



**Finance & Administration Committee**

**Information Item IV-C**

**November 5, 2015**

**FY2016 First Quarter Budget Update**

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

Action  Information

MEAD Number:  
201674

Resolution:  
 Yes  No

**TITLE:**

FY2016 First Quarter Budget Update

**PRESENTATION SUMMARY:**

Present a summary of FY2016 first quarter operating and capital budget results.

**PURPOSE:**

To inform the Finance & Administration Committee on the ridership, revenue, and operating expenses through the first quarter of FY2016, as well as the status, delivery rates and success of the Capital Program during the same period.

**DESCRIPTION:**

**Key Highlights:**

- Through September, Metro's FY2016 operating budget had a favorable net position of \$15.1 million as a result of a \$25.1 million positive variance in expenses that was partially offset by a \$10.0 million negative variance in revenues. Metro also has delivered \$190 million or 16 percent of the \$1.2 billion FY2016 Capital Improvement Program (CIP) as of the end of the first quarter.
- Ridership did not meet budget projections, with total transit ridership for the first quarter down 5.0 percent (4.5 million trips) versus the same period last year, and down 5.2 percent versus budget. Overall passenger revenues, including transit fares and parking fees, are down \$11 million versus last year and \$10 million versus budget.

**Background and History:**

Metro's \$1.8 billion FY2016 operating budget provides for the personnel, materials and supplies, fuel and propulsion power, and services to operate Metrobus, Metrorail, and MetroAccess. Metro also continues to invest aggressively in its capital program to rebuild the transit system over the next six years to provide safer and more reliable service. Between FY2016 and FY2021, a total capital investment of \$6.2 billion is planned.

**Discussion:**

Ridership and Revenue

The fiscal year began uneventfully, with July revenue of \$83 million below budget by \$1

million as a result of rail ridership below forecast by only 0.1 million trips (19.3 million versus 19.4 million) and bus ridership off by 0.3 million (11.6 million versus 11.9 million). However, ridership on both modes fell sharply in August and September compared to the previous year. As a result, the cumulative negative revenue variance through September is \$10.0 million, and total transit ridership of 86.0 million trips is below both budget and the same period of FY2015 by approximately five percent. MetroAccess ridership is up slightly (0.9 percent) for the quarter compared to last year, which reflects a lower-than-forecast growth rate.

The ridership assessment presented below focuses primarily on September, but the overall findings apply to August as well, and are also the key points of focus heading into the second quarter.

### **Summary**

Weekday rail ridership declined 8.5 percent in September compared to the previous year. This was the lowest rail ridership in September since 2004. The drop was pervasive and not linked to an event or weather. Weekend rail ridership fell 7 to 12 percent, as service levels were reduced more than last year for track rehabilitation. Weekday bus ridership also fell also by 4.7 percent in September, but this drop in bus ridership is not limited to Metrobus – other bus service providers are seeing declines as well.

### **Metrorail**

For the second month in a row, September produced low ridership levels, to a degree not seen in ten years. Overall weekday ridership was down 8.5 percent versus last year, and weekends were down 7 to 12 percent as 20-26 minute headways occurred on many lines.

The drop in rail ridership occurred across nearly all stations, times of day, payment methods, and trip lengths. It was not linked to a particular event or to weather (September was relatively mild). While the Papal visit impacted ridership by 20 percent on two days, we also saw similar Metrorail ridership declines on unrelated weekdays during the month. Year-over-year growth continues at the first two stations on the Silver Line in the Tysons Corner area, but Wiehle-Reston East (the line's more traditional commuter-oriented station) lost ridership compared to last year. While off-peak periods led the decline in August, in September the decline was across nearly all time periods. Evening ridership again fell more than other periods, potentially in response to increased weeknight trackwork.

Geographically, significant losses continued in Prince George's County, particularly on the Blue/Orange/Silver Lines, which saw double-digit declines. New Carrollton, for instance, one of the busiest stations in Prince George's County, lost 17 percent of ridership compared to last year. Outside of the Silver Line, the only stations seeing growth in September were Navy Yard, National Airport, and Arlington Cemetery. Every station on the Red Line dropped, with the Shady Grove branch down 6-12 percent and the Glenmont branch down 4-9 percent.

At the end of the month, the fire at a traction power substation near Stadium-Armory resulted in reduced service at that station and along the rest of the Blue/Orange/Silver lines. However, the impacts to the monthly total ridership appear to have been fairly contained. By comparing to October data, it appears that ridership at Stadium-Armory is

down by about 24 percent due to the reduced service, while ridership at Potomac Ave is up, but not by as much. Losses appear to be in the 4-5 percent range when considering non-core stations on the Blue/Orange/Silver lines during peak periods.

Weekend ridership in September tracked closely to weather and to the level of service related to trackwork and rebuilding work. The sunny Labor Day holiday weekend had nearly the same ridership as last year, but the following rainy weekend, which also had 24-minute headways on all lines, saw ridership down 21 to 24 percent.

### *Impact of Reliability*

The data indicate that from the customer's point of view, predictability of rail service has declined in recent months. It is difficult to tell how long, or how much, it takes for riders to react, but rail reliability began to decrease for customers beginning roughly with the start of the Silver Line and turning down particularly since May 2015:

- In August, rail on-time performance reached its lowest level in over a year.
- In the last 12 months, all of the following have been increasing for morning commuters, based on tap-in to tap-out times for representative commutes:
  - Median travel times
  - The unpredictability of travel times, or the “normal range” (measure by the standard deviation); and
  - The frequency of severe delays (measured by the 95th percentile travel time)

Taken together, this means that riders have been forced to budget more travel time to avoid being late. This trend likely is one contributing factor to the current decline in rail ridership.

### **Metrobus**

Bus ridership declined in September by 4 percent versus last year. There is some evidence that rail's losses are spilling over to bus, above and beyond losses due to other factors. Morning bus-to-rail transfers were down 10 percent, which is twice the loss of overall bus ridership, and similar to the overall loss on rail. The heaviest losses were concentrated at Wiehle, New Carrollton, Vienna, and Pentagon. Since our bus-to-rail customers generally behave more like rail-only customers, we may also be losing the bus leg from commuters reacting to the challenges on rail.

The Pope's visit accounts for about one percentage point in the change in average weekday ridership for the month. On the two most impacted days, bus was down 16 percent and 8 percent (while rail was down more than 20 percent on both days). However, other local bus operators in the region are also losing ridership, and the decline is greater than Metrobus in the outlying areas.

Maryland lines showed the greatest ridership decline on bus, down 7 percent in total but nearing double-digit losses on some major linehaul corridors. Bus ridership in Virginia fell 5 percent, fairly evenly across lines, and DC bus routes lost less ridership than either Maryland or Virginia. In addition, it is estimated that Metrobus has lost approximately 2,000 trips per day from students who have shifted to rail as a result of the District's new “Kids Ride Free on Rail” pass.

Staff continues to research the relative impact of specific ridership challenges on rail spilling over to bus compared to external forces (the economy, gas prices, etc.) that may be impacting both modes.

### Operating Expenses

FY2016 first quarter operating expenses were favorable by \$25.1 million or 5.5 percent, as a result of savings relative to budget in both labor and non-labor categories:

#### **Labor**

FY2016 first quarter Personnel expenses (including Salary/Wages, Overtime, and Fringe) of \$325.6 million were favorable to budget by \$9.3 million or 2.8 percent. The first quarter Salary/Wage expenses of \$201.9 million were under budget by \$4.9 million or 2.4 percent. This is primarily attributable to a 4.9 percent vacancy rate that was influenced by the hiring freeze and hiring delays of non-essential, non-safety sensitive positions implemented as part of the Authority's cost reduction strategy. Total FY2016 first quarter overtime expenses of \$20.0 million were slightly over budget by \$0.3 million or 1.7 percent, but were \$0.4 million less than the same period last year.

The Overtime favorability from vacancies was offset by the expenses incurred due to several extraordinary events – the derailment in July; the transformer fire in August; and the power outage and Papal Visit in September. The primary contributors to overtime were in Rail, Bus Services and Transit Infrastructure and Engineering Services (TIES) and MTPD. In spite of these events, management's active oversight allowed TIES to record a \$0.7 million unfavorable variance in first quarter FY2016 versus a \$6.3 million deficit in first quarter FY2015.

The FY2016 first quarter fringe benefit expenses were \$4.7 million under budget primarily due to the timing of payment for Health and Life Insurance premiums of \$3.8 million and contribution expenses of \$2.3 million associated with the planned OPEB Trust, which has not yet been established as of September 30. The Health Trust for Local 689 recently lowered its FY16 forecast by \$0.7 million. This favorability was partially offset by unfavorable pension plan expenses of \$1.1 million.

#### **Non-Labor**

FY2016 first quarter non-personnel expenses of \$431.1 million were under budget by \$25.1 million. Fuel and Power were under budget by \$8.7 million for the quarter, primarily due to lower-than-projected rate and volume consumption.

Commodity hedging instruments are utilized to give WMATA increased budget stability for consumed commodities (such as diesel fuel) that represent a significant portion of the Authority's operating expenses. WMATA does not enter into these agreements for speculative purposes. The FY2016 first quarter favorability was mainly due to savings from lower-than-budgeted rates for diesel. The budgeted diesel rate was \$2.60 per gallon in comparison to the actual diesel rate of approximately \$1.68 per gallon. The current diesel hedge rate is \$1.97 per gallon. Volume favorability was primarily due to lower-than-budgeted consumption of propulsion and electricity. During the first quarter of FY2016, the budgeted volume for propulsion and electricity was 240K Kwh versus actual volume 222K Kwh.

Overall FY2016 first quarter services expenses were \$12.1 million favorable to budget primarily due to the timing of payments. In addition, the Authority implemented steps to

contain costs by leveraging internal resources, thus reducing utilization of professional services, and safety transportation and environmental consulting services.

In the first quarter of FY2016 Materials & Supplies expenses of \$22.5 million exceeded budget by \$0.2 million due mainly to parts utilized in the repair and maintenance projects; specifically, railcar overhaul to ensure a sufficient number of properly-maintained railcars in operation.

### Capital Investment

Metro successfully delivered \$190 million of CIP investment during FY2016, or 16 percent of the total annual capital budget. This is an improvement over FY2015 when 7 percent of the capital budget was expended in the first quarter.

During FY2016, Metro will focus on the successful delivery of key planned CIP investments that will advance the safety and reliability of the system. Projects are grouped into eight broad categories: Vehicles/Vehicle Parts; Rail System Infrastructure Rehabilitation; Maintenance Facilities; Systems and Technology; Track and Structures; Passenger Facilities; Maintenance Equipment; and Other Facilities and Project Management and Support.

In FY2016 WMATA is planning to invest over \$537 million in **Vehicles and Vehicle Parts**. This category represents the largest single category of capital improvements in FY2016 and includes major replacements and rehabilitation of railcars and buses. At the end of the first quarter there has been over \$80 million, 15 percent, of spending within this category. Spending in the first quarter of FY2016 is higher than the 7 percent spent in the first quarter of FY2015. Major projects in this category include:

- **MetroAccess Fleet Acquisition** – In FY2016 WMATA plans to purchase 205 MetroAccess vans. Staff expects a new contract to be issued in the spring, so delivery of vans will not begin until late FY2016. A major risk for this project in FY2016 will be the purchase price of vehicles in the new contract. If contract bids are higher than staff forecasts fewer vans will be purchased or budget adjustments will be recommended.
- **Rail Car Acquisition (220 Railcars)** – The last option of the 7000 series contract was exercised during the first quarter of FY2016 in the amount of \$48 million. This option will be used to replace the 5000 Series railcars and to purchase expansion vehicles.
- **Bus Replacement** – WMATA plans to replace 165 buses in FY2016. During the first quarter 2 buses were replaced. Replacement buses are in production and staff forecasts delivery to begin in December.
- **1000 Series Railcar Replacement** – The delivery of the 7000 series vehicles slated to replace the 1000 series cars was scheduled to begin in the first quarter, but was delayed. Due to the supplier's manufacturing issues, and inefficiencies in the commissioning process, the delivery and acceptance of the vehicles is approximately three months behind schedule. As a result, none of the Option 4 cars for 1000 series replacement were delivered in the first quarter of FY2016.

WMATA plans to invest \$168 million in improvements to **Systems and Technology**. In the first quarter over \$20 million, 12 percent has been invested, which is a significant

improvement when compared to the 6 percent expended in the first quarter of FY2015. Major projects in this category include:

- **Traction Power State of Good Operations** – This project is supporting three main activities in FY2016: cable replacement, the repair of the Stadium Armory Traction Power Substation, and the NTSB recommendation to replace orange boots and sleeves. In the first quarter an investment of \$415,000, 8 percent, of the approved \$5 million budget was made towards the accomplishment of the three main activities.
- **Management and Support Software** – During the first quarter the first phase of the timekeeping assessment was completed. This project also funds software improvements that impact grants management and grant drawdown capabilities. During the first quarter work continued in these areas.
- **New Electronic Payments Program** – The FY2016 plan for this project includes evaluating the acceptance of the pilot program. In the first quarter WMATA accepted the rail/bus pilot from the vendor and started the parking garage pilot. Payment for the rail/bus pilot will be made in accordance to the contract during the second quarter.
- **Rail Power System Upgrades** – In FY2016 WMATA is planning to upgrade seven traction power substations, including three locations funded by a Northern Virginia Transportation Authority (NVTA) grant. Upgrades to seven tie breakers, which are all funded by an NVTA grant are planned. In the first quarter two tie breakers were upgraded and installation at third tie breaker was started.

WMATA plans to invest \$164 million in improvements to **Maintenance Facilities**. In the first quarter over \$18 million, 11 percent has been invested, which is a significant improvement from the 2 percent expended in the first quarter of FY2015. Major projects in this category include:

- **Rail Yard Facility Repairs** – During the first quarter work at the New Carrollton and Alexandria yards was advanced. At New Carrollton the rehabilitation of the electrical distribution system, building lighting and HVAC systems was continued. Staff estimates completion of the work to occur in November. Construction and rehabilitation work in the basement of the S&I shop was also advanced.
- **Royal Street Bus Garage Replacement (Cinder Bed Road)** – Staff is continuing to advance the construction of this project. All permitting matters have been settled and the contractor can commence construction activities.
- **Relocation of Maintenance Departments** – In FY2016 this project funds the purchase of property. At the end of the first quarter the property had not been purchased.
- **Southern Avenue Bus Garage Replacement (Andrews Federal Campus)** – During the first quarter work continued to advance the construction of the garage. All permitting matters have been settled and the contractor can commence construction activities.

WMATA plans to invest \$123 million in improvements to **Passenger Facilities**. In the first quarter over \$22 million, 18 percent has been invested, which is significantly larger than the 3 percent expended in FY2015. Major projects in this category include:

- **Elevator Rehabilitation** – In FY2016 \$8 million is planned to be invested to

- rehabilitate 19 elevators. In the first quarter 4 of 19 elevators were rehabilitated.
- **Escalator Rehabilitation** – In FY2016 \$9.7 million is planned to be invested to rehabilitate 18 escalators throughout the system. In the first quarter 4 of 18 escalators were rehabilitated.
  - **Bus Priority Corridor & Network** – During the first quarter the bus fleet and facility plan was initiated, the fence at the Minnesota Avenue station was completed, construction of the Pentagon Transit Center was advanced and the Traffic Signal Prioritization was activated along Leesburg Pike.
  - **Escalator Replacement** – WMATA continues to invest in replacing the system's aging escalator infrastructure. In FY2016 \$27 million is planned to be invested to replace 17 escalators. In the first quarter 3 of 17 escalators were replaced.

WMATA plans to invest \$80 million in improvements to **Track and Structures**. In the first quarter over \$15 million, 19 percent, has been invested, which is similar to the 20 percent expended in the first quarter of FY2015. The major project in this category is:

- **Track Rehabilitation** – The single largest investment in this category is to rehabilitate the rail system's tracks and components. In the first quarter over \$11 million, 21 percent, of the total annual budget was invested to make these improvements including: 14 of 40 miles of track tamped, 2.5 of 12 miles of running rail replaced, 9,826 of 27,000 fasteners replaced, and 3,335 of 15,000 cross ties replaced.

In FY2016 WMATA plans to invest over \$72 million into rehabilitating the **Rail System Infrastructure**, mainly through rail line rehabilitation projects. At the end of the first quarter there has been an investment of over \$18 million, 26 percent within this category. Spending in FY2016 is greatly improved when compared to the FY2015 first quarter spending of 10 percent. The major FY2016 projects in this category include:

- **Red Line Rehab Stage 2** – In FY2016 WMATA plans to continue planning, design, engineering and to award the first contract for this program. The contract will include waterproofing at Medical Center, Grosvenor Ariel Structure retrofit, and Grosvenor platform and canopy rehabilitation. During the first quarter bids were received for the first contract and are currently under technical review. Contract award is forecasted for the spring.
- **NTSB Recommendations** – In FY2016 WMATA plans to continue replacing GRS track circuits and to complete the implementation of a program to monitor onboard event recorders. During the first quarter track circuit components were replaced including 78 of 330 bonds and 59 of 290 modules. Approximately half of the materials necessary for the 1000 series event recorder project were received during the first quarter with the remainder forecasted to be received during the second quarter. Staff also anticipates awarding the contract for Vehicle Monitoring System (VMS) upgrade during the second quarter.
- **Orange Blue Line Rehabilitation Stage 1** – The Orange Blue line project continues the execution of the Clark contract, with an investment of over \$11 million of the \$44 million budget. In FY2016 this project is requesting additional funding in order to complete this program.

WMATA plans to invest \$35 million in projects that improve **Other Facilities and Program Management and Support**. In the first quarter \$12 million, 34 percent has

been invested, which is significantly greater than the 10 percent expended in the first quarter of FY2015. Major projects in this category include:

- **Credit Facility** – This project is intended to fund the lines of credit and interim financing necessary to finance the capital program cash flow needs. During the first quarter \$660,000, 16 percent of the total annual budget was expended for these activities. The debt originally planned to be issued during the first quarter has been moved to the second half of FY2016.
- **Financial Planning, Project Administration, and System Wide Infrastructure** – In FY2016 contractor support for general engineering, staff augmentation and program management support is planned to be charged to this project. In the first quarter over \$5 million, 43 percent of the annual budget has been invested in these activities.
- **Carmen Turner Facility Electrical Distribution Upgrade** – During the first quarter the Uninterrupted Power Supply (UPS) was installed at the Carmen Turner Facility.

WMATA plans to invest \$24 million in improvements to **Maintenance Equipment**. In the first quarter \$2 million, 7 percent, has been invested, which is less than the 20 percent expended in FY2015. Major projects in this category include:

- **Rail Shop Repair Equipment** – During the first quarter the replacement of the Shady Grove Tool shop air compressor was completed.
- **Bus Repair Equipment** – Progress payments on small construction projects were made during the first quarter, including work on upgrading bus training facilities, bus operator quiet rooms and minor facility improvements. Staff anticipates delivery of equipment to begin during the second quarter of FY2016.

**Radio Infrastructure Replacement, T-Band Relocation** – WMATA is planning to replace the Comprehensive Radio Communications System (CRCS) with a new system operating in the 700 MHz band. In the first quarter staff issued the Request for Proposals (RFP) for the Above Ground 700 MHz contract. A pre-proposal conference and site walks were conducted with potential bidders. A Request for Information (RFI) was published for US Manufacturers of Radiating Cable. Staff augmentation contracts were executed during the first quarter for general engineering support necessary for the completion of a feasibility study based on COG recommendations.

**FUNDING IMPACT:**

Information item only, no impact on funding.	
Project Manager:	Thomas J. Webster
Project Department/Office:	CFO/OMBS

**TIMELINE:**

<b>Previous Actions</b>	May 2015 - Adoption of FY2016 Operating Budget and Six-Year CIP July 1, 2015 - Beginning of FY2016
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**RECOMMENDATION:**

Information item only - no action required.



Washington Metropolitan Area Transit Authority

# FY2016 First Quarter Budget Update

Finance & Administration Committee  
November 5, 2015



# Ridership and Revenue Down

- Ridership did not meet budget projections
- Total transit ridership for Q1 down 5.0 percent (4.5 million trips) vs. prior year, down 5.2 percent vs. budget
- Passenger fares and parking fees down \$11 million vs. prior year, \$10 million vs. budget





# FY2016 First Quarter: Operating Results

YTD	FY2015		FY2016		Variance FY16	
	Actual	Actual	Budget	\$	Percent	
Revenue	\$ 233	\$ 230	\$ 240	\$ (10)	-4.2%	
Expense	\$ (439)	\$ (431)	\$ (456)	\$ 25	5.5%	
Net Income	\$ (205)	\$ (201)	\$ (216)	\$ 15	7.0%	
Cost Recovery	53%	53%	53%			



# FY2016 First Quarter: Revenue and Ridership

Mode	Measure	Budget	Actual	Variance
Rail	Ridership	54 million	51 million	
	Revenue	\$163 million	\$156 million	
Bus	Ridership	36 million	34 million	
	Revenue	\$41 million	\$39 million	
Access	Ridership	0.59 million	0.57 million	
	Revenue	\$2.2 million	\$2.3 million	
Parking	Revenue	\$13 million	\$12 million	
Non-Passenger *	Revenue	\$20 million	\$20 million	

\* includes advertising, fiber optics, leases, etc.



# FY2016 First Quarter: Operating Expenses

Expense Category		Budget	Actual	Variance
Labor	Salaries and Wages	\$226 million	\$222 million	
	Fringe Benefits	\$108 million	\$104 million	
Non-Labor	Fuel, Propulsion and Utilities	\$36 million	\$30 million	
	Services	\$55 million	\$43 million	
	Materials and Supplies	\$22 million	\$23 million	
	Insurance and Other	\$8 million	\$10 million	
Total Operating Expenses		\$456 million	\$431 million	



# Capital Program: Investment to Date

(as of September 30, 2015)

Capital Categories	FY16 App. (Updated)	Q1 Spending	% Spent
Vehicles/Vehicle Parts	\$537.6	\$80.3	15%
Systems and Technologies	168.7	20.8	12%
Maintenance Facilities	164.0	18.5	11%
Passenger Facilities	123.5	22.3	18%
Track and Structures	80.0	15.0	19%
Rail System Infrastructure Rehabilitation	72.9	18.9	26%
Other Facilities & Project Management and Support	35.4	12.1	34%
Maintenance Equipment	24.5	1.8	7%
<b>Grand Total</b>	<b>\$1,206.8</b>	<b>\$189.7</b>	<b>16%</b>

<b>FY2015 (Q1 Report)</b>	<b>\$1,102.0</b>	<b>\$80.8</b>	<b>7%</b>
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# Vehicles and Vehicle Parts

FY16 Appr	\$537.6
Q1 Spend	\$80.3
% Spent	15%

Figure 1. Major CIP Projects Comprising Vehicles and Vehicle Parts



## Major Q1 Deliverables

- 22 Buses Rehabilitated
- 2 Buses Replaced
- Railcar contract option exercised for the 5K replacement and expansion car purchase

## Challenges/Risks

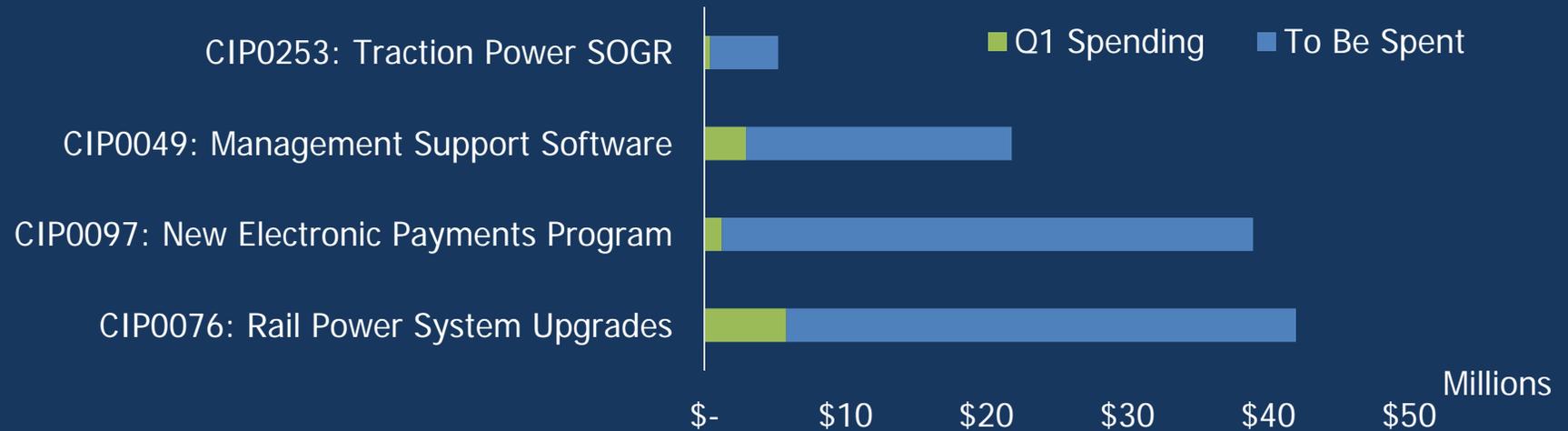
- Delivery of 1K series replacement railcars not meeting budget plan of 12 per month
- New MetroAccess Van purchase contract to be issued in Spring 2016



# Systems and Technology

FY16 Appr	\$168.7
Q1 Spend	\$20.8
% Spent	12%

Figure 2. Major CIP Projects Comprising Systems and Technology



## Major Q1 Deliverables

- Completed installation of 2 TBs
- Accepted NEPP Pilot for Rail/Bus
- Start Parking Garage NEPP Pilot
- Stadium Armory TPSS Repair
- Continue remediation on cable boots, sleeves and internal supports

## Challenges/Risk

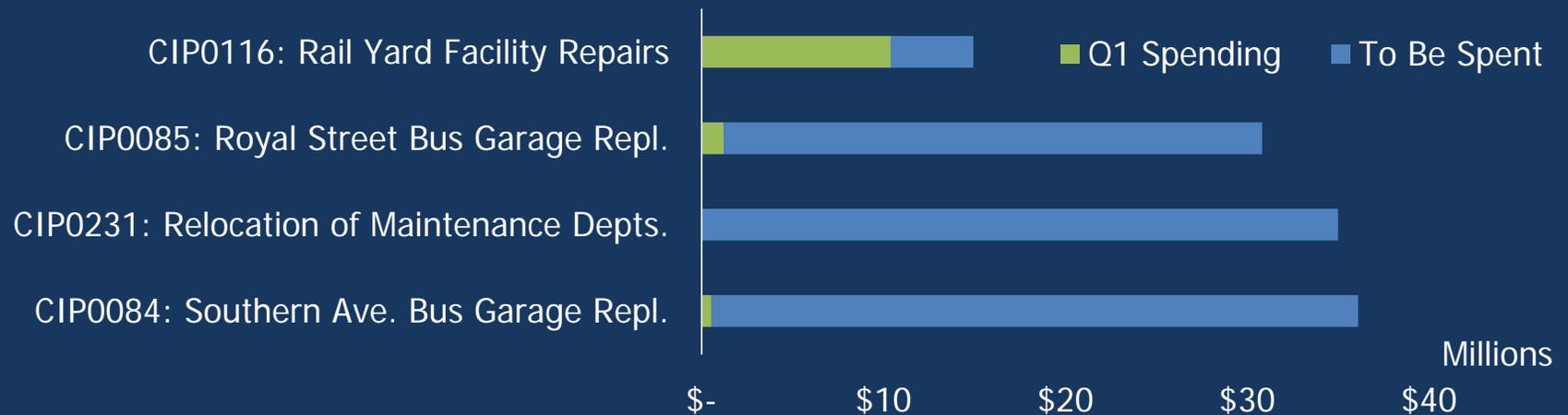
- Additional funding needed to continue:
  - Stadium-Armory TPSS repair and purchase of new line-up
  - Remediation on cable boots, sleeves and internal supports



# Maintenance Facilities

FY16 Appr	\$164.0
Q1 Spend	\$18.5
% Spent	11%

Figure 3. Major CIP Projects Comprising Maintenance Facilities



## Major Q1 Deliverables

- Continue rehabilitation of the New Carrollton rail yard

## Challenges/Risks

- Additional funding will needed to continue the rail yard rehabilitation work at New Carrollton, Alexandria and Brentwood.



# Passenger Facilities

FY16 Appr	\$123.5
Q1 Spend	\$22.3
% Spent	18%

Figure 4. Major CIP Projects Comprising Passenger Facilities



## Major Q1 Deliverables

- 4 of 19 Elevator Rehabs
- 4 of 18 Escalator Rehabs
- 3 of 17 Escalator Replacements

## Challenges/Risks

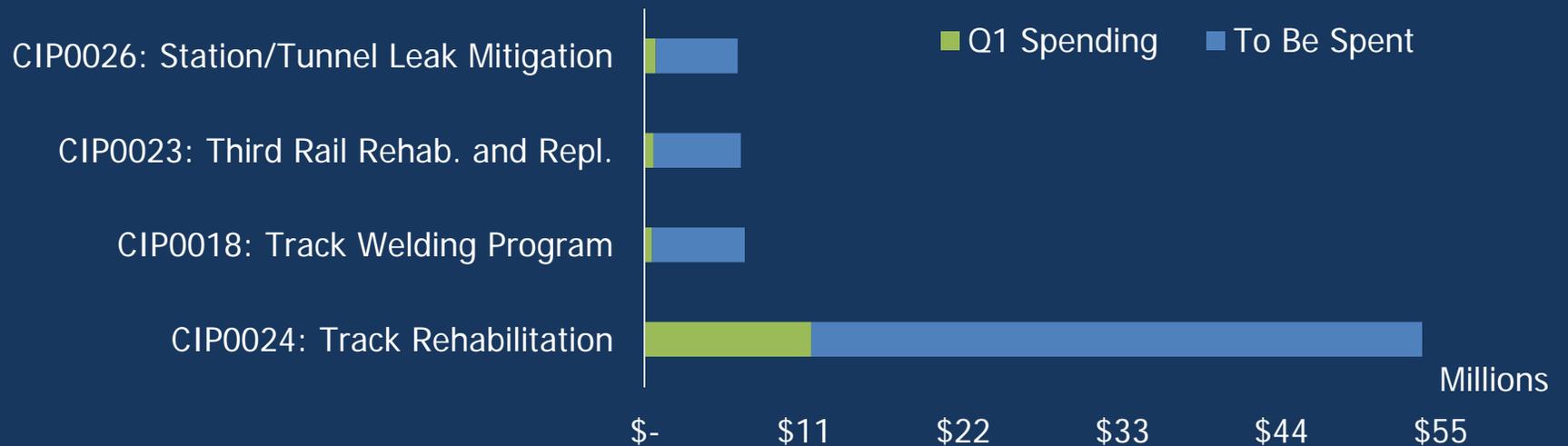
- The Bus Priority Corridor & Network project is supported by the TIGER grant which expires late spring 2016.



# Track and Structures

FY16 Appr	\$80.0
Q1 Spend	\$15.0
% Spent	19%

Figure 5. Major CIP Projects Comprising Track and Structures



## Major Q1 Deliverables

- 217 joints welded
- 591 rail signs replaced
- 3,324 grout pads LF rehabbed
- 14 miles of track tamped
- 3 miles of running rail replaced
- 9,826 Fastners replaced

## Challenges/Risks

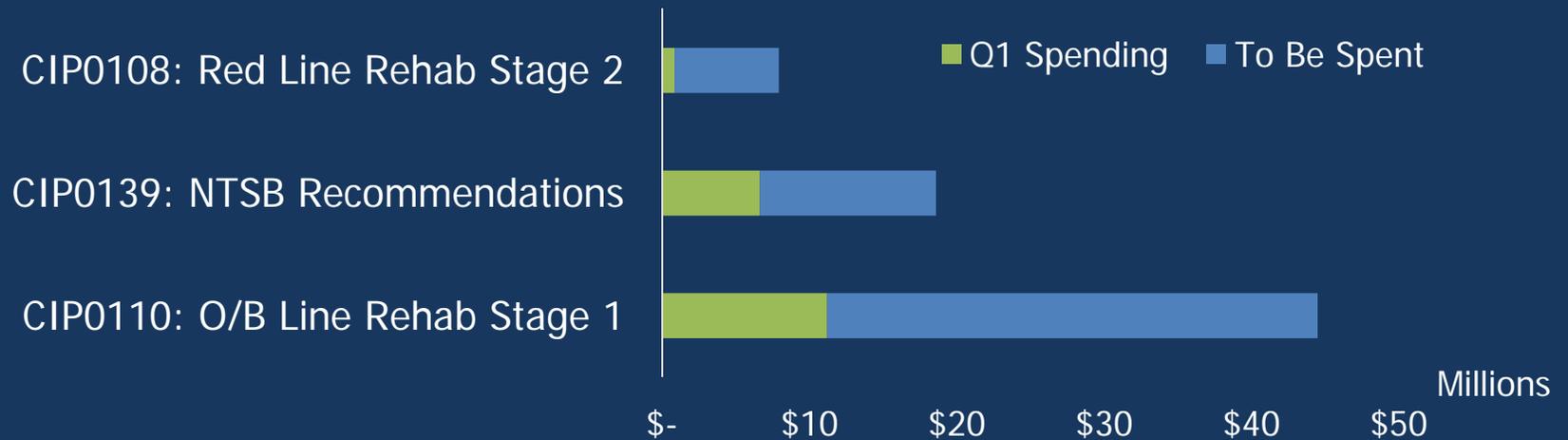
- None



# Rail System Infrastructure Rehabilitation

FY16 Appr	\$72.9
Q1 Spend	\$18.9
% Spent	26%

Figure 6. Major CIP Projects Comprising Rail System Infrastructure Rehabilitation



## Major Q1 Deliverables

- Bids received for phase 1 of Red Line Stage 2
- Track Circuits:
  - 78 of 330 bonds
  - 59 of 290 modules

## Challenges/Risks

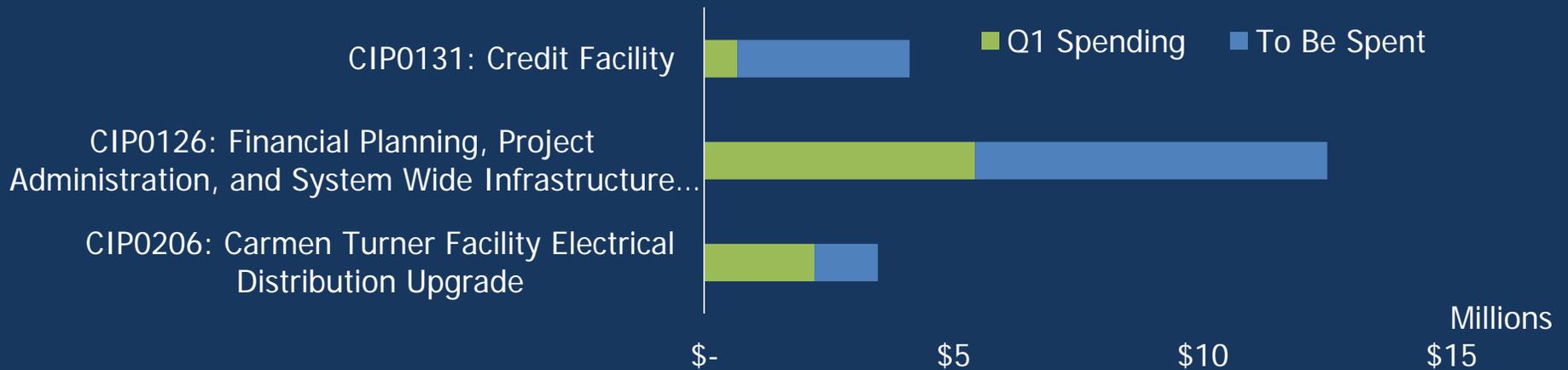
- Additional funding needed to complete:
  - O/B Line rehabilitation
  - GRS Track Circuit Replacement



# Other Facilities & Project Management

FY16 Appr	\$35.4
Q1 Spend	\$12.1
% Spent	34%

Figure 7. Major CIP Projects Comprising Other Facilities and Project Management



## Major Q1 Deliverables

- Continued contractor support for general engineer, staff augmentation and program management
- Completed electrical upgrade of Uninterrupted Power Supply at the Carmen Turner Facility

## Challenges/Risks

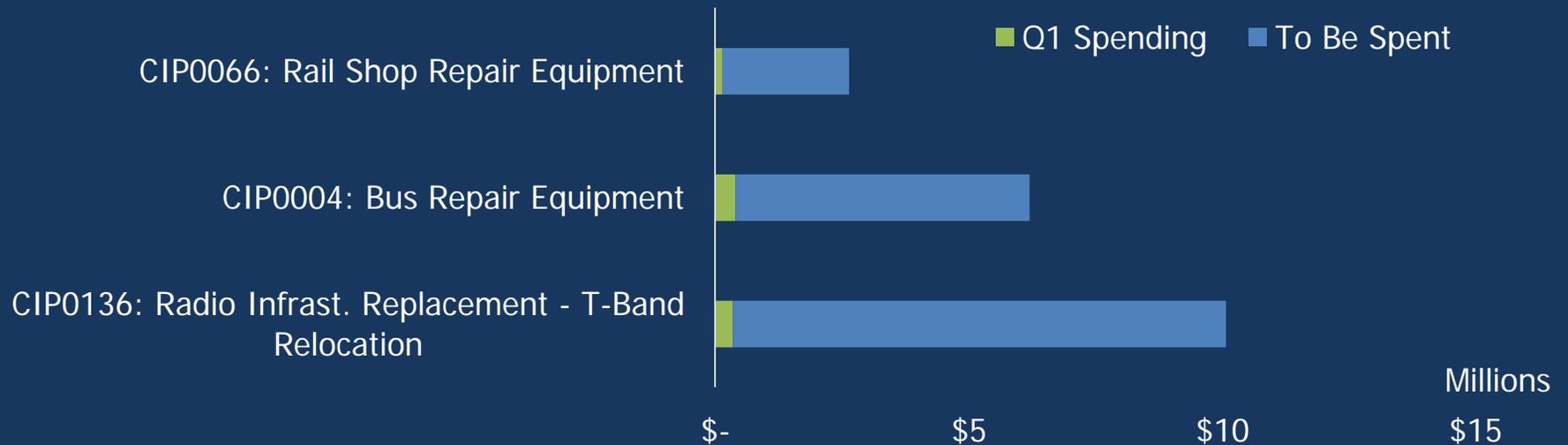
- WMATA Labor associated with CIP program management



# Maintenance Equipment

FY16 Appr	\$24.5
Q1 Spend	\$1.8
% Spent	7%

Figure 8. Major CIP Projects Comprising Maintenance Equipment



## Major Q1 Deliverables

- RFP for the Above Ground 700 MHz Radio Replacement contract was issued.

## Challenges/Risks

- None



## Next Steps

- **February 2015: FY2016 Second Quarter Budget Update**