

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201505

Resolution:
 Yes No

TITLE:

FY2016 Operating and Capital Budget Adoption

PRESENTATION SUMMARY:

This presentation will provide information to the Board to inform its decision to adopt the GM/CEO's proposed \$1.8 billion FY2016 Operating Budget and \$1.17 billion FY2016 Capital Budget, as modified since December 2014, including updates to operating expense and revenue forecasts and modifications to the six-year Capital Improvement Program (CIP).

PURPOSE:

To present the Board with updated information on the proposed FY2016 Operating and Capital Budgets, including changes to operating expense and revenue forecasts and modifications to the FY2016-2021 Capital Improvement Program.

DESCRIPTION:

Key Highlights:

- The FY2016 Operating Budget is \$1.814 billion for Metrobus, Metrorail, and MetroAccess services. The budget includes no major fare changes or service reductions.
- The Title VI equity analysis demonstrates no disparate impact on minority populations or disproportionate burden on low income populations from the proposed changes to parking fees.
- The budget includes the use of \$27 million of unexpended Transit Infrastructure Investment Fund (TIIF) revenues to fund Metrorail operating expenses.
- The budget includes \$10 million in administrative expense reductions through the elimination of 50 non-safety positions as well as reductions in consultant services, materials and supplies, fuel usage, and other areas. To further constrain cost growth, initiatives to invest in bus Priority Corridor Networks and State of Good Operations (PCN/SOGO) are also being deferred beyond FY2016.
- The FY2016 budget includes an \$11 million contribution to the trust for Other Post-Employment Benefits (OPEB) established as part of the FY2015 budget.
- In parallel with the changes to the operating budget, this FY2016 capital budget and six-year CIP is a more realistic investment plan that continues the state of good repair rebuilding program; funds necessary safety improvements, including the critical radio project infrastructure. The overall FY2016 planned capital expenditures have been reduced from \$1.31 billion in December to \$1.17 billion.

Background and History:

In December 2014, the GM/CEO presented the Proposed FY2016 Operating Budget and FY2016-2021 Capital Improvement Program to the Board for its consideration. This budget emphasized the linkages to the Momentum strategic plan as well as to the key actions established in the GM/CEO's CY2014-2016 Business Plan.

As described in December, the budget provides the resources to support most, but not all of the Board's strategic actions, particularly those supporting safety, financial reform, and customer care. Metro's activities in these critical areas in FY2016 include:

- *Safety*: Safety continues to be Metro's number one priority, both for our customers and our employees. Initiatives like Close Call create an environment where all employees, regardless of position, are engaged in improving safety and reporting hazards that may exist within the system. Metro will continue to work on closing out the remaining National Transportation Safety Board (NTSB) recommendations from 2009 (notably the replacement of the 1000 series cars) as well as the additional recommendations from the L'Enfant incident in January 2015. Implementation of wayside worker warning will also be prioritized, to provide another level of protection for employees inspecting the right-of-way.
- *Customer Care and Outreach*: The FY2016 budget will continue to fund the Customer Care initiative that will enhance Metro's ability to both receive and respond to customer feedback. Through the new award-winning Public Participation Plan, Metro will continue to engage customers in new ways to gather their input whenever a major change is considered.
- *Financial Reform*: FY2016 will continue improvement in internal controls and compliance for WMATA through the new Internal Control & Compliance Office with organization-wide responsibility for adherence to proper financial management controls, processes and procedures. WMATA is also developing a Board reporting process through Audits & Investigations (A&I) Committee that will be complementary to the WMATA Office of Inspector General (OIG) process with more emphasis on process and procedural compliance assistance. The expected outcomes from these investments include compliance verification for all regulations, policies, and procedures; "clean" Financial Management Oversight (FMO) & Triennial reviews; and restoration of Electronic Clearing House Operation (ECHO) privileges.

A number of worthwhile initiatives will not be funded in the FY2016 budget. Deferred initiatives include a proposed \$6.8 million expansion of the Metrobus Priority Corridor Network/State of Good Operations (PCN/SOGO) program to provide more and better bus service; an expansion of the bus vehicle and rail station cleanliness programs for \$1.3 million; the addition of a second team to enhance and accelerate rail de-stressing activities (i.e., preventive monitoring and maintenance to reduce the frequency of rail buckling and cracking, which can lead to service disruptions) for \$1.2 million; and the enhancement of existing emergency response capabilities through the addition of a backup emergency response team (ERT) for \$1.1 million.

However, the FY2016 budget will provide funding to support the Board's mandates regarding Fatigue Risk Management. This will fund additional employees to improve and maintain compliance with the new Hours of Service (HoS) policy, including bus operators (25), track repairers (18), and EOC dispatchers (4). Management will monitor HoS compliance over the next 12 months and determine whether further hiring is

necessary as part of the FY2017 budget.

In addition to hiring to mitigate fatigue risk, the budget includes two additional initiatives: a modernization of Human Resources functions to support the recruitment, development, and retention of employees, and collaborative risk management.

Discussion:

Operating Budget Updates

- Fuel and propulsion expenses: Operating expenses for fuel and propulsion have been reduced by \$9.5 million since December as a result of hedges executed subsequent to the original budget proposal and other changes to usage and rate assumptions.
- Bus network realignment: The December budget proposal assumed that certain Metrobus routes (with annual operating expenses totaling approximately \$8 million) would be transferred to the local operators in FY2016. Although the jurisdictions expressed support for studying the options for this type of bus network realignment in the long-term, it was determined that such a transfer could not occur in FY2016. The associated expenses and revenues have been added back to the operating budget.
- Fatigue hiring: Subsequent to the December proposal, Metro executive leadership indicated that the 25 new bus operator positions added in FY2015 would be sufficient to maintain 97 to 98 percent compliance with the Hours of Service policy and to achieve the Board's Fatigue Risk Management goals. Therefore, the request for 50 additional positions was removed. In addition, staff determined that approximately 25 percent of the gross cost of adding new positions could be offset within the budget by reductions in overtime. The net reduction in the budget due to this change was \$2.8 million.
- Additional administrative expense reductions: In addition to the \$5 million savings from vacancy elimination, staff identified another \$5 million in savings through reductions in consultant services and travel; reductions in materials and supplies, including printing and subscriptions; and opportunities for lower fuel and propulsion usage.
- Change to revenue forecast: Although the December proposal included a modest reduction in projected revenues in FY2016 compared to the FY2015 budget, recent ridership experience in the second and third quarters of FY2015 has indicated that a further reduction in FY2016 projected fare revenue is prudent. Total fare revenue in the FY2016 operating budget has been reduced by an additional \$22 million relative to December, with \$20 million of the reduction on Metrorail and \$2 million on Metrobus. In order to maintain the jurisdictional subsidy contributions at their previously agreed upon level, the budget utilizes one-time funding from the Transit Infrastructure Investment Fund in the amount of \$27 million (greater than the \$5 million previously discussed) as a revenue source to support Metrorail operating expenses.

Capital Project Updates

In parallel with the changes to the operating budget since December, the updated FY2016 capital budget and six-year CIP is a realistic investment plan that continues the state of good repair rebuilding program; funds necessary safety improvements,

including the critical radio infrastructure project; and provides for the initial funding needed for an expansion of eight-car train service. The overall FY2016 planned capital expenditures have been reduced from \$1.31 billion in December to \$1.17 billion.

The investment plan will address safety recommendations from the National Transportation Safety Board (NTSB), including the replacement of track circuits and on-board event recorders. Metro has ordered 528 new 7000-series railcars, enough to replace all 1000- and 4000-series cars (thereby addressing the NTSB recommendation to replace the 1000-series cars) and to expand the size of the Metro fleet by 128 cars to support the Silver Line. Metro is also currently working with the jurisdictions and the Federal Transit Administration (FTA) to determine the best and highest use of an additional 220 new 7000-series railcars and the funding for the traction power and systems upgrades needed to support those cars.

The capital plan also includes the replacement of buses and MetroAccess vehicles, and rehabilitation of railyards and bus facilities. Customers will see major improvements at 12 Metrorail stations and enhancements at another 12 stations in FY2016. Metro is also planning to replace 14 escalators, and repair another 18 escalators and 12 elevators.

The budget reduction since December is a result of deferring certain expansion projects, such as the Heavy Repair and Overhaul Facility, New Carrollton Railyard Improvements, access and capacity improvements at Union Station and Gallery Place, and bus fleet expansion. Metro also completed a comprehensive schedule update to all the projects in the program and re-evaluated what could be delivered in FY2016.

In the six-year period (FY2016-2021), specific projects have been reduced relative to the proposed plan put forward in December as a result of a total cost reduction to the project. These projects include:

- Metro has refined the escalator replacement project emergency management plan that will be utilized when replacing deep station escalators. This will result in a reduction in the in-house labor requirements and reduction to the estimate to complete this project.
- The contingency requirements for the 1000-Series replacement project have been reduced resulting in a reduction to the total project cost.
- The service vehicle acquisition project has also been reduced over the six-year period.

Capital Funding Updates

The revised FY2016 capital budget (which includes a forecast of carryover funding from FY2015) includes:

- \$649 million in federal funding, including formula grants, PRIIA grants, resiliency grants, and other federal sources;
- \$443 million in state and local funding, including required matches to the federal grants as well as system performance funding;
- \$40 million in other sources, including land sales and insurance proceeds; and
- \$33 million in Metro 2025 funding from FY2015.

The December proposal assumed \$282 million in long-term financing in FY2016 to

support the capital program. The revised CIP financial plan does not include any long-term financing in FY2016 and defers any issuance of debt to later years in the CIP.

Staff is now preparing the Federal FY2015 formula and PRIIA grant applications. These new grants will be submitted to FTA for review following the Board's adoption of the FY2016 budget.

Review of Organizational Cost Structure

WMATA is currently evaluating opportunities to streamline operations to reduce organizational costs and will build on these efforts in FY2016 in conjunction with the Board's work plan development effort. The results of these efforts will enable WMATA to become a more efficient, effective, and financially stable organization.

Actions Taken at the May 14, 2015, Finance & Administration Committee

The Committee approved the updated \$6 billion six-year capital program with two amendments that altered the expenditure profile for the 220 Railcars option and the Rail Power System upgrade. Specifically, the Committee:

- Eliminated \$431 million in FY2017-2021 for the 220 railcars (CIP0068), and
- Eliminated \$206 million in FY2017-2021 for Rail Power System Upgrade (CIP0076).

As a result of these amendments, the six-year CIP financial plan includes \$637 million more in funding than approved expenditures over the six year period.

FUNDING IMPACT:

No impact on current year funding -- adoption sets the expense, revenue, and subsidy levels for upcoming fiscal year.	
Project Manager:	Thomas J. Webster
Project Department/Office:	CFO/OMBS

TIMELINE:

Previous Actions	December 2014 - presentation of Proposed FY2016 Budget January - March 2015 - Board budget work sessions April 2015 - public hearing on proposed fare and fee changes and FY2016 program of capital projects
Anticipated actions after presentation	July 1, 2015 - beginning of FY 2016

RECOMMENDATION:

Approve the staff report on public outreach, approve the Title VI equity analysis, and adopt the FY2016 Operating Budget and FY2016-2021 Capital Improvement Program (CIP).

PRESENTED AND ADOPTED: May 28, 2015

SUBJECT: APPROVAL OF FISCAL YEAR (FY) 2016 FEE CHANGES WITH ACCOMPANYING PUBLIC HEARING REPORT AND TITLE VI EQUITY ANALYSIS, AND ADOPTION OF THE FY2016 OPERATING BUDGET

2015-29

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Board of Directors received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2016 Operating budget, and in Resolution 2015-11 approved a docket of proposed fare and fee changes for FY2016; and

WHEREAS, The Board of Directors conducted a public hearing on April 7, 2015, preceded by an open forum on the proposed fare and fee changes, the results of which are summarized in a Staff Report (Attachment A); and

WHEREAS, To address feedback from riders expressed at the public hearing, through the online survey and in written responses to the docket, and to foster the Board of Directors' strategic goal of connecting communities, staff is working with Maryland Department of Transportation, Virginia Railway Express, and CommuterDirect to develop an alternative fare payment approach that will allow for continuation of the Transit Link Card (TLC) pass without the use of magnetic-stripe paper farecards; and

WHEREAS, The Board of Directors also sought public comment in the April 7, 2015, public hearing on the Program of Projects, the list of projects to be funded by the federal grants, as expressed in the proposed FY2016 CIP and Federal FY2015 Grant Applications, and the public feedback received on the Program of Projects is also included in the Staff Report; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Washington Metropolitan Area Transit Authority (WMATA) staff conducted additional public outreach to riders regarding the proposed fare and fee changes (Attachment B) at key locations throughout the WMATA transit system, and through community-based organizations, and conducted an online survey with the results of these outreach efforts summarized in the Staff Report;

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, WMATA staff evaluated the proposed FY2016 fare and fee changes to determine whether these changes would have a disparate impact on minority populations or impose a

Motioned by Mr. Euille, seconded by Mr. Goldman

Ayes: 8 – Mr. Downey, Mr. Goldman, Mr. Euille, Mr. Price, Ms. Tregoning, Ms. Harley, Mrs. Hynes and Mr. Evans

disproportionate burden on low income populations, and has determined there would be no disparate impact on minority populations or disproportionate burden on low-income populations at the system-wide level (Attachment C); and

WHEREAS, It is anticipated that the Montgomery County Council will approve continued funding for the "Kids Ride Free" program to subsidize free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m. for the FY2016 budget; and

WHEREAS, It is anticipated that the District of Columbia will approve continued funding for the School Transit Subsidy Program (including the "Kids Ride Free" program for students on Metrobus), as well as continued funding for transfer discounts at Anacostia and Congress Heights stations; and

WHEREAS, The Board of Directors, in Resolution 2015-05, authorized the closure of the Transit Infrastructure Investment Fund (TIIF) and identified \$27 million in unexpended approved funds from completed or closed regional projects; now therefore be it

RESOLVED, That the Board of Directors approves the Staff Report in Attachment A on the public hearings and outreach concerning proposed fare and fee changes; and be it further

RESOLVED, That the Board of Directors approves the changes to the parking fees reflected in Attachment B, as well as the expanded hours of weekday parking fee collection, to begin on or about Sunday, June 28, 2015; and be it further

RESOLVED, That the Board of Directors approves the Title VI Equity Analysis in Attachment C demonstrating no disparate impact on minority populations or disproportionate burden on low income populations from the parking fee changes shown in Attachment B; and be it further

RESOLVED, That the Board of Directors approves the discontinuation of magnetic-stripe paper farecards as the fare media for the Transit Link Card (TLC) pass, with January 2016 as the final month for which the paper farecard TLC product will be available for use; and be it further

RESOLVED, That the alternative fare payment approach for TLC shall include a non-transferable, agency-specific label or sticker affixed to a SmarTrip® card by CommuterDirect or other distributor of the TLC prior to receipt of the product by the customer, as agreed upon by Metro staff and staff of Maryland Department of Transportation, Virginia Railway Express, and CommuterDirect; and be it further

RESOLVED, That the Board of Directors directs Metro staff to continue to work with staff from Maryland Department of Transportation, Virginia Railway Express, and CommuterDirect to implement, for sale starting in January 2016 and for use beginning in February 2016, this alternative TLC fare payment approach; and be it further

RESOLVED, That the Board of Directors directs Metro staff to analyze the possibility of modifications to or elimination of the Metrobus 5A route in the State of Good Operations (SOGO) review currently underway, and to bring these options to the Board of Directors for inclusion in the upcoming SOGO public hearing, with the goal of implementing all changes resulting from the SOGO analysis, including any changes to the 5A route, by the second half of FY2016.

RESOLVED, That the Board of Directors approves and adopts the FY2016 Operating budget of \$1.814 billion, with expenses and subsidies detailed in Attachments D-1 and D-2, including the use of \$27 million in unexpended TIIF funding in the Operating budget to fund Metrorail operating expenses; and be it further

RESOLVED, That \$21.2 million of debt service expenditures resulting from the issuance of Metro Matters bonds are included in the FY2016 budget and allocated to the jurisdictions as detailed in Attachment D-2; and be it further

RESOLVED, That the total budget for Operating Reimbursable Program projects shall be \$47.3 million, as detailed in Attachment E; and be it further

RESOLVED, That the budget for Operating Reimbursable Safety & Security grants for FY2016 shall be \$5.7 million or such lesser amount of federal safety and security grants awarded to WMATA as shown in Attachment E; and that the FY2016 budget for Safety and Security grants may not exceed this amount without additional action from the Board of Directors; and be it further

RESOLVED, That the Board of Directors remains committed to funding the trust for Other Post-Employment Benefits (OPEB) established as part of the FY2015 budget and has included an \$11 million contribution for this trust in this FY2016 budget, and directs that future budgets be submitted with additional contributions to this trust; and be it finally

RESOLVED, That in order for staff to implement the approved parking fee changes prior to the beginning of the new fiscal year, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Mark R. Pohl
Acting General Counsel

WMATA File Structure Nos.
4.2.2 Fiscal Year Budgets
9.12.9 Tariff (WMATA Fare Structure)

Attachment A



Washington Metropolitan Area Transit Authority
STAFF REPORT

Public Outreach & Input

**Docket B15-01: Proposed FY2016 Fare & Fee Adjustments,
and**

**Docket B15-02: Proposed FY2016 Capital Improvement Program
and Federal FY2015 Grant Applications**

May 8, 2015

Introduction

Despite growth in Metrobus ridership, as well as higher revenues from advertising and joint development, virtually flat Metrorail ridership poses a significant budget challenge for the FY2016 budget. While Metro's jurisdictional partners have committed to increasing support for Metro, they face financial constraints as tax dollars are also needed to pay for schools, public safety, and other local priorities.

Therefore the Board is considering a very modest set of parking fee changes and limited bus service adjustments about which it sought public input. The following report is a summary of the public outreach and resulting comments on the FY2016 Washington Metropolitan Area Transit Authority (Metro) proposed fare and service adjustments and capital program. This report includes an overview of the public participation plan that was followed, as well as a summary of the feedback received from the public from various forums.

Finalizing the Docket and the Role of Public Input

In December 2014, Metro's Board of Directors requested that staff seek customer input on and reactions to a draft budget docket, which included preliminary options to increase fares and cut service to balance the FY2016 budget. The Office of Customer Research explored rail and bus customer support of eleven options to help balance the budget. In addition, other revenue and pricing scenarios were investigated.

Public outreach on these preliminary concepts included the following three major efforts:

- **SmarTrip account holder survey:** More than 10,000 SmarTrip account holders were invited to participate in an on-line survey via email. The survey was conducted from December 18 to December 29 during which time 1,783 riders completed the survey. The survey provided fairly even coverage of riders by jurisdiction—31% MD, 40% VA, and 28% DC.
- **Community Based Organization (CBO) survey:** Metro staff invited more than 220 Community Based Organizations throughout the region via email to participate in a survey similar to that sent to SmarTrip account holders. The survey, open from January 21st to January 30th, asked the CBO representatives to respond with their constituents in mind. A total of 51 surveys were completed by individuals representing 46 CBOs -- 19% MD, 33% VA, and 50% DC. These CBOs serve hard-to-reach populations, including minority, low-income, and limited English proficient (LEP), and helped bridge the hard-to-reach group coverage gap experienced in the general customer survey.
- **Public comment at the February 12 Board of Directors Finance & Administration Committee Meeting:** For the first time ever, the public was invited to attend and give brief remarks to the Board on February 12 to aid in the development of the final docket. Sixteen people provided comment, including representatives from these CBOs: the Latin American Youth Center, Virginia Coalition of Latino Organizations, BU-GATA Tenants Association, Columbia Lighthouse for the Blind, and the Buckingham Community Center (statement in Spanish).

Memos for both the public and CBO outreach efforts with additional details about methods used and demographics are attached in Appendix A and B.

After extensive public discussion, Metro's Board determined that no major fare increases or service reductions would be included in the FY2016 budget. However, to balance the FY16 budget, Metro would continue to reduce administrative costs without adversely impacting service, and identified certain fee changes for public comment. The final docket items were:

1. Increase the daily parking fee at Minnesota Ave Metrorail station to \$4.60 to align with all other District of Columbia Park & Ride lots
2. Extend the hours of collection at all Metro parking facilities by one hour in both the morning and evening on weekdays
3. Eliminate the Transit Link Card (TLC) monthly pass
4. Proposed FY2016 Capital Improvement Program and FY2015 grant applications

Communications & Outreach to the Public

In order to encourage customers to provide feedback on the budget docket, as well as to fulfill the Board-approved Public Participation Plan, Metro created a communications and outreach plan that focused on the customers most affected by the fee changes proposed in the docket. Metro created a target audience and demographic analysis and set the following communications and outreach goals:

1. Educate the public on Metro's budget and how funding works (fares, jurisdictions, etc.).
2. Collect feedback about items on the docket from the populations affected.

All communications and outreach efforts ran during the public comment time period – Saturday, March 21 through Monday, April 13. The final plan included the following efforts:

- The creation of the webpage wmata.com/budget that informed customers about all docket items and contained notices in Spanish, French Korean, Chinese, Vietnamese and Tagalog. This page also linked to the budget survey.
- Legal notices in the Washington Post on March 21 and March 28 notifying the public of the opportunities to provide public comment.
- Advertisements in papers throughout the region, including ethnic media in five different languages:
 - The Express (English)
 - El Tiempo Latino (Spanish)
 - Washington Hispanic (Spanish)
 - Korean Times (Korean)
 - Epoch Times (Chinese)
 - Zethiopia (Amharic)
 - Doi Nay (Vietnamese)

METRO HEARD YOU.

We're not raising fares or cutting service. To balance Metro's budget for the coming year, the District of Columbia, Maryland and Virginia governments have pledged to increase their funding for Metro, while Metro continues to take actions to cut costs and address parking fees.

A Note About Metro's Capital Improvement Program

Metro is investing about \$1.2 billion through the Capital Improvement Program (CIP). The CIP is used to maintain and improve the Metro system, raising system capacity and improving the effectiveness of the current rail and bus networks.

Metro will also continue to make investments in Metro D.C.'s capital projects, which require federal funds.

What's proposed?

- Increase the parking fee at Minnesota Ave Station to \$4.60.
- Extend the collection hours at ALL Metro parking facilities by one hour in both the morning and evening. These changes will generate about \$600,000 in additional revenue.
- Eliminate the TransitLink Card (TLC) pass, one of Metro's low-renting pass options, to make the pass a more efficient pass.

METRO LE HA ESCUCHADO.

No vamos a aumentar las tarifas ni a reducir el servicio. Para equilibrar el presupuesto de Metro del próximo año, los gobiernos del Distrito de Columbia, Maryland y Virginia van a incrementar su aporte de financiación a Metro, mientras que Metro continúa tomando acciones para reducir costos y abordar los problemas de estacionamiento.

¿Cuáles son las propuestas?

- Aumentar la tarifa del estacionamiento en la estación Minnesota Ave a \$4.60.
- Prolongar las horas de cobro en TODOS los estacionamientos de Metro por una hora más en la mañana como en la noche. Estas cambios generarán unos \$600,000 de ingresos adicionales.
- Eliminar el pase de TransitLink Card (TLC), uno de los pases de Metro de tarifa baja.

METRO 倾听您的心声。

我们不会提高票价或削减服务。为了平衡 Metro 下一年的预算，哥伦比亚特区、马里兰州和弗吉尼亚州政府已经承诺向 Metro 提供更多资金。同时 Metro 将继续采取举措削减成本并解决停车费问题。

提议包括哪些内容？

- 提高 Minnesota Ave Station 的停车费，增加至 4.60 美元。
- 延长所有 Metro 停车场的收费时间，早晨和晚上各延长一小时。这些改变将带来大约 60 万美元的额外收入。
- 取消 TransitLink Card (TLC) 通票。这是 Metrorail 保留的极少数纸质充值卡之一。为了推行更高效的支付系统，Metro 做了大量的努力，而提议取消这种通票即是措施之一。

我们需要您的心声。

如果您想让我们知道，这些提议的改变将对您产生什么影响，请登录网站 wmata.com/budget 完成调查，或者参加公开听证会。时间是 4 月 7 日星期二下午 6:30 (信息发布会于下午 6:00 开始)。地点在 Metro 总部，具体地址是华盛顿特区 5th Street NW 大街 600 号。邮编 20001。Metrorail 车站: Gallery Place 和 Judiciary Sq

- English and Spanish signs posted in all Metrorail stations, Metrorail station manager kiosks, Metrorail rail cars, Metro parking garage booths, Information Centers on Metrobus, and MetroAccess seat drops.

- Notification emails encouraging survey participation to various Metro government and community stakeholder lists, including Community Based Organizations. Direct emails were also sent to a targeted group of registered SmarTrip card holders who were identified as regularly parking at the Minnesota Ave Metrorail station (153); regularly use Metrobus (2,861) and customers who regularly use Metrorail (3,109). Additional customers, provided by CommuterDirect, identified regular Transit Link Card monthly pass users (1,873).



- Information was posted on the PlanIt Metro blog, through a news release on wmata.com, and Metro social media streams.

- Copies of the English and Spanish flier and notices were sent to all jurisdictional libraries.
- Signage and take-ones were provided to CommuterDirect, the company managing the sales of all TransitLink Cards.

- Distributed fliers and/or presented information to the following Community Based Organizations:
 - CARECEN DC
 - Carlos Rosario International Charter School, Harvard Campus
 - Culmore Partners Group
 - Fair Budget Coalition
 - Mary's Center
 - Office of African Affairs
 - Springfield Family Resource Center
 - Takoma-East Silver Spring Senior Center
 - VIDA Senior Center
 - YWCA

DO YOU USE A TRANSIT LINK CARD?

This card may be eliminated soon.

As part of its plan to phase out all paper farecards, Metro proposes to discontinue Transit Link card sales as of December 31, 2015. The last day that a Transit Link Card may be used will be January 31, 2016.

We want to hear what you think of this change.

If you'd like to learn more about this proposal, give Metro feedback at a public hearing or online, visit wmata.com/transitlinkcard. Deadline for providing comments is Monday, April 13 at 9 a.m.




- Information session and public hearing on Tuesday, April 7 at WMATA headquarters, 600 5th St NW, Washington DC.

Note that standard procedures were employed at the public hearing. Prior to the hearing, Metro hosted an open house Information Session to provide the public with an opportunity to speak to staff members about the various docket items. At the beginning of the hearing, Board Member Kathy Porter read a prepared statement outlining the public hearing process, and Interim General



Manager and CEO Jack Requa presented the proposed budget docket. Pre-registered speakers were then called to the podium to offer testimony followed by speakers who had registered at the hearing. Public hearing feedback forms were given to all attendees, which included questions about the docket items, their experience at the hearing and Title VI demographics (results listed in Table 4 and 5).

In addition to public comment taken verbally at the Public Hearing, public comment was also collected and compiled through multiple sources:

- Online survey, translated into English, Spanish, French, Chinese, Vietnamese, Korean, Amharic and Arabic
- Emails to writtentestimony@wmata.com
- Letters and faxes to the Board Secretary's office
- Blog comments through PlanItMetro
- Public hearing feedback forms

Public Input on the Budget Docket

The strategy across all public input gathered was to understand how customers felt about the proposed public docket. To gauge these feelings, a five point scale of emoticon faces was used to identify emotion.



Customers were asked to communicate how they felt about each docket item. Table 1 summarizes customer responses.

TABLE 1

Docket Item					
Increase the daily parking fee at Minnesota Ave Metrorail station to \$4.60	13%	8%	52%	6%	18%
Extend the hours of collection at all Metro parking facilities by one hour in both the morning and evening on weekdays	21%	19%	42%	7%	12%
Elimination of the Transit Link Card (TLC) monthly pass	7%	3%	31%	6%	53%
Proposed FY2016 Capital Improvement Program and FY2015 grant applications	19%	23%	51%	3%	4%

Feelings About Final Public Docket Items

With the exception of the elimination of the Transit Link card (TLC), most customers feel as if the docket items will not impact their lives all that much. Seventy-three percent of all customers who responded to the survey feel the daily parking fee increase at Minnesota Ave is not all that impactful. However, among those we surveyed who park at Minnesota Ave, 83 percent feel sad and frustrated with the increase.

Extending the hours of collection at all Metro parking facilities resulted in indifference. Overall, 82 percent feel the extended collection hours will not impact them much. Minnesota Ave parking customers do not vary far from this overall perspective but do express stronger feelings of sadness and frustration with the increase. Metrorail customers express the same feelings as all customers overall.

The elimination of the TLC monthly pass received the strongest expressions of sadness and frustration with the proposed change. Overall, non-TLC customers feel indifferent to the elimination. This is not surprising given the small pool of customers who use the card. For those who do use the card, they, overwhelming, feel sad and frustrated with the elimination.

By far the most acceptable docket item is the proposed FY2016 CIP and grant application changes. Ninety three percent of customers express indifference toward this docket item.

Collection of Public Input

To maximize input from customers and affected regional residents, a multi-method approach was used to ensure maximum coverage as shown in Table 2.

TABLE 2

Public Participation Forum	# of Customers Completed	# of Customers Commenting
Online Survey	2,869	1,378
Public Hearing Public Comment	10	10
Public Hearing Feedback Form	6	3
Email to <i>writtentestimony@wmata.com</i>	N/A	132
Email petition through email to <i>writtentestimony@wmata.com</i>	N/A	61*
PlanItMetro Comment	N/A	7
Total	2,885	1,591

*Petition was against the elimination of the Transit Link Card

Online Survey

The online survey was used in two approaches:

- A publicly available link at *wmata.com/budget*, considered “passive” engagement
- A direct email approach that sought to “actively” engage customers. Using the registered SmarTrip database, customers were identified who regularly park at the Minnesota Ave Metrorail station (153); regularly use Metrobus (2,861) and regularly use Metrorail (3,109). An additional sample, provided by CommuterDirect, identified regular TransitLink Card monthly pass users (1,873). A total of nearly 8,000 customers were targeted with this approach.

In total 2,869 customers participated in the online survey. Forty percent of customers took the survey in the publicly available version, while the other 60 percent responded through the “active” engagement email. Table 3 shows the response to both the public survey and response to each of the “actively” engaged groups.

TABLE 3

Survey Group	# of Completed Surveys	% of Completed Surveys
Public Survey "Passive"	1,142	40%
Targeted Survey* "Active"	1,729	60%
<i>Bus Customers</i>	<i>474</i>	<i>17%</i>
<i>Rail Customers</i>	<i>627</i>	<i>22%</i>
<i>Minnesota Parking</i>	<i>50</i>	<i>2%</i>
<i>Transit Link Customer</i>	<i>592</i>	<i>21%</i>

*Subgroups may not sum to total due to possibility to receive multiple emails. Minnesota Parking includes 2 comment cards received through Parking.

Survey Demographics

The online survey was available for all customers to participate. The survey format complied with ADA standards for the visually impaired and was offered in seven languages - English, Spanish, Chinese, Amharic, French, Korean, Vietnamese, and Arabic. A total of 14 surveys were completed in Spanish and seven in Chinese. The remainder were completed in English.

A demographic scan for each of the docket proposals was compiled in order to inform the execution of the communications and outreach plan. Overall, minority, low income and limited English proficient populations were not affected by the docket items. However, those using the Minnesota Ave parking facility have a higher minority and low-income profile than other Metro parking facility customers as a whole.

Participation among Title VI groups was good but short of the system average. Overall, 30 percent were non-white, compared to a system average of 56 percent. Less than one percent were of Hispanic origins, 18 percent identified as African American, and six percent as Asian/Pacific Islander. Still, 19 percent did not provide their ethnic origins. Only eight percent earned a household income less than \$30,000 compared to a system average of 26 percent—21 percent preferred not to answer this question. Table 4 provides the percentages for each group.

TABLE 4

Title VI Groups	# of Completed Surveys	% of Completed Surveys
Race/Ethnicity	2,869	100%
<i>Hispanic/Latin American</i>	9	0.3%
<i>Black/African American</i>	507	17.7%
<i>Asian/Pacific Islander</i>	175	6.1%
<i>American Indian/Alaska Native</i>	28	1.0%
<i>White</i>	1,461	50.9%
<i>Other</i>	145	5.1%
<i>Prefer not to answer</i>	544	19.0%
Income Categories	2,869	100%
<i>Less than \$30,000</i>	227	7.9
<i>More than \$30,000</i>	2,038	71.0%
<i>Prefer not to answer</i>	604	21.1%

Public Hearing Feedback Form

Metro held one public hearing to fulfill the requirements of the WMATA Compact. It was understood that most feedback from the populations affected would be collected from the survey, but approximately 15 members from the public attended, and 10 people chose to speak. As a new initiative prescribed by Metro's Public Participation Plan, a feedback form in English and Spanish was handed out to attendees to: solicit feedback on all final docket items; gather demographic information; obtain feedback on the attendee's experience; and allow for additional free-form comments.

A total of six completed forms were received—5 in English and 1 in both Spanish and English. Table 5 shows these responses to the docket items.

TABLE 5

Docket Item					
Increase the daily parking fee at Minnesota Ave Metrorail station to \$4.60	0	2	1	1	2
Extend the hours of collection at all Metro parking facilities by one hour in both the morning and evening on weekdays	2	2	1	1	1
Elimination of the Transit Link Card (TLC) monthly pass	1	1	2	2	0
Proposed FY2016 Capital Improvement Program and FY2015 grant applications	1	1	3	1	1

Attendees also commented on their experience at the hearing. While the timing of the meeting was very convenient to attendees' schedule, most said the location of the meeting was only fairly convenient for them. Most said they were satisfied by the opportunity to provide feedback.

Public Hearing Demographics

With the small turnout at the public hearing and those who filled out the feedback form, demographic information was limited. See Table 6 for hearing demographics.

TABLE 6

Title VI Groups	# of Completed Surveys
Race/Ethnicity	
<i>Hispanic/Latin American</i>	1
<i>Black/African American</i>	2
<i>Asian/Pacific Islander</i>	0
<i>American Indian/Alaska Native</i>	0
<i>White</i>	1
<i>Other</i>	0
<i>Prefer not to answer</i>	2
Income Categories	
<i>Less than \$30,000</i>	2
<i>More than \$30,000</i>	4
<i>Prefer not to answer</i>	0

Public Comments on Final Public Docket

In all public participation forums, customers were given the opportunity to provide their own comments about the final public docket. These comments and thoughts have been aggregated into thematic groups to help summarize customers' feelings. Table 2 showcased the number of customers who provided public comment in each of the public participation forums. Table 7 below provides a summary on how these comments fit into each thematic grouping.

TABLE 7

Thematic Groupings	# of Comments	% of Comments
Docket Item: Parking Fee Increase at Minnesota Ave		
Does not support	6	0.4%
Have place to load SmarTrip cards in garage	1	0.1%
Cost increase is too high	24	1.5%
No improvements in safety/service, fees shouldn't increase	7	0.4%
Decrease all parking fees	2	0.1%
Should have incremental increase	3	0.2%
Build more garages instead of raising fees	1	0.1%
Does not support Parking Fee Increase - Total	44	2.8%
Supports parking fee increase at Minnesota Ave	11	0.7%
Raise all parking to \$5/raise all parking fees	7	0.4%
With increase, customers should have more timely service	1	0.1%
Supports Parking Fee Increase - Total	19	1.2%
Docket Item: Extend Hours of Collection at Metro Parking Facilities		
Does not support extended parking hours	4	0.3%
Extend parking hours in the evening and late night, but not in the morning	1	0.1%
Does not support Extended Hours - Total	5	0.3%
Supports extended parking hours	12	0.8%
Supports Extended Hours - Total	12	0.8%
Docket Item: Elimination of Transit Link Card (TLC) Monthly Pass		
Does not support elimination of Transit Link Card	227	14.3%
Will start driving/not use transit/not use Metrorail	138	8.7%
Provide a SmarTrip pass/discount/similar fare/sticker and keep program	123	7.7%
Cost increase is too high	357	22.4%
Keep card and use bypass gates at Metrorail stations	40	2.5%
Multiple passes are inconvenient/want only one online payment	81	5.1%
Changes to program/fare increase should be done in phases	3	0.2%
Freeze employee pay instead	1	0.1%

Does not support TLC Elimination - Total	970	61.0%
Supports elimination of Transit Link Card	6	0.4%
Supports TLC Elimination - Total	6	0.4%
Docket Item: Proposed FY2016 CIP and FY2015 Grant Applications		
Does not support CIP/grant applications	3	0.2%
Does not support FY16 CIP and FY15 Grant Applications - Total	3	0.2%
Supports CIP/grant applications	21	1.3%
Supports replacement of Southern Ave garage	1	0.1%
Supports FY16 CIP and FY15 Grant Applications - Total	22	1.4%
Other		
Other/topic not related to docket/not affected - Total	510	32.1%
Total Comments	1591	100%

M E M O R A N D U M



SUBJECT: Preliminary Budget Concepts
Survey

DATE: December 31, 2014

FROM: CSCM - Lynn Bowersox

TO: Acting GM/CEO - Rob Troup

The following information was prepared in response to Board Member Mary Hynes' request for customer input into budget concepts prior to the Board's consideration of proposals. More robust customer research will be conducted on any budget proposals included in a Board-approved docket for public discussion next year.

Given the constraints of the holidays, this research relied on an online survey in which more than 10,000 SmarTrip account holders were invited to participate. The survey was conducted from December 18th to December 29th during which time 1,783 riders completed the survey. While the survey provided good coverage of riders by jurisdiction—31% MD, 40% VA, and 28% DC—low income riders were insufficiently represented in survey responses (5% of participants vs. 24% of riders). The next round of public participation research will bridge this coverage gap through intercept and telephone methodologies.

In addition to specific budget concepts, riders were provided an opportunity to weigh in on potential revenue and expense actions that Metro should consider for FY16. While fewer than 10% of riders offered any one action, the top five ideas offered by riders included: reduce costs through sustainable solutions (e.g., lighting) (8.3%), reduce employee wages (7.9%), eliminate redundant positions (7.8%), increase advertising revenues¹ (7.6%), and improve service reliability to attract more customers (6.9%). The majority of riders provided no specific revenue or expense actions.

Of the specific concepts offered to balance the budget, 80% of riders said they support jurisdictions increasing their cost sharing for Metro — Maryland riders, as a percentage (84%), are the most supportive of increases in jurisdictional share of costs.

¹ Commencing with a new contract on July 1, 2014, Metro increased the minimum guarantee for ad revenue from an average of \$8 million annually to nearly \$22 million annually over the next five years, with an upside opportunity for 68% share of revenues above the guarantee.

When asked about other options for balancing the budget, rail and bus customers agreed on some options but not others. The large majority of riders opposed changes in rail headways during rush hours (81%) but less were opposed to reductions in the mid-day (40%) and service after midnight (38%). Bus riders are far more supportive of reducing or eliminating underperforming bus service (45%) than eliminating a little bit of service from all routes (22%). Nearly three out of five riders (59%) supported closure of Metro Sales Offices as a cost cutting option.

When offered a choice between service reductions or fare increases, nearly 60% of all riders, regardless of mode, indicated a preference to pay a little bit more than experience service reductions. Bus customers were slightly less (50%) in favor of fare increases to balance the budget than rail customers (67%). Riders from the District of Columbia (75%) and from Virginia (61%) were slightly more supportive of fare increases than their Maryland (48%) counterparts.

Further, nearly half (48%) of all riders support a five cent rail fare increase in 2015. Riders also indicated they are prepared to start considering other modes of transportation if the rail base fare approaches \$4.35 or higher (vs. today's average of \$3.10). At a base fare of \$5.10 they assert that they would stop using Metrorail all together. For those customers who use mostly bus service, the price thresholds are lower for travel changes -- at \$4.17 and \$5.00, respectively.

Not surprisingly, riders tend to support budget concepts that are the least impactful to their own experience. For example, commuters tend to support reductions to non-peak services, whereas non-peak riders tend to support peak period headway changes. And nearly all riders (92%) said they support Metro cracking down on fare evasion as a way to realize additional funds each year.

M E M O R A N D U M



SUBJECT: CBO Budget Concepts Survey

DATE: 2/6/2015

FROM: AGM, CSCM—Lynn Bowersox

TO: Interim GM/CEO—Jack Requa

The following information was prepared in response to Board Member Mary Hynes' request for customer input into budget concepts prior to the Board's consideration of docket proposals. This follows a December memo regarding an online customer survey. The details of this memo pertain to a survey of community based organizations (CBOs) on behalf of their constituents.

This research was conducted online subsequent to email outreach to more than 220 CBOs from January 21st to January 30th. A total of 51 surveys were completed by individuals representing 46 CBOs -- 19% MD, 33% VA, and 50% DC. This research helps to bridge a hard to reach group coverage gap experienced in the general customer survey among low income customers, prior to implementation of the more comprehensive public participation plan following the approval of a public docket.

Of the specific concepts offered to balance the budget, 80% of CBOs said they support jurisdictions increasing their cost sharing for Metro — Virginia CBOs, as a percentage (88%), are the most supportive of increases in jurisdictional share of costs.

When asked about other options for balancing the budget, CBOs agreed on some options but not others. The large majority of CBOs opposed changes in rail headways during rush hours (72%) but less opposed reductions in the mid-day rail service (28%) and service after midnight (46%). Maryland CBOs are far more supportive of mid-day rail service reductions (67%) than eliminating rail weekend late night service (11%). Strategies supported by a majority of CBOs was reducing mid-day rail frequency and increasing funding by jurisdictions.

When offered a choice between service reductions or fare increases, nearly 60% of CBOs, regardless of jurisdiction, indicated a preference for service reductions. CBOs from the District of Columbia (60%) and from Virginia (65%) were slightly more supportive of service reductions than their Maryland (33%) counterparts.

Further, a quarter (26%) of CBOs supports a five cent rail fare increase in 2015. CBOs also indicated their constituents are prepared to start considering other modes of transportation if the rail base fare approaches \$3.75 or higher (vs. today's average of \$3.10). At a base fare of \$4.07 they assert that they would

stop using Metrorail all together. Not surprisingly, CBOs tend to support budget concepts that are the least impactful to their constituents.

In addition to specific budget concepts, CBOs were provided an opportunity to weigh in on potential revenue and expense actions that Metro could consider for FY16. Nearly half of responding CBO personnel offered an action, and the top four ideas offered included: eliminate redundant positions (18.2%), increase advertising revenues¹ (13.6%), reduce employee wages (9.1%), and get jurisdictions to pay more (9.1%). The majority of CBOs responding provided disparate revenue or expense actions. However, more than four out of five CBOs (84%) said they support Metro cracking down on fare evasion as a way to realize additional funds each year.

¹ Commencing with a new contract on July 1, 2014, Metro increased the minimum guarantee for ad revenue from an average of \$8 million annually to nearly \$22 million annually over the next five years, with an upside opportunity for 68% share of revenues above the guarantee.

Attachment B

FY2016 Fare and Fee Changes

	CURRENT Fares/Fees	FY2016 Fares and Fees
Metro-rail Fares		
Peak Fares¹		
1 · Boarding charge (up to 3 miles)	\$2.15	no change
2 · Composite miles between 3 and 6 miles	\$0.326	no change
3 · Composite miles over 6 miles	\$0.288	no change
4 · Maximum peak fare	\$5.90	no change
5 · Charge for senior/disabled is one-half peak fare	\$1.05 - \$2.95	no change
Off-Peak Fares²		
6 · Boarding charge (up to 3 miles)	\$1.75	no change
7 · Composite miles between 3 and 6 miles	\$0.244	no change
8 · Composite miles over 6 miles	\$0.216	no change
9 · Maximum off-peak fare	\$3.60	no change
10 · Charge for senior/disabled is one-half peak fare during off-peak	\$1.05 - \$2.95	no change
Paper Magnetic Fare Cards		
11 · Non-SmarTrip® fare surcharge ³	\$1.00	no change
12 · Senior/disabled non-SmarTrip® surcharge	\$0.50	no change
Rail Passes		
13 · One-day unlimited pass	\$14.50	no change
14 · One-day "convention" pass (bulk sales only) ⁴	\$10.00	no change
15 · 7-day short-trip pass for rail	\$36.00	no change
16 · 7-day fast pass for rail	\$59.25	no change
17 · 28-day fast pass for rail	\$237.00	no change
Other Rail Fares		
18 · Bus-to-rail transfer utilizing SmarTrip® card	\$0.50 discount	no change
19 · 30-day DC SmartStudent pass & DC One card, within DC	\$33.00	no change
20 · DC Student farecards & DC One Card - 10 rail trips within DC	\$10.30	no change
21 · TransitLink Card on MARC and VRE ⁵	\$111.00	no change
22 · TransitLink Card on MTA ⁵	\$171.00	no change
Metrobus Fares		
Regular Fares		
23 · Cash/SmarTrip® boarding charge for local/limited-stop bus	\$1.75	no change
24 · Cash/SmarTrip® boarding charge for express bus	\$4.00	no change
25 · Cash/SmarTrip® boarding charge for designated airport routes	\$7.00	no change
Senior/Disabled: One-Half Regular Fares		
26 · Cash/SmarTrip® boarding charge for local/limited-stop bus	\$0.85	no change
27 · Cash/SmarTrip® boarding charge for express bus	\$2.00	no change
28 · Cash/SmarTrip® boarding charge for designated airport routes	\$3.50	no change

Metrobus Fares (cont.)	CURRENT Fares/Fees	FY2016 Fares and Fees
Bus Transfers		
33 · Bus-to-bus transfers utilizing SmarTrip® card	varies	varies
34 · Rail-to-bus transfer utilizing SmarTrip® card	\$0.50 discount	no change
35 · Transfer from MARC, VRE, & MTA with weekly/monthly pass	\$0.00	no change
36 · Transfer from regional bus partners	varies	varies
Bus Passes		
37 · 7-Day Regional Bus Pass	\$17.50	no change
38 · 7-Day Regional Senior/Disabled Pass	\$8.75	no change
Other Fare Media		
39 · Package of 10 tokens, available to organizations	\$17.50	no change
40 · DC student tokens - 10 trips per pack	\$8.75	no change
41 · DC student pass on DC One Card - 10 trips	\$8.75	no change
MetroAccess Fares⁶		
42 · MetroAccess fare (within ADA 3/4 mile service corridor)	varies	varies
43 · Maximum fare	\$6.50	no change
Parking Fees⁷		
44 · District of Columbia	\$3.60 - \$4.60	\$4.60
45 · Montgomery County	\$4.35 - \$5.10	no change
46 · Prince George's County	\$4.60 - \$5.10	no change
47 · Virginia	\$4.85	no change
48 · Monthly reserved parking fee	\$45.00 - \$65.00	no change
49 · Parking meters \$1.00/60 minutes	\$1.00	no change
50 · Prince George's parking garage at New Carrollton	\$85.00	no change
51 · Non-Metro rider parking fees	\$8.25 - \$15.00	no change
Other Fees		
52 · Bicycle locker rental	\$120.00 (annual)	no change
53 · Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction ⁸	\$0.05	no change

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

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

³ Non-SmarTrip® fare surcharge is in addition to the peak or off-peak fare charged.

⁴ Discounted unlimited one-day pass for convention attendees, available through WMATA bulk sales only.

⁵ Metro's portion of the TransitLink Cards on MARC, VRE, and MTA.

⁶ MetroAccess fare is twice the equivalent fixed route SmarTrip® fare based on fastest trip.

⁷ Parking fees consist of Metro's base fee plus jurisdictional surcharges in Maryland and Virginia. Monthly fee for Prince George's parking at New Carrollton is \$70 base fee plus \$15 surcharge.

⁸ Rail stations with surcharge are designated per jurisdiction discretion pending Board approval.

M E M O R A N D U M



SUBJECT: Title VI Equity Analysis – FY16 Budget Proposal, Change in Daily Parking Fee at Minnesota Avenue Station DATE: May 8, 2015

FROM: OEE0 – James T. Wynne, Jr. 

TO: Interim GM/CEO – Jack Requa

This memorandum details the Title VI analysis conducted for the change in the daily parking fee at the Minnesota Avenue Station and the public outreach associated with this action.

Finding

Based on the staff analysis, it has been determined that the proposed parking fee change included in the FY16 Budget proposal does not show a disproportionately high and adverse impact on minority/low income ridership.

Introduction

As specified in the Federal Transit Administration's (FTA's) Circular 4702.1B, Metro staff has evaluated the proposed action to determine whether the proposed increase in the daily parking fee at Minnesota Avenue from \$3.60 to \$4.60 would result in a disparate impact on minority riders and/or a disproportionate burden on low income riders.

The proposed action seeks to bring parity to the Park & Ride fare structure within the District of Columbia. All other District of Columbia Park & Ride facilities charge a daily fee of \$4.60. The Minnesota Avenue Park & Ride fee was set at \$3.60 when the garage was first opened to attract users. Average daily utilization at this facility is now more than 90 percent.

WMATA's Disparate Impact/ Disproportionate Burden Policy¹

WMATA's Board-approved disparate impact/disproportionate burden (DI/DB) policy states that when considering a fare change, the **system-wide difference** between the average fare increase on minority and low income riders, as compared to non-minority and non-low income riders, should not be greater than *five percentage points*.

WMATA Ridership Demographic Profile²

WMATA's system-wide ridership demographic profile is shown in Table 1.

¹ Adopted October 24, 2013, Res. 2013-27

² Minority status is defined as all populations except non-Hispanic, White; low-income is defined as household income of \$30,000 or less.

Table 1: WMATA Ridership Demographic Profile

	Annual Ridership (FY 14)	% Minority Ridership	% Low Income Ridership
Rail	204,067,045	43.20%	11.28%
Bus	134,407,528	76.53%	43.25%
MACS	2,126,318	69.16%	50.70%
Systemwide Total	340,600,891	56.52%	24.14%

Data, Methodologies and Analysis

To assess the impacts of the proposed action on minority and low-income riders, Metro relied on the following data sources:

- Metrorail parking utilization and revenue data (2014)
- Metrorail Passenger Survey (2012)³ Mode of Access data

The proposed action affects a subset of Metro system-wide ridership – approximately 300 daily Park & Ride customers at Minnesota Avenue Metrorail station. Because no fare increases have been proposed on Metrobus or Metrorail, the analysis focuses on Park & Ride customers specifically, so as not to dilute potential adverse impacts of the proposal.

Table 2 shows the demographic make-up for all Park & Ride customers.

Table 2: Metrorail Park & Ride Customer Demographic Profile

	Average Weekday (Oct. 2014)	% Minority Ridership	% Low Income Ridership
Park & Ride	59,421	47.35%	3.32%

The Metrorail mode of access data summarizes information at the station level about how Metrorail passengers get to the origin station for their trip. Customers can select 'drove and parked' as one of their options. System-wide, each weekday almost 60,000 passengers drive to their station and park. Of those, about 47 percent self-identified as a member of a minority group, and about 3 percent indicated that their household income is \$30,000 or less – Metro's

³ The Metrorail Survey is only administered to customers boarding the Metrorail system. Customers who use a Metro Park & Ride facility but *do not* board the train are therefore not included in the survey data.

threshold for 'low-income.' At Minnesota Avenue, of survey respondents who parked, approximately 91 percent said they were a member of a minority group and about 21 percent are low-income.

Fees for Metro's Park & Ride facilities vary by local jurisdiction, with localities having the option of including a surcharge on the base fare to pay back bonds used to pay for the construction of Park & Ride facilities. The current average fee across all Metro Park & Ride facilities is \$4.95.

The fee for District of Columbia Park & Ride facilities other than Minnesota Avenue is \$4.60. The daily parking fee at the Minnesota Avenue station is currently \$3.60. The fee at this location was previously kept low in order to encourage usage, and the average daily utilization rate has now risen to more than 90 percent. In coordination with the District of Columbia, Metro has proposed to raise the daily parking fee at Minnesota Avenue to \$4.60, equal to the other locations in the District of Columbia.

Analysis:

Staff used Park & Ride revenue data (fee paid and number of customers) to calculate the current and future average Park & Ride fee paid by each demographic cohort across the Metrorail system. The percentage fare increase for minorities was then compared with that of non-minorities and that for low-income customers compared with non-low-income customers to conduct the DI/DB test.

Table 3 summarizes the average parking fee calculations for each demographic group and the percentage difference used in the DI/DB test.

Table 3: Fare Calculations for Minority and Low-Income Park & Ride Customers

	Minority	Non-Minority	Low-Income	Non-Low-Income
Current Average Parking Fee	\$4.95	\$4.96	\$4.91	\$4.96
Future Average Fee	\$4.96	\$4.96	\$4.94	\$4.96
Average Fee Change	0.2%	0.0%	0.7%	0.1%
Difference:		0.2%		0.6%

Title VI Fare Equity Analysis – FY16 Budget Proposal, Change in Daily Parking Fee at Minnesota Avenue Station
Page 4

The proposal passes Metro's DI/DB test, as the difference between the **system-wide average fare increase** paid by minority riders and non-minority riders and low-income and non-low-income riders is less than five percentage points.

Though the minority and low-income profile of the approximately 300 daily Minnesota Avenue Park & Ride customers is higher than Park & Ride customers as a whole, because the current fee is significantly lower than that paid by minority and low-income Park & Ride customers elsewhere in the system, the increase to the fees at this location does not significantly alter the fare paid by these groups throughout the system. Further, this action does not exacerbate differences in fees paid by minorities versus non-minorities, or low-income versus non-low-income customers.

Public Outreach and Engagement

A summary of the targeted outreach conducted for this proposal is included in the Staff Summary prepared for the Board and included in the mail-out.

Attachment D-1

**OPERATING BUDGET
REVENUES AND EXPENSES**

<i>(Dollars in Thousands)</i>	Approved Budget <u>FY2016</u>	BUS Budget <u>FY2016</u>	RAIL Budget <u>FY2016</u>	ACCESS Budget <u>FY2016</u>
REVENUES				
Passenger	\$797,468	\$156,835	\$632,133	\$8,500
Other Passenger	\$12,543	\$8,725	\$3,818	\$0
Parking	\$49,000	\$0	\$49,000	\$0
Advertising	\$20,500	\$13,695	\$6,805	\$0
Joint Development	\$8,000	\$0	\$8,000	\$0
Fiber Optics	\$16,500	\$0	\$16,500	\$0
Other	\$6,989	\$2,080	\$4,909	\$0
Interest	\$0	\$0	\$0	\$0
TIIF	\$27,000	\$0	\$27,000	\$0
Total Revenues	\$938,000	\$181,335	\$748,164	\$8,500
EXPENSES				
Personnel	\$1,330,379	\$507,695	\$812,880	\$9,805
Services	\$213,250	\$37,582	\$77,181	\$98,487
Materials & Supplies	\$111,153	\$35,850	\$64,254	\$11,049
Fuel & Propulsion Power	\$81,463	\$29,728	\$51,847	(\$111)
Utilities	\$42,400	\$8,948	\$33,354	\$99
Casualty & Liability	\$24,305	\$9,421	\$14,429	\$454
Leases & Rentals	\$6,796	\$2,250	\$3,253	\$1,294
Miscellaneous	\$7,559	\$3,161	\$4,273	\$126
Reimbursements	(\$3,277)	(\$320)	(\$2,957)	\$0
Total Expenses	\$1,814,028	\$634,314	\$1,058,513	\$121,201
GROSS SUBSIDY	\$876,028	\$452,978	\$310,349	\$112,701
Preventive Maintenance	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Net Local Subsidy	\$845,328	\$442,540	\$290,087	\$112,701
Cost Recovery Ratio	51.7%	28.6%	70.7%	7.0%

Attachment D-2

FISCAL YEAR 2016 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy								
Regional Bus Subsidy	\$155,440,859	\$53,255,459	\$63,632,858	\$17,203,468	\$27,444,632	\$597,936	\$50,581,291	\$1,228,675
Non-Regional Bus Subsidy	\$30,543,873	\$9,079,092	\$22,400,030	\$1,924,927	\$1,968,157	\$0	\$7,239,031	\$0
Subtotal	\$185,984,732	\$62,334,551	\$86,032,888	\$19,128,395	\$29,412,789	\$597,936	\$57,820,321	\$1,228,675
Percent of Total	42.0%	14.1%	19.4%	4.3%	6.6%	0.1%	13.1%	0.3%
Metro rail Operating Subsidy								
Base Allocation	\$96,268,902	\$52,270,898	\$46,185,130	\$13,348,059	\$27,648,485	\$913,840	\$45,400,669	\$853,740
Max Fare Subsidy	\$688,421	\$3,202,953	\$1,461,533	\$293,205	\$186,710	\$60,408	\$1,265,260	\$38,368
Subtotal	\$96,957,323	\$55,473,851	\$47,646,663	\$13,641,264	\$27,835,196	\$974,247	\$46,665,929	\$892,108
Percent of Total	33.4%	19.1%	16.4%	4.7%	9.6%	0.3%	16.1%	0.3%
MetroAccess Subsidy								
Subtotal	\$29,299,375	\$21,310,504	\$45,982,391	\$1,067,486	\$1,000,732	\$268,822	\$13,661,240	\$110,850
Percent of Total	26.0%	18.9%	40.8%	0.9%	0.9%	0.2%	12.1%	0.1%
Net Operating Subsidy								
Subtotal	\$312,241,431	\$139,118,905	\$179,661,942	\$33,837,145	\$58,248,716	\$1,841,005	\$118,147,491	\$2,231,834
Percent of Total	36.9%	16.5%	21.3%	4.0%	6.9%	0.2%	14.0%	0.3%
Metro Matters Debt Service								
Subtotal	\$10,671,951	\$4,944,247	\$5,505,372	\$0	\$0	\$0	\$0	\$52,936
Total Debt Service	\$10,671,951	\$4,944,247	\$5,505,372	\$0	\$0	\$0	\$0	\$52,936
Jurisdictional Operating Funding								
Subtotal	\$322,913,382	\$144,063,152	\$185,167,314	\$33,837,145	\$58,248,716	\$1,841,005	\$118,147,491	\$2,284,670

Attachment E

Reimbursable Operating Projects: FY2016	
(dollars in Thousands)	FY2016
	<u>Budget</u>
State & Local Funding	
• DC Circulator ¹	23,030
Federal Grant Funding	
• Safety & Security grants	5,706
• Bus Bridges/Transit Works	1,383
• Takoma / Langley Park Transit Center	533
Other Sources of Funding	
• DC Circulator - Passenger fare revenue	3,613
• Neutral Host agreement with Carrier team	6,349
• Joint Development & Adjacent Construction projects	6,706
Total Expenditures	<u><u>\$47,321</u></u>

¹ Local funding equals expenditures less passenger revenue

PRESENTED AND ADOPTED: May 28, 2015

SUBJECT: APPROVAL OF FISCAL YEAR (FY) 2016 CAPITAL BUDGET AND SIX-YEAR CAPITAL IMPROVEMENT PROGRAM

2015-30

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Board of Directors received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2016-2021 Capital Improvement Program (CIP); and

WHEREAS, It is anticipated that, as part of the adoption of the FY2016 Operating budget, the Board of Directors will approve the Staff Report on public outreach, which includes public feedback on the Program of Projects, the list of projects to be funded by the federal grants as expressed in the proposed FY2016 Capital budget and Federal FY2015 Grant Applications; and

WHEREAS, It is anticipated that the Board of Directors will authorize the GM/CEO to negotiate and execute a Standard Project Agreement with the Northern Virginia Transportation Authority (NVTA), and to undertake any other appropriate actions as necessary, in order to accept \$5 million in FY2014 NVTA Capital grant funding for Metrorail traction power upgrades; and

WHEREAS, It is anticipated that the Board of Directors will approve an increase of \$21.1 million to the FY2015 Capital Reimbursable budget for WMATA's Dulles Corridor Metrorail Extension (Silver Line) Phase 1 project with the Metropolitan Washington Airports Authority; and

WHEREAS, Staff is required to apply for grants within four weeks of the adoption of the budget; and

WHEREAS, The application deadlines for most discretionary grant programs are shorter than the normal cycle for Board of Directors' action; and

WHEREAS, Board Resolution 2011-30 requires Board of Directors' approval in order to apply for discretionary grants with matching requirements; now, therefore be it

RESOLVED, That the Board of Directors approves and adopts the FY2016 Capital budget of \$1.17 billion as detailed in Attachments A-1, A-2, and A-3; and be it further

Motioned by Mr. Euille, seconded by Mr. Downey

Ayes: 8 – Mr. Downey, Mr. Goldman, Mr. Euille, Mr. Price, Ms. Tregoning, Ms. Harley, Mrs. Hynes and Mr. Evans

RESOLVED, That the Board of Directors acknowledges that, in accordance with the terms of the Capital Funding Agreement (CFA), if any projects are started during the term of the CFA or any bonds or other financial instruments are issued pursuant to the CFA, the Contributing Jurisdictions have agreed to continue to make their Allocated Contributions for those projects or debt service until the conclusion of the projects or the final maturity of the bonds or other financial instruments; and be it further

RESOLVED, That the GM/CEO is authorized to rollover the positive or negative variance between actual FY2015 CIP expenditures and forecasted FY2015 CIP expenditures detailed in Attachment A-2, in accordance with the terms of the CFA; and be it further

RESOLVED, That the Board of Directors approves the multi-year CIP for FY2016 through FY2021 with \$6.19 billion of planned funding sources and \$5.56 billion of planned expenditures, plus the positive or negative variance between actual FY2015 expenditures and forecasted FY2015 CIP expenditures as detailed in Attachments A-1 and A-2; and be it further

RESOLVED, That the Board of Directors approves use of Federal Transit Administration (FTA) grant and local matching funds in the amount of \$30.7 million for preventive maintenance expenditures; and be it further

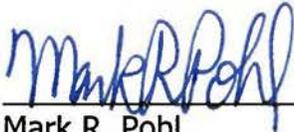
RESOLVED, That the budget for the Capital Reimbursable Program includes \$73.7 million for both new projects and prior-year reimbursable program project budgets, as detailed in Attachment B; and be it further

RESOLVED, That in order to implement the elements of the FY2016 CIP, the GM/CEO, the Chief Financial Officer, or their designee are authorized to: (1) file and execute grant applications on behalf of WMATA for funds from the federal government and any other public or private entity consistent with the CIP; (2) conduct public hearings at any time during FY2016 in furtherance of the implementation of the CIP; and (3) execute and file the annual FTA Certifications and Assurances; and be it further

RESOLVED, That in order to maximize WMATA's opportunity to compete for discretionary grants to advance currently unfunded capital needs, the GM/CEO, the Chief Financial Officer, or their designee are authorized to file and execute grant applications, on behalf of WMATA for funds from the federal government and any other public or private entity for unfunded capital needs, regardless of whether such application would require a local match, but subject to approval by the Board of Directors prior to acceptance of any such grant awarded to WMATA; and be it finally

RESOLVED, That in order for staff to timely file for federal grants, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Mark R. Pohl
Acting General Counsel

WMATA File Structure No.
4.2.2 Fiscal Year Budgets

ATTACHMENT A-1

FY2016-2021 Proposed Capital Improvement Program (CIP)

Multi-Year CIP Investments: FY2011-2021

(dollars in millions)

	FY2011-2014 Estimate	FY2015 Forecast	Six-Year Plan						FY2016-21 Total	FY2011-21 Total	
			FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan			
A Vehicles/ Vehicle Parts											
Replacement of Rail Cars											
CIP0057	1000 Series Rail Car Replacement	\$91.4	\$12.5	\$213.5	\$265.0	\$73.0	\$10.2	\$6.6	\$4.0	\$572.3	\$676.2
CIP0059	2000/3000 Series Rail Car Replacement	\$0.0	\$0.0	\$0.3	\$0.7	\$2.4	\$4.2	\$29.7	\$69.7	\$107.0	\$107.0
CIP0060	4000 Series Rail Car Replacement	\$22.7	\$0.0	\$0.0	\$0.0	\$121.5	\$75.2	\$39.3	\$0.7	\$236.8	\$259.5
CIP0068	Rail Car Acquisition (220 Railcars)	\$0.0	\$0.0	\$53.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53.0	\$53.0
Subtotal		\$114.1	\$12.5	\$266.8	\$265.7	\$196.9	\$89.6	\$75.7	\$74.4	\$969.1	\$1,095.7
Replacement of Buses											
CIP0006	Bus Replacement	\$267.0	\$54.0	\$118.1	\$98.7	\$74.8	\$89.3	\$101.1	\$101.1	\$583.2	\$904.1
Subtotal		\$267.0	\$54.0	\$118.1	\$98.7	\$74.8	\$89.3	\$101.1	\$101.1	\$583.2	\$904.1
Rehabilitation of Rail Cars											
CIP0058	2000/3000 Series Rail Car Mid-Life Rehabilitation	\$7.9	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.3
CIP0061	5000 Series Rail Car Mid-Life Rehabilitation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
CIP0063	Railcar Rehabilitation Program	\$70.4	\$31.0	\$31.0	\$31.0	\$31.0	\$31.0	\$31.0	\$31.0	\$185.9	\$287.2
CIP0064	1000 Series Rail Car HVAC Rehabilitation	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.9
CIP0067	Rail Car Safety & Reliability Enhancements	\$23.2	\$3.7	\$4.0	\$1.7	\$1.5	\$1.4	\$1.5	\$1.5	\$11.5	\$38.4
CIP0125	Rail Preventive Maintenance	\$20.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.8
CIP0142	Rail Lifecycle Overhaul	\$81.0	\$20.5	\$20.3	\$20.3	\$20.3	\$20.3	\$20.3	\$20.3	\$121.6	\$223.1
CIP0148	Repair of Damaged Railcars	\$0.7	\$1.8	\$2.7	\$3.4	\$0.0	\$0.0	\$0.0	\$0.0	\$6.1	\$8.6
Subtotal		\$207.8	\$57.5	\$57.9	\$56.3	\$52.7	\$52.6	\$52.7	\$52.7	\$325.0	\$590.4
Rehabilitation of Buses											
CIP0005	Bus Rehabilitation Program	\$121.6	\$38.0	\$34.0	\$39.0	\$42.0	\$43.9	\$45.5	\$46.8	\$251.1	\$410.6
CIP0008	Bus Repairables	\$33.5	\$14.5	\$5.7	\$10.5	\$10.5	\$11.5	\$11.6	\$12.6	\$62.4	\$110.4
CIP0137	Bus Preventative Maintenance	\$11.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$11.4
CIP0143	Bus Lifecycle Overhaul	\$41.6	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$10.4	\$62.6	\$114.6
Subtotal		\$208.1	\$62.9	\$50.1	\$59.9	\$62.9	\$65.8	\$67.4	\$69.8	\$376.0	\$647.0
Replacement of MetroAccess Vehicles											
CIP0015	MetroAccess Fleet Acquisition	\$38.0	\$10.9	\$11.3	\$15.1	\$18.3	\$19.4	\$20.5	\$21.5	\$106.1	\$155.0
Subtotal		\$38.0	\$10.9	\$11.3	\$15.1	\$18.3	\$19.4	\$20.5	\$21.5	\$106.1	\$155.0
Replacement of Service Vehicles											
CIP0009	Service Vehicle Replacement & Leasing	\$19.9	\$5.7	\$6.3	\$5.1	\$5.5	\$5.8	\$6.2	\$7.1	\$36.0	\$61.6
Subtotal		\$19.9	\$5.7	\$6.3	\$5.1	\$5.5	\$5.8	\$6.2	\$7.1	\$36.0	\$61.6
Rail Car Fleet Expansion											
CIP0062	6000 Series Rail Car Procurement	\$8.9	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.3
Subtotal		\$8.9	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.3
Bus Fleet Expansion											
CIP0003	Bus Fleet Expansion	\$0.0	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
Subtotal		\$0.0	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$15.0
Bus Enhancements											
CIP0002	Automatic Vehicle Location Equipment Replacement	\$38.6	\$3.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$42.4
CIP0007	Bus Camera Installation & Replacement	\$2.9	\$0.4	\$2.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$17.6	\$20.9
Subtotal		\$41.5	\$4.2	\$2.1	\$3.1	\$3.1	\$3.1	\$3.1	\$3.1	\$17.6	\$63.3
Subtotal		\$905.2	\$223.1	\$512.7	\$504.0	\$414.2	\$325.7	\$326.7	\$329.8	\$2,413.1	\$3,541.4
B Rail System Infrastructure Rehabilitation											
Rail Line Segment Rehabilitation											
CIP0107	Red Line Rehabilitation Stage One	\$256.6	\$9.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$266.0
CIP0108	Red Line Rehabilitation Stage Two	\$3.2	\$4.0	\$7.8	\$26.8	\$36.4	\$49.9	\$36.4	\$13.3	\$170.6	\$177.7
CIP0110	Orange/Blue Line Rehabilitation Stage One	\$192.9	\$52.0	\$58.0	\$48.0	\$34.0	\$0.0	\$0.0	\$0.0	\$140.0	\$384.9
Subtotal		\$452.7	\$65.4	\$65.8	\$74.8	\$70.4	\$49.9	\$36.4	\$13.3	\$310.6	\$828.7
Rail System Safety Rehabilitation											
CIP0139	National Transportation Safety Board Recommendations	\$153.6	\$20.5	\$22.9	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$28.1	\$202.3
Subtotal		\$153.6	\$20.5	\$22.9	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$28.1	\$202.3
Subtotal		\$606.3	\$86.0	\$88.7	\$80.0	\$70.4	\$49.9	\$36.4	\$13.3	\$338.7	\$1,030.9
C Maintenance Facilities											
Rehabilitation and Replacement of Bus Garages											
CIP0084	Southern Avenue Bus Garage Replacement	\$24.1	\$11.9	\$39.2	\$66.6	\$38.2	\$6.6	\$0.1	\$0.8	\$151.5	\$187.5
CIP0085	Royal Street Bus Garage Replacement (Cinder Bed Road)	\$21.7	\$7.0	\$30.9	\$24.1	\$0.0	\$0.0	\$0.0	\$0.0	\$54.9	\$83.6
CIP0086	Shepherd Parkway Bus Facility	\$2.0	\$0.0	\$0.7	\$6.1	\$3.3	\$0.0	\$0.0	\$0.0	\$10.1	\$12.0
CIP0240	Bladensburg Garage	\$0.0	\$0.0	\$0.0	\$1.5	\$1.2	\$7.8	\$26.2	\$40.5	\$77.2	\$77.2
Subtotal		\$47.7	\$18.9	\$70.8	\$98.1	\$42.7	\$14.4	\$26.3	\$41.3	\$293.7	\$360.3

ATTACHMENT A-1

FY2016-2021 Proposed Capital Improvement Program (CIP)

Multi-Year CIP Investments: FY2011-2021

(dollars in millions)

	FY2011-2014 Estimate	FY2015 Forecast	Sub-Year Plan							FY2016-21 Total	FY2011-21 Total	
			FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan				
Maintenance of Bus Garages												
CIP0119	Bus Garage Facility Repairs	\$88.8	\$9.2	\$9.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.7	\$107.7
Subtotal		\$88.8	\$9.2	\$9.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.7	\$107.7
Maintenance of Rail Yards												
CIP0116	Rail Yard Facility Repairs	\$57.4	\$12.6	\$26.5	\$39.2	\$14.2	\$0.0	\$0.0	\$0.0	\$0.0	\$79.9	\$150.0
Subtotal		\$57.4	\$12.6	\$26.5	\$39.2	\$14.2	\$0.0	\$0.0	\$0.0	\$0.0	\$79.9	\$150.0
Rail Maintenance Facilities												
CIP0071	Test Track & Raikar Commissioning Facility	\$65.0	\$28.7	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.2	\$98.9
CIP0201	8-car Train Facility Design	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.5
CIP0204	7000 Series Rail Car HVAC Maintenance Facility	\$0.4	(\$0.3)	\$2.2	\$3.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.4	\$5.5
CIP0224	New Carrollton Yard Capacity Improvements	\$0.0	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.2
CIP0225	Raikar Heavy Repair and Overhaul Facility	\$0.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$1.0
CIP0231	Relocation of Maintenance Departments from Rail Yards	\$0.0	\$0.0	\$35.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$35.0	\$35.0
Subtotal		\$67.9	\$30.2	\$42.9	\$3.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$46.1	\$144.2
Environmental Compliance Projects												
CIP0010	Environmental Compliance Project	\$5.2	\$1.5	\$1.7	\$2.0	\$2.5	\$3.5	\$3.5	\$2.5	\$15.5	\$22.2	\$22.2
CIP0011	Underground Storage Tank Replacement	\$10.9	\$2.3	\$2.2	\$2.3	\$3.4	\$3.7	\$3.4	\$3.3	\$18.4	\$31.5	\$31.5
CIP0210	Pollution Prevention for Track Fueling Areas	\$0.2	\$0.1	\$0.7	\$2.1	\$0.7	\$2.1	\$2.7	\$2.7	\$11.1	\$11.1	\$11.4
CIP0211	Storm Water Facility Assessment	\$0.0	\$0.6	\$1.0	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2	\$2.2	\$2.8
CIP0212	Sustainability Investments - Pilot Program	\$0.0	\$0.6	\$1.5	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.5	\$2.5	\$3.0
Subtotal		\$16.3	\$5.0	\$7.0	\$8.6	\$6.6	\$9.3	\$9.6	\$8.5	\$49.6	\$70.9	\$70.9
Maintenance Bus and Rail Facilities												
CIP0127	Support Equipment - MTPD	\$7.0	\$0.2	\$1.7	\$1.1	\$1.0	\$1.1	\$1.1	\$1.3	\$7.2	\$14.5	\$14.5
CIP0145	Rail Yard Hardening and Bus Security	\$32.1	\$14.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$46.3
CIP0155	Rehabilitation of Backlick Road Facility	\$0.2	\$0.3	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.2	\$2.6	\$2.6
CIP0213	8-Car Train Maintenance and Storage Facilities	\$1.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
CIP0221	Bus Customer Facility Improvements	\$0.0	\$0.7	\$1.1	\$1.2	\$1.2	\$1.2	\$1.2	\$1.3	\$7.2	\$7.9	\$7.9
Subtotal		\$40.4	\$15.5	\$5.0	\$2.2	\$2.2	\$2.3	\$2.3	\$2.6	\$16.6	\$72.6	\$72.6
Expansion of Bus Garages												
CIP0038	Future Bus Facilities	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
CIP0078	Bladensburg Bus Facility Rehabilitation & Reconfiguration	\$8.5	\$1.3	\$3.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.7	\$13.5	\$13.5
Subtotal		\$8.9	\$1.3	\$3.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.7	\$13.8	\$13.8
Subtotal		\$327.6	\$92.8	\$165.5	\$151.4	\$65.7	\$26.0	\$38.2	\$52.4	\$499.2	\$919.6	\$919.6
D Systems and Technology												
Power System Replacement/Upgrades - Rail												
CIP0076	Rail Power System Upgrades	\$9.6	\$35.2	\$31.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.6	\$76.4	\$76.4
CIP0077	8-Car Train Power Upgrades	\$4.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4
CIP0223	8-Car Train Power Cable Upgrades	\$0.0	\$16.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.1
CIP0232	Automatic Train Control System Upgrades	\$0.0	\$0.4	\$2.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.7	\$3.1	\$3.1
CIP0251	Automatic Train Control State of Good Repair	\$0.0	\$0.0	\$9.4	\$14.5	\$20.9	\$22.4	\$24.5	\$31.9	\$123.6	\$123.6	\$123.6
CIP0252	AC Power Systems State of Good Repair	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3	\$3.5	\$3.9	\$5.4	\$14.1	\$14.1	\$14.1
CIP0253	Traction Power State of Good Operations	\$0.0	\$0.0	\$5.2	\$9.0	\$9.5	\$10.3	\$12.5	\$14.3	\$60.8	\$60.8	\$60.8
Subtotal		\$14.0	\$51.7	\$48.9	\$23.5	\$31.7	\$36.2	\$40.9	\$51.5	\$232.7	\$298.5	\$298.5
Operations Support Software												
CIP0042	Bus & Rail Asset Management Software	\$11.8	\$2.5	\$3.7	\$2.9	\$2.5	\$3.2	\$3.4	\$3.8	\$19.5	\$33.8	\$33.8
CIP0043	Bus Operations Support Software	\$8.4	\$1.9	\$0.9	\$1.7	\$3.3	\$1.8	\$2.0	\$2.0	\$11.8	\$22.0	\$22.0
CIP0044	IT Capital Program Business Process Reengineering and Program Support	\$21.7	\$6.1	\$5.2	\$6.5	\$5.6	\$6.3	\$6.8	\$6.9	\$37.3	\$65.1	\$65.1
CIP0045	Data Centers and Infrastructures	\$24.0	\$4.9	\$2.5	\$4.0	\$3.5	\$4.1	\$6.1	\$4.4	\$24.7	\$53.7	\$53.7
CIP0047	Enterprise Geographic Information System	\$6.1	\$0.7	\$0.9	\$1.4	\$1.3	\$1.4	\$1.6	\$1.7	\$8.3	\$15.1	\$15.1
CIP0051	Police Dispatch and Records Management	\$4.0	\$3.0	\$2.8	\$1.1	\$1.3	\$1.4	\$1.5	\$1.5	\$9.7	\$16.7	\$16.7
CIP0052	Network and Communications	\$16.4	\$4.6	\$3.6	\$4.0	\$4.5	\$5.4	\$5.8	\$6.0	\$29.4	\$50.4	\$50.4
CIP0053	Metro Enterprise Monitoring Center (MEMC)	\$3.6	\$0.4	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$4.5	\$4.5
CIP0056	Rail Operations Support Software	\$8.2	\$1.4	\$2.3	\$3.5	\$3.4	\$3.7	\$4.4	\$4.5	\$21.9	\$31.6	\$31.6
CIP0128	Data Governance and Business Intelligence	\$3.9	\$1.2	\$1.2	\$0.9	\$0.8	\$0.7	\$0.7	\$0.4	\$4.6	\$9.7	\$9.7
CIP0140	Rail Mileage Based Asset Management	\$10.1	\$0.4	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$10.7	\$10.7
CIP0144	Bus Operations Control Center	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.3
CIP0149	Transit Asset Management System	\$3.7	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.1
CIP0215	Rail Scheduling System Upgrade	\$0.1	\$0.5	\$2.7	\$2.2	\$1.1	\$0.0	\$0.0	\$0.0	\$6.1	\$6.7	\$6.7
Subtotal		\$123.4	\$28.1	\$26.5	\$28.2	\$27.3	\$28.2	\$32.4	\$31.4	\$174.0	\$325.5	\$325.5

ATTACHMENT A-1

FY2016-2021 Proposed Capital Improvement Program (CIP)

Multi-Year CIP Investments: FY2011-2021

(dollars in millions)

	FY2011-2014 Estimate	FY2015 Forecast	Six-Year Plan						FY2016-21 Total	FY2011-21 Total	
			FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan			
Business Support Software & Equipment											
CIP0030	Currency Processing Machines	\$2.3	\$0.3	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$1.7	\$2.0	\$4.6
CIP0046	Document Management System	\$7.3	\$3.0	\$1.9	\$2.4	\$2.2	\$2.4	\$1.3	\$1.8	\$12.0	\$22.4
CIP0048	Sensitive Data Protection Technology	\$17.3	\$3.3	\$1.1	\$1.3	\$1.2	\$1.3	\$1.5	\$1.5	\$8.0	\$28.6
CIP0049	Management Support Software	\$47.9	\$14.6	\$17.5	\$11.1	\$13.8	\$12.5	\$7.9	\$7.4	\$70.3	\$132.8
CIP0050	Metro IT One Stop and Office Automation	\$9.0	\$0.8	\$0.8	\$0.8	\$0.8	\$0.9	\$0.9	\$0.9	\$5.2	\$15.0
CIP0054	Customer Electronic Communications & Outreach	\$8.9	\$0.8	\$1.6	\$0.8	\$1.2	\$0.6	\$0.9	\$0.8	\$5.8	\$15.6
CIP0103	Police Portable Radio Replacement	\$2.0	\$0.0	\$0.9	\$0.9	\$0.9	\$0.1	\$0.0	\$0.9	\$3.6	\$5.6
CIP0147	FBI National Electronic Countermeasures Program	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4
CIP0195	Radio Project - Additional Coverage	\$5.1	\$0.8	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$6.8
CIP0196	Safety Measurement System	\$5.1	\$3.7	\$2.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.8	\$11.6
CIP0202	Non-Revenue Vehicle Management System	\$0.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.0
CIP0230	Wireless Communication Infrastructure	\$0.0	\$1.8	\$2.2	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	\$4.4	\$6.1
Subtotal		\$105.2	\$30.2	\$30.0	\$19.4	\$20.2	\$17.8	\$12.6	\$15.1	\$115.0	\$250.4
Rail Fare Equipment											
CIP0031	Debit/Credit Processing Requirements	\$1.4	\$0.0	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$1.8
CIP0092	Ethernet Wiring for Rail Fare Machines	\$7.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.1
CIP0093	Integrating regional NEXTFARE System	\$22.4	\$1.1	\$1.5	\$0.4	\$0.2	\$0.0	\$0.1	\$0.0	\$2.2	\$25.7
CIP0094	Coin Collection Machines Improvements	\$5.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.6
CIP0097	New Electronic Payments Program	\$11.8	\$9.1	\$40.0	\$48.0	\$59.0	\$26.8	\$38.1	\$9.7	\$221.6	\$242.4
Subtotal		\$48.3	\$10.2	\$41.8	\$48.4	\$59.2	\$26.9	\$38.1	\$9.7	\$224.2	\$282.6
Subtotal		\$291.0	\$120.1	\$147.2	\$119.5	\$138.4	\$109.1	\$124.1	\$107.7	\$745.9	\$1,157.0
E Track and Structures											
Track Rehabilitation											
CIP0018	Track Welding Program	\$8.4	\$5.7	\$6.3	\$6.2	\$6.2	\$6.4	\$6.8	\$5.1	\$37.0	\$51.2
CIP0019	Track Floating Slab Rehabilitation	\$5.6	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.2
CIP0021	Track Grout Pad Rehabilitation	\$10.2	\$2.4	\$2.7	\$2.8	\$3.5	\$3.6	\$4.0	\$4.2	\$20.9	\$33.5
CIP0022	Track Structural Rehabilitation	\$11.2	\$1.8	\$2.1	\$2.1	\$6.4	\$6.6	\$6.9	\$7.3	\$31.4	\$44.5
CIP0023	Third Rail Rehabilitation and Replacement	\$14.4	\$5.0	\$5.8	\$6.1	\$6.4	\$6.5	\$6.7	\$6.9	\$38.4	\$57.8
CIP0024	Track Rehabilitation	\$183.1	\$47.8	\$46.3	\$48.4	\$48.4	\$49.4	\$49.9	\$50.4	\$292.9	\$523.8
CIP0089	Track Fasteners	\$7.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.7
CIP0141	Cheverly Abutment	\$7.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.9
CIP0146	Switch Replacement Program	\$14.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14.9
CIP0205	Bush Hill Aerial Structure Rehabilitation	\$0.0	\$0.8	\$0.8	\$4.6	\$1.3	\$0.0	\$0.0	\$0.0	\$6.7	\$7.5
Subtotal		\$263.5	\$64.1	\$64.0	\$70.2	\$72.2	\$72.5	\$74.4	\$73.9	\$427.3	\$754.9
Station/Tunnel Rehabilitation											
CIP0026	Station/Tunnel Leak Mitigation	\$12.6	\$3.3	\$6.8	\$7.1	\$7.2	\$7.3	\$7.5	\$7.8	\$43.8	\$59.6
Subtotal		\$12.6	\$3.3	\$6.8	\$7.1	\$7.2	\$7.3	\$7.5	\$7.8	\$43.8	\$59.6
Subtotal		\$276.1	\$67.4	\$70.8	\$77.3	\$79.5	\$79.8	\$81.9	\$81.7	\$471.0	\$814.5
F Passenger Facilities											
Elevator/Escalator Facilities											
CIP0072	Elevator Rehabilitation	\$14.5	\$7.6	\$9.6	\$6.6	\$6.4	\$7.0	\$8.6	\$8.6	\$46.8	\$68.8
CIP0073	Escalator Rehabilitation	\$46.5	\$9.5	\$10.8	\$12.4	\$12.7	\$13.8	\$13.8	\$14.8	\$78.2	\$134.2
CIP0132	Elevator/Escalator Repairables	\$24.5	\$4.3	\$7.7	\$7.6	\$7.7	\$7.8	\$7.9	\$8.0	\$46.5	\$75.2
CIP0185	Escalator Replacement	\$22.4	\$20.0	\$31.0	\$27.8	\$34.2	\$33.8	\$23.1	\$16.3	\$166.2	\$208.5
Subtotal		\$107.8	\$41.4	\$59.1	\$54.4	\$61.0	\$62.2	\$53.3	\$47.6	\$337.7	\$486.9
Maintenance of Rail Station Facilities											
CIP0087	Station Rehabilitation Program	\$37.7	\$8.7	\$11.7	\$10.9	\$11.2	\$11.6	\$11.9	\$12.3	\$69.6	\$115.9
CIP0138	System-wide Infrastructure Rehabilitation	\$160.0	\$1.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$161.9
CIP0150	Fire Systems	\$14.0	\$4.9	\$6.7	\$7.2	\$4.7	\$0.0	\$0.0	\$0.0	\$18.6	\$37.5
CIP0151	Station Cooling Program	\$24.4	\$5.6	\$6.0	\$4.1	\$3.6	\$4.3	\$11.7	\$10.5	\$40.3	\$70.3
CIP0152	Parking Garage Rehabilitation	\$7.7	\$3.8	\$5.3	\$5.8	\$7.9	\$5.9	\$5.1	\$4.9	\$34.9	\$46.4
CIP0153	Accessible Station Signage	\$0.1	\$6.6	\$6.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.7	\$13.5
CIP0198	Platform to Mezzanine Stairs - Bethesda Station	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5
CIP0199	Station & Right-of-Way Improvements	\$5.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.6
CIP0216	Farragut North Beam Rehabilitation	\$0.0	\$0.8	\$1.3	\$8.9	\$4.7	\$0.0	\$0.0	\$0.0	\$14.9	\$15.7
CIP0241	Raising Vent Shafts Vicinity Federal Triangle & Protecting System Core	\$0.0	\$0.3	\$3.3	\$10.8	\$3.6	\$0.0	\$0.0	\$0.0	\$17.7	\$17.9
CIP0242	Improving Drainage	\$0.0	\$0.0	\$2.0	\$6.0	\$2.0	\$0.0	\$0.0	\$0.0	\$10.0	\$10.0
Subtotal		\$250.0	\$32.5	\$43.0	\$53.8	\$37.7	\$21.8	\$28.8	\$27.7	\$212.7	\$495.2

ATTACHMENT A-1

FY2016-2021 Proposed Capital Improvement Program (CIP)

Multi-Year CIP Investments: FY2011-2021

(dollars in millions)

	FY2011-2014 Estimate	FY2015 Forecast	Six-Year Plan						FY2016-21 Total	FY2011-21 Total	
			FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan			
Bicycle & Pedestrian Facilities											
CIP0035	Bicycle & Pedestrian Facilities: Capacity Improvements	\$5.2	\$1.1	\$1.8	\$2.4	\$2.3	\$3.3	\$3.3	\$3.4	\$16.6	\$22.8
Subtotal		\$5.2	\$1.1	\$1.8	\$2.4	\$2.3	\$3.3	\$3.3	\$3.4	\$16.6	\$22.8
Rail Station: Capacity/Enhancements											
CIP0017	Station Platform Safety Improvement (Truncated Domes)	\$4.4	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5.6
CIP0039	Core & System Capacity Project Development	\$6.5	\$2.1	\$1.7	\$3.2	\$2.3	\$3.1	\$2.7	\$3.4	\$16.4	\$25.0
CIP0074	Installation of Parking Lot Credit Card Readers - Parking Automation	\$11.0	\$0.0	\$0.0	\$0.0	\$1.0	\$1.0	\$1.0	\$1.2	\$4.1	\$15.1
CIP0088	Station Entrance Canopies	\$0.9	\$1.5	\$5.5	\$13.9	\$13.3	\$12.2	\$7.5	\$11.4	\$63.8	\$66.1
CIP0178	Union Station Access & Capacity Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
CIP0179	Gallery Place Access & Capacity Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
CIP0218	Station Upgrades	\$0.5	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5
CIP0219	Station Lighting Improvements	\$5.5	\$0.2	\$3.3	\$6.4	\$8.0	\$8.2	\$8.4	\$8.7	\$43.1	\$48.7
Subtotal		\$28.7	\$5.0	\$10.5	\$23.5	\$24.6	\$24.5	\$19.6	\$24.6	\$127.4	\$161.0
Bus Priority Corridor Improvements											
CIP0037	Bus Priority Corridor & Network	\$13.6	\$5.5	\$14.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14.5	\$33.5
Subtotal		\$13.6	\$5.5	\$14.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$14.5	\$33.5
Rail Station Equipment											
CIP0099	Police Emergency Management Equipment	\$1.4	\$0.1	\$0.3	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.4	\$2.9
Subtotal		\$1.4	\$0.1	\$0.3	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2	\$1.4	\$2.9
Subtotal		\$406.7	\$85.5	\$129.2	\$134.3	\$125.8	\$112.1	\$105.3	\$103.6	\$710.2	\$1,202.4
G Maintenance Equipment											
Rail Maintenance Equipment											
CIP0020	Replacement of Rail Track Signage	\$4.5	\$1.1	\$1.3	\$1.4	\$1.4	\$1.5	\$1.5	\$1.6	\$8.7	\$14.3
CIP0025	Track Maintenance Equipment	\$40.4	\$9.6	\$1.0	\$0.0	\$0.0	\$6.9	\$10.2	\$10.8	\$28.9	\$78.9
CIP0027	Switch Machine Rehabilitation Project	\$4.4	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6.2
CIP0065	Geometry Vehicle	\$12.3	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$13.0
CIP0066	Rail Shop Repair Equipment	\$17.4	\$9.3	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$3.1	\$3.5	\$30.2
CIP0133	Wayside Work Equipment	\$7.5	\$1.9	\$2.1	\$2.6	\$1.4	\$0.0	\$0.0	\$0.0	\$6.1	\$15.5
CIP0135	Train Control Signal and Traction Power System Interface	\$3.5	\$2.1	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$5.7
CIP0136	Radio Infrastructure Replacement - T-Band Relocation	\$3.1	\$4.1	\$10.2	\$36.5	\$66.5	\$54.4	\$25.3	\$8.2	\$201.2	\$208.4
CIP0222	Rail Operations Upgrade	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
Subtotal		\$93.2	\$30.7	\$15.1	\$40.5	\$69.4	\$62.7	\$37.1	\$23.8	\$248.6	\$372.4
Bus Repair Equipment											
CIP0004	Bus Repair Equipment	\$13.7	\$3.8	\$3.3	\$2.3	\$2.4	\$2.4	\$2.4	\$2.4	\$15.2	\$32.7
Subtotal		\$13.7	\$3.8	\$3.3	\$2.3	\$2.4	\$2.4	\$2.4	\$2.4	\$15.2	\$32.7
Business Facilities Equipment											
CIP0028	Materials Handling Equipment	\$0.5	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.8	\$1.4
CIP0029	Warehouse Vertical Storage Unit	\$8.5	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.2
Subtotal		\$9.0	\$0.8	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.8	\$10.6
Subtotal		\$115.8	\$35.3	\$18.6	\$42.9	\$72.0	\$65.3	\$39.6	\$26.3	\$264.6	\$415.7
H Other Facilities											
Business Support Facilities											
CIP0033	Revenue Facility Equipment	\$0.8	\$0.1	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.8	\$2.7
CIP0034	Revenue Collection Facility	\$1.1	\$1.2	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.1	\$3.4
CIP0080	Building Infrastructure & Systems Renewal	\$17.5	\$0.9	\$3.7	\$7.8	\$4.9	\$0.0	\$0.0	\$0.0	\$16.4	\$34.7
CIP0170	Roof Rehabilitation and Replacement	\$0.4	\$1.8	\$1.1	\$3.5	\$5.7	\$4.7	\$4.8	\$4.8	\$24.6	\$26.7
CIP0197	Rehabilitation of Non-Revenue Facilities	\$1.2	\$0.8	\$1.0	\$0.9	\$0.9	\$0.8	\$1.0	\$1.0	\$5.5	\$7.6
CIP0206	Carmen Turner Facility Electrical Distribution Upgrade	\$0.1	\$1.3	\$4.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.5	\$5.9
Subtotal		\$21.0	\$6.0	\$13.3	\$12.2	\$11.5	\$5.5	\$5.8	\$5.8	\$53.9	\$81.0
MTPD Support Facilities											
CIP0101	Police Substation- New District 2/Training Facility	\$22.8	\$8.2	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0	\$32.9
CIP0106	Special Operations Division Facility	\$20.5	\$9.1	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.6	\$30.1
Subtotal		\$43.2	\$17.3	\$2.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.6	\$63.0
Other											
CIP0247	Emergency Construction	\$0.0	\$0.0	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$7.2	\$7.2
Subtotal		\$0.0	\$0.0	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$1.2	\$7.2	\$7.2
Subtotal		\$64.3	\$23.3	\$17.0	\$13.4	\$12.7	\$6.7	\$7.0	\$7.0	\$63.7	\$151.2

ATTACHMENT A-1

FY2016-2021 Proposed Capital Improvement Program (CIP)

Multi-Year CIP Investments: FY2011-2021

(dollars in millions)

	FY2011-2014 Estimate	FY2015 Forecast	Six-Year Plan						FY2016-21 Total	FY2011-21 Total
			FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan		
I Project Management and Support										
Credit Facility										
CIP0131 Credit Facility	\$4.6	\$3.1	\$4.5	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$16.1
Subtotal	\$4.6	\$3.1	\$4.5	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$2.3	\$16.1
Planning										
CIP0220 Bus Planning	\$0.0	\$0.3	\$0.5	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$0.7	\$3.8
Subtotal	\$0.0	\$0.3	\$0.5	\$0.6	\$0.6	\$0.7	\$0.7	\$0.7	\$0.7	\$4.1
Project Management and Other										
CIP0126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	\$20.7	\$17.4	\$8.9	\$2.2	\$2.2	\$2.2	\$1.8	\$1.8	\$1.8	\$57.2
CIP0246 General Engineering	\$0.0	\$0.0	\$1.6	\$1.5	\$1.9	\$1.9	\$1.9	\$1.9	\$1.9	\$10.8
Subtotal	\$20.7	\$17.4	\$10.5	\$3.7	\$4.1	\$4.1	\$3.7	\$3.7	\$3.7	\$67.9
Subtotal	\$25.4	\$20.8	\$15.4	\$6.5	\$7.0	\$7.2	\$6.7	\$6.7	\$6.7	\$95.7
Total	\$3,018.2	\$754.2	\$1,165.2	\$1,129.2	\$985.6	\$781.7	\$765.9	\$728.5	\$5,556.1	\$9,328.5

ATTACHMENT A-2
Washington Metropolitan Area Transit Authority
FY2016-2021 Proposed Capital Improvement Program (CIP)
Proposed Financial Plan
(dollars in millions)

	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Estimate	FY2011-FY2014 Estimate	FY2015 Forecast	FY2015 Roll-Over	FY2016 NEW	Six-Year Plan						FY16-FY21 Total	FY11-21 Total	
									FY2016 Proposed	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY2021 Forecast			
Federal																	
Federal Formula Programs	\$ 160.9	\$ 286.1	\$ 248.6	\$ 234.0	\$ 929.7	\$ 242.7	\$ 134.3	\$ 287.3	\$ 421.5	\$ 287.3	\$ 287.3	\$ 287.3	\$ 287.3	\$ 287.3	\$ 287.3	\$ 1,857.9	\$ 3,030.2
Federal PRIIA	\$ 118.5	\$ 112.3	\$ 169.5	\$ 171.1	\$ 571.5	\$ 123.7	\$ 45.1	\$ 148.5	\$ 193.6	\$ 159.6	\$ 150.0	\$ 150.0	\$ 150.0	\$ 150.0	\$ 150.0	\$ 953.2	\$ 1,648.5
Resiliency Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.2	\$ 0.6	\$ 3.4	\$ 3.9	\$ 8.0	\$ 6.0	\$ -	\$ -	\$ -	\$ -	\$ 17.9	\$ 18.1
Other Federal Grants	\$ -	\$ 6.7	\$ 12.6	\$ 25.7	\$ 45.1	\$ 13.2	\$ 3.0	\$ 27.2	\$ 30.2	\$ 0.6	\$ 5.5	\$ 5.9	\$ 3.6	\$ 3.6	\$ -	\$ 49.5	\$ 107.8
Subtotal Federal	\$ 279.5	\$ 405.2	\$ 430.7	\$ 430.8	\$ 1,546.2	\$ 379.8	\$ 183.0	\$ 466.4	\$ 649.3	\$ 455.5	\$ 448.8	\$ 443.2	\$ 440.9	\$ 440.9	\$ 2,878.5	\$ 4,804.5	
State and Local																	
Match to Federal Formula	\$ 40.2	\$ 71.5	\$ 62.1	\$ 58.2	\$ 232.2	\$ 60.9	\$ 33.6	\$ 71.8	\$ 105.4	\$ 71.8	\$ 71.8	\$ 71.8	\$ 71.8	\$ 71.8	\$ 71.8	\$ 464.5	\$ 757.6
System Performance	\$ 59.1	\$ 111.7	\$ 126.6	\$ 105.7	\$ 403.0	\$ 127.6	\$ 9.2	\$ 109.5	\$ 118.6	\$ 117.2	\$ 122.9	\$ 129.0	\$ 135.4	\$ 142.1	\$ 142.1	\$ 765.3	\$ 1,295.9
State and Local PRIIA	\$ 118.5	\$ 112.3	\$ 169.5	\$ 171.1	\$ 571.5	\$ 123.7	\$ 45.1	\$ 148.5	\$ 193.6	\$ 159.6	\$ 150.0	\$ 150.0	\$ 150.0	\$ 150.0	\$ 150.0	\$ 953.2	\$ 1,648.5
Match to Resiliency Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.1	\$ 0.2	\$ 1.1	\$ 1.3	\$ 2.7	\$ 2.0	\$ -	\$ -	\$ -	\$ -	\$ 6.0	\$ 6.0
Rail Power System Upgrades	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17.7	\$ 17.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17.7	\$ 17.7
Other State and Local	\$ -	\$ 1.5	\$ 2.2	\$ 1.9	\$ 5.6	\$ 1.3	\$ 0.2	\$ 6.5	\$ 6.7	\$ 0.2	\$ 1.4	\$ 1.5	\$ 0.9	\$ 0.9	\$ -	\$ 11.5	\$ 18.3
Subtotal State and Local	\$ 217.8	\$ 297.0	\$ 360.5	\$ 336.9	\$ 1,212.2	\$ 313.6	\$ 88.2	\$ 355.2	\$ 443.4	\$ 351.4	\$ 348.1	\$ 352.3	\$ 358.1	\$ 364.8	\$ 2,218.2	\$ 3,744.0	
Other Sources																	
MetroMatters	\$ 113.7	\$ 39.4	\$ 19.2	\$ 12.4	\$ 184.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 184.8
Insurance Proceeds	\$ 0.1	\$ -	\$ 22.8	\$ -	\$ 23.0	\$ 1.8	\$ 1.3	\$ 7.8	\$ 9.2	\$ 3.4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12.6	\$ 37.3
Land Sale Proceeds	\$ -	\$ 12.6	\$ 13.2	\$ 2.5	\$ 28.3	\$ 1.5	\$ -	\$ 27.3	\$ 27.3	\$ 3.7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31.0	\$ 60.8
Joint Development Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3.5	\$ 3.5	\$ 11.1	\$ 13.5	\$ 8.9	\$ 3.5	\$ 23.5	\$ 64.0	\$ 64.0	
Miscellaneous	\$ -	\$ 16.2	\$ -	\$ 7.6	\$ 23.8	\$ 15.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38.8
Subtotal Other Sources	\$ 113.9	\$ 68.2	\$ 55.2	\$ 22.6	\$ 259.8	\$ 18.4	\$ 1.3	\$ 38.6	\$ 39.9	\$ 18.2	\$ 13.5	\$ 8.9	\$ 3.5	\$ 23.5	\$ 107.6	\$ 385.7	
Financing																	
Planned Long-Term Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355.0	\$ 235.9	\$ 165.9	\$ 140.3	\$ 59.3	\$ 956.4	\$ 956.4	
Subtotal Financing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355.0	\$ 235.9	\$ 165.9	\$ 140.3	\$ 59.3	\$ 956.4	\$ 956.4	
Metro 2025 Investment																	
Metro 2025 Investment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42.5	\$ 32.5	\$ -	\$ 32.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32.5	\$ 75.0
Subtotal Metro 2025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42.5	\$ 32.5	\$ -	\$ 32.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32.5	\$ 75.0	
Total	\$ 611.2	\$ 770.3	\$ 846.3	\$ 790.4	\$ 3,018.2	\$ 754.2	\$ 305.1	\$ 860.1	\$ 1,165.2	\$ 1,180.1	\$ 1,046.2	\$ 970.3	\$ 942.8	\$ 888.5	\$ 6,193.2	\$ 9,965.6	

ATTACHMENT A-3
 FY2016-2021 Proposed Capital Improvement Program (CIP)
 Proposed Financial Plan - Allocation of State and Local Contributions
 (dollars in millions)

	Six-Year Plan											FY16-21 Total	FY11-21 Total	
	FY2011-FY2014 Estimate	FY2015 Forecast	Forecast Carry-Over	FY2016 Contribution	FY2016 Proposed	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY2021 Forecast				
Formula Match, System Performance & Resiliency Grant Match														
District of Columbia	\$ 239.7	\$ 70.6	\$ 16.0	\$ 68.0	\$ 84.0	\$ 71.2	\$ 73.1	\$ 74.6	\$ 77.0	\$ 79.5	\$ 459.5	\$ 769.8		
Montgomery County	110.9	32.4	7.3	31.2	38.5	32.7	33.5	34.2	35.3	36.5	\$ 210.8	\$ 354.1		
Prince George's County	120.3	33.6	7.6	32.4	40.0	33.9	34.8	35.6	36.7	37.9	\$ 219.0	\$ 372.9		
Maryland Subtotal	231.2	66.0	15.0	63.6	78.5	66.6	68.4	69.8	72.0	74.4	\$ 429.8	\$ 727.0		
City of Alexandria	27.0	8.5	1.9	8.2	10.1	8.6	8.8	9.0	9.3	9.6	\$ 55.5	\$ 90.9		
Arlington County	50.3	15.9	3.6	15.3	18.9	16.0	16.4	16.8	17.3	17.9	\$ 103.2	\$ 169.4		
City of Fairfax	1.7	0.5	0.1	0.5	0.6	0.5	0.5	0.5	0.5	0.6	\$ 03.2	\$ 05.3		
Fairfax County	89.0	27.8	6.3	26.8	33.1	28.1	28.9	29.5	30.4	31.4	\$ 181.3	\$ 298.2		
City of Falls Church	1.8	0.6	0.1	0.6	0.7	0.6	0.6	0.6	0.7	0.7	\$ 3.9	\$ 6.3		
Virginia Subtotal	168.0	52.7	12.1	51.3	63.4	53.4	56.0	57.2	58.4	60.3	\$ 348.7	\$ 569.3		
Subtotal Formula Match, System Performance & Resiliency Grant Match	640.7	189.9	43.1	182.9	226.0	191.6	196.8	200.8	207.2	213.9	\$ 1,236.3	\$ 2,067.0		
CMAQ Grant Match														
Commonwealth of Virginia (DRPT)	-	-	-	6.0	6.0	0.2	1.4	1.5	0.9	0.9	\$ 10.9	\$ 10.9		
Subtotal CMAQ Match	-	-	-	6.0	6.0	0.2	1.4	1.5	0.9	0.9	\$ 10.9	\$ 10.9		
State and Local PRIIA														
District of Columbia	190.5	41.2	15.0	49.5	64.5	53.2	50.0	50.0	50.0	50.0	\$ 317.7	\$ 549.5		
State of Maryland	190.5	41.2	15.0	49.5	64.5	53.2	50.0	50.0	50.0	50.0	\$ 317.7	\$ 549.5		
Commonwealth of Virginia	190.5	41.2	15.0	49.5	64.5	53.2	50.0	50.0	50.0	50.0	\$ 317.7	\$ 549.5		
Subtotal State and Local PRIIA	571.5	123.7	45.1	148.5	193.6	159.6	150.0	150.0	150.0	150.0	\$ 953.2	\$ 1,648.5		
Rail Power System Upgrades														
District of Columbia	-	-	-	6.6	6.6	-	-	-	-	-	\$ 6.6	\$ 6.6		
State of Maryland	-	-	-	6.2	6.2	-	-	-	-	-	\$ 6.2	\$ 6.2		
Commonwealth of Virginia (NVTA)	-	-	-	5.0	5.0	-	-	-	-	-	\$ 5.0	\$ 5.0		
Subtotal Power Upgrades	-	-	-	17.7	17.7	-	-	-	-	-	\$ 17.7	\$ 17.7		
Metro 2025 Investment														
District of Columbia	-	14.2	10.8	-	10.8	-	-	-	-	-	\$ 10.8	\$ 25.0		
Montgomery County	-	-	-	-	-	-	-	-	-	-	\$ -	\$ -		
Prince George's County	-	-	-	-	-	-	-	-	-	-	\$ -	\$ -		
State of Maryland	-	14.2	10.8	-	10.8	-	-	-	-	-	\$ 10.8	\$ 25.0		
Maryland Subtotal	-	14.2	-	-	-	-	-	-	-	-	\$ -	\$ 14.2		
City of Alexandria	-	1.4	1.1	-	1.1	-	-	-	-	-	\$ 1.1	\$ 2.6		
Arlington County	-	2.7	2.1	-	2.1	-	-	-	-	-	\$ 2.1	\$ 4.8		
City of Fairfax	-	0.1	0.1	-	0.1	-	-	-	-	-	\$ 0.1	\$ 0.1		
Fairfax County	-	4.7	3.6	-	3.6	-	-	-	-	-	\$ 3.6	\$ 8.4		
City of Falls Church	-	0.1	0.1	-	0.1	-	-	-	-	-	\$ 0.1	\$ 0.2		
Commonwealth of Virginia	-	5.1	3.9	-	3.9	-	-	-	-	-	\$ 3.9	\$ 9.0		
Virginia Subtotal	-	14.2	10.8	-	10.8	-	-	-	-	-	\$ 10.8	\$ 25.0		
Subtotal Metro 2025 Investment	-	42.5	32.5	-	32.5	-	-	-	-	-	\$ 32.5	\$ 75.0		
Total	\$ 1,212.2	356.1	120.7	355.2	475.9	351.4	348.1	352.3	358.1	364.8	\$ 2,250.7	\$ 3,819.0		

ATTACHMENT B
 OTHER CAPITAL PROJECTS
 Summary of Reimbursable Capital Projects: FY2016
 (dollars in millions)

	Approved Budget	Pre-FY2011 Estimate	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Estimate	FY2015 Forecast	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan	Projected Total
District of Columbia														
CRB0001	Ana. Lt. Rail Dem. - Vehicles	\$ 18.0	\$ 15.2	\$ 0.7	\$ 0.1	\$ 0.9	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17.3
CRB0002	DC Downtown Circulator Buses	36.5	17.4	0.2	-	-	-	-	-	-	-	-	-	17.6
CRB0004	Southeast Bus Garage Replacement	67.5	14.7	1.0	30.4	5.2	0.3	-	-	-	-	-	-	51.5
CRB0027	Brentwood Rail Yard Expansion	2.4	2.3	-	-	0.0	-	-	-	-	-	-	-	2.4
CRB0047	DC Student SmartTrip Pass	0.4	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0049	Union Row: U Str/Cardozo Stn	1.5	1.0	-	-	-	-	-	-	-	-	-	-	1.0
CRB0052	U St Stat 14 St Bus Access Imp	0.5	-	-	0.0	-	-	-	-	-	-	-	-	0.0
CRB0056	Yellow Line Extension	1.5	0.6	-	-	-	-	-	-	-	-	-	-	0.6
CRB0078	Minnesota Avenue Public Hearing	0.1	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0100	Georgetown Streetscape	1.5	1.4	-	-	-	-	-	-	-	-	-	-	1.4
CRB0107	MCI Arena	18.4	18.1	-	-	-	-	-	-	-	-	-	-	18.1
CRB0119	DC Station Trailblazer Signs	0.1	0.1	-	0.0	-	-	-	-	-	-	-	-	0.1
CRB0122	Union Station Metrorail Access and Capacity Improvement	2.6	-	-	0.0	-	-	-	-	-	-	-	-	0.0
CRB0129	Congress Heights Bus Loop Design	0.3	-	-	-	-	-	0.2	-	-	-	-	-	0.3
CRB0130	Minnesota Avenue Parking Garage Repairs	0.7	-	-	-	-	-	0.7	-	-	-	-	-	0.7
Regional														
CRB0005	Project Development	18.9	6.3	0.7	1.1	1.5	1.6	1.1	1.1	1.1	1.1	1.1	1.1	18.9
	DC Subtotal	\$ 170.8	\$ 77.2	\$ 2.6	\$ 31.6	\$ 7.6	\$ 2.3	\$ 2.0	\$ 1.2	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 130.0
Maryland														
Montgomery County														
CRB0006	Glenmont Parking Facility	\$ 30.1	\$ 5.1	\$ 4.3	\$ 16.9	\$ 0.9	\$ 1.3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28.4
CRB0043	Shady Grove Rail Yard Expansion	2.2	2.2	-	-	0.0	-	-	-	-	-	-	-	2.2
CRB0046	Silver Spring South Entrance	0.4	0.3	-	-	-	-	-	-	-	-	-	-	0.3
CRB0007	Takoma Langley Park Center	6.7	0.8	0.5	-	-	-	-	-	-	-	-	-	1.3
CRB0106	Rockville MARC ADA	0.1	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0116	Shady Grove Parking II	0.1	-	-	-	-	-	-	-	-	-	-	-	-
Prince George's County														
CRB0034	Greenbelt Rail Yard Expansion	1.8	1.8	-	-	0.0	-	-	-	-	-	-	-	1.8
CRB0037	New Carrollton Parking Garage	23.1	22.4	-	-	-	-	-	-	-	-	-	-	22.4
Maryland-wide														
CRB0009	Project Development	16.5	5.0	0.6	0.8	1.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	16.5
CRB0105	Largo Blue Line Extension - Prelim Engr	10.4	10.2	-	-	-	-	-	-	-	-	-	-	10.2
CRB0108	Maryland Station Name Change	0.5	0.3	0.0	-	-	-	-	-	-	-	-	-	0.3
CRB0127	MTA Purple Line	4.8	-	-	-	-	-	-	-	4.7	-	-	-	4.7
	Maryland Subtotal	\$ 96.7	\$ 48.1	\$ 5.4	\$ 17.7	\$ 2.3	\$ 2.4	\$ 1.1	\$ 1.1	\$ 5.8	\$ 1.1	\$ 1.1	\$ 1.1	\$ 88.2

ATTACHMENT B
OTHER CAPITAL PROJECTS
Summary of Reimbursable Capital Projects: FY2016
(dollars in millions)

	Approved Budget	Pre-FY2011 Estimate	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Estimate	FY2015 Forecast	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2021 Plan	Projected Total	
Virginia															
Alexandria, City of															
CRB0023	Alexandria Rail Yard - EA	\$ 0.2	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.1	
CRB0032	Crystal City - Potomac (Alex)	0.3	-	0.0	-	-	-	-	-	-	-	-	-	0.0	
CRB0011	Eisenhower Avenue Station Entrance	1.8	-	0.1	0.1	-	-	-	-	-	-	-	-	0.2	
CRB0012	King Street Station Bus Loop Reconfiguration	4.2	-	0.0	0.5	0.2	0.7	-	-	-	-	-	-	1.4	
CRB0013	Potomac Yard Alt. Analysis	5.2	0.2	0.3	1.2	2.1	0.2	0.6	-	-	-	-	-	4.6	
CRB0075	King Street Station Improvements	16.6	16.3	-	-	-	-	-	-	-	-	-	-	16.3	
CRB0113	Potomac Yards	0.2	0.2	-	-	-	-	-	-	-	-	-	-	0.2	
CRB0126	Crystal City-Potomac Yard Transitway - Buses	4.0	-	-	-	3.7	(0.1)	-	-	-	-	-	-	3.5	
Arlington County															
CRB0064	Arlington County Project Mgmt.	0.9	0.8	-	-	-	-	-	-	-	-	-	-	0.8	
CRB0068	Clarendon Station Improvements	0.4	0.1	0.2	-	-	-	-	-	-	-	-	-	0.4	
CRB0015	Columbia Pike Street Car NEPA & PE	4.1	0.3	1.8	1.6	0.3	-	-	-	-	-	-	-	3.9	
CRB0016	Bus Super Stop Prototype	1.0	0.1	0.2	0.7	0.0	0.0	-	-	-	-	-	-	1.0	
CRB0042	Rosslyn Station New Entrance	5.1	3.8	0.2	0.2	0.3	0.1	-	-	-	-	-	-	4.5	
CRB0111	National Airport	5.0	4.5	-	-	-	-	-	-	-	-	-	-	4.5	
CRB0117	Shirlington Garage Design Study	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	
CRB0125	Twinbrook Commons JDA	0.2	-	-	-	0.0	-	-	-	-	-	-	-	0.0	
Fairfax County															
CRB0026	Bus Stop Signs 600 In Fairfax	0.1	-	-	0.0	0.0	0.0	-	-	-	-	-	-	0.1	
CRB0050	Vienna/Fairfax-GMU Parking Structure	1.0	0.7	-	-	-	-	-	-	-	-	-	-	0.7	
CRB0051	Vienna Parking Structure	27.1	26.2	-	-	-	-	-	-	-	-	-	-	26.2	
CRB0053	Vienna Station Improve - Pulte Home	0.4	0.0	-	-	-	-	-	-	-	-	-	-	0.0	
CRB0017	Vienna Mezzanine Stairs	2.0	-	0.4	1.4	(0.0)	-	-	-	-	-	-	-	1.8	
CRB0054	West Falls Church Parking Structure	17.0	16.7	0.1	0.1	0.0	-	-	-	-	-	-	-	16.8	
CRB0084	West Fall Church Bus Bays	2.8	2.3	0.3	0.0	-	-	-	-	-	-	-	-	2.6	
Virginia-wide															
CRB0018	Project Development	13.9	5.5	0.5	0.6	0.8	0.6	1.0	0.8	0.8	0.8	0.8	0.8	13.9	
CRB0029	Crystal City/Potomac Yard	1.5	1.1	0.2	0.0	0.0	-	-	-	-	-	-	-	1.3	
CRB0019	Dulles Extension Design/Build*	293.9	12.2	40.1	40.6	62.7	13.9	64.4	51.5	2.3	2.8	-	3.2	293.7	
CRB0020	Dulles Phase 2*	308.8	-	0.6	0.8	0.7	42.3	9.8	16.7	118.2	81.1	11.9	26.6	308.8	
	Virginia Subtotal	\$ 717.5	\$ 91.1	\$ 45.1	\$ 47.9	\$ 70.8	\$ 57.8	\$ 75.8	\$ 69.0	\$ 121.3	\$ 84.8	\$ 12.7	\$ 27.4	\$ 4.0	\$ 707.6
All Jurisdictional and Other Partners															
CRB0021	6000-Series Rail Cars Base Contract	\$ 120.0	\$ 112.2	\$ 6.8	\$ (0.7)	\$ 1.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 119.7	
CRB0022	Regional Travel Training ACCS	1.2	0.1	0.5	0.5	0.0	0.2	-	-	-	-	-	-	1.3	
CRB0038	Precision Stopping	1.0	0.5	0.4	-	-	-	-	-	-	-	-	-	0.9	
CRB0041	IT Communication Enhancement	1.6	1.4	0.0	-	0.1	-	-	-	-	-	-	-	1.6	
CRB0060	Regional Fare Int. (MTA)	7.6	6.1	0.0	-	-	-	-	-	-	-	-	-	6.1	
CRB0130	SmartTrip Express Recharges	8.7	-	-	-	-	5.7	2.4	-	-	-	-	-	8.1	
MSC0005	Tax Advantage Lease Program	8.4	7.0	0.1	0.1	0.0	0.0	-	-	-	-	-	-	7.2	
	All Jurisdiction Subtotal	\$ 148.5	\$ 127.3	\$ 7.8	\$ (0.2)	\$ 1.7	\$ 0.2	\$ 5.7	\$ 2.4	\$ -	\$ -	\$ -	\$ -	\$ 144.9	
	Grand Total	\$ 1,133.5	\$ 343.6	\$ 60.9	\$ 96.9	\$ 82.4	\$ 62.7	\$ 84.6	\$ 73.7	\$ 128.2	\$ 86.9	\$ 14.9	\$ 29.6	\$ 6.2	\$ 1,070.7

*Staff has been directed by the Metropolitan Washington Airports Authority (MWAA) to revise the Silver Line Phase 1 and Phase 2 project budgets so that expenses associated with the additional 64 railcars (approximately \$205.9 million) are aligned to the Phase 2 reimbursable project rather than Phase 1. This revision has no net impact on the total Silver Line funding commitment by MWAA to WMATA, and the budgets for the Dulles Projects (CRB0019 & CRB020) shown above assume these changes are approved by the WMATA Board in May 2015. In addition to the budget changes, Phase 2 costs incurred under CRB0019 during FY2014 will need to be reclassified to the Phase 2 project to correctly align costs. In addition to revising the Phase 1 and Phase 2 project budgets and costs as described above, it is also assumed that in May 2015 the WMATA Board will approve a net increase to the Phase 1 project budget of \$21.05 million to cover additional punch-list costs associated with completion of Phase 1. After the WMATA Board's actions, and including the forecasted FY15 expenses, total combined spending is forecasted to be \$288.2M between the two projects, and the total combined budget is \$602.7M for the two projects.