

Item: 9

## **Amend FY07 CIP - Kronos**



# KRONOS

J. Roderick Burfield  
Chief Information Officer  
July 6, 2006

# Background

- WMATA purchased KRONOS software in April 2005 to provide standardized time and attendance and to replace two legacy systems, ETS and Non-OPS DTG
- Since then, meetings have been held to re-establish requirements, schedule and scope
- Scope increased to include the purchase of time clocks, additional software and integration with Maximo and PeopleSoft Projects

# Benefits

- Provides detailed breakdown and tracking of overtime for better management control and employee accountability
- Savings of 1.5M annually beginning in FY2008 due to phase out of mainframe
- Single system, real-time data
- Centralized view and control of payroll systems
- Improves integrity of cross-departmental reporting
- Eliminates entry into multiple systems
- Increases accuracy and efficiencies of pay through standardized time calculations and collection
- Interfaces with PeopleSoft's Human Resources, Payroll and Projects applications as well as Maximo
- Provides a standardized time and attendance platform

# Scope/Phased Implementation

- The Information Technology Investment Advisory Committee recommends implementation in 3 phases to spread the cost over 2 fiscal years.
  - Phase I - (8 month implementation)
    - Workforce Central Suite
    - PeopleSoft Integration
    - Installation of Kronos terminals
  - Phase II - (7 month implementation)
    - Workforce Attendance
    - Workforce Process Manager
    - Integration with PeopleSoft Project
  - Phase III - (4 month implementation)
    - Integration with Maximo

# Costs

- Current contract with Booz Allen does not cover cost of total Kronos implementation
- Estimated project cost is \$2.5M over 2 fiscal years

## Capital Budget Impact

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\$ in Million

CIP Funds Identified on June 8, 2006..... \$100.9

**Board Approved Use of Funds:**

FY05 Project Completion	(\$15.7)
Rail Car Wash Facilities	(6.3)
Repair Greenbelt Lifts	(3.0)
Credit Card Acceptance at Parking Lots	(0.7)
FT Totten Police Station	(2.5)

Subtotal Use of Funds (\$28.2)

**Remaining Balance \$72.7**

***Action Item:***

Time & Attendance System (Kronos)	<u>(2.5)</u>
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CIP Funds Available on July 6, 2006..... \$70.2



**PRESENTED AND ADOPTED:**

**SUBJECT: AMENDED FISCAL 2007 IRP FOR KRONOS**

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

WHEREAS, On June 15, 2006 the Board of Directors approved the Fiscal 2007 Infrastructure Renewal Program (IRP) totaling \$293,421,000, including \$265,221,000 in expenditures and \$28,200,000 in obligation authority; and


WHEREAS, The Information Technology Investment Advisory Committee has identified a time and attendance software system called Kronos that will replace two legacy systems and interface with PeopleSoft's Human Resources, Payroll and Projects applications, as well as Maximo; and

WHEREAS, Funding in the amount of \$2,500,000 for the Kronos system has been previously identified to the Budget Committee; now therefore be it

*RESOLVED*, That the Board of Directors approves adding the Kronos software project to the Information Technology category of the IRP, and amending and increasing the Fiscal 2007 IRP by \$2,500,000 from \$293,421,000 to \$295,921,000, including \$265,221,000 in expenditures and \$30,700,000 in obligation authority, all of which are further defined in the Attachment; and be it finally

*RESOLVED*, That this Resolution will be effective immediately.

Reviewed as to form and legal sufficiency.

  
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Carol B. O'Keeffe  
General Counsel



**Attachment: Capital Improvement Program Expenditures FY 2007 - 2012**

**Infrastructure Renewal Program 1/**

(in millions \$)

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY2012</u>	<u>Total</u>
<b>Rolling Stock: Bus</b>							
Advanced Technology Diesel Replacement	6.000	1.610	38.474	41.014	67.023	-	154.121
CNG Modifications	8.100	-	-	-	-	-	8.100
Hybrid/Diesel Bus Procurement	0.400	47.500	21.500	-	-	-	69.400
Subtotal	\$ 14.500	\$ 49.110	\$ 59.974	\$ 41.014	\$ 67.023	\$ 74.352	\$ 305.973
<b>Rolling Stock: Rail</b>							
Rail Car Enhancements	1.100	-	-	1.000	1.000	-	3.100
2000/3000 series Breda Car Rehabilitation	1.700	-	-	-	-	-	1.700
4000 series Breda Car Rehabilitation	-	-	-	4.000	23.360	-	27.360
1000 Series Rohr Car Rehabilitation	-	-	-	-	1.040	-	1.040
Subtotal	\$ 2.800	\$ -	\$ -	\$ 5.000	\$ 25.400	\$ 25.021	\$ 58.221
<b>Passenger Facilities</b>							
Mechanical Systems Rehabilitation	9.621	15.456	15.999	20.763	24.249	-	86.088
Parking Lot Rehabilitation	2.985	6.790	7.127	8.010	14.621	-	39.533
Station Enhancement Program	6.291	6.291	6.291	4.190	7.055	-	30.118
Vertical Transportation Rehabilitation	18.625	21.500	19.997	15.350	19.050	-	94.522
Subtotal	\$ 37.522	\$ 50.037	\$ 49.414	\$ 48.313	\$ 64.975	\$ 55.392	\$ 305.653
<b>Safety and Security Improvements</b>							
Communications Upgrade	\$ 2.000	\$ 2.000	\$ 2.000	\$ -	\$ -	\$ -	6.000
Subtotal	\$ 2.000	\$ 2.000	\$ 2.000	\$ -	\$ -	\$ -	\$ 6.000
<b>Maintenance Facilities</b>							
Bus and Rail Support Equipment	17.250	9.515	10.019	12.829	18.906	-	68.519
Rail Work Equipment and Locomotives	1.171	3.240	4.130	3.269	4.004	-	15.814
Repairables	3.035	4.208	4.839	5.213	8.638	-	25.933
Structures, Field Bases, Yards, and Shops	7.800	2.589	7.838	13.678	22.430	-	54.335
Subtotal	\$ 29.256	\$ 19.552	\$ 26.826	\$ 34.989	\$ 53.978	\$ 61.213	\$ 225.814
<b>Systems</b>							
ATC and Power Systems Rehabilitation	15.429	32.334	40.858	45.916	87.266	-	221.803
Fare Collection Equipment	2.900	-	-	1.381	8.648	-	12.929
Regional Fare Integration	-	-	-	-	-	-	-
UPS and Electrical Systems Rehabilitation	1.677	4.220	6.433	10.717	15.654	-	38.701
Passenger Information Display System (PIDS)	-	-	-	-	4.000	-	4.000
Subtotal	\$ 20.006	\$ 36.554	\$ 47.291	\$ 58.014	\$ 115.568	\$ 89.171	\$ 366.604

**Attachment: Capital Improvement Program Expenditures FY 2007 - 2012**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
<b>Track and Structures</b>							
Right-of-Way Track and Structures Rehabilitation	14.804	13.148	11.441	22.709	18.675	-	80.777
Station and Tunnel Leak Mitigation	2.602	2.474	2.548	2.625	2.703	-	12.952
Subtotal	\$ 17.406	\$ 15.622	\$ 13.989	\$ 25.334	\$ 21.378	\$ 33.923	\$ 127.652
<b>Information Technology</b>							
Information Technology	6.300	4.000	4.000	4.488	5.478	-	24.266
Subtotal	\$ 6.300	\$ 4.000	\$ 4.000	\$ 4.488	\$ 5.478	\$ 23.918	\$ 48.184
<b>Program Management and Support</b>							
Financing	0.053	0.054	0.055	0.056	1.276	-	1.494
Program Administration	6.178	6.412	6.529	15.005	13.275	-	47.399
Subtotal	\$ 6.231	\$ 6.466	\$ 6.584	\$ 15.061	\$ 14.551	\$ 12.734	\$ 61.627
<b>Preventive Maintenance</b>							
Preventive Maintenance	20.700	20.700	20.700	20.700	20.700	7.284	110.784
Subtotal	\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 7.284	\$ 110.784
<b>Subtotal: IRP Projects</b>	<b>\$ 156.721</b>	<b>\$ 204.041</b>	<b>\$ 230.778</b>	<b>\$ 252.913</b>	<b>\$ 389.051</b>	<b>\$ 383.008</b>	<b>\$ 1,616.512</b>
<b>Financing Expenses</b>							
TIFIA Financing Expenses	133.200	161.600	198.375	-	-	-	493.175
Vertical Transportation Financing Expenses	6.000	6.000	6.000	6.000	-	-	24.000
Subtotal	\$ 139.200	\$ 167.600	\$ 204.375	\$ 6.000	\$ -	\$ -	\$ 517.175
<b>Total Expenditures</b>	<b>\$ 295.921</b>	<b>\$ 371.641</b>	<b>\$ 435.153</b>	<b>\$ 258.913</b>	<b>\$ 389.051</b>	<b>\$ 383.008</b>	<b>\$ 2,133.687</b>

**Rail Car Program**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
<b>Vehicles</b>							
122 Rail Cars	\$ 105.100	\$ 30.850	\$ 8.500	\$ 3.400	\$ 1.900	\$ -	\$ 149.750
Facilities	\$ 85.210	\$ 40.320	\$ -	\$ -	\$ -	\$ -	\$ 125.530
Systems	\$ 103.094	\$ 17.730	\$ -	\$ -	\$ -	\$ -	\$ 120.824
<b>Total Expenditures</b>	<b>\$ 293.404</b>	<b>\$ 88.900</b>	<b>\$ 8.500</b>	<b>\$ 3.400</b>	<b>\$ 1.900</b>	<b>\$ -</b>	<b>\$ 396.104</b>

**Attachment: Capital Improvement Program Expenditures FY 2007 - 2012**

**Bus Program**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
<b>Vehicles</b>							
185 Buses	\$ 12.300	\$ 26.500	\$ 20.700	\$ 34.610	\$ -	\$ -	\$ 94.110
Garage Facility	\$ 23.800	\$ 16.200	\$ -	\$ -	\$ -	\$ -	\$ 40.000
Customer Facilities	\$ 9.800	\$ 6.100	\$ 6.300	\$ -	\$ -	\$ -	\$ 22.200
<b>Total Expenditures</b>	<b>\$ 45.900</b>	<b>\$ 48.800</b>	<b>\$ 27.000</b>	<b>\$ 34.610</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 156.310</b>

**Security Program 2/**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
Back-Up Operations Control Center	\$ 22.700	\$ 17.900	\$ 2.000	\$ -	\$ -	\$ -	\$ 42.600
Other Security Initiatives	\$ 22.900	\$ 16.900	\$ 8.300	\$ 4.850	\$ -	\$ -	\$ 52.950
<b>Total Expenditures</b>	<b>\$ 45.600</b>	<b>\$ 34.800</b>	<b>\$ 10.300</b>	<b>\$ 4.850</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 95.550</b>

**System Expansion Planning 3/**

	\$ 1.467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.467
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**Credit Facility and Debt Service**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>Total</u>
Credit Facility	\$ 3.351	\$ 2.000	\$ 2.000	\$ 2.000	\$ -	\$ -	\$ 9.351
Debt Service	\$ 26.261	\$ 36.872	\$ 67.420	\$ 203.577	\$ 55.451	\$ 62.250	\$ 451.831
<b>Total Expenditures</b>	<b>\$ 29.612</b>	<b>\$ 38.872</b>	<b>\$ 69.420</b>	<b>\$ 205.577</b>	<b>\$ 55.451</b>	<b>\$ 62.250</b>	<b>\$ 461.182</b>

**GRAND TOTAL EXPENDITURES \$ 711.904 \$ 583.013 \$ 550.373 \$ 507.350 \$ 446.402 \$ 445.258 \$ 3,244.300**

- 1/ Safety and Security Improvements are Beyond Metro Matters in IRP
- 2/ Security Program is assumed to be 100% federally funded.
- 3/ Fiscal 2005 funding
- 4/ Fiscal 2011 and 2012 IRP includes Beyond Metro Matters expenditures

N:CAPR/BUDGET/PROGRAMMING/FY07CIP/fy2007-2012ciptablejuly2006.xls