera systems, and FY2019 - 115 bus camera systems.

Operating Impact:

Bus cameras will require maintenance of approximately \$710 per vehicle per year.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$200.0	\$0.0	\$0.0	\$0.0	\$200.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$200.0
Construction/Equipment	20,727.6	2,081.7	769.2	67.4	3,095.7	2,736.5	2,110.9	3,858.7	2,846.2	3,161.3	17,809.3
Project Management	1,200.0	0.0	0.0	0.0	200.0	200.0	200.0	200.0	200.0	200.0	1,200.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	37.6	3.1	0.0	0.0	34.5	0.0	0.0	0.0	0.0	0.0	34.5
Budget	\$22,165.2	\$2,084.8	\$769.2	\$67.4	\$3,530.2	\$2,936.5	\$2,310.9	\$4,058.7	\$3,046.2	\$3,361.3	\$19,243.8

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project provides the components necessary to repair buses in order to maintain a state of good repair. The components are needed to replace 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. Additionally, the components are needed for engines and transmissions when technical changes are mandated by Environmental Protection Agency regulations.

FY2014 Project Deliverables:

Replace bus components that are 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. This project also includes replacement engines, destination signs, hybrid/electric batteries, and soot filters.

6-Year Project Deliverables:

Continue to replace bus components that are 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. This project also includes replacement engines, destination signs, hybrid/electric batteries, and soot filters.

Operating Impact:

Bus parts and assemblies help to prevent bus breakdowns and keep buses in service.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	126,060.3	4,493.2	10,041.0	9,927.2	14,792.5	15,591.2	16,648.4	17,481.2	18,355.3	18,730.2	101,598.8
Project Management	279.7	279.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	283.2	0.0	0.0	155.5	127.7	0.0	0.0	0.0	0.0	0.0	127.7
Budget	\$126,623.2	\$4,772.8	\$10,041.0	\$10,082.7	\$14,920.3	\$15,591.2	\$16,648.4	\$17,481.2	\$18,355.3	\$18,730.2	\$101,726.6

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project replaces 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.

FY2014 Project Deliverables:

Procure and deliver vehicles to replace approximately 150-200 service vehicles

6-Year Project Deliverables:

Procure and deliver replacement of the following types of service vehicles: approximately 350 passenger vehicles, approximately 285 pickup/utility trucks, approximately 225 various work vehicles and one armored vehicle.

Operating Impact:

New service vehicles have warranty protection and result in lower maintenance and higher fuel economy.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	66,248.3	0.0	4,725.4	9,744.9	8,270.4	8,592.6	7,500.0	8,810.4	9,085.6	9,519.0	51,778.0
Project Management	80.3	80.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	701.4	0.0	1.8	94.8	105.9	100.0	98.8	100.0	100.0	100.0	604.7
Other	165.4	0.0	0.0	52.6	112.8	0.0	0.0	0.0	0.0	0.0	112.8
Budget	\$67,195.4	\$80.3	\$4,727.2	\$9,892.2	\$8,489.2	\$8,692.6	\$7,598.8	\$8,910.4	\$9,185.6	\$9,619.0	\$52,495.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project upgrades and/or replaces equipment and facilities in order to keep in compliance with environmental regulations to minimize risk, civil and criminal citations, and fines. The scope of this project includes, but is not limited to: the upgrade and/or replacement of support infrastructure and monitoring systems for storage tank systems, wastewater pretreatment systems, storm water pretreatment systems, remediation systems, and air emission sources.

FY2014 Project Deliverables:

Construct new building to house equipment to treat water from discharge pumping station (DPS) at Largo. Repair oil/water separator at RCF and install storm water inserts in select storm grates at Alexandria Yard. Install gray water storage system at Bladensburg. Install new copper pre-treatment system at car wash at Branch Ave Yard. Install UST sump sensor and line leak detector at Shady Grove Yard. Repair DPS vacuum discharge line at Largo. Install remote monitoring at Mississippi Ave DPS.

6-Year Project Deliverables:

Construct new building to house equipment to treat water from discharge pumping station (DPS) at Largo. Repair oil/water separator at RCF and install storm water inserts in select storm grates at Alexandria Yard. Install gray water storage system at Bladensburg. Install new copper pre-treatment system at car wash at Branch Ave Yard. Install UST sump sensor and line leak detector at Shady Grove Yard. Repair DPS vacuum discharge line at Largo. Install remote monitoring at Mississippi Ave DPS. Upgrade wastewater pretreatment system and install gray water storage system at Four Mile Run. Upgrade wastewater pretreatment system at Carmen Turner Facility. Upgrade storm water pretreatment system at Huntington. Upgrade storm water pretreatment system at Mississippi Ave DPS. Install remote monitoring for various pretreatment systems.

Operating Impact:

Upgrades to and replacements of environmental control systems reduce environmental impacts and help to maintain compliance with regulations and permits, thereby reducing risk for environmental pollution and cleanup costs and reducing risk of penalties, fines and citations.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$690.5	\$1.4	\$342.2	\$58.0	\$87.7	\$57.5	\$39.8	\$32.5	\$33.6	\$37.8	\$289.0
Construction/Equipment	8,292.5	374.3	315.0	523.1	2,968.2	1,175.3	813.7	664.5	686.3	772.1	7,080.1
Project Management	960.0	76.3	61.1	342.3	163.2	90.6	62.7	51.2	52.9	59.5	480.3
Force Account	373.6	0.0	1.0	(0.0)	120.9	71.9	49.8	40.7	42.0	47.3	372.5
Other	293.8	6.3	0.0	136.5	0.0	43.2	29.9	24.4	25.2	28.4	151.0
Budget	\$10,610.4	\$458.2	\$719.4	\$1,059.9	\$3,340.0	\$1,438.5	\$996.0	\$813.4	\$840.0	\$945.0	\$8,372.9

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project designs and replaces underground storage tank (UST) systems and above ground storage tank (AST) systems at or near the end of their warranty periods. In addition, this project rehabilitates the tank systems that are at mid life to minimize potential liabilities.

FY2014 Project Deliverables:

Replace three UST systems and install new Diesel Exhaust Fluid (DEF) AST system at West Falls Church Yard. Upgrade one UST system at Shady Grove Yard. Install new DEF AST system at Southern Avenue. FY14 construction support and design of infrastructure to be replaced in FY15..

6-Year Project Deliverables:

Provide design and construction support for storage tank projects. Replace three UST systems and install new DEF AST system at West Falls Church Yard. Upgrade one UST system at Shady Grove Yard. Install new DEF AST system at Southern Avenue. Upgrade seven UST systems at Bladensburg. Replace two UST systems at Forest Glen. Replace four UST systems and three AST systems at Alexandria Yard. Replace two UST system and one AST system at New Carrollton Yard. Replace two UST systems and two AST systems at Glenmont Yard. Upgrade two UST systems and two AST systems at Branch Avenue Yard. Replace eight UST systems and two AST systems at Four Mile Run. Upgrade two UST systems and two AST systems at Greenbelt Yard.

Operating Impact:

Tanks must be maintained to comply with environmental regulations. Upgrades to and replacement of storage tank systems minimize the risk of environmental pollution and associated potential cleanup costs and reduce the risk of penalties, fines and citations associated with regulatory non-compliance.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,626.3	\$481.4	\$866.0	\$518.8	\$147.3	\$106.1	\$147.6	\$119.7	\$119.7	\$119.7	\$760.1
Construction/Equipment	20,496.0	1,030.8	2,518.8	2,471.4	1,959.2	2,166.6	3,014.5	2,444.9	2,444.9	2,444.9	14,474.9
Project Management	2,218.8	177.1	546.0	450.1	80.4	167.1	232.5	188.5	188.5	188.5	1,045.5
Force Account	897.3	0.8	15.7	3.3	111.6	132.6	184.5	149.6	149.6	149.6	877.5
Other	554.9	6.8	0.0	18.9	69.6	79.6	110.7	89.8	89.8	89.8	529.1
Budget	\$26,793.1	\$1,696.9	\$3,946.6	\$3,462.5	\$2,368.1	\$2,651.9	\$3,689.7	\$2,992.5	\$2,992.5	\$2,992.5	\$17,687.2

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

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

FY2014 Project Deliverables:

Initiate and award contracts in accordance with fleet plan for production of approximately 150 replacement vehicles and ancillary equipment which have exceeded their useful life.

6-Year Project Deliverables:

Initiate and award contracts in accordance with fleet plan for production of approximately 1,200 replacement vehicles and ancillary equipment which have exceeded their useful life.

Operating Impact:

Cyclical replacement of equipment will maintain steady operational costs.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	105,208.8	11,441.3	11,223.7	7,048.2	8,436.4	10,915.3	13,694.9	13,527.9	14,221.1	14,700.0	75,495.6
Project Management	755.6	123.9	104.6	148.3	378.8	0.0	0.0	0.0	0.0	0.0	378.8
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	741.4	60.9	44.6	351.9	284.1	0.0	0.0	0.0	0.0	0.0	284.1
Budget	\$106,705.8	\$11,626.1	\$11,372.8	\$7,548.4	\$9,099.3	\$10,915.3	\$13,694.9	\$13,527.9	\$14,221.1	\$14,700.0	\$76,158.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

Install truncated dome, platform edge warning strips in stations still lacking this critical aid for customers with limited vision. Installation at approximately five stations is also included in the Orange/Blue Line Rehabilitation.

FY2014 Project Deliverables:

Replacement of clay tile at approximately 8 underground stations and placement of temporary composite tile at an additional 5 stations.

6-Year Project Deliverables:

Replacement of clay tile at approximately 8 underground stations and placement of temporary composite tile at an additional 5 stations.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$200.0	\$0.0	\$0.0	\$0.0	\$200.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$200.0
Construction/Equipment	3,985.0	0.0	0.0	0.0	3,985.0	0.0	0.0	0.0	0.0	0.0	3,985.0
Project Management	415.0	0.0	0.0	0.0	415.0	0.0	0.0	0.0	0.0	0.0	415.0
Force Account	250.0	0.0	0.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	250.0
Other	150.0	0.0	0.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	150.0
Budget	\$5,000.0	\$0.0	\$0.0	\$0.0	\$5,000.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,000.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This ongoing project improves the electrical and signal conductivity of the rail, eliminates joint defects, reduces noise and wear, and reduces maintenance and inspection costs, by decreasing the number of open rail joints throughout the rail system. Currently there are approximately 1,678 open rail joints system wide. As a result of running rail replacement, approximately 500 new open joints are created each year. The Flash Butt welding approach enables open joints to be welded at a much faster rate. In addition, the flash butt welding process allows for thermal adjustment to our track system, reducing the occurrences of track buckling and rail pull-apart, thus reducing delays and shutdown.

FY2014 Project Deliverables:

Procure welding services and patent specialized equipment and complete approximately 1,000 welds.

6-Year Project Deliverables:

Complete 6,000 welds (1,000 annually)

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$25.4	\$2.6	\$22.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	14,021.9	4.0	846.0	1,241.3	1,640.6	1,746.7	1,905.9	2,089.8	2,218.3	2,329.2	11,930.5
Project Management	1,647.9	123.3	196.5	78.7	105.2	210.0	225.0	225.0	236.3	248.1	1,249.5
Force Account	12,474.1	121.9	1,583.6	1,477.4	735.6	1,287.5	1,840.1	1,396.6	2,010.3	2,021.1	9,291.2
Other	267.6	117.4	0.0	40.0	17.0	17.5	18.0	18.6	19.1	20.1	110.2
Budget	\$28,436.9	\$369.2	\$2,648.9	\$2,837.4	\$2,498.4	\$3,261.7	\$3,989.0	\$3,730.0	\$4,483.9	\$4,618.4	\$22,581.4

Capital Improvement Program

Project ID: CIP0019

Project Name: Track Floating Slab Rehabilitation

Department: TRST

Project Type: RAIL

Project Description:

This program replaces failed isolation pads and restores the track structure to proper elevation, preventing service delays and speed restrictions caused by differential settlement of the track structure. It will also reduce noise and vibration to the surrounding buildings and infrastructure. Metro has an inventory of 81,966 linear feet of Floating Slabs.

FY2014 Project Deliverables:

Replace approximately 750 linear feet of floating slab and procure approximately 2,160 isolator pads.

6-Year Project Deliverables:

Replace approximately 9,000 linear feet of floating slab (1,500 annually), and procure approximately 12,960 isolator pads (2,160 annually).

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$4.0	\$3.7	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	1,245.9	182.6	682.9	102.0	0.0	40.0	45.0	55.6	67.2	70.5	278.3
Project Management	1,152.3	187.2	60.8	40.6	104.4	140.7	143.5	150.7	158.2	166.2	863.7
Force Account	12,907.2	1,194.9	897.0	874.5	1,112.5	1,411.2	1,707.1	1,502.1	2,075.1	2,132.7	9,940.7
Other	155.2	(28.8)	0.0	141.0	0.0	8.1	8.3	8.5	8.8	9.2	43.0
Budget	\$15,464.5	\$1,539.6	\$1,641.0	\$1,158.2	\$1,217.0	\$1,600.0	\$1,903.9	\$1,717.0	\$2,309.3	\$2,378.6	\$11,125.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces old, illegible rail track signs and various other graphics indicating locations and warnings to employees, emergency responders, and the general public. Track graphics are essential for safe operations and emergency response. Signs require upgrading because they are damaged, deteriorated, or obsolete. The roadway graphic signs are system wide (on the roadway fence, chain markers, warning signs on tunnel vent shaft doors, third rail power warning signs, track identification signs, etc.)

FY2014 Project Deliverables:

Fabricate and install approximately 1,500 roadway signs.

6-Year Project Deliverables:

Fabricate and install approximately 9,000 roadway signs (1,500 annually).

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	1,338.4	106.9	181.6	12.9	124.1	188.4	168.3	177.0	185.0	194.3	1,036.9
Project Management	1,018.3	89.1	124.8	74.6	94.2	115.0	121.0	127.0	133.0	139.7	729.9
Force Account	8,574.9	888.1	1,015.6	794.6	646.4	925.0	1,109.7	1,029.5	1,070.1	1,095.8	5,876.5
Other	199.8	153.8	0.0	6.4	3.1	6.8	7.0	7.2	7.5	7.8	39.5
Budget	\$11,131.3	\$1,237.9	\$1,322.0	\$888.6	\$867.8	\$1,235.2	\$1,406.0	\$1,340.7	\$1,395.6	\$1,437.5	\$7,682.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project rehabilitates the grout/plinth pads that maintain track structure integrity. Metro has an inventory of approximately 160 miles (844,800 linear feet) of grout pads. Many sections of track structure require rehabilitation to accept the new fasteners, switches, and switch machines. Grout pads on aerial structures and exterior locations are repaired during spring, summer and fall, while grout pads are repaired in tunnels during the winter months. The grout/plinth pads provide elevation and support for the running rails and are the main support for the rail fasteners, which maintain track geometry, cross-level and gauge.

FY2014 Project Deliverables:

Repair approximately 8,000 linear feet of grout pads; procure cement material.

6-Year Project Deliverables:

Repair approximately 48,000 linear feet of grout pads (8,000 annually); procure cement material; replace equipment as required based on life expectancy to include one Prime Mover, Flat Car, and Volumetric Mixer.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$19.8	\$10.7	\$9.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	6,863.8	215.6	507.8	101.4	142.0	199.2	166.7	175.0	2,612.8	2,743.4	6,039.1
Project Management	1,823.1	404.2	242.1	82.7	167.7	174.4	174.4	183.2	192.3	201.9	1,094.0
Force Account	16,688.5	1,730.5	3,345.3	1,716.4	1,653.1	2,002.1	2,459.5	2,172.3	820.6	788.8	9,896.3
Other	92.5	0.0	0.0	12.4	9.9	13.2	13.6	14.0	14.4	15.1	80.1
Budget	\$25,487.8	\$2,361.0	\$4,104.1	\$1,913.1	\$1,972.6	\$2,388.9	\$2,814.2	\$2,544.4	\$3,640.1	\$3,749.3	\$17,109.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

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

FY2014 Project Deliverables:

Rehabilitate bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles.

6-Year Project Deliverables:

Rehabilitation of bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles; replace equipment as required based on life expectancy.

Operating Impact:

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

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$24.8	\$11.6	\$12.9	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	8,357.1	1,028.1	1,831.2	1,235.0	279.5	166.4	180.0	189.0	1,698.4	1,749.4	4,262.7
Project Management	1,654.9	213.4	175.4	159.4	187.7	171.0	174.4	183.2	192.3	198.1	1,106.7
Force Account	19,960.8	1,482.8	2,167.8	1,214.5	1,008.7	1,463.7	1,751.3	1,526.1	4,603.8	4,742.0	15,095.7
Other	193.2	65.7	0.0	16.6	17.1	17.7	18.2	18.7	19.3	19.9	110.9
Budget	\$30,190.9	\$2,801.5	\$4,187.4	\$2,626.0	\$1,493.0	\$1,818.8	\$2,123.9	\$1,917.0	\$6,513.9	\$6,709.4	\$20,576.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces the original steel third rail (70 miles remain in service), with new aluminum and steel composite third rail, increasing power efficiency and reducing stray currents which lead to accelerated deterioration of track and third rail components. Original third rails have become worn throughout the Metrorail system.

FY2014 Project Deliverables:

Procure and replace five miles of original third rail with composite third rail and installation of components.

6-Year Project Deliverables:

Replacement of five miles of original third rail annually with composite third rail and annual installation of components; procure third rail components for five miles of third rail annually.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	24,710.7	0.0	1,438.4	5,024.6	2,400.5	2,910.6	3,108.0	3,173.4	3,259.3	3,396.0	18,247.7
Project Management	729.7	0.0	6.0	115.8	60.2	98.6	104.2	109.4	114.9	120.6	607.8
Force Account	13,047.0	0.0	0.0	2,739.0	1,241.1	1,529.7	2,208.2	1,629.1	1,843.2	1,856.6	10,307.9
Other	185.1	0.0	0.0	24.1	24.8	25.6	26.3	27.1	27.9	29.3	161.1
Budget	\$38,672.5	\$0.0	\$1,444.4	\$7,903.6	\$3,726.6	\$4,564.5	\$5,446.7	\$4,939.0	\$5,245.2	\$5,402.5	\$29,324.5

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project rehabilitates the track infrastructure by replacing deteriorated running rail, cross ties, direct fixation fasteners, third rail insulators and turnouts annually. Track components require replacement when, based on industry standards, they become worn or unserviceable due to deterioration, excessive wear, or defect development. This program will also include the procurement of material and specialized equipment to facilitate the renewal of track components and switch panels to prevent service delays and speed restrictions.

FY2014 Project Deliverables:

Replace approximately 46 mainline and yard switches, 12.5 miles of running rail, 27,000 direct fixation fasteners, 15,000 cross ties, 7,000 third rail insulators and tamp 40 miles of ballasted track throughout the Metrorail system; Procure various track critical components such as 78' running rail, direct fixation fasteners, crossties and switches.

6-Year Project Deliverables:

Replacement of approximately 264 mainline and yard switches, 75 miles of running rail, 162,000 direct fixation fasteners, 108,000 cross ties, 42,000 third rail insulators and tamp 240 miles of ballasted track throughout the Metrorail system; Procure various track critical components such as 78' running rail, direct fixation fasteners, crossties and switches.

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.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$3,981.8	\$879.6	\$1,318.8	\$431.4	\$191.7	\$210.0	\$220.5	\$231.5	\$243.1	\$255.3	\$1,352.1
Construction/Equipment	218,506.3	11,897.4	27,023.4	21,552.3	23,428.9	25,154.0	25,700.0	26,985.0	27,934.3	28,831.0	158,033.2
Project Management	6,030.0	2,409.0	395.4	550.0	409.8	410.1	430.6	452.1	474.7	498.4	2,675.6
Force Account	190,226.3	22,201.0	20,338.0	21,261.3	19,619.3	21,264.3	20,791.2	21,166.0	21,511.8	22,073.3	126,426.1
Other	3,003.1	0.0	19.1	402.0	379.6	398.6	418.5	439.4	461.4	484.5	2,582.1
Budget	\$421,747.6	\$37,387.0	\$49,094.7	\$44,196.8	\$44,029.4	\$47,437.0	\$47,560.8	\$49,274.1	\$50,625.3	\$52,142.4	\$291,069.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces heavy-duty track equipment that has reached the end of its useful life and is no longer economically feasible to maintain. Track maintenance equipment is essential to deliver quality service and for the safe execution of track rehabilitation and maintenance work. Timely replacement of self-propelled track equipment will ensure equipment reliability, reduce the probability of delays due to equipment breakdowns, and allow for efficient use of track outages. Heavy-duty track equipment requirements are determined on a life-cycle and as-needed basis and have a lead time of approximately 12-36 months.

FY2014 Project Deliverables:

Procure, receive, test, accept and place into service the following various heavy-duty track equipment: Prime Movers, Ballast Regulators, Ballast Removal, Switch Tamper, Track Material Handlers, Tractor-Trailer, Welding Truck, and Tie Shear.

6-Year Project Deliverables:

Procure cyclic replacements based on lifetime expectancy of equipment to support track rehabilitation; such as Prime Movers, Tampers, Track Material Handlers, Flatcars, De-Icer Cars, Locomotives, Track Stabilizer, Boom/Crane Trucks, Welding Truck, Tie Shear, Ballast Removal Equipment, Ballast Regulators and Tractor-Trailer.

Operating Impact:

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

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$1,436.3	\$0.0	\$1,436.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	65,826.9	692.7	5,255.6	29,105.4	17,148.9	0.0	0.0	0.0	6,814.3	6,810.0	30,773.2
Project Management	712.3	673.7	38.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	37.3	0.0	0.0	(848.6)	510.2	0.0	0.0	0.0	185.7	190.0	885.9
Budget	\$68,012.7	\$1,366.4	\$6,730.0	\$28,257.2	\$17,659.1	\$0.0	\$0.0	\$0.0	\$7,000.0	\$7,000.0	\$31,659.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project restores and maintains the structural integrity of the tunnel liners, prevents leaks, eliminates stray currents, and resists corrosion to equipment and track components. Station Tunnel Leak Mitigation eliminates unsafe wet conditions for Metrorail passengers and prevents service delays resulting from water intrusion.

FY2014 Project Deliverables:

Repair approximately 2,150 leaks throughout the Metrorail System; procure leak repair material.

6-Year Project Deliverables:

Repair approximately 12,900 leaks throughout the Metrorail System; procure leak repair material.

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.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$14.8	\$5.3	\$9.3	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	2,194.7	454.4	566.0	213.2	53.3	61.8	45.2	255.7	268.5	276.6	961.1
Project Management	1,895.9	241.4	272.8	263.9	99.9	189.4	193.2	202.9	213.0	219.4	1,117.8
Force Account	32,133.0	2,466.5	2,612.3	3,028.2	2,045.2	3,302.8	3,982.6	4,472.6	5,035.9	5,186.9	24,026.0
Other	410.2	252.0	0.0	32.5	19.4	20.0	20.6	21.2	21.9	22.5	125.7
Budget	\$36,648.7	\$3,419.7	\$3,460.4	\$3,538.1	\$2,217.8	\$3,574.1	\$4,241.6	\$4,952.4	\$5,539.3	\$5,705.4	\$26,230.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project improves the safety and reliability of the interlocking track structure by replacing selected switch machines as scheduled or as related to service delays. The work is necessary to ensure Metrorail system reliability. Will result in the rehabilitation of 120 mainline switch machines. This project is also purchasing replacement switch machines for the Alexandria, Brentwood, New Carrollton and West Falls Church Yards.

FY2014 Project Deliverables:

Remove, rehabilitate and replace approximately 20 mainline switch machines throughout the Metrorail System. Install 23 replacement yard switch machines received in FY2013. Procure and additional 27 replacement yard switch machines.

6-Year Project Deliverables:

Remove, rehabilitate and replace 120 mainline switch machines throughout the Metrorail System. Procure and install 161 replacement yard switch machines for the Alexandria, Brentwood, New Carrollton and West Falls Church Yards.

Operating Impact:

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

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$366.6	\$1.2	\$0.4	\$293.6	\$71.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$71.3
Construction/Equipment	3,449.0	88.5	527.4	619.4	601.0	349.8	515.6	384.8	224.6	137.8	2,213.6
Project Management	70.7	35.4	0.0	0.3	35.0	0.0	0.0	0.0	0.0	0.0	35.0
Force Account	8,375.7	188.6	334.8	613.2	788.7	1,399.2	2,062.4	1,539.2	898.4	551.2	7,239.1
Other	54.4	0.0	0.0	0.0	54.4	0.0	0.0	0.0	0.0	0.0	54.4
Budget	\$12,316.3	\$313.7	\$862.7	\$1,526.6	\$1,550.4	\$1,749.0	\$2,578.0	\$1,924.0	\$1,123.0	\$689.0	\$9,613.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

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

FY2014 Project Deliverables:

Continue procuring material handling equipment for warehouse facilities. Install infrastructure as required to support the new material handling equipment

6-Year Project Deliverables:

Install high efficiency material handling equipment and support infrastructure at Metro Supply Facility. Install and rehabilitate material handling equipment and support infrastructure at other Metro storerooms on a prioritized basis.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$38.5	\$0.4	\$0.0	\$0.0	\$5.3	\$6.1	\$7.1	\$6.8	\$6.3	\$6.5	\$38.2
Construction/Equipment	1,079.6	0.0	81.4	215.4	110.8	124.3	145.9	139.7	129.1	132.9	782.8
Project Management	123.0	38.5	21.3	0.5	10.9	9.6	11.3	10.8	10.0	10.3	62.7
Force Account	52.7	5.0	0.0	0.0	6.6	7.6	8.9	8.6	7.9	8.1	47.7
Other	83.5	57.9	0.0	0.0	1.0	4.6	5.4	5.1	4.7	4.9	25.6
Budget	\$1,377.4	\$101.7	\$102.8	\$215.9	\$134.4	\$152.2	\$178.6	\$171.0	\$158.0	\$162.7	\$956.9

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project installs and reorganizes vertical and horizontal storage units, shelving, and racking for storage of repair parts in order to allow greater storage capacity, inventory accuracy, and enhanced safety. The project also upgrades parts storage systems with bar code systems and better parts location features.

FY2014 Project Deliverables:

Complete high density parts storage system installations at Metro Supply Facility and all satellite supply locations. Upgrade existing high density parts storage systems with enhanced part identification features.

6-Year Project Deliverables:

Install high density parts storage systems throughout the WMATA Supply System. Install bar code system throughout WMATA Supply System.

Operating Impact:

A greater efficiency of space utilization lowers the need for facility expansion. Better parts storage systems also increases inventory accuracy, increases asset security, and reduces shrinkage. Combined, these improvements reduce the cost of operating the supply chain.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$149.4	\$21.5	\$83.0	\$15.4	\$29.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$29.5
Construction/Equipment	7,466.8	10.4	543.9	5,999.3	913.1	0.0	0.0	0.0	0.0	0.0	913.1
Project Management	294.5	86.4	0.5	66.6	141.0	0.0	0.0	0.0	0.0	0.0	141.0
Force Account	822.2	9.4	73.1	202.8	537.0	0.0	0.0	0.0	0.0	0.0	537.0
Other	692.2	62.7	0.0	196.1	433.5	0.0	0.0	0.0	0.0	0.0	433.5
Budget	\$9,425.1	\$190.4	\$700.4	\$6,480.2	\$2,054.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,054.1

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project replaces existing currency machines that have exceeded their life expectancy with newer machines with advanced technology and software that will reduce breakdowns, increase efficiency up to 50 percent, and increase reliability.

FY2014 Project Deliverables:

Procure and install four coin sorter at the Revenue Collection Facility (RCF) to increase revenue operations capacity; current coin sorter is obsolete. Project closeout

6-Year Project Deliverables:

Replacement of four coin sorters at RCF; project closeout.

Operating Impact:

Newer equipment will require less maintenance.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$13.1	\$2.3	\$0.0	(\$0.0)	\$10.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.9
Construction/Equipment	2,418.2	13.5	1,848.4	213.4	342.8	0.0	0.0	0.0	0.0	0.0	342.8
Project Management	200.8	75.1	83.3	10.8	31.7	0.0	0.0	0.0	0.0	0.0	31.7
Force Account	24.9	0.0	0.0	1.8	23.1	0.0	0.0	0.0	0.0	0.0	23.1
Other	40.4	34.2	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	6.1
Budget	\$2,697.3	\$125.1	\$1,931.7	\$225.9	\$414.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$414.6

Capital Improvement Program

Project ID: Project Name:

Department: Project Type:

Project Description:

This project replaces or upgrades Payment Card Industry (PCI) security standards required in order to accept credit card transactions. Failure to meet PCI compliance will result in severe fines and penalties, including the forfeiture of the use of credit cards in the system.

FY2014 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$155.6	\$83.7	\$5.2	\$0.0	\$14.9	\$10.3	\$11.7	\$10.3	\$9.7	\$9.7	\$66.7
Construction/Equipment	2,463.3	156.4	689.7	269.7	289.7	210.5	239.5	210.3	198.8	198.8	1,347.6
Project Management	237.9	82.1	33.8	0.8	39.6	16.2	18.5	16.2	15.3	15.3	121.2
Force Account	77.7	0.0	0.0	0.0	13.0	12.9	14.7	12.9	12.2	12.2	77.7
Other	71.0	8.4	0.0	0.0	23.8	7.7	8.8	7.7	7.3	7.3	62.6
Budget	\$3,005.6	\$330.6	\$728.8	\$270.4	\$381.0	\$257.7	\$293.1	\$257.4	\$243.3	\$243.3	\$1,675.8

Capital Improvement Program

Project ID: CIP0033

Project Name: Revenue Facility Equipment

Department: TRES

Project Type: BUS/RAIL

Project Description:

This project replaces/upgrades equipment, hardware and software, such as fiber modules, scanners, and Global Positioning System (GPS) at the Revenue Collection Facility (RCF).

FY2014 Project Deliverables:

Fabrication and delivery of approximately 22 revenue collection carts.

6-Year Project Deliverables:

Replacement of revenue facility equipment including servers, loading dock levelers, and scanners. Fabrication of approximately 22 revenue collection carts.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$57.0	\$0.5	\$0.0	\$0.0	\$4.1	\$30.7	\$21.8	\$0.0	\$0.0	\$0.0	\$56.5
Construction/Equipment	2,025.2	19.4	5.0	0.0	929.4	626.8	444.6	0.0	0.0	0.0	2,000.8
Project Management	119.3	9.5	10.5	11.7	5.0	48.3	34.3	0.0	0.0	0.0	87.6
Force Account	75.3	0.0	0.0	0.0	9.7	38.4	27.2	0.0	0.0	0.0	75.3
Other	41.2	0.4	0.0	0.0	1.4	23.0	16.3	0.0	0.0	0.0	40.7
Budget	\$2,318.0	\$29.8	\$15.5	\$11.7	\$949.6	\$767.2	\$544.2	\$0.0	\$0.0	\$0.0	\$2,261.0

Capital Improvement Program

Project ID: CIP0034

Project Name: Revenue Collection Facility

Department: TRES

Project Type: BUS/RAIL

Project Description:

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

FY2014 Project Deliverables:

Installation of new security camera system, office renovation, replacement of boilers and other mechanical equipment.

6-Year Project Deliverables:

Installation of new security camera system, office renovation, replacement of boilers and other mechanical equipment.

Operating Impact:

Increased operational support for expanded service.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$64.1	\$0.0	\$0.0	\$0.0	\$22.1	\$21.0	\$21.0	\$0.0	\$0.0	\$0.0	\$64.1
Construction/Equipment	2,649.1	0.0	0.0	747.8	1,043.4	428.9	428.9	0.0	0.0	0.0	1,901.3
Project Management	269.4	0.0	0.0	65.5	137.7	33.1	33.1	0.0	0.0	0.0	203.9
Force Account	207.8	0.0	0.0	0.0	155.3	26.3	26.3	0.0	0.0	0.0	207.8
Other	64.7	0.0	0.0	0.0	33.2	15.8	15.8	0.0	0.0	0.0	64.7
Budget	\$3,254.9	\$0.0	\$0.0	\$813.3	\$1,391.7	\$525.0	\$525.0	\$0.0	\$0.0	\$0.0	\$2,441.7

Capital Improvement Program

Project ID: CIP0035

Project Name: Bicycle & Pedestrian Facilities: Capacity Improvements

Department: PARK

Project Type: RAIL

Project Description:

This project will increase bicycle parking capacity at Metrorail stations and improve bicycle and pedestrian connections to stations from local communities. Additionally this project replaces remaining bike racks that are structurally damaged.

FY2014 Project Deliverables:

Complete final design of seven Bike & Ride facilities and build two Bike & Ride facilities at East Falls Church and West Hyattsville. Design, construct and install the following at various locations such as: security cameras, lighting, lockers, bikeways, bike racks, signs, and ADA compliant sidewalks. Includes miscellaneous improvements that support the increase of bike capacity, or improves pedestrian and bike connections.

6-Year Project Deliverables:

Continue construction of bicycle parking facilities and implementation of priority pedestrian and bicycle improvements. Design and construct Bike & Ride facilities at, Vienna, NoMa-Gallaudet, Takoma, Twinbrook and King Street stations. Design Bike & Ride facility at Franconia-Springfield for construction by others

Operating Impact:

Minor increase in maintenance will be necessary.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,183.4	\$231.1	\$231.9	\$434.8	\$684.6	\$160.0	\$110.0	\$110.3	\$110.6	\$110.1	\$1,285.6
Construction/Equipment	11,558.4	190.9	1,040.5	1,030.2	1,766.8	2,019.0	1,358.0	1,371.0	1,384.0	1,398.0	9,296.8
Project Management	1,513.9	94.2	229.0	223.9	141.8	165.0	165.0	165.0	165.0	165.0	966.8
Force Account	300.4	0.0	0.0	0.0	50.4	50.0	50.0	50.0	50.0	50.0	300.4
Other	108.0	0.0	0.0	0.0	15.2	24.0	17.0	17.1	17.3	17.4	108.0
Budget	\$15,664.1	\$516.2	\$1,501.4	\$1,688.9	\$2,658.8	\$2,418.0	\$1,700.0	\$1,713.4	\$1,726.9	\$1,740.5	\$11,957.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project advances a number of related planning, project development, facility and system design and capital construction projects to implement the Priority Corridor Network (PCN) Plan for Metrobus service enhancement, expansion and improvement. The project will enhance bus stops, transit centers, and customer information. The project advances improvements such as signal priority, queue jumpers, bus bulbs, painted lanes, and left turn priorities to give buses priority on roads.

FY2014 Project Deliverables:

Establish, rehabilitate, and/or replace 90 Next Bus Signs, 108 Bus Stop Improvements, 20 Replacement Bus Shelters, 700 Maps, 500 Bus Flag Information Cases, Pentagon and Franconia Concept Design Study 100%, Pentagon and Franconia Detailed Design 50%, Transit Signal Priority 20% complete, four Corridor Development Studies, four Service Implementation Studies, and three Bus Improvement Studies

6-Year Project Deliverables:

The work plan presented will complete the final 10 Corridor Development Studies, begin implementation of the final 11 corridors and continue the assessment of the Metrobus Network of services and initiate implementation of improvements to right-of-way, bus stops and customer facilities recommended to facilitate customer and employee safety, improve effectiveness and efficiency of Metrobus services and increase ridership and mobility within the Washington region.

Operating Impact:

Operational savings through more efficient bus service.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$20,718.3	\$558.8	\$1,071.2	\$2,447.4	\$2,805.8	\$3,352.9	\$4,577.2	\$2,943.0	\$1,286.8	\$1,675.2	\$16,640.9
Construction/Equipment	12,484.6	158.2	1,854.4	1,152.0	3,862.7	1,672.3	1,304.8	930.0	850.3	700.0	9,320.1
Project Management	1,342.9	472.7	10.4	109.9	25.0	200.0	200.0	200.0	125.0	0.0	750.0
Force Account	918.6	0.0	279.5	190.0	137.1	12.0	300.0	0.0	0.0	0.0	449.1
Other	368.9	(50.6)	0.0	104.2	44.7	270.7	0.0	0.0	0.0	0.0	315.4
Budget	\$35,833.4	\$1,139.1	\$3,215.4	\$4,003.5	\$6,875.2	\$5,507.9	\$6,382.0	\$4,073.0	\$2,262.1	\$2,375.2	\$27,475.4

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project will provide fully modern bus facilities to meet the storage, fueling, and maintenance needs of Metro's bus fleet.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Environmental evaluation; preliminary design and contract package preparation

Operating Impact:

Utility consumption and routine facility maintenance is likely to increase due to the larger size of new facilities. Exact operating impact will be determined once the facility design is completed.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$4.2	\$2.3	\$1.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	38,178.3	0.0	178.3	0.0	0.0	0.0	0.0	0.0	17,000.0	21,000.0	38,000.0
Project Management	60.9	60.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	149.8	130.3	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Budget	\$38,393.1	\$193.5	\$180.1	\$19.5	\$0.0	\$0.0	\$0.0	\$0.0	\$17,000.0	\$21,000.0	\$38,000.0

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project conducts planning studies, conceptual engineering, environmental clearance, and financial plans for core capacity enhancements that increase capacity through pedestrian flow, vertical transportation, system enhancements, and station access improvements.

FY2014 Project Deliverables:

Perform planning studies at 1) Northern Virginia Core Capacity Alternatives Study, which will study a connection between the Rosslyn and Pentagon stations to improve service on the Blue Line; 2) Farragut North/Farragut West Capacity Improvements Study, which will design concepts to improve capacity at the station and a pedestrian tunnel between the stations, create a pedestrian model of the concepts, and measure the benefits and costs; and 3) Pocket Track/Turnback Study, which will identify the optimal locations for additional pocket tracks and/or turnbacks on the rail system, providing added flexibility for reliable rail operations.

6-Year Project Deliverables:

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

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.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$12,087.9	\$232.1	\$1,714.2	\$1,228.3	\$1,394.4	\$1,394.5	\$1,447.3	\$1,502.0	\$1,558.4	\$1,616.7	\$8,913.3
Construction/Equipment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	6,049.7	20.1	707.9	793.9	737.9	735.6	746.6	757.8	769.2	780.7	4,527.8
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	276.7	0.0	0.0	128.3	34.2	21.5	22.2	22.8	23.5	24.2	148.4
Budget	\$18,414.2	\$252.2	\$2,422.1	\$2,150.5	\$2,166.5	\$2,151.6	\$2,216.1	\$2,282.6	\$2,351.1	\$2,421.6	\$13,589.5

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project funds necessary upgrades and enhancements to Maximo, Metro's asset and work management tracking system, which is critical to the operations of rail and bus.

FY2014 Project Deliverables:

Complete the Maximo asset management functional enhancements. Complete the railway maintenance software (OPTRAM) upgrade which will display track specifications, wayside defect information, and data from the track geometry vehicle (TGV). Complete the integration of the Geographical Information System (GIS) with the Maximo asset management system (Prototype). Complete phase III of the Maximo high availability project to develop failover capabilities for document storage and integration systems. Complete warehouse management pilot. (Phase I)

6-Year Project Deliverables:

Complete implementation and roll-out of warehouse management. (Phase II) Complete implementation and roll-out of Mobile Asset, Work, and Inventory Management. Implement Illustrated Parts Catalog solution and integrate with Maximo. Complete Cognos and Maximo integration for Business Intelligence solution. Complete Maximo Data Warehouse development. Procure additional licenses for user expansion. Complete Maximo 8.x upgrade. Complete Structure 6.x upgrade. Complete Optram 5.x upgrade.

Operating Impact:

Lessening the impact of maintenance activities on customers.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$2,794.4	\$0.0	\$2,794.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	9,146.7	5.3	832.5	1,004.4	1,104.4	2,400.0	2,000.0	800.0	400.0	600.0	7,304.4
Project Management	2,362.6	1,222.9	147.2	152.5	140.0	140.0	140.0	140.0	140.0	140.0	840.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	20,288.7	0.0	0.0	1,929.1	2,876.0	2,220.5	2,964.5	2,704.4	2,834.2	4,760.0	18,359.6
Budget	\$34,592.4	\$1,228.2	\$3,774.1	\$3,086.1	\$4,120.4	\$4,760.5	\$5,104.5	\$3,644.4	\$3,374.2	\$5,500.0	\$26,504.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project deploys centralized, field, and on-board bus applications, such as automatic vehicle maintenance, computer aided dispatch, and automatic vehicle location system. It also integrates all data that is required to meet customer information needs.

FY2014 Project Deliverables:

Establish an integrated bus data warehouse to consolidate new bus systems data including AVL (Automated Vehicle Location), AVC (Automated Vehicle Count), AVM (Automated Vehicle Maintenance), Yard and Vehicle Assignment, Bus Scheduling and Fare Collection. Fully integrate the new bus systems with existing WMATA business systems. Complete phased rollout of new integrated bus systems across bus depots. Improve high availability and disaster recovery capabilities.

6-Year Project Deliverables:

Perform Phase II enhancements to the integrated bus data warehouse, consolidating bus systems data including Automatic Passenger Count (APC), Automated Vehicle Maintenance (AVM), Automated Vehicle Location (AVL), Transit yard Maintenance (TYM), scheduling and Fare Collection. Enhance the newly implemented bus operation software and integrated applications. Implement and integrate a new scheduling application.

Operating Impact:

The new scheduling system and integrated bus data warehouse will give greater access to information which will enable better and more efficient Bus planning and scheduling. The rollout of the new integrated bus systems will improve dispatching and maintenance operation. Improved high availability and disaster recovery capabilities will improve system availability for internal and external customers.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$1,321.6	\$0.0	\$1,321.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	10,232.5	214.7	589.8	1,395.6	2,538.2	1,349.9	1,343.6	935.9	932.4	932.4	8,032.4
Project Management	4,783.9	1,279.3	392.7	411.6	450.3	450.0	450.0	450.0	450.0	450.0	2,700.3
Force Account	60.4	0.0	0.0	0.0	60.4	0.0	0.0	0.0	0.0	0.0	60.4
Other	7,444.6	0.0	0.0	510.8	18.4	1,260.1	1,106.2	1,513.8	1,517.7	1,517.6	6,933.8
Budget	\$23,843.1	\$1,494.0	\$2,304.1	\$2,318.0	\$3,067.3	\$3,060.0	\$2,899.8	\$2,899.7	\$2,900.1	\$2,900.0	\$17,726.9

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides business process support to IT capital projects. Expertise in reviewing and documenting current state and providing input into future state business processes as well as evaluating future state change management planning is provided. Systematic support for capital project delivery to include procurement and consultant support to facilitate delivery of upgraded technical solutions.

FY2014 Project Deliverables:

Support to include the implementation of the portfolio and project management tool to facilitate the tracking of capital programs, and the implementation of business intelligence tool to provide reporting and analysis for all types of tracking and metrics. Business process reengineering support to enterprise wide programs supporting bus, rail, access and administrative functions across WMATA. Support change management efforts for the Human Capital Management implementation.

6-Year Project Deliverables:

Business process reengineering and program delivery support to enterprise wide programs supporting bus, rail, access and administrative functions across the Authority. Change management planning and support for major system implementations and upgrades as well as future state planning for multiple IT capital projects.

Operating Impact:

This project will result in more effective governance of IT Programs and Operations and a more efficient application of IT Systems throughout WMATA.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$5,570.8	\$0.0	\$5,570.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	2,865.1	0.0	36.9	197.3	37.9	350.0	350.0	631.0	631.0	631.0	2,631.0
Project Management	11,114.8	6,907.3	159.1	1,033.4	16.8	599.6	599.6	599.6	599.6	599.6	3,015.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	22,485.7	0.0	0.0	3,796.1	2,743.5	4,157.1	4,521.0	3,573.4	1,425.4	2,269.4	18,689.6
Budget	\$42,036.4	\$6,907.3	\$5,766.8	\$5,026.8	\$2,798.2	\$5,106.7	\$5,470.6	\$4,804.0	\$2,656.0	\$3,500.0	\$24,335.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project updates the Data Center infrastructure, 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.

FY2014 Project Deliverables:

Achieve data center power redundancy with separate power circuits and Power Distribution Units (PDUs), implement mobile device management infrastructure, and expand storage capacity. Upgrade Virtual Desktop Infrastructure and enhance data center access control, replace aged infrastructure and add enhanced capabilities.

6-Year Project Deliverables:

Add capacity for the data center power to accommodate newer equipment; Enterprise Email System upgrade; Establish WMATA's infrastructure at external data center as Tier 3 disaster recovery site; Consolidate physical servers into virtual environment; Expand Server Virtualization Environment; Migrate Systems and Applications; Implement archiving and de-duplication technologies; Replace end-of-life open system servers or database appliance.

Operating Impact:

Without this investment, WMATA's current applications and all the applications considered in this capital plan will suffer from unnecessary failures possibly impacting visible transit operations such as rail control, fare collection or passenger information services.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$2,709.6	\$0.0	\$2,709.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	33,218.7	3,827.6	4,526.0	2,649.6	2,432.1	3,861.5	3,853.7	5,027.8	3,240.4	3,800.0	22,215.5
Project Management	5,671.6	4,192.3	256.1	71.9	151.3	200.0	200.0	200.0	200.0	200.0	1,151.3
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	10,837.6	0.0	0.0	1,238.3	3,405.8	1,390.9	1,249.2	1,472.2	720.3	1,360.9	9,599.3
Budget	\$52,437.6	\$8,019.8	\$7,491.8	\$3,959.8	\$5,989.2	\$5,452.4	\$5,302.9	\$6,700.0	\$4,160.7	\$5,360.9	\$32,966.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides for enterprise-wide document management for WMATA, integration of the document management system with the major enterprise systems and compliance with WMATA'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 WMATA's ability to respond to information requests.

FY2014 Project Deliverables:

Scanning and automation of Rail operations, accounts payable, and human resources documentation. Automation of the Plant employee assignment process. Planning for an upgrade of Documentum from version 6.6 to version 7.0. Documentum is WMATA's application for storing and managing official records.

6-Year Project Deliverables:

Planning and designing the document management system; Support moving many manual paper based processes to electronic processes by enabling enterprise applications as in the case of PeopleSoft and Maximo to easily be linked to electronic records and forms.

Operating Impact:

These projects reduce costs by: (1) reducing space needs for storing physical documents; (2) reducing personnel costs for managing, storing, and retrieving paper documents; and (3) increasing the availability of information for decision making.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$1,358.6	\$0.0	\$1,358.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	4,075.6	94.8	49.7	250.5	680.6	600.0	600.0	600.0	600.0	600.0	3,680.6
Project Management	4,831.5	868.9	0.0	58.0	13.0	0.0	972.5	973.0	973.0	973.0	3,904.6
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	14,962.3	0.0	0.0	2,030.0	3,081.6	3,716.8	2,277.7	1,581.0	774.6	1,500.6	12,932.3
Budget	\$25,228.1	\$963.7	\$1,408.3	\$2,338.6	\$3,775.2	\$4,316.8	\$3,850.2	\$3,154.0	\$2,347.6	\$3,073.6	\$20,517.4

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project creates 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.

FY2014 Project Deliverables:

Build bus transit network spatial model. Model and map high-priority prototype. Provide web services to show bus stops and routes on WMATA's public website. Support other systems and projects requiring WMATA spatial data, including scheduling, on-board bus systems, emergency mapping, and camera mapping.

6-Year Project Deliverables:

Enterprise geographic information system implemented agency-wide to support safer and more efficient asset management, transit operations, planning, public safety, and public information. Legacy data mapping: GIS integration with other systems for spatial data integrity and consistency; GIS applications and web services; and provision of public information.

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.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$853.1	\$0.0	\$853.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	1,392.0	0.0	62.2	321.5	358.3	250.0	100.0	100.0	100.0	100.0	1,008.3
Project Management	8,472.9	970.8	337.1	526.3	1,013.8	1,025.0	1,150.0	1,150.0	1,150.0	1,150.0	6,638.8
Force Account	1.9	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.9
Other	7,318.7	0.0	0.0	1,110.3	2,449.9	1,709.3	702.3	193.3	822.3	331.3	6,208.4
Budget	\$18,038.7	\$970.8	\$1,252.4	\$1,958.1	\$3,823.9	\$2,984.3	\$1,952.3	\$1,443.3	\$2,072.3	\$1,581.3	\$13,857.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides 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.

FY2014 Project Deliverables:

Establish a comprehensive Cyber Security program that is based on distinct Communities of Interest (COI) aligned to organizational services i.e. Safety (Critical Infrastructure), Financial, Law Enforcement, People, and Customer. Each COI will have a tailored cost effective risk management program instituted based on the unique needs of that business unit. Capabilities intended to be deployed include: Two Factor Authentication, The Computer Emergency Response Team- Resilience Management Model, Finalization of Single Sign on Deployment, finalization of Role Based Access Control (RBAC) and the beginning of enterprise encryption for data at rest and data in transit.

6-Year Project Deliverables:

Establish comprehensive enterprise security program and various security zones; Payment Card Industry (PCI) Zone Data Migration-Migrate all PCI data into its designated security zone; Deploy database monitoring software; Enable single sign on other services and systems; Integrate access management into physical security; Preserve security incident event logging and event correlation and security zones for internal business units and external partners.

Operating Impact:

The operating impact can potentially be devastating as lack of attention to "Cyber Security Resilience" could result in a complete loss of critical services such as the complete loss of the ability to collect revenue for extended periods of time as well as the potential for loss to services that can have a significant impact to life safety as it relates to critical infrastructure

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$4,051.7	\$0.0	\$4,051.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	3,727.7	750.3	1,333.0	100.0	569.4	195.0	195.0	195.0	195.0	195.0	1,544.4
Project Management	7,690.8	3,758.4	156.3	784.1	516.9	495.0	495.0	495.0	495.0	495.0	2,991.9
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	13,274.3	0.0	0.0	3,198.5	3,525.8	1,310.0	1,310.0	1,310.0	1,310.0	1,310.0	10,075.8
Budget	\$28,744.6	\$4,508.7	\$5,541.1	\$4,082.6	\$4,612.1	\$2,000.0	\$2,000.0	\$2,000.0	\$2,000.0	\$2,000.0	\$14,612.1

Capital Improvement Program

Project ID: CIP0049

Project Name: Management Support Software

Department: IT

Project Type: BUS/RAIL

Project Description:

This project replaces and/or updates software that supports corporate and financial control of operations such as treasury, budget, cash management, human capital management (HCM), procurement, and vendor management functions. This project is essential for Metro to meet its fiscal duty to maintain sufficient controls to manage its corporate operations.

FY2014 Project Deliverables:

Asset Management implementation through a Product Data Management (PDM) tool, Contract Lifecycle Management system implementation - Solicitation Management and Contract Management phases, HCM upgrade and implementation, PeopleSoft Infrastructure and Upgrade Project - hardware for performance improvement, high availability, and staff augmentation for support, and Metro Electronic Action Document (MEAD) application modification to accommodate changes due to removal of "Procurement MEADs"

6-Year Project Deliverables:

Integration of the PDM tool with key WMATA systems; improvement in PeopleSoft technology infrastructure due to continued investment in hardware, Exadata technology; parts integration for Contracts; next generation of Enterprise Resource Planning system upgrades

Operating Impact:

Increased productivity and efficiency due to upgrades in technology

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$10,364.4	\$0.0	\$10,364.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	5,314.1	837.1	680.0	2,907.0	690.1	200.0	0.0	0.0	0.0	0.0	890.1
Project Management	8,677.1	6,223.9	1,543.0	478.5	431.6	0.0	0.0	0.0	0.0	0.0	431.6
Force Account	1.7	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7
Other	51,053.2	0.0	0.0	9,395.3	19,722.9	6,235.0	1,700.0	1,500.0	6,500.0	6,000.0	41,657.9
Budget	\$75,410.5	\$7,061.0	\$12,587.5	\$12,780.8	\$20,846.3	\$6,435.0	\$1,700.0	\$1,500.0	\$6,500.0	\$6,000.0	\$42,981.3

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project implements a new Enterprise Level Problem Management System and Enterprise Level Knowledgebase, and executes a Personal Computer Replacement program.

FY2014 Project Deliverables:

Replace approximately 500 – 750 desktop computers per year and infuse inventory with virtual desktop devices

6-Year Project Deliverables:

Replace approximately 3,000 desktop computers over six years, enhance knowledge base and desktop technology infusion programs.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$552.6	\$0.0	\$552.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	11,611.4	1,768.5	1,740.5	2,434.3	714.2	642.4	719.8	1,278.1	1,153.7	1,160.0	5,668.1
Project Management	2,305.8	1,191.5	8.5	186.2	49.6	164.0	169.0	174.0	179.0	184.0	919.6
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	1,758.9	0.0	0.0	163.2	239.6	273.6	111.2	207.4	205.9	557.9	1,595.7
Budget	\$16,228.7	\$2,960.1	\$2,301.6	\$2,783.7	\$1,003.4	\$1,080.0	\$1,000.0	\$1,659.5	\$1,538.6	\$1,901.9	\$8,183.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces 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.

FY2014 Project Deliverables:

Upgrade to dispatching and crime tracking system for Mobile Device Management compatibility.

6-Year Project Deliverables:

Replace or upgrade MTPD dispatching and crime tracking system.

Operating Impact:

Complete and accurate information is made available on a timely and secure basis, thereby enhancing public and officer safety. Officers' ability to capture critical information in the field at the time of an incident streamlines the reporting process and increases productivity.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$152.9	\$0.0	\$152.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	5,379.1	0.0	0.0	202.1	2,037.2	1,650.0	0.0	0.0	1,489.8	0.0	5,177.0
Project Management	85.0	0.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	0.0	85.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	6,630.5	0.0	0.0	635.5	2,845.2	1,650.0	0.0	0.0	1,499.8	0.0	5,995.0
Budget	\$12,247.5	\$0.0	\$152.9	\$837.6	\$4,967.4	\$3,300.0	\$0.0	\$0.0	\$2,989.6	\$0.0	\$11,257.0

Capital Improvement Program

Project ID: CIP0052

Project Name: Network and Communications

Department: IT

Project Type: BUS/RAIL

Project Description:

This project fulfills WMATA's needs for a communications network that supports its current and future operational needs. It will provide a multi-protocol high bandwidth wired and wireless network, and includes the continued adaptive and preventive maintenance of the network components. The communications network enables resource and information sharing for functions such as voice communications, Email, Internet access, Rail and Bus operations and monitoring, Surveillance systems and Administrative Business systems.

FY2014 Project Deliverables:

Migrate data center application servers to the new gigabit fiber optic network infrastructure. Replace end-of-life network components. Begin the upgrade of core network routers. Complete Carmen Turner Facility wireless deployment.

6-Year Project Deliverables:

Upgrade data center network, distribution-end, and station networks. Deploy wireless network at Carmen Turner Facility and Jackson Graham Building. Replace end-of-life components. Improve technology adaptations and decommission old data network. Integrate data center application and surveillance systems.

Operating Impact:

The MetroNet Capacity Enhancement program will increase band width and reliability. The increased band width will enable Metro to support strategic high band width initiatives such as wireless communications and video cameras throughout Metro properties.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$1,210.5	\$0.0	\$1,210.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	24,165.9	1,439.4	3,250.4	3,523.0	1,706.5	2,753.1	2,896.6	2,982.8	2,915.2	2,698.9	15,953.1
Project Management	1,743.1	695.4	0.0	0.0	5.9	149.0	211.0	219.4	227.4	235.0	1,047.7
Force Account	3,758.7	847.6	676.2	555.4	245.8	196.6	278.5	307.6	320.9	330.0	1,679.5
Other	8,997.8	45.7	0.0	1,233.1	1,824.0	983.3	1,114.0	990.2	1,122.7	1,685.0	7,719.1
Budget	\$39,875.9	\$3,028.1	\$5,137.1	\$5,311.4	\$3,782.2	\$4,082.0	\$4,500.0	\$4,500.0	\$4,586.2	\$4,948.9	\$26,399.3

Capital Improvement Program

Project ID: CIP0053

Project Name: Metro Enterprise Monitoring Center (MEMC)

Department: IT

Project Type: BUS/RAIL

Project Description:

This project implements a monitoring center to monitor and manage WMATA's network and associated infrastructure to prevent or isolate any type of critical event. This project delivers a 24x7 Enterprise Monitoring Center offering: Network Monitoring, sophisticated monitoring toolset to determine warning, critical or catastrophic threshold events. This is a key part of increasing the up-time of mission-critical systems such as the rail control and financial systems and results in a higher level of overall safety for passengers and employees.

FY2014 Project Deliverables:

Procure and implement a Change Control Software suite to integrate with the enterprise monitoring system and configure monitoring tool to accept event correlation and dependency relationship.

6-Year Project Deliverables:

Replace aging infrastructure for monitoring system servers. Integrate additional critical business systems monitoring into the monitoring suite. Implement Customer Experience Monitoring (CEM) for end user interfaces. Integrate monitoring tool with negotiated Service Level Agreements for WMATA's 10 most critical business systems. Perform a Monitoring System capabilities study and self-audit.

Operating Impact:

Ensure 24/7/365 monitoring of systems. Proactive/predictive and root cause analysis of network incidents. Keep critical services running on vendor supported hardware.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$286.3	\$0.0	\$286.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	6,463.3	158.4	279.3	496.8	18.9	1,077.9	1,220.7	1,092.2	1,089.3	1,030.0	5,528.9
Project Management	1,666.7	735.6	15.3	2.7	170.4	145.4	146.4	147.4	148.4	155.0	913.1
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	3,386.3	31.4	0.0	519.5	1,194.4	539.4	333.3	246.9	230.0	291.3	2,835.3
Budget	\$11,802.6	\$925.4	\$580.9	\$1,019.0	\$1,383.7	\$1,762.7	\$1,700.4	\$1,486.5	\$1,467.7	\$1,476.3	\$9,277.3

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides enhanced electronic communications and customer outreach, focusing on customer demands for rapid and flexible data delivery systems for WMATA communications, schedules, system alerts, commuting benefits and fares.

FY2014 Project Deliverables:

Provide ongoing enhancements to public-facing and internal websites. Provide ongoing enhancements to internal web applications.

6-Year Project Deliverables:

Facilitate external and internal access to communications and web-based services; Enhance internet and intranet performance and navigation; Expand the delivery of web-based content by providing on-demand access through a variety of digital devices and formats, such as, mobile, interactive kiosks, social and other new media; Develop internal business activities such as General Orders and Track Rights System (GOTRS) support for track rights management, pick application automation of the Rail and Bus pick process, and SharePoint; Execute application and platform upgrades for GOTRS, public-facing website, and SmarTrip web application.

Operating Impact:

Development and implementation of these projects will result in more efficient and improved operations, rider services and customer communications.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$1,761.8	\$0.0	\$1,761.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	500.4	18.7	84.7	41.0	15.7	50.2	40.0	50.0	100.0	100.0	355.9
Project Management	6,386.6	2,346.9	649.7	809.1	480.0	410.0	415.8	420.0	425.0	430.0	2,580.9
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	7,542.3	0.0	0.0	1,577.9	1,675.2	987.0	541.4	830.3	1,450.3	480.2	5,964.4
Budget	\$16,191.1	\$2,365.7	\$2,496.2	\$2,428.0	\$2,170.9	\$1,447.2	\$997.2	\$1,300.3	\$1,975.3	\$1,010.2	\$8,901.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides 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.

FY2014 Project Deliverables:

Redesign of Rail Performance Management System (RPM). This effort includes the development of high level requirements and identify high level milestones and schedule. For the Passenger Information Display System (PIDS) project in the first quarter complete PIDS project. Provide external and internal training, execute performance monitoring and upgrades. For the Liquid Crystal Display (LCD) demonstration project purchase LCD signs, software services and equipment. Document Predicator and PIDS, this includes enterprise architecture documentation, document existing functionality and upgrades. Document Disaster Recovery Plan for PIDS. Begin planning for Advanced Information Management (AIM) modification for Phase II. Continue AIM Revitalization.

6-Year Project Deliverables:

Replace aging server, workstation and software in support of Rail System. For PIDS, migration to a full LCD technology base system wide. This includes architecture, engineer and design. Develop new PIDS predicator to include single tracking support and automated schedule input. For RPM implement new releases of RPM and Dulles Phase II. Upgrade AIM to current release, this includes all software and hardware releases. Migrate all Rail Operations Control application (PIDS, AIM) to Data Center Infrastructure virtual environment.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$1,284.2	\$0.0	\$1,284.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	5,977.6	238.2	241.7	650.7	1,359.9	1,052.8	1,327.0	365.2	392.1	350.0	4,847.0
Project Management	2,688.5	607.0	0.0	344.2	384.3	371.5	231.5	240.0	250.0	260.0	1,737.3
Force Account	276.2	0.0	0.0	0.0	136.2	0.0	140.0	0.0	0.0	0.0	276.2
Other	21,155.6	0.0	0.0	1,863.6	2,861.1	3,846.1	2,833.3	3,155.7	3,025.3	3,570.5	19,292.0
Budget	\$31,382.1	\$845.3	\$1,525.9	\$2,858.5	\$4,741.5	\$5,270.4	\$4,531.8	\$3,760.9	\$3,667.4	\$4,180.5	\$26,152.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces all 300 of the 1000 Series railcars, which were purchased between 1974 and 1978, with new 7000 Series railcars. This project is one component of a combined program plan structured to avoid repetitive developmental cost associated with a new car design and procurement. The total estimated cost of this project is approximately \$787 million. The FY2011-2019 project plan includes \$677 million, consistent with the current project schedule. The remaining \$110 million is planned beyond FY2019.

FY2014 Project Deliverables:

Design and development of new railcars.

6-Year Project Deliverables:

Acquire 300 new 7000 Series railcars, to include warranty, training and manuals.

Operating Impact:

Newer railcars will decrease maintenance and operating costs and improve reliability.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$4,265.0	\$0.0	\$0.0	\$0.0	\$47.6	\$644.0	\$362.0	\$2,198.4	\$136.1	\$877.0	\$4,265.0
Construction/Equipment	672,197.8	77,003.2	8,916.9	2,067.4	871.8	68,141.5	258,011.8	240,975.4	2,178.2	14,031.7	584,210.2
Project Management	6,538.7	2,262.8	0.0	0.0	58.4	644.0	362.0	2,198.4	136.1	877.0	4,275.9
Force Account	4,295.2	0.0	0.0	0.0	77.7	644.0	362.0	2,198.4	136.1	877.0	4,295.2
Other	4,291.7	0.0	0.0	23.6	50.7	644.0	362.0	2,198.4	136.1	877.0	4,268.1
Budget	\$691,588.5	\$79,266.1	\$8,916.9	\$2,091.0	\$1,106.1	\$70,717.5	\$259,459.7	\$249,768.9	\$2,722.7	\$17,539.6	\$601,314.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project funds the warranty and items associated with closeout for the mid-life rehabilitation of all 366 of the 2000 and 3000 Series railcars.

FY2014 Project Deliverables:

Car warranty and reliability period for 44 remaining railcars. Closeout of change orders including but not limited to chevrons, grounding bonds, and Communication Control Panel units. Closeout of the 2000/3000 Series Railcar Project.

6-Year Project Deliverables:

Car warranty and reliability period for 44 remaining railcars. Closeout of change orders including but not limited to chevrons, grounding bonds, and Communication Control Panel units. Closeout of the 2000/3000 Series Railcar Project.

Operating Impact:

Rehabilitated railcars are more reliable and require less routine maintenance.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$3,280.0	\$1,299.8	\$877.0	\$569.9	\$533.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$533.3
Construction/Equipment	3,093.2	2,763.1	(193.6)	246.8	276.9	0.0	0.0	0.0	0.0	0.0	276.9
Project Management	1,327.2	330.3	259.0	491.5	246.4	0.0	0.0	0.0	0.0	0.0	246.4
Force Account	79.5	0.5	66.3	7.4	5.3	0.0	0.0	0.0	0.0	0.0	5.3
Other	369.2	328.8	4.2	21.0	15.2	0.0	0.0	0.0	0.0	0.0	15.2
Budget	\$8,149.1	\$4,722.6	\$1,012.8	\$1,336.7	\$1,077.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,077.1

Capital Improvement Program

Project ID: CIP0059

Project Name: 2000/3000 Series Rail Car Replacement

Department: CENV

Project Type: RAIL

Project Description:

This project replaces all 366 of the 2000/3000 Series railcars, which were purchased between 1983 and 1988, with new 8000 Series railcars. The total estimated cost of this project is approximately \$1.4 billion. The FY2011-2019 project plan includes \$35 million, consistent with the current project schedule. The remaining \$1.4 billion is planned beyond FY2019.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Begin design and development activities for the replacement of the 2000/3000 Series railcars

Operating Impact:

New railcars will be more reliable and less expensive to maintain than the cars that are replaced.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$1,749.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$215.9	\$1,533.9	\$1,749.9
Construction/Equipment	27,998.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,455.0	24,543.1	27,998.2
Project Management	1,749.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	215.9	1,533.9	1,749.9
Force Account	1,749.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	215.9	1,533.9	1,749.9
Other	1,749.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	215.9	1,533.9	1,749.9
Budget	\$34,997.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,318.8	\$30,678.9	\$34,997.7

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project replaces all 100 of the 4000 Series railcars, which were purchased during 1992-1994, in order to meet current safety standards. To meet current safety standards and based on pricing, it is more economical to replace the 4000 Series railcars than to do a mid-life rehabilitation. In order to gain economies of scale and improve quality, this work is an option on the 7000 Series railcar contract. The total estimated cost of this project is approximately \$274 million. The FY2011-2019 project plan includes \$239 million, consistent with the current project schedule. The remaining \$35 million is planned beyond FY2019.

FY2014 Project Deliverables:

No deliverables in FY2014; major milestone payment made in FY2013.

6-Year Project Deliverables:

Replace all 100 of the 4000 Series railcars. Includes spare parts, warranty, and manuals.

Operating Impact:

Newer railcars will decrease maintenance and operating costs and improve reliability.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$10,733.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,857.5	\$2,875.7	\$10,733.2
Construction/Equipment	194,831.0	0.0	0.0	22,695.4	404.6	0.0	0.0	0.0	125,720.6	46,010.4	172,135.6
Project Management	10,733.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7,857.5	2,875.7	10,733.2
Force Account	10,733.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7,857.5	2,875.7	10,733.2
Other	10,733.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7,857.5	2,875.7	10,733.2
Budget	\$237,763.7	\$0.0	\$0.0	\$22,695.4	\$404.6	\$0.0	\$0.0	\$0.0	\$157,150.7	\$57,513.0	\$215,068.3

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project rehabilitates all 192 of the 5000 Series railcars at mid-life, which were purchased between 2001 and 2004.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Begin the mid-life rehabilitation of all 192 of the 5000 Series railcars.

Operating Impact:

Rehabilitated railcars are more reliable and require less routine maintenance.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$992.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$49.6	\$190.6	\$752.7	\$992.9
Construction/Equipment	15,887.0	0.0	0.0	0.0	0.0	0.0	0.0	793.7	3,049.7	12,043.7	15,887.0
Project Management	992.9	0.0	0.0	0.0	0.0	0.0	0.0	49.6	190.6	752.7	992.9
Force Account	992.9	0.0	0.0	0.0	0.0	0.0	0.0	49.6	190.6	752.7	992.9
Other	992.9	0.0	0.0	0.0	0.0	0.0	0.0	49.6	190.6	752.7	992.9
Budget	\$19,858.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$992.1	\$3,812.1	\$15,054.6	\$19,858.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project completes the 6000-Series railcar procurement options for 184 railcars which were placed into service in FY2009. Projected completion of the warranty and reliability period is FY2014.

FY2014 Project Deliverables:

Completion of the two-year contract and five-year warranty and reliability period. Complete closeout of all open correspondence/deliverables. Installation of emergency exterior door releases. Purchase of equipment such as truck bolster, wire crimper, and gear boxes.

6-Year Project Deliverables:

Completion of the 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.

Operating Impact:

Newer railcars will decrease maintenance and operating costs and improve reliability.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$2,177.8	\$879.0	\$733.8	\$331.2	\$233.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$233.8
Construction/Equipment	5,080.7	1,071.7	1,248.2	1,688.6	1,072.3	0.0	0.0	0.0	0.0	0.0	1,072.3
Project Management	2,477.3	1,843.4	363.2	220.1	50.6	0.0	0.0	0.0	0.0	0.0	50.6
Force Account	84.2	6.0	16.8	27.1	34.4	0.0	0.0	0.0	0.0	0.0	34.4
Other	222.2	194.5	0.0	0.0	27.7	0.0	0.0	0.0	0.0	0.0	27.7
Budget	\$10,042.3	\$3,994.6	\$2,362.0	\$2,266.9	\$1,418.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,418.8

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project provides for the scheduled overhaul, procurement, and replenishment of repairable railcar components. In addition, procurement of repair parts, materials, and labor necessary to support and accomplish the scheduled overhaul in order to maintain a good state of railcar repair and maintain and improve life-cycle safety and railcar reliability. Approximately one-fifth of the fleet, or 225, cars are subject to heavy overhaul annually. Major heavy overhaul components include replacement of wheels, brake systems, traction motors, and truck overhaul.

FY2014 Project Deliverables:

Identification and acquisition of materials necessary to maintain scheduled component, assembly, and subassembly overhaul. Identification and acquisition of depleted component, assembly, and subassembly float levels.

6-Year Project Deliverables:

Identification and acquisition of materials necessary to maintain scheduled component, assembly, and subassembly overhaul. Identification and acquisition of depleted component, assembly, and subassembly float levels.

Operating Impact:

These components keep railcars in service.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$6,423.1	\$0.0	\$0.0	\$0.0	\$948.5	\$1,032.0	\$1,191.8	\$1,074.2	\$1,088.3	\$1,088.3	\$6,423.1
Construction/Equipment	126,301.4	0.0	17,101.9	13,532.2	8,073.3	16,512.6	19,069.4	17,187.8	17,412.1	17,412.1	95,667.3
Project Management	6,682.0	258.9	0.0	0.0	948.5	1,032.0	1,191.8	1,074.2	1,088.3	1,088.3	6,423.1
Force Account	31,224.3	5,622.2	6,256.5	7,537.9	6,333.1	1,032.0	1,191.8	1,074.2	1,088.3	1,088.3	11,807.7
Other	11,442.5	4,650.2	0.0	363.6	954.1	1,032.0	1,191.8	1,074.2	1,088.3	1,088.3	6,428.7
Budget	\$182,073.2	\$10,531.2	\$23,358.4	\$21,433.7	\$17,257.3	\$20,640.8	\$23,836.8	\$21,484.7	\$21,765.1	\$21,765.1	\$126,749.8

Capital Improvement Program

Project ID: CIP0064

Project Name: 1000 Series Rail Car HVAC Rehabilitation

Department: CENV

Project Type: RAIL

Project Description:

This project repairs or replaces major components, including 291 Heating, Ventilation, and Air-Conditioning (HVAC) systems and 300 circuit breakers on the 1000 Series railcars to keep the cars operational until replacement cars are placed into service.

FY2014 Project Deliverables:

Complete project closeout items.

6-Year Project Deliverables:

Complete project closeout items.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$2,431.8	\$1,063.4	\$1,100.7	\$140.6	\$127.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$127.1
Construction/Equipment	640.5	510.0	115.1	2.6	12.8	0.0	0.0	0.0	0.0	0.0	12.8
Project Management	386.7	297.3	91.5	(2.7)	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Force Account	498.3	0.0	303.6	194.1	0.5	0.0	0.0	0.0	0.0	0.0	0.5
Other	75.7	0.0	0.0	73.2	2.5	0.0	0.0	0.0	0.0	0.0	2.5
Budget	\$4,032.9	\$1,870.7	\$1,611.0	\$407.7	\$143.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$143.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project procures 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.

FY2014 Project Deliverables:

Create and implement comprehensive track inspection program using the measuring systems installed on Track Geometry Vehicle.

6-Year Project Deliverables:

Create and implement comprehensive track inspection program using the measuring systems installed on Track Geometry Vehicle.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$305.0	\$49.6	\$111.4	\$99.8	\$36.4	\$7.8	\$0.0	\$0.0	\$0.0	\$0.0	\$44.2
Construction/Equipment	12,301.4	2,490.1	2,836.7	4,514.0	1,949.2	511.4	0.0	0.0	0.0	0.0	2,460.7
Project Management	376.2	22.6	89.0	145.3	111.5	7.8	0.0	0.0	0.0	0.0	119.3
Force Account	90.0	0.0	19.7	47.9	14.6	7.8	0.0	0.0	0.0	0.0	22.4
Other	40.8	0.0	0.0	0.0	33.0	7.8	0.0	0.0	0.0	0.0	40.8
Budget	\$13,113.4	\$2,562.3	\$3,056.7	\$4,807.0	\$2,144.6	\$542.8	\$0.0	\$0.0	\$0.0	\$0.0	\$2,687.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces maintenance and shop equipment, such as overhead cranes, rail train lifts, hoists, industrial shop air compressors, service elevators, hoisting mechanisms, wheel truing machines (WTM), wheel presses and electrical controls that have reached the end of its useful life in order to provide reliability for the delivery of quality service.

FY2014 Project Deliverables:

Wheel Truing Machine (WTM) at Greenbelt and Shady Grove. Wheel Press at Brentwood. Foundation for Vertical Turret Lathe at Greenbelt

6-Year Project Deliverables:

Wheel Truing Machine (WTM) at Greenbelt and Shady Grove. Wheel Press at Brentwood. Foundation for Vertical Turret Lathe at Greenbelt. Procurement and installation of a WTM at New Carrollton.

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.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$2,629.1	\$44.9	\$1,161.1	\$424.5	\$844.6	\$154.0	\$0.0	\$0.0	\$0.0	\$0.0	\$998.6
Construction/Equipment	21,370.2	287.4	669.7	1,647.6	15,619.1	3,146.3	0.0	0.0	0.0	0.0	18,765.4
Project Management	1,024.9	97.7	24.3	161.8	498.4	242.6	0.0	0.0	0.0	0.0	741.1
Force Account	357.2	8.8	0.0	0.0	155.8	192.6	0.0	0.0	0.0	0.0	348.4
Other	1,818.9	1,223.6	26.3	0.0	453.5	115.5	0.0	0.0	0.0	0.0	569.0
Budget	\$27,200.3	\$1,662.4	\$1,881.5	\$2,233.9	\$17,571.5	\$3,851.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21,422.5

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

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.

FY2014 Project Deliverables:

Resolve safety, reliability and compatibility issues across the various fleets. Install emergency exterior door releases. Install wrong side door openings. Install railcar rollback prevention. HVAC rail reliability for 5000 series railcars. Perform engineering analysis, diagnostics, and testing.

6-Year Project Deliverables:

Resolve safety, reliability and compatibility issues across the various fleets. Install emergency exterior door releases. Install wrong side door openings. Install railcar rollback prevention. HVAC rail reliability for 5000 series railcars. Perform engineering analysis, diagnostics, and testing.

Operating Impact:

This project will result in greater efficiency and productivity.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$6,296.0	\$0.0	\$1,624.8	\$501.3	\$3,423.5	\$373.2	\$373.2	\$0.0	\$0.0	\$0.0	\$4,169.9
Construction/Equipment	23,455.4	7,555.2	3,622.5	1,625.5	1,880.6	1,352.6	1,621.0	1,804.6	1,967.1	2,026.1	10,652.1
Project Management	822.3	481.7	35.8	177.3	127.5	(0.0)	0.0	0.0	0.0	0.0	127.5
Force Account	223.4	0.0	11.0	5.3	207.1	0.0	0.0	0.0	0.0	0.0	207.1
Other	2,996.2	2,855.7	0.0	51.2	89.3	0.0	0.0	0.0	0.0	0.0	89.3
Budget	\$33,793.2	\$10,892.6	\$5,294.1	\$2,360.7	\$5,728.0	\$1,725.8	\$1,994.2	\$1,804.6	\$1,967.1	\$2,026.1	\$15,245.8

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project will expand the railcar fleet by adding 220 railcars in order to meet projected growth in rail ridership. The total estimated cost of this project is \$615 million. The FY2011-2019 project plan includes \$53 million, consistent with the current project schedule. The remaining \$240 million is scheduled beyond FY2019.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Milestone payment for 90 railcars. The railcars will be delivered and placed into service after the FY2014-19 six year period.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	53,080.6	0.0	0.0	0.0	0.0	0.0	53,080.6	0.0	0.0	0.0	53,080.6
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Budget	\$53,080.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53,080.6	\$0.0	\$0.0	\$0.0	\$53,080.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project designs and constructs 10,000 feet of test track between College Park and Greenbelt Metrorail stations. In addition, this project includes the design and construction of a multistory building in Greenbelt Rail Yard. Both facilities will be used to commission and test new and rehabilitated railcars.

FY2014 Project Deliverables:

Complete construction of the test track.

6-Year Project Deliverables:

Complete construction of the test track and commissioning building.

Operating Impact:

Additional operating and maintenance will be required for the facility and test track, 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.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$4,353.6	\$817.6	\$1,882.8	\$1,060.2	\$593.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$593.1
Construction/Equipment	73,864.7	0.0	1,607.9	19,075.5	44,175.2	9,006.2	0.0	0.0	0.0	0.0	53,181.3
Project Management	4,533.4	432.6	739.0	1,943.1	917.2	501.5	0.0	0.0	0.0	0.0	1,418.7
Force Account	2,596.6	0.0	54.6	1,126.8	1,061.7	353.4	0.0	0.0	0.0	0.0	1,415.1
Other	2,523.1	27.2	0.0	726.3	1,769.5	0.0	0.0	0.0	0.0	0.0	1,769.5
Budget	\$87,871.3	\$1,277.4	\$4,284.3	\$23,931.9	\$48,516.7	\$9,861.1	\$0.0	\$0.0	\$0.0	\$0.0	\$58,377.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project rehabilitates the oldest and poorest performing elevators as necessary to maintain elevator safety, availability, and reliability. The elevators are rehabilitated with energy saving devices.

FY2014 Project Deliverables:

Rehabilitate 22 elevators, including but not limited to: Gallery Place, Farragut North, Stadium-Armory, L'Enfant Plaza, and Federal Triangle.

6-Year Project Deliverables:

Rehabilitate 90 elevators.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$1,180.9	\$0.0	\$0.0	\$0.0	\$20.0	\$210.0	\$320.9	\$210.0	\$210.0	\$210.0	\$1,180.9
Construction/Equipment	31,978.6	368.2	3,382.8	3,371.0	1,144.7	4,289.3	6,554.8	4,289.3	4,289.3	4,289.3	24,856.5
Project Management	3,153.7	498.3	570.9	126.6	129.5	330.8	505.4	330.8	330.8	330.8	1,957.9
Force Account	1,977.2	56.3	447.0	2.7	20.1	262.5	401.2	262.5	262.5	262.5	1,471.3
Other	954.0	0.0	0.0	18.8	64.5	157.5	240.7	157.5	157.5	157.5	935.2
Budget	\$39,244.5	\$922.8	\$4,400.6	\$3,519.2	\$1,378.8	\$5,250.0	\$8,023.0	\$5,250.0	\$5,250.0	\$5,250.0	\$30,401.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:
 This project rehabilitates and replaces escalators as necessary to maintain escalator availability, safety, and reliability. The escalators are rehabilitated with energy saving devices.

FY2014 Project Deliverables:
 Rehabilitate 37 escalators, including but not limited to: Dupont Circle, National Airport, McPherson Square, Crystal City, and Shady Grove and replace three escalators at Pentagon.

6-Year Project Deliverables:
 Rehabilitate 156 escalators.

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$575.3	\$0.0	\$442.8	\$132.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	74,302.5	2,418.5	12,729.0	12,854.2	11,889.1	14,251.1	4,593.6	5,137.6	5,137.6	5,291.7	46,300.7
Project Management	4,662.8	795.8	795.4	642.5	616.6	750.1	243.2	270.4	270.4	278.5	2,429.1
Force Account	614.8	169.4	415.5	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	297.0	95.5	0.0	201.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Budget	\$80,452.3	\$3,479.3	\$14,382.7	\$13,860.5	\$12,505.7	\$15,001.2	\$4,836.8	\$5,408.0	\$5,408.0	\$5,570.2	\$48,729.9

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project installs credit card readers at pay-on-exit parking garages and surface parking lots as well as rehabilitates and replaces equipment at the end of useful life. Additionally, this project automates parking access and revenue control by providing remote communication between payment lanes and a parking operations center.

FY2014 Project Deliverables:

There are no planned deliverables for FY2014.

6-Year Project Deliverables:

Rehabilitation and replacement of credit card readers and related equipment.

Operating Impact:

This project automates parking lot revenue collection and improves operational efficiency.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	12,960.3	4,700.0	5,050.4	1,211.5	18.3	0.0	0.0	0.0	990.0	990.0	1,998.3
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	50.7	0.0	0.0	6.8	23.8	0.0	0.0	0.0	10.0	10.0	43.8
Budget	\$13,010.9	\$4,700.0	\$5,050.4	\$1,218.4	\$42.1	\$0.0	\$0.0	\$0.0	\$1,000.0	\$1,000.0	\$2,042.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project incrementally improves the traction-power system to increase power supply capacity to support the future expanded use of 8-car trains. The increase from six to eight cars increases power requirements of each train as well as the load put on the traction-power system. This project will result in purchase and installation of 95,000 feet of third rail.

FY2014 Project Deliverables:

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

6-Year Project Deliverables:

Traction power system upgrades necessary to prepare for expanded use of 8-car trains.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$5,593.4	\$0.0	\$6.1	\$327.6	\$3,858.1	\$268.4	\$326.2	\$290.7	\$274.9	\$241.5	\$5,259.7
Construction/Equipment	30,953.9	0.0	0.0	189.4	2,136.0	5,481.2	6,662.3	5,938.2	5,614.2	4,932.6	30,764.5
Project Management	3,486.5	0.0	0.0	346.3	932.6	422.7	513.7	457.9	432.9	380.4	3,140.2
Force Account	2,131.3	0.0	0.0	7.8	371.4	335.4	407.7	363.4	343.6	301.9	2,123.4
Other	1,342.7	0.0	0.0	19.1	272.4	201.3	244.6	218.0	206.2	181.1	1,323.7
Budget	\$43,507.8	\$0.0	\$6.1	\$890.2	\$7,570.5	\$6,708.9	\$8,154.6	\$7,268.3	\$6,871.7	\$6,037.5	\$42,611.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will perform rehabilitation activities that will place Bladensburg (T04 – Heavy Overhaul Shop and T05 – Bus Division) in a safe, functional, and reliable condition during the transition period leading up to full facility replacement. The work includes rehabilitation of the CNG fueling system and selected rehabilitation activities on the two facilities.

FY2014 Project Deliverables:

Perform rehabilitation work including: selected electrical, mechanical, and structural rehabilitation tasks; interior lighting equipment rehabilitation; distribution panel replacements; electrical room rehabilitation; sump and sewage ejector pump system rehabilitations; mini rehabilitation of the Bus Wash System and paint booths; and mini rehabilitation of the ventilation system components including the battery charging room. Rehabilitation of the Fire Alarm System and Methane Gas Detection System. Rehabilitation and/or replacement of the CNG fueling system.

6-Year Project Deliverables:

Perform rehabilitation work including: selected electrical, mechanical, and structural rehabilitation tasks; interior lighting equipment rehabilitation; distribution panel replacements; electrical room rehabilitation; sump and sewage ejector pump system rehabilitations; mini rehabilitation of the Bus Wash System and paint booths; and mini rehabilitation of the ventilation system components including the battery charging room. Rehabilitation of the Fire Alarm System and Methane Gas Detection System. Rehabilitation and/or replacement of the CNG fueling system.

Operating Impact:

The facility requires investment in infrastructure rehabilitation in order to maintain a safe and functional environment until the facility is replaced.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$6,031.1	\$587.9	\$2,072.5	\$2,425.5	\$773.0	\$172.3	\$0.0	\$0.0	\$0.0	\$0.0	\$945.2
Construction/Equipment	13,065.7	28.4	1,502.1	9.9	8,006.5	3,518.7	0.0	0.0	0.0	0.0	11,525.3
Project Management	2,125.0	638.4	229.8	109.9	875.5	271.3	0.0	0.0	0.0	0.0	1,146.8
Force Account	928.9	96.7	3.2	(0.1)	613.8	215.3	0.0	0.0	0.0	0.0	829.1
Other	899.9	1.4	0.0	263.4	505.9	129.2	0.0	0.0	0.0	0.0	635.1
Budget	\$23,050.5	\$1,352.7	\$3,807.6	\$2,808.6	\$10,774.7	\$4,306.9	\$0.0	\$0.0	\$0.0	\$0.0	\$15,081.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project rehabilitates, replaces, and updates existing infrastructure, systems, and other building assets including, but not limited to safety, HVAC, and electrical systems. This project will also improve the utilization of the building space and incorporate new technologies to improve efficiency. Investment locations include the Jackson Graham Building (JGB) and other facilities as needed. This project also provides for rehabilitation of several specific JGB assets 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.

FY2014 Project Deliverables:

Begin design of building system upgrades and asset rehabilitation. Replace roof, generators, and associated equipment at Jackson Graham Building.

6-Year Project Deliverables:

Design and implement system rehabilitation and upgrades and other improvements at JGB and additional locations as needed.

Operating Impact:

Rehabilitated infrastructure will require less routine maintenance and upgraded systems will be more efficient.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,665.7	\$183.6	\$797.3	\$1.2	\$11.4	\$72.1	\$400.0	\$400.0	\$400.0	\$400.0	\$1,683.5
Construction/Equipment	48,714.5	871.6	8,013.1	5,466.2	210.1	1,473.4	8,170.0	8,170.0	8,170.0	8,170.0	34,363.5
Project Management	2,683.7	39.9	0.0	0.0	10.2	113.6	630.0	630.0	630.0	630.0	2,643.8
Force Account	2,179.6	0.0	0.0	17.0	72.5	90.2	500.0	500.0	500.0	500.0	2,162.6
Other	3,286.6	0.0	0.0	0.0	2,032.5	54.1	300.0	300.0	300.0	300.0	3,286.6
Budget	\$59,530.0	\$1,095.1	\$8,810.4	\$5,484.5	\$2,336.6	\$1,803.4	\$10,000.0	\$10,000.0	\$10,000.0	\$10,000.0	\$44,140.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will replace the existing Southern Avenue Bus Garage with a fully modern Leadership in Energy and Environmental Design (LEED) Silver facility that can hold up to 150 buses. The existing facility is over 90 years old.

FY2014 Project Deliverables:

Procurement Phase to select contractor; Property purchase

6-Year Project Deliverables:

Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.

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.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$8,735.8	\$1,386.2	\$2,463.6	\$498.7	\$2,113.2	\$1,509.1	\$765.0	\$0.0	\$0.0	\$0.0	\$4,387.3
Construction/Equipment	54,495.2	0.0	5.1	33.0	8,007.9	30,824.1	15,625.1	0.0	0.0	0.0	54,457.1
Project Management	6,766.6	535.8	136.6	51.6	2,460.9	2,376.9	1,204.9	0.0	0.0	0.0	6,042.7
Force Account	4,298.9	0.0	0.0	0.0	1,456.2	1,886.4	956.3	0.0	0.0	0.0	4,298.9
Other	21,997.9	16.9	4.5	3.6	20,267.2	1,131.9	573.8	0.0	0.0	0.0	21,972.8
Budget	\$96,294.4	\$1,938.8	\$2,609.9	\$586.9	\$34,305.4	\$37,728.4	\$19,125.0	\$0.0	\$0.0	\$0.0	\$91,158.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project is for the replacement of the existing Royal Street Garage with a fully modern Leadership in Energy and Environmental Design (LEED) Silver facility at Cinder Bed Road, with a capacity of 160 buses. The existing facility is over 70 years old.

FY2014 Project Deliverables:

Commencement of construction.

6-Year Project Deliverables:

Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.

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.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$62,054.3	\$3,487.7	\$4,486.8	\$1,166.2	\$11,783.7	\$7,421.7	\$33,220.9	\$487.2	\$0.0	\$0.0	\$52,913.5
Construction/Equipment	12,744.1	0.0	12.1	53.2	226.2	1,044.2	1,457.7	9,950.7	0.0	0.0	12,678.8
Project Management	2,290.1	783.6	492.7	57.1	79.4	22.1	87.9	767.3	0.0	0.0	956.7
Force Account	697.4	0.0	0.0	0.0	1.1	17.5	69.8	609.0	0.0	0.0	697.4
Other	6,567.4	5,202.2	4.5	13.8	676.7	263.1	41.9	365.4	0.0	0.0	1,347.0
Budget	\$84,353.3	\$9,473.5	\$4,996.2	\$1,290.3	\$12,767.1	\$8,768.6	\$34,878.1	\$12,179.6	\$0.0	\$0.0	\$68,593.4

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project enhances 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. Twelve full station rehabilitations and twelve mini station rehabilitations will be performed on an annual basis.

FY2014 Project Deliverables:

Rehabilitation 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 and paint all metal surfaces and repair and replace worn station graphics and signs.

6-Year Project Deliverables:

Continue 12 full station enhancements and 12 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 and paint all metal surfaces and repair and replace worn station graphics and signs.

Operating Impact:

Station enhancements lower regular maintenance costs.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$2,489.1	\$0.0	\$0.0	\$0.0	\$178.0	\$409.9	\$487.1	\$453.6	\$468.5	\$491.9	\$2,489.1
Construction/Equipment	49,129.4	0.0	30.8	653.8	1,241.3	8,371.9	9,949.8	9,265.8	9,568.8	10,047.2	48,444.7
Project Management	4,383.9	0.0	8.6	6.4	729.1	645.6	767.2	714.5	737.9	774.8	4,369.0
Force Account	35,921.2	8,632.6	8,631.9	11,142.5	4,625.3	512.4	608.9	567.1	585.6	614.9	7,514.2
Other	2,069.5	0.0	0.0	0.0	336.2	307.4	365.4	340.2	351.4	368.9	2,069.5
Budget	\$93,993.1	\$8,632.6	\$8,671.3	\$11,802.7	\$7,109.9	\$10,247.1	\$12,178.4	\$11,341.2	\$11,712.1	\$12,297.7	\$64,886.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will complete the program to install 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. Building code requires that canopies be in place when escalators are replaced.

FY2014 Project Deliverables:

Finalize conceptual designs, prepare contract package; commence procurement for selection of a contractor.

6-Year Project Deliverables:

Planning for this project to start in FY14. There are 22 locations with exposed escalators.

Operating Impact:

Canopies may reduce weather-related maintenance needs of escalators.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$1,046.7	\$0.0	\$0.0	\$0.0	\$40.0	\$200.0	\$40.4	\$400.0	\$366.3	\$0.0	\$1,046.7
Construction/Equipment	20,608.4	0.0	0.0	0.0	47.1	4,085.0	824.6	8,170.0	7,481.8	0.0	20,608.4
Project Management	1,668.5	0.0	0.0	0.0	83.0	315.0	63.6	630.0	576.9	0.0	1,668.5
Force Account	1,330.3	0.0	0.0	0.0	72.0	250.0	50.5	500.0	457.9	0.0	1,330.3
Other	1,512.9	0.0	0.0	0.0	757.9	150.0	30.3	300.0	274.7	0.0	1,512.9
Budget	\$26,166.9	\$0.0	\$0.0	\$0.0	\$1,000.0	\$5,000.0	\$1,009.3	\$10,000.0	\$9,157.6	\$0.0	\$26,166.9

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project installs Ethernet wiring to all Automatic Fare Collection devices in the rail system, which will enhance communication speeds essential for the NEXTFARE project.

FY2014 Project Deliverables:

Trenching at 10 locations in preparation for new payment system.

6-Year Project Deliverables:

Trenching at 10 locations in preparation for new payment system. Project to be completed in FY2014.

Operating Impact:

New cables will require minor operational support.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$503.9	\$255.8	\$117.7	\$101.8	\$28.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$28.5
Construction/Equipment	5,222.1	708.7	1,333.3	2,935.1	245.0	0.0	0.0	0.0	0.0	0.0	245.0
Project Management	386.4	122.1	60.1	170.0	34.1	0.0	0.0	0.0	0.0	0.0	34.1
Force Account	536.0	138.7	130.9	235.0	31.4	0.0	0.0	0.0	0.0	0.0	31.4
Other	478.5	243.3	0.0	88.8	146.5	0.0	0.0	0.0	0.0	0.0	146.5
Budget	\$7,126.9	\$1,468.6	\$1,642.0	\$3,530.7	\$485.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$485.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces and upgrades the regional fare collection system and develops an active backup database for the Fare Collection System Central Computer infrastructure. This project also includes the installation of compact point of sale units and the installation of SmarTrip Card Dispensers throughout the system.

FY2014 Project Deliverables:

Purchase and installation of additional equipment to for a backup database and 100 additional SmarTrip Card Dispensers to improve reliability and customer service.

6-Year Project Deliverables:

Purchase and installation of additional equipment to for a backup database and 100 additional SmarTrip Card Dispensers to improve reliability and customer service.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$6,307.7	\$3,024.9	\$3,256.7	\$26.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	11,523.4	1,027.8	1,035.9	3,346.9	2,612.8	700.0	700.0	700.0	700.0	700.0	6,112.8
Project Management	69.7	69.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	3,471.0	0.0	857.8	2,473.3	140.0	0.0	0.0	0.0	0.0	0.0	140.0
Other	1,870.3	77.6	0.0	1,506.3	286.3	0.0	0.0	0.0	0.0	0.0	286.3
Budget	\$23,242.2	\$4,200.1	\$5,150.3	\$7,352.6	\$3,039.2	\$700.0	\$700.0	\$700.0	\$700.0	\$700.0	\$6,539.2

Capital Improvement Program

Project ID: Project Name:

Department: Project Type:

Project Description:

This project will install new coin vaults in Automatic Fare Collection rail equipment that have reached the end of their useful life expectancy. Approximately 1,000 coin vaults will be procured over the lifetime of this project.

FY2014 Project Deliverables:

Delivery of 600 coin vaults and associated accessories, such as cash boxes, receivers. Project closeout.

6-Year Project Deliverables:

Delivery of 600 coin vaults and final project close-out.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$167.9	\$24.2	\$100.0	\$0.0	\$43.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$43.7
Construction/Equipment	4,812.5	0.0	1,597.6	1,910.6	1,304.4	0.0	0.0	0.0	0.0	0.0	1,304.4
Project Management	477.2	88.7	(0.0)	295.3	93.2	0.0	0.0	0.0	0.0	0.0	93.2
Force Account	52.9	0.0	0.0	0.0	52.9	0.0	0.0	0.0	0.0	0.0	52.9
Other	47.3	1.0	0.0	0.0	46.3	0.0	0.0	0.0	0.0	0.0	46.3
Budget	\$5,557.9	\$113.9	\$1,697.6	\$2,205.9	\$1,540.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,540.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

The New Electronic Payments Program (NEPP) modernizes and replaces Metro's fare collection system and implements a new electronic payments system. The NEPP will accept all forms of International Standards Organization/International Electrotechnical Commission (ISO/IEC) -14443 compliant media, including, payment cards, Near Field Communications enabled mobile phones and Federal ID cards. Customers will be able to link their media with established payment mechanisms enabled by Metro. The architecture for the NEPP will transition Metro from a proprietary, single-supplier architecture to an agency-controlled, multi-supplier open architecture, with well-defined interfaces owned and controlled by Metro. The NEPP will be based on centralized accounts with fare calculations being performed by a Central Data System.

FY2014 Project Deliverables:

Initiation of a small scale pilot program to test new fare system at select stations and bus routes.

6-Year Project Deliverables:

Final design review, first article testing, pilot demonstration plans, central data system, and delivery of final engineering documents. Deployment in rail and bus systems; submission of as-built drawings; delivery of software licenses; start of regional partner deployments, and start of warranty. Continued system warranty and continued integration of regional partners.

Operating Impact:

This project will eliminate the need for overhaul of existing equipment and address concerns for component obsolescence, lower annual maintenance costs, implement new equipment warranties, provide better capture revenue and improve customer convenience.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$74,695.7	\$942.2	\$1,672.4	\$3.9	\$3,286.7	\$16,436.7	\$35,766.2	\$8,624.3	\$7,963.2	\$0.0	\$72,077.1
Construction/Equipment	17,153.7	0.0	1,046.8	1,768.8	4,709.3	4,447.0	2,639.7	1,789.7	752.4	0.0	14,338.1
Project Management	4,943.4	60.2	343.7	325.1	1,074.8	750.4	773.0	796.1	820.0	0.0	4,214.4
Force Account	14,631.2	0.0	0.0	82.4	2,921.3	2,468.6	2,970.9	3,089.7	3,098.3	0.0	14,548.8
Other	13,214.0	0.0	0.0	1,431.0	4,347.1	2,183.3	2,037.1	2,126.3	1,089.1	0.0	11,783.0
Budget	\$124,638.0	\$1,002.5	\$3,062.9	\$3,611.2	\$16,339.2	\$26,286.1	\$44,186.9	\$16,426.2	\$13,723.0	\$0.0	\$116,961.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces damaged and/or obsolete rescue and recovery equipment and provide train-the-trainer programs for the equipment. This project will also standardize Emergency Tunnel Evacuation Carts (ETEC) storage locations throughout the Metrorail System.

FY2014 Project Deliverables:

Rescue and recovery equipment repairs, replacements, and upgrades. Procurement and installation of ETEC, and Storage Cabinets.

6-Year Project Deliverables:

Continue rescue and recovery equipment repairs, replacements, and upgrades. Replace damaged rescue and recovery equipment as needed and upgrade obsolete rescue equipment as needed.

Operating Impact:

Additional equipment will require increased operational support.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$2.4	\$0.0	\$2.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	2,322.2	55.1	536.4	423.5	160.3	205.7	297.5	210.3	212.4	221.1	1,307.3
Project Management	84.6	33.2	24.0	2.6	24.8	0.0	0.0	0.0	0.0	0.0	24.8
Force Account	171.6	14.3	119.6	30.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7
Other	6.0	(0.0)	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	6.0
Budget	\$2,586.9	\$102.6	\$682.4	\$456.1	\$198.8	\$205.7	\$297.5	\$210.3	\$212.4	\$221.1	\$1,345.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

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 with indoor firing range, and an adjacent parking lot on WMATA owned property at Franconia-Springfield Metro Station.

FY2014 Project Deliverables:

Complete construction.

6-Year Project Deliverables:

Project to be completed in FY2015.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$26,927.4	\$255.1	\$767.5	\$3,439.8	\$17,608.0	\$4,857.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22,465.0
Construction/Equipment	394.5	0.0	40.8	4.0	349.7	0.0	0.0	0.0	0.0	0.0	349.7
Project Management	1,008.2	62.5	48.9	155.9	395.9	345.0	0.0	0.0	0.0	0.0	740.9
Force Account	618.5	0.0	0.0	0.0	344.7	273.8	0.0	0.0	0.0	0.0	618.5
Other	1,901.7	0.6	0.0	1,142.9	758.3	0.0	0.0	0.0	0.0	0.0	758.3
Budget	\$30,850.2	\$318.2	\$857.2	\$4,742.5	\$19,456.6	\$5,475.8	\$0.0	\$0.0	\$0.0	\$0.0	\$24,932.4

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project upgrades police radios to ensure compliance with the 2013 Federal Communications Commission narrow band requirement. This project also replaces radios damaged in the course of law enforcement operations.

FY2014 Project Deliverables:

Survey radio antennas within the system.

6-Year Project Deliverables:

Procure portable radios.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$7.2	\$0.0	\$7.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	4,271.0	658.4	464.1	795.4	74.6	14.2	673.9	750.0	760.3	80.0	2,353.0
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	4.1	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	4.1
Budget	\$4,282.3	\$658.4	\$471.2	\$795.4	\$78.8	\$14.2	\$673.9	\$750.0	\$760.3	\$80.0	\$2,357.2

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces the temporary facility used by the Metro Transit Police Special Operations Division located in Suitland, Maryland, near the Branch Avenue Metrorail station. This facility includes the Special Response Team, Transit Anti-Crime Team, Auto Theft Unit, K-9 Teams, Explosive Ordinance Disposal Team, and Motorcycle Unit.

FY2014 Project Deliverables:

Site Preparation, construction staging, preliminary design, request for proposal, award Design Build contract, and complete construction of the Special Operations Division facility.

6-Year Project Deliverables:

Project to be completed in FY2015.

Operating Impact:

Exact operating impact of the new facilities will be determined upon completion of the design due to unprecedented nature of the project. Utility consumption, routine maintenance and personnel cost will increase (three new buildings).

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$2,121.0	\$0.0	\$1,096.4	\$560.9	\$463.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$463.8
Construction/Equipment	13,405.3	95.0	1,624.4	375.3	11,132.9	177.8	0.0	0.0	0.0	0.0	11,310.6
Project Management	256.8	25.3	30.3	10.8	177.7	12.6	0.0	0.0	0.0	0.0	190.4
Force Account	303.5	6.5	115.7	(0.1)	171.4	10.0	0.0	0.0	0.0	0.0	181.4
Other	8,589.2	0.0	7,311.5	0.0	1,277.7	0.0	0.0	0.0	0.0	0.0	1,277.7
Budget	\$24,675.8	\$126.8	\$10,178.2	\$946.9	\$13,223.5	\$200.4	\$0.0	\$0.0	\$0.0	\$0.0	\$13,423.9

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project is the first stage of a comprehensive rehabilitation of the Red Line and will focus on rebuilding systems and infrastructure to extend useful life and improve reliability.

FY2014 Project Deliverables:

As scheduling allows, work to be undertaken 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 Closed Circuit Television (CCTV) system upgrades.

6-Year Project Deliverables:

Platform edge slab repairs and replacement of platform surface with concrete paves at Shady Grove, Rockville, Twinbrook, White Flint, Brookland, Ft. Totten, Takoma Park and Silver Spring stations. Upgrade and enlarge kiosks. Elevator and escalator rehabilitation and replacement. Traction power equipment 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.

Operating Impact:

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

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$3,959.5	\$956.5	\$667.2	\$2,054.0	\$281.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$281.9
Construction/Equipment	176,422.1	33,498.0	61,313.4	57,752.7	23,858.1	0.0	0.0	0.0	0.0	0.0	23,858.1
Project Management	15,214.4	5,545.2	2,671.0	4,312.5	2,685.6	0.0	0.0	0.0	0.0	0.0	2,685.6
Force Account	37,482.8	7,722.4	11,045.3	15,361.9	3,353.2	0.0	0.0	0.0	0.0	0.0	3,353.2
Other	2,675.4	646.1	0.0	1,311.8	717.5	0.0	0.0	0.0	0.0	0.0	717.5
Budget	\$235,754.2	\$48,368.1	\$75,696.9	\$80,792.9	\$30,896.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$30,896.3

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project is the second stage of a comprehensive rehabilitation of the Red Line and will focus on rebuilding systems and infrastructure to extend useful life and improve reliability.

FY2014 Project Deliverables:

Planning, design, engineering and contract procurement.

6-Year Project Deliverables:

Waterproofing at Medical Center crossover; Retrofit piers of Grosvenor aerial structure; upgrade & enlarge kiosks at various stations; upgrade station signage; upgrade station and tunnel lighting; renovate station restrooms, interiors, and resurface parking lot areas; equipment replacement in AC switchboard rooms, upgrade and replacement of emergency communications systems; repair concrete leaks and deterioration in tunnel; rehab cable supports in tunnel; replace station air conditioning systems; repair tunnel ventilation systems; repair platform slabs and upgrade/replace tiles.

Operating Impact:

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

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$12,020.2	\$0.0	\$0.0	\$295.4	\$1,488.1	\$947.5	\$931.4	\$1,962.7	\$2,496.9	\$3,898.1	\$11,724.7
Construction/Equipment	201,412.9	0.0	0.0	0.0	6.7	18,641.3	18,325.9	38,616.8	49,126.1	76,696.1	201,412.9
Project Management	16,248.8	0.0	0.0	43.2	82.8	1,492.3	1,467.0	3,091.3	3,932.6	6,139.6	16,205.5
Force Account	20,496.9	0.0	0.0	16.8	6.8	1,894.9	1,862.9	3,925.5	4,993.8	7,796.3	20,480.1
Other	7,686.2	0.0	0.0	0.0	8.7	710.6	698.6	1,472.1	1,872.7	2,923.6	7,686.2
Budget	\$257,864.9	\$0.0	\$0.0	\$355.4	\$1,593.1	\$23,686.5	\$23,285.8	\$49,068.4	\$62,422.0	\$97,453.7	\$257,509.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:
 This project is the first stage of a comprehensive rehabilitation of the Orange and Blue Lines and will focus on rebuilding systems and infrastructure to extend useful life and improve reliability.

FY2014 Project Deliverables:
 Rehabilitation of ceilings, tunnels, domes; rehabilitation of equipment in AC switchgear rooms; work at Traction Power Substations; platform panel replacement; replacement of tiebreakers; rehabilitation of escalators and elevators. Additionally, construction will begin to elevate vent shafts on the National Mall to a higher flood plain and on installation of an interlocking at Dunn Loring to accommodate operations on the Silver Line.

6-Year Project Deliverables:
 Upgrade and enlarge kiosks. Elevator and escalator rehabilitation and replacement. Platform slab replacement and install concrete pavers at Minnesota Ave and complete platform rehab at Deanwood station; Station signage upgrade; Traction power replacement work at tie breaker, traction power substations, and electrical in AC switchboard rooms. Upgrade and replacement of emergency trip stations including, but not limited to: traction power, tunnel ventilation, air conditions, Canopy roof replacements, platform rehabilitation, public address, and CCTV system upgrades.

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$26,391.8	\$1,461.4	\$7,349.6	\$3,879.2	\$6,075.1	\$2,522.6	\$2,924.6	\$2,179.3	\$0.0	\$0.0	\$13,701.6
Construction/Equipment	315,442.0	21,895.9	29,777.4	38,494.0	59,935.7	64,919.4	57,542.0	42,877.6	0.0	0.0	225,274.7
Project Management	28,359.8	3,627.2	2,425.5	4,813.1	5,859.3	3,596.1	4,606.3	3,432.4	0.0	0.0	17,494.0
Force Account	38,013.0	2,970.3	3,258.8	7,591.5	9,894.3	4,090.3	5,849.2	4,358.6	0.0	0.0	24,192.4
Other	11,827.6	198.8	0.0	1,465.9	5,335.0	1,000.0	2,193.5	1,634.5	0.0	0.0	10,162.9
Budget	\$420,034.2	\$30,153.6	\$42,811.3	\$56,243.6	\$87,099.4	\$76,128.3	\$73,115.6	\$54,482.4	\$0.0	\$0.0	\$290,825.7

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

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.

FY2014 Project Deliverables:

Completion of design and commencement of principal construction.

6-Year Project Deliverables:

Rehabilitate interior and exterior walls, floors, and ceilings. Replace shop/building equipment, lighting, and electrical systems. Rehabilitate offices, locker rooms, and bathrooms. Rehabilitate HVAC and plumbing fixtures. Upgrade security and Public Address systems. Installation of control tower fire escape, rehabilitation of pavement, fences, street and yard lightening, and over haul of fire hydrants.

Operating Impact:

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

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$7,986.4	\$296.6	\$1,166.0	\$1,571.2	\$1,831.5	\$1,800.7	\$1,015.0	\$305.3	\$0.0	\$0.0	\$4,952.6
Construction/Equipment	121,973.6	0.0	9,680.2	14,570.1	33,975.1	36,779.7	20,731.9	6,236.7	0.0	0.0	97,723.3
Project Management	12,258.1	0.0	1,403.5	2,679.8	3,259.1	2,836.1	1,598.7	480.9	0.0	0.0	8,174.8
Force Account	9,409.2	0.0	1,170.8	2,198.3	2,138.7	2,250.9	1,268.8	381.7	0.0	0.0	6,040.1
Other	4,048.4	0.1	0.0	404.9	1,302.7	1,350.5	761.3	229.0	0.0	0.0	3,643.5
Budget	\$155,675.8	\$296.6	\$13,420.6	\$21,424.3	\$42,507.1	\$45,018.0	\$25,375.6	\$7,633.6	\$0.0	\$0.0	\$120,534.3

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project is a bus and auxiliary facility rehabilitation of Western, Northern, and Landover bus garages, Metro Supply Facility, Landover Open Storage and other bus and auxiliary facilities. Rehabilitation will include all systems and infrastructure design and construction work to increase overall efficiency, replace worn or obsolete equipment, improve safety, improve employee productivity, repair structures, and add capacity and capabilities to maintain buses. The project also improves security structures, systems, and components at bus and auxiliary facilities.

FY2014 Project Deliverables:

Continue rehabilitation of various facilities. Work includes but is not limited to: HVAC and sprinkler system rehabilitation, lighting and environmental upgrades, capacity and capability improvements, installation of enhanced security systems, structures and components.

6-Year Project Deliverables:

Complete rehabilitation work at Western, Northern, and Landover Bus Garages and other auxiliary facilities, including Metro Supply Facility.

Operating Impact:

Operating costs will be reduced as a result of facility rehabilitation. Capacities, personnel safety, and security will be enhanced as a result of the rehabilitation work.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$3,689.7	\$528.3	\$1,601.7	\$308.5	\$704.7	\$449.0	\$97.5	\$0.0	\$0.0	\$0.0	\$1,251.3
Construction/Equipment	89,911.6	9,565.9	23,195.8	19,997.0	26,399.7	8,834.3	1,918.9	0.0	0.0	0.0	37,152.9
Project Management	9,097.8	2,090.7	2,157.2	1,608.3	2,380.8	707.2	153.6	0.0	0.0	0.0	3,241.6
Force Account	5,806.2	485.9	1,635.7	304.4	2,287.0	898.0	195.1	0.0	0.0	0.0	3,380.1
Other	3,344.0	7.6	0.0	1,207.7	1,718.7	336.8	73.1	0.0	0.0	0.0	2,128.6
Budget	\$111,849.3	\$12,678.5	\$28,590.4	\$23,425.9	\$33,491.0	\$11,225.3	\$2,438.2	\$0.0	\$0.0	\$0.0	\$47,154.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides consultant support for capital program management and grant administration improvements.

FY2014 Project Deliverables:

Capital program management and grant administration improvements.

6-Year Project Deliverables:

Capital program management and grant administration improvements.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$233.5	\$0.0	\$233.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	1,341.8	725.2	525.9	0.0	90.7	0.0	0.0	0.0	0.0	0.0	90.7
Project Management	596.2	596.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	10,888.2	0.0	0.0	977.8	1,572.1	1,572.8	1,646.5	1,623.8	1,705.0	1,790.2	9,910.4
Budget	\$13,059.7	\$1,321.4	\$759.4	\$977.8	\$1,662.8	\$1,572.8	\$1,646.5	\$1,623.8	\$1,705.0	\$1,790.2	\$10,001.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces damaged and/or obsolete law enforcement equipment as well as supports the planning, design, and installation of facility improvements for law enforcement equipment.

FY2014 Project Deliverables:

Replace or upgrade support equipment as needed.

6-Year Project Deliverables:

Continue replace or upgrade support equipment as needed over 6-year period.

Operating Impact:

Cyclical replacement of equipment will maintain steady operational costs.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$11.0	\$0.0	\$11.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	11,952.3	3,945.2	706.4	667.7	1,120.5	1,044.6	1,206.8	1,081.5	1,063.2	1,116.4	6,633.0
Project Management	202.8	93.9	18.8	57.2	32.9	0.0	0.0	0.0	0.0	0.0	32.9
Force Account	350.6	108.4	4.5	72.6	165.2	0.0	0.0	0.0	0.0	0.0	165.2
Other	55.4	32.9	0.0	0.0	22.5	0.0	0.0	0.0	0.0	0.0	22.5
Budget	\$12,572.2	\$4,180.4	\$740.7	\$797.5	\$1,341.1	\$1,044.6	\$1,206.8	\$1,081.5	\$1,063.2	\$1,116.4	\$6,853.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

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.

FY2014 Project Deliverables:

Vital Signs reporting and analytics (e.g., Rail and Bus Availability); Revenue & Ridership reporting and analytics; extend Safety analytics; produce strategic data integration strategy.

6-Year Project Deliverables:

Implement a comprehensive program for data governance, data quality, and data reporting. Extend data integration to include Rail Operations, Trapeze, and other key data sources with ability to support analytics and dashboards for the total range of performance indicators and analytic needs.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$756.4	\$0.0	\$756.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	1,471.8	0.0	331.8	44.4	345.7	150.0	150.0	150.0	150.0	150.0	1,095.7
Project Management	132.3	0.0	100.9	23.7	7.7	0.0	0.0	0.0	0.0	0.0	7.7
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	6,498.0	0.0	0.0	1,343.8	1,477.7	872.2	628.4	675.6	724.6	775.6	5,154.1
Budget	\$8,858.6	\$0.0	\$1,189.2	\$1,411.9	\$1,831.1	\$1,022.2	\$778.4	\$825.6	\$874.6	\$925.6	\$6,257.5

Capital Improvement Program

Project ID: Project Name:

Department: Project Type:

Project Description:

This project funds the lines of credit available to finance capital cash flow needs.

FY2014 Project Deliverables:

Not applicable - Line of Credit

6-Year Project Deliverables:

Not applicable - Line of Credit

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	327.9	327.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	18,539.3	2,138.2	975.1	426.0	2,500.0	2,500.0	2,500.0	2,500.0	2,500.0	2,500.0	15,000.0
Budget	\$18,867.1	\$2,466.1	\$975.1	\$426.0	\$2,500.0	\$2,500.0	\$2,500.0	\$2,500.0	\$2,500.0	\$2,500.0	\$15,000.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project provides the capital repairs, upgrades, and replacement components for elevators and escalators beyond repair.

FY2014 Project Deliverables:

Refurbish approximately 6,200 steps, 170 speed reducers, and 240 brake boards and purchase 600 sections of racks and axles. Degrease, clean & deodorize approximately 300 escalators/wellways and 100 elevators/hoistways. Purchase approximately 1,700 new escalator steps.

6-Year Project Deliverables:

Refurbish approximately 37,000 steps, 1,020 speed reducers, and 1,440 brake boards and purchase 3,600 racks and axles. Degrease, clean & deodorize approximately 3,552 escalator/wellways and 1,248 elevator/hoistways. Purchase approximately 10,200 new escalator steps.

Operating Impact:

Project will enhance warehouse inventory and allow vertical transportation equipment to return to service with less delay due to parts acquisition.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$3,641.0	\$0.0	\$0.0	\$0.0	\$27.6	\$706.8	\$801.0	\$702.7	\$691.1	\$711.9	\$3,641.0
Construction/Equipment	41,245.5	1,577.4	2,287.3	6,177.3	4,102.6	5,300.7	6,007.6	5,270.3	5,183.5	5,339.0	31,203.6
Project Management	2,021.4	122.7	0.3	64.2	27.5	353.4	400.5	351.4	345.6	355.9	1,834.3
Force Account	11,366.5	2,571.6	2,994.9	2,667.4	1,325.9	353.4	400.5	351.4	345.6	355.9	3,132.7
Other	2,659.3	420.8	0.0	0.0	431.8	353.4	400.5	351.4	345.6	355.9	2,238.5
Budget	\$60,933.8	\$4,692.5	\$5,282.4	\$8,908.8	\$5,915.5	\$7,067.6	\$8,010.1	\$7,027.0	\$6,911.3	\$7,118.6	\$42,050.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

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.

FY2014 Project Deliverables:

Start material procurement and installation of portable approach warning systems.

6-Year Project Deliverables:

Specification development, engineering, project management and procurement. Outside engineering support to analyze requirements and train control and communications interfaces for the safety signaling system.

Operating Impact:

Additional system components will require maintenance support.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,326.6	\$101.2	\$1,117.7	\$667.9	\$248.8	\$156.9	\$34.1	\$0.0	\$0.0	\$0.0	\$439.8
Construction/Equipment	8,474.4	0.0	457.0	1,589.1	2,528.4	3,204.0	695.9	0.0	0.0	0.0	6,428.3
Project Management	2,015.8	658.7	710.0	83.3	263.1	247.1	53.7	0.0	0.0	0.0	563.8
Force Account	1,093.5	115.6	187.8	206.2	345.2	196.1	42.6	0.0	0.0	0.0	583.9
Other	259.4	1.8	0.0	6.9	107.5	117.7	25.6	0.0	0.0	0.0	250.7
Budget	\$14,169.7	\$877.4	\$2,472.5	\$2,553.4	\$3,493.0	\$3,921.7	\$851.8	\$0.0	\$0.0	\$0.0	\$8,266.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project funds engineering support and modifications as needed for the train control signaling and traction power system interface.

FY2014 Project Deliverables:

Completion of engineering and commencement of installation.

6-Year Project Deliverables:

Outside engineering to analyze train control signaling system. Construct and test interface system.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$3,785.2	\$1.2	\$1,412.6	\$662.9	\$1,567.4	\$135.5	\$5.6	\$0.0	\$0.0	\$0.0	\$1,708.5
Construction/Equipment	3,328.8	0.0	124.9	181.6	142.7	2,764.6	115.0	0.0	0.0	0.0	3,022.2
Project Management	357.1	31.8	3.6	0.0	99.6	213.2	8.9	0.0	0.0	0.0	321.6
Force Account	570.2	0.0	0.0	294.3	99.5	169.2	7.0	0.0	0.0	0.0	275.8
Other	196.8	32.9	0.0	8.1	50.2	101.5	4.2	0.0	0.0	0.0	155.9
Budget	\$8,238.0	\$65.9	\$1,541.2	\$1,146.9	\$1,959.3	\$3,384.0	\$140.7	\$0.0	\$0.0	\$0.0	\$5,484.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

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 Ultra High Frequency (UHF) radio system.

FY2014 Project Deliverables:

Coordinate with FCC, DC Office of Unified Command (DC-OUC) and Region 20 to secure 700 MHz frequencies. Issue RFP, evaluate proposal and award contracts for the procurement and implementation of new 700 MHz above ground radio system infrastructure, the procurement and implementation of a new 800 MHz below ground Distributed Antenna System and the procurement of 700/800 MHz mobile and portable radios for the new WMATA 700 MHz radio system.

6-Year Project Deliverables:

In accordance with this Congressional mandate WMATA will replace the entire existing Comprehensive Radio Communications System (CRCS) system with a new system operating in the 700 MHz frequency range allocated for Public Safety radio communications.

Operating Impact:

Maintenance costs may increase due to greater number of above ground antenna sites.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$8,057.4	\$106.7	\$332.7	\$556.6	\$1,030.9	\$1,636.4	\$2,341.0	\$1,286.1	\$451.6	\$315.3	\$7,061.3
Construction/Equipment	128,274.0	0.0	1,002.6	7.4	4,092.6	33,423.1	47,814.1	26,268.8	9,224.5	6,441.0	127,264.0
Project Management	9,940.8	29.0	230.6	138.4	44.9	2,577.3	3,687.0	2,025.6	711.3	496.7	9,542.8
Force Account	7,538.0	0.0	0.0	0.0	0.0	2,045.5	2,926.2	1,607.6	564.5	394.2	7,538.0
Other	4,717.3	0.0	0.0	194.5	0.0	1,227.3	1,755.7	964.6	338.7	236.5	4,522.8
Budget	\$158,527.5	\$135.7	\$1,566.0	\$896.9	\$5,168.3	\$40,909.5	\$58,524.0	\$32,152.7	\$11,290.7	\$7,883.7	\$155,928.9

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project includes completion of various system infrastructure rehabilitation contracts currently underway. This project will also issue procurement contracts including, but not limited to, station air conditioning system replacement, Largo Garage structural repairs, urgent system repairs, correct undersized standpipes on 32 systems, various engineering studies and upgrade of Yellow-Green line station signage.

FY2014 Project Deliverables:

Includes continuation and completion of various system infrastructure rehabilitation contracts currently underway and close-out of those contracts. This project will also issue procurement contracts including, but not limited to: waterproofing and roof repairs; urgent structural and system repairs; various engineering studies; completion of Silver Spring train control room and communications control panels in train cars.

6-Year Project Deliverables:

Includes continuation and completion of various system infrastructure rehabilitation contracts currently underway and close-out of those contracts. This project will also issue procurement contracts including, but not limited to: waterproofing and roof repairs; urgent structural and system repairs; various engineering studies; completion of Silver Spring train control room and communications control panels in train cars.

Operating Impact:

Modest increase of infrastructure maintenance is offset by expected reduction of breakdowns and repair costs

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$22,049.1	\$2,939.5	\$6,441.9	\$5,757.5	\$6,021.1	\$433.0	\$424.5	\$31.5	\$0.0	\$0.0	\$6,910.2
Construction/Equipment	136,710.9	48,320.8	21,210.7	31,093.0	17,927.1	8,844.4	8,671.4	643.6	0.0	0.0	36,086.4
Project Management	8,052.4	1,511.3	4,039.3	424.4	677.0	682.0	668.7	49.6	0.0	0.0	2,077.3
Force Account	11,609.2	736.3	1,387.2	4,673.0	3,701.4	541.3	530.7	39.4	0.0	0.0	4,812.7
Other	10,129.8	997.7	491.2	3,911.4	4,062.7	324.8	318.4	23.6	0.0	0.0	4,729.5
Budget	\$188,551.3	\$54,505.5	\$33,570.3	\$45,859.5	\$32,389.3	\$10,825.4	\$10,613.7	\$787.7	\$0.0	\$0.0	\$54,616.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project implements National Transportation Safety Board (NTSB) recommended safety improvements, corrective action plans, assessments, and testing for systemwide implementation.

FY2014 Project Deliverables:

Continue implementation of NTSB recommended safety improvements, corrective action plans, assessments, and testing for system-wide implementation and address other urgent safety needs.

6-Year Project Deliverables:

Complete NTSB recommended safety improvements.

Operating Impact:

Improved safety.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$25,450.3	\$648.7	\$4,346.5	\$8,220.7	\$7,294.1	\$1,670.0	\$1,910.9	\$1,359.3	\$0.0	\$0.0	\$12,234.3
Construction/Equipment	178,611.9	5,748.8	26,436.7	19,957.0	33,150.0	27,298.0	38,257.9	27,763.5	0.0	0.0	126,469.4
Project Management	18,647.9	1,330.3	3,929.8	2,890.9	3,283.6	2,122.6	2,949.9	2,140.9	0.0	0.0	10,496.9
Force Account	42,976.7	1,286.4	11,618.8	17,416.7	6,930.0	1,684.6	2,341.2	1,699.1	0.0	0.0	12,654.8
Other	6,864.1	742.6	321.8	865.4	1,499.4	1,010.7	1,404.7	1,019.5	0.0	0.0	4,934.3
Budget	\$272,551.0	\$9,756.9	\$46,653.7	\$49,350.7	\$52,157.0	\$33,785.9	\$46,864.5	\$33,982.3	\$0.0	\$0.0	\$166,789.7

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project funds the rail mileage based asset management system.

FY2014 Project Deliverables:

Install and implement Asset Configuration Manager and Mobile Maximo for inventory in Maximo along with various testing and production environments.

6-Year Project Deliverables:

Develop, document, validate, and verify requirements for all areas of the project. Perform Business Process Reengineering for railcar Configuration Management and Storeroom Operations Processes. Install/Implement Asset Configuration Manager and Mobile Maximo for Inventory in Maximo along with various testing 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 railcars into the established mileage based maintenance program.

Operating Impact:

This tool will improve railcar reliability based on the ability of maintenance managers and engineers to adequately manage and analyze railcar component configurations

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,234.7	\$0.0	\$2,088.3	\$21.7	\$93.7	\$28.1	\$2.9	\$0.0	\$0.0	\$0.0	\$124.7
Construction/Equipment	3,516.3	1,824.2	173.9	1,028.2	307.8	164.7	17.5	0.0	0.0	0.0	490.0
Project Management	360.6	110.4	0.0	133.6	85.6	28.1	2.9	0.0	0.0	0.0	116.6
Force Account	103.9	0.0	2.4	17.7	52.8	28.1	2.9	0.0	0.0	0.0	83.8
Other	4,342.8	0.0	0.0	2,920.1	1,078.2	312.3	32.1	0.0	0.0	0.0	1,422.7
Budget	\$10,558.3	\$1,934.5	\$2,264.7	\$4,121.4	\$1,618.1	\$561.2	\$58.4	\$0.0	\$0.0	\$0.0	\$2,237.7

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project provides upgrades, repairs, and maintenance to rail capital assets that have a useful life of over one year.

FY2014 Project Deliverables:

Labor and the procurement and installation of the parts required to maintain railcars

6-Year Project Deliverables:

Labor and the procurement and installation of the parts required to maintain railcars

Operating Impact:

Will subsidize these activities reducing the impact to the operating budget.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	20,000.0	20,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	162,607.6	0.0	20,773.6	20,262.0	20,262.0	20,262.0	20,262.0	20,262.0	20,262.0	20,262.0	121,572.0
Budget	\$182,607.6	\$20,000.0	\$20,773.6	\$20,262.0	\$20,262.0	\$20,262.0	\$20,262.0	\$20,262.0	\$20,262.0	\$20,262.0	\$121,572.0

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project upgrades, repairs, and maintenance to bus capital assets that have a life of over one year.

FY2014 Project Deliverables:

Repair, upgrades and maintenance of bus capital assets including but not limited to replacement of bus body parts, tires, wheel chair lifts, and destination signs.

6-Year Project Deliverables:

Annually 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.

Operating Impact:

Cost to maintain new equipment should be the same as maintaining existing equipment.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	10,000.0	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	83,773.5	0.0	10,707.5	10,438.0	10,438.0	10,438.0	10,438.0	10,438.0	10,438.0	10,438.0	62,628.0
Budget	\$93,773.5	\$10,000.0	\$10,707.5	\$10,438.0	\$10,438.0	\$10,438.0	\$10,438.0	\$10,438.0	\$10,438.0	\$10,438.0	\$62,628.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will provide for the hardening of various rail yards and enhance bus security. A portion of the funding for this project is provided by a dedicated Federal security grant.

FY2014 Project Deliverables:

Install rail yard hardening measures including fencing, lighting, access control, etc., at one of three rail yards included in this project. Complete installation and commencement of operation of cameras at the platforms and mezzanines of various rail stations. Complete installation and place into operation end of platform gates for underground and end of line stations.

6-Year Project Deliverables:

Complete installation and place into operation of cameras at the platforms and mezzanines of various rail stations. Complete installation and commencement of operation of cameras at the end of platform gates for underground and end of line stations.

Operating Impact:

Initial maintenance costs are included in the grant. Will improve Metro System Security.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$5,055.2	\$0.0	\$480.1	\$1,709.8	\$2,403.3	\$350.0	\$108.0	\$2.0	\$2.0	\$0.0	\$2,865.3
Construction/Equipment	21,306.6	0.0	1,425.9	4,597.5	6,795.9	3,892.2	2,373.9	1,201.2	1,020.0	0.0	15,283.2
Project Management	5,002.5	0.0	463.4	1,804.0	821.9	900.0	189.3	803.4	20.5	0.0	2,735.1
Force Account	9,259.2	0.0	236.1	3,286.8	2,138.6	1,350.0	734.6	293.4	1,219.6	0.0	5,736.2
Other	620.0	0.0	0.0	12.7	607.3	0.0	0.0	0.0	0.0	0.0	607.3
Budget	\$41,243.5	\$0.0	\$2,605.5	\$11,410.8	\$12,767.0	\$6,492.2	\$3,405.8	\$2,300.0	\$2,262.1	\$0.0	\$27,227.1

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

Repair of railcars damaged in accidents, including repair of six of twelve Metro railcars that were involved in an accident at the West Falls Church rail yard and railcars damaged in the June 22, 2009 Red Line accident. Non-repairable railcars are to be scrapped.

FY2014 Project Deliverables:

Award contract and begin repair of damaged railcar.

6-Year Project Deliverables:

Complete repair of damaged railcar.

Operating Impact:

Reduce car availability

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$975.3	\$144.6	\$98.2	\$110.3	\$492.1	\$105.0	\$25.0	\$0.0	\$0.0	\$0.0	\$622.1
Construction/Equipment	3,653.6	0.0	0.0	0.0	1,573.6	1,680.0	400.0	0.0	0.0	0.0	3,653.6
Project Management	174.4	0.0	0.0	0.0	44.4	105.0	25.0	0.0	0.0	0.0	174.4
Force Account	132.7	0.0	0.0	2.7	0.0	105.0	25.0	0.0	0.0	0.0	130.0
Other	130.0	0.0	0.0	0.0	0.0	105.0	25.0	0.0	0.0	0.0	130.0
Budget	\$5,066.0	\$144.6	\$98.2	\$113.0	\$2,110.2	\$2,100.0	\$500.0	\$0.0	\$0.0	\$0.0	\$4,710.2

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This pilot project will 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.

FY2014 Project Deliverables:

Complete development, testing, and installation of asset management system.

6-Year Project Deliverables:

Complete development, testing, and installation of asset management system.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$300.0	\$0.0	\$300.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	150.0	0.0	0.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	150.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	4,425.0	0.0	0.0	2,074.2	2,350.8	0.0	0.0	0.0	0.0	0.0	2,350.8
Budget	\$4,875.0	\$0.0	\$300.0	\$2,074.2	\$2,500.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,500.8

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project upgrades existing fire alarm systems in auxiliary facilities and provides a central monitoring system. This project includes but is not limited to the removal/replacement of Halon Suppression System, development of a Fire and Intrusion Alarm (FIA) training lab, repair/replacement existing standpipe system including parking garages.

FY2014 Project Deliverables:

Upgrade existing Fire alarm system in Alexandria Yard, West Falls Church Yard and New York Metro station. Complete update of Fire maps and kiosk maps for existing station and create fire maps and kiosk drawings for the new Silver Line stations. Relocate fire department connections to provide more accessible locations for firefighting access, replace station dry standpipes and perform hydrostatic and flow tests to ensure proper quality and safety, and replace dampers and actuators.

6-Year Project Deliverables:

Continue upgrade of fire alarm systems at CTF, Greenbelt, Branch Avenue, Shady Grove and Glenmont Rail Yards. Upgrade Fire Alarm Headend hardware and software. Continue relocation of fire department connections, replace station dry standpipes and perform hydrostatic and flow tests to ensure proper quality and safety, and replace dampers and actuators.

Operating Impact:

Improved Metro system safety and security. Increased maintenance costs.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$4,519.0	\$0.0	\$413.4	\$1,238.2	\$2,150.2	\$422.0	\$175.2	\$120.0	\$0.0	\$0.0	\$2,867.3
Construction/Equipment	27,650.6	0.0	1,462.2	2,830.8	8,710.4	8,618.6	3,577.6	2,451.0	0.0	0.0	23,357.6
Project Management	2,774.9	0.0	167.1	228.6	1,249.8	664.6	275.9	189.0	0.0	0.0	2,379.2
Force Account	1,569.3	0.0	0.0	61.7	611.2	527.5	219.0	150.0	0.0	0.0	1,507.6
Other	1,034.7	0.0	0.0	137.2	359.6	316.5	131.4	90.0	0.0	0.0	897.4
Budget	\$37,548.4	\$0.0	\$2,042.7	\$4,496.5	\$13,081.1	\$10,549.1	\$4,379.0	\$3,000.0	\$0.0	\$0.0	\$31,009.2

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

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. Lifecycle of station cooling system is overhaul at 7 to 14 years and replacement at 20 years.

FY2014 Project Deliverables:

Heating, ventilation, and air conditioning (HVAC) upgrades throughout the system at Columbia Heights, Mt. Vernon, Shaw Howard, Forest Glen, Court House, Virginia, and Glenmont.

6-Year Project Deliverables:

Replace various cooling towers and air conditioning units throughout the system.

Operating Impact:

Project is designed to keep cooling systems functioning properly and improve the customer experience.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$1,435.1	\$0.0	\$2.5	\$0.2	\$80.9	\$363.5	\$232.9	\$216.1	\$287.8	\$251.2	\$1,432.4
Construction/Equipment	46,028.4	0.0	9,052.3	5,094.4	4,278.1	7,425.1	4,756.5	4,413.4	5,878.7	5,129.9	31,881.7
Project Management	2,633.6	0.0	201.7	205.0	98.4	572.6	366.8	340.3	453.3	395.6	2,226.9
Force Account	1,902.7	0.0	0.0	0.0	213.4	454.4	291.1	270.1	359.8	314.0	1,902.7
Other	1,268.5	0.0	0.0	226.4	28.6	272.6	174.7	162.1	215.9	188.4	1,042.2
Budget	\$53,268.3	\$0.0	\$9,256.5	\$5,525.9	\$4,699.3	\$9,088.2	\$5,821.9	\$5,402.0	\$7,195.5	\$6,279.0	\$38,485.9

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project will rehabilitate 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. The 21 garages in the system should 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.

FY2014 Project Deliverables:

Continue rehabilitation at Southern and Suitland. Rehabilitation includes: structural repairs to defective concrete sections of the structure, repairs to defective "T Beam" joints, repairs/replace defective electric/mechanical components that are critical to safe operation of the garage, and repair/replace protective surface coating on exposed (uncovered) portions of parking deck.

6-Year Project Deliverables:

Continue rehabilitation at Southern and Suitland; begin rehabilitation at Vienna (South). Remaining schedule to be determined.

Operating Impact:

Maintenance costs will be reduced as a result of rehabilitation.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,890.5	\$0.0	\$350.0	\$142.7	\$997.9	\$280.0	\$280.0	\$280.0	\$280.0	\$280.0	\$2,397.9
Construction/Equipment	34,573.3	0.0	278.4	37.8	5,662.1	5,719.0	5,719.0	5,719.0	5,719.0	5,719.0	34,257.1
Project Management	3,343.4	0.0	165.2	406.0	567.2	441.0	441.0	441.0	441.0	441.0	2,772.2
Force Account	2,075.7	0.0	0.9	(0.0)	324.9	350.0	350.0	350.0	350.0	350.0	2,074.9
Other	1,367.3	0.0	0.0	34.2	283.1	210.0	210.0	210.0	210.0	210.0	1,333.1
Budget	\$44,250.2	\$0.0	\$794.4	\$620.7	\$7,835.1	\$7,000.0	\$7,000.0	\$7,000.0	\$7,000.0	\$7,000.0	\$42,835.1

Capital Improvement Program

Project ID: CIP0153

Project Name: Accessible Station Signage

Department: ACCS

Project Type: PARA TRANSIT

Project Description:

This project will fund accessibility and way finding signage, such as elevator head houses with station name and connecting rail line at approximately 20-30 Metrorail stations.

FY2014 Project Deliverables:

Design, production, coordination, and installation of signs at approximately 10-15 stations.

6-Year Project Deliverables:

Design, production, coordination, and installation of signs at approximately 20-30 stations.

Operating Impact:

Current signage inadequacies interfere with use of Metrorail by customers.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$40.6	\$0.0	\$0.0	\$36.5	\$4.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.1
Construction/Equipment	733.9	0.0	0.0	0.0	264.2	250.0	219.7	0.0	0.0	0.0	733.9
Project Management	40.3	0.0	0.0	16.9	23.4	0.0	0.0	0.0	0.0	0.0	23.4
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Budget	\$819.7	\$0.0	\$0.0	\$58.3	\$291.7	\$250.0	\$219.7	\$0.0	\$0.0	\$0.0	\$761.4

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

The project performs necessary rehabilitation improvements to the Metro-owned property located at Backlick and Industrial Roads in Springfield, VA needed to satisfy requirements for occupancy and initial use. Improvements such as repaving, fencing, lighting, and utilities. The property is divided between ACCS and TIES. ACCS operates approximately 50 MetroAccess vehicles from this site. TIES is using their allocated portion of the property to store track equipment.

FY2014 Project Deliverables:

Complete punchlist items, perform facilities assessment/plan for MetroAccess to own paratransit garages in the future, and project closeout

6-Year Project Deliverables:

Installation of security features such as phone services, lighting, and CCTVs at Metro's Backlick property.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$309.0	\$0.0	\$0.0	\$0.0	\$309.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$309.0
Construction/Equipment	134.6	0.0	0.0	103.1	31.5	0.0	0.0	0.0	0.0	0.0	31.5
Project Management	52.0	0.0	0.0	12.2	39.8	0.0	0.0	0.0	0.0	0.0	39.8
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	4.2	0.0	0.0	2.9	1.3	0.0	0.0	0.0	0.0	0.0	1.3
Budget	\$499.8	\$0.0	\$0.0	\$118.3	\$381.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$381.5

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will replace and perform major rehabilitation of roofs on all types of facilities.

FY2014 Project Deliverables:

Condition assessment of more than 600 roofs; compile a comprehensive data base with detailed engineering drawings for each roof; prioritize repair/replacement strategy and cost estimate for work to be done in FY2015 and beyond.

6-Year Project Deliverables:

Complete condition assessment of all facility roofs and develop roof management program to include a comprehensive data base with detailed engineering drawings for each roof. Replacement and rehabilitation of highest priority roofs based on condition assessment.

Operating Impact:

Potential for Rail System failure if deferred repair/replacement of roofs on key facilities such as a TPSS, Tie Breakers and ATC rooms cause water damage to mission critical equipment.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$1,544.0	\$0.0	\$0.0	\$0.0	\$624.0	\$120.0	\$200.0	\$200.0	\$200.0	\$200.0	\$1,544.0
Construction/Equipment	19,024.0	0.0	0.0	0.0	233.0	2,451.0	4,085.0	4,085.0	4,085.0	4,085.0	19,024.0
Project Management	1,532.0	0.0	0.0	0.0	83.0	189.0	315.0	315.0	315.0	315.0	1,532.0
Force Account	1,200.0	0.0	0.0	0.0	50.0	150.0	250.0	250.0	250.0	250.0	1,200.0
Other	700.0	0.0	0.0	0.0	10.0	90.0	150.0	150.0	150.0	150.0	700.0
Budget	\$24,000.0	\$0.0	\$0.0	\$0.0	\$1,000.0	\$3,000.0	\$5,000.0	\$5,000.0	\$5,000.0	\$5,000.0	\$24,000.0

Capital Improvement Program

Project ID: Project Name:

Department: Project Type:

Project Description:

This project will provide the preliminary engineering, design, and construction of improvements to enhance the capacity at Union Station. The access and capacity improvements involve expanding the north mezzanine to add vertical circulation between the mezzanine and the Amtrak concourse above and between the mezzanine and the platform below; relocating and expanding the First Street entrance; and completing the pedestrian passageway and vertical circulation to H Street to connect to the DC Streetcar and planned development.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Phase 0 to include relocated first street entrance, three new fare gates, relocated farecard machines to allow more queue distance, new staircase to Amtrak concourse from mezzanine. Phase 1 to include expanded mezzanine to platform access (new passageway and two new mezzanine to platform elevators, replace existing elevator with new staircase from platform to mezzanine, net increase in one elevator) and H Street passageway and entrance (completion of passageway, three new elevators and emergency stairs to H Street/up to parking deck/intercity buses)

Operating Impact:

Exact operating impact will be determined upon completion of the design phase. Utility consumption, routine maintenance and personnel cost will increase.

Planned Investments:

	Total	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2014-19
	Budget	Actual	Actual	Actual	Approved	Plan	Plan	Plan	Plan	Plan	Total
Planning/Engineering	\$1,430.0	\$0.0	\$0.0	\$0.0	\$0.0	\$37.4	\$24.5	\$165.2	\$476.2	\$726.6	\$1,430.0
Construction/Equipment	29,207.8	0.0	0.0	0.0	0.0	764.5	501.3	3,374.7	9,726.6	14,840.6	29,207.8
Project Management	2,252.3	0.0	0.0	0.0	0.0	59.0	38.7	260.2	750.0	1,144.4	2,252.3
Force Account	1,787.5	0.0	0.0	0.0	0.0	46.8	30.7	206.5	595.3	908.2	1,787.5
Other	1,072.5	0.0	0.0	0.0	0.0	28.1	18.4	123.9	357.2	544.9	1,072.5
Budget	\$35,750.0	\$0.0	\$0.0	\$0.0	\$0.0	\$935.8	\$613.6	\$4,130.6	\$11,905.3	\$18,164.7	\$35,750.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will provide the preliminary engineering, design, and construction of improvements to enhance capacity at the Gallery Place-Chinatown station.

FY2014 Project Deliverables:

No deliverables in FY2014

6-Year Project Deliverables:

Prepare design documents and contract package, select contractor, and initiate construction of diagonal passageway. Construction of diagonal passageway between westbound Red Line platform and mezzanine to the Green and Yellow Lines on the lower platform, construct entrance (including elevators and fare gates) between the new tunnel and surface at G & 7th Sts, NW.

Operating Impact:

Expanded facilities will require additional operating and maintenance support.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$1,303.5	\$0.0	\$0.0	\$0.0	\$0.0	\$36.3	\$20.4	\$150.4	\$434.0	\$662.4	\$1,303.5
Construction/Equipment	26,623.6	0.0	0.0	0.0	0.0	741.7	415.9	3,072.7	8,864.3	13,529.0	26,623.6
Project Management	2,053.0	0.0	0.0	0.0	0.0	57.2	32.1	236.9	683.5	1,043.2	2,053.0
Force Account	1,629.4	0.0	0.0	0.0	0.0	45.4	25.5	188.0	542.5	828.0	1,629.4
Other	977.6	0.0	0.0	0.0	0.0	27.2	15.3	112.8	325.5	496.8	977.6
Budget	\$32,587.0	\$0.0	\$0.0	\$0.0	\$0.0	\$907.8	\$509.1	\$3,760.9	\$10,849.8	\$16,559.4	\$32,587.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project replaces the oldest and poorest performing escalators in the system as needed to maintain escalator safety, availability, and reliability. The new escalators will be equipped with more energy efficient devices and capabilities. This program will result in the replacement of 128 escalators at 34 stations.

FY2014 Project Deliverables:

Complete the replacement of at least six escalators.

6-Year Project Deliverables:

Replace 128 escalators.

Operating Impact:

Newer equipment will be less maintenance intensive. Project will streamline the system inventory makes and models. Metro will realize benefits from stocking fewer spare parts. New equipment should provide greater energy efficiency.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$11,807.9	\$0.0	\$0.0	\$164.6	\$320.1	\$1,781.4	\$2,128.5	\$2,291.3	\$2,466.6	\$2,655.3	\$11,643.3
Construction/Equipment	108,439.9	0.0	0.0	1,523.1	9,657.8	16,439.2	19,446.8	20,858.0	22,377.3	18,137.7	106,916.8
Project Management	9,595.8	0.0	0.0	2,984.1	1,579.2	791.8	946.0	1,018.4	1,096.3	1,180.1	6,611.7
Force Account	6,930.3	0.0	0.0	639.6	0.0	989.7	1,182.5	1,273.0	1,370.3	1,475.2	6,290.6
Other	5,079.3	0.0	0.0	20.4	26.4	791.8	946.0	1,018.4	1,096.3	1,180.1	5,058.9
Budget	\$141,853.2	\$0.0	\$0.0	\$5,331.9	\$11,583.5	\$20,793.8	\$24,649.7	\$26,459.0	\$28,406.8	\$24,628.5	\$136,521.3

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project implements the Comprehensive Radio Communication System (CRCS). The CRCS system must remain operational until the new 700 MHz system is completed and commissioned. When the 700 MHz system is commissioned in approximately 5 to 6 years, the CRCS system will be turned off and removed.

FY2014 Project Deliverables:

Provide and install cables, antennas and BDA equipment required for enhancement of CRCS radio coverage in 30 below ground Metro stations and extend radio coverage to station service rooms and other non-public areas of the station.

6-Year Project Deliverables:

Installation of the cables, antennas and BDA equipment required for enhancement of CRCS radio coverage in 15 below ground Metro stations and the ground level of the Jackson Graham Building.

Operating Impact:

None.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$509.4	\$0.0	\$0.0	\$403.9	\$105.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$105.5
Construction/Equipment	5,738.4	0.0	0.0	2,091.6	3,646.8	0.0	0.0	0.0	0.0	0.0	3,646.8
Project Management	278.3	0.0	0.0	99.7	178.6	0.0	0.0	0.0	0.0	0.0	178.6
Force Account	99.1	0.0	0.0	27.7	71.4	0.0	0.0	0.0	0.0	0.0	71.4
Other	12.4	0.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	0.0	12.4
Budget	\$6,637.6	\$0.0	\$0.0	\$2,623.0	\$4,014.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,014.7

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will develop an automated and centralized safety management system that will capture information from accidents that occur in all Metro vehicles, including MetroAccess, Metrobus, and Metrorail vehicles. This system will give Metro a single, repository of safety data and will be capable of generating reports.

FY2014 Project Deliverables:

Safety Compliance, Mobile Applications, Fatigue Management.

6-Year Project Deliverables:

Safety Compliance, Mobile Applications, Fatigue Management, Safety Certifications, Digital Evidence Repository, System Optimization (two releases), Safety KPI Assessment and Alignment.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	504.1	0.0	0.0	244.3	10.9	249.0	0.0	0.0	0.0	0.0	259.9
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	9,588.2	0.0	0.0	2,177.4	2,978.5	3,371.9	1,060.4	0.0	0.0	0.0	7,410.8
Budget	\$10,092.3	\$0.0	\$0.0	\$2,421.6	\$2,989.4	\$3,620.9	\$1,060.4	\$0.0	\$0.0	\$0.0	\$7,670.7

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will implement various infrastructure improvements to rehabilitate non-revenue facilities. Rehabilitation of HVAC components, electrical enhancements, structural components and other related mechanical systems to support mission critical functions. Failure to restore these critical components could result in loss of power, HVAC and other critical data/communications systems. Facilities to be rehabilitated include, but are not limited to: police facilities, Carmen Turner Facility (CTF), Stone Straw, and 3421 Pennsy Drive.

FY2014 Project Deliverables:

Purchase new equipment to include communications devices for Landover location at CTF; Enhance sprinkler system, upgrade electrical wiring, rehabilitate flooring and bathroom components, replace old carpet, rehabilitate all drain pits, replace HVAC units, and purchase new equipment to include electric heater, fan coil units, gas heaters, heating ventilation units, package air conditioning at Pennsy Drive.

6-Year Project Deliverables:

CTF: continue purchasing HVAC equipment as well as roof replacement and repairs to exhaust fans and water source heat pump; 3421 Pennsy Dr.: replace HVAC systems, roof, spouts, and gutters as well as pressure washing system units and sealing concrete pavement joints; Stone Straw: replace heat pump, steam humidifier, and lighting protection

Operating Impact:

Upgraded facility infrastructure and systems could potentially reduce future operating and maintenance costs.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$282.9	\$0.0	\$0.0	\$0.0	\$82.9	\$24.9	\$42.8	\$66.3	\$32.5	\$33.5	\$282.9
Construction/Equipment	5,471.7	0.0	0.0	695.2	691.5	507.8	874.2	1,353.9	664.5	684.5	4,776.5
Project Management	390.5	0.0	0.0	0.0	75.5	39.2	67.4	104.4	51.2	52.8	390.5
Force Account	295.2	0.0	0.0	0.0	45.2	31.1	53.5	82.9	40.7	41.9	295.2
Other	163.3	0.0	0.0	4.6	8.7	18.6	32.1	49.7	24.4	25.1	158.7
Budget	\$6,603.5	\$0.0	\$0.0	\$699.9	\$903.8	\$621.6	\$1,070.0	\$1,657.1	\$813.4	\$837.8	\$5,903.7

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project designs and constructs platform to mezzanine stairs at the Bethesda Metrorail Station.

FY2014 Project Deliverables:

Install stairs.

6-Year Project Deliverables:

Project scheduled for completion in FY2014.

Operating Impact:

Minor additional maintenance will be required.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$596.3	\$0.0	\$0.0	\$258.8	\$337.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$337.5
Construction/Equipment	1,098.2	0.0	0.0	0.0	1,098.2	0.0	0.0	0.0	0.0	0.0	1,098.2
Project Management	170.0	0.0	0.0	79.9	90.1	0.0	0.0	0.0	0.0	0.0	90.1
Force Account	115.5	0.0	0.0	18.2	97.3	0.0	0.0	0.0	0.0	0.0	97.3
Other	20.0	0.0	0.0	13.2	6.8	0.0	0.0	0.0	0.0	0.0	6.8
Budget	\$2,000.0	\$0.0	\$0.0	\$370.1	\$1,629.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,629.9

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project improves lighting and remediates water intrusions in right-of-way facilities, stations, and other facilities.

FY2014 Project Deliverables:

Complete station lighting improvements and select station passageways at Judiciary Square. Complete the grouting of tunnel liner on the Blue Line.

6-Year Project Deliverables:

Project scheduled for completion in FY2014.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$282.4	\$0.0	\$0.0	\$215.9	\$66.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$66.5
Construction/Equipment	4,191.0	0.0	0.0	1,963.6	2,227.4	0.0	0.0	0.0	0.0	0.0	2,227.4
Project Management	255.2	0.0	0.0	245.0	10.2	0.0	0.0	0.0	0.0	0.0	10.2
Force Account	539.2	0.0	0.0	539.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	259.2	0.0	0.0	219.8	39.4	0.0	0.0	0.0	0.0	0.0	39.4
Budget	\$5,527.0	\$0.0	\$0.0	\$3,183.4	\$2,343.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,343.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will develop a comprehensive implementation plan that is necessary to prepare for future expansion of 8-car train service.

FY2014 Project Deliverables:

Begin implementation of 8-car train design.

6-Year Project Deliverables:

Project scheduled for completion in FY2014.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,288.8	\$0.0	\$0.0	\$1,845.3	\$443.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$443.4
Construction/Equipment	106.2	0.0	0.0	0.0	106.2	0.0	0.0	0.0	0.0	0.0	106.2
Project Management	207.3	0.0	0.0	73.3	133.9	0.0	0.0	0.0	0.0	0.0	133.9
Force Account	320.0	0.0	0.0	0.0	320.0	0.0	0.0	0.0	0.0	0.0	320.0
Other	77.8	0.0	0.0	19.8	58.0	0.0	0.0	0.0	0.0	0.0	58.0
Budget	\$3,000.0	\$0.0	\$0.0	\$1,938.4	\$1,061.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,061.6

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project installs technology on service vehicles to monitor vehicle usage, speed, idling and other data that will support the management and maintenance of the service vehicle fleet and improve efficiency.

FY2014 Project Deliverables:

Procurement and installation of equipment onboard the service fleet of approximately 1,600 vehicles.

6-Year Project Deliverables:

Procurement and installation of equipment onboard the service fleet of approximately 1,600 vehicles.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	986.0	0.0	0.0	0.0	986.0	0.0	0.0	0.0	0.0	0.0	986.0
Project Management	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0
Budget	\$1,000.0	\$0.0	\$0.0	\$0.0	\$1,000.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,000.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will construct elevated platforms at rail yard facilities to allow for the maintenance of the new 7000 series rail car HVAC maintenance system. The HVAC system of the new 7000 series rail cars is located on top of the cars and WMATA currently does not have the capability to maintain the new HVAC units in a safe and efficient manner.

FY2014 Project Deliverables:

Planning and engineering phase for 7000 Series Railcar HVAC facilities.

6-Year Project Deliverables:

Complete designs for elevated platforms at seven rail yards. Construction of elevated platforms at the New Carrollton and West Falls Church Rail Yards.

Operating Impact:

The new platforms will allow for the maintenance of the new 7000 series railcar HVAC systems to be more safe and efficient.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$2,140.0	\$0.0	\$0.0	\$0.0	\$1,020.0	\$520.0	\$520.0	\$80.0	\$0.0	\$0.0	\$2,140.0
Construction/Equipment	15,857.0	0.0	0.0	0.0	1,551.0	2,051.0	10,621.0	1,634.0	0.0	0.0	15,857.0
Project Management	1,383.0	0.0	0.0	0.0	249.0	189.0	819.0	126.0	0.0	0.0	1,383.0
Force Account	1,050.0	0.0	0.0	0.0	150.0	150.0	650.0	100.0	0.0	0.0	1,050.0
Other	570.0	0.0	0.0	0.0	30.0	90.0	390.0	60.0	0.0	0.0	570.0
Budget	\$21,000.0	\$0.0	\$0.0	\$0.0	\$3,000.0	\$3,000.0	\$13,000.0	\$2,000.0	\$0.0	\$0.0	\$21,000.0

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project will modify the Bush Hill aerial structure in order to maintain structural integrity.

FY2014 Project Deliverables:

No deliverables in FY2014.

6-Year Project Deliverables:

Rehabilitated aerial structure. End anchorage post-tensioning will be modified to maintain structural integrity.

Operating Impact:

None.

Planned Investments:

	<u>Total</u> Budget	<u>FY2011</u> Actual	<u>FY2012</u> Actual	<u>FY2013</u> Actual	<u>FY2014</u> Approved	<u>FY2015</u> Plan	<u>FY2016</u> Plan	<u>FY2017</u> Plan	<u>FY2018</u> Plan	<u>FY2019</u> Plan	<u>FY2014-19</u> Total
Planning/Engineering	\$60.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0	\$60.0
Construction/Equipment	1,225.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,225.5	1,225.5
Project Management	94.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5	94.5
Force Account	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	75.0
Other	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0
Budget	\$1,500.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,500.0	\$1,500.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will provide an more reliable power source for WMATA-critical functions at Carmen Turner Facility such as Rail and Bus Operations Control Centers, Maintenance Operations Center, Metro Transit Police Communication Center, and Computer Servers at CTF. The project also reconfigures and realigns portions of the electrical distribution system to make it more robust.

FY2014 Project Deliverables:

Provide power system upgrades including new uninterruptable power supplies at the Carmen Turner Facility.

6-Year Project Deliverables:

Provide power system upgrades including power back-up at the Carmen Turner Facility.

Operating Impact:

The power system upgrades will improve reliability of WMATA critical functions that operate out of CTF.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$106.9	\$0.0	\$0.0	\$0.0	\$106.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$106.9
Construction/Equipment	1,178.6	0.0	0.0	0.0	1,178.6	0.0	0.0	0.0	0.0	0.0	1,178.6
Project Management	124.5	0.0	0.0	0.0	124.5	0.0	0.0	0.0	0.0	0.0	124.5
Force Account	75.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	75.0
Other	15.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	15.0
Budget	\$1,500.0	\$0.0	\$0.0	\$0.0	\$1,500.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,500.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project designs and implements modifications to track fueling areas including, but not limited to, systems to capture, contain and pretreat diesel fuel spills prior to discharge to storm sewer system.

FY2014 Project Deliverables:

Design standard system for track fueling areas that will capture, contain and pretreat diesel fuel spills at track fueling areas. Begin design of site-specific requirements to modify track fueling areas at nine rail yards.

6-Year Project Deliverables:

Design and install systems at track fueling areas that will capture, contain and pretreat diesel fuel spills at all rail yards.

Operating Impact:

Modifications for fueling areas will help to ensure compliance with environmental regulations and will reduce environmental pollution, thereby reducing risk for associated penalties, fines and citations and cleanup costs.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	109.6	0.0	0.0	0.0	109.6	0.0	0.0	0.0	0.0	0.0	109.6
Force Account	130.4	0.0	0.0	0.0	130.4	0.0	0.0	0.0	0.0	0.0	130.4
Other	960.0	0.0	0.0	0.0	960.0	0.0	0.0	0.0	0.0	0.0	960.0
Budget	\$1,200.0	\$0.0	\$0.0	\$0.0	\$1,200.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,200.0

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project conducts a survey to identify existing storm water management practices and evaluates the potential for upgrades that will be necessary to comply with more stringent federal and local environmental requirements.

FY2014 Project Deliverables:

Begin a comprehensive assessment to identify existing storm water management systems at facilities and along the right-of-way. Review existing impermeable surface areas and identify potential best management practices (BMPs) to reduce runoff.

6-Year Project Deliverables:

Complete a comprehensive assessment to identify existing storm water management systems at facilities and along the right-of-way. Review existing impermeable surface areas and identify potential best management practices (BMPs) to reduce runoff.

Operating Impact:

Future design and installation of storm water BMPs may reduce operational impact of impervious surface fees currently in place and proposed by local jurisdictions.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Project Management	60.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	60.0
Force Account	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Other	640.0	0.0	0.0	0.0	640.0	0.0	0.0	0.0	0.0	0.0	640.0
Budget	\$800.0	\$0.0	\$0.0	\$0.0	\$800.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$800.0

Capital Improvement Program

Project ID: Project Name:

Department: Project Type:

Project Description:

This project will identify and pilot new technologies and practices to reduce operating costs, consumption of natural resources, and pollution while continuing to improve service.

FY2014 Project Deliverables:

New technologies and practices supported likely will include: energy monitoring and control at the Pennsy Drive facility; improved lighting on pedestrian pathways, participation in Department of Energy efficiency initiatives, clean renewable energy initiatives; a Metro sustainability outreach and education program, sustainable investments at Metro buildings undergoing infrastructure and systems renewal; and pilot programs to develop a comprehensive recycling program.

6-Year Project Deliverables:

New technologies and practices supported likely will include: energy monitoring and control at the Pennsy Drive facility; improved lighting on pedestrian pathways, participation in Department of Energy efficiency initiatives, clean renewable energy initiatives; a Metro sustainability outreach and education program, sustainable investments at Metro buildings undergoing infrastructure and systems renewal; and pilot programs to develop a comprehensive recycling program.

Operating Impact:

This project is intended to provide operational savings and efficiencies.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction/Equipment	990.0	0.0	0.0	0.0	990.0	0.0	0.0	0.0	0.0	0.0	990.0
Project Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0
Budget	\$1,000.0	\$0.0	\$0.0	\$0.0	\$1,000.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,000.0

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project is for environmental evaluations of initial improvements to rail yard facilities, as required to support 8-car train operation. Specifically, Project 1: New Carrollton Yard is to increase storage capacity; and Project 2: Consolidation of all Heavy Repair and Overhaul (HR&O) facilities in a new rail yard (site TBD).

FY2014 Project Deliverables:

Environmental evaluation and facilities design.

6-Year Project Deliverables:

Completion of environmental evaluations for both projects; identification of construction finding; completion of procurement and commencing construction for both projects.

Operating Impact:

Additional facilities will require additional operating and maintenance support.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$907.2	\$0.0	\$0.0	\$0.0	\$855.2	\$26.0	\$26.0	\$0.0	\$0.0	\$0.0	\$907.2
Construction/Equipment	1,141.9	0.0	0.0	0.0	79.8	531.1	531.1	0.0	0.0	0.0	1,141.9
Project Management	2,126.8	0.0	0.0	0.0	844.9	641.0	641.0	0.0	0.0	0.0	2,126.8
Force Account	204.0	0.0	0.0	0.0	139.0	32.5	32.5	0.0	0.0	0.0	204.0
Other	120.2	0.0	0.0	0.0	81.2	19.5	19.5	0.0	0.0	0.0	120.2
Budget	\$4,500.0	\$0.0	\$0.0	\$0.0	\$2,000.0	\$1,250.0	\$1,250.0	\$0.0	\$0.0	\$0.0	\$4,500.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project upgrades the existing rail scheduling system to improve scheduling capability and operational efficiency.

FY2014 Project Deliverables:

Procurement and implementation of rail scheduling system upgrade.

6-Year Project Deliverables:

Implementation of an advanced rail scheduling system.

Operating Impact:

Improved operational efficiency.

Planned Investments:

	<u>Total</u> <u>Budget</u>	<u>FY2011</u> <u>Actual</u>	<u>FY2012</u> <u>Actual</u>	<u>FY2013</u> <u>Actual</u>	<u>FY2014</u> <u>Approved</u>	<u>FY2015</u> <u>Plan</u>	<u>FY2016</u> <u>Plan</u>	<u>FY2017</u> <u>Plan</u>	<u>FY2018</u> <u>Plan</u>	<u>FY2019</u> <u>Plan</u>	<u>FY2014-19</u> <u>Total</u>
Planning/Engineering	\$280.0	\$0.0	\$0.0	\$0.0	\$127.0	\$153.0	\$0.0	\$0.0	\$0.0	\$0.0	\$280.0
Construction/Equipment	2,219.0	0.0	0.0	0.0	1,093.1	1,125.9	0.0	0.0	0.0	0.0	2,219.0
Project Management	504.4	0.0	0.0	0.0	263.4	241.0	0.0	0.0	0.0	0.0	504.4
Force Account	350.0	0.0	0.0	0.0	158.7	191.3	0.0	0.0	0.0	0.0	350.0
Other	3,646.6	0.0	0.0	0.0	1,531.8	2,114.8	0.0	0.0	0.0	0.0	3,646.6
Budget	\$7,000.0	\$0.0	\$0.0	\$0.0	\$3,173.9	\$3,826.1	\$0.0	\$0.0	\$0.0	\$0.0	\$7,000.0

Capital Improvement Program

Project ID:

Project Name:

Department:

Project Type:

Project Description:

This project reinforces a second structural beam at the Farragut North station. Farragut North station was constructed as part of the first Metrorail line in 1976.

FY2014 Project Deliverables:

Complete evaluation of beam restoration alternatives and begin construction.

6-Year Project Deliverables:

Reinforced structural beam.

Operating Impact:

None.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$180.0	\$0.0	\$0.0	\$0.0	\$80.0	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$180.0
Construction/Equipment	3,676.5	0.0	0.0	0.0	1,634.0	2,042.5	0.0	0.0	0.0	0.0	3,676.5
Project Management	323.5	0.0	0.0	0.0	166.0	157.5	0.0	0.0	0.0	0.0	323.5
Force Account	225.0	0.0	0.0	0.0	100.0	125.0	0.0	0.0	0.0	0.0	225.0
Other	95.0	0.0	0.0	0.0	20.0	75.0	0.0	0.0	0.0	0.0	95.0
Budget	\$4,500.0	\$0.0	\$0.0	\$0.0	\$2,000.0	\$2,500.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,500.0

Capital Improvement Program

Project ID: Project Name:
 Department: Project Type:

Project Description:

This project will provide station upgrades to include new design criteria for future station improvements.

FY2014 Project Deliverables:

Design of Bethesda Station upgrades.

6-Year Project Deliverables:

Complete construction of station enhancements at Bethesda Station.

Operating Impact:

Exact operating impact will be determined upon completion of the design phase. Utility consumption and routine maintenance are likely to increase.

Planned Investments:

	Total Budget	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
Planning/Engineering	\$800.0	\$0.0	\$0.0	\$0.0	\$392.6	\$407.4	\$0.0	\$0.0	\$0.0	\$0.0	\$800.0
Construction/Equipment	12,055.0	0.0	0.0	0.0	3,733.0	8,322.0	0.0	0.0	0.0	0.0	12,055.0
Project Management	1,041.3	0.0	0.0	0.0	399.5	641.7	0.0	0.0	0.0	0.0	1,041.3
Force Account	750.0	0.0	0.0	0.0	240.7	509.3	0.0	0.0	0.0	0.0	750.0
Other	353.7	0.0	0.0	0.0	48.2	305.6	0.0	0.0	0.0	0.0	353.7
Budget	\$15,000.0	\$0.0	\$0.0	\$0.0	\$4,814.0	\$10,186.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15,000.0

Capital Improvement Program

Project ID: CIP0219

Project Name: Station Lighting Improvements

Department: CENI

Project Type: RAIL

Project Description:

This project improves the lighting and illumination levels at mezzanines lower level platforms and track beds at select Metrorail stations.

FY2014 Project Deliverables:

Complete design, coordination & architectural planning, and install new light fixtures.

6-Year Project Deliverables:

Complete lighting upgrades at select Metrorail stations.

Operating Impact:

Project is designed to provide improved illumination at various Metrorail stations to enhance the safety and security of passengers, operations, infrastructure and other assets.

Planned Investments:

	<u>Total</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2014-19</u>
	<u>Budget</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Total</u>
Planning/Engineering	\$2,520.0	\$0.0	\$0.0	\$0.0	\$560.0	\$240.0	\$240.0	\$360.0	\$360.0	\$760.0	\$2,520.0
Construction/Equipment	42,901.0	0.0	0.0	0.0	2,868.0	4,902.0	4,902.0	7,353.0	7,353.0	15,523.0	42,901.0
Project Management	3,419.0	0.0	0.0	0.0	332.0	378.0	378.0	567.0	567.0	1,197.0	3,419.0
Force Account	2,650.0	0.0	0.0	0.0	200.0	300.0	300.0	450.0	450.0	950.0	2,650.0
Other	1,510.0	0.0	0.0	0.0	40.0	180.0	180.0	270.0	270.0	570.0	1,510.0
Budget	\$53,000.0	\$0.0	\$0.0	\$0.0	\$4,000.0	\$6,000.0	\$6,000.0	\$9,000.0	\$9,000.0	\$19,000.0	\$53,000.0

Appendix B.

Resolutions of the Board of Directors..... B-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 2014 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
2012-24	Dulles Corridor - Approval of the Phase 2 Supplemental Public Hearing Staff Report and Design Refinements for the Dulles Corridor Metrorail Project	B-3
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2012-32	Strategic Framework	B-11
2012-36	Approval of Public Hearing Staff Report for Proposed Bus Service Changes	B-13
2013-04	Approval of Reimbursable Project and Agreement to Purchase Buses for Crystal City-Potomac Yard Transitway	B-18
2013-10	Approval of the Fiscal Year 2014 Budget	B-20

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

PRESENTED AND ADOPTED: September 27, 2012

SUBJECT: DULLES CORRIDOR - APPROVAL OF THE PHASE 2 SUPPLEMENTAL PUBLIC HEARING STAFF REPORT AND DESIGN REFINEMENTS FOR THE DULLES CORRIDOR METRORAIL PROJECT

2012-24
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors has adopted a regional rapid transit system referred to as the Adopted Regional System (ARS); and

WHEREAS, The Virginia Department of Rail and Public Transportation (DRPT) and the Transportation Planning Board included the Dulles Corridor Rapid Transit Project (the Project) in the Metropolitan Washington, D.C. region's Constrained Long Range Plan and the Transportation Improvement Program, including identification of funding for the Preliminary Engineering (PE) and the environmental review of the Project; and

WHEREAS, On August 12, 1999, the Board of Directors authorized WMATA's participation in the Project and further authorized the General Manager to negotiate and execute an agreement with DRPT for WMATA to provide technical management of the PE and the environmental review of the Project; and

WHEREAS, In June 2002, WMATA, in cooperation with DRPT completed the proposed General Plans and the Draft Environmental Impact Statement and then proceeded through a series of actions to comply with all requirements of the Compact and National Environmental Policy Act (NEPA) culminating in Board Resolution 2004-15 that amended the ARS to add, for planning purposes, the Metrorail Build Alternative of the Project from the Orange Line in Fairfax County, with an interim terminus at Wiehle Avenue in Fairfax County, and then to the terminus at Route 772 in Loudoun County, to be constructed in two phases contingent upon the fulfillment of the following conditions identified as the "ARS Contingencies":

1. Satisfactory completion of the Final Environmental Impact Statement (FEIS);
2. Issuance of a Record of Decision by the Federal Transit Administration (FTA);
3. Board of Directors approval of a final financial plan for the construction, acquisition and operation of the new facilities;
4. Execution of implementing financial commitments between DRPT and funding sources in the form of local funding agreements and the Federal full funding agreement;

Motioned by Mr. Downs, seconded by Mr. Dyke

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Barnes

5. WMATA's determination that the Project has been completed in accordance with the FEIS, approved General Plans and all WMATA system requirements and that the Project, as built and tested, is suitable for acceptance into the ARS;

6. Conveyance to WMATA by DRPT of a property interest in the Project property adequate to assure WMATA's continuing control of the Project property throughout the useful life of the Project; and

7. Any indemnification obligation from WMATA to the owner/operator of the private Dulles Greenway, the Metropolitan Washington Airports Authority (MWAA), or any other entity associated with the Project is subject to Board of Directors approval and any indemnification obligation provided by DRPT to the owner/operator of the private Dulles Greenway, MWAA, or any other entity associated with the Project will be subject to a determination by WMATA that such indemnification does not create a liability or potential liability for WMATA; and

WHEREAS, On September 16, 2004, the Board of Directors adopted the Supplemental Public Hearing Report on the Phase 1 PE Design Refinements for the Dulles Corridor Metrorail Project that included revised locations (a) for the Tysons West Station; (b) for the Tie Breaker Station #2; and (c) for the Traction Power Substation #2 as well as the FEIS and final General Plans; and

WHEREAS, DRPT and WMATA entered into PE for the segment from the Orange Line to the interim terminal at Wiehle Avenue, known as the "Wiehle Avenue Extension;" and

WHEREAS, As PE for the Wiehle Avenue Extension advanced, proposed design refinements were identified and adopted after a public hearing held jointly with the Virginia DRPT as required by the Compact and NEPA; and

WHEREAS, It was determined by WMATA that certain of the Phase 1 proposed design refinements:

- a. are equivalent in safety with relevant standards or plans and specifications;
- b. are recognized as good industry practice for comparable facilities;
- c. will not cause any material increase in operating and life-cycle costs for the completed project; and
- d. are reasonably likely to achieve the estimated cost impact, including any savings; and

WHEREAS, The Board of Directors approved the modifications to the General Plans of Dulles Corridor Metrorail Project for Phase 1 of the Project; and

WHEREAS, The Board of Directors has previously authorized the General Manager to negotiate and execute a reimbursable project agreement as well as a Second Agreement, an Amendment to the Second Agreement, and a Third Agreement with the

Virginia DRPT for all aspects of Project final design, construction, suitability for acceptance, ownership, operation, maintenance and infrastructure renewal; and

WHEREAS, The Board of Directors authorized the General Manager to negotiate and execute an agreement with MWAA and other appropriate agencies for all aspects of Project final design, construction, suitability for acceptance, ownership, operation, maintenance, and infrastructure renewal; and

WHEREAS, In Board Resolution 2006-62, the Board of Directors added an eighth such ARS Contingency, which read as follows: "All land use and permitting approvals from any federal, state, or local regulatory agency shall be complete and final before WMATA's acceptance of the Project in the ARS, to ensure that jurisdictional stakeholders do not impose additional requirements upon transfer of interests to WMATA for operational purposes;" and

WHEREAS, MWAA and WMATA entered into PE for the segment from the interim terminal at Wiehle Avenue to the Route 772 terminal, known as the "Extension to Dulles Airport/Route 772;" and

WHEREAS, As PE for the Extension to Dulles Airport/Route 772 advanced, proposed design refinements were identified; and

WHEREAS, FTA requested that a supplemental environmental document be prepared for the Extension to Dulles Airport/Route 772 and for other project changes and additions identified in PE and that the document be brought to officials, stakeholders and public; and

WHEREAS, The Board of Directors authorized the General Manager and Chief Executive Officer (GM/CEO) to release the Environmental Assessment and Proposed General Plans associated with these design refinements and it was released on May 12, 2012; and

WHEREAS, The Board of Directors authorized a WMATA Compact public hearing to be held jointly with MWAA on the proposed design refinements to the design for the Extension to Dulles Airport/Route 772 and the public hearing was held June 13, 2012; and

WHEREAS, The public comment period remained open following the public hearing and closed on June 25, 2012; and

WHEREAS, The Board of Directors authorized the GM/CEO to release the public hearing report for public review and the *Public Hearing Report, Preliminary Engineering Design Refinements* for the Dulles Corridor Metrorail Project, Phase 2, Extension to Dulles Airport/Route 772 was released July 18, 2012; and

WHEREAS, The public review period on the *PE Design Refinements Public Hearing Report* remained open until July 27, 2012; and

WHEREAS, After consideration of the comments received during the public review period, WMATA has determined that the changes in design are appropriate at the Route 28 Station, the Dulles Airport Station, and the Route 772 Station, consistent with the proposed General Plans; and

WHEREAS, WMATA has determined that the Phase 2 proposed design refinements:

- a. are equivalent in safety with relevant standards or plans and specifications;
- b. are recognized as good industry practice for comparable facilities;
- c. will not cause any material increase in operating and life-cycle costs for the completed project; and
- d. are reasonably likely to achieve the estimated cost impact, including any savings; and

WHEREAS, A complete list of all previous Board Resolutions addressing the Dulles project are attached to this Resolution as Attachment A; now, therefore be it

RESOLVED, That the Board of Directors hereby adopts the *Supplemental Public Hearing Report on the Preliminary Engineering Design Refinements* for the Dulles Corridor Metrorail Project, Phase 2, Extension to Dulles Airport/Route 772; and be it further

RESOLVED, That the Board of Directors hereby approves the modifications to the General Plans of Dulles Corridor Metrorail Project at the Route 28 Station, the Dulles Airport Station, and the Route 772 Station; and be it further

RESOLVED, That the aforementioned ARS Contingencies are still in full force and effect to the extent that they have not been previously satisfied in accordance with their terms; 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

**LIST OF PREVIOUS BOARD RESOLUTIONS
CONCERNING THE DULLES EXTENSION**

Resolution Number	Presented & Adopted Date	Subject
<u>2011-33</u>	June 23, 2011	Second Amendment to the Cooperative Agreement Between the Washington Metropolitan Area Transit Authority and the Metropolitan Washington Airports Authority for the Dulles Corridor Metrorail Project
<u>2011-13</u>	February 24, 2011	Approval to Hold a Public Hearing on Proposed Changes to Phase II of the Dulles Metrorail Project
<u>2011-08</u>	February 24, 2011	Approval to Increase Position for the Dulles Metrorail Project
<u>2010-52</u>	October 28, 2010	Dulles Extension Phase II Alignment
<u>2010-25</u>	May 27, 2010	Amend Railcar Budget; Amend Intergovernmental Cooperative Agreement; Authorize Contract Award and Authorize International Travel for the Dulles Metrorail Corridor Project
<u>2010-04</u>	January 28, 2010	Amend FY2010 Reimbursable Project Budget for Dulles Rail Extension Phase II
<u>2009-32</u>	April 23, 2009	Selection of Public Art for the Five Phase I Dulles Corridor Metrorail stations
<u>2007-27</u>	June 28, 2007	Dulles Financial Plan for Full Funding Grant Agreement Including Metro's Financial Capacity
<u>2007-26</u>	June 28, 2007	Dulles Corridor Metrorail Project - General Manager Approval to Execute the WMATA-MWAA Intergovernmental Agreement for Phase I of the Project, Amend the WMATA Budget and Authorize the On-Call Consultant to Provide Specialized Support
<u>2007-04</u>	January 25, 2007	Dulles Corridor - Conditions for Approval of the Final Financial Plan for the Dulles Corridor Metrorail Project and Affirm the Role of WMATA in the Project
<u>2006-62</u>	November 16, 2006	Dulles Corridor - Approval of the Supplemental Public Hearing Staff Report and Design Refinements for the Dulles Corridor Metrorail

		Project and Authorize the GM to Negotiate an Agreement with Metropolitan Washington Airports Authority
<u>2006-01</u>	January 19, 2006	Dulles Corridor - Authorization to Hold Public Hearing and to Release Public Hearing Staff Report
<u>2004-45</u>	September 16, 2004	Dulles Corridor - Approval of Post-Hearing Conference Recommendations; Approval of Final EIS and Final General Plans
<u>2004-15</u>	April 15, 2004	Dulles Corridor Rapid Transit Project-Revision of the LPA; Amendment of the ARS; Preparation of Final EIS; Approval to Hold Post-Hearing Conference; and Approval of Budget and Staffing for Preliminary Engineering
<u>2003-45</u>	September 25, 2003	Approval of Resolution for Hold Public Hearings and to Release Staff Report - Dulles Corridor Rapid Transit Project
<u>2003-40</u>	July 17, 2003	Resolution to Amend IAWP, SEP, and Federal Grant for the Dulles Corridor Rapid Transit Project
<u>2002-54</u>	November 21, 2002	Dulles Corridor Rapid Transit Project: Selection of the Locally Preferred Alternative; Amendment of the ARS; Approval of the General Plans
<u>2000-49</u>	July 27, 2000	Authority to File for Virginia New Start Funds & Initiate/Award Contract for Procurement of Buses to Serve Dulles Corridor & SmartMover Program
<u>99-73</u>	December 09, 1999	Resolution to File Grant Application with FTA for Preliminary Engineering/NEPA for the Dulles Corridor on Behalf of VDRPT
<u>99-47</u>	August 12, 1999	Resolution to Accept Request of Dulles Corridor Task Force & VDRPT to Conduct PE/NEPA Phase of Project
<u>92-11</u>	January 23, 1992	Alternatives Analysis & Preliminary Engineering for Dulles Rail Line
<u>85-25</u>	May 16, 1985	Approval of 2/3 funding cost for construction of access ramps from West Falls Church Station - Dulles Connector Rd.

PRESENTED AND ADOPTED: October 25, 2012

SUBJECT: RAIL SERVICE STANDARDS

2012-29
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board Bylaws require the Board of Directors to adopt and review key performance and service standards to provide policy and guidance regarding the quantity and quality of service in Article II.C.4; and

WHEREAS, The Board of Directors has enacted standards defining the scope of regional Metrobus operations in Resolution #1998-27; and

WHEREAS, The Board of Directors has enacted standards guiding the decision making process involving increasing or decreasing the amount of regional Metrobus service provided in Resolution #2000-10; and

WHEREAS, Metrorail is a regional transit system but no such similar standards have been enacted by the Board of Directors affecting Metrorail service; and

WHEREAS, The Board of Directors has reviewed three Metrorail service standards defining the Metrorail system hours of service, rush period train frequency known as headways, and rush period passengers-per-car; now, therefore be it

RESOLVED, That the Board of Directors approves Hours of Service as a Metrorail service standard, and establishes that normal Metrorail service shall begin each Monday through Friday at 5:00AM and begin each Saturday and Sunday at 7:00AM; and end at 12:00AM Monday through Thursday, and to continue Friday service to 3:00AM on Saturday and continue Saturday service to 3:00AM on Sunday; and be it further

RESOLVED, That the Board of Directors approves Rush Period Headway as a Metrorail service standard, and establishes that headways will be up to the following maximums:

- 3 minutes on core interlined segments (Red Line from Grosvenor to Silver Spring, Blue/Orange Line from Rosslyn to Stadium Armory, Green/Yellow Line from L'Enfant Plaza to Mt. Vernon Square, and Blue/Yellow Line from King Street to Pentagon); and

Motioned by Mr. Downs, seconded by Mr. Downey
Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Barnes

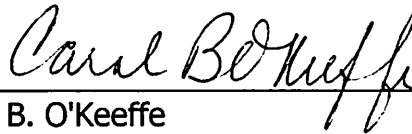
- 12 minutes at Arlington Cemetery; and
- 6 minutes on all other segments; and be it further

RESOLVED, That the Board of Directors approves Rush Period Passengers-Per- Car as a Metrorail service standard and establishes as a general operating practice a minimum of 80 and maximum of 120 passengers-per-car, with an optimal occupancy being 100 passengers-per-car, at locations in the system where the vehicle passenger loads are the greatest; and be it further

RESOLVED, That the Board of Directors will receive quarterly reporting that documents how well Metro adheres to these standards and Management will recommend actions 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

PRESENTED AND ADOPTED: October 25, 2012

SUBJECT: STRATEGIC FRAMEWORK

2012-32
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors has engaged in a strategic planning effort for the first time in more than a decade; and

WHEREAS, Over the course of this past year, the Board of Directors has worked on an array of strategic issues such as understanding transportation challenges in the 21st century, the Washington region's growth trends, the region's comprehensive plan (Region Forward) and Metro's role in the region; and

WHEREAS, The Board of Directors has heard from a broad cross section of national and regional experts during a series of discussions, presentations and workshops and has sought input from key stakeholder groups and the General Manager/Chief Executive Officer and his Executive Leadership Team; and

WHEREAS, The Board of Directors is continuing to seek input through an extensive public outreach campaign currently underway involving customers, the general public, federal funders and key regional civic organizations and other stakeholders; and

WHEREAS, The Board of Directors has worked diligently to consider every aspect of what comprises well crafted Mission and Vision statements and Strategic Goals and has collaboratively drafted these in the form of a Strategic Framework that will lead to formal adoption of a Strategic Plan in January 2013; now, therefore be it

RESOLVED, That the Board of Directors endorses Metro's Vision statement to be that Metro moves the region forward by connecting communities and improving mobility for our customers; and be it further

RESOLVED, That the Board of Directors endorses Metro's Mission statement to be that Metro provides safe, equitable, reliable and cost-effective public transit; and be it further

Motioned by Mr. Barnes, seconded by Mr. Acosta

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Barnes

RESOLVED, That the Board of Directors endorses Metro's four Strategic Goals to be:

1. Build and maintain a premier safety culture and system;
2. Meet or exceed customer expectations by consistently delivering quality service;
3. Improve regional mobility and connect communities; and
4. Ensure financial stability and invest in our people and assets; 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

PRESENTED AND ADOPTED: December 20, 2012

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT FOR PROPOSED BUS SERVICE CHANGES

2012-36
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Metrobus has established criteria to determine service effectiveness, including average ridership per day, passengers per revenue trip, passengers per revenue mile, subsidy per passenger, and cost recovery; and

WHEREAS, Service improvements to provide more efficient service are periodically needed, including additional trips on crowded routes, additional running time on trips that are consistently late, and additional service to areas with the greatest demand; and

WHEREAS, Service improvements can be made using existing resources by redirecting resources to areas of greatest need; and

WHEREAS, This approach to service realignment would not increase operating costs and not require additional buses, but would increase ridership, increase the farebox recovery ratio, have no disparate impact on minority and low-income populations at the system-wide level as per the Title VI evaluation, and maintain or improve overall on-time performance and customer satisfaction; and

WHEREAS, The Board of Directors approved holding public hearings on the proposed service realignment on September 13, 2012; and

WHEREAS, Five public hearings in three jurisdictions were held to solicit customer reaction to proposed modifications to bus service; and

WHEREAS, Comments on the proposed changes to improve service effectiveness and customer satisfaction were generally favorable; and

WHEREAS, Proposed changes were modified to reflect customer needs as highlighted in the public hearing process; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report and Recommendation to adopt the service adjustments in Maryland and Virginia, as amended and shown on Attachment A; and to approve the Staff Report and Recommendation to adopt the service adjustments in the District of Columbia, as revised and shown on Attachment B; and be it further

Motioned by Mr. Downs, seconded by Mr. Acosta

Ayes: 8 - Mrs. Hudgins, Mr. Downs, Mr. Downey, Mr. Nichols, Mr. Dyke, Ms. Bowser, Mr. Acosta and Ms. Porter

RESOLVED, That specific service adjustments for Fiscal Year 2013 as detailed in Attachment A of this Resolution will efficiently meet customer requirements for service; and be it further

RESOLVED, That additional service adjustments for the District of Columbia as considered in Public Hearing Docet B12-03, will be subject to further community input, prior to further consideration by the Board of Directors; and be it further

RESOLVED, That these specific service adjustments when executed in their entirety, will be cost neutral; and be it further

RESOLVED, That these service adjustments will redirect existing resources to areas of greatest need; and be it further

RESOLVED, That the service changes will take effect beginning on December 30, 2012 and continue through the later of December 2013 or the opening of Phase I of the Silver Line; 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

Maryland State of Good Operations Service Recommendations December 2012							
Routes	Line	Reg./ Non- Reg.	Service Recommendations	Peak Buses	Annual Budget	Public Hearing	Planned Effective Date
C21	Central Avenue	N-R	Add an additional eastbound trip around 9AM to meet travel demand to Prince George's Community College.	0	\$36,000	N	13-Mar
K6	New Hampshire Avenue - Maryland	R	Adjust weekday off peak running times	0	\$135,000	N	Mar-13
R3	Greenbelt - P. G. Plaza	N-R	Add one later northbound PM trip.	0	\$28,000	N	Dec -12
T18	Annapolis Road	R	Improve midday headways and reliability by operating an additional bus from 9AM to 3PM.	0	\$280,000	N	Mar-13
W4	Deanwood - Alabama Avenue	R	Discontinue Maryland segment as recommended in Service Evaluation Study.	----	(\$437,000)	Y	Mar-13
Z2	Colesville - Ashton	N-R	Eliminate Saturday service on Metrobus route operated by Ride On. (Montgomery County initiative.)	0	(Ride On)	Y	early 2013
			State of Good Operations FY 13 Budget		\$42,000		
MARYLAND TOTAL				0	\$0		

ATTACHMENT A

Virginia State of Good Operations Service Recommendations December 2012							
Routes	Line	Reg./ Non-reg.	Service Recommendations	Peak Buses	Annual Budget	Public Hearing	Planned Effective Date
7A,E,F,Y	Lincolnia-North Fairlington	R	Implement Service Evaluation Study recommendations and other service adjustments: 1) Reroute 7F weekday and Saturday service via Braddock Rd. & N. Hampton Dr. (Stonegate); 2) Cut back 7A,F service from Landmark to Lincolnia; 3) Adjust 7A,F off-peak and weekend running times; 4) Eliminate selected 7Y short trips between Pentagon and downtown.	N/C	\$0	Y	Jun 2013
8S-Z	Foxchase-Seminary Valley	R	Restructure line (reroute 8W, discontinue 8X) Adjust running times	N/C	\$0	Y	Jun 2013
29K,N	Alexandria-Fairfax	R	Cut back service from GMU/Fairfax City to Fairfax Circle; time savings will be used to adjust weekday and Saturday running times	N/C	\$0	Y	Jun 2013
1C	Fair Oaks-Dunn Loring	R	Restructure west end of line to use Random Hills Road; extend to West Ox Road Bus Division	1	\$168,000	Y	Jun 2013
2A,B,C,G	Washington Boulevard	R	Implement Service Evaluation Study and Regional Bus Study recommendations to restructure (split into two lines). 2A All days Ballston-Dunn Loring. 2B weekdays and Saturday Dunn Loring-West Ox Road Division via Fair Oaks Mall, with west end restructured to serve Govt. Center area. Discontinue 2C (replaced by Fairfax Connector 401/402 between Dunn Loring and Tysons Corner).	2	\$835,000	Y	Jun 2013
2T	Tysons Corner-Dunn Loring	R	Restructure north end of line to use Westpark Drive, International Drive, and Tysons Boulevard; terminate at Tysons Corner Station.	N/C	\$365,000	Y	Dec 2013
3A-E	Lee Highway	R	Restructure west of EFC Sta. (3B replaced by extended 3T)	(3)	(\$389,000)	Y	Dec 2013
3T	Pimmit Hills	R	Extend to Seven Corners via West Broad Street, Washington Street, East Falls Church Station, and Roosevelt Boulevard.	1	\$673,000	Y	Dec 2013
15K,L	Chain Bridge Road	R	Restructure west end of line to reroute to EFC via Westmoreland Street-replaces portion of 24T	N/C	\$30,000	Y	Dec 2013
15M	George Mason Univ.-Tysons Corner	R	Reroute via Vienna Station; terminate at Tysons Corner Station.	1	\$278,000	Y	Jun 2013 and Dec 2013
16F	Columbia Pike-Federal Triangle MetroExtra	R	Reduce frequency of short trips between Pentagon and downtown to every 20-30 minutes	N/C	\$0	Y	Jun 2013
23A,C	McLean-Crystal City	R	Implement Service Evaluation Study recommendations to: 1) Restructure Arlington service (split into two lines during peak hours): 23T (north end) operate Shirlington-Tysons Corner Center via McLean Sta. 23B (south end) Ballston-Crystal City. Adjust trip times at Crystal City end to coordinate with Crystal City-Potomac Yard transitway slots to the extent possible. 2) Discontinue 23C (McLean-Langley segment replaced by proposed Fairfax Connector 724). Off peak and weekends: operate 23A between Tysons Corner Center and Crystal City.	(1)	(\$545,000)	Y	Dec 2013
24T	McLean Hamlet-East Falls Church	NR	Discontinue (replaced by 15K,L and proposed Fairfax Connector 724).	(2)	(\$473,000)	Y	Dec 2013
28A	Leesburg Pike	R	Reroute at Tysons Corner Center to serve Tysons Corner Station.	1	\$102,000	Y	Dec 2013
28T	Tysons Corner-West Falls Church	R	Discontinue (replaced by 28A,X, Fairfax Connector Tysons Circulator service)	(5)	(\$1,128,000)	Y	Dec 2013
28X	Leesburg Pike Limited	R	Reroute Tysons trips to serve Tysons Corner Station	N/C	\$84,000	Y	Dec 2013
VIRGINIA TOTAL				(5)	\$0		

ATTACHMENT B

District of Columbia State of Good Operations Service Recommendations December 2012 (revision 1)							
Routes	Line	Reg./ Non- Reg.	Service Recommendations	Peak Buses	Annual Budget	Public Hearing	Planned Effective Date
70	Georgia Ave-7th St	R	Widen Saturday headway from 10 minutes to 15 minutes	0	(\$250,000)	N	Mar-13
79	Georgia Ave Limited	R	New Saturday service at 15 minute headway	0	\$565,000	N	Mar-13
A4,5	Anacostia-Fort Drum	R	Reroute A5 via South Capitol Street, shorten A4 AM and PM peak period trips as recommended in Priority Corridor Study.	0	(\$100,000)	Y	Mar-13
A9	South Capitol Street	R	Reroute from South Capitol Street to Martin Luther King, Jr. Avenue and 11th Street Bridge. Extend to McPherson Square via 7th Street. Convert to limited-stop MetroExtra service as recommended in Priority Corridor Study.	2	\$0	Y	Mar-13
H6	Brookland-Fort Totten	NR	Reroute in Fort Lincoln to service Shops at Dakota Crossing as soon as possible after roadways are completed.	0	\$0	Y	Mar-13
W4	Deanwood-Alabama Ave	R	Implement Service Evaluation Study recommendations to discontinue Maryland portion and increase frequency of midday service to every 22 minutes.	(1)	(\$215,000)	Y	Mar-13
DISTRICT OF COLUMBIA TOTAL				1	\$0		

SUBJECT: APPROVAL OF REIMBURSABLE PROJECT AND AGREEMENT TO PURCHASE BUSES FOR CRYSTAL CITY-POTOMAC YARD TRANSITWAY

**2013-04
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The City of Alexandria and Arlington County began planning for new bus service to connect Braddock Road, Crystal City, and Pentagon City in 1997; and

WHEREAS, Arlington County implemented the first phase of the new service in 2006 as a reimbursable project; and

WHEREAS, The two jurisdictions are finalizing the operating plan and associated costs for the entire service; and

WHEREAS, The five-mile Crystal City-Potomac Yard Transitway (CCPY Transitway) is under construction, with four miles of dedicated right-of-way along Route 1 and in the Potomac Yard and 33 stations, each with bus arrival information, specially-designed shelters and lighting, and off-board fare collection; and

WHEREAS, The vehicles operating on the CCPY Transitway will be Metro's 40-foot buses, with special branding; and

WHEREAS, Six additional buses are needed to meet the CCPY Transitway service requirements; and

WHEREAS, The action to purchase these six additional buses must be taken now to ensure the buses are identical to those already designated for the CCPY Transitway service and currently under procurement; now, therefore be it

***RESOLVED*, That the Board of Directors approves establishment of a reimbursable capital project entitled, "Crystal City-Potomac Yard Transitway – Bus Purchase" with an initial project budget of \$4,000,000; and be it further**

***RESOLVED*, That the Board of Directors amends the FY2013 Reimbursable Capital Budget by \$4,000,000 from \$56,530,000 to \$60,530,000 for the CCPY Transitway Bus Purchase; and be it further**

***RESOLVED*, That Metro will purchase six 40-foot buses from current contract options, and these six buses will be combined with buses from within the Metro fleet to provide the unique CCPY Transitway service; and be it further**

RESOLVED, That the cost of these six buses will be fully reimbursed by the City of Alexandria, per letter of understanding from Mayor Euille, dated January 15, 2013, which is Attachment 1 of this Resolution; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to enter into a reimbursable project agreement with the City of Alexandria for the CCPY Transitway Bus Purchase; and be it further

RESOLVED, That upon jurisdictional finalization of the CCPY Transitway operating plan and associated costs, the operating cost of the CCPY Transitway project will be included in Metro's final budget proposal for FY2014, which will be submitted for final review and approval by the Board of Directors; 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 THE FISCAL YEAR 2014 BUDGET

**2013-10
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Board of Directors has received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed Fiscal Year (FY) 2014 budget and has conducted three public meetings; and

WHEREAS, Metro staff, as directed by the Board of Directors, developed a budget which included major initiatives for the Board's consideration during the FY2014 budget development process; and

WHEREAS, The existing short-term lines of credit which support the capital program and operating cash flow needs will be expiring on June 30, 2013; and it is advantageous to Metro to attempt to negotiate extensions of those lines of credit in an amount not to exceed \$150 million for the three lines of credit; now, therefore be it

RESOLVED, That the Board of Directors approves the FY2014 budget of \$2.7 billion, as detailed in Attachment A; and be it further

RESOLVED, That the FY2014 operating portion of the budget totals \$1.66 billion, with operating expenses and subsidies detailed in Attachments B-1 and B-2; and be it further

RESOLVED, That the 103-mile rail construction debt service portion of the FY2014 budget totals \$11.8 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 subsumed within the FY2014 budget and are allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That the FY2014 budget for the Capital Improvement Program (CIP) totals \$958.6 million as detailed in Attachments C-1, C-2, and C-3; and be it further

RESOLVED, That the GM/CEO is authorized to rollover the positive or negative variance between actual FY2013 CIP expenditures and forecasted FY2013 CIP expenditures

Motioned by Mr. Acosta, seconded by Mr. Nichols

Ayes 8 - Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hynes, Mr. Dyke, Ms. Bowser, Mr. Acosta and Ms. Porter

detailed in Attachment C-1, in accordance with the terms of the Capital Funding Agreement; and be it further

RESOLVED, That the Board of Directors approves the multi-year CIP for FY2014 through FY2019 of \$5.54 billion plus the positive or negative variance between actual FY2013 expenditures and forecasted FY2013 CIP expenditures as detailed in Attachment C-1; and be it further

RESOLVED, That the Board of Directors approves use of Capital funds of \$30.7 million for preventive maintenance expenditures; and be it further

RESOLVED, That surplus funds, currently estimated to be \$15.0 million, remaining in the Southeastern Bus Garage Replacement reimbursable project (CRB0004) after the project is complete shall be used as a funding source for the CIP budget approved above in FY2014; and be it further

RESOLVED, That the American Recovery and Investment Act Projects shown in Attachment D-1 and the Capital budget Safety and Security Projects shown in Attachment D-2 are funded on an obligation basis but will have work performed during FY2014 and are therefore included for reference purposes; and be it further

RESOLVED, That the budget for operating reimbursable program projects total \$56.5 million and \$56.3 million for the Capital portion which includes \$3.0 million for new projects and \$53.3 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 budget for Operating Reimbursable Safety & Security grants for FY2014 total \$22.0 million or such lesser amount of federal safety and security grants awarded to Metro as detailed in Attachment D-4; and that the FY2014 budget for Safety and Security grants may not exceed this amount without additional authority from the Board of Directors; and be it further

RESOLVED, That the budget for the Transit Works Program federal grant to provide veterans and under-represented adults in the labor pool with skills training through the Bus and Rail Technical Skills Program is \$0.8 million as detailed in Attachment D-4; 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 further

RESOLVED, That in order to implement the elements of the CIP and Operating budgets, the GM/CEO and the CFO or designee are authorized to: (1) file and execute grant applications on behalf of Metro for funds from the federal government and any other public or private entity consistent with the Operating budget and the CIP; (2) conduct public hearings held at any time during FY2014 in furtherance of the implementation of the CIP; and (3) 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
FY2014 BUDGET
(dollars in millions)

	Fiscal 2014 Budget	Capital Six-year Budget
Operating Budget:		
Metro rail Operations	\$961.8	
Metro bus Operations	\$579.3	
MetroAccess Operations	\$114.1	
Subsidized Operating Budget	\$1,655.2	
Preventive Maintenance	(\$30.7)	
FY11 & FY12 Operating Surplus	(\$30.5)	
Debt Service	\$11.8	
Metro Matters Debt Service	\$21.2	
Total Operating Budget	\$1,627.0	
Operating Reimbursable Programs	\$56.5	
Capital		
Capital Improvement Program	\$958.6	\$5,539.8
ARRA	\$0.0	\$0.0
Safety and Security	\$0.0	\$0.0
Capital Reimbursable	\$56.3	\$929.0
Total Capital Budget	\$1,014.9	\$6,468.8
FY2014 BUDGET APPROVAL	\$2,698.5	\$6,468.8

ATTACHMENT B-1**FISCAL YEAR 2014 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES
(dollars in millions)**

	OPERATING BUDGET REVENUES AND EXPENSES			
	Approved Budget <u>2014</u>	BUS Budget <u>2014</u>	RAIL Budget <u>2014</u>	ACCESS Budget <u>2014</u>
<i>(Dollars in Thousands)</i>				
REVENUES				
Passenger	\$788,402	\$141,834	\$638,849	\$7,720
Other Passenger	\$7,600	\$2,554	\$5,046	\$0
Parking	\$47,000	\$0	\$47,000	\$0
Advertising	\$19,000	\$12,730	\$6,270	\$0
Joint Development	\$8,000	\$0	\$8,000	\$0
Fiber Optics	\$14,500	\$0	\$14,500	\$0
Other	\$7,069	\$2,330	\$4,739	\$0
Interest	\$331	\$301	\$30	\$0
Total Revenues	\$891,902	\$159,748	\$724,435	\$7,720
EXPENSES				
Personnel	\$1,183,600	\$450,969	\$723,576	\$9,056
Services	\$209,128	\$39,363	\$78,305	\$91,460
Materials & Supplies	\$93,633	\$29,716	\$53,528	\$10,389
Fuel & Propulsion Power	\$90,990	\$35,683	\$55,307	\$0
Utilities	\$41,684	\$9,291	\$32,277	\$115
Casualty & Liability	\$30,119	\$11,092	\$16,994	\$2,033
Leases & Rentals	\$5,412	\$1,761	\$2,592	\$1,059
Miscellaneous	\$5,867	\$2,199	\$3,612	\$57
Preventive Maint./Reimb.	(\$5,195)	(\$747)	(\$4,383)	(\$65)
Total Expenses	\$1,655,237	\$579,328	\$961,806	\$114,103
GROSS SUBSIDY	\$763,335	\$419,580	\$237,371	\$106,384
Preventive Maintenance	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Operating Reserve	(\$30,000)	(\$15,147)	(\$10,023)	(\$4,830)
Net Local Subsidy	\$702,635	\$393,995	\$207,086	\$101,554
Cost Recovery Ratio	53.9%	27.6%	75.3%	6.8%

ATTACHMENT B-2
FY2014 Operating Budget

FISCAL YEAR 2014 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Total								
Metrobus Operating Subsidy								
Regional Bus Subsidy	\$140,795,757	\$48,414,918	\$58,147,333	\$15,070,783	\$25,913,262	\$595,418	\$44,733,365	\$1,241,062
Non-Regional Bus Subsidy	\$31,654,276	\$9,446,136	\$22,401,907	\$2,005,491	\$1,172,393	\$0	\$7,384,424	\$0
Subtotal	\$172,450,033	\$57,861,055	\$80,549,240	\$17,076,274	\$27,085,655	\$595,418	\$52,117,788	\$1,241,062
Percent of Total	42.2%	14.1%	19.7%	4.2%	6.6%	0.1%	12.7%	0.3%
Metro rail Operating Subsidy								
Base Allocation	\$71,535,422	\$38,841,418	\$34,319,211	\$9,918,665	\$20,545,015	\$679,055	\$33,736,294	\$634,396
Max Fare Subsidy	\$661,753	\$3,062,217	\$1,403,777	\$282,158	\$179,667	\$57,871	\$1,215,514	\$36,950
Subtotal	\$72,197,175	\$41,903,635	\$35,722,987	\$10,200,823	\$20,724,682	\$736,926	\$34,951,808	\$671,346
Percent of Total	33.3%	19.3%	16.5%	4.7%	9.5%	0.3%	16.1%	0.3%
MetroAccess Subsidy								
Base Allocation	\$27,053,896	\$22,012,993	\$41,660,271	\$991,660	\$925,047	\$289,621	\$13,351,129	\$99,126
Percent of Total	25.4%	20.7%	39.2%	0.9%	0.9%	0.3%	12.5%	0.1%
Net Operating Subsidy	\$271,701,104	\$121,777,682	\$157,932,498	\$28,268,756	\$48,735,384	\$1,621,965	\$100,420,725	\$2,011,534
	37.1%	16.6%	21.6%	3.9%	6.7%	0.2%	13.7%	0.3%
Debt Service								
Metro Matters Debt Service	\$4,426,500	\$2,085,506	\$2,087,820	\$607,636	\$1,174,053	\$20,009	\$1,357,732	\$16,495
Total Debt Service	\$10,672,606	\$4,944,551	\$5,505,710	\$0	\$0	\$0	\$0	\$52,939
	\$15,099,106	\$7,030,056	\$7,593,530	\$607,636	\$1,174,053	\$20,009	\$1,357,732	\$69,435
FY2011/FY2012 Audit Adjustment	(\$11,311,800)	(\$5,070,001)	(\$6,575,243)	(\$1,176,920)	(\$2,029,013)	(\$67,528)	(\$4,180,841)	(\$83,747)
Jurisdictional Operating Funding	\$734,926,111	\$123,737,738	\$158,950,784	\$27,699,471	\$47,880,425	\$1,574,446	\$97,657,616	\$1,997,222

ATTACHMENT C-1
Washington Metropolitan Area Transit Authority
FY2014-2019 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2019
(dollars in millions)

	Six-Year Plan										
	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Budget	FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total	FY2011-19 Total
A Vehicles/ Vehicle Parts											
Replacement of Rail Cars											
CIP0057	\$79,266	\$8,917	\$2,111	\$1,086	\$70,718	\$259,460	\$249,769	\$2,723	\$17,540	\$601,294	\$691,589
CIP0059	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4,319	30,679	34,998	34,998
CIP0060	0.000	0.000	23,100	0.000	0.000	0.000	0.000	157,151	57,513	214,664	237,764
Subtotal	\$79,266	\$8,917	\$25,211	\$1,086	\$70,718	\$259,460	\$249,769	\$164,192	\$105,732	\$850,956	\$964,350
Replacement of Buses											
CIP0006	\$65,607	\$110,398	\$71,249	\$60,608	\$74,263	\$64,390	\$57,037	\$87,418	\$94,694	\$438,410	\$685,665
Subtotal	\$65,607	\$110,398	\$71,249	\$60,608	\$74,263	\$64,390	\$57,037	\$87,418	\$94,694	\$438,410	\$685,665
Rehabilitation of Rail Cars											
CIP0058	\$4,723	\$1,013	\$1,438	\$0,976	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,976	\$8,149
CIP0061	0.000	0.000	0.000	0.000	0.000	0.000	0.992	3,812	15,055	19,859	19,859
CIP0063	10,531	23,358	19,722	18,969	20,641	23,837	21,485	21,765	21,765	128,462	182,073
CIP0064	1,871	1,611	0,541	0,011	0,000	0,000	0,000	0,000	0,000	0,011	4,033
CIP0067	10,893	5,294	3,675	4,414	1,726	1,994	1,805	1,967	2,026	13,932	33,793
CIP0125	20,806	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	20,806
CIP0142	20,000	20,774	20,262	20,262	20,262	20,262	20,262	20,262	20,262	121,572	182,608
CIP0148	0,145	0,098	0,523	1,700	2,100	0,500	0,000	0,000	0,000	4,300	5,066
Subtotal	\$68,968	\$52,148	\$46,161	\$46,331	\$44,729	\$46,593	\$44,543	\$47,806	\$59,108	\$289,110	\$456,387
Rehabilitation of Buses											
CIP0005	\$23,002	\$31,302	\$30,862	\$32,372	\$33,667	\$35,014	\$36,414	\$38,235	\$40,147	\$215,850	\$301,016
CIP0008	4,773	10,041	12,292	12,711	15,591	16,648	17,481	18,355	18,730	99,517	126,623
CIP0137	11,424	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	11,424
CIP0143	10,000	10,707	10,438	10,438	10,438	10,438	10,438	10,438	10,438	62,628	93,773
Subtotal	\$49,198	\$52,051	\$53,592	\$55,521	\$59,696	\$62,100	\$64,334	\$67,029	\$69,315	\$377,995	\$532,836
Replacement of MetroAccess Vehicles											
CIP0015	\$11,626	\$11,373	\$8,257	\$9,099	\$10,915	\$13,695	\$13,528	\$14,221	\$14,700	\$76,159	\$107,415
Subtotal	\$11,626	\$11,373	\$8,257	\$9,099	\$10,915	\$13,695	\$13,528	\$14,221	\$14,700	\$76,159	\$107,415
Replacement of Service Vehicles											
CIP0009	\$0,080	\$4,727	\$9,976	\$8,405	\$8,693	\$7,599	\$8,910	\$9,186	\$9,619	\$52,412	\$67,195
Subtotal	\$0,080	\$4,727	\$9,976	\$8,405	\$8,693	\$7,599	\$8,910	\$9,186	\$9,619	\$52,412	\$67,195
Rail Car Fleet Expansion											
CIP0062	\$3,995	\$2,362	\$2,438	\$1,204	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$1,204	\$9,999
CIP0068	0.000	0.000	0.000	0.000	0.000	53,081	0.000	0.000	0.000	53,081	53,081
Subtotal	\$3,995	\$2,362	\$2,438	\$1,204	\$0,000	\$53,081	\$0,000	\$0,000	\$0,000	\$54,285	\$63,079
Bus Fleet Expansion											
CIP0003	\$0,000	\$0,000	\$0,000	\$0,000	\$14,025	\$14,516	\$15,022	\$15,548	\$16,167	\$75,277	\$75,277
Subtotal	\$0,000	\$0,000	\$0,000	\$0,000	\$14,025	\$14,516	\$15,022	\$15,548	\$16,167	\$75,277	\$75,277
Bus Enhancements											
CIP0002	\$0,437	\$6,251	\$17,126	\$22,847	\$2,707	\$0,588	\$0,000	\$0,000	\$0,000	\$26,142	\$49,955
CIP0007	2,085	0,769	0,000	3,598	2,937	2,311	4,059	3,046	3,361	19,311	22,165
Subtotal	\$2,522	\$7,020	\$17,126	\$26,444	\$5,643	\$2,899	\$4,059	\$3,046	\$3,361	\$45,453	\$72,120
Subtotal	\$281,262	\$248,996	\$234,011	\$208,700	\$288,682	\$524,331	\$457,202	\$408,446	\$372,696	\$2,260,056	\$3,024,324

	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Budget	Six-Year Plan						FY2011-19 Total	
					FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total		
B Rail System Infrastructure Rehabilitation												
Rail Line Segment Rehabilitation												
CIP0107	\$48,368	\$75,697	\$82,023	\$29,666	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$29,666	\$235,754
CIP0108	0,000	0,000	0,340	1,609	23,687	23,285	49,068	62,422	97,454	0,000	257,525	257,865
CIP0110	30,154	42,811	60,242	83,101	76,128	73,116	54,482	0,000	0,000	0,000	286,827	420,024
Subtotal	\$78,522	\$118,508	\$142,606	\$114,375	\$99,815	\$96,401	\$103,551	\$62,422	\$97,454	\$0,000	\$574,018	\$913,653
Subtotal	\$78,522	\$118,508	\$142,606	\$114,375	\$99,815	\$96,401	\$103,551	\$62,422	\$97,454	\$0,000	\$574,018	\$913,653
C Maintenance Facilities												
Rehabilitation and Replacement of Bus Garages												
CIP0084	\$1,939	\$2,610	\$0,648	\$34,245	\$37,728	\$19,125	\$0,000	\$0,000	\$0,000	\$0,000	\$91,098	\$96,294
CIP0085	9,474	4,996	1,957	12,100	8,769	34,878	12,180	0,000	0,000	0,000	67,926	84,353
CIP0086	(0,000)	0,878	0,624	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	1,502
Subtotal	\$11,412	\$8,484	\$3,229	\$46,345	\$46,497	\$54,003	\$12,180	\$0,000	\$0,000	\$0,000	\$159,024	\$182,150
Maintenance of Bus Garages												
CIP0119	\$12,679	\$28,590	\$29,318	\$27,599	\$11,225	\$2,438	\$0,000	\$0,000	\$0,000	\$0,000	\$41,262	\$111,849
Subtotal	\$12,679	\$28,590	\$29,318	\$27,599	\$11,225	\$2,438	\$0,000	\$0,000	\$0,000	\$0,000	\$41,262	\$111,849
Maintenance of Rail Yards												
CIP0116	\$0,297	\$13,421	\$21,157	\$42,775	\$45,018	\$25,376	\$7,634	\$0,000	\$0,000	\$0,000	\$120,802	\$155,676
Subtotal	\$0,297	\$13,421	\$21,157	\$42,775	\$45,018	\$25,376	\$7,634	\$0,000	\$0,000	\$0,000	\$120,802	\$155,676
Rail Maintenance Facilities												
CIP0071	\$1,277	\$4,284	\$40,811	\$31,637	\$9,861	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$41,498	\$87,871
CIP0201	0,000	0,000	1,858	1,142	0,000	0,000	0,000	0,000	0,000	0,000	1,142	3,000
CIP0204	0,000	0,000	0,000	0,000	3,000	13,000	2,000	0,000	0,000	0,000	21,000	21,000
Subtotal	\$1,277	\$4,284	\$42,670	\$33,779	\$12,861	\$13,000	\$2,000	\$0,000	\$0,000	\$0,000	\$63,640	\$111,871
Environmental Compliance Projects												
CIP0010	\$0,458	\$0,719	\$1,284	\$3,116	\$1,439	\$0,996	\$0,813	\$0,840	\$0,945	\$0,945	\$8,149	\$10,610
CIP0011	1,697	3,947	3,602	2,229	2,652	3,690	2,993	2,993	2,993	2,993	17,548	26,793
CIP0210	0,000	0,000	0,000	1,200	0,000	0,000	0,000	0,000	0,000	0,000	1,200	1,200
CIP0211	0,000	0,000	0,000	0,800	0,000	0,000	0,000	0,000	0,000	0,000	0,800	0,800
CIP0212	0,000	0,000	0,000	1,000	0,000	0,000	0,000	0,000	0,000	0,000	1,000	1,000
Subtotal	\$2,155	\$4,666	\$4,885	\$8,345	\$4,090	\$4,686	\$3,806	\$3,833	\$3,938	\$3,938	\$28,697	\$40,404
Maintenance Bus and Rail Facilities												
CIP0126	\$1,321	\$0,759	\$1,138	\$1,503	\$1,573	\$1,647	\$1,624	\$1,705	\$1,790	\$1,790	\$9,841	\$13,060
CIP0127	4,180	0,741	1,289	0,850	1,045	1,207	1,082	1,063	1,116	1,116	6,362	12,572
CIP0145	0,000	2,606	11,260	12,918	6,492	3,406	2,300	2,262	0,000	0,000	27,378	41,244
CIP0155	0,000	0,000	0,200	0,300	0,000	0,000	0,000	0,000	0,000	0,000	0,300	0,500
CIP0213	0,000	0,000	0,000	2,000	1,250	1,250	0,000	0,000	0,000	0,000	4,500	4,500
Subtotal	\$5,502	\$4,106	\$13,887	\$17,570	\$10,360	\$7,959	\$5,005	\$5,030	\$2,907	\$48,381	\$71,875	
Expansion of Bus Garages												
CIP0038	\$0,193	\$0,180	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$8,000	\$8,374
CIP0078	1,353	3,808	6,088	7,516	4,307	0,000	0,000	0,000	0,000	0,000	31,823	23,051
Subtotal	\$1,546	\$3,988	\$6,088	\$7,516	\$4,307	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$49,823	\$61,424
Subtotal	\$34,868	\$67,539	\$121,213	\$185,928	\$134,358	\$107,012	\$30,624	\$25,863	\$27,844	\$511,630	\$735,249	

ATTACHMENT C-1
Washington Metropolitan Area Transit Authority
FY2014-2019 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2019
(dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Forecast	Six-Year Plan			FY2019 Plan	FY2014-19 Total	FY2011-19 Total
				FY2014 Budget	FY2015 Plan	FY2016 Plan			
D Systems and Technology									
Power System Upgrades - Rail									
CIP0076 100% 8-Car Train - Power Upgrade	\$0.000	\$0.006	\$0.880	\$7.581	\$6.709	\$8.155	\$7.268	\$6.038	\$43.508
CIP0077 8-Car Train Power Upgrades	4.058	0.213	0.000	0.000	0.000	0.000	0.000	0.000	4.270
Subtotal	\$4.058	\$0.219	\$0.880	\$7.581	\$6.709	\$8.155	\$7.268	\$6.038	\$47.778
Operations Support Software									
CIP0042 Bus & Rail Asset Management Software	\$1.228	\$3.774	\$3.885	\$3.322	\$4.761	\$5.105	\$3.644	\$3.374	\$34.592
CIP0043 Bus Operations Support Software	1.494	2.304	2.394	2.991	3.060	2.900	2.900	2.900	23.843
CIP0044 IT Capital Program Business Process Reengineering & Program S	6.907	5.767	4.020	3.805	5.107	5.471	4.804	2.656	42.036
CIP0045 Data Centers and Infrastructures	8.020	7.492	4.136	5.813	5.452	5.303	6.700	4.161	52.438
CIP0047 Enterprise Geographic Information System	0.971	1.252	1.985	3.797	2.984	1.952	1.443	2.072	18.039
CIP0051 Police Dispatch and Records Management	0.000	0.153	0.905	4.900	3.300	0.000	0.000	2.990	11.190
CIP0052 Network and Communications	3.028	5.137	6.112	2.982	4.082	4.500	4.500	4.586	39.876
CIP0053 Metro Enterprise Monitoring Center (MEMC)	0.925	0.581	1.069	1.334	1.763	1.700	1.487	1.468	11.803
CIP0056 Rail Operations Support Software	0.845	1.526	3.600	4.000	5.270	4.532	3.761	3.667	25.411
CIP0128 Data Governance and Business Intelligence	0.000	1.189	1.170	2.073	1.022	0.778	0.826	0.875	6.499
CIP0140 Rail Mileage Based Asset Management	1.935	2.265	4.023	1.716	0.561	0.058	0.000	0.000	10.558
CIP0144 Bus Operations Control Center	1.335	0.004	0.000	0.000	0.000	0.000	0.000	0.000	1.339
CIP0149 Transit Asset Management System	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.000	2.856
CIP0215 Rail Scheduling System Upgrade	0.000	0.000	0.000	3.174	3.826	0.000	0.000	0.000	7.000
Subtotal	\$26.688	\$31.744	\$35.018	\$42.763	\$41.189	\$32.299	\$30.064	\$28.749	\$298.887
Business Support Software & Equipment									
CIP0030 Currency Processing Machines	\$0.125	\$1.932	\$0.301	\$0.340	\$0.000	\$0.000	\$0.000	\$0.000	\$2.697
CIP0046 Document Management System	0.964	1.408	2.298	3.816	4.317	3.850	3.154	2.348	25.228
CIP0048 Sensitive Data Protection Technology	4.509	5.541	4.695	4.000	2.000	2.000	2.000	2.000	28.745
CIP0049 Management Support Software	7.061	12.587	14.904	18.723	6.435	1.700	1.500	6.500	40.858
CIP0050 Metro IT One Stop and Office Automation	2.960	2.302	2.787	1.000	1.080	1.000	1.660	1.539	16.229
CIP0054 Customer Electronic Communications & Outreach	2.366	2.496	2.635	1.964	1.447	0.997	1.300	1.975	16.191
CIP0103 Police Portable Radio Replacement	0.658	0.471	0.808	0.066	0.014	0.674	0.750	0.760	4.282
CIP0147 FBI National Electronic Countermeasures Program	0.000	0.283	0.068	0.000	0.000	0.000	0.000	0.000	0.351
CIP0195 Radio Project - Additional Coverage	0.000	0.000	1.980	4.657	0.000	0.000	0.000	0.000	6.638
CIP0196 Safety Measurement System	0.000	0.000	2.570	2.841	3.621	1.060	0.000	0.000	10.092
CIP0202 Non-Revenue Vehicle Management System	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000	1.000
Subtotal	\$18.643	\$27.021	\$33.046	\$38.407	\$18.914	\$11.282	\$10.364	\$15.122	\$108.154
Rail Fare Equipment									
CIP0031 Debt/Credit Processing Requirements	\$0.331	\$0.729	\$0.223	\$0.428	\$0.258	\$0.293	\$0.257	\$0.243	\$3.006
CIP0032 Fare Media Encoders	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP0091 Automatic Fare Collection Machine	0.000	0.046	0.000	0.000	0.000	0.000	0.000	0.000	0.046
CIP0092 Ethernet Wiring for Rail Fare Machines	1.469	1.642	3.616	0.400	0.000	0.000	0.000	0.000	7.127
CIP0093 Integrating regional NEXTFARE System	4.200	5.150	6.692	3.700	0.700	0.700	0.700	0.700	23.242
CIP0094 Coin Collection Machines Improvements	0.114	1.698	2.748	0.998	0.000	0.000	0.000	0.000	5.558
CIP0097 New Electronic Payments Program	1.002	3.063	4.187	14.605	26.286	44.187	16.426	13.723	124.638
Subtotal	\$7.116	\$12.328	\$18.625	\$20.131	\$27.244	\$45.180	\$17.384	\$14.666	\$163.617
Subtotal	\$56.504	\$71.311	\$87.569	\$108.882	\$94.055	\$96.915	\$65.080	\$65.409	\$697.145

ATTACHMENT C-1
Washington Metropolitan Area Transit Authority
FY2014-2019 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2019
(dollars in millions)

	Six-Year Plan						FY2011-19 Total				
	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Budget	FY2015 Plan	FY2016 Plan		FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total
E Track and Structures											
Track Rehabilitation											
CFP0018 Track Welding Program	\$0.369	\$2,649	\$2,627	\$2,709	\$3,262	\$3,989	\$3,730	\$4,484	\$4,618	\$22,792	\$28,437
CFP0019 Track Floating Slab Rehabilitation	1,540	1,641	1,023	1,352	1,600	1,904	1,717	2,309	2,379	11,261	15,465
CFP0021 Track Pad/Shock Absorber Rehabilitation	2,361	4,104	1,889	1,996	2,389	2,814	2,544	3,749	3,749	17,133	25,488
CFP0022 Track Structural Rehabilitation	0.000	4,187	2,393	1,726	1,819	2,124	1,917	6,514	6,709	20,809	30,191
CFP0023 Third Rail Rehabilitation	0.000	1,444	7,755	3,876	4,565	5,447	4,939	5,245	5,403	29,473	38,673
CFP0024 Track Rehabilitation	37,387	49,095	43,181	45,045	47,437	47,561	49,274	50,625	52,142	292,085	421,748
CFP0089 Track Fasteners	2,313	3,509	1,857	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7,678
CFP0141 Cheverly Abutment	5,860	1,906	0.081	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7,847
CFP0146 Switch Replacement Program	0.425	7,761	5,198	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13,383
CFP0205 Bush Hill Aerial Structure Rehabilitation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1,500	1,500
Subtotal	\$5,056	\$76,296	\$66,004	\$56,704	\$61,071	\$63,839	\$64,122	\$72,818	\$76,501	\$395,054	\$590,409
Station/Tunnel Rehabilitation											
CFP0026 Station/Tunnel Leak Mitigation	\$3,420	\$3,460	\$2,721	\$3,035	\$3,574	\$4,242	\$4,952	\$5,539	\$5,705	\$27,047	\$36,649
Subtotal	\$3,420	\$3,460	\$2,721	\$3,035	\$3,574	\$4,242	\$4,952	\$5,539	\$5,705	\$27,047	\$36,649
Subtotal	\$56,476	\$79,756	\$68,725	\$59,739	\$64,645	\$68,080	\$69,074	\$78,357	\$82,206	\$422,101	\$627,058
F Passenger Facilities											
Elevator/Escalator Facilities											
CFP0072 Elevator Rehabilitation	\$0.923	\$4,401	\$2,903	\$1,995	\$5,250	\$8,023	\$5,250	\$5,250	\$5,250	\$31,018	\$39,244
CFP0073 Escalator Rehabilitation	3,479	14,383	13,121	13,246	15,001	4,837	5,408	5,408	5,570	49,470	80,452
CFP0132 Elevator/Escalator Repairs	4,693	5,282	7,932	6,892	7,068	8,010	7,027	6,911	7,119	43,027	60,934
CFP0185 Escalator Replacement	0.000	0.000	3,955	12,960	20,794	24,650	26,459	28,407	24,629	137,898	141,853
Subtotal	\$9,095	\$24,066	\$27,911	\$35,093	\$48,113	\$45,520	\$44,144	\$45,976	\$42,567	\$261,412	\$322,484
Maintenance of Rail Station Facilities											
CFP0087 Station Rehabilitation Program	\$8,633	\$8,671	\$10,012	\$8,900	\$10,247	\$12,178	\$11,341	\$11,712	\$12,298	\$66,677	\$93,993
CFP0138 System-wide Infrastructure Rehabilitation	54,506	33,570	40,126	38,123	10,825	10,614	0.788	0.000	0.000	60,349	188,551
CFP0150 Fire Systems	0.000	2,043	2,855	14,922	10,349	4,379	3,000	0.000	0.000	32,850	37,548
CFP0151 Station Cooling Program	0.000	9,256	5,051	5,175	9,088	5,822	5,402	7,196	6,279	38,961	53,268
CFP0152 Parking Garage Rehabilitation	0.000	0.994	0.906	7,550	7,000	7,000	7,000	7,000	7,000	42,550	44,250
CFP0153 Accessible Station Signage	0.000	0.000	0.100	0.250	0.250	0.220	0.000	0.000	0.000	0.720	0.820
CFP0198 Platform to Mezzanine Stairs - Bethesda Station	0.000	0.000	1,450	0.550	0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.550	2,000
CFP0199 Station & Right-of-Way Improvements	0.000	0.000	4,527	1,000	0.000	0.000	0.000	0.000	0.000	1,000	5,527
CFP0200 Breakers & Relay Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CFP0216 Farragut North Beam Rehabilitation	0.000	0.000	0.000	2,000	2,500	0.000	0.000	0.000	0.000	4,500	4,500
Subtotal	\$63,138	\$54,335	\$64,828	\$78,470	\$50,460	\$40,213	\$27,531	\$25,908	\$25,577	\$248,157	\$430,458
Bicycle & Pedestrian Facilities											
CFP0035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$0,516	\$1,501	\$2,146	\$2,202	\$2,418	\$1,700	\$1,713	\$1,727	\$1,741	\$11,501	\$15,664
Subtotal	\$0,516	\$1,501	\$2,146	\$2,202	\$2,418	\$1,700	\$1,713	\$1,727	\$1,741	\$11,501	\$15,664
Rail Station: Capacity/Enhancements											
CFP0017 Station Platform Safety Improvement (Truncated Domes)	\$0.000	\$0.000	\$0.000	\$5,000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5,000
CFP0039 Core & System Capacity Project Development	0.252	2,422	2,228	2,089	2,152	2,216	2,283	2,351	2,422	13,512	18,414
CFP0074 Installation of Parking Lot Credit Card Readers - Parking Automz	4,700	5,050	1,261	1,000	0.000	0.000	0.000	1,000	1,000	2,000	13,011
CFP0088 Station Entrance Canopies	0.000	0.000	0.000	1,000	5,000	1,009	10,000	9,158	0.000	26,167	26,167
CFP0178 Union Station Access & Capacity Improvements	0.000	0.000	0.000	0.000	0.936	0.614	4,131	11,905	18,165	35,750	35,750
CFP0179 Gallery Place Access & Capacity Improvements	0.000	0.000	0.000	0.000	0.908	0.509	3,761	10,850	16,559	32,587	32,587
CFP0218 Station Upgrades	0.000	0.000	0.000	4,814	10,186	6,000	9,000	9,000	0.000	15,000	15,000
CFP0219 Station Lighting Improvements	0.000	0.000	0.000	4,000	6,000	6,000	9,000	9,000	0.000	53,000	53,000
Subtotal	\$4,952	\$7,472	\$3,489	\$16,903	\$25,181	\$10,348	\$29,174	\$44,264	\$57,146	\$183,016	\$198,929

ATTACHMENT C-1
Washington Metropolitan Area Transit Authority
FY2014-2019 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2019
(dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Budget	Six-Year Plan						FY2011-19 Total	
					FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total		
Bus Priority Corridor Improvements												
CIP0037 Bus Priority Corridor & Network	\$1.139	\$3.215	\$4.952	\$5.927	\$5.508	\$6.382	\$4.073	\$2.262	\$2.375	\$2.375	\$26.527	\$35.833
Subtotal	\$1.139	\$3.215	\$4.952	\$5.927	\$5.508	\$6.382	\$4.073	\$2.262	\$2.375	\$2.375	\$26.527	\$35.833
Rail Station Equipment												
CIP0099 Police Emergency Management Equipment	\$0.103	\$0.682	\$0.475	\$0.180	\$0.206	\$0.298	\$0.210	\$0.212	\$0.221	\$0.221	\$1.327	\$2.587
Subtotal	\$0.103	\$0.682	\$0.475	\$0.180	\$0.206	\$0.298	\$0.210	\$0.212	\$0.221	\$0.221	\$1.327	\$2.587
Subtotal	\$78,943	\$91,273	\$103,801	\$138,773	\$131,885	\$104,460	\$106,846	\$120,349	\$129,627	\$129,627	\$731,939	\$1,005,955

ATTACHMENT C-1
Washington Metropolitan Area Transit Authority
FY2014-2019 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2019
(dollars in millions)

	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Budget	Six-Year Plan						FY2011-19 Total	
					FY2015 Plan	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2014-19 Total		
G Maintenance Equipment												
Rail Maintenance Equipment												
CP0020 Replacement of Rail Track Signage	\$1,238	\$1,322	\$0,722	\$1,035	\$1,235	\$1,406	\$1,341	\$1,396	\$1,438	\$1,438	\$7,850	\$11,131
CP0025 Track Maintenance Equipment	1,366	6,730	30,260	16,744	0,000	0,000	0,000	7,000	7,000	7,000	30,744	69,101
CP0027 Switch Machine Rehabilitation Project	0,314	0,863	1,429	1,648	1,749	2,578	1,924	1,123	0,689	0,689	9,711	12,316
CP0065 Geometry Vehicle	2,562	3,057	5,953	0,999	0,543	0,000	0,000	0,000	0,000	0,000	1,542	13,113
CP0066 Rail Shop Repair Equipment	1,662	1,881	5,790	14,016	3,851	0,000	0,000	0,000	0,000	0,000	17,867	27,200
CP0133 Wayside Work Equipment	0,877	2,472	2,477	3,570	3,922	0,852	0,000	0,000	0,000	0,000	8,343	14,170
CP0135 Train Control Signal and Traction Power System Interface	0,066	1,541	1,012	2,095	3,384	0,141	0,000	0,000	0,000	0,000	5,619	8,238
CP0136 Radio Infrastructure Replacement - T-Band Relocation	0,136	1,566	0,824	5,241	40,910	58,524	32,153	11,291	7,884	7,884	156,002	158,527
CP0139 National Transportation Safety Board Recommendations	9,737	46,654	44,564	56,944	33,786	46,865	33,982	0,000	0,000	0,000	171,577	272,551
Subtotal	\$17,979	\$66,086	\$93,029	\$102,291	\$89,379	\$110,365	\$69,400	\$20,809	\$17,010	\$17,010	\$409,254	\$586,348
Bus Repair Equipment												
CP0004 Bus Repair Equipment	\$2,331	\$5,260	\$3,547	\$3,447	\$3,345	\$3,841	\$3,549	\$3,665	\$3,627	\$3,627	\$21,473	\$32,610
Subtotal	\$2,331	\$5,260	\$3,547	\$3,447	\$3,345	\$3,841	\$3,549	\$3,665	\$3,627	\$3,627	\$21,473	\$32,610
Business Facilities Equipment												
CP0028 Materials Handling Equipment	\$0,102	\$0,103	\$0,219	\$0,131	\$0,152	\$0,179	\$0,171	\$0,158	\$0,163	\$0,163	\$0,954	\$1,377
CP0029 Warehouse Vertical Storage Unit	0,190	0,700	7,370	1,164	0,000	0,000	0,000	0,000	0,000	0,000	1,164	9,425
Subtotal	\$0,292	\$0,803	\$7,589	\$1,296	\$0,152	\$0,179	\$0,171	\$0,158	\$0,163	\$0,163	\$2,118	\$10,802
Subtotal	\$20,602	\$72,149	\$104,165	\$107,033	\$92,876	\$114,385	\$73,119	\$24,632	\$20,800	\$20,800	\$432,845	\$629,761
H Other Facilities												
Business Support Facilities												
CP0033 Revenue Facility Equipment	\$0,030	\$0,016	\$0,157	\$0,804	\$0,767	\$0,544	\$0,000	\$0,000	\$0,000	\$0,000	\$2,116	\$2,318
CP0034 Revenue Collection Facility	0,000	0,000	0,826	1,379	0,525	0,525	0,000	0,000	0,000	0,000	2,429	3,255
CP0080 Building Infrastructure & Systems Renewal	1,095	8,810	5,509	2,312	1,803	10,000	10,000	10,000	10,000	10,000	44,115	59,530
CP0170 Roof Rehabilitation and Replacement	0,000	0,000	0,000	1,000	3,000	5,000	5,000	5,000	5,000	5,000	24,000	24,000
CP0197 Rehabilitation of Non-Revenue Facilities	0,000	0,000	0,704	0,900	0,622	1,070	1,657	0,813	0,838	0,838	5,900	6,604
CP0206 Carmen Turner Facility Electrical Distribution Upgrade	0,000	0,000	0,000	1,500	0,000	0,000	0,000	0,000	0,000	0,000	1,500	1,500
Subtotal	\$1,125	\$8,826	\$7,196	\$7,895	\$6,717	\$17,139	\$16,657	\$15,813	\$15,838	\$15,838	\$80,060	\$97,207
MTPD Support Facilities												
CP0101 Police Substation- New District 2/Training Facility	\$0,318	\$0,857	\$9,782	\$14,417	\$5,476	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$19,893	\$30,850
CP0106 Special Operations Division Facility	0,127	10,178	3,834	10,337	0,200	0,000	0,000	0,000	0,000	0,000	10,537	24,676
Subtotal	\$0,445	\$11,035	\$13,616	\$24,753	\$5,676	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$30,430	\$55,526
Subtotal	\$1,570	\$19,861	\$20,812	\$32,649	\$12,393	\$17,139	\$16,657	\$15,813	\$15,838	\$15,838	\$110,490	\$152,733
I Project Management and Support												
Credit Facility												
CP0131 Credit Facility	\$2,466	\$0,975	\$0,851	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$15,000	\$19,292
Subtotal	\$2,466	\$0,975	\$0,851	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$15,000	\$19,292
Subtotal	\$2,466	\$0,975	\$0,851	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	\$15,000	\$19,292
Total	\$611,212	\$770,368	\$883,752	\$958,578	\$921,210	\$1,131,224	\$924,653	\$803,791	\$800,384	\$800,384	\$5,539,839	\$7,805,170

ATTACHMENT C-3
Washington Metropolitan Area Transit Authority
FY2014-2019 Capital Improvement Program (CIP)
Allocation of State and Local Contributions
(dollars in millions)

Six-Year Plan

	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Budget Forecast Carry-Over	FY2014 Contribution	FY2014 Total	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY14-19 Total	FY11-19 Total
Formula Match and System Performance													
District of Columbia	\$ 37.2	\$ 65.6	\$ 61.7	\$ 11.5	\$ 74.7	\$ 86.2	\$ 76.1	\$ 68.2	\$ 68.6	\$ 70.5	\$ 70.3	\$ 439.9	\$ 604.4
Montgomery County	17.3	30.4	28.6	5.3	34.3	39.6	32.4	30.4	33.7	32.6	32.7	201.4	277.7
Prince George's County	19.0	33.5	31.5	5.5	35.6	41.1	36.2	22.4	33.5	33.9	33.9	210.9	294.9
Maryland Subtotal	36.3	63.9	60.1	10.7	69.9	80.6	68.5	62.7	67.2	66.5	66.6	412.3	572.6
City of Alexandria	4.1	7.2	6.8	1.3	9.0	10.4	8.7	8.1	8.6	8.5	8.5	52.8	70.8
Arlington County	7.6	13.4	12.6	2.6	16.8	19.4	15.7	14.9	16.4	15.9	15.9	98.1	131.8
City of Fairfax	0.3	0.5	0.4	0.1	0.5	0.6	0.5	0.4	0.5	0.5	0.5	3.0	4.2
Fairfax County	13.5	23.8	22.4	4.5	29.5	34.0	28.1	26.2	28.6	28.0	28.0	173.0	232.8
City of Falls Church	0.3	0.5	0.4	0.1	0.6	0.7	0.6	0.6	0.6	0.6	0.6	3.7	4.9
Virginia Subtotal	25.8	45.4	42.7	8.7	56.4	65.1	53.6	50.2	54.7	53.5	53.6	330.7	444.4
Subtotal Formula Match & System Performance	99.3	174.9	164.4	30.9	201.1	232.0	198.2	181.1	190.5	190.5	190.5	1,182.8	1,621.4
State and Local PRIIA													
District of Columbia	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
State of Maryland	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
Commonwealth of Virginia	39.5	37.4	66.6	-	56.3	56.3	50.0	50.0	50.0	50.0	50.0	306.3	449.9
Subtotal State and Local PRIIA	118.5	112.3	199.9	-	168.9	168.9	150.0	150.0	150.0	150.0	150.0	918.9	1,349.7
Total	\$ 217.8	\$ 287.2	\$ 364.4	\$ 30.9	\$ 370.0	\$ 400.9	\$ 348.2	\$ 331.1	\$ 340.5	\$ 340.5	\$ 340.5	\$ 2,101.7	\$ 2,971.2

ATTACHMENT D-1
Washington Metropolitan Area Transit Authority
Other Capital Projects
Summary of American Recovery and Investment Act Projects: FY2011-2019
 (dollars in millions)

	Pre-FY2011	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	Projected
	Actual	Actual	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Total
Vehicles & Vehicle Parts											
ARA0027	\$ 27.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27.0
ARA0030	3.8	-	0.4	-	-	-	-	-	-	-	4.1
ARA0028	6.0	-	-	-	-	-	-	-	-	-	6.0
ARA0021	-	0.0	-	-	-	-	-	-	-	-	2.5
ARA0022	11.1	-	-	-	-	-	-	-	-	-	11.1
Subtotal	\$ 50.4	\$ 0.0	\$ 0.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50.7
Maintenance Facilities											
ARA0001	\$ 4.3	\$ 13.6	\$ 3.5	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21.4
ARA0002	1.5	14.1	14.4	-	-	-	-	-	-	-	30.0
ARA0003	4.5	2.4	0.6	0.0	-	-	-	-	-	-	7.6
Subtotal	\$ 10.3	\$ 30.1	\$ 18.5	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59.0
Passenger Facilities											
ARA0004	\$ 4.4	\$ 8.9	\$ -	\$ 2.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16.0
ARA0005	-	0.1	0.3	2.1	-	-	-	-	-	-	2.5
ARA0006	0.1	0.1	0.3	0.8	-	-	-	-	-	-	1.2
Subtotal	\$ 4.4	\$ 9.1	\$ 0.6	\$ 5.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19.7
Safety & Security											
ARA0007	\$ 2.0	\$ 0.2	\$ 0.9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3.0
ARA0017	2.3	0.6	0.0	-	-	-	-	-	-	-	3.0
ARA0025	0.8	0.0	-	-	-	-	-	-	-	-	0.8
ARA0031	0.9	0.0	-	-	-	-	-	-	-	-	0.9
ARA0008	2.6	1.0	0.3	-	-	-	-	-	-	-	4.0
Subtotal	\$ 8.6	\$ 1.9	\$ 1.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11.7
Maintenance & Repair Equipment											
ARA0009	\$ -	\$ -	\$ 5.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.0
ARA0020	1.3	0.3	-	-	-	-	-	-	-	-	1.6
ARA0010	-	0.4	1.9	1.5	-	-	-	-	-	-	3.8
ARA0011	0.7	6.9	2.3	0.6	-	-	-	-	-	-	10.5
ARA0012	0.4	2.7	0.8	0.0	-	-	-	-	-	-	3.9
ARA0029	1.0	-	0.0	-	-	-	-	-	-	-	1.0
Subtotal	\$ 3.5	\$ 10.3	\$ 10.0	\$ 2.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25.9
Operations Systems											
ARA0013	\$ 0.6	\$ 2.8	\$ 9.4	\$ 5.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17.9
ARA0026	2.0	0.2	-	-	-	-	-	-	-	-	2.2
ARA0014	0.5	0.9	1.3	0.3	-	-	-	-	-	-	3.0
ARA0019	0.3	1.1	0.0	-	-	-	-	-	-	-	1.5
ARA0018	0.3	0.0	-	-	-	-	-	-	-	-	0.3
Subtotal	\$ 3.8	\$ 5.1	\$ 10.7	\$ 5.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25.0
Information Technology											
ARA0015	\$ 1.6	\$ 1.0	\$ 0.8	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3.5
ARA0024	0.5	0.2	-	-	-	-	-	-	-	-	0.7
ARA0016	0.3	4.7	-	-	-	-	-	-	-	-	5.0
Subtotal	\$ 2.4	\$ 6.0	\$ 0.8	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9.3
Miscellaneous Other											
ARA0023	\$ -	\$ 0.2	\$ 0.1	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.5
Total	\$ 83.4	\$ 62.7	\$ 42.3	\$ 13.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 201.8

ATTACHMENT D-2
Washington Metropolitan Area Transit Authority
Other Capital Projects
Summary of Safety & Security Projects: FY2011-2019
(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual	FY2012 Actual	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	Projected Total
SEC0001	\$ 0.6	\$ 2.0	\$ 3.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.8
SEC0002	-	-	5.0	1.4	-	-	-	-	-	-	6.4
SEC0003	-	0.0	0.1	6.6	-	-	-	-	-	-	6.7
SEC0004	-	0.0	1.1	10.6	-	-	-	-	-	-	11.7
SEC0005	-	-	1.3	-	-	-	-	-	-	-	1.3
SEC0006	-	0.0	2.7	0.0	-	-	-	-	-	-	2.7
SEC0007	-	-	0.0	-	-	-	-	-	-	-	0.0
SEC0008	0.3	0.1	-	-	-	-	-	-	-	-	0.4
SEC0009	-	0.0	0.4	6.1	-	-	-	-	-	-	6.5
SEC0010	-	0.6	-	-	-	-	-	-	-	-	0.6
SEC0011	0.1	0.1	4.4	0.3	-	-	-	-	-	-	5.0
SEC0012	-	-	0.0	11.5	-	-	-	-	-	-	11.5
SEC0030	-	0.1	0.0	-	-	-	-	-	-	-	0.1
Total	\$ 0.953	\$ 3.166	\$ 18.162	\$ 36.539	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58.820

ATTACHMENT D-3

**Washington Metropolitan Area Transit Authority
 Other Capital Projects
 Summary of Reimbursable Capital Projects: FY2011-2019**
 (dollars in millions)

Washington Metropolitan Area Transit Authority

	Pre-FY2011 Actual	FY2011 Actual*	FY2012 Actual	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	Projected Total
District of Columbia											
CRB0001	\$ 15.2	\$ 0.7	\$ 0.1	0.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	16.3
CRB0002	17.4	0.2	-	-	-	-	-	-	-	-	17.6
CRB0004	14.7	1.0	30.4	5.5	-	-	-	-	-	-	51.6
CRB0027	2.3	-	-	0.0	-	-	-	-	-	-	2.3
CRB0047	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0049	1.0	-	-	-	-	-	-	-	-	-	1.0
CRB0052	-	-	0.0	-	-	-	-	-	-	-	0.0
CRB0056	0.6	-	-	-	-	-	-	-	-	-	0.6
CRB0078	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0100	1.4	-	-	-	-	-	-	-	-	-	1.4
CRB0107	18.1	-	-	-	-	-	-	-	-	-	18.1
CRB0119	0.1	-	0.0	-	-	-	-	-	-	-	0.1
CRB0122	-	-	0.0	-	-	-	-	-	-	-	0.0
Regional											
CRB0005	6.3	0.7	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	15.9
Project Development											
DC Subtotal	\$ 77.2	\$ 2.6	\$ 31.6	\$ 7.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 125.0
Maryland											
Montgomery County											
CRB0006	\$ 5.1	\$ 4.3	\$ 16.9	0.9	\$ 0.8	\$ -	\$ -	\$ -	\$ -	\$ -	28.0
CRB0043	2.2	-	-	0.0	-	-	-	-	-	-	2.2
CRB0046	0.3	-	-	-	-	-	-	-	-	-	0.3
CRB0007	0.8	0.5	-	-	-	-	-	-	-	-	1.3
CRB0106	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0116	-	-	-	-	-	-	-	-	-	-	-
Prince George's County											
CRB0034	1.8	-	-	0.0	-	-	-	-	-	-	1.8
CRB0037	22.4	-	-	-	-	-	-	-	-	-	22.4
Maryland-wide											
CRB0009	5.0	0.6	0.8	0.9	1.1	1.1	1.1	1.1	1.1	1.1	13.7
CRB0105	10.2	-	-	-	-	-	-	-	-	-	10.2
CRB0108	0.3	0.0	-	-	-	-	-	-	-	-	0.3
Maryland Subtotal	\$ 48.1	\$ 5.4	\$ 17.7	\$ 1.8	\$ 1.9	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 80.6

Appendix

Resolutions

of the Board of Directors

ATTACHMENT D-3
Washington Metropolitan Area Transit Authority
Other Capital Projects
Summary of Reimbursable Capital Projects: FY2011-2019
(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual*	FY2012 Actual	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	Projected Total
Virginia											
Alexandria, City of											
CRB0023 Alexandria Rail Yard - EA	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.1
CRB0032 Crystal City - Potomac (Alex)	-	0.0	-	-	-	-	-	-	-	-	0.0
CRB0011 Eisenhower Avenue Station Entrance	-	0.1	0.1	-	-	-	-	-	-	-	0.2
CRB0012 King Street Station Bus Loop Reconfiguration	-	0.0	0.5	0.2	3.4	-	-	-	-	-	4.2
CRB0013 Potomac Yard Alt. Analysis	0.2	0.3	1.2	2.0	0.6	-	-	-	-	-	4.3
CRB0075 King Street Station Improvements	16.3	-	-	-	-	-	-	-	-	-	16.3
CRB0113 Potomac Yards	0.2	-	-	-	-	-	-	-	-	-	0.2
CRB0126 Crystal City-Potomac Yard Transitway - Buses	-	-	-	4.0	-	-	-	-	-	-	4.0
Arlington County											
CRB0064 Arlington County Project Mgmt.	0.8	-	-	-	-	-	-	-	-	-	0.8
CRB0068 Clarendon Station Improvements	0.1	0.2	-	-	-	-	-	-	-	-	0.4
CRB0015 Columbia Pike Street Car NEPA & PE	0.3	1.8	1.6	0.4	-	-	-	-	-	-	4.1
CRB0016 Bus Super Stop Prototype	0.1	0.2	0.7	0.0	-	-	-	-	-	-	1.0
CRB0042 Rosslyn Station New Entrance	3.8	0.2	0.2	0.2	-	-	-	-	-	-	4.3
CRB0111 National Airport	4.5	-	-	-	-	-	-	-	-	-	4.5
CRB0117 Shirlington Garage Design Study	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0125 Twinbrook Commons JDA	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Fairfax County											
CRB0026 Bus Stop Signs 600 in Fairfax	-	-	0.0	0.0	-	-	-	-	-	-	0.0
CRB0050 Vienna/Fairfax-GMU Parking Structure	0.7	-	-	-	-	-	-	-	-	-	0.7
CRB0051 Vienna Parking Structure	26.2	-	-	-	-	-	-	-	-	-	26.2
CRB0053 Vienna Station Improve - Pulte Home	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0017 Vienna Mezzanine Stairs	-	0.4	1.4	-	-	-	-	-	-	-	1.8
CRB0054 West Falls Church Parking Structure	16.7	0.1	0.1	-	-	-	-	-	-	-	16.8
CRB0084 West Fall Church Bus Bays	2.3	0.3	0.0	-	-	-	-	-	-	-	2.6
Virginia-wide											
CRB0018 Project Development	5.5	0.5	0.6	0.7	0.8	0.8	0.8	0.8	0.8	0.8	12.2
CRB0029 Crystal City/Potomac Yard	1.1	0.2	0.0	0.0	-	-	-	-	-	-	1.3
CRB0019 Dulles Extension Design/Build	12.2	40.1	40.6	77.3	47.6	127.9	56.1	36.1	18.6	18.6	478.7
CRB0020 Dulles Phase 2 (PE)	-	0.6	0.8	1.1	0.9	-	-	-	-	-	3.5
Virginia Subtotal	\$ 91.1	\$ 45.1	\$ 47.9	\$ 86.1	\$ 53.4	\$ 22.9	\$ 128.7	\$ 56.9	\$ 36.9	\$ 19.4	\$ 588.5

ATTACHMENT D-3
Washington Metropolitan Area Transit Authority
Other Capital Projects
Summary of Reimbursable Capital Projects: FY2011-2019
(dollars in millions)

	Pre-FY2011 Actual	FY2011 Actual*	FY2012 Actual	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	Projected Total
All Jurisdictional and Other Partners											
CRB0021 6000-Series Rail Cars Base Contract	\$ 112.2	\$ 6.8	\$ (0.7)	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 118.3
CRB0022 Regional Travel Training ACCS	0.1	0.5	0.5	0.2	-	-	-	-	-	-	1.2
CRB0038 Precision Stopping	0.5	0.4	-	-	-	-	-	-	-	-	0.9
CRB0041 IT Communication Enhancement	1.4	0.0	-	-	-	-	-	-	-	-	1.4
CRB0060 Regional Fare Int. (MTA)	6.1	0.0	-	-	-	-	-	-	-	-	6.1
MISC0005 Tax Advantage Lease Program	7.0	0.1	0.1	0.0	-	-	-	-	-	-	7.2
All Jurisdiction Subtotal	\$ 127.3	\$ 7.8	\$ (0.2)	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135.2
Grand Total	\$ 343.6	\$ 60.9	\$ 96.9	\$ 95.3	\$ 56.3	\$ 25.1	\$ 130.9	\$ 59.1	\$ 39.1	\$ 21.6	\$ 929.0

*Six projects, totalling \$4 million in FY2011 expenditures have been completed and removed from this table. These projects are: New York Ave. Metrorail Station, New Carrollton Rail Yard Expansion, Largo Blue Line Extension, Royal Street Bus Garage Replacement, Ballston Station Improvements, and Fiber Optic Cable Installation

ATTACHMENT D-4

OTHER OPERATING PROJECTS

(dollars in millions)

Summary of Reimbursable Operating Projects: FY2014

(dollars in millions)

	<u>FY2013 Budget</u>	<u>FY2014 Budget</u>
State & Local Funding		
• DC Circulator (1)	14,510	16,251
Federal Grant Funding		
• Safety & Security grants	5,970	22,027
• Transit Works grant		795
Other Sources of Funding		
• DC Circulator - Passenger revenue	3,394	3,394
• Neutral Host agreement with Carrier team	5,481	12,458
• Joint Development & Adjacent Construction projects	5,813	1,621
Total Expenditures	\$ 35,168	\$ 56,545

Note (1): Local funding equals expenditures less passenger revenue

Appendix C.

Office Budgets.....C-1

Appendix C. Office Budgets

This appendix includes all offices pertinent to the FY2014 budget for Metro. The associated department budgets were discussed in Chapter V.

OPERATING COST BY MODE
General Manager Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$553	\$214	\$328	\$10
Full-Time Salaries	\$553	\$214	\$328	\$10
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$553	\$214	\$328	\$10
Fringes (Total)	\$301	\$117	\$178	\$5
Fringe Health	\$109	\$42	\$65	\$2
Fringe Pension	\$97	\$38	\$58	\$2
Other Fringe Benefits	\$94	\$37	\$56	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$854	\$331	\$507	\$16
Services (Total)	\$26	\$10	\$15	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$10	\$4	\$6	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$15	\$6	\$9	\$0
Materials & Supplies (Total)	\$12	\$4	\$7	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$12	\$4	\$7	\$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)	\$42	\$16	\$25	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$23	\$9	\$13	\$0
Business Travel/Public Hrg	\$6	\$2	\$4	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$13	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$79	\$31	\$47	\$2
TOTAL COST	\$933	\$362	\$553	\$17

Agreed to
Richard Barles
General Manager & CEO

Date

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,216	\$862	\$1,321	\$33
Full-Time Salaries	\$2,313	\$896	\$1,373	\$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	\$2,216	\$862	\$1,321	\$33
Fringes (Total)	\$1,001	\$390	\$597	\$15
Fringe Health	\$438	\$170	\$261	\$7
Fringe Pension	\$389	\$152	\$232	\$6
Other Fringe Benefits	\$172	\$67	\$103	\$3
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$3,217	\$1,251	\$1,918	\$48
Services (Total)	\$503	\$196	\$297	\$10
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$471	\$184	\$278	\$9
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6	\$2	\$3	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$27	\$10	\$16	\$1
Materials & Supplies (Total)	\$99	\$39	\$58	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$99	\$39	\$58	\$2
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$84	\$33	\$50	\$2
Dues And Subscriptions	\$1	\$1	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$42	\$16	\$25	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$41	\$16	\$24	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$686	\$268	\$405	\$13
TOTAL COST	\$3,903	\$1,519	\$2,323	\$61

Helen Lew *6/17/13*
 Agreed to Date
 Helen Lew
 Inspector General

OPERATING COST BY MODE
Counsel Summary
APPROVED FY2014 BUDGET


<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,133	\$1,214	\$1,860	\$58
Full-Time Salaries	\$3,133	\$1,214	\$1,860	\$58
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	\$3,133	\$1,214	\$1,860	\$58
Fringes (Total)	\$1,419	\$550	\$843	\$26
Fringe Health	\$619	\$240	\$367	\$12
Fringe Pension	\$551	\$213	\$327	\$10
Other Fringe Benefits	\$247	\$96	\$147	\$5
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$4,552	\$1,764	\$2,703	\$85
Services (Total)	\$962	\$373	\$571	\$18
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$783	\$303	\$465	\$15
Temporary Help	\$26	\$10	\$15	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$152	\$59	\$90	\$3
Materials & Supplies (Total)	\$68	\$26	\$40	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$68	\$26	\$40	\$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)	\$55	\$21	\$33	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$55	\$21	\$33	\$1
Miscellaneous (Total)	\$81	\$31	\$48	\$2
Dues And Subscriptions	\$52	\$20	\$31	\$1
Conferences and Meetings	\$2	\$1	\$1	\$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	\$13	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,166	\$452	\$692	\$22
TOTAL COST	\$5,718	\$2,216	\$3,395	\$106

COX SPW
Agreed to
Carol O'Keeffe
General Counsel

6/14/13
Date

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY2014 BUDGET

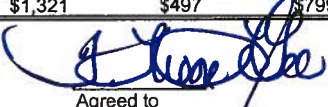
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$293	\$114	\$174	\$5
Full-Time Salaries	\$293	\$114	\$174	\$5
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$293	\$114	\$174	\$5
Fringes (Total)	\$132	\$51	\$79	\$2
Fringe Health	\$58	\$22	\$34	\$1
Fringe Pension	\$51	\$20	\$31	\$1
Other Fringe Benefits	\$23	\$9	\$13	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$425	\$165	\$252	\$8
Services (Total)	\$46	\$18	\$27	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$5	\$8	\$0
Temporary Help	\$7	\$3	\$4	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$25	\$10	\$15	\$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)	\$95	\$36	\$56	\$2
Dues And Subscriptions	\$4	\$2	\$3	\$0
Conferences and Meetings	\$11	\$4	\$7	\$0
Business Travel/Public Hrg	\$32	\$12	\$19	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$42	\$16	\$25	\$1
Other	\$5	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$146	\$57	\$87	\$3
TOTAL COST	\$572	\$221	\$340	\$11


Agreed to
Loyda Sequeira-Castillo
Board Secretary

6/12/13
Date

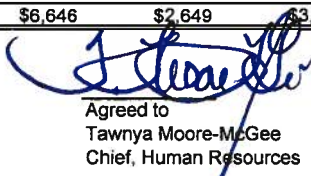
OPERATING COST BY MODE
Human Resource AGM Admin
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$504	\$184	\$311	\$9
Full-Time Salaries	\$530	\$193	\$327	\$9
Salary Lapse	-\$26	-\$9	-\$16	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$504	\$184	\$311	\$9
Fringes (Total)	\$228	\$83	\$141	\$4
Fringe Health	\$100	\$36	\$61	\$2
Fringe Pension	\$89	\$32	\$55	\$2
Other Fringe Benefits	\$39	\$14	\$24	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$732	\$267	\$452	\$13
Services (Total)	\$494	\$193	\$291	\$10
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$463	\$181	\$273	\$9
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$29	\$11	\$17	\$1
Materials & Supplies (Total)	\$40	\$16	\$23	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$40	\$16	\$23	\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$55	\$22	\$33	\$1
Dues And Subscriptions	\$12	\$5	\$7	\$0
Conferences and Meetings	\$20	\$8	\$12	\$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	\$21	\$8	\$12	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$589	\$231	\$347	\$12
TOTAL COST	\$1,321	\$497	\$799	\$25


 Agreed to _____ Date 6/10/13
 Tawnya Moore-McGee
 Chief, Human Resources

OPERATING COST BY MODE
HR Operations Services Summary
APPROVED FY2014 BUDGET

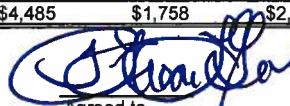
<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$2,593	\$1,050	\$1,499	\$44
Full-Time Salaries	\$2,533	\$1,024	\$1,467	\$42
Salary Lapse	-\$101	-\$38	-\$63	-\$1
Overtime Salaries	\$161	\$63	\$95	\$3
Wages (Total)	\$229	\$89	\$136	\$4
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$240	\$93	\$143	\$4
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,823	\$1,139	\$1,635	\$49
Fringes (Total)	\$1,277	\$515	\$740	\$22
Fringe Health	\$557	\$225	\$323	\$10
Fringe Pension	\$496	\$200	\$287	\$9
Other Fringe Benefits	\$222	\$89	\$128	\$4
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$4,100	\$1,654	\$2,375	\$71
Services (Total)	\$1,740	\$680	\$1,026	\$34
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,613	\$631	\$950	\$32
Temporary Help	\$79	\$31	\$47	\$2
Contract Maintenance	\$4	\$2	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$44	\$17	\$26	\$1
Materials & Supplies (Total)	\$122	\$48	\$72	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$122	\$48	\$72	\$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)	\$401	\$157	\$236	\$8
Property	\$0	\$0	\$0	\$0
Equipment	\$401	\$157	\$236	\$8
Miscellaneous (Total)	\$283	\$110	\$167	\$6
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$8	\$3	\$5	\$0
Interview & Relocation	\$20	\$8	\$12	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$248	\$97	\$146	\$5
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,546	\$995	\$1,500	\$50
TOTAL COST	\$6,646	\$2,649	\$3,875	\$121


 Agreed to
 Tawnya Moore-McGee
 Chief, Human Resources

Date 6/10/13

OPERATING COST BY MODE
HR Strategy & Development
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,540	\$606	\$907	\$27
Full-Time Salaries	\$1,540	\$606	\$907	\$27
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$66	\$26	\$39	\$1
Operator/StaMgr Wages	\$66	\$26	\$39	\$1
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	\$1,606	\$631	\$946	\$28
Fringes (Total)	\$1,228	\$483	\$724	\$21
Fringe Health	\$317	\$125	\$187	\$6
Fringe Pension	\$282	\$111	\$166	\$5
Other Fringe Benefits	\$627	\$247	\$370	\$10
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$2,834	\$1,115	\$1,670	\$49
Services (Total)	\$1,509	\$594	\$891	\$23
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,349	\$531	\$797	\$21
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$161	\$63	\$95	\$2
Materials & Supples (Total)	\$133	\$46	\$69	\$19
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$133	\$46	\$69	\$19
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	\$1,651	\$643	\$965	\$42
TOTAL COST	\$4,485	\$1,758	\$2,635	\$91


 Agreed to
 Tawnya Moore-McGee
 Chief, Human Resources
 Date 6/10/13

OPERATING COST BY MODE
Talent Acquisition
APPROVED FY2014 BUDGET

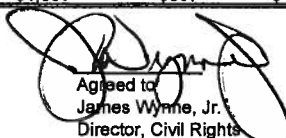
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,563	\$995	\$1,520	\$48
Full-Time Salaries	\$2,623	\$1,016	\$1,557	\$49
Salary Lapse	-\$59	-\$22	-\$37	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,563	\$995	\$1,520	\$48
Fringes (Total)	\$1,157	\$449	\$686	\$22
Fringe Health	\$506	\$196	\$300	\$10
Fringe Pension	\$450	\$175	\$267	\$9
Other Fringe Benefits	\$198	\$77	\$118	\$4
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$3,720	\$1,444	\$2,206	\$70
Services (Total)	\$436	\$171	\$257	\$9
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$364	\$143	\$214	\$7
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$20	\$8	\$12	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$53	\$21	\$31	\$1
Materials & Supplies (Total)	\$44	\$17	\$26	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$44	\$17	\$26	\$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)	\$446	\$174	\$263	\$9
Dues And Subscriptions	\$8	\$3	\$5	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$2	\$1	\$1	\$0
Interview & Relocation	\$4	\$2	\$3	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$429	\$168	\$253	\$8
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$926	\$363	\$546	\$18
TOTAL COST	\$4,647	\$1,806	\$2,752	\$89


 Agreed to
 Ethel Roy
 Director, Talent Acquisition

Date 6/12/2013

OPERATING COST BY MODE
Civil Rights Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$842	\$327	\$499	\$16
Full-Time Salaries	\$864	\$335	\$513	\$16
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	\$842	\$327	\$499	\$16
Fringes (Total)	\$380	\$148	\$225	\$7
Fringe Health	\$166	\$65	\$99	\$3
Fringe Pension	\$148	\$57	\$88	\$3
Other Fringe Benefits	\$65	\$25	\$39	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,222	\$474	\$725	\$23
Services (Total)	\$420	\$164	\$247	\$8
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$373	\$146	\$220	\$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	\$38	\$15	\$23	\$1
Materials & Supplies (Total)	\$35	\$14	\$21	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$35	\$14	\$21	\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$12	\$5	\$7	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$6	\$2	\$4	\$0
Business Travel/Public Hrg	\$1	\$1	\$1	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$467	\$182	\$275	\$9
TOTAL COST	\$1,689	\$657	\$1,000	\$32



 Agreed to: James Wynne, Jr.
 Director, Civil Rights

 Date: 6/11/13

OPERATING COST BY MODE
Chief of Staff Administration
APPROVED FY2014 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$470	\$182	\$279	\$9
Full-Time Salaries	\$470	\$182	\$279	\$9
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	\$470	\$182	\$279	\$9
Fringes (Total)	\$212	\$82	\$126	\$4
Fringe Health	\$93	\$36	\$55	\$2
Fringe Pension	\$83	\$32	\$49	\$2
Other Fringe Benefits	\$36	\$14	\$22	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$682	\$264	\$405	\$13
Services (Total)	\$24	\$9	\$14	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$7	\$3	\$4	\$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	\$16	\$6	\$10	\$0
Materials & Supplies (Total)	\$4	\$1	\$2	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$4	\$1	\$2	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$185	\$72	\$110	\$3
Dues And Subscriptions	\$161	\$62	\$96	\$3
Conferences and Meetings	\$13	\$5	\$8	\$0
Business Travel/Public Hrg	\$4	\$2	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$6	\$2	\$4	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$212	\$82	\$126	\$4
TOTAL COST	\$893	\$346	\$531	\$17

Barbara Richardson 6/7/13
 Agreed to _____ Date _____
 Barbara Richardson
 Chief of Staff


OPERATING COST BY MODE
Business Planning Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,067	\$343	\$715	\$9
Full-Time Salaries	\$1,067	\$343	\$715	\$9
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	\$1,067	\$343	\$715	\$9
Fringes (Total)	\$482	\$155	\$323	\$4
Fringe Health	\$211	\$68	\$141	\$2
Fringe Pension	\$188	\$60	\$126	\$2
Other Fringe Benefits	\$83	\$27	\$55	\$1
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,549	\$498	\$1,038	\$13
Services (Total)	\$86	\$12	\$74	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$33	\$7	\$26	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$54	\$5	\$48	\$0
Materials & Supplies (Total)	\$18	\$2	\$16	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$18	\$2	\$16	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$15	\$3	\$12	\$0
Dues And Subscriptions	\$4	\$1	\$2	\$0
Conferences and Meetings	\$5	\$2	\$4	\$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	\$2	\$0	\$2	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$119	\$17	\$101	\$1
TOTAL COST	\$1,668	\$515	\$1,139	\$14

Barbara Richardson 6/7/13
 Agreed to _____ Date
 Barbara Richardson
 Chief of Staff

OPERATING COST BY MODE
Government Relations Summary
APPROVED FY2014 BUDGET

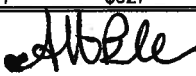
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$934	\$467	\$467	\$0
Full-Time Salaries	\$934	\$467	\$467	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$934	\$467	\$467	\$0
Fringes (Total)	\$422	\$211	\$211	\$0
Fringe Health	\$184	\$92	\$92	\$0
Fringe Pension	\$164	\$82	\$82	\$0
Other Fringe Benefits	\$72	\$36	\$36	\$0
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,355	\$678	\$678	\$0
Services (Total)	\$280	\$140	\$140	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$227	\$113	\$113	\$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	\$27	\$27	\$0
Materials & Supplies (Total)	\$16	\$8	\$8	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$16	\$8	\$8	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$4	\$2	\$2	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$2	\$2	\$0
Miscellaneous (Total)	\$63	\$31	\$31	\$0
Dues And Subscriptions	\$28	\$14	\$14	\$0
Conferences and Meetings	\$7	\$4	\$4	\$0
Business Travel/Public Hrg	\$23	\$12	\$12	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$0	\$0
Other	\$4	\$2	\$2	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$363	\$181	\$181	\$0
TOTAL COST	\$1,718	\$859	\$859	\$0


 Agreed to
 Regina Sullivan
 Director, Government Relations

6/12/13
 Date

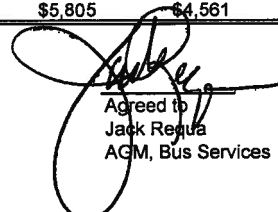
OPERATING COST BY MODE
Office of Performance
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$701	\$272	\$416	\$13
Full-Time Salaries	\$701	\$272	\$416	\$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	\$701	\$272	\$416	\$13
Fringes (Total)	\$316	\$123	\$188	\$6
Fringe Health	\$138	\$54	\$82	\$3
Fringe Pension	\$123	\$48	\$73	\$2
Other Fringe Benefits	\$54	\$21	\$32	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,017	\$394	\$604	\$19
Services (Total)	\$547	\$212	\$325	\$10
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$547	\$212	\$325	\$10
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)	\$38	\$15	\$22	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$38	\$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)	\$15	\$6	\$9	\$0
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$10	\$4	\$6	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$599	\$232	\$356	\$11
TOTAL COST	\$1,617	\$627	\$960	\$30


6/10/13
 Agreed to _____ Date _____
 Andrea Burnside
 Chief, Office of Performance

OPERATING COST BY MODE
COO Bus Summary
APPROVED FY2014 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$2,904	\$2,062	\$820	\$21
Full-Time Salaries	\$2,966	\$2,104	\$840	\$22
Salary Lapse	-\$71	-\$50	-\$20	-\$1
Overtime Salaries	\$8	\$8	\$0	\$0
Wages (Total)	\$699	\$699	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$612	\$612	\$0	\$0
Wage Lapse	-\$12	-\$12	\$0	\$0
Overtime Wages	\$98	\$98	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,602	\$2,761	\$820	\$21
Fringes (Total)	\$1,632	\$1,252	\$370	\$10
Fringe Health	\$712	\$545	\$162	\$4
Fringe Pension	\$633	\$485	\$144	\$4
Other Fringe Benefits	\$284	\$219	\$64	\$2
Workers Compensation	\$3	\$2	\$1	\$0
TOTAL PERSONNEL COST	\$5,234	\$4,013	\$1,191	\$31
Services (Total)	\$406	\$393	\$12	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$29	\$17	\$12	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$5	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$371	\$371	\$0	\$0
Materials & Supplies (Total)	\$149	\$140	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$149	\$140	\$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)	\$16	\$15	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$10	\$10	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$5	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$571	\$548	\$22	\$1
TOTAL COST	\$5,805	\$4,561	\$1,213	\$32

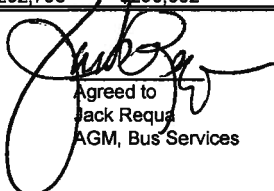


 Agreed to
 Jack Regula
 AGM, Bus Services

Date 4/10/13

OPERATING COST BY MODE
Bus Transportation Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$21,177	\$20,410	\$761	\$5
Full-Time Salaries	\$21,354	\$20,564	\$784	\$6
Salary Lapse	-\$621	-\$596	-\$23	-\$1
Overtime Salaries	\$443	\$443	\$0	\$0
Wages (Total)	\$178,168	\$177,560	\$606	\$1
Operator/StaMgr Wages	\$147,812	\$147,812	\$0	\$0
Operator/StaMgr Overtime	\$24,363	\$24,038	\$325	\$0
Full Time Wages	\$5,844	\$5,553	\$290	\$1
Wage Lapse	-\$169	-\$160	-\$9	\$0
Overtime Wages	\$318	\$318	\$0	\$0
TOTAL SALARIES AND WAGES	\$199,345	\$197,971	\$1,367	\$7
Fringes (Total)	\$91,321	\$90,701	\$617	\$3
Fringe Health	\$39,373	\$39,102	\$270	\$1
Fringe Pension	\$35,037	\$34,796	\$240	\$1
Other Fringe Benefits	\$16,745	\$16,639	\$106	\$1
Workers Compensation	\$165	\$164	\$1	\$0
TOTAL PERSONNEL COST	\$290,665	\$288,671	\$1,985	\$10
Services (Total)	\$951	\$951	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$221	\$221	\$0	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$16	\$16	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$713	\$713	\$0	\$0
Materials & Supplies (Total)	\$655	\$655	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$655	\$655	\$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)	\$413	\$413	\$0	\$0
Property	\$413	\$413	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$112	\$112	\$0	\$0
Dues And Subscriptions	\$1	\$1	\$0	\$0
Conferences and Meetings	\$11	\$11	\$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	\$100	\$100	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,131	\$2,131	\$0	\$0
TOTAL COST	\$292,796	\$290,802	\$1,985	\$10


Agreed to
Jack Requa
AGM, Bus Services

4/10/13
Date

OPERATING COST BY MODE
Bus Maintenance Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$11,359	\$10,799	\$560	\$0
Full-Time Salaries	\$11,342	\$10,778	\$564	\$0
Salary Lapse	-\$321	-\$306	-\$15	\$0
Overtime Salaries	\$338	\$327	\$11	\$0
Wages (Total)	\$50,155	\$48,154	\$2,001	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$47,521	\$45,641	\$1,880	\$0
Wage Lapse	-\$1,330	-\$1,275	-\$55	\$0
Overtime Wages	\$3,964	\$3,788	\$176	\$0
TOTAL SALARIES AND WAGES	\$61,514	\$58,953	\$2,561	\$0
Fringes (Total)	\$28,378	\$27,202	\$1,176	\$0
Fringe Health	\$12,150	\$11,644	\$506	\$0
Fringe Pension	\$10,812	\$10,362	\$450	\$0
Other Fringe Benefits	\$5,365	\$5,148	\$218	\$0
Workers Compensation	\$51	\$49	\$2	\$0
TOTAL PERSONNEL COST	\$89,892	\$86,156	\$3,736	\$0
Services (Total)	\$9,620	\$9,391	\$229	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$120	\$120	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$8,841	\$8,618	\$224	\$0
Custodial Services	\$133	\$133	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$525	\$520	\$5	\$0
Materials & Supplies (Total)	\$24,585	\$20,467	\$4,118	\$0
Fuel and Lubricants	\$7,616	\$4,248	\$3,368	\$0
Tires	\$5,991	\$5,900	\$91	\$0
Other	\$10,979	\$10,320	\$659	\$0
Fuel & Propulsion (Total)	\$41,219	\$41,219	\$0	\$0
Diesel Fuel	\$34,159	\$34,159	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$7,060	\$7,060	\$0	\$0
Utilities (Total)	\$90	\$90	\$0	\$0
Electricity and Gas	\$72	\$72	\$0	\$0
Utilities - Other	\$18	\$18	\$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)	\$50	\$44	\$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	\$40	\$40	\$0	\$0
Reimbursements (Total)	-\$77	-\$77	\$0	\$0
Reimbursements	-\$77	-\$77	\$0	\$0
TOTAL NONPERSONNEL COST	\$75,488	\$71,135	\$4,353	\$0
TOTAL COST	\$165,380	\$157,290	\$8,090	\$0

P.C. Wallace

6-10-13

Agreed to
Phillip Wallace
Managing Director, Bus Maintenance

Date

OPERATING COST BY MODE
Deputy General Manager
APPROVED FY2014 BUDGET

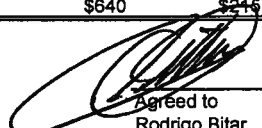
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$337	\$131	\$200	\$6
Full-Time Salaries	\$337	\$131	\$200	\$6
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$337	\$131	\$200	\$6
Fringes (Total)	\$152	\$59	\$90	\$3
Fringe Health	\$67	\$26	\$39	\$1
Fringe Pension	\$59	\$23	\$35	\$1
Other Fringe Benefits	\$26	\$10	\$15	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$489	\$189	\$290	\$9
Services (Total)	\$1,392	\$540	\$827	\$26
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$17	\$7	\$10	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,375	\$533	\$816	\$26
Materials & Supplies (Total)	\$699	\$271	\$415	\$13
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$699	\$271	\$415	\$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)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$19	\$7	\$11	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$2	\$3	\$0
Business Travel/Public Hrg	\$12	\$5	\$7	\$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	\$2,110	\$818	\$1,253	\$39
TOTAL COST	\$2,598	\$1,007	\$1,543	\$48

ART
Agreed to
Rob Troup
DGM Operations

6/10/2013
Date

OPERATING COST BY MODE
TIES AGM Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$407	\$135	\$266	\$6
Full-Time Salaries	\$407	\$135	\$266	\$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	\$407	\$135	\$266	\$6
Fringes (Total)	\$188	\$63	\$122	\$3
Fringe Health	\$80	\$27	\$52	\$1
Fringe Pension	\$72	\$24	\$47	\$1
Other Fringe Benefits	\$36	\$12	\$23	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$595	\$198	\$388	\$10
Services (Total)	\$6	\$2	\$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)	\$15	\$6	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$15	\$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)	\$23	\$9	\$14	\$0
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	\$11	\$4	\$7	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$44	\$17	\$26	\$1
TOTAL COST	\$640	\$215	\$414	\$10


Agreed to
Rodrigo Bitar
AGM/Infrastructure & Engineering Services

6-10-12
Date

OPERATING COST BY MODE
TIES Elevator Escalator Summary
APPROVED FY2014 BUDGET

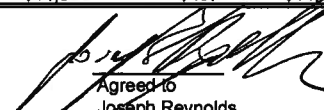
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,421	\$14	\$5,406	\$1
Full-Time Salaries	\$5,309	\$14	\$5,294	\$1
Salary Lapse	-\$89	\$0	-\$89	\$0
Overtime Salaries	\$201	\$0	\$201	\$0
Wages (Total)	\$17,129	\$0	\$17,129	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$16,792	\$0	\$16,792	\$0
Wage Lapse	-\$353	\$0	-\$353	\$0
Overtime Wages	\$690	\$0	\$690	\$0
TOTAL SALARIES AND WAGES	\$22,550	\$14	\$22,535	\$1
Fringes (Total)	\$10,254	\$6	\$10,248	\$0
Fringe Health	\$4,454	\$3	\$4,451	\$0
Fringe Pension	\$3,963	\$2	\$3,961	\$0
Other Fringe Benefits	\$1,818	\$1	\$1,817	\$0
Workers Compensation	\$19	\$0	\$19	\$0
TOTAL PERSONNEL COST	\$32,804	\$20	\$32,783	\$1
Services (Total)	\$6,817	\$0	\$6,817	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$100	\$0	\$100	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$1,755	\$0	\$1,755	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$4,962	\$0	\$4,962	\$0
Materials & Supplies (Total)	\$3,701	\$15	\$3,686	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3,701	\$15	\$3,686	\$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)	\$75	\$0	\$75	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$75	\$0	\$75	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$194	\$0	\$194	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$194	\$0	\$194	\$0
Miscellaneous (Total)	\$48	\$0	\$48	\$0
Dues And Subscriptions	\$7	\$0	\$7	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$10	\$0	\$10	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$13	\$0	\$13	\$0
Other	\$16	\$0	\$16	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$10,835	\$15	\$10,820	\$0
TOTAL COST	\$43,639	\$35	\$43,602	\$1


Agreed to
Lonnie Murray
General Superintendent/ ELES

6/11/13
Date

OPERATING COST BY MODE
TIES Vehicle Program Services
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$7,379	\$280	\$7,096	\$2
Full-Time Salaries	\$7,544	\$280	\$7,262	\$2
Salary Lapse	-\$189	\$0	-\$189	\$0
Overtime Salaries	\$24	\$0	\$24	\$0
Wages (Total)	\$303	\$0	\$303	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$282	\$0	\$282	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$20	\$0	\$20	\$0
TOTAL SALARIES AND WAGES	\$7,681	\$280	\$7,399	\$2
Fringes (Total)	\$3,468	\$126	\$3,341	\$1
Fringe Health	\$1,517	\$55	\$1,461	\$0
Fringe Pension	\$1,350	\$49	\$1,300	\$0
Other Fringe Benefits	\$595	\$22	\$573	\$0
Workers Compensation	\$6	\$0	\$6	\$0
TOTAL PERSONNEL COST	\$11,149	\$407	\$10,740	\$3
Services (Total)	\$3,009	\$0	\$3,009	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,929	\$0	\$2,929	\$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	\$80	\$0	\$80	\$0
Materials & Supplies (Total)	\$420	\$0	\$420	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$420	\$0	\$420	\$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)	\$52	\$0	\$52	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$0	\$4	\$0
Business Travel/Public Hrg	\$41	\$0	\$41	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$0	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,480	\$0	\$3,480	\$0
TOTAL COST	\$14,630	\$407	\$14,220	\$3


 6/10/13
 Agreed to _____ Date
 Joseph Reynolds
 Director/ Chief Vehicle Program Services

OPERATING COST BY MODE
TIES Track & Structure
APPROVED FY2014 BUDGET

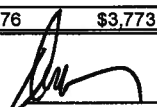
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$7,709	\$43	\$7,664	\$2
Full-Time Salaries	\$7,650	\$43	\$7,604	\$2
Salary Lapse	-\$187	\$0	-\$187	\$0
Overtime Salaries	\$246	\$0	\$246	\$0
Wages (Total)	\$17,324	\$0	\$17,324	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$17,222	\$0	\$17,222	\$0
Wage Lapse	-\$470	\$0	-\$470	\$0
Overtime Wages	\$572	\$0	\$572	\$0
TOTAL SALARIES AND WAGES	\$25,033	\$43	\$24,988	\$2
Fringes (Total)	\$11,438	\$20	\$11,418	\$1
Fringe Health	\$4,944	\$9	\$4,935	\$0
Fringe Pension	\$4,400	\$8	\$4,392	\$0
Other Fringe Benefits	\$2,073	\$3	\$2,070	\$0
Workers Compensation	\$21	\$0	\$21	\$0
TOTAL PERSONNEL COST	\$36,471	\$63	\$36,405	\$3
Services (Total)	\$4,355	\$0	\$4,355	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,182	\$0	\$4,182	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$173	\$0	\$173	\$0
Materials & Supplies (Total)	\$4,938	\$0	\$4,938	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$4,938	\$0	\$4,938	\$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)	\$132	\$0	\$132	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$132	\$0	\$132	\$0
Miscellaneous (Total)	\$59	\$0	\$59	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$1	\$0	\$1	\$0
Business Travel/Public Hrg	\$49	\$0	\$49	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$7	\$0	\$7	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$9,483	\$0	\$9,483	\$0
TOTAL COST	\$45,954	\$63	\$45,888	\$3



 Agreed to
 Darvin Kelly
 General Superintendent/TRST

OPERATING COST BY MODE
TIES System Maintenance
APPROVED FY2014 BUDGET

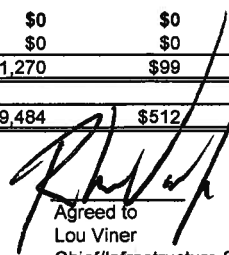
<i>(Dollars In Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$13,561	\$312	\$13,248	\$1
Full-Time Salaries	\$13,066	\$283	\$12,782	\$1
Salary Lapse	-\$368	-\$4	-\$364	\$0
Overtime Salaries	\$863	\$33	\$830	\$0
Wages (Total)	\$55,480	\$1,333	\$54,147	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$54,702	\$1,205	\$53,498	\$0
Wage Lapse	-\$1,611	-\$36	-\$1,575	\$0
Overtime Wages	\$2,389	\$164	\$2,225	\$0
TOTAL SALARIES AND WAGES	\$69,041	\$1,645	\$67,396	\$1
Fringes (Total)	\$31,622	\$745	\$30,876	\$0
Fringe Health	\$13,637	\$325	\$13,312	\$0
Fringe Pension	\$12,135	\$289	\$11,846	\$0
Other Fringe Benefits	\$5,794	\$130	\$5,664	\$0
Workers Compensation	\$57	\$1	\$56	\$0
TOTAL PERSONNEL COST	\$100,663	\$2,390	\$98,272	\$1
Services (Total)	\$6,402	\$363	\$6,039	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6,289	\$363	\$5,926	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$113	\$0	\$113	\$0
Materials & Supplies (Total)	\$9,834	\$654	\$9,181	\$0
Fuel and Lubricants	\$9	\$0	\$9	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9,825	\$654	\$9,171	\$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)	\$1,960	\$365	\$1,595	\$0
Property	\$1,036	\$365	\$670	\$0
Equipment	\$924	\$0	\$924	\$0
Miscellaneous (Total)	\$17	\$0	\$17	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$13	\$0	\$13	\$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	\$18,213	\$1,383	\$16,831	\$0
TOTAL COST	\$118,876	\$3,773	\$115,103	\$1


 Agreed to
 David Newman
 General Superintendent/SMNT

Date
 06/10/13

OPERATING COST BY MODE
TIES Infrastructure Services
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,659	\$284	\$5,375	\$0
Full-Time Salaries	\$5,559	\$284	\$5,275	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$100	\$0	\$100	\$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	\$5,659	\$284	\$5,375	\$0
Fringes (Total)	\$2,555	\$128	\$2,427	\$0
Fringe Health	\$1,118	\$56	\$1,062	\$0
Fringe Pension	\$995	\$50	\$945	\$0
Other Fringe Benefits	\$438	\$22	\$416	\$0
Workers Compensation	\$5	\$0	\$4	\$0
TOTAL PERSONNEL COST	\$8,214	\$412	\$7,802	\$0
Services (Total)	\$754	\$32	\$722	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$353	\$0	\$353	\$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	\$397	\$31	\$367	\$0
Materials & Supplies (Total)	\$421	\$42	\$380	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$421	\$42	\$380	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$8	\$0	\$8	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$8	\$0	\$8	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$86	\$26	\$60	\$0
Dues And Subscriptions	\$17	\$12	\$4	\$0
Conferences and Meetings	\$9	\$5	\$4	\$0
Business Travel/Public Hrg	\$33	\$6	\$27	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$26	\$2	\$24	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,270	\$99	\$1,171	\$0
TOTAL COST	\$9,484	\$512	\$8,972	\$0


 Agreed to
 Lou Viner
 Chief/Infrastructure Services

6/10/13
 Date

OPERATING COST BY MODE
TIES Car Maintenance
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$10,447	\$15	\$10,432	\$1
Full-Time Salaries	\$10,483	\$15	\$10,468	\$1
Salary Lapse	-\$224	\$0	-\$224	\$0
Overtime Salaries	\$188	\$0	\$188	\$0
Wages (Total)	\$62,962	\$0	\$62,962	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$62,377	\$0	\$62,377	\$0
Wage Lapse	-\$1,599	\$0	-\$1,599	\$0
Overtime Wages	\$2,185	\$0	\$2,185	\$0
TOTAL SALARIES AND WAGES	\$73,410	\$15	\$73,394	\$1
Fringes (Total)	\$33,771	\$7	\$33,764	\$0
Fringe Health	\$14,499	\$3	\$14,496	\$0
Fringe Pension	\$12,903	\$3	\$12,900	\$0
Other Fringe Benefits	\$6,308	\$1	\$6,307	\$0
Workers Compensation	\$61	\$0	\$61	\$0
TOTAL PERSONNEL COST	\$107,180	\$21	\$107,158	\$1
Services (Total)	\$3,173	\$0	\$3,173	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$195	\$0	\$195	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$2,764	\$0	\$2,764	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$211	\$0	\$211	\$0
Materials & Supplies (Total)	\$14,660	\$0	\$14,660	\$0
Fuel and Lubricants	\$212	\$0	\$212	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14,448	\$0	\$14,448	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$8	\$0	\$8	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$8	\$0	\$8	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$53	\$0	\$53	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$48	\$0	\$48	\$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	\$17,894	\$0	\$17,894	\$0
TOTAL COST	\$125,075	\$21	\$125,052	\$1

Damon Cannon 6/10/13
 Agreed to Date
 Damon Cannon
 General Superintendent/Car Maintenance

OPERATING COST BY MODE
Plant Maintenance Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$8,679	\$383	\$8,292	\$4
Full-Time Salaries	\$8,667	\$360	\$8,303	\$4
Salary Lapse	-\$215	-\$2	-\$213	\$0
Overtime Salaries	\$227	\$26	\$201	\$0
Wages (Total)	\$40,519	\$4,707	\$35,811	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$40,300	\$4,687	\$35,612	\$1
Wage Lapse	-\$1,086	-\$165	-\$921	\$0
Overtime Wages	\$1,305	\$186	\$1,119	\$0
TOTAL SALARIES AND WAGES	\$49,197	\$5,090	\$44,102	\$5
Fringes (Total)	\$22,506	\$2,363	\$20,141	\$2
Fringe Health	\$9,717	\$1,005	\$8,711	\$1
Fringe Pension	\$8,647	\$895	\$7,751	\$1
Other Fringe Benefits	\$4,101	\$459	\$3,642	\$0
Workers Compensation	\$41	\$4	\$37	\$0
TOTAL PERSONNEL COST	\$71,703	\$7,453	\$64,243	\$7
Services (Total)	\$10,627	\$4,238	\$6,366	\$25
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$2,362	\$709	\$1,653	\$0
Contract Maintenance	\$8,066	\$3,504	\$4,537	\$24
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$199	\$24	\$175	\$0
Materials & Supplies (Total)	\$7,256	\$2,501	\$4,738	\$16
Fuel and Lubricants	\$89	\$88	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7,167	\$2,413	\$4,738	\$16
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$2,379	\$639	\$1,740	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$2,379	\$639	\$1,740	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$195	\$11	\$184	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$195	\$11	\$184	\$0
Miscellaneous (Total)	\$31	\$4	\$27	\$0
Dues And Subscriptions	\$3	\$0	\$3	\$0
Conferences and Meetings	\$3	\$0	\$3	\$0
Business Travel/Public Hrg	\$6	\$0	\$6	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$20	\$4	\$16	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$20,489	\$7,393	\$13,055	\$41
TOTAL COST	\$92,192	\$14,846	\$77,299	\$47

Randall Grooman 6/10/13
 Agreed to Date
 Randall Grooman
 Director/Plant Maintenance

OPERATING COST BY MODE
TIES Intermodal Planning
APPROVED FY2014 BUDGET

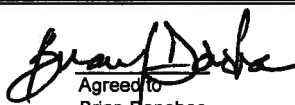
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$327	\$127	\$194	\$6
Full-Time Salaries	\$327	\$127	\$194	\$6
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$327	\$127	\$194	\$6
Fringes (Total)	\$147	\$57	\$88	\$3
Fringe Health	\$65	\$25	\$38	\$1
Fringe Pension	\$57	\$22	\$34	\$1
Other Fringe Benefits	\$25	\$10	\$15	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$474	\$184	\$282	\$9
Services (Total)	\$0	\$0	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$2	\$0	\$2	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2	\$0	\$2	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2	\$0	\$2	\$0
TOTAL COST	\$476	\$184	\$284	\$9


 Agreed to
 James Hughes
 Managing Director/Intermodal Planning

Date 6/11/13

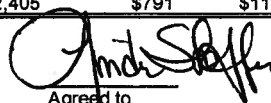
OPERATING COST BY MODE
Labor Relations Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,306	\$506	\$775	\$24
Full-Time Salaries	\$1,306	\$506	\$775	\$24
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	\$1,306	\$506	\$775	\$24
Fringes (Total)	\$590	\$229	\$350	\$11
Fringe Health	\$258	\$100	\$153	\$5
Fringe Pension	\$230	\$89	\$136	\$4
Other Fringe Benefits	\$101	\$39	\$60	\$2
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,895	\$735	\$1,125	\$35
Services (Total)	\$1,217	\$472	\$723	\$23
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,180	\$457	\$701	\$22
Temporary Help	\$4	\$2	\$3	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$33	\$13	\$20	\$1
Materials & Supplies (Total)	\$32	\$12	\$19	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$32	\$12	\$19	\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$16	\$6	\$9	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$6	\$2	\$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	\$1,265	\$490	\$751	\$24
TOTAL COST	\$3,160	\$1,225	\$1,877	\$59

 **6.6.13**
 Agreed to _____ Date
 Brian Donohoe
 Director/Labor Relations

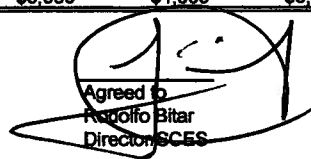
OPERATING COST BY MODE
Operations Management Services
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,699	\$469	\$3,208	\$23
Full-Time Salaries	\$3,693	\$471	\$3,200	\$23
Salary Lapse	-\$43	-\$24	-\$19	\$0
Overtime Salaries	\$49	\$22	\$27	\$0
Wages (Total)	\$4,491	-\$49	\$4,541	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$4,713	\$0	\$4,713	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,191	\$420	\$7,748	\$23
Fringes (Total)	\$3,698	\$190	\$3,498	\$10
Fringe Health	\$1,618	\$83	\$1,530	\$4
Fringe Pension	\$1,440	\$74	\$1,362	\$4
Other Fringe Benefits	\$634	\$32	\$600	\$2
Workers Compensation	\$7	\$0	\$6	\$0
TOTAL PERSONNEL COST	\$11,889	\$609	\$11,247	\$33
Services (Total)	\$422	\$143	\$279	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$380	\$126	\$254	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$42	\$16	\$25	\$1
Materials & Supplies (Total)	\$88	\$37	\$50	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$88	\$37	\$50	\$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)	\$7	\$1	\$5	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$7	\$1	\$5	\$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	\$516	\$181	\$334	\$1
TOTAL COST	\$12,405	\$791	\$11,581	\$34

 6/26/13
 Agreed to _____ Date _____
 Linda Stoffregen
 Director/Operations Management Services

OPERATING COST BY MODE
Supply Chain Enterprise Services
APPROVED FY2014 BUDGET

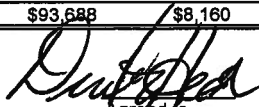
<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$711	\$275	\$423	\$13
Full-Time Salaries	\$677	\$262	\$402	\$13
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$34	\$12	\$21	\$0
Wages (Total)	\$1,502	\$579	\$895	\$27
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,444	\$560	\$858	\$27
Wage Lapse	-\$50	-\$20	-\$30	-\$1
Overtime Wages	\$108	\$39	\$68	\$1
TOTAL SALARIES AND WAGES	\$2,213	\$854	\$1,319	\$39
Fringes (Total)	\$1,020	\$393	\$609	\$18
Fringe Health	\$437	\$169	\$260	\$8
Fringe Pension	\$389	\$150	\$232	\$7
Other Fringe Benefits	\$192	\$74	\$115	\$3
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$3,233	\$1,248	\$1,927	\$57
Services (Total)	\$79	\$31	\$47	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$79	\$31	\$47	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$1,747	\$677	\$1,037	\$33
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,747	\$677	\$1,037	\$33
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)	\$9	\$4	\$6	\$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	\$9	\$4	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,838	\$712	\$1,090	\$34
TOTAL COST	\$5,068	\$1,959	\$3,018	\$92



 Agreed to _____ Date 6-10-13
 Rodolfo Bitar
 Director SCES

OPERATING COST BY MODE
Program Planning and Energy
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$422	\$136	\$279	\$7
Full-Time Salaries	\$422	\$136	\$279	\$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	\$422	\$136	\$279	\$7
Fringes (Total)	\$191	\$62	\$126	\$3
Fringe Health	\$83	\$27	\$55	\$1
Fringe Pension	\$74	\$24	\$49	\$1
Other Fringe Benefits	\$33	\$11	\$22	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$613	\$198	\$405	\$10
Services (Total)	\$64	\$0	\$64	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$62	\$0	\$62	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2	\$0	\$2	\$0
Materials & Supplies (Total)	\$15	\$0	\$15	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$15	\$0	\$15	\$0
Fuel & Propulsion (Total)	\$55,307	\$0	\$55,307	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$55,307	\$0	\$55,307	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$37,689	\$7,962	\$29,661	\$66
Electricity and Gas	\$35,386	\$7,213	\$28,109	\$64
Utilities - Other	\$2,302	\$749	\$1,552	\$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	\$93,075	\$7,962	\$85,047	\$66
TOTAL COST	\$93,688	\$8,160	\$85,452	\$75


Agreed to
Devintia Headen
Director/PPLE

6/10/2013
Date

OPERATING COST BY MODE
TIES Quality Assurance and Warranty
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$2,250	\$872	\$1,336	\$42
Full-Time Salaries	\$2,250	\$872	\$1,336	\$42
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	\$2,250	\$872	\$1,336	\$42
Fringes (Total)	\$1,016	\$394	\$603	\$19
Fringe Health	\$444	\$172	\$264	\$8
Fringe Pension	\$395	\$153	\$235	\$7
Other Fringe Benefits	\$174	\$67	\$103	\$3
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$3,265	\$1,266	\$1,939	\$61
Services (Total)	\$34	\$13	\$20	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$26	\$10	\$16	\$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	\$8	\$3	\$5	\$0
Materials & Supplies (Total)	\$27	\$11	\$16	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$27	\$11	\$16	\$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)	\$24	\$9	\$15	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$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	\$12	\$5	\$7	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$86	\$33	\$51	\$2
TOTAL COST	\$3,351	\$1,299	\$1,990	\$62


 Agreed to
 Michael DiNatale
 Director/Quality Assurance & Warranty

6/10/13
 Date

OPERATING COST BY MODE
Rail Operations Control Center
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$8,621	\$14	\$8,606	\$1
Full-Time Salaries	\$8,308	\$14	\$8,294	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$313	\$0	\$313	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,621	\$14	\$8,606	\$1
Fringes (Total)	\$3,895	\$6	\$3,889	\$0
Fringe Health	\$1,703	\$3	\$1,700	\$0
Fringe Pension	\$1,515	\$2	\$1,513	\$0
Other Fringe Benefits	\$670	\$1	\$669	\$0
Workers Compensation	\$7	\$0	\$7	\$0
TOTAL PERSONNEL COST	\$12,516	\$20	\$12,495	\$1
Services (Total)	\$433	\$0	\$433	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$113	\$0	\$113	\$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	\$320	\$0	\$320	\$0
Materials & Supplies (Total)	\$44	\$0	\$44	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$44	\$0	\$44	\$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	\$481	\$0	\$481	\$0
TOTAL COST	\$12,997	\$20	\$12,976	\$1

Charles Dziduch

Agreed to
Charles Dziduch
Director/Rail Operations Control Center

6/17/13
Date

OPERATING COST BY MODE
Training
APPROVED FY2014 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$2,272	\$15	\$2,266	\$1
Full-Time Salaries	\$2,238	\$15	\$2,223	\$1
Salary Lapse	-\$67	\$0	-\$67	\$0
Overtime Salaries	\$100	\$0	\$100	\$0
Wages (Total)	\$3,262	\$0	\$3,262	\$0
Operator/StaMgr Wages	\$3,194	\$0	\$3,194	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$68	\$0	\$68	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$5,533	\$15	\$5,518	\$1
Fringes (Total)	\$2,498	\$7	\$2,491	\$0
Fringe Health	\$1,093	\$3	\$1,090	\$0
Fringe Pension	\$973	\$3	\$970	\$0
Other Fringe Benefits	\$428	\$1	\$427	\$0
Workers Compensation	\$5	\$0	\$5	\$0
TOTAL PERSONNEL COST	\$8,032	\$21	\$8,009	\$1
Services (Total)	\$155	\$0	\$155	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$115	\$0	\$115	\$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	\$40	\$0	\$40	\$0
Materials & Supplies (Total)	\$74	\$0	\$74	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$74	\$0	\$74	\$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	\$228	\$0	\$228	\$0
TOTAL COST	\$8,260	\$21	\$8,238	\$1


 Agreed to _____ Date 6/7/13
 Dr. Lauren Semper-Scott
 Director/Rail Training

OPERATING COST BY MODE
Rail Transportation
APPROVED FY2014 BUDGET

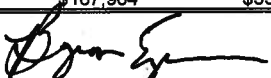
(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$1,007	\$16	\$990	\$1
Full-Time Salaries	\$1,007	\$16	\$990	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,007	\$16	\$990	\$1
Fringes (Total)	\$455	\$7	\$447	\$0
Fringe Health	\$199	\$3	\$196	\$0
Fringe Pension	\$177	\$3	\$174	\$0
Other Fringe Benefits	\$78	\$1	\$77	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,462	\$23	\$1,438	\$1
Services (Total)	\$90	\$0	\$90	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$16	\$0	\$16	\$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	\$74	\$0	\$74	\$0
Materials & Supplies (Total)	\$53	\$0	\$53	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$53	\$0	\$53	\$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	\$0	\$24	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$22	\$0	\$22	\$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	\$167	\$0	\$167	\$0
TOTAL COST	\$1,629	\$23	\$1,605	\$1


Agreed to
Hercules Ballard
Managing Director/RTRA Administration

6/7/13
Date

OPERATING COST BY MODE
Train Operations
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$10,480	\$23	\$10,436	\$1
Full-Time Salaries	\$10,021	\$23	\$9,997	\$1
Salary Lapse	-\$277	\$0	-\$277	\$0
Overtime Salaries	\$716	\$0	\$716	\$0
Wages (Total)	\$104,450	\$0	\$104,450	\$0
Operator/StaMgr Wages	\$86,512	\$0	\$86,512	\$0
Operator/StaMgr Overtime	\$13,379	\$0	\$13,379	\$0
Full Time Wages	\$3,940	\$0	\$3,940	\$0
Wage Lapse	-\$118	\$0	-\$118	\$0
Overtime Wages	\$737	\$0	\$737	\$0
TOTAL SALARIES AND WAGES	\$114,910	\$23	\$114,886	\$1
Fringes (Total)	\$52,409	\$10	\$52,398	\$0
Fringe Health	\$22,696	\$5	\$22,692	\$0
Fringe Pension	\$20,197	\$4	\$20,193	\$0
Other Fringe Benefits	\$9,421	\$2	\$9,419	\$0
Workers Compensation	\$95	\$0	\$95	\$0
TOTAL PERSONNEL COST	\$167,319	\$33	\$167,284	\$2
Services (Total)	\$252	\$0	\$252	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$14	\$0	\$14	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$0	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$237	\$0	\$237	\$0
Materials & Supplies (Total)	\$353	\$0	\$353	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$353	\$0	\$353	\$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)	\$20	\$0	\$20	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$20	\$0	\$20	\$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	\$5	\$0	\$5	\$0
Business Travel/Public Hrg	\$11	\$0	\$11	\$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	\$645	\$0	\$645	\$0
TOTAL COST	\$167,964	\$33	\$167,929	\$2



Agreed to
Byron England
Director/Train Operations

6-10-13
Date

OPERATING COST BY MODE
Rail Operations Scheduling
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,049	\$111	\$933	\$5
Full-Time Salaries	\$1,049	\$111	\$933	\$5
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$407	\$0	\$407	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$375	\$0	\$375	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$32	\$0	\$32	\$0
TOTAL SALARIES AND WAGES	\$1,456	\$111	\$1,339	\$5
Fringes (Total)	\$657	\$50	\$605	\$2
Fringe Health	\$288	\$22	\$265	\$1
Fringe Pension	\$256	\$20	\$235	\$1
Other Fringe Benefits	\$113	\$9	\$104	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$2,114	\$162	\$1,944	\$8
Services (Total)	\$174	\$0	\$174	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$120	\$0	\$120	\$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	\$38	\$0	\$38	\$0
Materials & Supplies (Total)	\$55	\$0	\$55	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$55	\$0	\$55	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$12	\$0	\$12	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$8	\$0	\$8	\$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	\$241	\$0	\$241	\$0
TOTAL COST	\$2,354	\$162	\$2,185	\$8


6/7/2013
 Agreed to _____ Date _____
 Shelly Xie
 Director/Rail Operations Scheduling

OPERATING COST BY MODE
TIES Storerooms & Material Logistics
APPROVED FY2014 BUDGET


(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,236	\$479	\$734	\$23
Full-Time Salaries	\$1,236	\$479	\$734	\$23
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$1,937	\$672	\$1,233	\$32
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,888	\$672	\$1,184	\$32
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$49	\$0	\$49	\$0
TOTAL SALARIES AND WAGES	\$3,173	\$1,151	\$1,967	\$55
Fringes (Total)	\$1,433	\$520	\$888	\$26
Fringe Health	\$627	\$227	\$389	\$11
Fringe Pension	\$558	\$202	\$346	\$10
Other Fringe Benefits	\$246	\$89	\$152	\$4
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$4,606	\$1,670	\$2,856	\$80
Services (Total)	\$61	\$24	\$36	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$54	\$21	\$32	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$7	\$3	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$39	\$16	\$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)	\$10	\$4	\$6	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$1	\$1	\$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	\$1	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$109	\$42	\$65	\$2
TOTAL COST	\$4,716	\$1,713	\$2,920	\$82


 Agreed to
 Pretha Mitchell
 Director/Storerooms & Material Logistics

June 7, 2013
 Date

OPERATING COST BY MODE
CFO Administrative Office
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$367	\$142	\$218	\$7
Full-Time Salaries	\$367	\$142	\$218	\$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	\$367	\$142	\$218	\$7
Fringes (Total)	\$166	\$64	\$99	\$3
Fringe Health	\$73	\$28	\$43	\$1
Fringe Pension	\$65	\$25	\$38	\$1
Other Fringe Benefits	\$28	\$11	\$17	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$533	\$207	\$317	\$10
Services (Total)	\$818	\$317	\$486	\$15
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$803	\$311	\$477	\$15
Temporary Help	\$14	\$6	\$8	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$0	\$0
Materials & Supplies (Total)	\$9	\$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)	\$12	\$5	\$7	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$4	\$1	\$2	\$0
Business Travel/Public Hrg	\$5	\$2	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$839	\$325	\$498	\$16
TOTAL COST	\$1,372	\$532	\$815	\$26


 Agreed to
 Carol Dillon Kissal
 DGMA/CFO

Date 6/18/13

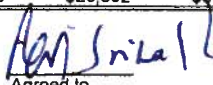
OPERATING COST BY MODE
Accounting Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,500	\$1,358	\$2,074	\$67
Full-Time Salaries	\$3,598	\$1,394	\$2,136	\$67
Salary Lapse	-\$113	-\$41	-\$71	-\$1
Overtime Salaries	\$15	\$5	\$9	\$1
Wages (Total)	\$764	\$296	\$454	\$14
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$740	\$287	\$440	\$14
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$23	\$9	\$14	\$0
TOTAL SALARIES AND WAGES	\$4,263	\$1,654	\$2,528	\$81
Fringes (Total)	\$1,925	\$747	\$1,141	\$37
Fringe Health	\$842	\$327	\$499	\$16
Fringe Pension	\$749	\$291	\$444	\$14
Other Fringe Benefits	\$330	\$128	\$196	\$6
Workers Compensation	\$4	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$6,188	\$2,401	\$3,670	\$118
Services (Total)	\$219	\$85	\$130	\$4
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$178	\$69	\$106	\$3
Temporary Help	\$10	\$4	\$6	\$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)	\$131	\$51	\$77	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$131	\$51	\$77	\$3
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1	\$0	\$1	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$1	\$0
Miscellaneous (Total)	-\$16	-\$6	-\$10	\$0
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	-\$106	-\$41	-\$63	-\$2
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$336	\$131	\$198	\$7
TOTAL COST	\$6,524	\$2,532	\$3,868	\$124

Stephanie Audette 6/10/2013
 Agreed to Date
 Stephanie Audette
 Comptroller

OPERATING COST BY MODE
Treasury Summary Offices
APPROVED FY2014 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,896	\$1,351	\$3,502	\$43
Full-Time Salaries	\$5,050	\$1,424	\$3,583	\$44
Salary Lapse	-\$290	-\$90	-\$199	-\$1
Overtime Salaries	\$135	\$18	\$118	\$0
Wages (Total)	\$3,836	\$390	\$3,446	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$3,907	\$401	\$3,505	\$1
Wage Lapse	-\$108	-\$18	-\$90	\$0
Overtime Wages	\$37	\$6	\$30	\$0
TOTAL SALARIES AND WAGES	\$8,732	\$1,741	\$8,947	\$44
Fringes (Total)	\$21,862	\$7,731	\$13,777	\$353
Fringe Health	\$1,725	\$344	\$1,372	\$9
Fringe Pension	\$1,535	\$306	\$1,221	\$8
Other Fringe Benefits	\$684	\$138	\$543	\$3
Workers Compensation	\$17,918	\$6,943	\$10,641	\$334
TOTAL PERSONNEL COST	\$30,594	\$9,472	\$20,725	\$397
Services (Total)	\$19,428	\$3,021	\$16,333	\$74
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,288	\$1,256	\$1,971	\$60
Temporary Help	\$51	\$20	\$31	\$1
Contract Maintenance	\$4	\$1	\$3	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$16,085	\$1,744	\$14,328	\$12
Materials & Supplies (Total)	\$896	\$200	\$693	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$896	\$200	\$693	\$2
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$30,119	\$11,092	\$16,994	\$2,033
Insurance	\$17,709	\$6,589	\$10,094	\$1,027
Claims	\$12,410	\$4,504	\$6,900	\$1,007
Leases (Total)	\$28	\$11	\$17	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$28	\$11	\$17	\$1
Miscellaneous (Total)	\$465	\$35	\$429	\$1
Dues And Subscriptions	\$19	\$7	\$12	\$0
Conferences and Meetings	\$11	\$3	\$8	\$0
Business Travel/Public Hrg	\$51	\$13	\$37	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$0	\$0
Other	\$384	\$12	\$372	\$0
Reimbursements (Total)	-\$1,140	-\$228	-\$912	\$0
Reimbursements	-\$1,140	-\$228	-\$912	\$0
TOTAL NONPERSONNEL COST	\$49,795	\$14,130	\$33,554	\$2,111
TOTAL COST	\$80,388	\$23,602	\$64,279	\$2,508


 Agreed to
 Raj Srinath
 Treasurer/Treasury

6/10/13
 Date

OPERATING COST BY MODE
Smart Trip Summary
APPROVED FY2014 BUDGET

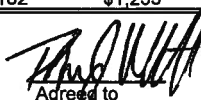
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$210	\$22	\$188	\$0
Full-Time Salaries	\$227	\$26	\$200	\$0
Salary Lapse	-\$17	-\$4	-\$12	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$210	\$22	\$188	\$0
Fringes (Total)	\$95	\$10	\$85	\$0
Fringe Health	\$42	\$4	\$37	\$0
Fringe Pension	\$37	\$4	\$33	\$0
Other Fringe Benefits	\$16	\$2	\$15	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$305	\$32	\$273	\$0
Services (Total)	\$6,915	\$1,383	\$5,532	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$0	\$2	\$0
Temporary Help	\$1	\$0	\$1	\$0
Contract Maintenance	\$2	\$0	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$6,910	\$1,382	\$5,528	\$0
Materials & Supplies (Total)	\$17	\$3	\$14	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$17	\$3	\$14	\$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	\$4	\$15	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$7	\$1	\$6	\$0
Business Travel/Public Hrg	\$9	\$2	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	-\$1,140	-\$228	-\$912	\$0
Reimbursements	-\$1,140	-\$228	-\$912	\$0
TOTAL NONPERSONNEL COST	\$5,811	\$1,162	\$4,649	\$0
TOTAL COST	\$6,116	\$1,195	\$4,922	\$0

Raj Srinath
Agreed to
Raj Srinath
Treasurer/Treasury

6/13/13
Date

OPERATING COST BY MODE
Management & Budget Summary
APPROVED FY2014 BUDGET

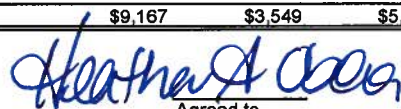
<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$2,027	\$785	\$1,203	\$38
Full-Time Salaries	\$2,093	\$811	\$1,243	\$39
Salary Lapse	-\$66	-\$26	-\$39	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,027	\$785	\$1,203	\$38
Fringes (Total)	\$915	\$355	\$543	\$17
Fringe Health	\$400	\$155	\$238	\$7
Fringe Pension	\$356	\$138	\$212	\$7
Other Fringe Benefits	\$157	\$61	\$93	\$3
Workers Compensation	\$2	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$2,942	\$1,140	\$1,747	\$55
Services (Total)	\$177	\$69	\$105	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$140	\$54	\$83	\$3
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$37	\$15	\$22	\$1
Materials & Supplies (Total)	\$24	\$9	\$15	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$24	\$9	\$15	\$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)	\$38	\$15	\$23	\$1
Dues And Subscriptions	\$23	\$9	\$14	\$0
Conferences and Meetings	\$6	\$2	\$4	\$0
Business Travel/Public Hrg	\$9	\$4	\$6	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$240	\$93	\$143	\$4
TOTAL COST	\$3,182	\$1,233	\$1,889	\$59


 Agreed to _____
 Thomas J. Webster
 Managing Director/Management & Budget Services

Date 7/10/13

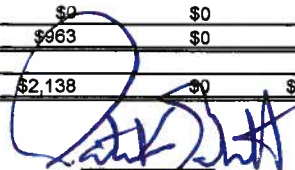
OPERATING COST BY MODE
Procurement Summary Offices
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$5,076	\$1,964	\$3,018	\$93
Full-Time Salaries	\$5,156	\$1,998	\$3,062	\$96
Salary Lapse	-\$183	-\$72	-\$108	-\$4
Overtime Salaries	\$103	\$38	\$65	\$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	\$5,076	\$1,964	\$3,018	\$93
Fringes (Total)	\$2,292	\$887	\$1,363	\$42
Fringe Health	\$1,003	\$388	\$596	\$18
Fringe Pension	\$892	\$345	\$530	\$16
Other Fringe Benefits	\$393	\$152	\$234	\$7
Workers Compensation	\$4	\$2	\$3	\$0
TOTAL PERSONNEL COST	\$7,368	\$2,851	\$4,381	\$135
Services (Total)	\$1,462	\$567	\$868	\$27
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,383	\$536	\$821	\$26
Temporary Help	\$48	\$18	\$28	\$1
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$31	\$12	\$19	\$1
Materials & Supplies (Total)	\$228	\$88	\$135	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$228	\$88	\$135	\$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)	\$2	\$1	\$1	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$2	\$1	\$1	\$0
Miscellaneous (Total)	\$107	\$41	\$63	\$2
Dues And Subscriptions	\$51	\$20	\$30	\$1
Conferences and Meetings	\$12	\$5	\$7	\$0
Business Travel/Public Hrg	\$22	\$8	\$13	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$19	\$8	\$12	\$0
Other	\$3	\$1	\$2	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,799	\$697	\$1,068	\$34
TOTAL COST	\$9,167	\$3,549	\$5,449	\$169


6/10/13
 Agreed to _____ Date _____
 Heather Obora
 Chief/Procurement Officer

OPERATING COST BY MODE
Parking Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$810	\$0	\$810	\$0
Full-Time Salaries	\$780	\$0	\$780	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$30	\$0	\$30	\$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	\$810	\$0	\$810	\$0
Fringes (Total)	\$366	\$0	\$366	\$0
Fringe Health	\$160	\$0	\$160	\$0
Fringe Pension	\$142	\$0	\$142	\$0
Other Fringe Benefits	\$63	\$0	\$63	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,175	\$0	\$1,175	\$0
Services (Total)	\$939	\$0	\$939	\$0
Management Fee	\$160	\$0	\$160	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$125	\$0	\$125	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$654	\$0	\$654	\$0
Materials & Supplies (Total)	\$22	\$0	\$22	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$22	\$0	\$22	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$2	\$0	\$2	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$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	\$963	\$0	\$963	\$0
TOTAL COST	\$2,138	\$0	\$2,138	\$0


 Agreed to
 Patrick Schmitt
 Director/Parking

6-7-13
 Date

OPERATING COST BY MODE
Station Area Planning & Asset Management Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,409	\$300	\$1,109	\$0
Full-Time Salaries	\$1,409	\$300	\$1,109	\$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	\$1,409	\$300	\$1,109	\$0
Fringes (Total)	\$636	\$135	\$501	\$0
Fringe Health	\$278	\$59	\$219	\$0
Fringe Pension	\$248	\$53	\$195	\$0
Other Fringe Benefits	\$109	\$23	\$86	\$0
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$2,046	\$435	\$1,610	\$0
Services (Total)	\$467	\$22	\$445	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$284	\$20	\$264	\$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	\$183	\$2	\$181	\$0
Materials & Supplies (Total)	\$26	\$2	\$24	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$26	\$2	\$24	\$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)	\$20	\$0	\$19	\$0
Dues And Subscriptions	\$5	\$0	\$4	\$0
Conferences and Meetings	\$5	\$0	\$5	\$0
Business Travel/Public Hrg	\$3	\$0	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$3	\$0	\$3	\$0
Other	\$4	\$0	\$4	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$513	\$24	\$488	\$0
TOTAL COST	\$2,558	\$460	\$2,099	\$0



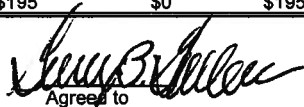
Agreed to
Stanley Wall
Director/Station Area Planning & Asset Management

6/10/2013

Date

OPERATING COST BY MODE
New Electric Pay Program
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$124	\$0	\$124	\$0
Full-Time Salaries	\$124	\$0	\$124	\$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	\$124	\$0	\$124	\$0
Fringes (Total)	\$56	\$0	\$56	\$0
Fringe Health	\$25	\$0	\$25	\$0
Fringe Pension	\$22	\$0	\$22	\$0
Other Fringe Benefits	\$10	\$0	\$10	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$180	\$0	\$180	\$0
Services (Total)	\$0	\$0	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$2	\$0	\$2	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2	\$0	\$2	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$13	\$0	\$13	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$12	\$0	\$12	\$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	\$15	\$0	\$15	\$0
TOTAL COST	\$195	\$0	\$195	\$0

 6/7/13
 Agreed to _____ Date
 Greg Garback
 Director/NEPP

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,193	\$0	\$0	\$4,193
Full-Time Salaries	\$4,238	\$0	\$0	\$4,238
Salary Lapse	-\$65	\$0	\$0	-\$65
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	\$4,193	\$0	\$0	\$4,193
Fringes (Total)	\$1,893	\$0	\$0	\$1,893
Fringe Health	\$828	\$0	\$0	\$828
Fringe Pension	\$737	\$0	\$0	\$737
Other Fringe Benefits	\$325	\$0	\$0	\$325
Workers Compensation	\$3	\$0	\$0	\$3
TOTAL PERSONNEL COST	\$6,087	\$0	\$0	\$6,087
Services (Total)	\$90,469	\$0	\$0	\$90,469
Management Fee	\$6	\$0	\$0	\$6
Professional & Technical	\$2,010	\$0	\$0	\$2,010
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$85,983	\$0	\$0	\$85,983
Other	\$2,470	\$0	\$0	\$2,470
Materials & Supplies (Total)	\$10,277	\$0	\$0	\$10,277
Fuel and Lubricants	\$10,000	\$0	\$0	\$10,000
Tires	\$0	\$0	\$0	\$0
Other	\$277	\$0	\$0	\$277
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)	\$892	\$0	\$0	\$892
Property	\$892	\$0	\$0	\$892
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$43	\$0	\$0	\$43
Dues And Subscriptions	\$2	\$0	\$0	\$2
Conferences and Meetings	\$6	\$0	\$0	\$6
Business Travel/Public Hrg	\$30	\$0	\$0	\$30
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	\$101,681	\$0	\$0	\$101,681
TOTAL COST	\$107,768	\$0	\$0	\$107,768


 Agreed to
 Christian T. Kent
 AGM/Access Services

Date 6/7/13

OPERATING COST BY MODE
MACS Summary Offices
APPROVED FY2014 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$1,457	\$0	\$0	\$1,457
Full-Time Salaries	\$1,501	\$0	\$0	\$1,501
Salary Lapse	-\$43	\$0	\$0	-\$43
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,457	\$0	\$0	\$1,457
Fringes (Total)	\$658	\$0	\$0	\$658
Fringe Health	\$288	\$0	\$0	\$288
Fringe Pension	\$256	\$0	\$0	\$256
Other Fringe Benefits	\$113	\$0	\$0	\$113
Workers Compensation	\$1	\$0	\$0	\$1
TOTAL PERSONNEL COST	\$2,115	\$0	\$0	\$2,115
Services (Total)	\$88,534	\$0	\$0	\$88,534
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,526	\$0	\$0	\$1,526
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$85,983	\$0	\$0	\$85,983
Other	\$1,026	\$0	\$0	\$1,026
Materials & Supplies (Total)	\$10,192	\$0	\$0	\$10,192
Fuel and Lubricants	\$10,000	\$0	\$0	\$10,000
Tires	\$0	\$0	\$0	\$0
Other	\$192	\$0	\$0	\$192
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)	\$892	\$0	\$0	\$892
Property	\$892	\$0	\$0	\$892
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$18	\$0	\$0	\$18
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$0	\$0	\$2
Business Travel/Public Hrg	\$16	\$0	\$0	\$16
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	\$99,637	\$0	\$0	\$99,637
TOTAL COST	\$101,752	\$0	\$0	\$101,752


 Agreed to _____ Date 6/20/13
 Omari June
 Director/MetroAccess Services

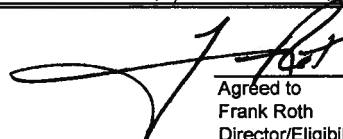
OPERATING COST BY MODE
ADA Policy & Planning Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$738	\$0	\$0	\$738
Full-Time Salaries	\$738	\$0	\$0	\$738
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	\$738	\$0	\$0	\$738
Fringes (Total)	\$333	\$0	\$0	\$333
Fringe Health	\$146	\$0	\$0	\$146
Fringe Pension	\$130	\$0	\$0	\$130
Other Fringe Benefits	\$57	\$0	\$0	\$57
Workers Compensation	\$1	\$0	\$0	\$1
TOTAL PERSONNEL COST	\$1,071	\$0	\$0	\$1,071
Services (Total)	\$182	\$0	\$0	\$182
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$86	\$0	\$0	\$86
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$96	\$0	\$0	\$96
Materials & Supplies (Total)	\$29	\$0	\$0	\$29
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$29	\$0	\$0	\$29
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	\$0	\$0	\$15
Dues And Subscriptions	\$1	\$0	\$0	\$1
Conferences and Meetings	\$1	\$0	\$0	\$1
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	\$226	\$0	\$0	\$226
TOTAL COST	\$1,297	\$0	\$0	\$1,297

 6/17/13
 Agreed to _____ Date
 Christiaan Blake
 Director/ADA Policy and Planning

OPERATING COST BY MODE
Eligibility Certification & Outreach Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,233	\$0	\$0	\$1,233
Full-Time Salaries	\$1,212	\$0	\$0	\$1,212
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	\$1,233	\$0	\$0	\$1,233
Fringes (Total)	\$557	\$0	\$0	\$557
Fringe Health	\$243	\$0	\$0	\$243
Fringe Pension	\$217	\$0	\$0	\$217
Other Fringe Benefits	\$95	\$0	\$0	\$95
Workers Compensation	\$1	\$0	\$0	\$1
TOTAL PERSONNEL COST	\$1,789	\$0	\$0	\$1,789
Services (Total)	\$1,150	\$0	\$0	\$1,150
Management Fee	\$6	\$0	\$0	\$6
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	\$1,144	\$0	\$0	\$1,144
Materials & Supplies (Total)	\$9	\$0	\$0	\$9
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9	\$0	\$0	\$9
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	\$0	\$4
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
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	\$1,163	\$0	\$0	\$1,163
TOTAL COST	\$2,952	\$0	\$0	\$2,952


 Agreed to
 Frank Roth
 Director/Eligibility Certification & Outreach

6-7-13
 Date

OPERATING COST BY MODE
Information Technology Admin.
APPROVED FY2014 BUDGET

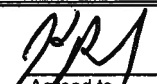
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$314	\$122	\$187	\$6
Full-Time Salaries	\$318	\$123	\$189	\$6
Salary Lapse	-\$3	-\$1	-\$2	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr 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	\$314	\$122	\$187	\$6
Fringes (Total)	\$142	\$55	\$84	\$3
Fringe Health	\$62	\$24	\$37	\$1
Fringe Pension	\$55	\$21	\$33	\$1
Other Fringe Benefits	\$24	\$9	\$14	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$456	\$177	\$271	\$8
Services (Total)	\$64	\$25	\$38	\$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	\$64	\$25	\$38	\$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)	\$20	\$8	\$12	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$16	\$6	\$10	\$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	\$105	\$41	\$62	\$2
TOTAL COST	\$561	\$217	\$333	\$10

KRM
Agreed to
Kevin Borek
AGM, Information Technology

6-11-13
Date

OPERATING COST BY MODE
Enterprise Architecture
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$866	\$336	\$514	\$16
Full-Time Salaries	\$886	\$344	\$526	\$17
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	\$866	\$336	\$514	\$16
Fringes (Total)	\$391	\$152	\$232	\$7
Fringe Health	\$171	\$66	\$102	\$3
Fringe Pension	\$152	\$59	\$90	\$3
Other Fringe Benefits	\$67	\$26	\$40	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,257	\$487	\$746	\$23
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	\$1,257	\$487	\$746	\$23


Agreed to
Kevin Borek
AGM, Information Technology

6-11-13
Date

OPERATING COST BY MODE
Application Dev. & Operations
APPROVED FY2014 BUDGET

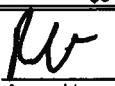
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$5,155	\$1,998	\$3,061	\$96
Full-Time Salaries	\$5,314	\$2,060	\$3,155	\$99
Salary Lapse	-\$159	-\$62	-\$95	-\$3
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$484	\$187	\$287	\$9
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$458	\$178	\$272	\$9
Wage Lapse	-\$14	-\$5	-\$8	\$0
Overtime Wages	\$39	\$15	\$23	\$1
TOTAL SALARIES AND WAGES	\$5,638	\$2,185	\$3,348	\$105
Fringes (Total)	\$2,546	\$987	\$1,512	\$47
Fringe Health	\$1,114	\$432	\$661	\$21
Fringe Pension	\$991	\$384	\$588	\$18
Other Fringe Benefits	\$436	\$169	\$259	\$8
Workers Compensation	\$5	\$2	\$3	\$0
TOTAL PERSONNEL COST	\$8,184	\$3,172	\$4,860	\$153
Services (Total)	\$7,076	\$2,742	\$4,201	\$132
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,654	\$641	\$982	\$31
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5,421	\$2,101	\$3,219	\$101
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$167	\$65	\$99	\$3
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$167	\$65	\$99	\$3
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$7,242	\$2,807	\$4,300	\$135
TOTAL COST	\$15,426	\$5,979	\$9,160	\$287


 Agreed to
 Robert Kramer
 Chief, Applications Development & Operations

6/12/2013
 Date

OPERATING COST BY MODE
Enterprise Web Portal
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,282	\$497	\$761	\$24
Full-Time Salaries	\$1,321	\$512	\$785	\$25
Salary Lapse	-\$40	-\$15	-\$24	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,282	\$497	\$761	\$24
Fringes (Total)	\$579	\$224	\$344	\$11
Fringe Health	\$253	\$98	\$150	\$5
Fringe Pension	\$225	\$87	\$134	\$4
Other Fringe Benefits	\$99	\$38	\$59	\$2
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,860	\$721	\$1,105	\$35
Services (Total)	\$243	\$94	\$145	\$5
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$243	\$94	\$145	\$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	\$243	\$94	\$145	\$5
TOTAL COST	\$2,104	\$815	\$1,249	\$39


 Agreed to
 Rob Kramer
 Chief, Enterprise Web Portal & GIS

Date
 6/14/2013

OPERATING COST BY MODE
Project Management
APPROVED FY2014 BUDGET


<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$378	\$147	\$225	\$7
Full-Time Salaries	\$399	\$155	\$237	\$7
Salary Lapse	-\$21	-\$8	-\$13	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$378	\$147	\$225	\$7
Fringes (Total)	\$171	\$66	\$101	\$3
Fringe Health	\$75	\$29	\$44	\$1
Fringe Pension	\$66	\$26	\$39	\$1
Other Fringe Benefits	\$29	\$11	\$17	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$549	\$213	\$326	\$10
Services (Total)	\$49	\$19	\$29	\$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	\$49	\$19	\$29	\$1
Materials & Supplies (Total)	\$218	\$84	\$129	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$218	\$84	\$129	\$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	\$267	\$104	\$159	\$5
TOTAL COST	\$816	\$316	\$485	\$15


 Agreed to
 Mary Bauer
 Chief, Project Mangement Operations

6-10-2013
 Date

OPERATING COST BY MODE
Business Process Re-Engineering
APPROVED FY2014 BUDGET

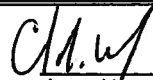
(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	\$616	\$239	\$366	\$11
Full-Time Salaries	\$631	\$245	\$375	\$12
Salary Lapse	-\$15	-\$6	-\$9	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$616	\$239	\$366	\$11
Fringes (Total)	\$278	\$108	\$165	\$5
Fringe Health	\$122	\$47	\$72	\$2
Fringe Pension	\$108	\$42	\$64	\$2
Other Fringe Benefits	\$48	\$18	\$28	\$1
Workers Compensation	\$1	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$894	\$347	\$531	\$17
Services (Total)	\$161	\$63	\$96	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$161	\$63	\$96	\$3
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	\$161	\$63	\$96	\$3
TOTAL COST	\$1,056	\$409	\$627	\$20


 Agreed to
 Elizabeth Durham
 Chief, Business Process Re-Engineering

10 June 2013
 Date

OPERATING COST BY MODE
Network and Communications
APPROVED FY2014 BUDGET

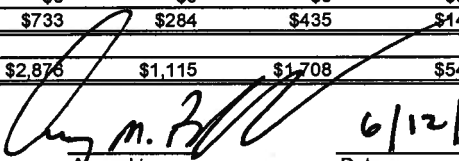
<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,073	\$1,191	\$1,825	\$57
Full-Time Salaries	\$3,152	\$1,222	\$1,872	\$59
Salary Lapse	-\$95	-\$37	-\$56	-\$2
Overtime Salaries	\$16	\$6	\$9	\$0
Wages (Total)	\$2,093	\$811	\$1,243	\$39
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,937	\$751	\$1,150	\$36
Wage Lapse	-\$58	-\$23	-\$35	-\$1
Overtime Wages	\$214	\$83	\$127	\$4
TOTAL SALARIES AND WAGES	\$5,167	\$2,002	\$3,068	\$96
Fringes (Total)	\$2,333	\$904	\$1,385	\$43
Fringe Health	\$1,020	\$396	\$606	\$19
Fringe Pension	\$908	\$352	\$539	\$17
Other Fringe Benefits	\$400	\$155	\$237	\$7
Workers Compensation	\$4	\$2	\$3	\$0
TOTAL PERSONNEL COST	\$7,499	\$2,907	\$4,453	\$140
Services (Total)	\$4,928	\$1,910	\$2,926	\$92
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$162	\$83	\$96	\$3
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$1,816	\$704	\$1,078	\$34
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,950	\$1,143	\$1,752	\$55
Materials & Supplies (Total)	\$726	\$281	\$431	\$14
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$726	\$281	\$431	\$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)	\$1,294	\$501	\$768	\$24
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,294	\$501	\$768	\$24
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$8	\$3	\$5	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$6,956	\$2,696	\$4,130	\$130
TOTAL COST	\$14,455	\$5,603	\$8,583	\$269


 Agreed to
 Charles Wolfe
 Chief, Network & Communications

6-11-13
 Date

OPERATING COST BY MODE
IT Security
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,476	\$572	\$876	\$28
Full-Time Salaries	\$1,522	\$590	\$904	\$28
Salary Lapse	-\$46	-\$18	-\$27	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,476	\$572	\$876	\$28
Fringes (Total)	\$666	\$258	\$396	\$12
Fringe Health	\$292	\$113	\$173	\$5
Fringe Pension	\$259	\$101	\$154	\$5
Other Fringe Benefits	\$114	\$44	\$68	\$2
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$2,142	\$830	\$1,272	\$40
Services (Total)	\$733	\$284	\$435	\$14
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$733	\$284	\$435	\$14
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	\$733	\$284	\$435	\$14
TOTAL COST	\$2,876	\$1,115	\$1,708	\$54


 Agreed to _____ Date 6/12/13
 Adam Myers
 Chief, IT Security

OPERATING COST BY MODE
Data Center Infrastructure
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,918	\$1,518	\$2,326	\$73
Full-Time Salaries	\$4,000	\$1,550	\$2,375	\$75
Salary Lapse	-\$120	-\$47	-\$71	-\$2
Overtime Salaries	\$38	\$15	\$22	\$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	\$3,918	\$1,518	\$2,326	\$73
Fringes (Total)	\$1,769	\$686	\$1,050	\$33
Fringe Health	\$774	\$300	\$459	\$14
Fringe Pension	\$689	\$267	\$409	\$13
Other Fringe Benefits	\$303	\$118	\$180	\$6
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$5,687	\$2,204	\$3,377	\$106
Services (Total)	\$7,609	\$2,949	\$4,518	\$142
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$233	\$90	\$139	\$4
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$7,375	\$2,858	\$4,379	\$137
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
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)	\$1,391	\$442	\$884	\$65
Property	\$0	\$0	\$0	\$0
Equipment	\$1,391	\$442	\$884	\$65
Miscellaneous (Total)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	-\$1,391	-\$442	-\$884	-\$65
Reimbursements	-\$1,391	-\$442	-\$884	-\$65
TOTAL NONPERSONNEL COST	\$7,629	\$2,957	\$4,530	\$142
TOTAL COST	\$13,315	\$5,161	\$7,907	\$248



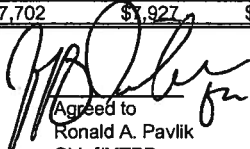
Agreed to
Claude Swanson
Chief, Data Center & Infrastructure

6.10.13

Date

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2014 BUDGET

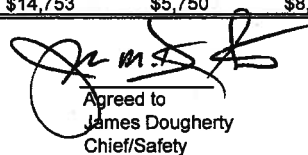
<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$50,769	\$4,849	\$45,872	\$48
Full-Time Salaries	\$46,916	\$4,383	\$42,485	\$48
Salary Lapse	-\$1,418	-\$49	-\$1,369	\$0
Overtime Salaries	\$5,271	\$515	\$4,756	\$0
Wages (Total)	\$287	\$216	\$71	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$252	\$189	\$63	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$35	\$27	\$8	\$0
TOTAL SALARIES AND WAGES	\$51,056	\$5,066	\$45,943	\$48
Fringes (Total)	\$23,389	\$2,348	\$21,019	\$22
Fringe Health	\$10,084	\$1,001	\$9,074	\$10
Fringe Pension	\$8,974	\$890	\$8,075	\$8
Other Fringe Benefits	\$4,289	\$453	\$3,832	\$4
Workers Compensation	\$42	\$4	\$38	\$0
TOTAL PERSONNEL COST	\$74,445	\$7,413	\$66,962	\$70
Services (Total)	\$1,380	\$280	\$1,100	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$598	\$68	\$530	\$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	\$782	\$212	\$570	\$0
Materials & Supplies (Total)	\$1,533	\$209	\$1,324	\$0
Fuel and Lubricants	\$3	\$0	\$3	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,530	\$209	\$1,322	\$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)	\$288	\$14	\$273	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$288	\$14	\$273	\$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)	\$56	\$10	\$46	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$20	\$4	\$16	\$0
Business Travel/Public Hrg	\$27	\$5	\$22	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$10	\$1	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,257	\$513	\$2,744	\$0
TOTAL COST	\$77,702	\$7,927	\$69,706	\$70


 Agreed to
 Ronald A. Pavlik
 Chief/MTPD

Date
 6/17/13

OPERATING COST BY MODE
System Safety & Environmental Management
APPROVED FY2014 BUDGET

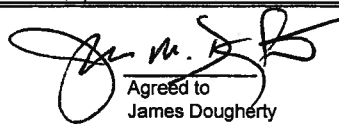
<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,668	\$1,422	\$2,178	\$68
Full-Time Salaries	\$3,668	\$1,422	\$2,178	\$68
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,668	\$1,422	\$2,178	\$68
Fringes (Total)	\$1,662	\$645	\$987	\$31
Fringe Health	\$725	\$281	\$430	\$14
Fringe Pension	\$645	\$250	\$383	\$12
Other Fringe Benefits	\$290	\$113	\$172	\$5
Workers Compensation	\$3	\$1	\$2	\$0
TOTAL PERSONNEL COST	\$5,331	\$2,067	\$3,165	\$99
Services (Total)	\$8,606	\$3,336	\$5,110	\$160
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$5,304	\$2,056	\$3,149	\$99
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$10	\$4	\$6	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,293	\$1,276	\$1,955	\$61
Materials & Supplies (Total)	\$674	\$284	\$381	\$9
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$674	\$284	\$381	\$9
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)	\$16	\$6	\$10	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$16	\$6	\$10	\$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)	\$125	\$56	\$68	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$123	\$55	\$66	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$9,422	\$3,683	\$5,568	\$171
TOTAL COST	\$14,753	\$5,750	\$8,733	\$270


 Agreed to
 James Dougherty
 Chief/Safety

6/12/2013
 Date

OPERATING COST BY MODE
Quality Assurance
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,117	\$433	\$664	\$21
Full-Time Salaries	\$1,117	\$433	\$664	\$21
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	\$1,117	\$433	\$664	\$21
Fringes (Total)	\$505	\$196	\$300	\$9
Fringe Health	\$221	\$86	\$131	\$4
Fringe Pension	\$196	\$76	\$117	\$4
Other Fringe Benefits	\$86	\$34	\$51	\$2
Workers Compensation	\$1	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$1,622	\$629	\$963	\$30
Services (Total)	\$11	\$4	\$7	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$9	\$4	\$6	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2	\$1	\$1	\$0
Materials & Supplies (Total)	\$19	\$7	\$11	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$19	\$7	\$11	\$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	\$31	\$12	\$18	\$1
TOTAL COST	\$1,653	\$640	\$981	\$31


 Agreed to
 James Dougherty
 Chief/Safety

6/12/2013
 Date

OPERATING COST BY MODE
Customer Services, Communications & Marketing Administration
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$332	\$129	\$197	\$6
Full-Time Salaries	\$332	\$129	\$197	\$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	\$332	\$129	\$197	\$6
Fringes (Total)	\$150	\$58	\$89	\$3
Fringe Health	\$66	\$25	\$39	\$1
Fringe Pension	\$58	\$23	\$35	\$1
Other Fringe Benefits	\$26	\$10	\$15	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$481	\$187	\$286	\$9
Services (Total)	\$101	\$39	\$60	\$2
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	\$101	\$39	\$60	\$2
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)	\$13	\$5	\$8	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$4	\$2	\$3	\$0
Business Travel/Public Hrg	\$2	\$1	\$1	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$121	\$47	\$72	\$2
TOTAL COST	\$602	\$233	\$357	\$11


6/24/13
 Agreed to _____ Date _____
 Lynn Bowersox
 AGM/Customer Service, Communications & Marketing

OPERATING COST BY MODE
Public Relations Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,550	\$775	\$775	\$0
Full-Time Salaries	\$1,592	\$796	\$796	\$0
Salary Lapse	-\$48	-\$24	-\$24	\$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	\$1,550	\$775	\$775	\$0
Fringes (Total)	\$700	\$350	\$350	\$0
Fringe Health	\$306	\$153	\$153	\$0
Fringe Pension	\$272	\$136	\$136	\$0
Other Fringe Benefits	\$120	\$60	\$60	\$0
Workers Compensation	\$1	\$1	\$1	\$0
TOTAL PERSONNEL COST	\$2,250	\$1,125	\$1,125	\$0
Services (Total)	\$134	\$72	\$62	\$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	\$134	\$72	\$62	\$0
Materials & Supplies (Total)	\$54	\$27	\$27	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$54	\$27	\$27	\$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)	\$177	\$79	\$98	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$6	\$3	\$3	\$0
Business Travel/Public Hrg	\$5	\$3	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$0	\$0
Other	\$165	\$73	\$92	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$365	\$178	\$187	\$0
TOTAL COST	\$2,615	\$1,303	\$1,312	\$0


 Agreed to _____ Date 6.24.13
 Lynn Bowersox
 AGM/Customer Service, Communications and Marketing

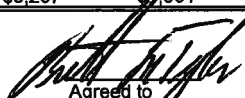
OPERATING COST BY MODE
Marketing & Advert. Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,712	\$513	\$1,198	\$0
Full-Time Salaries	\$1,729	\$524	\$1,204	\$0
Salary Lapse	-\$52	-\$16	-\$36	\$0
Overtime Salaries	\$34	\$5	\$30	\$0
Wages (Total)	\$490	\$0	\$490	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$480	\$0	\$480	\$0
Wage Lapse	-\$14	\$0	-\$14	\$0
Overtime Wages	\$24	\$0	\$24	\$0
TOTAL SALARIES AND WAGES	\$2,201	\$513	\$1,688	\$0
Fringes (Total)	\$994	\$232	\$762	\$0
Fringe Health	\$435	\$101	\$333	\$0
Fringe Pension	\$387	\$90	\$297	\$0
Other Fringe Benefits	\$170	\$40	\$131	\$0
Workers Compensation	\$2	\$0	\$1	\$0
TOTAL PERSONNEL COST	\$3,195	\$745	\$2,450	\$0
Services (Total)	\$1,840	\$900	\$939	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$25	\$12	\$12	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,815	\$888	\$927	\$0
Materials & Supplies (Total)	\$999	\$61	\$937	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$999	\$61	\$937	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$2,692	\$1,147	\$1,545	\$0
Dues And Subscriptions	\$3	\$2	\$2	\$0
Conferences and Meetings	\$6	\$3	\$3	\$0
Business Travel/Public Hrg	\$6	\$3	\$3	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,647	\$1,122	\$1,525	\$0
Other	\$30	\$18	\$12	\$0
Reimbursements (Total)	-\$2,587	\$0	-\$2,587	\$0
Reimbursements	-\$2,587	\$0	-\$2,587	\$0
TOTAL NONPERSONNEL COST	\$2,943	\$2,109	\$834	\$0
TOTAL COST	\$6,138	\$2,854	\$3,284	\$0

Jawauna Greene 6/7/13
 Agreed to Date
 Jawauna M. Greene
 Director/Marketing & Advertising

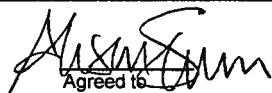
OPERATING COST BY MODE
Customer Service Summary
APPROVED FY2014 BUDGET

<i>(Dollars In Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,320	\$1,151	\$702	\$467
Full-Time Salaries	\$2,340	\$1,171	\$718	\$451
Salary Lapse	-\$70	-\$35	-\$22	-\$14
Overtime Salaries	\$50	\$15	\$5	\$30
Wages (Total)	\$2,502	\$1,569	\$911	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,143	\$1,334	\$787	\$23
Wage Lapse	-\$61	-\$38	-\$22	-\$1
Overtime Wages	\$419	\$273	\$147	\$0
TOTAL SALARIES AND WAGES	\$4,822	\$2,720	\$1,613	\$489
Fringes (Total)	\$2,177	\$1,228	\$728	\$221
Fringe Health	\$952	\$537	\$319	\$97
Fringe Pension	\$847	\$478	\$284	\$86
Other Fringe Benefits	\$373	\$211	\$125	\$38
Workers Compensation	\$4	\$2	\$1	\$0
TOTAL PERSONNEL COST	\$6,999	\$3,948	\$2,342	\$710
Services (Total)	\$393	\$208	\$137	\$48
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$12	\$7	\$5	\$0
Contract Maintenance	\$197	\$99	\$77	\$20
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$184	\$101	\$55	\$28
Materials & Supplies (Total)	\$68	\$38	\$20	\$10
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$68	\$38	\$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)	\$165	\$91	\$50	\$25
Electricity and Gas	\$165	\$91	\$50	\$25
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)	\$615	\$338	\$184	\$92
Property	\$0	\$0	\$0	\$0
Equipment	\$615	\$338	\$184	\$92
Miscellaneous (Total)	\$17	\$9	\$6	\$2
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$17	\$9	\$6	\$2
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,258	\$684	\$398	\$177
TOTAL COST	\$8,257	\$4,631	\$2,739	\$887


4/19/13
 Agreed to _____ Date _____
 Brett M. Tyler
 Director/Customer Service Support

OPERATING COST BY MODE
Customer Research Summary
APPROVED FY2014 BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$217	\$109	\$109	\$0
Full-Time Salaries	\$217	\$109	\$109	\$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	\$217	\$109	\$109	\$0
Fringes (Total)	\$98	\$49	\$49	\$0
Fringe Health	\$43	\$21	\$21	\$0
Fringe Pension	\$38	\$19	\$19	\$0
Other Fringe Benefits	\$17	\$8	\$8	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$316	\$158	\$158	\$0
Services (Total)	\$907	\$403	\$505	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$352	\$125	\$227	\$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	\$555	\$278	\$278	\$0
Materials & Supplies (Total)	\$7	\$4	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$4	\$4	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$6	\$3	\$3	\$0
Dues And Subscriptions	\$1	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$5	\$3	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$920	\$409	\$511	\$0
TOTAL COST	\$1,236	\$567	\$669	\$0


6/7/2013
 Agreed to _____ Date _____
 Alison Simon
 Director/Customer Research

Appendix D.

Key Performance Indicators.....D-1

Appendix D. Key Performance Indicators (KPI)

This appendix contains information on Metro's operational performance through CY2012. Source: Vital Signs Report published in February 2013

Introduction to this report

As a regional transportation system, Metro's system-wide performance is captured in the Vital Signs Report. The Vital Signs Report provides analysis of a small number of key performance indicators (KPI's) that monitor long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.

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 drive improvement.

The Vital Signs Report demonstrates Metro's commitment to be transparent and accountable to our Board of Directors, jurisdictional stakeholders and the public. This report documents performance results and strives to hold WMATA's management accountable for what is working, what is not working, and why.

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Strategic Framework Overview

There are five strategic goals that provide a framework to quantify and measure how well Metro is performing. Each of the goals has underlying objectives intended to guide all employees in the execution of their duties. Although Metro is working on all goals and objectives only a select number of performance measures are presented in the Vital Signs Report to provide a high-level view of agency progress.

5 Goals

- | | |
|-------|--|
| Goals | 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 Brightest |
| | 5. <u>Maintain</u> and <u>Enhance</u> Metro's Image |

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 meet future demand
	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.

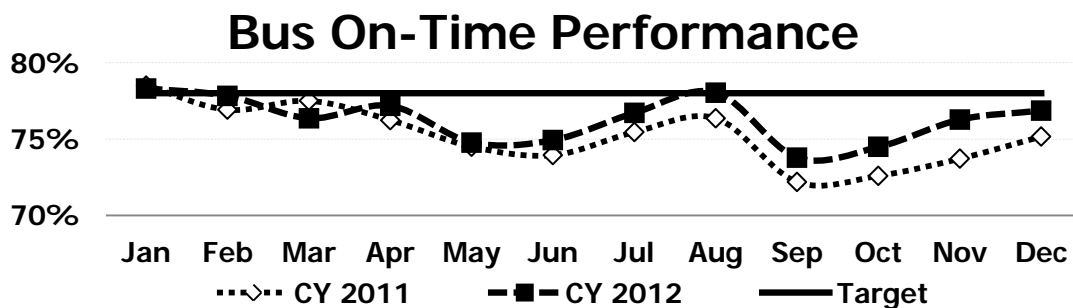
KPI: Bus On-Time Performance (CY-2012)

Objective 2.1 Improve Service Reliability

Reason to Track: This indicator illustrates how closely Metrobus adheres to published route schedules on a system-wide basis. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability, and operational behavior. Bus on-time performance is essential to delivering quality service to the customer. For this measure higher is better.

Why Did Performance Change?

- Bus on-time performance has continued to improve for two consecutive years rising 3% since 2010. Compared to 2011, bus on-time performance improved over 1% in 2012 as a result of buses arriving late less frequently. Buses arrived late less frequently compared to 2011 by 7%.
- Initiatives implemented to improve bus on-time performance included:
 - Adjustment of bus schedules to reflect current traffic conditions and allocation of buses from underutilized routes to provide additional and more frequent service during peak periods in high ridership areas;
 - Constant evaluation of routes to determine where and when the eyes on the streets, the Service Operation Managers (SOMs), should be assigned. Placement of SOMs on poor performing routes proved to be very effective in CY2011, consequently additional Service Operation Managers were assigned to the street;
 - Improved coordination across layers of the bus organization. For example, bus schedulers implemented bus operator recommended changes and the On Time Performance Center role was expanded beyond express service monitoring to provide assistance on troubled routes. As a result, Service Operation Managers had better access to real time performance information through a direct partnership with the OTP center.
- Metro tracked the on-time performance of ~ 80 bus service changes that were implemented in two phases (June and September) and for those service changes, OTP improved quite noticeably. For example, October's performance for the 90 and 92 (U Street–Garfield Line) route change to align with the new 11th Street bridge improved OTP by over 21%; the Q's (Viers Mill Road Line) running time and schedule changes improved OTP by 4%, and the 4's (Pershing Drive –Arlington Blvd.) running time and schedule changes improved OTP by over 13%.



Actions to Improve Performance

- Over 150,000 customers should expect to benefit from more Metrobus service changes as Metro continues to advance Better Bus initiatives – this will be the largest investment in bus service in five years. The changes will include more MetroExtra limited-stop routes and schedule improvements to 11 existing priority corridor routes.
- Not only will poor performing routes continue to be monitored, but all routes will be evaluated for schedule optimization intended to improve OTP.
- Metro will continue the proven tool of utilizing real time monitoring with the presence of Service Operation Managers on the streets.

Conclusion: Bus on-time performance has continued to improve for two consecutive years rising 3% since 2010.

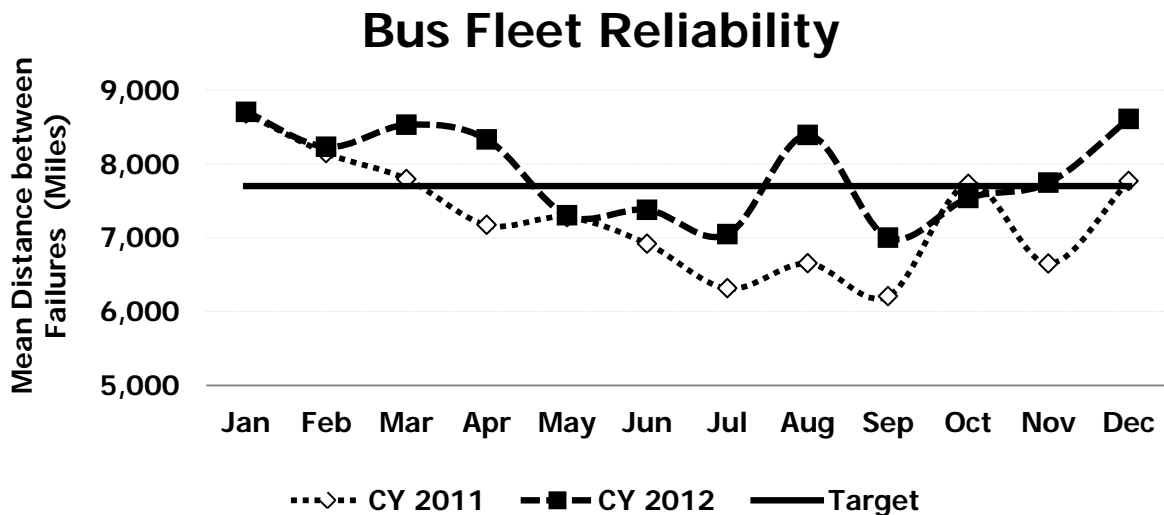
**KPI: Bus Fleet Reliability (CY-2012)
(Mean Distance Between Failures)**

Objective 2.1 Improve Service Reliability

Reason to Track: This key performance indicator communicates service reliability and is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence bus fleet reliability are the vehicle age, quality of a maintenance program, original vehicle quality, and road conditions affected by inclement weather and road construction. For this measure higher is better.

Why Did Performance Change?

- Overall bus fleet reliability improved by 9% compared to CY2011 and exceeded the target.
- Metro placed 147 new buses into service this year, retiring 147 older, less reliable buses including 100 buses that routinely reduced fleet reliability as a result of overheating;
- Completed the removal of 100 deficient engines during the CNG buses mid-life overhaul (completion of the mid-life overhaul also contributed to improved performance);
- Relentless work with manufacturers to resolve issues that affected fleet reliability like electric component issues on some of the Hybrids that caused engine shut-offs (this initiative improved the performance of 351 buses) and implementation of the Thermo King air conditioning system campaign that improved HVAC system reliability.
- Constant review of preventive maintenance programs identified problem areas early and resolved impending issues before they were able to impede service.



Actions to Improve Performance

- Continually review data to identify potential problem areas and evaluate new technology to ensure consistency.
- Place 142 Clean Diesel buses into the mid-life overhaul program. During the first 7 1/2 years of life a Metrobus will accumulate approximately 340,000 miles. To maintain the fleet in a good state of repair, Metro performs a comprehensive overhaul. The mid-life overhaul program rebuilds the bus engine, transmission and electronics, replaces chassis parts and seats, and repaints the body of the bus.
- Continue to monitor the delivery of new Hybrid buses scheduled to be placed into service this year. As the remainder of new buses arrive, the older less reliable buses will be removed from service.

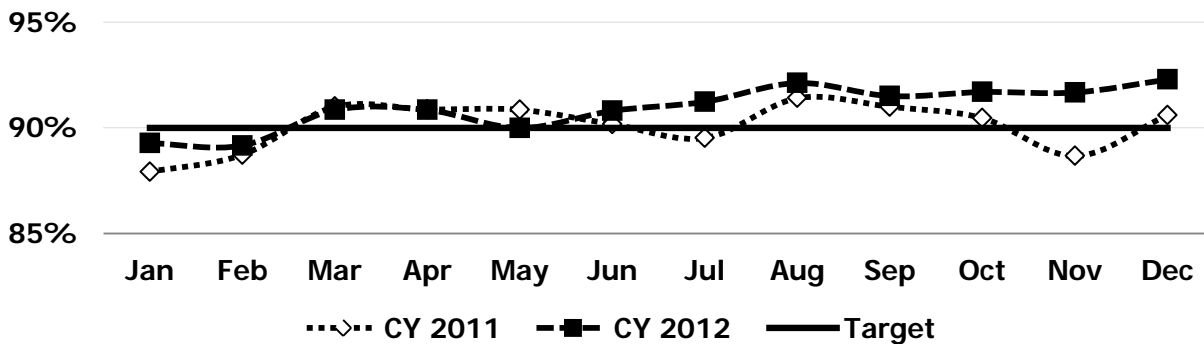
Conclusion: Overall bus fleet reliability improved by 9% compared to CY2011 outperforming the CY target.

Reason to Track: On-time performance measures the adherence to weekday headways, the time between trains. Factors that can affect on-time performance include track conditions resulting in speed restrictions, the number of passengers accessing the system at once, dwell time at stations, equipment failures and delays caused by sick passengers or offloads. For this measure higher is better.

Why Did Performance Change?

- Weekday rail on-time performance has continued to improve for two consecutive years and was above target. Metro accomplished these results by balancing the need to improve OTP against the need to do track work, actively managing train spacing and improving railcar availability.
- In 2012, Metro adjusted the track work schedule to decrease the impact on weekday customers. For example, November 2011 OTP was dragged down to 89% as mid-day track work occurred on Blue, Yellow and Red Lines and on the Red Line in early evening. In November 2012, when track work occurred only in the evening, OTP improved to 92%.
- Metro improved the maintenance of even train spacing by holding and expressing trains as needed. In addition, the installation of clocks at the terminals enabled all levels of Rail Transportation (operators, supervisors and controllers) to work in synch, focusing on on-time departures. When delays occurred, headways (time between trains) were lengthened slightly to reduce large gaps between trains and minimize platform crowding.
- Better railcar availability and fewer door delays supported improved OTP. Car Maintenance increasingly met or exceeded the rush period weekday morning railcar requirement (car availability improved 3% from 2011). This supports OTP as railcars are available for on-time departure from the terminals.
- Metro successfully implemented Rush+ in June 2012 in preparation for Silver Line service.

Rail On-Time Performance



Actions to Improve Performance

- Begin Red Line track work earlier in the evening (8 p.m.) in order to accelerate improvements to Metro’s rail system infrastructure. This may temporarily reduce OTP in the short term as headways are widened at the terminals around 7 p.m. to accommodate single tracking in the core that begins at 8 p.m.
- Begin broadcasting information about delays, alerts, advisories and elevator outages on new flatscreens located at station kiosks so customers can be better informed about system disruptions before entering the system.
- Rail Transportation working with Car Maintenance to ensure “gap” trains are located in strategic locations to improve train spacing following delays.

Conclusion: Metro balanced track work with OTP to minimize the impact to weekday customers. Improved railcar availability and active management of OTP in “track work free” periods resulted in better OTP in 2012.

**KPI: Rail Fleet Reliability (CY-2012)
(Mean Distance Between Delays)**

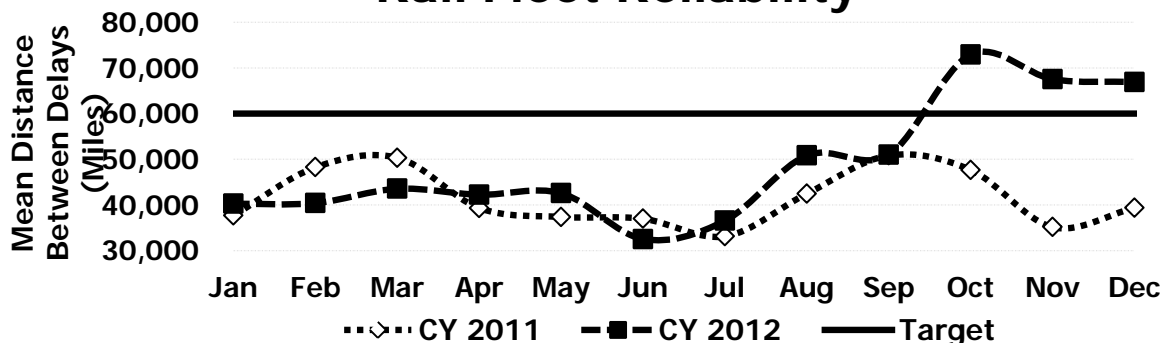
Objective 2.1 Improve Service Reliability

Reason to Track: Mean distance between delays (MDBD) communicates the effectiveness of Metro’s railcar maintenance program. This measure reports the number of miles between railcar failures resulting in delays of service greater than three minutes. Factors that influence railcar reliability are the age of the railcars, the amount the railcars are used and the interaction between railcars and the track. For this measure higher is better.

Why Did Performance Change?

- Railcar Mean Distance Between Delays (MDBD) was better than target throughout the 4th quarter of 2012, pulling the average MDBD for the year up by 13% when compared to 2011 while also operating 9% more miles. Minutes of delay during weekdays due to railcar problems declined 20% from 2011.
- The vast improvement was due to Railcar Maintenance getting to the root cause of door system failures, designing a repair and implementing the solution on all of the 2-3K and 6K railcars in August. As a direct result, reliability and availability increased throughout the remaining months of the year. Door system problems crept up slightly in December, but remained significantly better (70%) than the same month of 2011.
- Brake problems continued to be the second largest overall cause of railcar-related delays averaging 10% of total delays for 2012. Across the system, brake-related delays increased in December, finishing the year 3% higher than 2011 overall. However, the 1K railcars had a notable decline in brake related delays throughout the fall months compared to 2011 due in part to testing and replacement of Electronic Brake Control Units. Brake delays were most often the result of lost pressure in the brake lines, that caused the brakes to engage. Brakes are designed to “fail safe,” meaning that when there is a failure the train automatically comes to a stop and stays stopped. This often requires a mechanic to come and safely move the train, resulting in longer delays (about 8 minutes on avg.) when they do occur.
- During autumn 2012, the implementation of speed restrictions at specific stations and a new rail cleaning program improved railcar reliability by reducing flats on wheels and damage to tracks caused by falling leaves at above ground locations.

Rail Fleet Reliability



Actions to Improve Performance

- Continue to monitor door performance to ensure the designed repairs continue to solve door issues.
- Monitor performance of the 1K railcar brake systems to track the effectiveness of improved Electronic Brake Control Unit testing and replacement programs to improve and maintain reliability.
- Continue implementation of two maintenance campaigns to improve long term reliability: the Air Supply Unit (ASU) connector replacement and truck overhaul campaigns for the 5K railcars.
- Perform seasonal HVAC preparations leading into the warmer months. The previous 5K HVAC campaign had no clear impact on delays.

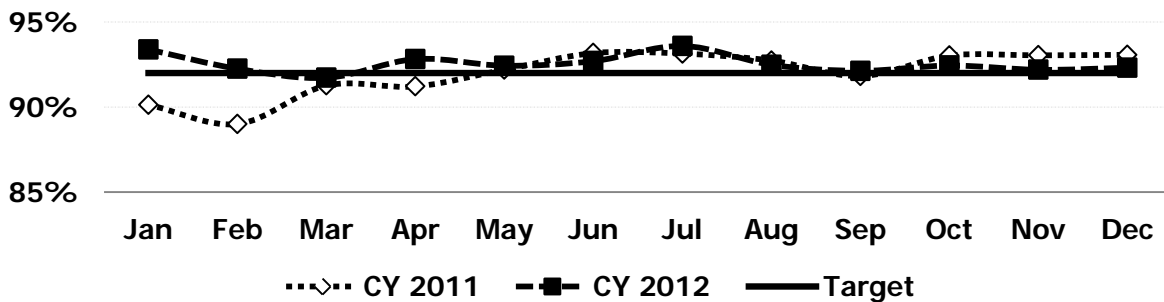
Conclusion: Getting to the root cause of the persistent train door problems has resulted in perhaps the single most dramatic improvement in Metrorail reliability all year. The direct benefit to the customers comes via significantly fewer offloads and delays. No other single action, or combination of actions this year has more clearly driven such a large improvement in performance.

Reason to Track: On-time performance is a measure of MetroAccess service reliability and how well service meets both regulatory and customer expectations. Adhering to the customer's scheduled pick-up window is comparable to Metrobus adhering to scheduled timetables. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability and operational behavior. MetroAccess on-time performance is essential to delivering quality service to customers, and meeting service criteria established through Federal Transit Administration regulatory guidance. For this measure higher is better.

Why Did Performance Change?

- MetroAccess' on-time performance remained above the target of 92% for 11 of 12 months in 2012 compared to 7 of 12 months in 2011. Average on-time performance for 2012 of 92.5% was 0.5% higher compared to 2011.
- MetroAccess maintains on-time performance by actively managing dispatch operations in the control center while utilizing technology and field supervision to maintain timely performance of each vehicle throughout its revenue service.

MetroAccess On-Time Performance



Actions to Improve Performance

- Continue to evaluate the schedule to achieve productivity targets, while also managing on-time performance.
- Continue to monitor performance and review actions to make sure that performance remains on target, and to address concerns quickly.

Conclusion: MetroAccess exceeded its on-time performance target for calendar year 2012.

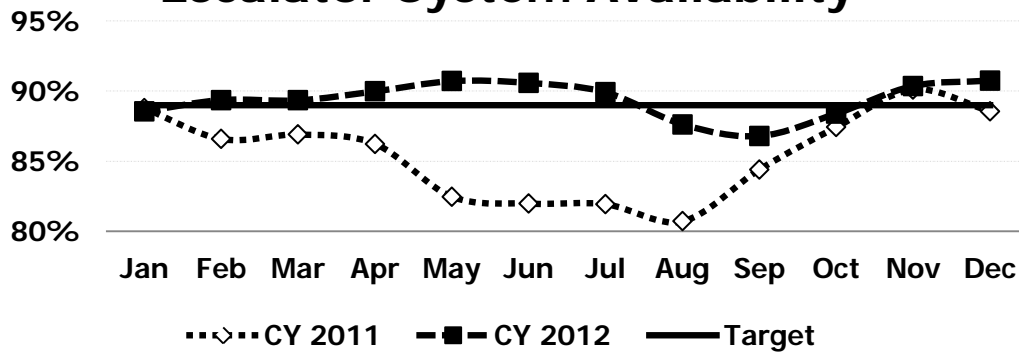
KPI: Escalator System Availability (CY-2012) Objective 2.1 Improve Service Reliability

Reason to Track: Customers access Metrorail stations via escalators to the train platform. An out-of-service escalator requires walking up or down a stopped escalator, which can add to total travel time and may make stations inaccessible to some customers. Escalator availability is a key component of customer satisfaction with Metrorail service. This measure communicates system-wide escalator performance (at all stations over the course of the day) and will vary from an individual customer’s experience. For this measure higher is better.

Why Did Performance Change?

- Escalator availability improved 5% in 2012, demonstrating that better maintenance is paying off for Metro’s customers. Superintendents actively managed escalator availability, closely monitored performance trends and focused resources on stations with the lowest availability.
- Metro hired 18 additional escalator/elevator mechanics in 2012 (FY13 Budget Initiative), contributing to significantly faster repair times (Mean Time to Repair improved 35%).
- For the first time in its history, Metro began replacing escalators with new, transit-grade units, including three each at Foggy Bottom (late 2011) and Dupont Circle in 2012. Comparing Foggy Bottom availability before and after installation, the new entrance escalators performed 27% better.
- Thirty-two escalators were rehabbed in 2012, taking units out of service at 12 stations to make necessary repairs. Replacing/modernizing escalators accounted for 30% of 2012 out-of-service hours.
- In 2012, Metro emphasized preventive maintenance (PM) to improve escalator health, proactively indentifying problems before units broke down (PM compliance improved 40%).

Escalator System Availability



Actions to Improve Performance

- Building on successful realignment of maintenance staff into two geographic regions, assign teams to one of four quadrants. With responsibility for smaller geographic areas, Metro expects to improve response times when an escalator goes out of service unexpectedly and increase team accountability.
- Further reduce Mean Time to Repair by improving information sharing across three maintenance shifts so mechanics know what work is completed and what work remains.
- Begin replacement of three escalators at Pentagon Station and finalize contract to replace up to 128 additional escalators through 2020.
- Monitor performance of escalator units maintained by contractors on the Orange Line (Rosslyn-Vienna).

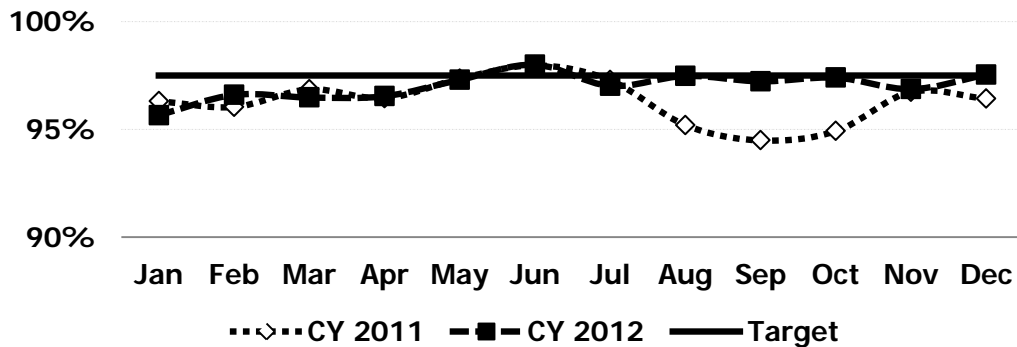
Conclusion: Better maintenance of Metro’s escalators in 2012 resulted in a 5% increase in escalator availability, exceeding the target. Improved escalator reliability for customers included new units at Foggy Bottom and Dupont Circle.

Reason to Track: Metrorail elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, travelers carrying luggage and other riders. When an elevator is out of service, Metro is required to provide alternative services, which may include a shuttle bus service to another station. For this measure higher is better.

Why Did Performance Change?

- Elevator availability improved .7 percentage points to 97%, which nearly met the target of 97.5%. The mix of maintenance work notably shifted away from unscheduled (out-of-service hours down 53%) and toward scheduled work (hours up 244%).
- Metro significantly reduced the time spent repairing unscheduled outages (Mean Time to Repair improved 45%) by more than doubling the number of elevator mechanics, creating three dedicated elevator shifts (up from 1 in 2011) staffed with mechanics focused solely on elevators.
- Establishment of dedicated elevator maintenance teams led to increased preventive maintenance (PM), as PM compliance improved 60% in 2012. Mechanics proactively identified problems before units went out of service, reducing the number of unscheduled elevator outages by 18%.
- Reductions in unscheduled maintenance enabled Metro to significantly increase scheduled modernizations (45% of out-of-service hours in 2012). Metro completed 8 elevator modernizations in 2012 at 5 stations to improve long-term reliability (none were completed in 2011).

Elevator System Availability



Actions to Improve Performance

- Continue elevator rehabilitation at Eastern Market and Gallery Place, complete work at Bethesda and begin work on the Van Ness elevator.
- Further reduce Mean Time to Repair by improving information sharing across three maintenance shifts so mechanics know what work is completed and what work remains.
- Broadcast elevator outages on new flatscreens at station kiosks so that customers can be better informed before entering the system.
- Monitor performance of elevator units maintained by contractors on the Orange Line (Rosslyn-Vienna).

Conclusion: Elevator availability improved as the number of, and the time to fix, unscheduled outages declined due to the addition of dedicated elevator mechanics (FY13 Budget Initiative) and improved preventive maintenance.

KPI: Customer Injury Rate (CY-2012) Per Million Passengers

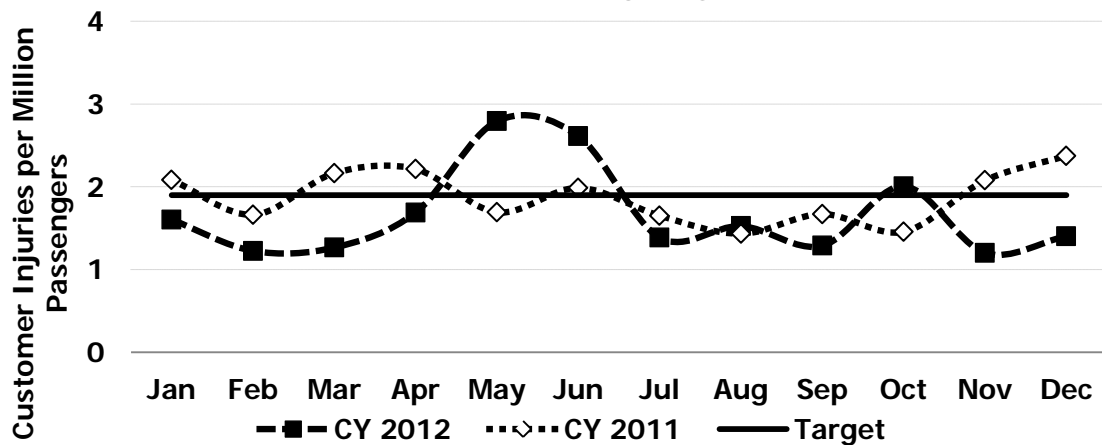
Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Customer safety is the highest priority for Metro and a key measure of quality service. Customers expect a safe and reliable ride each day. The customer injury rate is an indicator of how well the service is meeting this safety objective. For this measure lower is better.

Why Did Performance Change?

- The customer injury rate was 11% better than target even with an above average number of customer injuries that occurred in May and June as a result of a larger number slips/trips/falls and collision-related injuries.
- The top two customer injuries for CY 2012 continued to be slips/trips/falls and collision-related injuries representing 57% and 30% of Metro’s customer injuries, respectively.
- A large portion of the reduction of customer injuries were driven by increased safety announcements and distribution of literature encouraging customers to watch their step when using the escalators or to use caution when carrying large bags that may create tripping hazards or obstruct doors. These actions have been essential in reminding customers to be aware of their surroundings.
- Metro employees continued their efforts to keep platform areas free of debris and water. Efforts to replace broken tile on the platform also contributed to keeping customers safe.
- Safety Officers conducted detailed safety inspections of stations and surrounding areas to mitigate safety hazards.
- Metro also increased the use of technology (closed circuit video) to investigate incidents, in which visible evidence supported that Metro was not at fault of causing injury.

Customer Injury Rate



Actions to Improve Performance

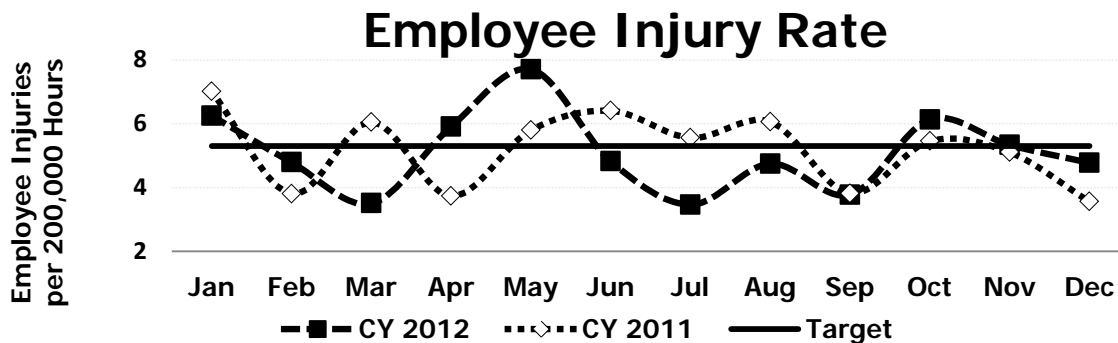
- Continue actions that have proven to be effective such as conducting Passenger Service Assessments to evaluate and provide safety-oriented coaching opportunities for bus operators, detailed safety inspections, and the distribution of literature.
- Increase training to ensure customers with disabilities are secured as appropriate when using all modes of transportation.
- Increase assessments of areas where incidents appear to occur more frequently (hotspots) and redeploy SAFE staff to reinforce safe behavior in those areas.

Conclusion: Customer injuries decreased for the second year in a row, dropping 10% compared to CY 2011.

Reason to Track: Worker's compensation claims are a key indicator of how safe employees are in the workplace. For this measure lower is better.

Why Did Performance Change?

- Employee injury rate decreased for the second year in a row and the injury rate came in 5% better than target for the year, with only 5.04 injuries per 200,000 work hours.
- The five employee groups that were injured the most during CY12 were Metro's bus operators (37%), mechanics (12%), train operators (8%), and MTPD officers (7%); however, departments across the organization benefited from the following actions to reduce the most common employee injuries (e.g. slip/trip/fall, struck by/against, and collision-related injuries):
 - Bus collisions declined by 13% compared to CY11 due to campaigns like "Keep It Green," where operators were encouraged to avoid risky driving behaviors that could trigger a green light to turn red on their dash-mounted display that they can see while driving. Four hundred twenty bus operators will be recognized for keeping it green this year.
 - Bus also launched the WE CARE (Customers Are the Reason We Exist) training program to include an employee wellness module, understanding the motto of first taking care of one's self to properly service others; nearly 400 bus operators have completed the training.
 - A fall protection and situational awareness course was added to this year's training curriculum, which teaches employees about the nature of fall hazards in the work place and preventive actions to avoid injury.
 - The Return to Work and "At Risk" programs (to coach employees who have been injured twice within a 24-month rolling period) have continued to be effective in reducing employee injuries as overall corrective action plans are implemented. The number of At-Risk employees declined by 11% compared to CY11.
- The January, May, and October injury rates were above average as a result of a few extraordinary events where multiple employees were injured in one incident. These include incidents where four employees were injured after being struck by a (non-Metro) drunk driver, officers were injured while making an arrest, and five employees were injured after being rear-ended in a freeway collision.



Actions to Improve Performance

- Complacency was recently quoted as the biggest obstacle to further safety improvement.
- To further reduce employee injuries, actions that have proven to be effective will continue to be utilized, in addition to evaluating the results of studies like the Fatigue Risk Management study and evaluating other areas of risk such as the newly increasing stress related injury type; findings will be summarized and actions implemented to prevent/reduce these injury categories.
- A Health and Wellness program will be implemented across the organization to promote wellness; these programs have proven to reduce stress and other health related injuries.

Conclusion: Employee injuries decreased for the second year in a row down 14% from 2010 and the employee injury rate finished the year 5% better than target for 2012.

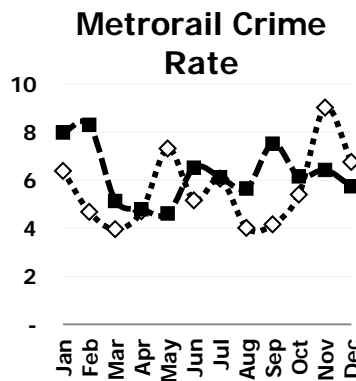
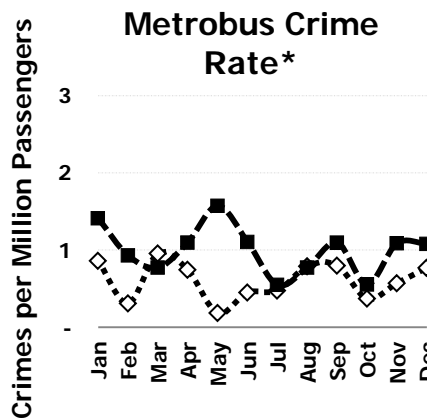
KPI: Crime Rate (CY-2012) Per Million Passengers

Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: This measure provides an indication of the perception of safety and security customers experience when traveling the Metro system. Increases or decreases in crime statistics can have a direct effect on whether customers feel safe in the system. For this measure lower is better.

Why Did Performance Change?

- The 2012 parking crime rate of 2 crimes/million riders was well below 2011, hitting an unprecedented low in February (.78). The rate dramatically improved from five years ago, when the rate exceeded 4 crimes/million riders. MTPD used a variety of tactics to drive down crime (e.g., using Gators to patrol lots, observation towers, partnering with local jurisdictions), arrested individuals suspected in multiple vehicle crimes and proactively educated customers about crime prevention.
- Rail crime rate results were mixed. While robberies and aggravated assaults improved (down 19% and 16%, respectively), there were 2 homicides in the rail system and snatches/pickpockets increased 28%. In 2012, MTPD focused on its highest crime stations and utilized crime suppression teams to target would-be snatch thieves. MTPD, DC Police and other agencies successfully advocated with the Federal Communications Commission for a new tool to fight snatches. Called “bricking,” beginning in the Fall of 2012 customers were able to contact their carrier to have a stolen electronic device remotely disabled (making it as “useful as a brick”).
- Bus crime rate remained very low (1 crime/million riders), but increased in 2012 primarily due to a significant uptick in snatches/pickpockets (up 88%), increased aggravated assaults (10 more incidents) and a homicide onboard a bus. MTPD focused Metrobus patrols on highest crime routes and implemented new procedures to encourage bus operators to share incidents and security concerns directly with MTPD.



---◇--- CY 2011 -■- CY 2012

*Scales for Metrobus and Parking Crime Rate have been adjusted to reflect monthly fluctuation

Target: Less than 2,050 Part I Crimes in CY 2012

Actions to Improve Performance

- Train 32 additional Metrobus officers to begin patrol in late 2013 (FY13 Budget Initiative).
- Continue encouraging bus operators to report crime to MTPD and improve communication between Bus Operations Control Center and MTPD to facilitate incident response.
- Use crime trend analysis to realign officer schedules to match days and times when crime is highest.
- To facilitate arrest of individuals suspected in multiple cases, enhance analysis by MTPD's Criminal Investigation Division and communicate results to officers.

Conclusion: 2012 parking crime was down significantly from 2011, reaching an unprecedented low. While rail robberies and assaults were down, snatch/pickpocket thefts of small electronic devices drove up rail and bus crime rates.

KPI: Customer Comment Rate (CY-2012)
Per Million Passengers

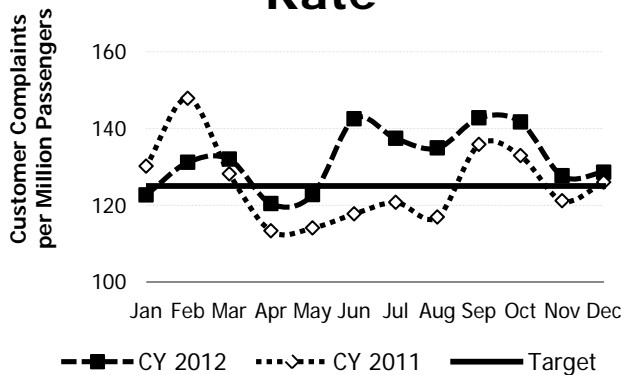
Objective 2.3 Maximize Rider Satisfaction

Reason to Track: Listening to customer feedback about the quality of service provides a clear roadmap to those areas of the operation where actions to improve the service can best help to maximize rider satisfaction. For the Customer Complaint Rate lower is better. For the Customer Commendation Rate higher is better.

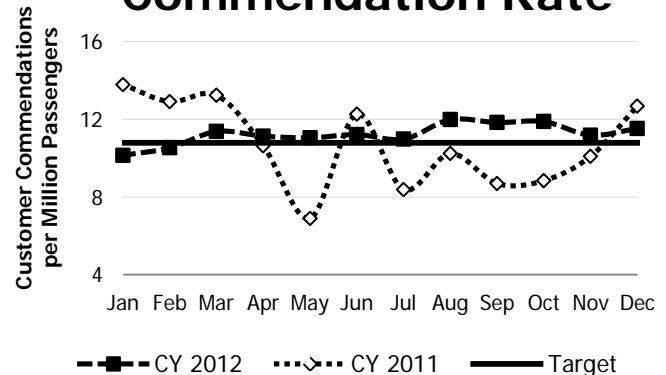
Why Did Performance Change?

- Metro finished 2012 with a 10-month trend of better than target commendations per million trips outperforming 2011 results. Although the customer complaint rate improved in Q4 2012, the 2012 target was missed. The number of complaints received per million passengers in 2012 exceeded 2011 level by 6%.
- Bus complaints were down in December, but were up 13% for the year. Fifty percent of bus complaints were related to on-time performance (Delay/Late, Failure to Service Stop, or No-show), up 1% compared with 2011, and highly consistent all year. Complaints about rude behavior and unsafe operation continued to drop throughout Q4 2012. Bus commendations continued to reflect improvement in bus operator safety and courtesy, a tribute to the commitment behind the CARE program that is underway. To date, over 400 operators have been trained.
- Rail complaints continued to drop through the end of the 2012, finishing at the lowest level in the last two years. However, the leading causes of complaints continued to be reduced service (due to schedule changes to align service for the Silver Line implementation) and station closures (due to track work).
- MetroAccess continued strong, steady service delivery performance throughout 2012, balancing efficiency and timeliness resulting in a 9% improvement in complaints from 2011, and a 26% improvement in commendations.

Customer Complaint Rate



Customer Commendation Rate



Actions to Improve Performance

- Continue to track and monitor customer satisfaction through a new quarterly survey, "Voice of the Customer".
- Continue implementing CARE training for bus operators to improve skills and confidence in Customer Service, which is already showing results.
- Implement Better Bus service improvements at the end of 2012, to address increased demand for service and improve reliability on busy routes. Gather customer input with implementation of improved bus services at the end of the year. Use this information to improve service to customers and be responsive to their needs.
- Continue to provide MetroAlerts and update new flatscreens in rail stations with up-to-the-minute information to assist customers.

Conclusion: Customer commendations were on target, while complaints were slightly above the target for 2012.

Board Standards and Guidelines

Resolution 2012-29: Rail Service Standards
Resolution 2000-10: Guidelines for Regional Metrobus Service

Board Standard: Metrorail Service (Resolution 2012-29)

Board Standard: Hours of Service - Hours that the Metrorail system is open to serve customers.

Target: Opens at 5 AM weekdays, 7 AM weekends. Closes at 12 AM Sunday – Thursday, 3 AM Friday and Saturday.

Time Period: October – December 2012

Results:

- Oct 21: Metro was paid to open early for the Army Ten-Miler.
- Dec 3 and 30: Metro was paid to close late for Redskins football games.
- Oct 29 and 30: Due to Hurricane Sandy Metro suspended service on Oct 29 and opened late on Oct 30.
- Nov 1: Metro closed one hour earlier than announced. The system should have stayed open one hour later to accommodate the change from daylight savings to standard time.

Board Standard: Rush Period Headway - Time between trains (frequency) during rush periods.

Target: 3 minutes on core interlined segments, 12 minutes at Arlington Cemetery and 6 minutes on all other segments.

Time Period Tracked: October – December 2012

Results:

- In Q4, rush period scheduled headways were changed on 1 day (Oct 30, limited Sunday service provided due to Hurricane Sandy).
- For detail on Metro's adherence to scheduled headways, see Rail On-Time Performance on page 10.

Board Standard: Rush Period Passengers-per-car (PPC) - Average number of passengers in a Metrorail car during a peak hour at maximum load stations.

Target: Optimal PPC of 100, with minimum of 80 and maximum of 120 PPC.

Time Period Tracked: August – October 2012

Results:

Line	Maximum Load Stations	AM Rush			PM Rush		
		Aug	Sep	Oct	Aug	Sep	Oct
Red	AM Gallery Place/PM Metro Center	74	78	80	75	72	77
	AM Dupont Circle/PM Farragut North	87	80	77	80	75	69
Blue	AM Rosslyn/PM Foggy Bottom-GWU	83	81	78	92	93	95
	AM L'Enfant Plaza/PM Smithsonian	67	71	59	110	75	62
Orange	AM Court House/PM Foggy Bottom-GWU	101	102	92	87	87	89
	AM L'Enfant Plaza/PM Smithsonian	74	70	63	66	67	59
Yellow	AM Pentagon/PM L'Enfant Plaza	69	68	67	65	68	69
Green	AM Waterfront/PM L'Enfant Plaza	77	75	80	66	64	65
	AM Mt. Vernon Sq./PM Mt. Vernon Sq.	62	69	74	71	65	76

Board Standard: Metrobus Service (Resolution 2000-10)

Board Guidelines: Load factor, running time, non-peak productivity standard, and regional equity guidelines

1. <u>Peak hour load factor</u> (ratio of passengers to seats):	Maximum	Minimum
	On Radial routes	0.60
	On Crosstown routes	0.55
	On Express routes	0.50
<u>Off-peak load factor</u>	1.00	n/a
2. If <u>running time</u> is insufficient such that more than x% of trips start late.	33%	n/a
3. If <u>non-peak ridership</u> averages	> 30 passengers per revenue hour	< 18 passengers per revenue hour
4. If <u>regional equity</u> (subsidy contributions) change because of any of the above.		

Metrobus Service Criteria

Criteria	Threshold
Weekday Daily Passengers	< 1/8 of System Average
Cost Recovery	< 50% of System Average
Subsidy Per Rider	> 2 Times System Average
Riders per Revenue Trip	< 1/3 of System Average
Riders per Revenue Mile	< 1/3 of System Average

October 2012 Results by Line	Weekday Daily Passengers	Cost Recovery	Subsidy Per Rider	Riders per Revenue Trip	Riders per Revenue Mile
Met Threshold	101	97	87	99	100
Did Not Meet Threshold	3	7	17	5	4

Vital Signs Report

Definitions

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 total 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: Total Bus Miles / Number of failures.

Rail On-Time Performance – Metrorail adherence to weekday headway standards.

Calculation: During rush (AM/PM) service, number of station stops delivered within the scheduled headway plus 2 minutes, divided by total station stops delivered. During non-rush (mid-day and evening), number of station stops delivered up to 150% of the scheduled headway divided by total station stops delivered. Station stops are tracked system-wide, with the exception of terminal and turn-back stations.

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: Total railcar revenue miles / number of failures resulting in delays greater than three minutes.

Rail Passengers Per Car - Average number of passengers in a Metrorail car during a peak hour at maximum load stations.

Calculation: Total passengers observed on-board trains passing through a station during a peak hour divided by actual number of cars passing through the same station during the peak hour. Counts are taken at select stations where passenger loads are the highest and in the predominant flow direction of travel on one to two dates each month (from 6:00 AM to 10:00 AM and from 3:00 PM to 7:00 PM). In order to represent an average day, counts are normalized with rush ridership.

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: 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.

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 passengers¹) – Part I crimes reported to Metro Transit Police Department for Metrobus (on buses), Metrorail (on trains and in rail stations), or at Metro parking lots 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).

Customer Comment Rate (per million passengers¹) – 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.

Vital Signs Report Performance Data

CY-2012

Performance -- Target = 78%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	78.5%	76.9%	77.5%	76.2%	74.5%	74.0%	75.5%	76.4%	72.2%	72.6%	73.7%	75.2%	75.3%
	78.3%	77.8%	76.4%	77.2%	74.8%	74.9%	76.7%	78.0%	73.8%	74.5%	76.3%	76.9%	76.3%

Y (Bus Mean Distance Between Failures) -- Target = 7,700 Miles

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	8,681	8,144	7,794	7,171	7,277	6,916	6,312	6,651	6,206	7,727	6,649	7,766	7,230
	8,704	8,230	8,527	8,330	7,302	7,378	7,045	8,389	6,999	7,537	7,743	8,608	7,899

S (Mean Distance Between Failure by Fleet Type)

	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Avg.
	8,205	8,102	7,184	8,058	6,036	6,493	7,788	8,402	8,147	8,426	7,081	8,570	7,708
	11,371	11,180	12,681	11,172	12,000	11,451	9,293	10,890	8,691	9,369	10,593	10,463	10,763
	11,951	8,232	9,897	7,712	6,527	7,027	5,728	7,162	4,543	6,741	5,929	7,506	7,413
	6,197	5,678	5,973	5,843	4,867	4,604	4,080	5,468	4,950	4,437	5,311	5,894	5,275

Performance -- Target = >90%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	87.9%	88.7%	91.0%	90.9%	90.9%	90.2%	89.5%	91.4%	91.0%	90.5%	88.7%	90.6%	90.1%
	89.3%	89.2%	90.8%	90.8%	90.0%	90.8%	91.2%	92.1%	91.5%	91.7%	91.7%	92.3%	91.0%

> calculation was adjusted to reflect Rush+. To allow for comparison with past performance, OTP was recalculated for Jan 2011-May 2012.

Performance by Line

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	12-Month OTP
	85.8%	85.6%	90.7%	90.7%	88.8%	88.7%	90.1%	91.4%	90.0%	90.0%	90.7%	91.8%	89.6%
	90.3%	90.5%	89.8%	89.6%	89.4%	90.3%	90.3%	91.0%	91.0%	91.2%	90.7%	91.3%	90.4%
	91.8%	92.0%	91.0%	90.9%	90.7%	92.1%	92.3%	93.1%	92.9%	93.2%	92.8%	93.6%	92.2%
	91.7%	90.7%	92.4%	92.9%	92.1%	93.6%	93.1%	93.8%	93.4%	93.4%	93.3%	93.3%	92.8%
	90.6%	89.7%	91.8%	92.3%	91.6%	92.0%	91.7%	92.3%	92.5%	92.2%	92.0%	91.8%	91.7%
	89.3%	89.2%	90.8%	90.8%	90.0%	90.8%	91.2%	92.1%	91.5%	91.7%	91.7%	92.3%	91.0%

**Vital Signs Report
Performance Data (cont.)**

CY-2012

Rail Mean Distance Between Delays by Railcar Series) -- Target = 60,000 miles

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	37,703	48,241	50,328	39,302	37,355	36,963	33,112	42,475	50,829	47,654	35,138	39,356	40,780
	40,253	40,399	43,537	42,237	42,556	32,526	36,551	50,842	51,013	72,943	67,555	66,942	46,274

Rail Mean Distance Between Delays by Railcar Series) -- Target = 60,000 miles

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	12-Month MDBD
	47,930	47,408	46,781	43,959	40,101	33,340	32,553	44,896	39,974	49,186	41,311	73,975	43,339
	29,179	30,131	32,197	40,684	38,857	28,427	39,288	66,778	72,089	148,891	133,412	75,771	46,473
	25,538	34,345	22,688	39,637	30,161	22,223	20,298	25,057	17,755	24,953	39,546	32,471	26,389
	51,995	43,848	65,551	41,368	48,665	33,858	32,177	50,368	64,295	68,174	45,620	53,550	47,655
	77,198	64,069	93,097	44,747	58,788	51,617	64,260	58,564	79,559	131,709	138,821	113,243	71,581
	40,253	40,399	43,537	42,237	42,556	32,526	36,551	50,842	51,013	72,943	67,555	66,942	46,274

Performance -- Target = 92%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	90.1%	89.0%	91.3%	91.2%	92.2%	93.2%	93.1%	92.7%	91.8%	93.0%	93.0%	93.1%	92.0%
	93.4%	92.3%	91.7%	92.8%	92.4%	92.7%	93.6%	92.5%	92.1%	92.4%	92.2%	92.3%	92.5%

liability -- Target = 89%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	88.8%	86.6%	86.9%	86.2%	82.5%	82.0%	81.9%	80.7%	84.4%	87.4%	90.1%	88.6%	85.5%
	88.6%	89.4%	89.3%	90.0%	90.7%	90.6%	90.1%	87.3%	86.8%	88.4%	90.4%	90.8%	89.3%

ability -- Target = 97.5%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	96.3%	96.0%	96.9%	96.4%	97.4%	98.0%	97.3%	95.2%	94.5%	94.9%	96.7%	96.4%	96.3%
	95.7%	96.6%	96.5%	96.5%	97.3%	98.0%	97.0%	97.5%	97.2%	97.4%	96.9%	97.5%	97.0%

Vital Signs Report Performance Data (cont.)

CY-2012

Customer Injury Rate (per million passengers)* -- Target = < 1.9 injuries per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	2.08	1.66	2.16	2.21	1.69	1.99	1.65	1.43	1.67	1.46	2.08	2.37	1.87
	1.60	1.23	1.27	1.69	2.79	2.61	1.39	1.52	1.29	2.01	1.20	1.40	1.68

Metrobus, Metrorail, rail transit facilities (stations, escalators and parking facilities) and MetroAccess customer injuries

Customer Injury Rate (per million passengers)*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	1.72	0.93	3.38	2.59	2.01	3.34	1.88	1.32	2.69	1.75	3.02	3.86	2.39
	1.58	1.28	1.11	2.81	4.49	4.18	1.43	1.70	1.16	3.67	1.46	1.27	2.19

Shuttle Bus Trips

Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	0.13	0.19	0.15	0.10	0.16	0.20	0.05	0.05	0.00	0.11	0.23	0.12	0.12
	0.00	0.00	0.05	0.11	0.16	0.05	0.05	0.05	0.12	0.17	0.06	0.07	0.08

Station Facilities Occupant Injury Rate (per million passengers)*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	2.00	1.82	1.17	1.61	1.08	0.90	1.03	1.25	0.94	0.87	1.11	1.16	1.23
	1.57	1.08	1.22	0.84	1.57	1.54	1.06	0.93	1.20	0.69	0.93	1.37	1.17

Station, escalator and parking facility customer injuries.

MetroAccess Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	16.45	10.55	14.63	32.12	27.41	16.72	53.96	22.53	11.65	34.54	17.60	17.70	22.74
	5.92	11.69	10.83	11.47	5.48	17.45	30.40	45.07	6.18	11.96	5.98	6.31	14.15

Employee Injury Rate (per 200,000 hours) -- Target = < 5.3 injuries per 200,000 hours

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	7.01	3.81	6.05	3.74	5.80	6.41	5.56	6.06	3.82	5.46	5.10	3.56	5.19
	6.25	4.79	3.61	6.03	7.71	4.83	3.58	4.87	3.78	6.02	5.10	4.78	5.04

Employee injury rate reports and claims denied, effective February, 2012.

**Vital Signs Report
Performance Data (cont.)**

CY-2012

sengers) -- Target = < 2,050 Part I Crimes in Calendar Year 2012

Jan*	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
0.86	0.31	0.95	0.65	0.18	0.45	0.47	0.79	0.80	0.37	0.57	0.77	0.61
1.41	0.93	0.77	1.10	1.57	1.11	0.55	0.77	1.10	0.55	1.09	1.08	1.00
6.39	4.68	3.96	4.72	7.32	5.16	6.06	4.02	4.16	5.41	9.03	6.76	5.61
7.99	8.31	5.14	4.79	4.62	6.52	6.13	5.66	7.52	6.16	6.43	5.75	6.20
2.82	2.50	1.78	1.24	1.19	3.50	3.39	3.15	2.66	1.57	1.57	2.25	2.31
1.64	0.78	1.17	1.32	2.36	1.90	1.85	2.25	4.09	1.84	2.72	2.67	2.02

rail and Parking crime rate.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
43	22	24	22	20	25	28	25	28	25	44	32	338
93	87	59	49	45	49	57	41	49	40	51	48	668
30	43	44	52	56	84	69	85	127	68	55	40	753
6	2	5	5	8	6	4	3	4	6	8	9	66
3	1	3	2	12	3	2	2	2	7	8	6	49
10	14	8	9	13	11	8	6	7	8	3	4	101
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	*1	0	0	0	*2	0	0	0	0	*1	*1	-
0	0	0	0	0	0	0	0	0	0	0	0	-
185	169	143	137	154	178	168	162	217	154	169	139	1,975

ansit system. Per DC law, these crimes are reported to the FBI by the DC Police Department. As such, these crimes are not included in Metro's crime report.

a result of reclassification following formal police investigation.

I pickpocket crimes are recorded as larcenies in accordance with FBI reporting procedures.

Vital Signs Report Performance Data (cont.)

CY-2012

(per million passengers) -- Target = > 10.8 per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	13.8	12.9	13.2	10.6	6.9	12.3	8.4	10.2	8.7	8.8	10.1	12.7	10.7
	10.1	10.5	11.4	11.1	11.0	11.2	11.0	12.0	11.8	11.9	11.2	11.5	11.2

(million passengers) -- Target = < 125 complaints per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
	130	148	128	113	114	118	121	117	136	133	121	126	125
	122	131	132	120	123	143	137	135	143	142	128	129	132

(linked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec
	9.3	9.7	11.5	10.8	10.9	11.1	10.6	11.4	11.2	10.9	10.6	10.4	10.7
	10.8	10.9	11.7	11.0	11.6	10.8	11.0	11.6	10.9	10.8	10.1	9.3	10.9

(aid trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec
	16.0	16.0	19.7	19.3	18.4	20.0	19.5	18.4	18.0	18.5	17.2	16.4	18.1
	16.5	16.6	19.7	19.0	19.1	19.5	18.9	18.2	16.6	17.4	16.2	14.6	17.7

(completed trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Avg. Thru Dec
	1.82	1.90	2.05	1.87	1.82	1.79	1.67	1.78	1.72	1.74	1.70	1.69	1.8
	1.69	1.71	1.85	1.74	1.83	1.72	1.64	1.77	1.62	1.67	1.67	1.59	1.7

and based on changing operating conditions and performance.

Metro Facts at a Glance**Metro Service Area**

Size	1,500 sq. miles
Population	5 million

Ridership

Mode	FY 2012	Average Weekday
Bus	132 million	436,175 (2012)
Rail	218 million	729,230 (2012)
MetroAccess	2.1 million	6,844 (2012)
Total	353 million	

Fiscal Year 2013 Budget

Operating	\$1.6 billion
Capital	\$.9 billion
Total	\$2.5 billion

Metrobus General Information

Size	11,490 bus stops and 2,398 shelters
Routes*	325
Fiscal Year 2013 Operating Budget	\$565 million
Highest Ridership Route in 2009	30's – Pennsylvania Ave. (16,330 avg. wkdy ridership)
Metrobus Fare	\$1.80 cash, \$1.60 SmarTrip®, Bus-to-bus Transfers Free
Express Bus Fare	\$4.00 cash, \$3.65 SmarTrip®, Airport Fare \$6.00
Bus Fleet*	1,500
Buses in Peak Service	1,262
Bus Fleet by Type*	Compressed Natural Gas (460), Electric Hybrid (593), Clean Diesel (144) and All Other (303)
Average Fleet Age*	6.8 years
Bus Garages	10 – 4 in DC, 3 in MD and 3 in VA

*As of September 28, 2012.

Metrorail General Information

Fiscal Year 2013 Operating Budget	\$896 million
Highest Ridership Day	Obama Inauguration on Jan. 20, 2009 (1.1 million)
Busiest Station in 2011	Union Station (760,000 entries in November 2011)
Regular Fare (peak)	Minimum - \$3.10 paper fare card, \$2.10 SmarTrip® Maximum - \$6.75 paper fare card, \$5.75 SmarTrip®
Reduced Fare (non-peak)	Minimum - \$2.70 paper fare card, \$1.70 SmarTrip® Maximum - \$4.50 paper fare card, \$3.50 SmarTrip®
Paper Farecard Surcharge	\$1.00 per trip 50¢ fare surcharge for seniors/people with disabilities
1 st Segment Opening/Year	Farragut North-Rhode Island Avenue (1976)
Newest Stations/Year	Morgan Boulevard, New York Avenue, and Largo Town Center (2004)
Rail Cars in Revenue Service	1,104
Rail Cars in Peak Service	896
Rail Cars by Series	1000 Series (288), 2000/3000 (362), 4000 (100), 5000 (184) and 6000 (184)
Lines	5 – Red, Blue, Orange, Green, and Yellow
Station Escalators	588
Station Elevators	239
Longest Escalator	Wheaton station (230 feet)
Deepest Station	Forest Glen (21 stories / 196 feet)
Rail Yards	9 – 1 in DC, 6 in MD and 2 in VA

MetroAccess General Information

Fiscal Year 2012 Operating Budget	\$115 million
MetroAccess Fare	Within the ADA service area – twice the equivalent SmarTrip-based fare up to a \$7 maximum
Paratransit Vehicle Fleet**	600
Average Fleet Age**	1.6 years
Paratransit Garages	7 (1 in DC, 4 in MD and 2 in VA)
Contract Provider	MV Transportation

**As of December 2012.

Appendix E.

Glossary of Acronyms and Abbreviations E-1

Appendix E. Glossary of Acronyms and Abbreviations

A	
A&E	architecture and engineering
AA	alternatives analysis
AAI-CAF	(Spanish acronym) manufacturer of the 5000 Series rail cars
AC	air conditioning or alternating current
ACI	automatic car transponder identification system
ADA	Americans with Disabilities Act
AFC	automatic fare collection
AGT	automated guide-way transit
AIM	advanced information management
AIT	Arts in Transit
AP	Accounts Payable
APS	auxiliary power supply
APTA	American Public Transportation Association
ARS	adopted regional system
AST	above-ground storage tank
ATC	automatic train control
ATO	automated train operation
ATD	advanced technology diesel
ATS	automatic transfer switch
AVL	automatic vehicle locator
AVR	automatic voltage regulator
AWP	Annual Work Plan
B	
BAFO	best and final offer
BAH	Booz, Allen & Hamilton, Inc.
BDA	bi-directional amplifiers
BEAC	budget estimate at completion
BMM	Beyond Metro Matters Program
BOCC	bus operations control center
BRT	bus rapid transit
C	
CAD	computer-aided dispatch
CADD	computer-aided design and drafting
CAFE	computer authorization for expenditure workflow system
CAFR	Comprehensive Annual Financial Report
CAP	Certified Apprenticeship Program
CCP	communications control panel
CCTV	closed-circuit television
CD	calendar days
CDR	conceptual design review

CFA	Capital Funding Agreement (FY2011-2016)
CIP	Capital Improvement Program
CIWS	customer information web services
CM	construction manager
CMAA	Construction Management Association of America
CMAQ	Congestion Mitigation and Air Quality
CMC	construction management consultant
CMU	concrete masonry unit
CNG	compressed natural gas
COG	(Metropolitan Washington) Council of Governments
COLA	cost of living adjustment
COTS	commercial off the shelf
CPOS	compact point of sale
CRCS	Comprehensive Radio Communications System
CSP	Construction Safety Program
CTB	(Virginia) Commonwealth Transportation Board
CTC	Capital Transit Consultants
CTF	Carmen Turner Facility

D

D/B	design/build
D/B/B	design/bid/build
DBE	disadvantaged business enterprise
DBFM	dynamic brake feedback module
DCU	door control unit
DEIS	draft environmental impact statement
DMJM	Daniel, Mann, Johnson & Mendenhall
DPS	drainage pumping station
DRB	Dispute Review Board
DRPT	(Virginia) Department of Rail and Public Transportation
DTP	Dulles Transit Partners, LLC

E

E&O	errors and omissions
EA	environmental assessment
EDADS	enhanced data acquisition and display system
EIS	environmental impact statement
EMI	engineering modification instructions or electro-magnetic interference
EPA	Environmental Protection Agency
EPM	Enterprise Performance Management
ERRP	Emergency Rail Rehabilitation Program
ETEC	emergency tunnel evacuation carts
ETC	estimate to complete
EV	earned value

F	
FAI	first article inspection
FCCI	first car configuration inspection
FDR	final design review
FEIS	final environmental impact statement
FPGA	full funding grant agreement
FFP	firm-fixed price
FHWA	Federal Highway Administration
FIA	fire and intrusion alarm
FMO	financial management oversight
F/O	fiber optic
FRA	Federal Railroad Administration
FTE	full time employee
FTA	Federal Transit Administration
FUA	first unit accepted
G	
GAAP	generally accepted accounting principles
GEC	general engineering consultant
GFOA	Government Finance Officers Association
GIS	Geographic Information System
GMP	guaranteed maximum price
GOTRS	General Order Track Rights System
GPS	Global Positioning System
H	
HCM	human capital management
HEDS	hybrid enterprise document management system
HEOP	Heavy Equipment Overhaul Program
HVAC	heating, ventilation, and air conditioning
I	
IAM	Identity and access management
IAWP	Integrated Annual Work Plan
ICCA	Interim Capital Contributions Agreement
IFC	issued for construction
IFO	Integrated Finance Organization-Finance Project
IFP	Integrated Financial Plan
IGF	internally generated funds
IRP	Infrastructure Renewal Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	intelligent transportation systems

J

JARC	Job Access/Reverse Commute
JCC	Jurisdictional Coordinating Committee
JGB	Jackson Graham Building
JOC	Job Order Contracting Program
JV	joint venture

L

LBT	large bore tunnel
LD	liquidated damages
LGS	Lane, Granite and Skanska Joint Venture
LNTP	limited notice to proceed
LPA	locally preferred alternative
LRT	light rail transit
LRV	light rail vehicle
LUA	last unit accepted

M

MARC	Maryland Area Regional Commuter
MCC	motor control center
MDBD	mean distance between delays
MDBF	mean distance between failures
MDBS	mean distance between service interruptions
ME	month-end
MEAD	Metro Electronic Action Document
MIS	major investment study
MMFA	Metro Matters Funding Agreement
MMMS	Material Maintenance and Management System
MMP	Metro Matters Program
MMU	mobile maintenance unit
MOD	(contract) modification
MOS	minimum operable segment
MPS	master program schedule
MTA	Maryland Transit Administration
MTTR	mean time to repair
MWAA	Metropolitan Washington Airport Authority
MWCOG	Metropolitan Washington Council of Governments

N

NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NSP	New Start Project
NTSB	National Transportation Safety Board
NTD	National Transit Database
NTE	not to exceed
NTI	National Transit Institute
NTP	notice to proceed

O	
O&M	operating and maintenance (such as O&M costs)
OCC	Operations Control Center
ODC	other direct costs
ODP	(U.S.) Office of Domestic Preparedness
OFS	order for services
OTP	on-time performance
OWS	oil water system
P	
PB(QD)	Parsons, Brinckerhoff, Quade & Douglas, Inc.
PCI	payment card industry
PCO	pending (or proposed) change order
PDR	preliminary design review
PE	preliminary engineering
P/I	policy instruction
PIDS	Passenger Information Display System
PLE	parking lot equipment
PM	project manager
PMI	Project Management Institute
PMO	project management oversight
PMOC	project management oversight contractor
PMP	project management plan
PPE	personal protective equipment
PSS	Program Station Stop, or Public Safety System
P2D	Parsons Transportation Group, Inc.; Parsons, Brinckerhoff, Quade & Douglas, Inc.; and Delon Hampton & Associates
Q	
QA	quality assurance
QC	quality control
R	
RAC	Riders' Advisory Council
RCSC	Regional Customer Service Center
RE	resident engineer
RFP	request for proposal
RFQ	request for qualifications
RMS	Records Management System
ROCS	Rail Operations Computer System
ROD	record of decision, or revenue operations date
ROW	right of way
RTU	remote terminal unit

S

S&I	storage/service and inspection
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SAP	System Access/Capacity Program, or safety awareness program
SCI	substantial completion inspections
SCP	Safety Certification Program
SCWG	safety certification working group
SEP	System Expansion Program
SEIP	System Expansion and Improvement Program
SM	switch machine
SMADS	Station Monitor and Display System (fare collection equipment)
SMS	Safety Measurement System
SOC	station operator's console
SOS	scope of service
SOW	scope of work
SRO	station over-run
SSOA	state safety oversight agency
SSPP	System Safety Program Plan
SSPS	system safety program standards
SSWP	Site Specific Work Plan

T

TBS	tie breaker station
TC	train control
TCR	train control room
TEA-21	Transportation Equity Act for the 21 st Century
TIFIA	Transportation Infrastructure Finance & Innovation Act
TIIF	Transportation Infrastructure Investment Fund
TIP	Transportation Improvement Program
TOC	Tristate Oversight Committee
TOD	transit oriented development
TPSG	traction power switch gear
TPSS	traction power substation
TSI	Transportation Safety Institute
TSP	transit signal priority
TUN	temporary user notice

U

UPS	uninterrupted power supply
UST	under-ground storage tank

V

VE	value engineering
VMS	Vehicle Management/Monitoring System
VRE	Virginia Railway Express

W

WBS	work breakdown structure
WMATA	Washington Metropolitan Area Transit Authority
WMS	Warehouse Management System

Y

YE	year end
YOE	year of expenditure
YTD	year to date

Appendix F.

Glossary of Terms.....F-1

Appendix F. Glossary of Terms

AAC <i>(Accessibility Advisory Committee)</i>	Metro's committee that was created to address the needs of senior citizens and customers with disabilities; efforts have resulted in numerous service upgrades including gap reducers, to make it easier for customers using wheelchairs to board Metrorail trains.
Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.
Accrual	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
ADA <i>(Americans with Disabilities Act)</i>	Refers to Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, Washington Metropolitan Area Transit Authority (Metro) operates Metrobus with a bus fleet equipped with passenger lifts and wheelchair tie downs, Metrorail with elevators and platforms that are ADA compliant and MetroAccess with a fleet of over 500 vans and sedans also equipped with lifts and tie downs.
Approved Budget	The revenue and expenditure plan approved by the Metro Board of Directors for a specific one year period starting on July 1.
ART <i>(Arlington Transit)</i>	Refers to the bus service that operates within Arlington County, Virginia, providing access to Metrorail and supplementing Metrobus with smaller, neighborhood-friendly vehicles.
Articulated Bus <i>Also see "Slinky" bus</i>	Refers to buses that have an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated buses have more passenger capacity than standard 40-foot buses.
AGM <i>(Assistant General Manager)</i>	An executive who reports directly to the General Manager/CEO or a Deputy General Manager of Metro.
Assets	Property owned by Metro which has monetary value with a future benefit.
Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.

Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of Metro.
Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or capital budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization.
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
CAFR (<i>Comprehensive Annual Financial Report</i>)	A report containing financial statements and statistical data that provides full disclosure of all material financial operations of Metro in conformity with generally accepted accounting principles.
Capital Assets	Assets of a material value and having a useful life of more than one year. Also called fixed assets.
Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.

Capital Improvement Program	The six-year plan of capital projects to be completed by Metro.
Cash Basis	Basis for keeping accounts whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they apply.
CNG (<i>Compressed Natural Gas</i>)	A natural gas fuel used in a clean engine technology.
COLA (<i>Cost of Living Adjustment</i>)	Cost of Living Adjustment (COLA) for inflation for employees.
Compact	Refers to interstate compact creating Metro; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.
Cost Allocation	Refers to expenses accounted for in one fund assigned to another fund. For example, certain operating expenses of a division may be charged to a capital project as overhead cost.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.
Deadhead	Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
DGM (<i>Deputy General Manager</i>)	An executive who reports directly to the General Manager.

Diesel Fuel	Fuel composed of petroleum distillates that have a boiling point and specific gravity higher than gasoline.
Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass to ride Metrorail. A pass is gate- activated the first time it is used and prints the last valid date on the pass. Farecards contain a set value. Trip values are subtracted from the farecard upon exiting the station gate.
Flash Pass	Metrobus pass valid for unlimited use for a designated seven-day period.
Four-point Securement System	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
FTA <i>(Federal Transit Administration)</i>	A federal administration within the U.S. Department of Transportation. The FTA provides stewardship of combined formula and discretionary programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.
GAAP <i>(Generally Accepted Accounting Principles)</i>	Accounting standards, revised periodically, to which both private and public organizations within the United States are expected to conform.
GM/CEO <i>(General Manager/Chief Executive Officer)</i>	The General Manager and Chief Executive Officer of Metro who reports directly to the Board.
Head Sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway	Refers to time intervals between vehicles moving in the same

<i>(Frequency)</i>	direction on a particular route. Headway can change on a line during the day as rider demand changes.
JCC <i>(Jurisdictional Coordinating Committee)</i>	The staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro.
Kiss and Ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling Bus <i>Also see Passenger lift</i>	Refers to a feature on all buses that lowers the floor to the curb or to near-curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.
KPI <i>(Key Performance Indicator)</i>	KPIs are Key Performance Indicators that measure long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.
Layover Time <i>Also known as Spot time</i>	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Linked/Unlinked trip	An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride. Metrorail reports ridership as linked trips. A linked trip is counted every time a customer enters through a fare gate. For example, where a customer transfers between two trains to complete their travel one trip is counted.
Loop	Refers to a portion of a bus line where the driver operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.
Loudoun County Transit	The weekday bus service from Loudoun County, Virginia to Washington D.C., the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. A reverse commute bus service is provided from West Falls Church to Loudoun County.

MARC (<i>Maryland Area Regional Commuter</i>)	A commuter rail system whose service areas include Harford County, Maryland; Baltimore City; Washington D.C.; Brunswick, Maryland; Frederick, Maryland and Martinsburg, West Virginia.
Metro	The Washington Metropolitan Area Transit Authority.
MetroAccess	The operating unit of Metro that offers service for eligible people with disabilities who are unable to use regular accessible Metrorail, Metrobus and local bus service (fixed route). Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, MetroAccess operates a fleet of over 500 vans and sedans. The vans are equipped with passenger lifts and wheelchair tie-downs.
Metrobus	The operating unit of Metro that offers bus service on 332 routes on 180 lines throughout the Metro region. Buses currently running are made by Orion, New Flyer, Neoplan and NABI.
Metrorail	The operating unit of Metro that offers a subway system that consists of 106.3 route miles (subway, aerial and surface) and 86 passenger stations and a fleet of over 1,100 rail cars.
Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
MTA (<i>Maryland Transit Administration</i>)	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and/or ferry systems.
NextBus	Refers to the application that uses satellite technology for

	Metrobus locations to track the arrival times for bus operators and customers.
NTSB <i>(National Transportation Safety Board)</i>	NTSB is an independent federal agency charged with determining the probable cause of transportation accidents, promoting transportation safety, and assisting victims of transportation accidents and their families.
OCC <i>(Operations Control Center)</i>	The operations center that facilitates monitoring and communications for Metrorail operations.
Office	An organizational unit that falls under the structure of a department.
Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Lift <i>Also see Kneeling bus</i>	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.
Peak Service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night.
Personnel Services	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
PIDS <i>(Passenger Information Display System)</i>	Refers to signs located on each platform and mezzanine of every rail station to provide information to customers including next train's scheduled time of arrival, service delays, elevator outages, and free shuttle arrangements when elevators are out of service.

Platform Hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Proposed Budget	Refers to the budget prepared with preliminary estimates by the GM/CEO for the consideration of the Metro Board.
RAC (<i>Riders' Advisory Council</i>)	A committee established by the Metro Board. The council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member council includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Accessibility Advisory Committee.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours <i>Also known as Revenue Service</i>	Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip <i>Also see Linked/Unlinked trip</i>	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system in Maryland.
Round Trip (<i>Also known as a cycle</i>)	Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.
"Slinky" Bus <i>Also see Articulated bus</i>	Refers to a nickname used by many passengers for the articulated bus.

SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia.
SmartTrip [®]	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobuses and at fare gates on Metrorail.
Strategic Buses	Refers to spare buses available for service in the event that a bus in route is taken out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, D.C., suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland weekday bus service to Metrorail Stations.
TOC (<i>Tristate Oversight Committee</i>)	The Tri-state Oversight Committee is a partnership between state-level agencies in Maryland, Virginia and the District of Columbia to jointly oversee safety and security at the Washington, DC Metrorail system.
Transit Advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
Tripper	Refers to trains or buses from a line or route used to re-route to serve another line or route.
Trunk Line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
TSI (<i>Transportation Safety Institute</i>)	A Federal Transit Administration-sponsored institute that conducts a full range of training programs in rail and bus safety and accident investigation.

VRE
(*Virginia Railway Express*)

The commuter rail service that connects the Northern Virginia suburbs to Union Station in Washington, D. C., via two lines: the Fredericksburg Line from Fredericksburg, Virginia, and the Manassas Line from Broad Run/Airport station in Bristow, Virginia.

WMATA
(*Washington Metropolitan Area Transit Authority*)

Refers to the acronym used for Washington Metropolitan Area Transit Authority serving the Washington Metropolitan area which consists of Washington, D.C., suburban Maryland (Montgomery County and Prince Georges County) and Northern Virginia counties of Arlington and Fairfax and the cities of Alexandria, Fairfax and Falls Church. Also known as Metro.