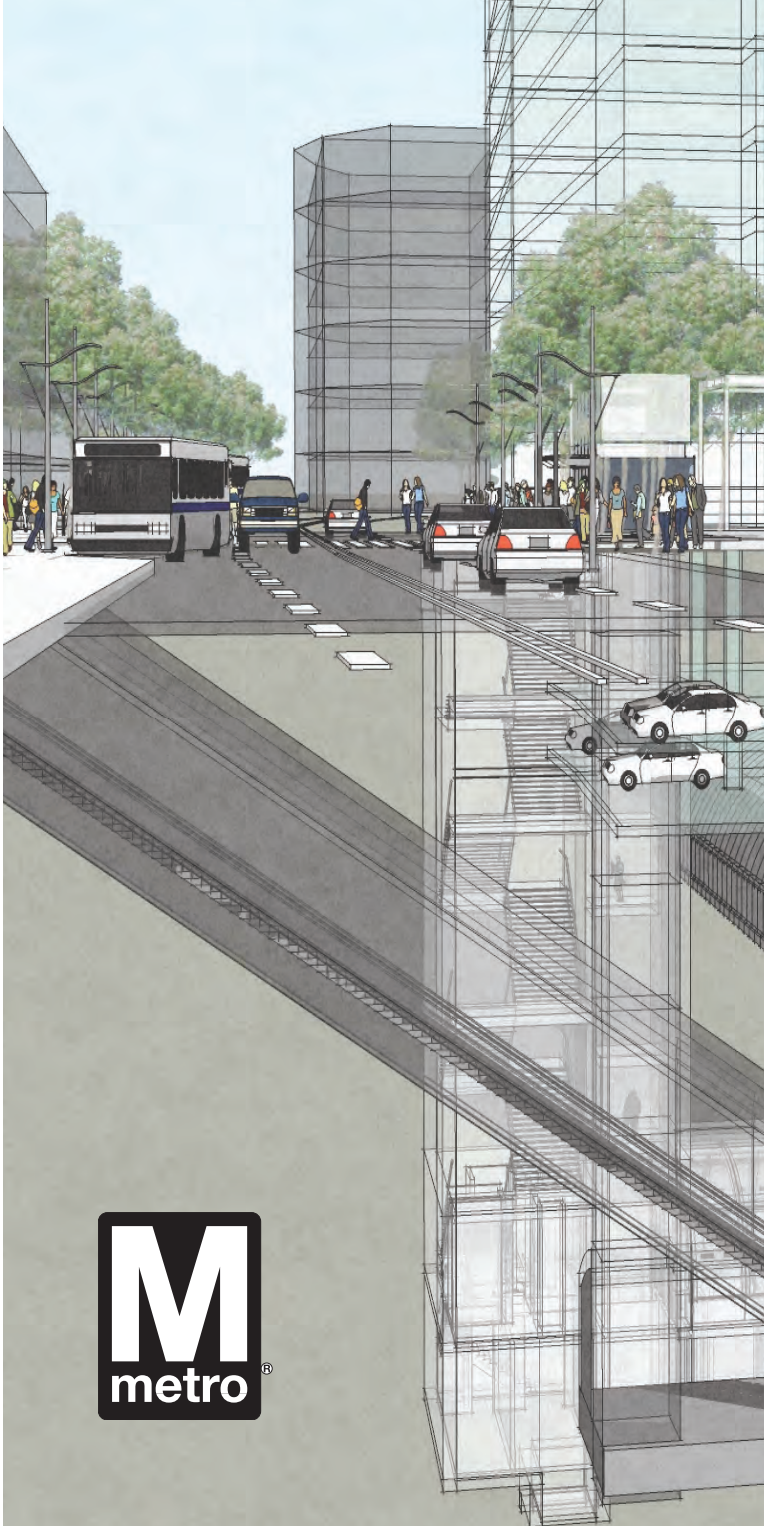


WASHINGTON **METROPOLITAN** AREA TRANSIT AUTHORITY



FY2012 PROPOSED BUDGET

SUBMITTED JANUARY 13, 2011



REBUILDING THE FOUNDATION



Washington Metropolitan Area Transit Authority

Proposed Fiscal Year 2012 Annual Budget

Rebuilding the Foundation

Submitted to the Metro Board of Directors

January 13, 2011

General Manager's Message

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

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

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

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

Last year, rather than bear service reductions, our customers said they preferred to contribute more to support core services and they stepped up support for Metro by

shouldering a fare increase that will generate approximately \$100 million this year. The jurisdictions also stepped up support by increasing contributions by \$25 million.

Even with an aggressive program of management efficiencies, in the coming year Metro faces substantial cost drivers, including wages and fringes, paratransit service growth, and the FY2010 carryover that, in total, increase the base budget by \$85.8 million.

To ensure Metro stays on the path of improvement and maintains core services to support the economic growth of the region, my proposed budget continues today's levels of service on all modes, as well as funds a robust capital program, without raising fares. Therefore, I am recommending identifying \$72.5 million of additional funding to maintain services. I am proposing a number of alternatives to consider for the funding including the reserve for wages, additional jurisdictional contributions, increasing commercial revenues through monetized ground leases and marketing station naming rights; and funding preventive maintenance at the FY2010 levels.

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



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

Richard R. Sarles
General Manager

Metro Board of Directors

Metro is governed by a 16-member Board of Directors composed of eight voting and eight alternate members. Maryland, the District of Columbia, Virginia and the federal government each appoint two voting members and two alternate members.

In January 2011, some of the jurisdictions are going through the process of selecting new members. Once the composition of the Board of Directors is finalized, the budget document will be updated with a complete list of the Board members.

Metro Executive Leadership

Richard Sarles
General Manager

Shiva Pant
Chief of Staff

David Kubicek
Deputy General Manager
Operations

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

Gary Baldwin
Chief
Human Resources

Carol O’Keeffe
General Counsel

Nat Bottigheimer
Assistant General Manager
Planning & Joint Development

Suzanne Peck
Assistant General Manager
Information Technology

Andrea Burnside
Chief
Office of Performance

Jack Requa
Assistant General Manager
Bus Services

James Dougherty
Chief
Safety

Barbara Richardson
Assistant General Manager
Customer Service, Communication, &
Marketing

Christian Kent
Assistant General Manager
Access Services

Michael Taborn
Chief
Metro Transit Police

Helen Lew
Inspector General

Office of Management and Budget Services

Matthew Brown
Managing Director

Operating Budget

Viola Davies, Director

Yetunde Olumide, Finance Manager

Glenn Boyce

Warren Corprew

Charmaine Sicard

Capital Budget

Wayne Upshaw, Director

Stacy Noblitt, Finance Manager

Timothy Winslow

Daniel Yu

Revenue & Ridership

Vicki Ellis, Finance Manager

Janice McLaughlin

Personnel

James Pankey, Finance Manager

Opal Lindsey

Planning & Analysis

Shannon Francis, Finance Manager

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Chapter I. Introduction to the Washington Metropolitan Area Transit Authority

Metro Profile

History in Brief

Metro was created in 1967 by an interstate compact creating a tri-jurisdiction operation. Construction of the Metrorail system began in 1969 and the first phase of Metrorail operation began in 1976.

Metro added a second transit service to its network in 1973 when, under direction from the U.S. Congress, it acquired four area bus systems and created Metrobus.

In 1994, Metro added a third transit service when it began providing MetroAccess, a paratransit service for people with disabilities unable to use fixed route transit service.

Metro completed the originally planned 103-mile Metrorail system in early 2001. In 2004, Metro expanded the system, opening the Blue Line extension to Largo Town Center and New York Ave-Florida Ave-Gallaudet U station on the Red Line. The expansion brought the Metrorail system to its current 86 stations and 106 miles.

Sequence of Metrorail Openings

The first Metrorail line opened was the Red line consisting of 4.5 miles from Farragut North to Rhode Island Avenue. By July 1977, the Blue and Orange lines were added with service between National Airport and the Stadium-Armory. This added 11.8 miles and 17 new stations to Metro's rail operation. With continued development, in 1983 the Yellow line was added with service from Gallery Place-Chinatown to the Pentagon, adding 3.3 miles and one station. In 1991, the Green line was added providing service from Gallery Place to U St/African-American Civil War Memorial/Cardozo. In 2001, the Green Line was extended to Branch Avenue. In 2004, the current system was completed with the openings of the Largo Town Center and Morgan Boulevard on the Blue line and the New York Avenue station on the Red line, respectively. Currently, the extension to Dulles International Airport is being constructed in two phases. Phase One is scheduled for opening in 2013 adding four stations to Metro's rail operations. For Phase Two, an additional six stations are expected to open in 2016. For additional details of the Metrorail system, see Table 1.1.

Metro Facts

- Metro maintains the second largest rail system, the sixth largest bus system and the sixth largest paratransit service in the nation.
- Metro service area size is 1500 square miles with a population 3.5 million people.
- The proposed FY2012 budget is \$2.48 billion with an operating budget of \$1.5 billion, reimbursable budget of \$.04 billion and a capital budget of \$0.85 billion.
- Known as “America’s Transit System,” average weekday passenger trips on Metrorail and Metrobus total nearly 1.2 million.
- Metro has spurred over \$37 billion of economic development at or adjacent to Metro property.
- More than half of Metrorail stations serve federal facilities and approximately 40 percent of Metro’s peak period customers are federal employees.
- Metro’s transit zone consists of the District of Columbia, the suburban Maryland counties of Montgomery and Prince George’s and the Northern Virginia counties of Arlington, Fairfax and Loudon and the cities of Alexandria, Fairfax and Falls Church.

Metrobus

Metrobus operates bus service on over 320 routes on over 160 lines throughout the Metro region utilizing 11,624 bus stops and 2,398 shelters. All buses are accessible to people with disabilities and bike racks are available for use on all buses. More and more, Metro is purchasing buses that make use of improvements in bus technology, including hybrid, clean diesel, and compressed natural gas (CNG). The entire bus fleet is equipped with two-way radio links to the operations control center, emergency radio silent alarms, and automatic vehicle locators. The Next Bus service provides customers information on Metrobus arrival times at a particular bus stop. It uses satellite technology to find specific locations of a bus and sends the estimated arrival time of the bus to customers via mobile devices. In addition, security cameras are installed on 803 buses. Currently, the fleet comprises 1,500 buses of varying sizes and capacities. In FY2012, more than 121 million trips are projected to be taken on Metrobus.

Metrorail

The Metrorail system is a rapid transit system that consists of 106.3 route miles and 86 passenger stations and a fleet of over 1,100 rail cars. Service is operated from 5 AM to midnight Monday through Thursday, from 5 AM to 3 AM on Friday, from 7 AM to 3 AM on Saturday, and from 7 AM to midnight on Sunday. In FY2012, Metrorail is projected to provide more than 218 million passenger trips. The system comprises three main types of structures: subway, surface and aerial. The subway (or underground) sections consist of 50.5 route miles and 47 stations. The surface sections comprise 46.31 miles and 33 stations, and the aerial sections consist of 9.22 route miles and six stations. While there are three types of structures, they operate as one unified system with seamless service to the passenger.

Metrorail service is operated over five lines: Blue, Green, Orange, Red and Yellow. All Metrorail stations and rail cars are accessible to passengers with disabilities. There are 588 escalators and 235 elevators in the Metrorail system. The Wheaton Station on the Red Line has the longest escalator in the Western Hemisphere, at 230 feet long. The Forest Glen Station, also on the Red Line, is the deepest station in the system (196 feet or 21 stories) with high speed elevators that take less than 20 seconds to travel from the street to the platform.

The system is extensively equipped with communication systems that facilitate the flow of information to and from the passenger. All stations are equipped with digital signs that show next train arrival times, system status and time of day. The system operations control center is equipped with two-way radios for constant communication with all train operators in service, as well as hotlines to police and fire departments in all of the jurisdictions served by Metro. Public address systems on all trains and platforms facilitate communications from Metrorail train operators and station managers. Also, passenger-to-train operator intercoms are located inside all rail cars, one at each end, and there are passenger-to-station manager intercoms on all station platforms and landings and in all elevators.

Vertical Transportation

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

Metro is the single largest vertical transportation operator in North America. They operate almost 900 pieces of equipment: 589 escalators and 271 elevators and deliver over 3 million trips each weekday

MetroAccess

MetroAccess is a shared-ride, door-to-door paratransit service for people whose disability prevents them from using bus or rail. The MetroAccess system operates a fleet of over 600 vans and sedans and provides 2.1 million passenger trips annually. Service is available seven days a week, from 5 AM to midnight Monday through Thursday, from 5 AM to 3 AM on Friday, from 7 AM to 3 AM on Saturday, and from 7 AM to midnight on Sunday.

Table 1.1

Sequence of Metrorail Openings

Line	Segment	Stations	Miles	Date
Red	Farragut North to Rhode Island Ave	5	4.6	03/29/1976
Red	Gallery Pl-Chinatown	1	0.0	12/15/1976
Red	To Dupont Circle	1	1.1	01/17/1977
Blue/Orange	National Airport to Stadium Armory	17	11.8	07/01/1977
Red	To Silver Spring	4	5.7	02/06/1978
Orange	To New Carrollton	5	7.4	11/20/1978
Orange	To Ballston-MU	4	3.0	12/01/1979
Blue	To Addison Road	3	3.6	11/22/1980
Red	To Van Ness-UDC	3	2.1	12/05/1981
Yellow	Gallery Pl-Chinatown	1	3.3	04/30/1983
Blue	To Huntington	4	4.2	12/17/1983
Red	To Grosvenor	5	6.8	08/25/1984
Red	To Shady Grove	4	7.0	12/15/1984
Orange	To Vienna/Fairfax-GMU	4	9.1	06/07/1986
Red	To Wheaton	2	3.2	09/22/1990
Green	To U St/African-Amer Civil War Memorial/Cardozo	3	1.7	05/11/1991
Blue	To Van Dorn Street	1	3.9	06/15/1991
Green	To Anacostia	3	2.9	12/28/1991
Green	To Greenbelt	4	7.0	12/11/1993
Blue	To Franconia-Springfield	1	3.3	06/29/1997
Red	To Glenmont	1	1.4	07/25/1998
Green	Columbia Heights to Fort Totten	2	2.9	09/18/1999
Green	To Branch Ave	5	6.5	01/13/2001
Blue	To Largo Town Center	2	3.2	12/18/2004
Red	New York Ave	1	0.0	11/20/2004

Oversight

Metro oversight is provided by both internal and external office/committee/administration; these are:

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

Federal Transit Administration

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

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

Tri-State Oversight Committee

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

Metro Office of the Inspector General

The Office of Inspector General (OIG), authorized by the Metro Board of Directors in April 2006, supervises and conducts independent and objective audits, investigations, and reviews of Metro programs and operations to promote economy, efficiency, and effectiveness, as well as to prevent and detect fraud, waste, and abuse in such programs and operations. The Inspector General provides advice to the Board of Directors and General Manager to assist in achieving the highest levels of program and operational performance in Metro.

Advisory

Metro advisory organizations include:

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

Riders' Advisory Council

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

Jurisdictional Coordinating Committee

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

Accessibility Advisory Committee

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

Metro's Strategic Plan

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

Vision: Rebuilding the Foundation

Mission: Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area.

Values:

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

The strategic framework is summarized as follows:

5 Goals

- | | |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Goals | <ol style="list-style-type: none"> 1. <u>Create</u> a Safer Organization 2. <u>Deliver</u> Quality Service 3. <u>Use</u> Every Resource Wisely 4. <u>Retain</u>, <u>Attract</u> and <u>Reward</u> the Best and the Brightest 5. <u>Maintain</u> and <u>Enhance</u> Metro's Image |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

12 Objectives

Goal	Objective
1	1.1 <u>Improve</u> customer and employee safety and security ("prevention")*
	1.2 <u>Strengthen</u> Metro's safety and security response ("reaction")
2	2.1 <u>Improve</u> service reliability
	2.2 <u>Increase</u> service and capacity to relieve overcrowding and meeting future demands
	2.3 <u>Maximize</u> rider satisfaction through convenient, comfortable services and facilities that are in good condition and easy to navigate
	2.4 <u>Enhance</u> mobility by improving access to and linkages between transportation options
3	3.1 <u>Manage</u> resources efficiently
	3.2 <u>Target</u> investments that reduce cost or increase revenue
4	4.1 <u>Support</u> diverse workforce development through management training and provision of state of the art facilities, vehicles, systems and equipment
5	5.1 <u>Enhance</u> communication with customers, employees, Union leadership, Board, media and other stakeholders
	5.2 <u>Promote</u> the region's economy and livable communities
	5.3 <u>Use</u> natural resources efficiently and reduce environmental impacts

*WMATA Board of Directors System Safety Policy states:

1. To avoid loss of life, injury of persons and damage or loss of property;
2. To instill a commitment to safety in all WMATA employees and contractor personnel; and
3. To provide for the identification and control of safety hazards, the study of safety requirements, the design, installation and fabrication of safe equipment, facilities, systems, and vehicles, and a systematic approach to the analysis and surveillance of operational safety for facilities, systems, vehicles and equipment.

Transit Regional Planning

The Washington Metropolitan Area encompasses over 4,000 square miles in the District of Columbia, suburban Maryland and Northern Virginia. The Washington Metropolitan region is home to five million people and three million jobs¹. The region's public transportation system is well used by residents, visitors and businesses, carrying six percent of daily trips and 17 percent of commuting trips in 2008¹. During the morning peak period, 43 percent of commute trips to the region's core use transit including 32 percent on Metrorail, eight percent on bus and three percent on commuter rail². In FY2011, ridership on Metrorail and Metrobus is budgeted to reach 340 million trips annually.

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

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

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

In addition to activities at the TPB, Metro coordinates with jurisdictional partners in multiple venues. The Northern Virginia Transportation Authority (NVTA) is responsible for developing a Northern Virginia Regional Transportation Plan, allocating transportation funds and providing interagency coordination in Northern Virginia. The Northern Virginia Transportation Commission (NVTC) coordinates transit finance and operations in Northern Virginia. Metro

works with both NVTa and NVTC on important transit funding and corridor development initiatives to enhance public transit service and ensure integration of transit in highway investments.

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

Census Information

Demographics for the Washington Metropolitan Statistic Area will be updated for the Approved FY2012 Budget, after census data is fully released.

Economy

Unemployment in the Washington Metropolitan Statistic Area in FY2009 was 3.8 percent in July; by fiscal year-end, unemployment reached 6.1 percent. Since then, the region's unemployment rate has continued to remain high due to the economic downturn. Total unemployment for the first quarter of 2011 was six percent. While it is anticipated that total employment in the region will gradually increase, unemployment during FY2012 is expected to continue to be between six and seven percent.³

Unemployment in the District of Columbia experienced an even greater impact than the economy. At the start of FY2009, July 2008, unemployment in the District of Columbia was 6.6 percent, reaching 12.0 percent by January 2010. The DC unemployment rate averaged 9.9 percent for the first quarter of FY2011.³

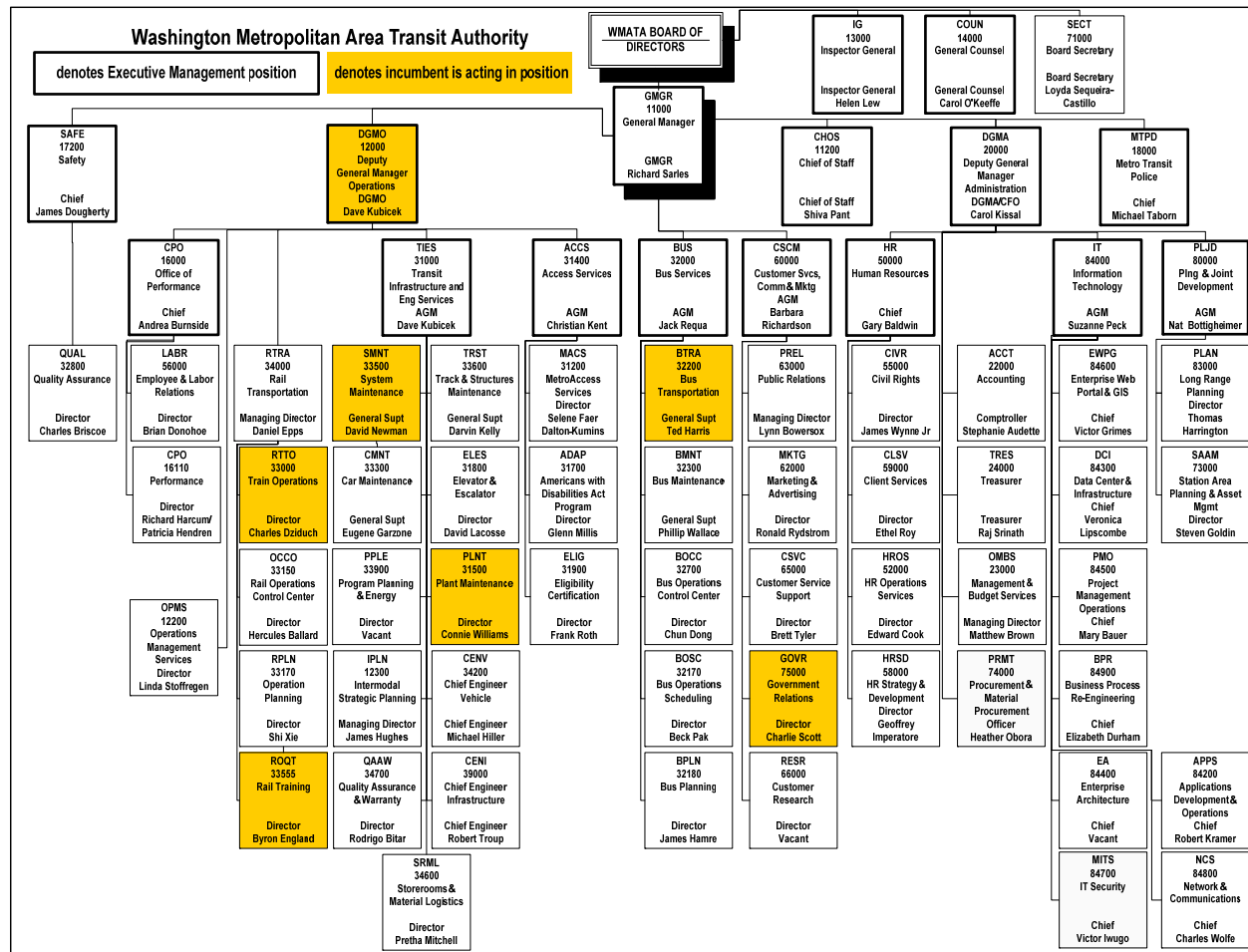
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¹ COG's Forecast. Metropolitan Washington Council of Governments [Online] Available <http://www.mwcog.org/>, December 18, 2009.

² COG's Cordon Count. Metropolitan Washington Council of Governments [Online] Available <http://www.mwcog.org/>, December 18, 2009.

³ Moody's Analytics Available <http://www.moody's.com/>, December, 2010.

Organization Chart



Human Capital Summary

Human capital is a way of defining and categorizing people's skills and abilities and how they are used to accomplish the goals and objectives of the organization. At Metro, the management of human capital involves workforce planning and investment, and is aligned with the strategic plan and integrated with the core vision of "Rebuilding the Foundation".

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

Labor costs make up approximately 70 percent of all personnel costs. Labor costs include regular and overtime pay for operations employees, as well as salaries for management, professional, and administrative personnel. The proposed FY2012 labor budget for salary and wages is \$831.4 million including the operating and capital budgets. This makes up 35 percent of the total budget.

Fringe benefit costs at Metro comprise the personnel-related expenses incurred by an employer that are above and beyond the cost of employee pay. Metro's fringe benefits are comprised of the health insurance and pension plans required by collective bargaining agreements and retain a professional workforce, plus government mandated costs such as unemployment insurance and payroll taxes. The proposed FY2012 fringe benefits budget is \$375.5 million, which makes up 15.8 percent of the total budget.

The following tables provide a detailed, three-year comparison of total human capital requirements for Metro. The proposed staffing requirement for FY2012 is 11,237, consisting of 10,232 operating positions and 1,005 capital funded positions. The majority of the position changes are related to capital projects. Major changes in budgeted positions are:

- 92 positions for management and implementation of the capital program, including the technical skills program. This includes positions added during FY2011 (Resolutions No. 2010-53 and No. 2010-74 – Management of the CIP and Resolution No. 2010-54 – Orange/Blue Rehabilitation)
- 66 positions for Information Technology capital projects, including the data center
- 40 positions for the Neutral Host project (Resolution No. 2010-69) to be paid for by the carriers as a reimbursable project
- 34 positions for Bus scheduling
- 25 positions for the Integrated Financial Systems project
- 17 positions for security at the bus garages (Resolution No. 2010-57)

Table 1.2 shows a breakdown, by department, of the staffing levels for FY2010-FY2012.

Table 1.2

Summary of Budgeted Positions by Department

<u>Department</u>	<u>FY2010</u>	<u>FY2011</u>	<u>Proposed FY2012</u>	<u>Change</u>
General Manager	6	8	7	(1)
Inspector General	29	29	29	-
General Counsel	40	40	41	1
Board Secretary	5	5	5	-
Bus Services	3,893	3,920	3,954	34
DGMO				
Deputy General Manager	49	82	162	80
Transit Infrastructure and Engineering Services	1,258	1,204	3,828	2,624
Rail Services	4,090	4,111	1,499	(2,612)
Access Services	42	38	40	2
Office of Performance	-	17	17	-
DGMA				
Financial Services	345	321	358	37
Information Technology	203	201	301	100
Human Resources	127	132	123	(9)
Planning & Joint Development	57	44	45	1
Chief Administrative Officer	3	-	-	-
Metro Transit Police	599	622	632	10
Safety	30	58	59	1
Customer Service, Communications and Marketing	77	142	137	(5)
	10,853	10,974	11,237	263

Table 1.3 provides a detailed, three-year comparison of total human capital requirements and costs for Metro for the operating and capital budgets.

Table 1.3

HUMAN CAPITAL SUMMARY (Operating and Capital)

	FY2010 Actual	FY2011 Approved Budget	FY2012 Proposed Budget	Change from FY2011 to FY2012
POSITIONS	10,853	10,974	11,237	263
PAYROLL	\$732,931,222	\$786,394,708	\$831,432,022	\$45,037,314
Health Care	\$142,669,587	\$151,130,525	\$162,487,800	\$11,357,275
Taxes -- FICA	\$54,463,045	\$58,000,090	\$63,918,695	\$5,918,605
Pension -- Defined Benefit	\$86,341,907	\$102,577,174	\$115,040,000	\$12,462,826
Pension -- Defined Contribution	\$4,590,557	\$4,600,000	\$5,600,000	\$1,000,000
Life Insurance	\$1,444,364	\$1,500,000	\$1,500,000	(\$0)
Long Term Disability	\$423,564	\$720,000	\$760,000	\$40,000
Taxes -- Unemployment	\$975,500	\$800,000	\$900,000	\$100,000
Workers Comp Assessment			\$2,650,000	\$2,650,000
Total Allocated Fringe Benefits	\$290,908,525	\$319,327,789	\$352,856,495	\$33,528,706
Unallocated Fringe Benefits and Workers' Compensation	\$21,459,362	\$24,885,635	\$22,612,771	(\$2,272,864)
TOTAL FRINGE BENEFITS	\$312,367,887	\$344,213,424	\$375,469,266	\$31,255,842

	FY2010 Actual	FY2011 Approved Budget	FY2012 Proposed Budget	Change from FY2011 to FY2012
Allocated Fringe Benefits Annual Budgeting Rates				
Average Annual Pay	\$67,533	\$71,660	\$73,991	\$2,331
Full Fringe Cost	\$26,804	\$29,099	\$31,401	\$2,303
Full Fringe Rate	39.7%	40.6%	42.4%	0.9%

How to Contact Metro

By mail or in person:

Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

To reach Metro headquarters at the Jackson Graham Building, take the Red, Green or Yellow lines to Gallery Pl-Chinatown station. Use the Arena exit. Walk two blocks east on F Street to 5th Street. Or, ride Metrobus routes D1, D3, D6, P6, 70, 71, 80 or X2.

By website:

<http://www.wmata.com>

By email:

csvc@wmata.com
Customer assistance

By telephone:

Metro general information

202/962-1234
Administrative offices and general information
Weekdays: 8:30 a.m. to 5 p.m.

Customer assistance

202/637-1328
Suggestions, commendations, comments

Customer information

202/637-7000 (TTY 202/638-3780)
Metrobus and rail schedules, fares, parking, Bike 'N Ride program, and more

MetroAccess

301/562-5360 (TTY 301/588-7535) or toll free at 800/523-7009
MetroAccess Paratransit Service

Transit police

202/962-2121



Chapter II. Budget Summary

Management's proposed \$2.37 billion for FY2012 allows Metro to continue on the path of improvement by maintaining its core services to provide over a million trips a day and ensuring a critical link in the economic growth and vitality of the whole region. At the same time, the budget positions Metro to implement its highest priority of safety improvement and investment in state of good repair.

As such, the budget prepares Metro to implement the largest capital program since the construction of the Metrorail system. Mindful of these tough economic times and the need to put each dollar to good use, Management has also continued to tighten up the operating budget. Over the last three years, Metro has implemented \$165 million in efficiencies. This year, there are an additional \$74.2 million in operating budget adjustments.

Metro's overall budget includes the operating portion of \$1.5 billion, which provides for the personnel, supplies, fuel and propulsion power, and services needed to operate Metrobus, Metrorail, and MetroAccess. Funding for the operating budget comes primarily from passenger fares and subsidies from Metro's state and local government partners.

The proposed FY2012 capital budget of \$851 million provides for the assets and infrastructure to support Metrobus, Metrorail, and MetroAccess service. Funding for the capital budget comes from federal grants, Metro's state and local government partners, and debt.

FY2012 Initiatives

Priorities for FY2012 budget include:

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

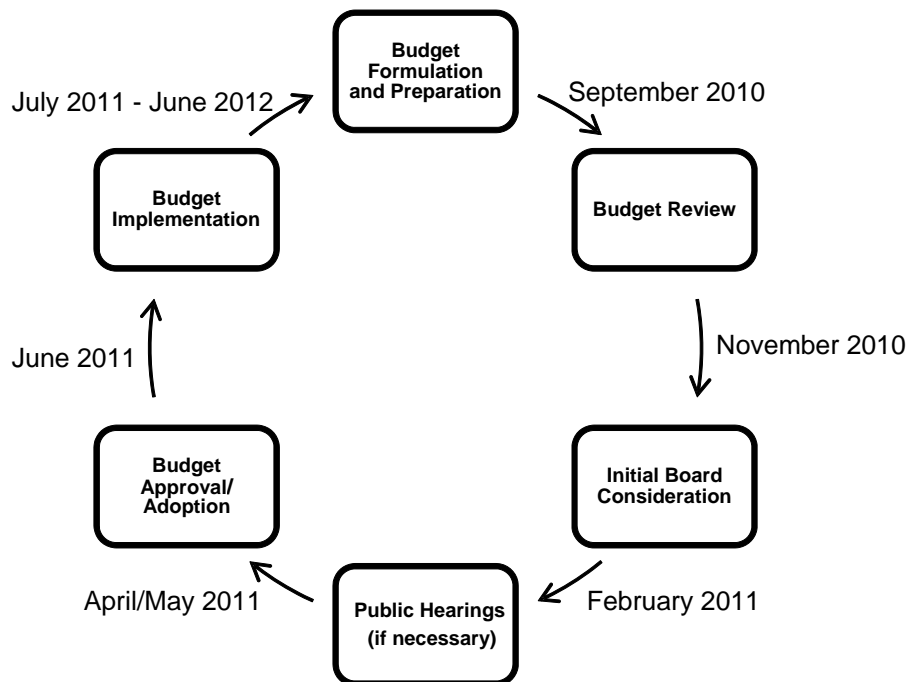
The FY2012 Budget in Brief

- With over a million trips each day, Metrorail, and Metrobus serve a population of 3.5 million within a 1,500 square-mile area.

- The \$1.5 billion Operating Budget, with 51 percent from passenger fares and parking and 46 percent from State and Local Governments, supports Metrobus, Metrorail, and MetroAccess operations across Virginia, Maryland, and the District of Columbia
- The \$851 million capital budget, while substantial, meets only currently known safety and state-of-good-repair needs, and does not meet other known capital needs including system expansion projects
- The \$39 million operating and capital reimbursable funds projects on behalf of local governments including the DC Circulator
- Labor costs for the operating and capital budget, including fringe benefits, will cost a projected \$1.2 billion in FY2012

BUDGET PROCESS

Metro begins planning its budget in August of the previous fiscal year. The budget is adopted in June and the fiscal year begins on July 1. Budgeting for the fiscal year is divided into four phases: budget formulation and preparation, budget reviews, budget adoption and budget implementation/amendments.



Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in September
- The FY2012 budget kickoff meeting was held with all departments in October 2010
- Departments submitted their operating budget requests to the Office of Management and Budget Services (OMBS) in November 2010
- Capital Improvement Program expense and labor requests were submitted by departments to the assigned budget office for approval prior to being included in the department's budget

Budget Calendar FY2012

- Presentation of proposed budget to Finance and Administration (FA) Committee occurs on January 13, 2011
- Board will review the budget from February through May
- Public hearings, if necessary, will be held during the months of March and April
- Board adopts the Operating and Capital budgets for FY2012 in June 2011
- Fiscal year 2012 begins on July 1, 2011

SOURCES AND USES OF FUNDS – OPERATING/CAPITAL COMBINED

A total of \$2.37 billion has been budgeted, for the operating (\$1.5 billion), operating and capital reimbursable (\$38.7 million) and capital (\$851.1 million) budgets. The breakdown of the combined budgets is shown in the pie chart and table below.

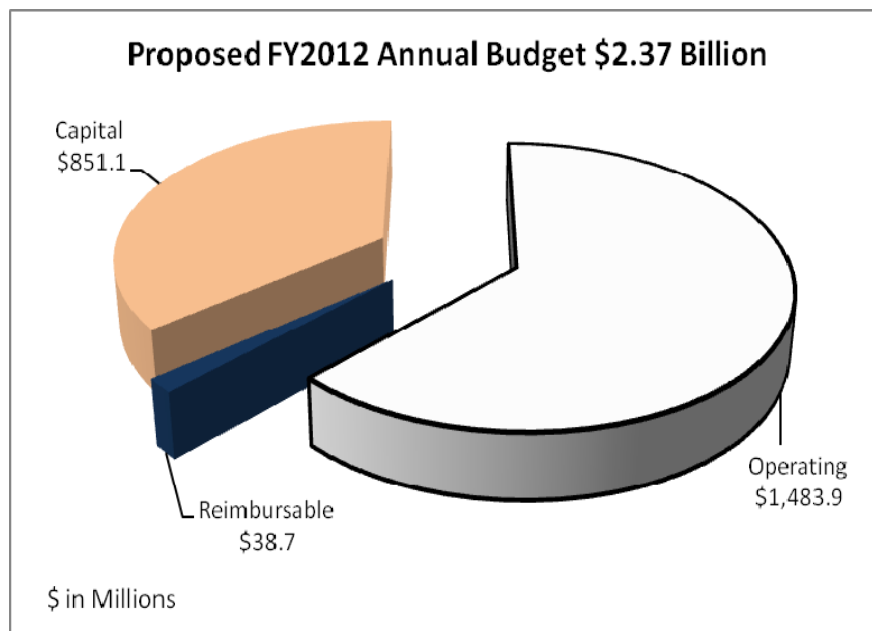


Table 2.1

Summary of Expenditures by Program

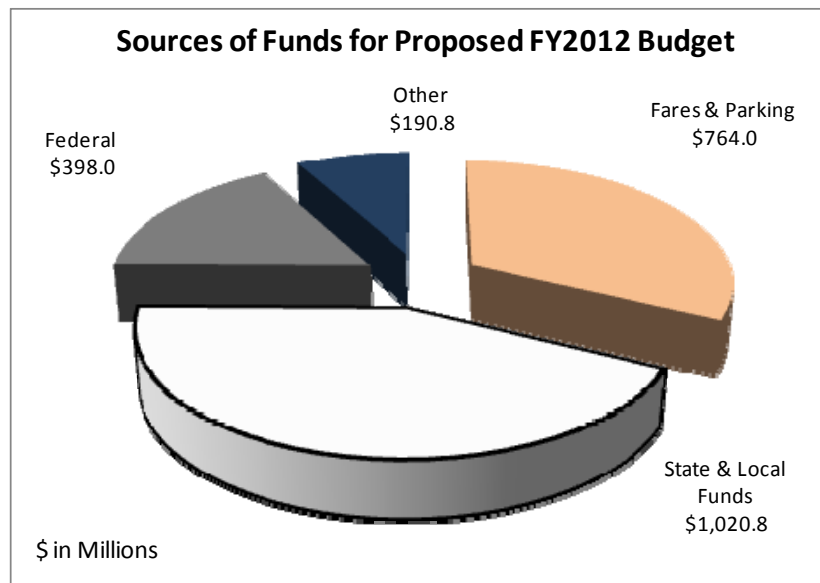
(Dollars in Millions)	Fiscal 2010 <u>Actual</u>	Fiscal 2011 <u>Amended</u>	Fiscal 2012 <u>Proposed</u>
Operating Budget			
• Metrobus	\$ 489.2	\$ 537.9	\$ 532.5
• Metrorail	789.6	822.3	813.9
• MetroAccess	98.6	103.7	119.6
Subtotal	\$ 1,377.4	\$ 1,463.9	\$ 1,466.0
• Debt Service/Other	(16.6)	(12.0)	18.0
Subtotal	\$ 1,360.8	\$ 1,451.9	\$ 1,483.9
Reimbursable Budget			
• Operating Reimbursable Projects	-	19.0	35.7
• Capital Reimbursable Projects	35.4	3.0	3.0
Subtotal	\$ 35.4	\$ 22.0	\$ 38.7
Capital Budget			
• Capital Improvement Program	\$ -	\$ 709.3	\$ 836.7
• Metro Matters	382.6	-	-
• Metro Matters Rollover	-	131.8	14.4
• ARRA "Stimulus" Program (1)	82.0	-	-
• Safety & Security Program (2)	0.8	3.4	-
Subtotal	\$ 465.4	\$ 844.5	\$ 851.1
Total	\$ 1,861.6	\$ 2,318.3	\$ 2,373.7

Note 1: The ARRA program is an obligation based program. The budget approved in FY2009 was \$201.8 million of which \$82.0 million was expended in FY2010.

Note 2: The Safety and Security program is an obligation based program. The budget approved in FY2010 was \$60.8 million of which \$0.8 million was expended in FY2010.

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

- Fares and parking (\$764.0 million)
- Federal funding (\$248.0 million formula and \$150.0 million PRIIA)
- State and local jurisdictions (total of \$1,020.8 million, consisting of \$676.6 million operating budget, \$23.8 million reimbursable and \$320.4 million capital)
- Other funding, including advertising, joint development projects, and grants (\$190.8 million)



The budget is comprised of the:

- Operating budget, for the operation of Metro Rail, Bus, and Access
- Operating and capital reimbursable projects that are advanced and paid for by local jurisdictions
- Capital budget to renew and improve infrastructure

Table 2.2

Summary of Funding by Program and Source

(Dollars in Millions)	Fiscal 2010 <u>Actual</u>	Fiscal 2011 <u>Amended</u>	Fiscal 2012 <u>Proposed</u>
Operating Budget			
• Passenger Fares & Parking	\$ 652.0	\$ 789.5	\$ 764.0
• State and Local Funds	590.5	620.7	676.6
• Business Revenues	66.3	36.3	36.3
• Other Sources	52.0	5.4	7.0
Subtotal	\$ 1,360.8	\$ 1,451.8	\$ 1,483.9
Reimbursable Budget			
• State and Local Funds	35.4	22.0	23.8
• Other Sources	-	-	14.8
Subtotal	\$ 35.4	\$ 22.0	\$ 38.7
Capital Budget			
• Federal Funds	\$ 174.8	\$ 244.8	\$ 248.0
• Federal Dedicated Funds	-	150.0	150.0
• State and Local Funds	225.4	317.9	320.4
• Other Sources	6.0	131.8	132.7
• Debt/Financial Management	59.2	-	-
Subtotal	\$ 465.4	\$ 844.5	\$ 851.1
Total	\$ 1,861.6	\$ 2,318.3	\$ 2,373.7



Chapter III. Sources of Funds

This chapter provides information on the sources of funds for the Proposed Fiscal Year 2012 Annual Budget. Also included is an explanation of the allocation of the operating subsidy and capital budget contribution provided to Metro by state and local government partners.

Fiscal Year 2012 Proposed Revenues

The proposed operating revenue for FY2012 is \$807.3 million, consisting of FY2012 projected passenger revenues of \$709.2 million and non-passenger revenue of \$98.1 million.

Table 3.1

Revenue by Account FY2009 - Proposed FY2012						
(Dollars in Thousands)						
	<u>Actual 2009</u>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Proposed Budget 2012</u>	<u>Variance to \$ Change</u>	<u>Variance</u>
Passenger Revenue	\$ 620,979	\$ 597,800	\$ 734,701	\$ 709,180	(\$ 25,521)	-3.5%
Other Passenger	7,771	8,599	7,000	7,000	0	
Parking	47,418	45,589	47,842	47,842	0	
Advertising	38,320	42,104	15,000	15,000	0	
Joint Development	8,161	9,848	6,450	6,450	0	
Interest	1,011	169	515	515	0	
Fiber Optics	14,018	14,313	14,840	14,840	0	
Joint & Adj Property	1,046	2,705	0	750	750	100.0%
Employee Parking	169	175	240	240	0	
Misc. Revenue ¹	4,326	9,385	3,189	4,269	1,080	33.9%
Other ²	926	8,064	1,020	1,260	240	
Prior Sources ³	15,086	14,228	386	0	(386)	
Total Revenue	\$ 759,231	\$ 752,978	\$ 831,183	\$ 807,346	(\$ 23,837)	-2.9%

¹ Revenue from ATMs, Antennas, and other

² Bicycle locker, Cellular Telephones, Vending Machines, and Subrogation

³ Payphones; SE Garage Settlement; Safe, Clean & Reliable; and Charter

The Proposed FY2012 budget uses the FY2011 budgeted ridership as a base, with several modifications to ridership projections for Bus, Rail and Access, as well as adjustments in average fares based on FY2011 year to date experience.

Passenger Revenues

Total projected passenger revenue for FY2012 is \$709.2 million. This includes \$124.7 million in bus passenger revenue, \$578.2 million in rail passenger revenue, and MetroAccess revenue of \$6.3 million. Parking revenue for the year is budgeted at \$47.8 million, the FY2011 level. The other passenger revenue category is \$7.0 million; which is comprised of reimbursements from the District of Columbia (DC) and the DC school subsidy.

Metrobus

The projected bus passenger revenue for FY2012 of \$124.7 million is \$12.1 million less than the FY2011 Budget. In addition, the bus passenger revenue projection for FY2012 is reduced by \$5.0 million due to revenue sharing with regional bus systems for the regional bus pass on SmarTrip®.

FY2012 bus system ridership growth is projected at slightly less than one percent ridership above current projected FY2011 levels, with total bus ridership in FY2012 projected at 121.9 million trips. There are no changes in bus fares proposed for FY2012.

Metro rail

The projected rail passenger revenue for FY2012 of \$578.2 million is \$13.8 million less than the Budget for FY2011 of \$592 million. Adjustments to the approved FY2011 rail ridership projection of 219 million trips are a result of continuing economic downturn. The base adjusted rail ridership projection, based on actual rail ridership to date, is 216 million trips, 3 million trips less than the approved budget. Ridership growth projections for FY2012 of 1.25 percent above the FY2011 projection is expected to generate additional trips in FY2012 of 2.7 million, resulting in projected total ridership for FY2012 of 218.8 million trips.

MetroAccess

MetroAccess passenger revenue for FY2012 is estimated at \$6.3 million with 2.5 million trips. This is an increase in Access passenger revenue of \$0.4 million and a decrease of 225,000 trips from the total of 2.7 million trips in the Approved FY2011 Budget. Revisions to the approved ridership and revenue totals for FY2012 include the planned implementation of supplemental zone fares.

Table 3.2

Passenger Revenue			
<i>(Dollars in Thousands)</i>			
	<u>Metro rail</u>	<u>Metrobus</u>	<u>MetroAccess</u>
Base (including fare increase revenue)	\$592,013.0	\$136,872.0	\$5,815.4
Adjustment to Ridership/Revenue (as of Nov 2010)	(\$21,018.0)	(\$8,373.0)	\$0.0
Revised Base Passenger Revenue	\$570,995.0	\$128,499.0	\$5,815.4
FY2012 Ridership Growth	\$7,191.0	\$1,243.9	\$436.4
Adjustment for Bus Revenue Sharing	\$0.0	-\$5,000.0	\$0.0
Proposed FY2012 Passenger Revenue	\$578,186.0	\$124,742.9	\$6,251.8
Percentage Ridership Growth from Base to FY2012	1.26%	0.97%	7.50%
Projected Ridership (in millions of trips)	218.8	121.9	2.5

Other Passenger Revenue***District of Columbia School Subsidy***

The total District of Columbia School Subsidy for FY2012 is \$5.0 million, \$2.9 million for Metrobus and \$2.1 million for Metrorail. This revenue category also includes an additional \$2 million reimbursement for reduced bus fares in the District of Columbia.

Table 3.3

Ridership by Service: FY2009 - FY2012

(Trips in Thousands)	FY 2009 Actual	FY2010 Actual	FY2011 Budget	Proposed FY2012 Budget
Metrorail Ridership ¹	222,858	217,219	219,000	218,774
Metrobus Ridership ²	133,774	123,670	127,590	121,926
<u>MetroAccess Ridership³</u>	<u>2,108</u>	<u>2,382</u>	<u>2,725</u>	<u>2,491</u>
Total	358,741	343,271	349,315	343,191

Note: ¹Metrorail ridership is based on linked trips

²Metrobus ridership is based on unlinked trips

³MetroAccess ridership is based on total passengers

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

Parking

Parking revenue for FY2012 is projected at \$47.8 million, the same level as FY2011. No changes are proposed for FY2012.

Non-Passenger Revenue***Advertising***

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

Joint Development

The FY2012 Joint Development revenue allocated to the operating budget is \$6.5 million, the same as FY2011.

Other Revenue

Other revenue in the proposed FY2012 budget includes vending machines, ATM revenue, cellular telephones, bike locker fees, subrogation collections, car sharing revenue, and antenna revenue. These combined revenue sources are expected to contribute \$6.3 million to the FY2012 non-passenger revenues, an increase of \$1.7 million above the total for FY2011. Revisions to revenue projections for ATM revenue account for the majority of the increase in FY2012.

FY2012 is the third year of car sharing revenue, which is expected to generate \$340,000 over the five years of the contract, for the use of car sharing spaces at Metro Kiss & Ride locations throughout the Metrorail system. The budgeted revenue for FY2012 is \$57,000, an amount that did not change from FY2011.

Employee Parking

Employee parking revenue for FY2012 includes no change over FY2011; it reflects parking fees at the Jackson Graham Building.

Interest Revenue

For FY2012, the proposed budget for interest revenue is \$0.5 million, the same as FY2011.

Fiber Optics

Initiated in September 1986, the Metro Fiber Optic Program was designed to allow for the installation, operation and maintenance of a fiber optic-based telecommunication network which utilized the excess capacity within the Metro right-of-way. As part of the compensation package, Metro receives, in a separate fiber optic cable, a number of fibers for its own use. For FY2012, fiber optic revenue is projected at \$14.8 million, the same as FY2011.

Table 3.4

OPERATING BUDGET REVENUES					
(Dollars in Thousands)	Actual 2009	Actual 2010	Approved Budget 2011	Proposed Budget 2012	Change
Metrobus					
Passenger	111,306.1	105,689.6	136,872.0	124,742.0	(12,130.0)
Other Passenger	5,037.4	6,237.5	2,866.2	2,866.2	0.0
Parking	40.3	0.0	0.0	0.0	0.0
Charter	254.6	0.0	0.0	0.0	0.0
Advertising	25,872.5	26,927.0	10,050.0	10,050.0	0.0
Joint Development	0.0	1.0	0.0	0.0	0.0
Other	10,343.7	16,238.6	1,624.1	1,829.7	205.6
Employee Parking	20.3	42.8	120.0	120.0	0.0
Interest	676.2	165.6	185.4	185.4	0.0
Fiber Optics	32.1	0.0	0.0	0.0	0.0
Subtotal	\$153,583.2	\$155,301.9	\$151,717.6	\$139,793.2	(\$11,924.4)
Metrorail					
Passenger	506,151.7	487,832.7	592,013.3	578,186.0	(13,827.3)
Other Passenger	2,733.6	2,361.9	4,133.8	4,133.8	0.0
Parking	47,377.4	45,588.5	47,842.0	47,842.0	0.0
Charter	0.0	0.0	0.0	0.0	0.0
Advertising	12,447.0	15,176.9	4,950.0	4,950.0	0.0
Joint Development	8,161.0	9,847.4	6,450.0	6,450.0	0.0
Other	10,207.2	17,475.2	2,970.9	4,449.3	1,478.4
Employee Parking	148.2	131.7	120.0	120.0	0.0
Interest	334.4	3.2	329.6	329.6	(0.0)
Fiber Optics	13,986.1	14,312.6	14,840.0	14,840.0	(0.0)
Subtotal	\$601,546.7	\$592,730.1	\$673,649.7	\$661,300.8	(\$12,348.9)
Metro Access					
Passenger	3,521.5	4,277.5	5,815.4	6,251.8	436.4
Other Passenger	0.0	0.0	0.0	0.0	0.0
Parking	0.0	0.0	0.0	0.0	0.0
Charter	0.0	0.0	0.0	0.0	0.0
Advertising	0.0	0.0	0.0	0.0	0.0
Joint Development	0.0	0.0	0.0	0.0	0.0
Other	579.4	668.0	0.0	0.0	0.0
Employee Parking	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Fiber Optics	0.0	0.0	0.0	0.0	0.0
Subtotal	\$4,101.0	\$4,945.5	\$5,815.4	\$6,251.8	\$436.4
Total					
Passenger	620,979.4	597,799.8	734,700.7	709,179.8	(25,520.9)
Other Passenger	7,771.0	8,599.3	7,000.0	7,000.0	0.0
Parking	47,417.7	45,588.5	47,842.0	47,842.0	0.0
Charter	254.6	0.0	0.0	0.0	0.0
Advertising	38,319.5	42,103.9	15,000.0	15,000.0	0.0
Joint Development	8,161.0	9,848.4	6,450.0	6,450.0	0.0
Other	21,130.3	34,381.8	4,595.0	6,279.0	1,684.0
Employee Parking	168.5	174.5	240.0	240.0	0.0
Interest	1,010.5	168.8	515.0	515.0	(0.0)
Fiber Optics	14,018.3	14,312.6	14,840.0	14,840.0	(0.0)
Grand Total	\$759,230.8	\$752,977.5	\$831,182.7	\$807,345.8	(\$23,836.9)

Table 3.5

Metro Fares and Fees - Effective June 27, 2010

Metrorail Fares	Fares / Fees
Regular Fares ¹	
· Boarding charge	\$1.95
· Composite miles between 3 and 6	\$0.299
· Composite miles over 6	\$0.265
· Maximum regular fare	\$5.00
· Charge for senior/disabled is one-half regular fare	\$0.95 - \$2.50
· Peak-of-the-peak ²	\$0.20
Reduced Fares ³	
· Charge for first 7 composite miles	\$1.60
· Charge for composite miles between 7 and 10	\$2.15
· Charge for composite miles greater than 10	\$2.75
Rail Passes	
· Rail-to-bus transfer issued on SmarTrip® cards only	n/a
· One day pass	\$9.00
· Weekly short trip pass	\$32.35
· Weekly fast pass	\$47.00
· SmartStudent pass	\$30.00
· Transit Link card on MARC and VRE ⁴	\$102.00
· Transit Link card on MTA	\$135.00
Other Rail	
· DC student farecards/10 trips	\$9.50
Metrobus Fares and Fees	
· Cash boarding charge	\$1.70
· Cash boarding charge for express board	\$3.85
· Boarding charge with SmarTrip®	\$1.50
· SmarTrip® Boarding charge for express bus	\$3.65
· Charge for senior/disabled	\$0.75
· Bus-to-bus transfers issued on SmarTrip® cards only	n/a
Bus Passes	
· Weekly flash pass	\$15.00
· Weekly senior flash pass	\$7.50
· Weekly disabled flash pass	\$7.50
· DC student tokens 10/trips	\$7.50

Table 3.5 (continued)

Metro Fares and Fees - Effective June 27, 2010**MetroAccess Fares**

· MetroAccess fare (within ADA 3/4 mile service corridor) ⁵	varies
· Maximum fare	\$7.00
· Supplemental zone fares	\$2.00 - \$4.00

Parking Fees

· District of Columbia	\$3.25 - \$4.25
· Montgomery County	\$4.00 - \$4.75
· Prince George's County	\$4.25
· Virginia	\$4.50
· Monthly reserved parking fee	\$65.00
· Parking meters \$1.00/60 minutes	\$1.00
· New Carrollton county garage base and surcharge fees	\$70.00/\$15.00
· Non-Metro Rider parking fees	\$8.25 - \$25.00

Other Fees

· Bicycle locker rental	\$200.00 (annual)
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¹ Regular fares are in effect from opening through 9:30 a.m., from 3:00 to 7:00 p.m. Monday through Friday, and from midnight until closing Friday and Saturdays nights, except on national holidays.

² Peak-of-the-peak hours are from 7:30 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:00 p.m.

³ Reduced fares are in effect from 9:31 a.m. through 2:59 p.m. and from 7:01 p.m. until closing, Monday through Thursday. Reduced fares are also in effect from 7:01 p.m. until 11:59 p.m. on Fridays and apply all day Saturday (except for midnight to close), Sunday, and national holidays.

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

⁵ MetroAccess fare is twice the equivalent fixed route fare.

Table 3.6
Transit Pass Program**Metrobus Passes**

Weekly Metrobus Flash Pass	Valid for unlimited travel on regular Metrobus service during the designated seven-day period and valid for base fare towards Express fare.	\$15.00
Weekly Senior Metrobus Flash Pass	Valid for unlimited travel by eligible patrons on Metrobus during the designated seven-day period on regular and express service.	\$7.50
Weekly Disabled Metrobus Flash Pass	Valid for unlimited travel by eligible patrons on Metrobus during the designated seven-day period on regular and express service.	\$7.50

Metrorail Passes

SmartStudent Pass (Monthly)	Unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia. Passes are accepted in the District as payment of regular fare.	\$30.00
Student SmarTrip® Card	Offered to students traveling primarily by bus to and from school. Initially sold for \$6.25, the price of ten school tokens. Token script must be presented and the card must be registered to the student. Each student will be limited to a single card. A lost card costs \$5.00 to replace. The card acts as a stored value card and will deduct a student fare with each ride. It can be used for student fares on both bus and rail.	\$7.50
One Day Pass	Valid for unlimited travel for one day. The pass is valid after 9:30 a.m. on weekdays and all day on Saturday, Sunday, and national holidays.	\$9.00
Weekly Short Trip Pass	Valid for trips costing up to \$3.05 during regular fare hours (a.m. opening - 9:30 a.m. and 3:00 p.m.-7:00 p.m. on weekdays, 2:00 a.m. to 3:00 a.m. Fridays and Saturdays). Good for any full fare trip at all other times. If a trip costs more than \$3.05 during regular fare hours, patrons must use the Exitfare machine to add the additional fare. The week starts with the first gate entry and includes the next six days.	\$30.35
Weekly Fast Pass	Valid for unlimited travel throughout the Metrorail system. The week starts with the first gate entry and includes the next six days.	\$45.00

Table 3.7
Other Fare Products and Policies

SmarTrip®	A re-usable contactless smart card which is designed for long-term use on Metrorail, Metrobus, and Metro Parking. Functions similar to a regular farecard. Sold for \$5 and when registered can be replaced with existing value if lost or stolen. The card will hold a maximum of \$300.00.
Senior Farecards	Available to qualified seniors (age 65 or older). A Metro senior ID card, or valid Medicare card and photo ID are required for purchase.
Disabled Farecards	Available to qualified people with disabilities. A MetroAccess Photo ID card, Metro Disabled ID card, or valid Medicare card and photo ID are required for purchase.
Student Farecards	Available for \$9.50 to qualified students at selected Metro Sales Outlets. The farecards are good for 10 rides within the District of Columbia.
MetroAccess Farecards	Five pre-encoded \$3.00 farecards packaged and sold to MetroAccess customers for \$15.00.
Pre-encoded Farecards	Sold through authorized sales outlets for \$10.00 and \$20.00.
Tokens/Regular	Regular adult tokens are on sale for all patrons at \$1.70 per token. Tokens are sold in packages of ten (10) at a cost of \$17.00. Note, bus-to-bus transfers are not allowed for bus trips paid with tokens.
Transit Link Cards	Fare media sold by MARC, VRE, and MTA, providing for monthly multi-modal travel valid for unlimited Metrorail and regular Metrobus during the month of issue. Passes may be used for Metrobus Express Service by paying an additional \$2.15 per boarding.
SmartBenefits®	Provides for the electronic delivery of monthly transit benefits from employers to employees and transit providers. Program is designed to deliver benefits as specified by the employer on monthly basis to the employees' designated SmarTrip® card. Vanpool participants are able to use this facility to designate their benefit to a van operator.
SmartBenefits® Vouchers	For use by transit benefit providers. Sold in denominations of \$1.00, \$10.00, and \$30.00. Vouchers contain no Metrorail value and are transferable only for the purchase of fare media from authorized transit providers or their sales agents.
Permit Parking	Monthly reserved program provides permit holders a guaranteed space on weekdays at a specified lot until 10:00 a.m. Reserved permits are sold for \$65.00 per month. Reserved parking patrons pay the established daily rate for the lot upon exit or entry. Reserved parking patrons (arriving before 10:00 a.m.) unable to find a reserved space may park at a parking meter but must pay the metered rate.
Early Opening and Late Closing for Special Events	Metro has established a fixed fee to be charged to event organizers based on the cost of operating the Metrorail system for early openings and late closings. The fee is adjusted periodically to reflect changes in operating costs. Event organizers make a deposit with Metro based on the number of additional hours of service requested; Metro reimburses the event organizer for any incremental passenger revenue that are collected, not to exceed the amount deposited.

Allocation of State and Local Support

State and local funds account for approximately 40 percent of the funding for Metro's annual operating and capital budgets according to the approved subsidy calculation, described below.

Operating Budget

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

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

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

The Metrobus subsidy is allocated using two distribution formulas. All bus routes are classified as being either regional or non-regional, based on route characteristics. Regional bus routes generally provide transportation between jurisdictions. Regional bus routes may also include bus routes that serve major activity centers that operate on major arterial streets, and carry high volumes of riders either in one jurisdiction or in multiple jurisdictions. The following are the specific criteria used by the Regional Mobility Panel to classify bus routes.

- Inter-jurisdictional routes are defined as regional. Defining characteristics of inter-jurisdictional routes:
 - Cross a jurisdictional (independent city, county, state) boundary;
 - Penetrate at least two jurisdictions by more than one-half mile in each; and
 - Operate "open door" (allows boarding and alighting) over at least a portion of the line in two or more jurisdictions
- If a route does not qualify as regional under the inter-jurisdictional definition, then it must meet at least two of the following three criteria to be regional:
 - Arterial Streets: Operates for a considerable distance on an arterial street and a substantial portion (usually a majority) of riders use stops on the arterial street. Routes which operate for a short distance on an arterial incidental to their service area are not included
 - Regional Activity Center: Serves one or more regional activity centers. A conservative definition of regional activity centers is used, including only those where there is virtually universal agreement as to their regional character. Routes which feed Metrorail stations, but which do not directly serve any regional activity center, are not considered to be regional
 - Cost Effectiveness: Annual boarding's per annual platform hour greater than 30 applied consistently in all jurisdictions

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

- **Regional Bus Subsidy Allocation.** The distribution of regional bus subsidy to the jurisdictions is based on a weighted, four-factor formula in the following proportions:

1. Density weighted population	25%
2. Revenue hours	25%
3. Revenue miles	35%
4. Average weekday ridership	15%

Density weighted population is determined by taking the urbanized area population distribution for the compact area (50 percent weighting) and combining that with the weighted population density (urbanized population divided by area). Basically, the formula prorates the urbanized population distribution by people per square mile.

The revenue hour's factor is determined by taking the annual revenue hours assigned to each jurisdiction divided by the total regional revenue hours. The revenue miles factor is determined by taking total revenue miles (end-of-year schedule) assigned to each jurisdiction divided by the total regional revenue miles. Ridership is determined by taking the average weekday ridership (month of May sample) for each jurisdiction divided by the total average weekday ridership.

- **Non-Regional Bus Subsidy Allocation.** The distribution of non-regional bus subsidy to the jurisdictions is computed as follows:
 1. Identify the costs of all Metrobus service, regional and non-regional.
 2. Identify the costs which would accrue for regional Metrobus service if no non-regional bus service were provided.
 3. Determine the costs of non-regional service by subtracting the regional Metrobus costs from the costs of all Metrobus service.
 4. Divide the costs of non-regional service as computed in step three by total platform hours for non-regional service.
 5. Identify the non-regional platform hours for each jurisdiction.
 6. Multiply the platform hours for each jurisdiction by the hourly rate.
 7. Determine the revenue for each jurisdiction.
 8. Subtract from costs the revenue as determined in step seven.

Formulas 3 and 4: Rail Maximum Fare and Base Subsidy Allocations

The rail subsidy consists of two components: the maximum fare component and the base rail component. The total maximum fare subsidy is deducted from the total rail subsidy, and the result is allocated based on the base subsidy formula.

- **Maximum Fare Subsidy Allocation.** The maximum fare portion of the rail subsidy is designed to recognize the “taper” and “cap” features of the Metrorail fare structure. The taper feature is reflected in the diminishing cost per mile for trips greater than six miles, and the cap is reflected in the maximum fare of \$5.00. The subsidy for the maximum fare is calculated as the difference between the regular fare that would have been paid if the taper and cap features were not available, and the actual fare paid with the taper and cap.

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

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

Density weighted population is determined by taking the urbanized area population distribution for the compact area (50 percent weighted) and combining that with the weighted population density (urbanized population divided by area). This calculation is the same for the regional bus subsidy allocation as it is for the rail base subsidy allocation. The rail stations factor is calculated by taking the number of stations, or portions of stations, assigned to each jurisdiction, divided by the total number of stations in the system. Ridership is calculated by taking the system average weekday ridership (month of May sample) times the jurisdictional ridership distribution, as determined by the rail passenger survey. Only persons who reside in the compact area are included in the distribution.

Formula 5: Paratransit Subsidy Allocation

Paratransit subsidy is allocated to the jurisdictions using a two factor formula with sub-allocations used for the Virginia jurisdictions.

1. Direct Costs. The contract carriers' actual per trip, reservation and eligibility charges will be allocated directly to the jurisdictions.
2. Overhead Costs. All other (non-direct) costs of the paratransit program will be allocated in proportion to the direct costs.

Virginia sub-allocations of direct costs require that per trip charges be adjusted to reflect the average time of trips provided for each jurisdiction. Overhead costs assigned to Virginia jurisdictions will be sub-allocated based on the direct cost allocation as calculated above.

Formula 6: Rail Construction Debt Service Allocation

Debt service charges are allocated to the jurisdictions based on the rail construction formula for the Adopted Regional System, using data developed for the Proposed Financial Plan, August 1978. The local shares remain as set forth in the Ancillary Bond Repayment Agreements, and were not revised as the data used for the rail construction was updated.

Capital Budget

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

Under the terms of the Capital Funding Agreement, each jurisdiction's percent contribution, as determined by the formula used to compute the Metro FY2011 capital budget, will be recalculated every three years to reflect the then-current proposed Operating Budget allocation and applied prospectively to the three subsequent Annual Work Plans. The FY2011 Operations Allocation formula allocated Metrobus, Metrorail, Paratransit, and Dedicated Funding costs as follows:

- The Rail allocation formula will apply to Rail projects and debt issued for Rail projects
- The Bus allocation formula will apply to Bus projects and debt issued for Bus projects
- The Paratransit formula will apply to Paratransit projects and debt issued for Paratransit projects
- An average of the Rail and Bus allocation formulas will apply to general financing expenditures and for project expenditures that cannot be allocated to Rail, Bus, or Paratransit
- Dedicated Funding projects will be divided equally among the District of Columbia, State of Maryland, and Commonwealth of Virginia subject to the provisions of the various

state laws establishing dedicated funding sources to match federal funds made available under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008

Capital Grants

Federal grants support the Capital Improvement Program (CIP) and have expedited the initiation of additional projects through the American Recovery and Reinvestment Act of 2009 (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Annual, PRIIA, and ARRA grants have been allocated to Metro primarily through long-standing federal formulas. For the formula allocation, annual and PRIIA grants require a match while ARRA grants are fully funded by the Federal government. Additional federal support for the CIP comes from the discretionary earmark related to the Largo Full Funding Grant Agreement and from federal highway funds flexed to FTA on behalf of the Commonwealth of Virginia.

FY2012 Subsidy

The FY2012 subsidy projection is \$693.2 million, an increase of \$72.5 million over the FY2011 level. This includes:

- The FY2012 subsidy for Metrobus, Metrorail, and MetroAccess is \$627.9 million
- Debt service payments are budgeted at \$48.7 million
- The FY2010 carry-forward is \$16.6 million

Table 3.8

PROPOSED FISCAL YEAR 2012 BUDGET									
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS									
	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGE'S COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
METROBUS OPERATING SUBSIDY									
REGIONAL SUBSIDY	\$132,715,184	\$46,596,211	\$51,165,954	\$14,512,883	\$23,329,907	\$649,965	\$38,882,776	\$1,346,983	\$309,199,863
NON-REGIONAL	\$33,789,568	\$8,473,059	\$21,125,163	\$426,112	\$691,223	\$0	\$8,581,042	\$0	\$73,086,167
TOTAL BUS OPERATING	\$166,504,752	\$55,069,270	\$72,291,116	\$14,938,995	\$24,021,130	\$649,965	\$47,463,818	\$1,346,983	\$382,286,030
	43.6%	14.4%	18.9%	3.9%	6.3%	0.2%	12.4%	0.4%	100.0%
METRO RAIL OPERATING SUBSIDY									
BASE ALLOCATION	\$43,734,171	\$23,695,372	\$22,859,084	\$5,774,311	\$12,124,905	\$378,023	\$17,858,421	\$317,209	\$126,741,498
MAX FARE SUBSIDY	\$274,294	\$3,235,916	\$800,110	\$101,385	\$53,519	\$45,805	\$1,087,277	\$8,785	\$5,607,090
TOTAL RAIL OPERATING	\$44,008,465	\$26,931,288	\$23,659,195	\$5,875,696	\$12,178,424	\$423,827	\$18,945,698	\$325,994	\$132,348,588
	33.3%	20.3%	17.9%	4.4%	9.2%	0.3%	14.3%	0.2%	100.00%
PARATRANSIT SUBSIDY									
	\$24,178,972	\$27,956,878	\$45,207,400	\$1,005,560	\$1,443,453	\$242,656	\$13,137,535	\$136,488	\$113,308,942
	21.3%	24.7%	39.9%	0.9%	1.3%	0.2%	11.6%	0.1%	
SUBTOTAL OPERATING SUBSIDY	\$234,692,190	\$109,957,436	\$141,157,711	\$21,820,251	\$37,643,008	\$1,316,449	\$79,547,051	\$1,809,465	\$627,943,560
FY2010 Audit Adjustment	\$2,920,037	\$ 4,676,961	\$ 5,108,495	\$ 419,873	\$ 1,122,191	\$ 65,326	\$ 2,259,077	\$ 14,609	\$ 16,586,570
FY2012 Operating Subsidy, Including FY2010 Audit Adjustment	\$237,612,228	\$114,634,397	\$146,266,206	\$22,240,125	\$38,765,199	\$1,381,775	\$81,806,128	\$1,824,073	\$644,530,130
Debt Service	\$10,328,462	\$4,866,163	\$4,871,561	\$1,417,810	\$2,739,447	\$46,687	\$3,168,029	\$38,489	\$27,476,650
Metro Matters Debt Service	\$10,673,715	\$4,945,064	\$5,506,282	\$0	\$0	\$0	\$0	\$52,945	\$21,178,006
TOTAL PROPOSED 2012 SUBSIDY	\$258,614,405	\$124,445,624	\$156,644,049	\$23,657,935	\$41,504,646	\$1,428,462	\$84,974,158	\$1,915,508	\$693,184,786
	37.3%	18.0%	22.6%	3.4%	6.0%	0.2%	12.3%	0.3%	
FY2011 Operating Subsidy (including Debt)	\$235,157,554	\$109,431,036	\$138,887,438	\$21,742,184	\$37,223,753	\$1,227,361	\$75,256,886	\$1,733,742	\$620,659,954
Increase	\$23,456,850	\$15,014,588	\$17,756,611	\$1,915,751	\$4,280,893	\$201,101	\$9,717,271	\$181,765	\$72,524,831

Table 3.9

Summary of State and Local Contributions for Capital (excludes Debt Repayment)
(All Dollars in Thousands)

Line	Jurisdictional Funding	Actual				Projected				FY 2011 Total	FY2012 Q1	FY2012 Q2	FY2012 Q3	FY2012 Q4	FY 2012 Total	FY 2011-12 Total	
		Actual		Projected													
		FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4												
District of Columbia																	
1	District of Columbia	\$ 15,743	\$ 15,743	\$ 7,271	\$ 9,330	\$ 48,088	\$ 15,991	\$ 18,452	\$ 22,369	\$ 22,248	\$ 79,060	\$ 127,148					
2	District of Columbia - PRIIA Match	12,500	12,500	8,433	10,851	44,284	12,289	11,968	14,856	16,603	55,716	100,000					
3	Total District of Columbia	\$ 28,243	\$ 28,243	\$ 15,704	\$ 20,181	\$ 92,372	\$ 28,280	\$ 30,420	\$ 37,225	\$ 38,851	\$ 134,776	\$ 227,148					
Maryland																	
4	Montgomery County	\$ 7,303	\$ 7,303	\$ 3,416	\$ 4,249	\$ 22,271	\$ 7,703	\$ 8,517	\$ 10,220	\$ 9,975	\$ 36,416	\$ 58,687					
5	Prince Georges County	8,041	8,041	3,459	4,916	24,457	8,033	9,281	11,467	11,373	40,154	64,611					
6	State of Maryland - PRIIA Match	12,500	12,500	8,433	10,851	44,284	12,289	11,968	14,856	16,603	55,716	100,000					
7	Total Maryland	\$ 27,844	\$ 27,844	\$ 15,307	\$ 20,016	\$ 91,012	\$ 28,025	\$ 29,766	\$ 36,543	\$ 37,952	\$ 132,286	\$ 223,298					
Virginia																	
8	Alexandria	\$ 1,725	\$ 1,725	\$ 843	\$ 984	\$ 5,278	\$ 1,829	\$ 2,035	\$ 2,414	\$ 2,369	\$ 8,647	\$ 13,925					
9	Arlington County	3,226	3,226	1,624	1,799	9,875	3,510	3,815	4,469	4,341	16,134	26,009					
10	City of Fairfax	109	109	53	62	333	118	128	151	147	543	876					
11	Fairfax County	5,718	5,718	2,692	3,332	17,460	5,963	6,697	8,042	7,910	28,613	46,073					
12	Falls Church	113	113	53	66	345	116	133	160	159	567	912					
13	Commonwealth of Virginia - PRIIA Match	12,500	12,500	8,433	10,851	44,284	12,289	11,968	14,856	16,603	55,716	100,000					
14	Total Virginia	\$ 23,391	\$ 23,391	\$ 13,698	\$ 17,095	\$ 77,574	\$ 23,823	\$ 24,776	\$ 30,093	\$ 31,529	\$ 110,221	\$ 187,794					
15	Total State and Local Funds:	\$ 79,478	\$ 79,478	\$ 44,709	\$ 57,292	\$ 260,958	\$ 80,128	\$ 84,962	\$ 103,861	\$ 108,332	\$ 377,282	\$ 638,240					
16	FY2011-16 CIP Budgeted Allocation					\$ 317,913					\$ 320,327	\$ 638,240					
17	Projected Variance from FY2011-16 CIP Budget					\$ (56,955)					\$ 56,955	\$ -					

Debt Service

In October 2003, Metro issued \$163.5 million of Gross Revenue Transit Refunding Bonds, Series-2003, to refund the callable portion of Metro's outstanding Gross Revenue Transit Refunding Bonds, Series-1993. The final maturity for the 1993 bonds was in FY2011. The annual jurisdictional debt service payment on the 2003 bond series is \$27.5 million and the final maturity is in FY2015.

In November 2003, Metro issued \$35.6 million of Gross Revenue Transit Bonds, Series 2003-B. The bonds provided for semi-annual payments of interest and annual principal payments, and the final maturity was in FY2011. The proceeds of the bonds were used to accelerate the vertical transportation modernization program. The vertical transportation modernization program is an integral part of Metro's Capital Improvement Program designed to provide for system-wide escalator maintenance, escalator rehabilitation and elevator rehabilitation. The terms of the new bond issuances are set forth in the Gross Revenue Transit Bond Refunding Resolution and Official Statement.

In June 2009, Metro issued \$243.0 million of Gross Revenue Transit Refunding Bonds, Series 2009-A and \$55.0 million of Build America Bonds, Series 2009-B. Bond proceeds net of premiums/discounts totaled \$309.9 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2034. The net annual jurisdictional debt service payment on the bonds is \$21.0 million, reflecting an annual credit of \$1.4 million for the Series B, Build America Bonds. Five jurisdictions opted out of the bond issuance and provided \$115.0 million in funding to bring total proceeds related to the bond issuance to \$425.0 million.

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

During FY10 Metro increased its line of credit availability from \$250 million to \$300 million. The lines of credit may be used to fund operating and capital cash flow needs. In addition, during FY10 Metro secured a six-year credit facility for \$300 million, specifically to support the procurement of the 7000 Series rail cars.

Metro is required to make semi-annual payments of principal and interest on each Series of Bonds. There are certain covenants associated with these outstanding bonds with which Metro must comply. The most significant are:

- Metro must punctually pay principal and interest according to provisions in the bond document
- Except for certain instances, Metro cannot sell, mortgage, lease or otherwise dispose of transit system assets without filing a certification by the General Manager and Treasurer

with the Trustee and Bond Insurers that such action will not impede or restrict the operation of the transit system

- Metro must at all times maintain certain insurance or self-insurance covering the assets and operations of the transit system

Debt Policy/Metro's Borrowing Powers

As per Metro's Compact, Metro may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness are payable solely out of the properties of revenues of Metro. The bonds and other obligations of Metro, except as may be otherwise provided in the indenture under which they were issued, are direct and general obligations of Metro and the full faith and credit of Metro are pledged for the prompt payment of the debt service.

New Capital Bonds

The Capital Improvement Program (CIP) is a six-year program (FY2012-FY2017) for \$5.0 billion. To support the CIP, long-term borrowing maybe required. This borrowing is not anticipated to happen until FY2013. See Tables 3.13 for projected debt strategy, Table 3.14 for projected debt issuances, and Table 3.15 for projected jurisdictional contribution.

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

Table 3.10

Gross Revenue Transit Refunding Bonds and Goss Revenue Transit Bonds (due in FY2012)

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
Gross Revenue Transit Bonds:			
Series 2003			
Due to Bondholders 1/1/2012	\$ 12,480,000	\$ 1,256,825	\$ 13,736,825
Due to Bondholders 7/1/2012	12,795,000	944,825	13,739,825
Total	\$ 25,275,000	\$ 2,201,650	\$ 27,476,650
Gross Revenue Transit Bonds:			
Series 2009A			
Due to Bondholders 7/1/2012	\$ 6,885,000	\$ 5,895,253	\$ 12,780,253
Due to Bondholders 1/1/2013	-	5,895,253	5,895,253
Total	\$ 6,885,000	\$ 11,790,506	\$ 18,675,506
Gross Revenue Transit Bonds:			
Series 2009B			
Due to Bondholders 7/1/2012	\$ -	\$ 1,251,250	\$ 1,251,250
Due to Bondholders 1/1/2013	-	1,251,250	1,251,250
Total	\$ -	\$ 2,502,500	\$ 2,502,500

Table 3.11
Statement of Debt Service and Interest

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

Table 3.12
Series 2009 A & B Debt Service Schedule

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

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

Line	Forecast		Annual Work Plan Year							
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17	
Projected Debt Issuances										
Debt Issuance										
1	Par Value	\$ -	\$ -	\$ 150,736	\$ 18,473	\$ 4,169	\$ 261,723	\$ 435,100	\$ 91,469	\$ 526,569
2	Issuance Cost	-	-	1,781	789	681	2,613	5,863	1,336	7,199
3	Total Debt Issuance	\$ -	\$ -	\$ 152,516	\$ 19,261	\$ 4,850	\$ 264,335	\$ 440,963	\$ 92,805	\$ 533,768
Projected Jurisdictional Share of Debt *										
District of Columbia										
4	District of Columbia	\$ -	\$ -	\$ 51,085	\$ 6,451	\$ 1,625	\$ 88,538	\$ 147,699	\$ 31,085	\$ 178,783
5	Total District of Columbia	\$ -	\$ -	\$ 51,085	\$ 6,451	\$ 1,625	\$ 88,538	\$ 147,699	\$ 31,085	\$ 178,783
Maryland										
6	Montgomery County	\$ -	\$ -	\$ 30,548	\$ 3,858	\$ 971	\$ 52,944	\$ 88,321	\$ 18,588	\$ 106,909
7	Prince Georges County	-	-	27,311	3,449	869	47,335	78,964	16,619	95,583
8	Total Maryland	\$ -	\$ -	\$ 57,859	\$ 7,307	\$ 1,840	\$ 100,279	\$ 167,285	\$ 35,207	\$ 202,492
Virginia										
9	Alexandria	\$ -	\$ -	\$ 6,760	\$ 854	\$ 215	\$ 11,716	\$ 19,544	\$ 4,113	\$ 23,658
10	Arlington County	-	-	14,187	1,792	451	24,589	41,019	8,633	49,652
11	City of Fairfax	-	-	482	61	15	835	1,393	293	1,687
12	Fairfax County	-	-	21,766	2,749	692	37,725	62,932	13,245	76,177
13	Falls Church	-	-	377	48	12	653	1,089	229	1,319
14	Total Virginia	\$ -	\$ -	\$ 43,572	\$ 5,503	\$ 1,386	\$ 75,518	\$ 125,979	\$ 26,513	\$ 152,492
15	Total Debt:	\$ -	\$ -	\$ 152,516	\$ 19,261	\$ 4,850	\$ 264,335	\$ 440,963	\$ 92,805	\$ 533,768

*Projected debt will be utilized for Rail projects; the Rail jurisdictional funding allocation percentages have been utilized in these calculations.

Debt Assumptions

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

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

Line	Projected Debt Service	FY2013 Issuance			FY2014 Issuance			FY2015 Issuance			FY2016 Issuance			FY2017 Issuance			FY2011-17		
		Interest Rate: 5.25%		Prin.	Interest Rate: 5.50%		Prin.	Interest Rate: 5.75%		Prin.	Interest Rate: 6.00%		Prin.	Interest Rate: 6.25%		Prin.	FY2011-17		
		Int.	-		Int.	-		Int.	-		Int.	-		Int.	-		Int.	-	
1	FY2011 Debt Service	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
2	FY2012 Debt Service	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
3	FY2013 Debt Service	\$	4,209	\$	8,007	\$	-	\$	-	\$	-	\$	-	\$	-	\$	4,209	\$	8,007
4	FY2014 Debt Service	\$	4,334	\$	7,786	\$	532	\$	1,059	\$	-	\$	-	\$	-	\$	4,865	\$	8,845
5	FY2015 Debt Service	\$	4,462	\$	7,559	\$	547	\$	1,030	\$	134	\$	279	\$	7,296	\$	5,143	\$	8,868
6	FY2016 Debt Service	\$	4,593	\$	7,324	\$	563	\$	1,000	\$	138	\$	271	\$	7,296	\$	12,590	\$	24,456
7	FY2011-16 Debt Service	\$	17,598	\$	30,676	\$	1,642	\$	3,089	\$	272	\$	550	\$	15,860	\$	26,808	\$	50,176
8	FY2018 Debt Service	\$	4,729	\$	7,083	\$	580	\$	969	\$	142	\$	263	\$	7,511	\$	12,962	\$	23,738
9	FY2019 Debt Service	\$	4,869	\$	6,835	\$	597	\$	937	\$	146	\$	255	\$	7,733	\$	13,345	\$	22,999
10	FY2020 Debt Service	\$	5,012	\$	6,579	\$	615	\$	904	\$	150	\$	247	\$	7,961	\$	14,508	\$	22,338
11	FY2021 Debt Service	\$	5,160	\$	6,316	\$	633	\$	870	\$	155	\$	238	\$	8,196	\$	14,030	\$	21,455
12	FY2022 Debt Service	\$	5,313	\$	6,045	\$	652	\$	836	\$	159	\$	229	\$	8,438	\$	13,538	\$	20,648
13	FY2023 Debt Service	\$	5,470	\$	5,766	\$	671	\$	800	\$	164	\$	220	\$	8,687	\$	13,032	\$	14,992
14	FY2024 Debt Service	\$	5,631	\$	5,479	\$	691	\$	763	\$	169	\$	211	\$	8,944	\$	12,511	\$	15,434
15	FY2025 Debt Service	\$	5,968	\$	4,879	\$	732	\$	686	\$	179	\$	191	\$	9,208	\$	11,974	\$	15,890
16	FY2026 Debt Service	\$	6,145	\$	4,566	\$	754	\$	646	\$	184	\$	181	\$	9,759	\$	10,853	\$	16,842
17	FY2027 Debt Service	\$	6,326	\$	4,243	\$	776	\$	604	\$	190	\$	170	\$	10,048	\$	10,267	\$	17,339
18	FY2028 Debt Service	\$	6,513	\$	3,911	\$	799	\$	561	\$	195	\$	159	\$	10,344	\$	9,665	\$	17,851
19	FY2029 Debt Service	\$	6,705	\$	3,569	\$	822	\$	517	\$	201	\$	148	\$	10,650	\$	9,044	\$	18,378
20	FY2030 Debt Service	\$	6,903	\$	3,217	\$	847	\$	472	\$	207	\$	136	\$	10,964	\$	8,405	\$	18,921
21	FY2031 Debt Service	\$	7,107	\$	2,855	\$	872	\$	426	\$	213	\$	124	\$	11,288	\$	7,747	\$	19,480
22	FY2032 Debt Service	\$	7,317	\$	2,482	\$	898	\$	378	\$	220	\$	112	\$	11,621	\$	7,070	\$	20,055
23	FY2033 Debt Service	\$	7,533	\$	2,098	\$	924	\$	328	\$	226	\$	99	\$	11,964	\$	6,373	\$	20,647
24	FY2034 Debt Service	\$	7,755	\$	1,795	\$	951	\$	278	\$	233	\$	86	\$	12,317	\$	5,655	\$	21,256
25	FY2035 Debt Service	\$	7,984	\$	1,295	\$	979	\$	225	\$	240	\$	73	\$	12,681	\$	4,916	\$	21,884
26	FY2036 Debt Service	\$	8,220	\$	876	\$	1,008	\$	171	\$	247	\$	59	\$	13,055	\$	4,155	\$	22,530
27	FY2037 Debt Service	\$	8,462	\$	444	\$	1,038	\$	116	\$	254	\$	41	\$	13,441	\$	3,371	\$	23,195
28	FY2038 Debt Service	\$	-	\$	0	\$	1,069	\$	59	\$	261	\$	35	\$	13,838	\$	2,565	\$	23,768
29	FY2039 Debt Service	\$	-	\$	0	\$	-	\$	0	\$	269	\$	15	\$	14,246	\$	1,735	\$	14,515
30	FY2040 Debt Service	\$	-	\$	0	\$	-	\$	0	\$	0	\$	0	\$	14,667	\$	880	\$	14,667
31	FY2041 Debt Service	\$	-	\$	0	\$	-	\$	0	\$	0	\$	0	\$	0	\$	0	\$	0
32	FY2042 Debt Service	\$	-	\$	0	\$	-	\$	0	\$	0	\$	0	\$	0	\$	0	\$	0
33	Total Debt Service	\$	152,516	\$	116,101	\$	19,261	\$	15,360	\$	4,850	\$	4,044	\$	264,335	\$	229,968	\$	440,963
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Debt Assumptions

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

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

Forecast FY2011-17 Debt Service	District of Columbia		Montgomery County		Prince Georges County		Alexandria		Arlington County		City of Fairfax		Fairfax County		Falls Church	
	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.	Prin.	Int.
1 FY2011 Debt Service	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 FY2012 Debt Service	\$ 4,209	\$ 8,007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 FY2013 Debt Service	\$ 4,865	\$ 8,845	\$ 1,410	\$ 2,682	\$ 1,410	\$ 2,682	\$ 1,410	\$ 2,682	\$ 1,410	\$ 2,682	\$ 1,410	\$ 2,682	\$ 1,410	\$ 2,682	\$ 1,410	\$ 2,682
4 FY2014 Debt Service	\$ 5,143	\$ 8,589	\$ 1,723	\$ 2,973	\$ 1,723	\$ 2,973	\$ 1,723	\$ 2,973	\$ 1,723	\$ 2,973	\$ 1,723	\$ 2,973	\$ 1,723	\$ 2,973	\$ 1,723	\$ 2,973
5 FY2015 Debt Service	\$ 12,590	\$ 24,184	\$ 4,217	\$ 8,101	\$ 2,522	\$ 4,844	\$ 2,255	\$ 4,331	\$ 1,072	\$ 1,771	\$ 2,250	\$ 40	\$ 76	\$ 1,797	\$ 3,452	\$ 31
6 FY2016 Debt Service	\$ 26,808	\$ 49,626	\$ 8,979	\$ 16,622	\$ 5,369	\$ 9,940	\$ 4,801	\$ 8,887	\$ 1,188	\$ 2,200	\$ 2,494	\$ 85	\$ 157	\$ 3,826	\$ 7,082	\$ 66
7 Total FY2011-16 Debt Service	\$ 15,523	\$ 29,275	\$ 5,200	\$ 9,806	\$ 3,109	\$ 5,864	\$ 2,780	\$ 5,242	\$ 688	\$ 1,298	\$ 1,444	\$ 2,723	\$ 92	\$ 2,215	\$ 4,178	\$ 38
8 FY2017 Debt Service	\$ 15,982	\$ 28,384	\$ 5,353	\$ 9,507	\$ 3,201	\$ 5,855	\$ 2,862	\$ 5,083	\$ 708	\$ 1,258	\$ 1,487	\$ 2,440	\$ 90	\$ 2,281	\$ 4,051	\$ 39
9 FY2018 Debt Service	\$ 16,454	\$ 27,467	\$ 5,511	\$ 9,200	\$ 3,296	\$ 5,501	\$ 2,946	\$ 4,719	\$ 729	\$ 1,217	\$ 1,531	\$ 2,555	\$ 87	\$ 2,348	\$ 3,920	\$ 41
10 FY2019 Debt Service	\$ 16,939	\$ 26,522	\$ 5,674	\$ 8,884	\$ 3,393	\$ 5,312	\$ 3,033	\$ 4,749	\$ 751	\$ 1,176	\$ 1,576	\$ 2,467	\$ 84	\$ 2,418	\$ 3,785	\$ 42
11 FY2020 Debt Service	\$ 17,439	\$ 25,550	\$ 5,841	\$ 8,558	\$ 3,493	\$ 5,117	\$ 3,123	\$ 4,575	\$ 773	\$ 1,132	\$ 1,622	\$ 2,377	\$ 81	\$ 2,489	\$ 3,646	\$ 43
12 FY2021 Debt Service	\$ 17,954	\$ 24,549	\$ 6,014	\$ 8,223	\$ 3,596	\$ 4,917	\$ 3,215	\$ 4,396	\$ 796	\$ 1,088	\$ 1,670	\$ 2,284	\$ 78	\$ 2,562	\$ 3,504	\$ 44
13 FY2022 Debt Service	\$ 18,484	\$ 23,519	\$ 6,191	\$ 7,878	\$ 3,702	\$ 4,711	\$ 3,310	\$ 4,212	\$ 819	\$ 1,042	\$ 1,719	\$ 2,188	\$ 74	\$ 2,638	\$ 3,357	\$ 46
14 FY2023 Debt Service	\$ 19,030	\$ 22,458	\$ 6,374	\$ 7,522	\$ 3,812	\$ 4,498	\$ 3,408	\$ 4,022	\$ 843	\$ 995	\$ 1,770	\$ 2,089	\$ 71	\$ 2,716	\$ 3,205	\$ 47
15 FY2024 Debt Service	\$ 19,592	\$ 21,366	\$ 6,562	\$ 7,156	\$ 3,924	\$ 4,279	\$ 3,508	\$ 3,826	\$ 868	\$ 947	\$ 1,822	\$ 1,988	\$ 68	\$ 2,796	\$ 3,049	\$ 48
16 FY2025 Debt Service	\$ 20,170	\$ 20,241	\$ 6,756	\$ 6,780	\$ 4,040	\$ 4,054	\$ 3,612	\$ 3,625	\$ 894	\$ 897	\$ 1,876	\$ 1,883	\$ 64	\$ 2,879	\$ 2,889	\$ 50
17 FY2026 Debt Service	\$ 20,766	\$ 19,084	\$ 6,955	\$ 6,392	\$ 4,159	\$ 3,822	\$ 3,719	\$ 3,417	\$ 920	\$ 846	\$ 1,932	\$ 1,775	\$ 60	\$ 2,964	\$ 2,724	\$ 51
18 FY2027 Debt Service	\$ 21,379	\$ 17,892	\$ 7,161	\$ 5,993	\$ 4,282	\$ 3,584	\$ 3,828	\$ 3,204	\$ 948	\$ 793	\$ 1,989	\$ 1,664	\$ 57	\$ 3,051	\$ 2,553	\$ 53
19 FY2028 Debt Service	\$ 22,010	\$ 16,665	\$ 7,372	\$ 5,582	\$ 4,408	\$ 3,338	\$ 3,941	\$ 2,984	\$ 976	\$ 739	\$ 2,047	\$ 1,550	\$ 53	\$ 3,141	\$ 2,378	\$ 54
20 FY2029 Debt Service	\$ 22,660	\$ 15,402	\$ 7,590	\$ 5,159	\$ 4,539	\$ 3,085	\$ 4,058	\$ 2,758	\$ 1,004	\$ 683	\$ 2,108	\$ 1,433	\$ 49	\$ 3,234	\$ 2,198	\$ 56
21 FY2030 Debt Service	\$ 23,329	\$ 14,101	\$ 7,814	\$ 4,723	\$ 4,673	\$ 2,824	\$ 4,178	\$ 2,525	\$ 1,034	\$ 625	\$ 2,170	\$ 1,312	\$ 45	\$ 3,329	\$ 2,012	\$ 58
22 FY2031 Debt Service	\$ 24,018	\$ 12,762	\$ 8,045	\$ 4,275	\$ 4,811	\$ 2,556	\$ 4,301	\$ 2,285	\$ 1,065	\$ 566	\$ 2,234	\$ 1,187	\$ 40	\$ 3,428	\$ 1,821	\$ 59
23 FY2032 Debt Service	\$ 24,727	\$ 11,384	\$ 8,282	\$ 3,813	\$ 4,953	\$ 2,280	\$ 4,428	\$ 2,039	\$ 1,096	\$ 505	\$ 2,300	\$ 1,059	\$ 36	\$ 3,529	\$ 1,625	\$ 61
24 FY2033 Debt Service	\$ 25,457	\$ 9,965	\$ 8,527	\$ 3,338	\$ 5,099	\$ 1,996	\$ 4,559	\$ 1,784	\$ 1,128	\$ 442	\$ 2,368	\$ 927	\$ 31	\$ 3,633	\$ 1,422	\$ 63
25 FY2034 Debt Service	\$ 26,208	\$ 8,504	\$ 8,778	\$ 2,848	\$ 5,249	\$ 1,703	\$ 4,693	\$ 1,523	\$ 1,162	\$ 377	\$ 2,438	\$ 791	\$ 27	\$ 3,740	\$ 1,214	\$ 65
26 FY2035 Debt Service	\$ 26,982	\$ 7,000	\$ 9,038	\$ 2,345	\$ 5,404	\$ 1,402	\$ 4,832	\$ 1,253	\$ 1,196	\$ 310	\$ 2,510	\$ 651	\$ 22	\$ 3,851	\$ 999	\$ 67
27 FY2036 Debt Service	\$ 27,779	\$ 5,451	\$ 9,304	\$ 1,826	\$ 5,564	\$ 1,092	\$ 4,974	\$ 976	\$ 1,231	\$ 242	\$ 2,584	\$ 507	\$ 17	\$ 3,964	\$ 778	\$ 69
28 FY2037 Debt Service	\$ 28,597	\$ 3,857	\$ 9,572	\$ 1,292	\$ 5,728	\$ 772	\$ 5,128	\$ 691	\$ 1,258	\$ 171	\$ 2,658	\$ 359	\$ 12	\$ 4,081	\$ 550	\$ 71
29 FY2038 Debt Service	\$ 29,437	\$ 2,673	\$ 9,849	\$ 895	\$ 5,899	\$ 535	\$ 5,299	\$ 479	\$ 1,286	\$ 118	\$ 2,734	\$ 249	\$ 8	\$ 4,207	\$ 381	\$ 73
30 FY2039 Debt Service	\$ 30,298	\$ 1,514	\$ 10,126	\$ 658	\$ 6,076	\$ 303	\$ 5,476	\$ 271	\$ 1,314	\$ 67	\$ 2,811	\$ 141	\$ 5	\$ 4,334	\$ 216	\$ 75
31 FY2040 Debt Service	\$ 31,179	\$ 322	\$ 1,725	\$ 108	\$ 1,031	\$ 64	\$ 922	\$ 58	\$ 1,342	\$ 14	\$ 2,899	\$ 30	\$ 1	\$ 4,461	\$ 46	\$ 77
32 FY2041 Debt Service	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -	\$ 0	\$ 0
33 FY2042 Debt Service	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ 0	\$ -	\$ -	\$ 0	\$ 0
34 Total Debt Service	\$ 533,768	\$ 445,533	\$ 178,783	\$ 149,230	\$ 106,909	\$ 89,236	\$ 95,583	\$ 79,783	\$ 19,747	\$ 49,652	\$ 41,445	\$ 1,487	\$ 1,408	\$ 76,177	\$ 63,585	\$ 1,319

*Projected debt will be utilized for Rail projects: the Rail jurisdictional funding allocation percentages have been utilized in these calculations.

Debt Assumptions

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

Grants

In FY2011, Metro entered a new era in grant funding with the addition of \$150 million in Federal funds accompanied by \$150 million in dedicated local match funds. With the Federal annual formula allocations, grant funding for the FY2012 capital program will approach \$400 million or over half of the total budget for the Capital Improvement Program (CIP). During Metro Matters, grant funding remained below \$275 million per year and less than half of the budget.

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

Operating Grants

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

Capital Grants

Federal grants support the CIP and have expedited the initiation of additional projects through the American Recovery and Reinvestment Act of 2009 (ARRA). Annual and ARRA grants have been allocated to Metro primarily through long-standing federal formulas. For the formula allocation, annual grants require a match while ARRA grants are fully funded by the federal government. Additional federal support for the CIP comes from federal highway funds flexed to FTA on behalf of the Commonwealth of Virginia.

Local Match Requirements

Matching funds requirements for grants varies by grantor, program, and purpose. Federal Transit Administration (FTA) formula grants require matching funds for 20 percent of the cost and PRIIA grants require matching funds for 50 percent of the cost. The ARRA allocation is an exception where formula funds require no matching funds. Competitive grants from FTA require zero to 20 percent local match. Security grants, which fund both capital and operating activities, usually require no local share.

FTA GRANTS (AUTHORIZED BY U.S.C. 49)***Formula***

- **Large Urbanized Area Formula Grant Program (Section 5307)**
 - Capital Improvement Program activities include but are not limited to planning, engineering, bus and rail vehicle purchase and rehabilitation, construction of maintenance and passenger facilities, rail track, signals, communications acquisitions and upgrades, and preventive maintenance.
 - Some Americans with Disabilities Act complementary paratransit service costs are considered capital costs under 5307.
 - At least one percent of the funding apportioned to each area must be used for transit enhancement activities (i.e. historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities)
- **Rail Modernization and Fixed Guideway (Section 5309)**

Capital improvement projects may include modernization and improvement of rail and bus fixed guideway systems (i.e. purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment, computer hardware and software, system extensions, and preventive maintenance).

Dedicated Funding

- **Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432)**

The Federal FY2010 appropriation requires that Metro place highest priority on “investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series cars, installing guarded turnouts, purchasing equipment for the wayside worker protection, and installation of rollback protection on rails cars lacking this upgraded safety feature.

Competitive

- Job Access and Reverse Commute program (JARC) (Section 5316) and New Freedom (Section 5317)
 - Provides funding for six trainers to deliver two-week long intensive training courses for using transit
- Research, Development, Demonstration, and Deployment Projects (Section 5312)
 - Energy Storage Demonstration Program for Rail Transit Vehicle Operation will examine the feasibility and cost-effectiveness of installing an energy storage system capable of using regenerated brake energy

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

- ARRA Transit Capital Assistance
 - Funds were allocated according to the formula for Section 5307 funds
 - ARRA projects are subject to the same eligibility requirements as the projects funded by annual appropriations under Section 5307
 - One-percent of the grant must be spent on transit enhancements
- ARRA Fixed Guideway Infrastructure Improvement
 - There are seven tiers within Section 5309 for funding allocation. Due to insufficient funding only tiers one, two, three and four received allocation. ARRA projects are subject to the same eligibility requirements as the projects funded by annual appropriations under Section 5309

SECURITY GRANTS

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

Chapter IV. Operating Budget

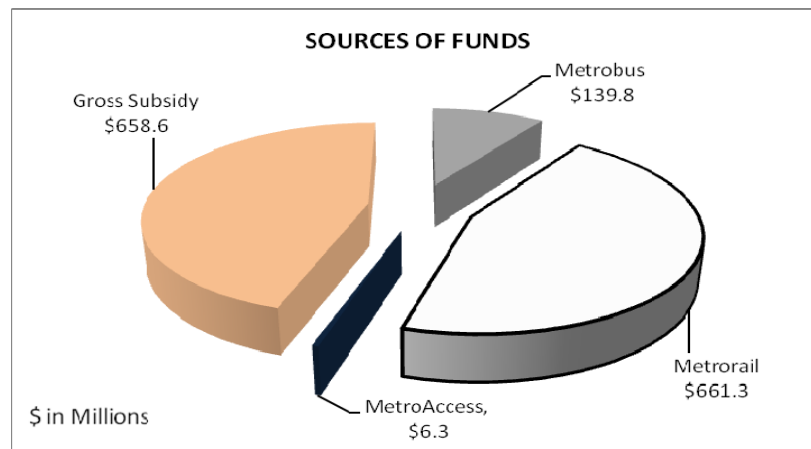
This chapter provides information on Metro's three primary services – Metrobus, Metrorail and MetroAccess. Operating expenses, anticipated revenues, and subsidy are provided for each service. Operating expenses for each service include its share of administrative costs. More specific department-by-department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

All of Metro's expenditures are allocated to the Metro Bus, Rail, Access modes, the capital budget, or the reimbursable budget. This chapter presents revenues and expenditures for the Bus, Rail, and Access modes.

Sources and Uses of Funds by Mode Operating Budget Fiscal Year 2012 Proposed: \$1.5 Billion

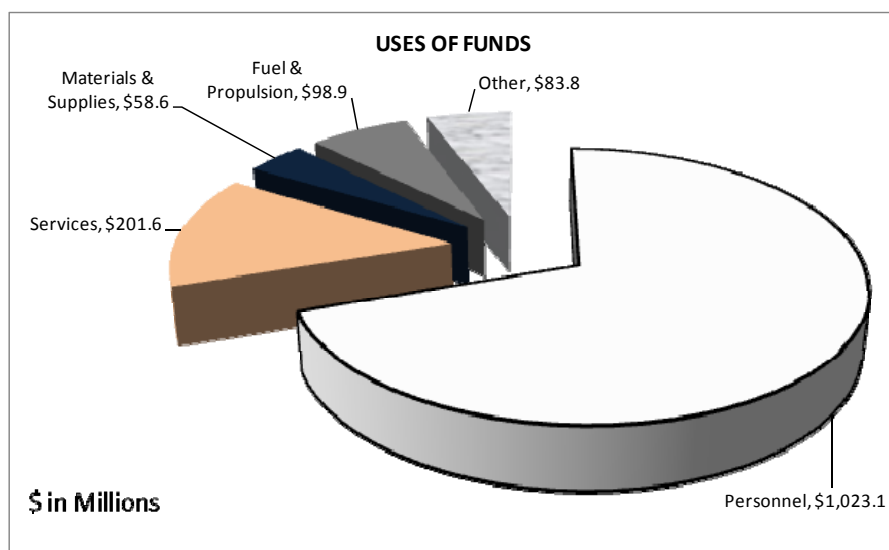
Where it Comes From

The largest source of funding comes from Metrorail, \$661.3 million or 45 percent. The majority of the Metrorail revenue is from passenger revenue. Jurisdictional subsidies are the second largest source of total revenue. The gross subsidy is \$658.6 million or 44.9 percent. For FY2012, \$716.2 million or 48.9 percent of funds is projected to come from passengers.



Where it Goes

Personnel costs make up the largest operating budget expenditure category at \$1,023 million or 69.8 percent followed by Services with expenses totaling \$201.6 million or 13.7 percent.



Note: Excludes Reimbursable Operating Projects

Table 4.1

**OPERATING BUDGET
REVENUES AND EXPENSES**

<i>(Dollars in Thousands)</i>	Proposed Budget			
	<u>FY2012</u>	<u>Metrobus</u>	<u>Metrorail</u>	<u>MetroAccess</u>
REVENUES				
Passenger	\$709,180	\$124,742	\$578,186	\$6,252
Other Passenger	\$7,000	\$2,866	\$4,134	\$0
Parking	\$47,842	\$0	\$47,842	\$0
Charter	\$0	\$0	\$0	\$0
Advertising	\$15,000	\$10,050	\$4,950	\$0
Joint Development	\$6,450	\$0	\$6,450	\$0
Other	\$6,279	\$1,830	\$4,449	\$0
Employee Parking	\$240	\$120	\$120	\$0
Interest	\$515	\$185	\$330	\$0
Fiber Optics	\$14,840	\$0	\$14,840	\$0
Total Revenues	\$807,346	\$139,793	\$661,301	\$6,252
EXPENSES				
Personnel	\$1,023,106	\$415,353	\$601,161	\$6,592
Services	\$201,555	\$31,875	\$58,124	\$111,556
Materials & Supplies	\$58,631	\$22,030	\$36,343	\$258
Fuel & Propulsion Power	\$98,881	\$37,360	\$61,521	\$0
Utilities	\$49,699	\$9,849	\$39,740	\$111
Casualty & Liability	\$28,542	\$12,419	\$15,854	\$269
Leases & Rentals	\$5,174	\$1,762	\$2,691	\$720
Miscellaneous	\$4,898	\$1,944	\$2,899	\$54
Reimbursements	(\$4,496)	(\$74)	(\$4,422)	\$0
Total Expenses	\$1,465,989	\$532,517	\$813,911	\$119,561
GROSS SUBSIDY	\$658,644	\$392,724	\$152,611	\$113,309
Less: Preventative Maint	(\$30,700)	(\$10,438)	(\$20,262)	\$0
Net Operating Subsidy	\$627,944	\$382,286	\$132,349	\$113,309
Cost Recovery Ratio	55.07%	26.25%	81.25%	5.23%

Table 4.2

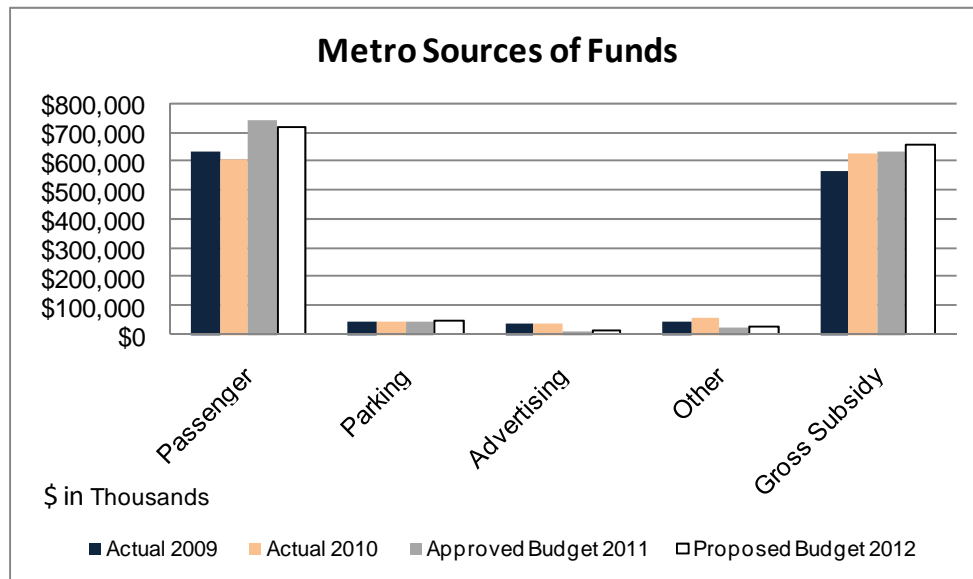
OPERATING BUDGET REVENUES AND EXPENSES					
(Dollars in Thousands)	Actual 2009	Actual 2010	Approved Budget 2011	Proposed Budget 2012	Change
REVENUES					
Passenger	\$620,979	\$597,800	\$734,701	\$709,180	(\$25,521)
Other Passenger	\$7,771	\$8,599	\$7,000	\$7,000	\$0
Parking	\$47,418	\$45,589	\$47,842	\$47,842	\$0
Charter	\$255	\$0	\$0	\$0	\$0
Advertising	\$38,320	\$42,104	\$15,000	\$15,000	\$0
Joint Development	\$8,161	\$9,848	\$6,450	\$6,450	\$0
Other	\$21,130	\$34,382	\$4,595	\$6,279	\$1,684
Employee Parking	\$169	\$174	\$240	\$240	\$0
Interest	\$1,011	\$169	\$515	\$515	(\$0)
Fiber Optics	\$14,018	\$14,313	\$14,840	\$14,840	(\$0)
Total Revenues	\$759,231	\$752,978	\$831,183	\$807,346	(\$23,837)
EXPENSES					
Personnel	\$937,013	\$967,898	\$1,011,800	\$1,023,106	\$11,306
Services	\$152,666	\$169,993	\$188,191	\$201,555	\$13,364
Materials & Supplies	\$82,348	\$82,441	\$70,161	\$58,631	(\$11,530)
Fuel & Propulsion Power	\$98,893	\$88,112	\$102,524	\$98,881	(\$3,643)
Utilities	\$44,186	\$36,857	\$47,368	\$49,699	\$2,331
Casualty & Liability	\$27,630	\$27,866	\$37,945	\$28,542	(\$9,403)
Leases & Rentals	\$4,195	\$4,404	\$5,261	\$5,174	(\$88)
Miscellaneous	\$3,589	\$3,729	\$5,034	\$4,898	(\$136)
Reimbursements	(\$24,176)	(\$3,906)	(\$4,403)	(\$4,496)	(\$94)
Total Expenses	\$1,326,342	\$1,377,394	\$1,463,883	\$1,465,989	\$2,107
GROSS SUBSIDY	\$567,111	\$624,416	\$632,700	\$658,644	\$25,944
Operating Reserve	\$0	\$0	\$0	\$0	\$0
Less: Preventative Maint	(\$20,700)	(\$41,800)	(\$60,700)	(\$30,700)	\$30,000
Net Local Subsidy	\$546,411	\$582,616	\$572,000	\$627,944	\$55,944
Cost Recovery Ratio	57.24%	54.67%	56.78%	55.07%	-1.71%

Table 4.3

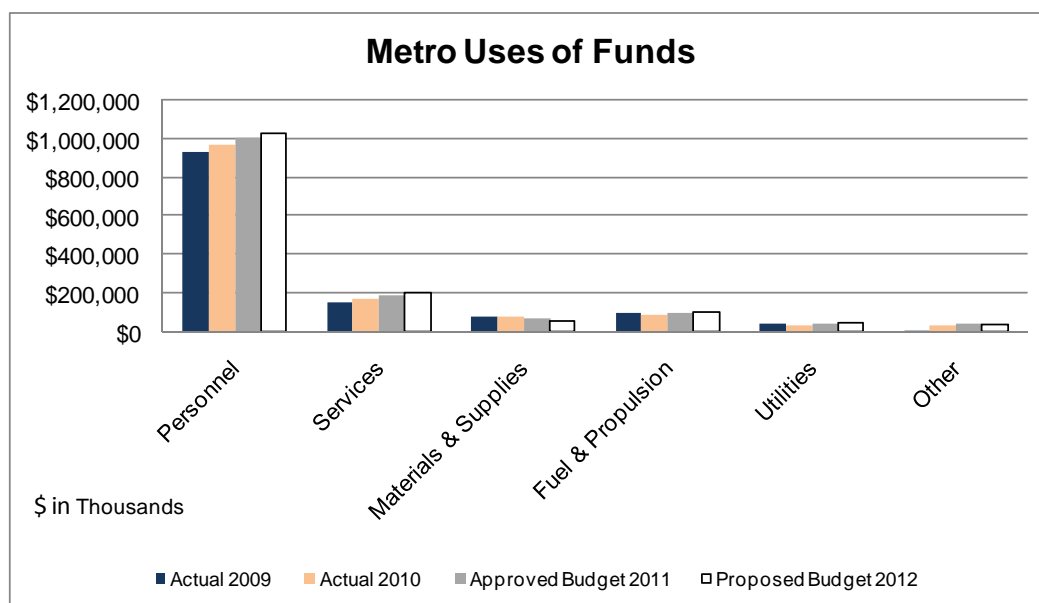
OPERATING EXPENSE BUDGET
Authority-Wide

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$206,243.3	\$204,958.5	\$207,141.6	\$2,183.1	1.1%
Full-Time Salaries	193,799.8	201,560.4	203,681.6	2,121.2	1.1%
Salary Lapse	0.0	(4,885.6)	(4,594.8)	290.7	-6.0%
Overtime Salaries	12,443.5	8,283.7	8,054.9	(228.8)	-2.8%
Wages (Total)	\$471,293.4	\$488,654.2	\$497,225.5	\$8,571.3	1.8%
Operator/StaMgr Wages	193,335.6	212,802.5	216,682.4	3,879.9	1.8%
Operator/StaMgr Overtime	38,562.3	26,165.4	35,636.1	9,470.7	36.2%
Full Time Wages	215,231.3	242,824.7	238,251.1	(4,573.6)	-1.9%
Wage Lapse	0.0	(7,054.0)	(6,771.1)	282.9	-4.0%
Overtime Wages	24,164.2	13,915.6	13,427.0	(488.6)	-3.5%
TOTAL SALARIES AND WAGES	\$677,536.7	\$693,612.8	\$704,367.1	\$10,754.4	1.6%
Fringes (Total)	\$290,361.5	\$318,187.3	\$318,739.1	\$551.7	0.2%
Fringe Health	134,396.7	140,364.2	138,849.7	(1,514.5)	-1.1%
Fringe Pension	85,128.1	99,226.0	102,790.1	3,564.1	3.6%
Other Fringe Benefits	52,381.1	58,688.3	61,858.6	3,170.3	5.4%
Workers Compensation	18,455.6	19,908.9	15,240.7	(4,668.2)	-23.4%
TOTAL PERSONNEL COST	\$967,898.2	\$1,011,800.1	\$1,023,106.2	\$11,306.1	1.1%
Services (Total)	\$169,992.9	\$188,191.0	\$201,554.9	\$13,364.0	7.1%
Management Fee	3,626.2	3,138.9	1,664.2	(1,474.7)	-47.0%
Professional & Technical	16,091.2	23,983.5	22,307.4	(1,676.1)	-7.0%
Temporary Help	3,366.7	2,324.6	2,374.1	49.6	2.1%
Contract Maintenance	35,764.9	33,744.4	36,023.0	2,278.6	6.8%
Custodial Services	48.7	140.9	144.3	3.4	2.4%
Paratransit	92,213.8	96,768.1	110,129.1	13,361.0	13.8%
Other	18,881.5	28,090.6	28,912.8	822.2	2.9%
Materials & Supplies (Total)	\$82,440.6	\$70,160.9	\$58,630.8	(\$11,530.1)	-16.4%
Fuel and Lubricants	4,496.1	4,903.3	5,144.1	240.8	4.9%
Tires	4,761.9	5,489.8	5,619.7	129.8	2.4%
Other	73,182.6	59,767.8	47,867.1	(11,900.7)	-19.9%
Fuel & Propulsion (Total)	\$88,112.0	\$102,524.5	\$98,881.0	(\$3,643.4)	-3.6%
Diesel Fuel	23,322.0	28,918.5	26,336.5	(2,582.0)	-8.9%
Propulsion Power	57,399.1	65,449.0	61,521.4	(3,927.6)	-6.0%
Clean Natural Gas	7,390.8	8,157.0	11,023.1	2,866.1	35.1%
Utilities (Total)	\$36,857.4	\$47,368.1	\$49,699.2	\$2,331.1	4.9%
Electricity and Gas	32,771.0	42,097.5	44,180.9	2,083.4	4.9%
Utilities - Other	4,086.4	5,270.6	5,518.4	247.7	4.7%
Casualty & Liability (Total)	\$27,866.0	\$37,945.5	\$28,542.3	(\$9,403.2)	-24.8%
Insurance	11,903.4	12,636.8	12,675.0	38.2	0.3%
Claims	15,962.6	25,308.7	15,867.3	(9,441.4)	-37.3%
Leases (Total)	\$4,403.7	\$5,261.5	\$5,173.6	(\$87.9)	-1.7%
Property	2,037.1	2,381.6	2,442.7	61.1	2.6%
Equipment	2,366.7	2,879.9	2,730.9	(149.0)	-5.2%
Miscellaneous (Total)	\$3,728.7	\$5,033.9	\$4,897.5	(\$136.4)	-2.7%
Dues And Subscriptions	312.1	513.0	471.6	(41.4)	-8.1%
Conferences and Meetings	135.4	395.1	342.5	(52.7)	-13.3%
Business Travel/Public Hrg	726.4	809.6	740.0	(69.6)	-8.6%
Interview & Relocation	135.2	24.3	24.7	0.4	1.7%
Tolls	0.0	0.0	0.0	0.0	
Advertising	1,546.2	2,345.1	2,377.9	32.8	1.4%
Other	873.5	946.8	940.8	(6.0)	-0.6%
Reimbursements (Total)	(\$3,905.7)	(\$4,402.7)	(\$4,496.3)	(\$93.5)	2.1%
Reimbursements	(3,905.7)	(4,402.7)	(4,496.3)	(93.5)	2.1%
TOTAL NONPERSONNEL COST	\$409,495.8	\$452,082.6	\$442,883.1	(\$9,199.4)	-2.0%
TOTAL COST	\$1,377,394.0	\$1,463,882.7	\$1,465,989.4	\$2,106.7	0.1%

For the period from FY2009 to FY2012, total passenger revenue continues to be the main source of revenue growing by \$87.4 million or 13.9 percent. Gross subsidy grew by \$57.3 million or 10.1 percent in FY2010, by \$8.3 million or 1.3 percent in FY2011, and by \$25.9 million or 4.1 percent for FY2012.



Personnel costs for the operating budget are projected to increase by \$11.3 million or 1.1 percent in FY2012 over FY2011 amount to \$1.02 billion. These cost increases are driven by a combination of union contract increases and changes in staffing levels. Service expenses have grown by \$13.0 million, or 7.1 percent, in FY2012 over the FY2011 to amount of \$201.6 million. These increases are due mainly to the additional demand and costs for the paratransit service.

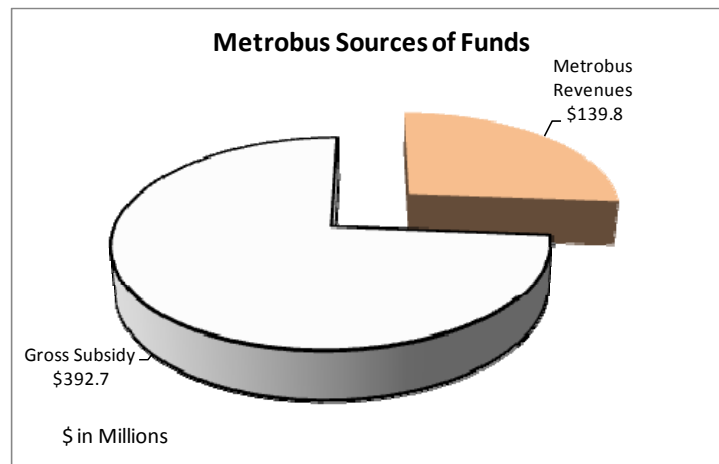


Operating Budget by Mode: Metrobus

Metrobus **Fiscal Year 2012 Proposed: \$532.5 Million**

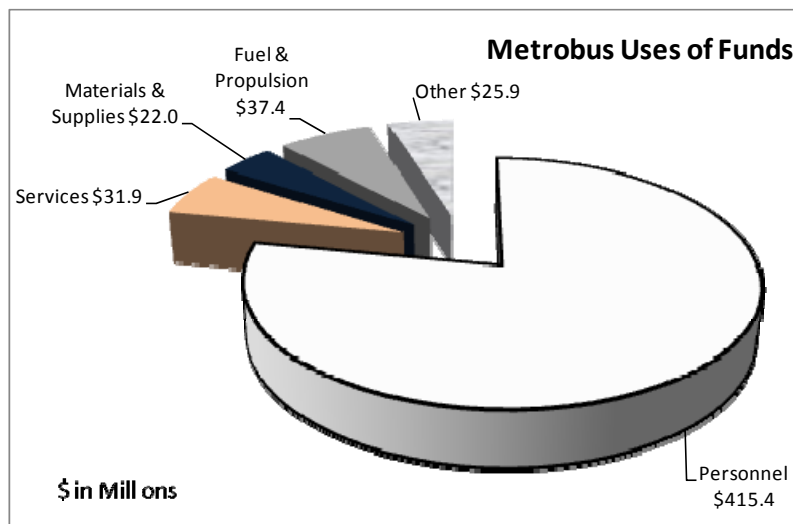
Where it Comes From

For the FY2012 Proposed Budget, Metrobus is funded mainly by gross subsidy of \$392.7 million, or 73.7 percent, of total expenditures.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$415.4 million, or 78 percent, for FY2012.



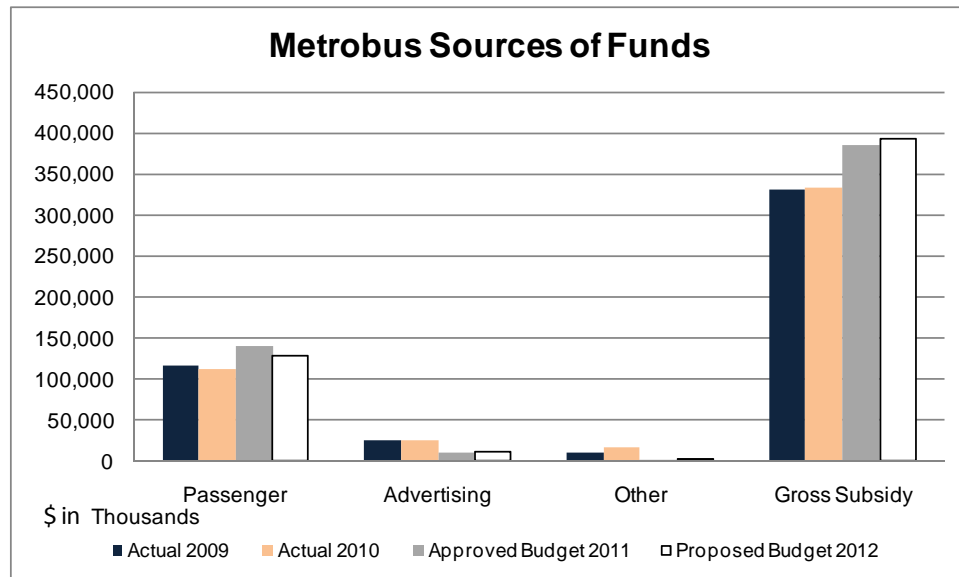
Note: Excludes reimbursable operating projects

Table 4.4

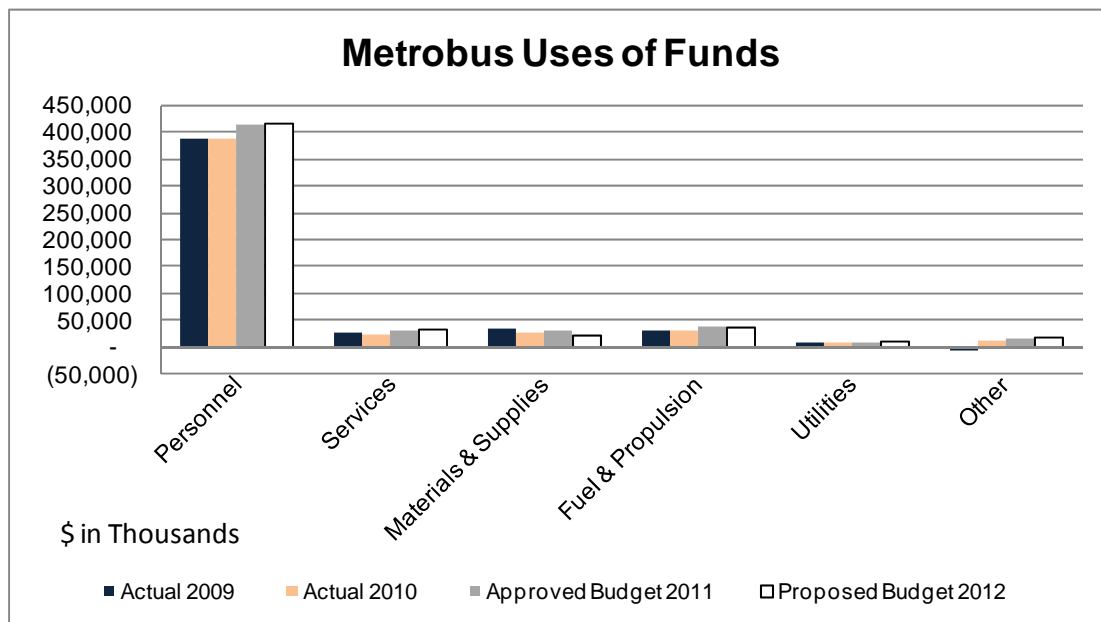
OPERATING BUDGET
METROBUS

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Approved Budget 2011	Proposed Budget 2012	Change
REVENUES					
Passenger	\$111,306	\$105,690	\$136,872	\$124,742	(\$12,130)
Other Passenger	\$5,037	\$6,237	\$2,866	\$2,866	\$0
Parking	\$40	\$0	\$0	\$0	\$0
Charter	\$255	\$0	\$0	\$0	\$0
Advertising	\$25,873	\$26,927	\$10,050	\$10,050	\$0
Joint Development	\$0	\$1	\$0	\$0	\$0
Other	\$10,344	\$16,239	\$1,624	\$1,830	\$206
Employee Parking	\$20	\$43	\$120	\$120	\$0
Interest	\$676	\$166	\$185	\$185	\$0
Fiber Optics	\$32	\$0	\$0	\$0	\$0
Total Revenues	\$153,583	\$155,302	\$151,718	\$139,793	(\$11,924)
EXPENSES					
Personnel	\$385,552	\$388,206	\$413,688	\$415,353	\$1,665
Services	\$26,083	\$22,797	\$31,810	\$31,875	\$65
Materials & Supplies	\$36,119	\$27,718	\$29,671	\$22,030	(\$7,641)
Fuel & Propulsion Power	\$32,333	\$30,801	\$37,076	\$37,360	\$284
Utilities	\$8,564	\$7,537	\$9,342	\$9,849	\$507
Casualty & Liability	\$10,021	\$9,522	\$12,613	\$12,419	(\$194)
Leases & Rentals	\$1,696	\$1,708	\$1,789	\$1,762	(\$27)
Miscellaneous	\$1,555	\$1,211	\$1,941	\$1,944	\$3
Reimbursements	(\$18,001)	(\$273)	(\$73)	(\$74)	(\$2)
Total Expenses	\$483,923	\$489,226	\$537,858	\$532,517	(\$5,341)
GROSS SUBSIDY	\$330,340	\$333,924	\$386,141	\$392,724	\$6,583
Operating Reserve	\$0	\$0	\$0	\$0	\$0
Less: Preventative Maint	(\$18,000)	(\$30,700)	(\$20,638)	(\$10,438)	\$10,200
Net Local Subsidy	\$312,340	\$303,224	\$365,503	\$382,286	\$16,783
Cost Recovery Ratio	31.74%	31.74%	28.21%	26.25%	-1.96%

Gross subsidy is the main source of funding for Metrobus. Subsidy grew by \$52.2 million or 15.6 percent in FY2011 and is projected to increase by \$6.6 million or 1.7 percent in FY2012.



Personnel costs grew in the operating budget by \$25.5 million or 6.6 percent in FY2011 and are projected to grow by \$1.7 million or 0.4 percent in FY2012. Services grew by \$9.0 million or 39.5 percent in FY2011 and are projected to grow by \$65,000 or 0.2 percent in FY2012. Materials and Supplies grew by \$2 million or 6.6 percent in FY2011; they are projected to decrease by \$7.6 million or 2.6 percent in FY2012. Other expenses remain relatively flat.



OPERATING EXPENSE BUDGET
METROBUS MODE

Table 4.5

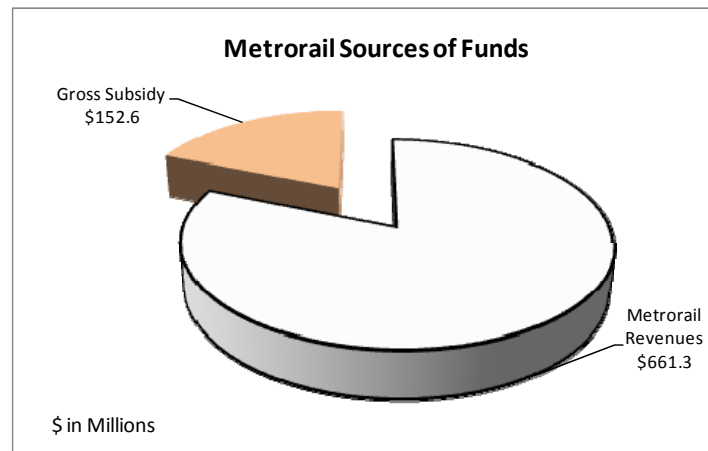
<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$56,308	\$58,259	\$58,231	(\$27)	0%
Full-Time Salaries	\$55,142	\$57,793	\$58,165	\$372	1%
Salary Lapse	\$0	(\$1,475)	(\$1,480)	(\$5)	0%
Overtime Salaries	\$1,166	\$1,940	\$1,546	(\$395)	-20%
Wages (Total)	\$213,273	\$223,827	\$227,534	\$3,706	2%
Operator/StaMgr Wages	\$127,704	\$135,745	\$137,592	\$1,847	1%
Operator/StaMgr Overtime	\$22,546	\$14,243	\$23,365	\$9,122	64%
Full Time Wages	\$57,697	\$70,141	\$63,368	(\$6,773)	-10%
Wage Lapse	\$0	(\$1,934)	(\$1,705)	\$229	-12%
Overtime Wages	\$5,325	\$5,631	\$4,913	(\$718)	-13%
TOTAL SALARIES AND WAGES	\$269,581	\$282,086	\$285,765	\$3,679	1%
Fringes (Total)	\$118,625	\$131,603	\$129,588	(\$2,014)	-2%
Fringe Health	\$49,683	\$57,287	\$56,373	(\$913)	-2%
Fringe Pension	\$31,038	\$40,496	\$41,733	\$1,237	3%
Other Fringe Benefits	\$27,929	\$24,119	\$25,283	\$1,164	5%
Workers Compensation	\$9,975	\$9,701	\$6,199	(\$3,502)	-36%
TOTAL PERSONNEL COST	\$388,206	\$413,688	\$415,353	\$1,665	0%
Services (Total)	\$22,797	\$31,810	\$31,875	\$65	0%
Management Fee	\$1	\$0	\$0	\$0	
Professional & Technical	\$6,448	\$9,167	\$8,492	(\$674)	-7%
Temporary Help	\$1,225	\$714	\$740	\$26	4%
Contract Maintenance	\$13,798	\$12,739	\$14,478	\$1,739	14%
Custodial Services	\$49	\$141	\$144	\$3	2%
Paratransit	\$117	\$0	\$0	\$0	
Other	\$1,159	\$9,049	\$8,020	(\$1,029)	-11%
Materials & Supplies (Total)	\$27,718	\$29,671	\$22,030	(\$7,641)	-26%
Fuel and Lubricants	\$2,981	\$3,008	\$3,158	\$150	5%
Tires	\$4,626	\$5,364	\$5,491	\$127	2%
Other	\$20,110	\$21,299	\$13,381	(\$7,918)	-37%
Fuel & Propulsion(Total)	\$30,801	\$37,076	\$37,360	\$284	1%
Diesel Fuel	\$23,316	\$28,919	\$26,337	(\$2,582)	-9%
Propulsion Power	\$423	\$0	\$0	\$0	
Clean Natural Gas	\$7,062	\$8,157	\$11,023	\$2,866	35%
Utilities (Total)	\$7,537	\$9,342	\$9,849	\$507	5%
Electricity and Gas	\$6,090	\$7,730	\$8,127	\$398	5%
Utilities - Other	\$1,448	\$1,613	\$1,722	\$109	7%
Casualty & Liability (Total)	\$9,522	\$12,613	\$12,419	(\$194)	-2%
Insurance	\$3,148	\$3,232	\$4,995	\$1,763	55%
Claims	\$6,374	\$9,381	\$7,424	(\$1,957)	-21%
Leases (Total)	\$1,708	\$1,789	\$1,762	(\$27)	-2%
Property	\$1,308	\$1,219	\$1,233	\$15	1%
Equipment	\$400	\$571	\$529	(\$42)	-7%
Miscellaneous (Total)	\$1,211	\$1,941	\$1,944	\$3	0%
Dues And Subscriptions	\$105	\$188	\$188	(\$0)	0%
Conferences and Meetings	\$40	\$133	\$122	(\$11)	-8%
Business Travel/Public Hrg	\$96	\$206	\$185	(\$22)	-10%
Interview & Relocation	\$52	\$8	\$9	\$1	10%
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$695	\$1,099	\$1,118	\$18	2%
Other	\$224	\$306	\$323	\$17	5%
Reimbursements (Total)	(\$273)	(\$73)	(\$74)	(\$2)	2%
Reimbursements	(\$273)	(\$73)	(\$74)	(\$2)	2%
TOTAL NONPERSONNEL COST	\$101,021	\$124,170	\$117,164	(\$7,006)	-6%
TOTAL COST	\$489,226	\$537,858	\$532,517	(\$5,341)	-1%

Operating Budget by Mode: Metrorail

Metrorail **Fiscal Year 2012 Proposed: \$813.9 Million**

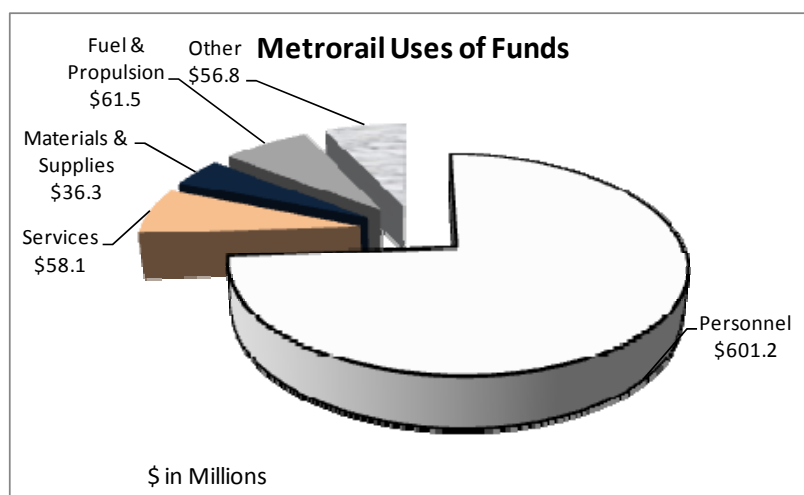
Where it Comes From

Revenues from Metrorail of \$661.3 million are the main source of funding, the largest of which is passenger revenues. The gross subsidy is 19 percent of expenditures.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$601.2 million, or 73.9 percent, for FY2012.



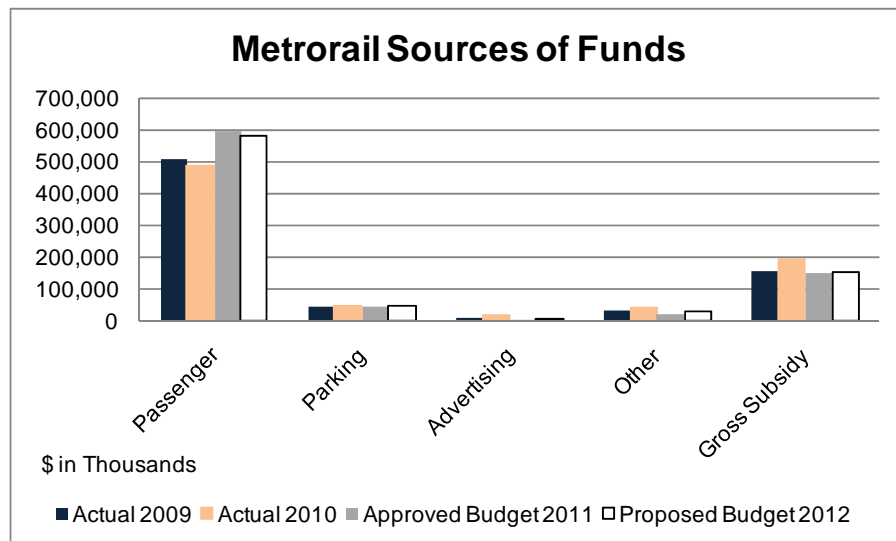
Note: Excludes reimbursable operating Projects

OPERATING BUDGET
METRORAIL

Table 4.6

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Approved Budget 2011	Proposed Budget 2012	Change
REVENUES					
Passenger	\$506,152	\$487,833	\$592,013	\$578,186	(\$13,827)
Other Passenger	\$2,734	\$2,362	\$4,134	\$4,134	\$0
Parking	\$47,377	\$45,589	\$47,842	\$47,842	\$0
Charter	\$0	\$0	\$0	\$0	\$0
Advertising	\$12,447	\$15,177	\$4,950	\$4,950	\$0
Joint Development	\$8,161	\$9,847	\$6,450	\$6,450	\$0
Other	\$10,207	\$17,475	\$2,971	\$4,449	\$1,478
Employee Parking	\$148	\$132	\$120	\$120	\$0
Interest	\$334	\$3	\$330	\$330	(\$0)
Fiber Optics	\$13,986	\$14,313	\$14,840	\$14,840	(\$0)
Total Revenues	\$601,547	\$592,730	\$673,650	\$661,301	(\$12,349)
EXPENSES					
Personnel	\$546,809	\$575,005	\$593,295	\$601,161	\$7,866
Services	\$47,483	\$54,029	\$58,585	\$58,124	(\$461)
Materials & Supplies	\$46,245	\$54,598	\$40,294	\$36,343	(\$3,951)
Fuel & Propulsion Power	\$66,560	\$57,309	\$65,449	\$61,521	(\$3,928)
Utilities	\$35,531	\$29,240	\$37,950	\$39,740	\$1,789
Casualty & Liability	\$17,527	\$18,269	\$25,190	\$15,854	(\$9,335)
Leases & Rentals	\$2,379	\$2,289	\$2,869	\$2,691	(\$178)
Miscellaneous	\$2,021	\$2,486	\$3,039	\$2,899	(\$140)
Reimbursements	(\$6,176)	(\$3,632)	(\$4,330)	(\$4,422)	(\$92)
Total Expenses	\$758,381	\$789,592	\$822,341	\$813,911	(\$8,429)
GROSS SUBSIDY	\$156,834	\$196,862	\$148,691	\$152,611	\$3,920
Operating Reserve	\$0	\$0	\$0	\$0	\$0
Less: Preventative Maint	(\$2,700)	(\$11,100)	(\$40,062)	(\$20,262)	\$19,800
Net Local Subsidy	\$154,134	\$185,762	\$108,629	\$132,349	\$23,720
Cost Recovery Ratio	79.32%	75.07%	81.92%	81.25%	-0.67%

- Passenger revenue continues to be the main source of revenue, \$578.2 million in FY2012.
- The projected subsidy for FY2012 is \$152.6 million, an increase of \$3.9 million, mainly due to slower passenger revenue growth.



- Personnel costs in the operating budget grew by \$18.3 million or 3.2 percent in FY2011 and are projected to grow by \$7.9 million or 1.3 percent in FY2012.
- Other areas with significant variances were:
 - Material and Supplies with an decrease of \$14.3 million or 26.2 percent in FY2011 and a projected decrease of \$4 million or 9.8 percent in FY2012
 - Casualty and Liability Insurance grew by \$6.9 million or 37.9 percent in FY2011 and is expected to decline by \$9.3 million or 37.1 percent in FY2012 due to a decrease in projected claims

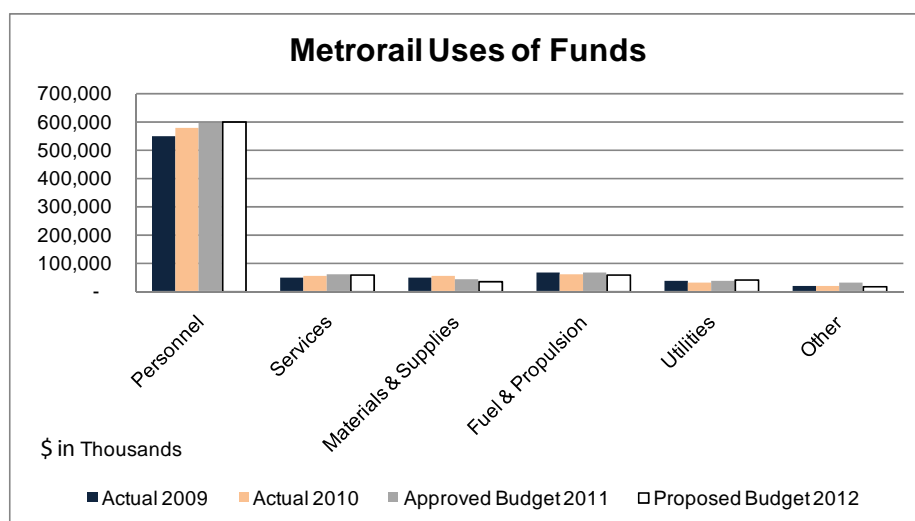


Table 4.7

OPERATING EXPENSE BUDGET
METRORAIL MODE

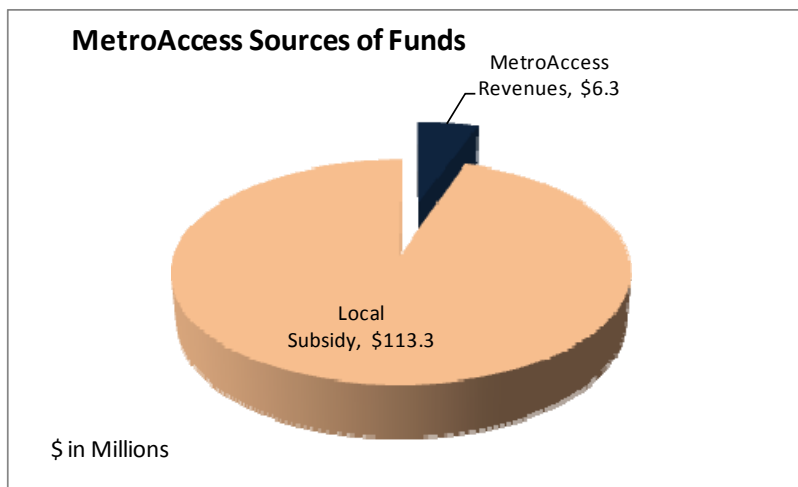
<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Proposed Budget FY2012</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$146,710	\$143,408	\$144,458	\$1,050	1%
Full-Time Salaries	\$135,469	\$140,396	\$140,989	\$593	0%
Salary Lapse	\$0	(\$3,310)	(\$2,986)	\$324	-10%
Overtime Salaries	\$11,241	\$6,322	\$6,455	\$133	2%
Wages (Total)	\$258,001	\$264,782	\$269,589	\$4,808	2%
Operator/StaMgr Wages	\$65,632	\$77,057	\$79,090	\$2,033	3%
Operator/StaMgr Overtime	\$16,016	\$11,922	\$12,271	\$349	3%
Full Time Wages	\$157,515	\$172,640	\$174,783	\$2,143	1%
Wage Lapse	\$0	(\$5,119)	(\$5,064)	\$56	-1%
Overtime Wages	\$18,838	\$8,282	\$8,509	\$227	3%
TOTAL SALARIES AND WAGES	\$404,710	\$408,190	\$414,047	\$5,857	1%
Fringes (Total)	\$170,294	\$185,106	\$187,114	\$2,009	1%
Fringe Health	\$73,285	\$82,379	\$81,580	(\$799)	-1%
Fringe Pension	\$47,002	\$58,235	\$60,393	\$2,158	4%
Other Fringe Benefits	\$41,526	\$34,297	\$36,199	\$1,902	6%
Workers Compensation	\$8,481	\$10,194	\$8,942	(\$1,252)	-12%
TOTAL PERSONNEL COST	\$575,005	\$593,295	\$601,161	\$7,866	1%
Services (Total)	\$54,029	\$58,585	\$58,124	(\$461)	-1%
Management Fee	\$3,625	\$3,139	\$1,664	(\$1,475)	-47%
Professional & Technical	\$9,311	\$14,507	\$13,312	(\$1,195)	-8%
Temporary Help	\$2,137	\$1,601	\$1,632	\$31	2%
Contract Maintenance	\$21,896	\$20,914	\$21,343	\$430	2%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$6	\$0	\$0	\$0	
Other	\$17,053	\$18,425	\$20,172	\$1,748	9%
Materials & Supplies (Total)	\$54,598	\$40,294	\$36,343	(\$3,951)	-10%
Fuel and Lubricants	\$1,515	\$1,895	\$1,986	\$90	5%
Tires	\$136	\$126	\$129	\$3	2%
Other	\$52,947	\$38,273	\$34,228	(\$4,045)	-11%
Fuel & Propulsion(Total)	\$57,309	\$65,449	\$61,521	(\$3,928)	-6%
Diesel Fuel	\$3	\$0	\$0	\$0	
Propulsion Power	\$56,976	\$65,449	\$61,521	(\$3,928)	-6%
Clean Natural Gas	\$329	\$0	\$0	\$0	
Utilities (Total)	\$29,240	\$37,950	\$39,740	\$1,789	5%
Electricity and Gas	\$26,624	\$34,300	\$35,961	\$1,661	5%
Utilities - Other	\$2,616	\$3,650	\$3,779	\$128	4%
Casualty & Liability (Total)	\$18,269	\$25,190	\$15,854	(\$9,335)	-37%
Insurance	\$8,756	\$9,404	\$7,485	(\$1,919)	-20%
Claims	\$9,513	\$15,785	\$8,369	(\$7,416)	-47%
Leases (Total)	\$2,289	\$2,869	\$2,691	(\$178)	-6%
Property	\$445	\$562	\$585	\$22	4%
Equipment	\$1,844	\$2,306	\$2,106	(\$200)	-9%
Miscellaneous (Total)	\$2,486	\$3,039	\$2,899	(\$140)	-5%
Dues And Subscriptions	\$205	\$318	\$276	(\$42)	-13%
Conferences and Meetings	\$88	\$239	\$208	(\$31)	-13%
Business Travel/Public Hrg	\$613	\$593	\$542	(\$50)	-8%
Interview & Relocation	\$82	\$16	\$16	(\$1)	-4%
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$850	\$1,240	\$1,252	\$12	1%
Other	\$647	\$633	\$605	(\$28)	-4%
Reimbursements (Total)	(\$3,632)	(\$4,330)	(\$4,422)	(\$92)	2%
Reimbursements	(\$3,632)	(\$4,330)	(\$4,422)	(\$92)	2%
TOTAL NONPERSONNEL COST	\$214,588	\$229,045	\$212,750	(\$16,295)	-7%
TOTAL COST	\$789,592	\$822,341	\$813,911	(\$8,429)	-1%

Operating Budget by Mode: MetroAccess

MetroAccess **Fiscal Year 2012 Proposed Budget: \$119.6 Million**

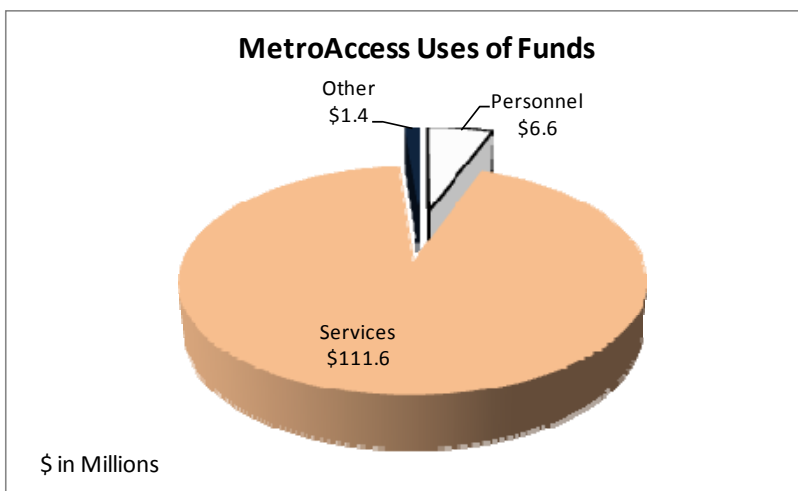
Where it Comes From

For FY2012, MetroAccess is funded mainly by gross subsidy of \$113.3 million, or 94.8 percent, of the proposed budget.



Where it Goes

For FY2012, the majority of the budget is related to the paratransit services contract with MV Transportation. Services are expected to be \$111.6 million, or 93.3 percent, of the budget.

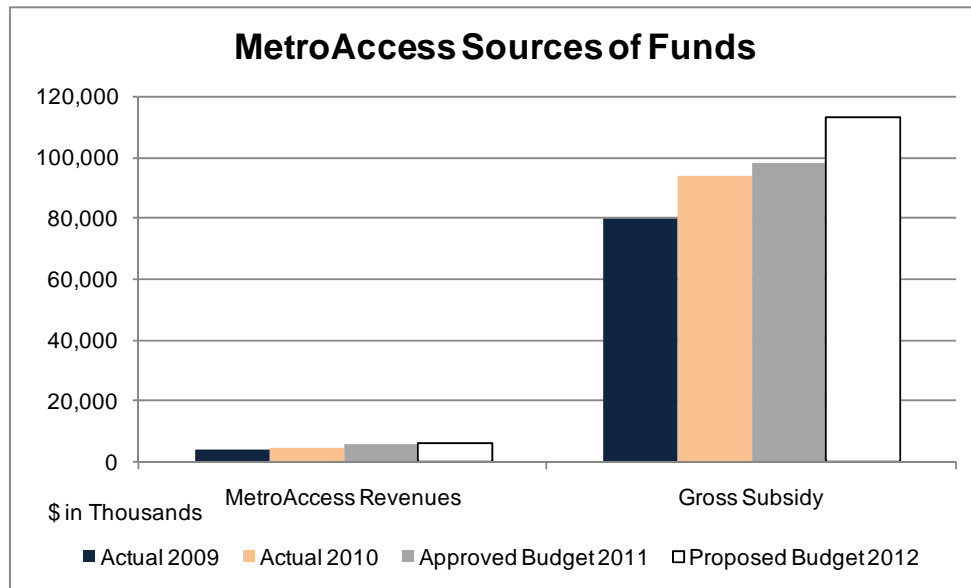


Note: Excludes reimbursable operating projects

Table 4.8
OPERATING BUDGET
METROACCESS

<i>(Dollars in Thousands)</i>	Actual 2009	Actual 2010	Approved Budget 2011	Proposed Budget 2012	Change
REVENUES					
Passenger	\$3,522	\$4,277	\$5,815	\$6,252	\$436
Other Passenger	\$0	\$0	\$0	\$0	\$0
Parking	\$0	\$0	\$0	\$0	\$0
Charter	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Joint Development	\$0	\$0	\$0	\$0	\$0
Other	\$579	\$668	\$0	\$0	\$0
Employee Parking	\$0	\$0	\$0	\$0	\$0
Interest	\$0	\$0	\$0	\$0	\$0
Fiber Optics	\$0	\$0	\$0	\$0	\$0
Total Revenues	\$4,101	\$4,945	\$5,815	\$6,252	\$436
EXPENSES					
Personnel	\$4,651	\$4,688	\$4,816	\$6,592	\$1,775
Services	\$79,099	\$93,167	\$97,796	\$111,556	\$13,760
Materials & Supplies	(\$16)	\$125	\$196	\$258	\$62
Fuel & Propulsion Power	\$0	\$3	\$0	\$0	\$0
Utilities	\$91	\$80	\$75	\$111	\$35
Casualty & Liability	\$82	\$75	\$143	\$269	\$126
Leases & Rentals	\$119	\$406	\$603	\$720	\$117
Miscellaneous	\$12	\$32	\$53	\$54	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
Total Expenses	\$84,037	\$98,575	\$103,684	\$119,561	\$15,877
GROSS SUBSIDY	\$79,936	\$93,630	\$97,868	\$113,309	\$15,441
Cost Recovery Ratio	4.88%	5.02%	5.61%	5.23%	-0.38%

The subsidy is expected to increase by \$15.4 million over the FY2011 level.



Services show a continued trend of increase with costs growing by \$4.6 million or 5.0 percent in FY2011 and projected to grow by \$13.8 million or 14.1 percent in FY2012.

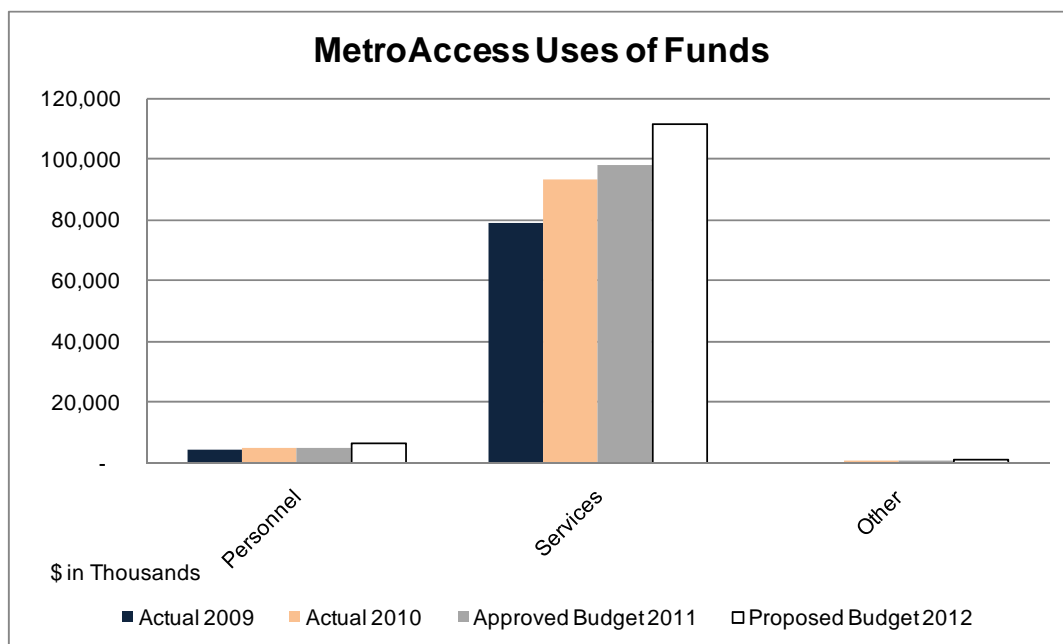


Table 4.9

OPERATING EXPENSE BUDGET
METROACCESS MODE

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$3,225	\$3,292	\$4,453	\$1,161	35%
Full-Time Salaries	\$3,189	\$3,371	\$4,527	\$1,156	34%
Salary Lapse	\$0	(\$100)	(\$129)	(\$29)	29%
Overtime Salaries	\$37	\$21	\$54	\$33	157%
Wages (\$20	\$45	\$103	\$57	126%
Operator	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$19	\$43	\$100	\$57	131%
Wage Lapse	\$0	(\$1)	(\$2)	(\$2)	234%
Overtime Wages	\$1	\$3	\$5	\$2	83%
TOTAL SALARIES AND WAGES	\$3,246	\$3,337	\$4,555	\$1,218	36%
Fringes (Total)	\$1,442	\$1,479	\$662	(\$817)	-55%
Fringe Health	\$586	\$699	\$175	(\$524)	-75%
Fringe Pension	\$525	\$494	\$129	(\$365)	-74%
Other Fringe Benefits	\$331	\$273	\$344	\$72	26%
Workers Compensation	\$0	\$14	\$14	\$0	0%
TOTAL PERSONNEL COST	\$4,688	\$4,816	\$5,217	\$401	8%
Services (Total)	\$93,167	\$97,796	\$111,556	\$13,760	14%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$332	\$310	\$503	\$193	62%
Temporary Help	\$5	\$10	\$3	(\$8)	-75%
Contract Maintenance	\$71	\$91	\$202	\$110	120%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$92,091	\$96,768	\$110,129	\$13,361	14%
Other	\$669	\$616	\$720	\$104	17%
Materials & Supplies (Total)	\$125	\$196	\$258	\$62	32%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$125	\$196	\$258	\$62	32%
Fuel & Propulsion(Total)	\$3	\$0	\$0	\$0	
Diesel Fuel	\$3	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$80	\$75	\$111	\$35	47%
Electricity and Gas	\$57	\$68	\$93	\$25	37%
Utilities - Other	\$23	\$8	\$18	\$10	138%
Casualty & Liability (Total)	\$75	\$143	\$269	\$126	89%
Insurance	\$0	\$0	\$195	\$195	
Claims	\$75	\$143	\$74	(\$69)	-48%
Leases (Total)	\$406	\$603	\$720	\$117	19%
Property	\$284	\$601	\$625	\$24	4%
Equipment	\$122	\$3	\$96	\$93	3448%
Miscellaneous (Total)	\$32	\$53	\$54	\$0	1%
Dues And Subscriptions	\$2	\$7	\$7	\$1	8%
Conferences and Meetings	\$7	\$23	\$13	(\$11)	-46%
Business Travel/Public Hrg	\$17	\$11	\$13	\$2	20%
Interview & Relocation	\$1	\$0	\$0	\$0	148%
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$2	\$5	\$8	\$2	46%
Other	\$3	\$7	\$13	\$6	83%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$93,888	\$98,867	\$112,969	\$14,102	14%
TOTAL COST	\$98,575	\$103,684	\$118,186	\$14,502	14%

Chapter V. Department Budgets

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

Note: Historical data (FY2009-FY2010) presented may not accurately reflect the departments' previous budget/actual due to corporate reorganization. This does not affect the overall total for Metro.

In the following tables displaying "operating cost by *mode*," mode and operating unit are synonymous.

Budget Tables

Each department description is followed by two budget tables.

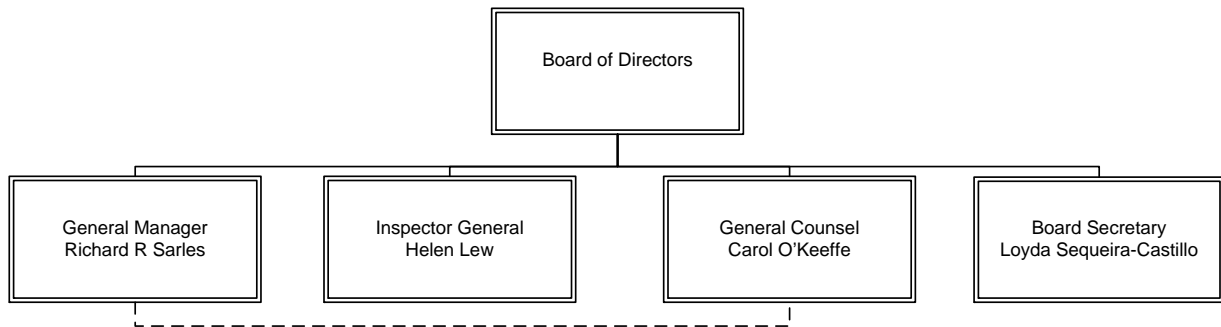
Multi-year Operating Expense

This table presents the department's personnel and non-personnel proposed expense budget for FY2012. It also provides actuals for FY2010 and Approved Budget for FY2011.

Operating Expense by Mode

This table presents the department's proposed expense budget for FY2012 by the three operating modes, Bus, Rail and MetroAccess. Discretionary cost reductions are decreases from the department's initial budget request.

Independent Offices



General Manager

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$1,287	\$1,273	\$1,142	(\$131)	-10.3%
NON-PERSONNEL COST	333	329	310	(19)	-5.8%
TOTAL COST	\$1,620	\$1,602	\$1,452	(\$150)	-9.4%
 BUDGETED POSITIONS	 6	 8	 7	 -1	 -12.5%

Description

The General Manager serves as the chief executive officer for Metro, overseeing the operation of a fleet of 1100 trains, 1500 buses, and over 600 MetroAccess vehicles in Virginia, Maryland and the District of Columbia, providing nearly 1.2 million trips each day. In support of the nation's second largest rail transit system and sixth largest bus network, the General Manager is responsible for directing an annual \$1.5 billion operating budget and a six year capital budget of \$5 billion. The General Manager also oversees a workforce of more than 10,000 employees.

Since being appointed Interim General Manager on April 3, 2010, Richard Sarles has set the agency on course to improve safety, customer service reliability, and financial stability. He has led the agency toward an improved safety culture and open communication including strengthening the safety department, expanding training agency-wide, establishing a new Roadway Worker Protection program, creating a safety hotline, enhancing the Whistleblower Protection policy, as well as establishing a new employee safety recognition program. Under his leadership, Metro achieved a six year capital funding agreement and reestablished a capital management program. Metro's \$5 billion six-year capital improvement program is dedicated to improving safety, customer reliability and state-of good repair. To enhance transparency and

public accountability, the General Manager established an online *Vital Signs* performance measurement system.

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

The General Manager's department reduced headcount by one resulting in a decrease in personnel expenses.

Inspector General

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$3,091	\$3,127	\$3,131	\$4	0.1%
NON-PERSONNEL COST	295	402	367	(35)	-8.7%
TOTAL COST	\$3,386	\$3,529	\$3,498	(\$31)	-0.9%
 BUDGETED POSITIONS	 29	 29	 29	 0	 0.0%

Description

The Office of Inspector General (OIG) is an independent office that reports to the Metro Board of Directors. OIG is modeled after the Federal Office of Inspector General to advance Metro's goals of accountability and transparency. OIG conducts audits, program evaluations, and investigations of Metro operations and activities, while keeping the Board fully informed about any deficiencies or fraud identified, as well as the necessity for and progress of corrective action.

Mission Statement

The Office of Inspector General (OIG) supervises and conducts independent and objective audits, investigations, and other reviews of the Washington Metropolitan Area Transit Authority's programs and operations to promote economy, efficiency, and effectiveness, as well as to prevent and detect fraud, waste, and abuse in its programs and operations. OIG provides advice to the Board and General Manager to assist in achieving the highest levels of program and operational performance in Metro.

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

Materials and Supplies costs were reduced based on lower printing costs. OIG also reduced travel related expenses.

Cost Reductions

OIG reduced contract maintenance costs based on its contractual obligations.

General Counsel

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$4,508	\$4,528	\$4,628	\$100	2.2%
NON-PERSONNEL COST	12,630	996	943	(53)	-5.3%
TOTAL COST	\$17,138	\$5,524	\$5,571	\$47	0.9%
 BUDGETED POSITIONS	 40	 40	 41	 1	 2.5%

Description

The role of the office of General Counsel (COUN) is not only to protect Metro's legal interests, but to serve as a pro-active problem-solving and problem-avoidance resource for Metro's policymakers and managers. COUN's organizational structure has been developed specifically to meet these objectives and to provide an effective mechanism for providing required legal services at the lowest possible cost.

Mission Statement

The mission of the General Counsel is to plan, direct, and provide substantially all of the legal services provided to Metro.

The Office of General Counsel:

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

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

Budgeted expenses for the General Counsel reflect a slight year over year increase due to increased costs of continued services.

Discretionary Cost Reductions

General Counsel decreased the expense budget of its initial request for Professional and Technical Services, reducing its use of outside counsel and consultants for litigation.

Board Secretary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$409	\$410	\$425	\$15	3.6%
NON-PERSONNEL COST	153	157	147	(11)	-6.7%
TOTAL COST	\$562	\$567	\$571	\$4	0.7%
BUDGETED POSITIONS	5	5	5	0	0.0%

Description

The Office of the Secretary (SECT) is an independent office that reports to the Metro Board of Directors. SECT is responsible for the coordinating, reviewing and distributing of Metro Board materials; recording and maintaining official records of Board actions and resolutions at meetings; publishing legal notices and arranging public hearings approved by the Board; working proactively with the General Manager and his staff to carry out the policies, goals and initiatives of the Metro Board; and serving as liaison between the Board, the Riders' Advisory Council, Metro, and its riders.

Mission Statement

The mission of the Office of the Secretary is to provide high-quality, comprehensive and administrative support services to the Metro Board of Directors; including responsive, accurate and timely guidance to the Board, the Riders' Advisory Council, and Metro staff with a focus on accountability, transparency, regionalism and customer value.

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

Budgeted expenses for the SECT increased at a rate slightly less than the cost of inflation.

Discretionary Cost Reductions

SECT reduced subscriptions and dues, meetings, and travel related expenses.

Table 5.1

OPERATING COST BY MODE
General Manager Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$765	\$302	\$452	\$12
Full-Time Salaries	\$765	\$302	\$452	\$12
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$765	\$302	\$452	\$12
Fringes (Total)	\$376	\$148	\$222	\$6
Fringe Health	\$151	\$60	\$89	\$2
Fringe Pension	\$112	\$44	\$66	\$2
Other Fringe Benefits	\$113	\$45	\$67	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,142	\$450	\$674	\$18
Services (Total)	\$43	\$17	\$25	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$17	\$7	\$10	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$26	\$10	\$15	\$0
Materials & Supplies (Total)	\$8	\$3	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$259	\$102	\$153	\$4
Dues And Subscriptions	\$182	\$72	\$108	\$3
Conferences and Meetings	\$44	\$17	\$26	\$1
Business Travel/Public Hrg	\$10	\$4	\$6	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$22	\$9	\$13	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$310	\$122	\$183	\$5
TOTAL COST	\$1,452	\$572	\$857	\$22

Table 5.2

OPERATING EXPENSE BUDGET
General Manager Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Proposed Budget FY2012</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$881	\$853	\$765	(\$88)	-10.3%
Full-Time Salaries	\$881	\$853	\$765	(\$88)	-10.3%
Salary Lapse	\$0	\$0	\$0	\$0	
Overtime Salaries	\$0	\$0	\$0	\$0	
Wages (Total)	\$0	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$881	\$853	\$765	(\$88)	-10.3%
Fringes (Total)	\$407	\$419	\$376	(\$43)	-10.2%
Fringe Health	\$0	\$173	\$151	(\$22)	-12.7%
Fringe Pension	\$71	\$122	\$112	(\$10)	-8.5%
Other Fringe Benefits	\$336	\$124	\$113	(\$11)	-8.5%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$1,287	\$1,273	\$1,142	(\$131)	-10.3%
Services (Total)	\$157	\$45	\$43	(\$2)	-5.0%
Management Fee	\$2	\$0	\$0	\$0	
Professional & Technical	\$120	\$20	\$17	(\$3)	-13.5%
Temporary Help	\$0	\$0	\$0	\$0	
Contract Maintenance	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$36	\$25	\$26	\$0	1.7%
Materials & Supplies (Total)	\$11	\$8	\$8	\$0	1.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$11	\$8	\$8	\$0	1.7%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$165	\$276	\$259	(\$17)	-6.1%
Dues And Subscriptions	\$129	\$188	\$182	(\$5)	-2.8%
Conferences and Meetings	\$19	\$52	\$44	(\$8)	-14.7%
Business Travel/Public Hrg	\$16	\$14	\$10	(\$4)	-27.4%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$1	\$22	\$22	(\$0)	0.0%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$333	\$329	\$310	(\$19)	-5.8%
TOTAL COST	\$1,620	\$1,602	\$1,452	(\$150)	-9.4%

Table 5.3

OPERATING COST BY MODE
Inspector General Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$2,197	\$870	\$1,302	\$25
Full-Time Salaries	\$2,294	\$904	\$1,355	\$35
Salary Lapse	-\$97	-\$34	-\$52	-\$10
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,197	\$870	\$1,302	\$25
Fringes (Total)	\$934	\$370	\$553	\$11
Fringe Health	\$434	\$172	\$257	\$5
Fringe Pension	\$321	\$127	\$190	\$4
Other Fringe Benefits	\$179	\$71	\$106	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,131	\$1,239	\$1,856	\$36
Services (Total)	\$314	\$124	\$186	\$5
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$287	\$113	\$169	\$4
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$2	\$3	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$22	\$9	\$13	\$0
Materials & Supplies (Total)	\$14	\$5	\$8	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$8	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$39	\$15	\$23	\$1
Dues And Subscriptions	\$1	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$34	\$13	\$20	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$4	\$2	\$2	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$367	\$145	\$217	\$6
TOTAL COST	\$3,498	\$1,384	\$2,073	\$42

Table 5.4

OPERATING EXPENSE BUDGET
Inspector General Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$2,143	\$2,165	\$2,197	\$32	1.5%
Full-Time Salaries	\$2,143	\$2,233	\$2,294	\$61	2.7%
Salary Lapse	\$0	(\$68)	(\$97)	(\$29)	41.7%
Overtime Salaries	\$0	\$0	\$0	\$0	
Wages (Total)	\$0	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$2,143	\$2,165	\$2,197	\$32	1.5%
Fringes (Total)	\$948	\$962	\$934	(\$28)	-2.9%
Fringe Health	\$0	\$453	\$434	(\$19)	-4.2%
Fringe Pension	\$108	\$320	\$321	\$1	0.3%
Other Fringe Benefits	\$840	\$189	\$179	(\$10)	-5.3%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$3,091	\$3,127	\$3,131	\$4	0.1%
Services (Total)	\$262	\$336	\$314	(\$21)	-6.3%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$244	\$310	\$287	(\$24)	-7.6%
Temporary Help	\$0	\$0	\$0	\$0	
Contract Maintenance	\$2	\$6	\$5	(\$0)	-6.6%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$16	\$20	\$22	\$3	14.4%
Materials & Supplies (Total)	\$12	\$14	\$14	(\$0)	-1.0%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$12	\$14	\$14	(\$0)	-1.0%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$21	\$53	\$39	(\$14)	-25.8%
Dues And Subscriptions	\$1	\$1	\$1	(\$0)	-16.8%
Conferences and Meetings	\$0	\$1	\$0	(\$1)	-100.0%
Business Travel/Public Hrg	\$18	\$43	\$34	(\$9)	-20.2%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$2	\$9	\$4	(\$4)	-50.3%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$295	\$402	\$367	(\$35)	-8.7%
TOTAL COST	\$3,386	\$3,529	\$3,498	(\$31)	-0.9%

Table 5.5

OPERATING COST BY MODE Counsel Summary PROPOSED FY2012 BUDGET				
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,245	\$1,279	\$1,916	\$50
Full-Time Salaries	\$3,245	\$1,279	\$1,916	\$50
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,245	\$1,279	\$1,916	\$50
Fringes (Total)	\$1,383	\$545	\$817	\$21
Fringe Health	\$640	\$252	\$378	\$10
Fringe Pension	\$474	\$187	\$280	\$7
Other Fringe Benefits	\$268	\$106	\$159	\$4
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,628	\$1,824	\$2,733	\$71
Services (Total)	\$758	\$299	\$448	\$12
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$605	\$238	\$357	\$9
Temporary Help	\$17	\$7	\$10	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$135	\$53	\$80	\$2
Materials & Supplies (Total)	\$47	\$18	\$28	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$47	\$18	\$28	\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$55	\$22	\$33	\$1
Property	\$0	\$0	\$0	\$0
Equipment	\$55	\$22	\$33	\$1
Miscellaneous (Total)	\$83	\$33	\$49	\$1
Dues And Subscriptions	\$54	\$21	\$32	\$1
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$14	\$6	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$13	\$5	\$8	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$943	\$372	\$557	\$15
TOTAL COST	\$5,571	\$2,195	\$3,290	\$86

Table 5.6

OPERATING EXPENSE BUDGET Counsel Summary					
(Dollars in Thousands)	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$3,140	\$3,161	\$3,245	\$84	2.7%
Full-Time Salaries	\$3,140	\$3,161	\$3,245	\$84	2.7%
Salary Lapse	\$0	\$0	\$0	\$0	
Overtime Salaries	\$0	\$0	\$0	\$0	
Wages (Total)	\$0	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$3,140	\$3,161	\$3,245	\$84	2.7%
Fringes (Total)	\$1,368	\$1,366	\$1,383	\$16	1.2%
Fringe Health	\$10	\$641	\$640	(\$0)	0.0%
Fringe Pension	\$128	\$453	\$474	\$21	4.7%
Other Fringe Benefits	\$1,229	\$273	\$268	(\$4)	-1.6%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$4,508	\$4,528	\$4,628	\$100	2.2%
Services (Total)	\$541	\$815	\$758	(\$57)	-7.0%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$513	\$627	\$605	(\$22)	-3.5%
Temporary Help	\$15	\$17	\$17	\$0	1.7%
Contract Maintenance	\$0	\$1	\$1	\$0	1.7%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$12	\$170	\$135	(\$35)	-20.6%
Materials & Supplies (Total)	\$29	\$46	\$47	\$1	1.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$29	\$46	\$47	\$1	1.7%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$11,938	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$11,938	\$0	\$0	\$0	
Leases (Total)	\$45	\$54	\$55	\$2	3.3%
Property	\$0	\$0	\$0	\$0	
Equipment	\$45	\$54	\$55	\$2	3.3%
Miscellaneous (Total)	\$77	\$82	\$83	\$1	1.4%
Dues And Subscriptions	\$56	\$53	\$54	\$1	1.2%
Conferences and Meetings	\$1	\$2	\$2	\$0	1.7%
Business Travel/Public Hrg	\$6	\$14	\$14	\$0	1.7%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$3	\$0	\$0	\$0	
Other	\$12	\$13	\$13	\$0	1.7%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$12,630	\$996	\$943	(\$53)	-5.3%
TOTAL COST	\$17,138	\$5,524	\$5,571	\$47	0.9%

Table 5.7

OPERATING COST BY MODE
Board Secretary Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$298	\$117	\$176	\$5
Full-Time Salaries	\$298	\$117	\$176	\$5
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$298	\$117	\$176	\$5
Fringes (Total)	\$127	\$50	\$75	\$2
Fringe Health	\$59	\$23	\$35	\$1
Fringe Pension	\$44	\$17	\$26	\$1
Other Fringe Benefits	\$24	\$10	\$14	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$425	\$167	\$251	\$7
Services (Total)	\$59	\$23	\$35	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$5	\$8	\$0
Temporary Help	\$15	\$6	\$9	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$30	\$12	\$18	\$0
Materials & Supplies (Total)	\$6	\$2	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6	\$2	\$4	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$81	\$32	\$48	\$1
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$13	\$5	\$8	\$0
Business Travel/Public Hrg	\$28	\$11	\$17	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$31	\$12	\$19	\$0
Other	\$6	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$147	\$58	\$87	\$2
TOTAL COST	\$571	\$225	\$337	\$9

Table 5.8

OPERATING EXPENSE BUDGET
Board Secretary Summary

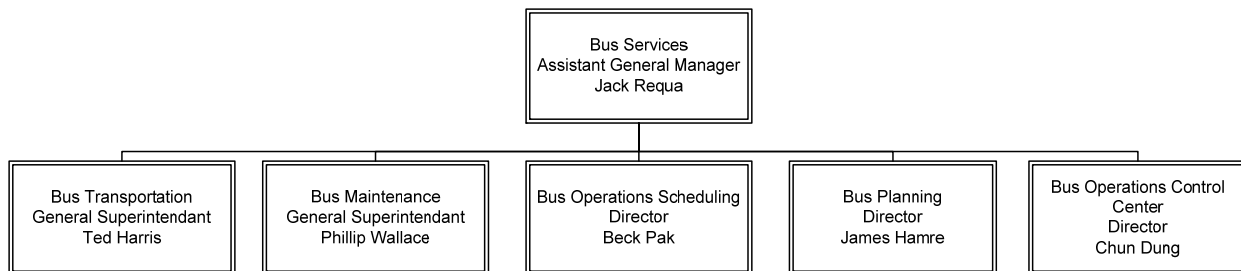
<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$282	\$230	\$298	\$68	29.4%
Full-Time Salaries	\$282	\$230	\$298	\$68	29.4%
Salary Lapse	\$0	\$0	\$0	\$0	
Overtime Salaries	\$0	\$0	\$0	\$0	
Wages (Total)	\$0	\$56	\$0	(\$56)	-100.0%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	\$56	\$0	(\$56)	-100.0%
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$282	\$287	\$298	\$11	3.9%
Fringes (Total)	\$127	\$123	\$127	\$4	2.9%
Fringe Health	\$0	\$58	\$59	\$1	1.6%
Fringe Pension	\$16	\$41	\$44	\$3	6.4%
Other Fringe Benefits	\$111	\$24	\$24	(\$0)	0.0%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$409	\$410	\$425	\$15	3.6%
Services (Total)	\$55	\$58	\$59	\$1	1.7%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$18	\$13	\$13	\$0	1.7%
Temporary Help	\$9	\$15	\$15	\$0	1.7%
Contract Maintenance	\$0	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$28	\$30	\$30	\$1	1.7%
Materials & Supplies (Total)	\$6	\$6	\$6	\$0	1.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$6	\$6	\$6	\$0	1.7%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$92	\$93	\$81	(\$12)	-12.6%
Dues And Subscriptions	\$0	\$5	\$2	(\$3)	-54.2%
Conferences and Meetings	\$6	\$21	\$13	(\$8)	-36.3%
Business Travel/Public Hrg	\$32	\$30	\$28	(\$2)	-5.8%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$46	\$31	\$31	\$1	1.7%
Other	\$9	\$6	\$6	\$0	1.7%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$153	\$157	\$147	(\$11)	-6.7%
TOTAL COST	\$562	\$567	\$571	\$4	0.7%

Department of Bus Services

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$320,067	\$350,805	\$353,401	\$2,595	0.7%
NON-PERSONNEL COST	68,404	76,178	66,663	(9,516)	-12.5%
TOTAL COST	\$388,471	\$426,984	\$420,063	(\$6,921)	-1.6%
 BUDGETED POSITIONS	 3,893	 3,920	 3,954	 34	 0.9%

Description

The Department of Bus Services operates bus service in the District of Columbia, Maryland and Virginia on over 320 routes within a 1,500 square mile area. As of November 2010, Metrobus fleet was comprised of 1,491 buses serving 11,750 bus stops and an average weekday ridership of over 400,000. Department of Bus Services is responsible for all functions of bus service including operations, fleet maintenance, scheduling, and planning. In addition, Department of Bus Services manages the DC Circulator contract. The Department of Bus Services has a staff of 3,920 positions.

**Mission Statement and Objectives**

The Department of Bus Services supports WMATA's mission adopted by the Board of Directors on September 30, 2010 which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

The Department of Bus Services supports all five agency goals and twelve supporting objectives listed in WMATA's Strategic Framework. To track progress towards these goals and objectives, Department of Bus Services reports on the following set of key performance indicators in the monthly Vital Signs Report:

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

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

Services increased due to higher costs for the maintenance of cameras and the Trapeze system. Reduction in Material and Supplies is related to the capitalization of bus parts.

Discretionary Cost Reductions

Bus Services is conducting additional training to improve schedule optimization. In time, this schedule optimization will decrease overtime expenses. Bus Services is also working with the Human Resources department to increase its recruiting efforts for bus operators.

Table 5.9

OPERATING COST BY MODE
Bus Services Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$31,620	\$29,431	\$2,166	\$23
Full-Time Salaries	\$31,698	\$29,475	\$2,200	\$23
Salary Lapse	-\$857	-\$812	-\$44	\$0
Overtime Salaries	\$779	\$769	\$10	\$0
Wages (Total)	\$215,258	\$212,703	\$2,554	\$1
Operator/StaMgr Wages	\$137,928	\$137,592	\$336	\$0
Operator/StaMgr Overtime	\$23,365	\$23,365	\$0	\$0
Full Time Wages	\$51,126	\$49,015	\$2,109	\$1
Wage Lapse	-\$1,433	-\$1,370	-\$62	\$0
Overtime Wages	\$4,272	\$4,101	\$171	\$0
TOTAL SALARIES AND WAGES	\$246,878	\$242,134	\$4,720	\$24
Fringes (Total)	\$106,523	\$104,525	\$1,988	\$10
Fringe Health	\$48,692	\$47,771	\$916	\$5
Fringe Pension	\$36,046	\$35,365	\$678	\$3
Other Fringe Benefits	\$21,785	\$21,389	\$393	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$353,401	\$346,659	\$6,707	\$34
Services (Total)	\$8,823	\$8,595	\$227	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$237	\$225	\$12	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$7,332	\$7,122	\$211	\$0
Custodial Services	\$144	\$144	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,109	\$1,103	\$5	\$0
Materials & Supplies (Total)	\$19,460	\$16,909	\$2,551	\$0
Fuel and Lubricants	\$4,909	\$3,123	\$1,786	\$0
Tires	\$5,620	\$5,491	\$129	\$0
Other	\$8,932	\$8,296	\$636	\$0
Fuel & Propulsion (Total)	\$37,360	\$37,360	\$0	\$0
Diesel Fuel	\$26,337	\$26,337	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$11,023	\$11,023	\$0	\$0
Utilities (Total)	\$68	\$68	\$0	\$0
Electricity and Gas	\$60	\$60	\$0	\$0
Utilities - Other	\$8	\$8	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$882	\$882	\$0	\$0
Property	\$882	\$882	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$147	\$141	\$6	\$0
Dues And Subscriptions	\$10	\$4	\$6	\$0
Conferences and Meetings	\$10	\$10	\$0	\$0
Business Travel/Public Hrg	\$2	\$2	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$124	\$124	\$0	\$0
Reimbursements (Total)	-\$77	-\$77	\$0	\$0
Reimbursements	-\$77	-\$77	\$0	\$0
TOTAL NONPERSONNEL COST	\$66,663	\$63,878	\$2,784	\$1
TOTAL COST	\$420,063	\$410,537	\$9,492	\$34

Table 5.10

OPERATING EXPENSE BUDGET
Bus Services Summary

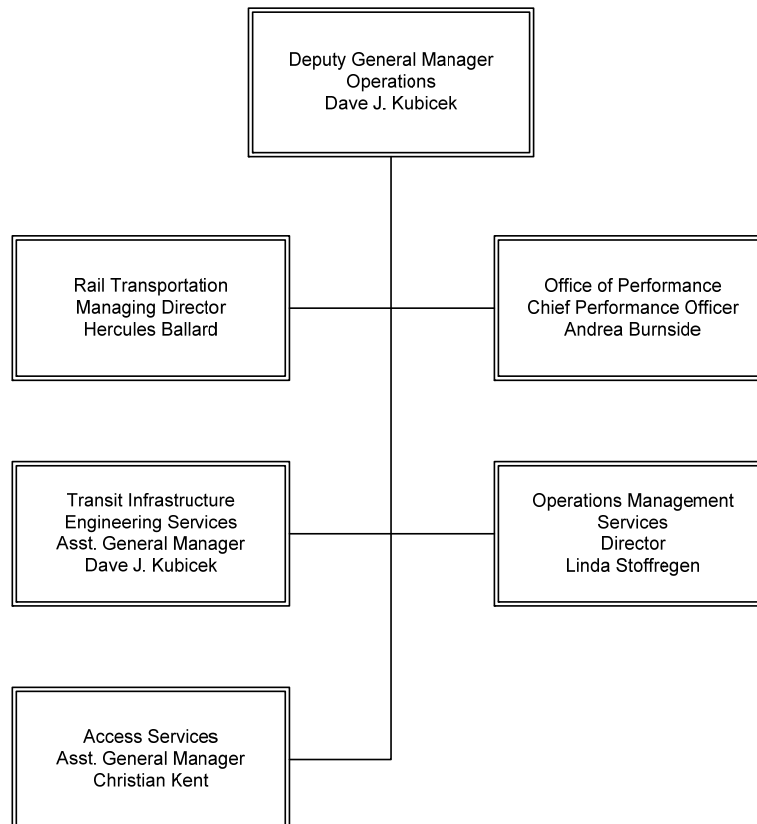
<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$29,304	\$30,534	\$31,620	\$1,085	3.6%
Full-Time Salaries	\$28,856	\$30,654	\$31,698	\$1,044	3.4%
Salary Lapse	\$0	(\$868)	(\$857)	\$11	-1.3%
Overtime Salaries	\$447	\$749	\$779	\$30	4.0%
Wages (Total)	\$197,877	\$213,775	\$215,258	\$1,483	0.7%
Operator/StaMgr Wages	\$124,696	\$136,122	\$137,928	\$1,806	1.3%
Operator/StaMgr Overtime	\$22,663	\$14,243	\$23,365	\$9,122	64.0%
Full Time Wages	\$45,855	\$59,981	\$51,126	(\$8,855)	-14.8%
Wage Lapse	\$0	(\$1,697)	(\$1,433)	\$264	-15.5%
Overtime Wages	\$4,664	\$5,126	\$4,272	(\$854)	-16.7%
TOTAL SALARIES AND WAGES	\$227,181	\$244,309	\$246,878	\$2,568	1.1%
Fringes (Total)	\$92,887	\$106,496	\$106,523	\$27	0.0%
Fringe Health	\$132	\$49,300	\$48,692	(\$608)	-1.2%
Fringe Pension	\$314	\$34,851	\$36,046	\$1,195	3.4%
Other Fringe Benefits	\$92,441	\$22,345	\$21,785	(\$560)	-2.5%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$320,067	\$350,805	\$353,401	\$2,595	0.7%
Services (Total)	\$8,046	\$7,844	\$8,823	\$979	12.5%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$221	\$235	\$237	\$2	0.9%
Temporary Help	\$0	\$1	\$1	\$0	2.4%
Contract Maintenance	\$7,182	\$6,002	\$7,332	\$1,330	22.2%
Custodial Services	\$49	\$141	\$144	\$3	2.4%
Paratransit	\$0	\$0	\$0	\$0	
Other	\$594	\$1,465	\$1,109	(\$357)	-24.3%
Materials & Supplies (Total)	\$26,949	\$27,196	\$19,460	(\$7,735)	-28.4%
Fuel and Lubricants	\$4,276	\$4,675	\$4,909	\$234	5.0%
Tires	\$4,761	\$5,490	\$5,620	\$130	2.4%
Other	\$17,912	\$17,031	\$8,932	(\$8,099)	-47.6%
Fuel & Propulsion(Total)	\$32,696	\$40,076	\$37,360	(\$2,716)	-6.8%
Diesel Fuel	\$23,316	\$28,919	\$26,337	(\$2,582)	-8.9%
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$9,381	\$11,157	\$11,023	(\$134)	-1.2%
Utilities (Total)	\$133	\$65	\$68	\$3	4.9%
Electricity and Gas	\$87	\$58	\$60	\$3	5.0%
Utilities - Other	\$46	\$8	\$8	\$0	4.0%
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$496	\$930	\$882	(\$48)	-5.1%
Property	\$473	\$881	\$882	\$1	0.1%
Equipment	\$23	\$49	\$0	(\$49)	-100.0%
Miscellaneous (Total)	\$110	\$143	\$147	\$3	2.2%
Dues And Subscriptions	\$7	\$10	\$10	\$0	1.8%
Conferences and Meetings	\$6	\$10	\$10	\$0	0.0%
Business Travel/Public Hrg	\$43	\$2	\$2	\$0	1.8%
Interview & Relocation	\$1	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$52	\$121	\$124	\$3	2.4%
Reimbursements (Total)	(\$26)	(\$75)	(\$77)	(\$2)	2.4%
Reimbursements	(\$26)	(\$75)	(\$77)	(\$2)	2.4%
TOTAL NONPERSONNEL COST	\$68,404	\$76,178	\$66,663	(\$9,516)	-12.5%
TOTAL COST	\$388,471	\$426,984	\$420,063	(\$6,921)	-1.6%

Deputy General Manager of Operations

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$9,393	\$12,882	\$18,250	\$5,367	41.7%
NON-PERSONNEL COST	214	467	542	75	16.1%
TOTAL COST	\$9,608	\$13,349	\$18,792	\$5,443	40.8%
 BUDGETED POSITIONS	 49	 82	 162	 80	 97.6%

Description

The Deputy General Manager Operations (DGMO) directs the daily operation of the Metrorail, MetroAccess, and Elevators and Escalators; and manages the Metro Capital Improvement Program (CIP) which includes infrastructure renewal, engineering, and design.



Mission Statement and Objectives

The Deputy General Manager's office supports Metro's mission adopted by the Board of Directors on September 30, 2010 which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

The Deputy General Manager's office supports all five agency goals and twelve supporting objectives listed in Metro's Strategic Framework. To track progress towards these goals and objectives, the Deputy General Manager's office reports on the following set of key performance indicators in the monthly Vital Signs Report:

- Rail On-Time Performance
- Rail Fleet Reliability
- MetroAccess On-Time Performance
- Escalator System Availability
- Elevator System Availability
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

The Office of Operations training was transferred from the Department of Rail to the Deputy General Manager's office, resulting in an increase in Personnel and Material and Supplies expenses for DGMO. The headcount transferred for training also includes headcount for students.

Table 5.11

OPERATING COST BY MODE
Operations Administration
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,728	\$1,260	\$2,344	\$125
Full-Time Salaries	\$3,722	\$1,262	\$2,336	\$125
Salary Lapse	-\$43	-\$24	-\$19	\$0
Overtime Salaries	\$49	\$22	\$27	\$0
Wages (Total)	\$9,197	\$3,829	\$5,368	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$9,419	\$3,878	\$5,541	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$12,926	\$5,089	\$7,712	\$125
Fringes (Total)	\$5,324	\$2,161	\$3,110	\$53
Fringe Health	\$2,474	\$1,004	\$1,445	\$25
Fringe Pension	\$1,832	\$743	\$1,070	\$18
Other Fringe Benefits	\$1,018	\$413	\$595	\$10
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$18,250	\$7,250	\$10,822	\$178
Services (Total)	\$406	\$156	\$247	\$4
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$174	\$64	\$110	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$17	\$7	\$10	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$215	\$85	\$127	\$3
Materials & Supplies (Total)	\$112	\$51	\$61	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$112	\$51	\$61	\$1
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$4	\$1	\$3	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$4	\$1	\$3	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$20	\$8	\$12	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$13	\$5	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$2	\$1	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$542	\$215	\$322	\$5
TOTAL COST	\$18,792	\$7,465	\$11,145	\$182

Table 5.12

OPERATING EXPENSE BUDGET
Operations Administration

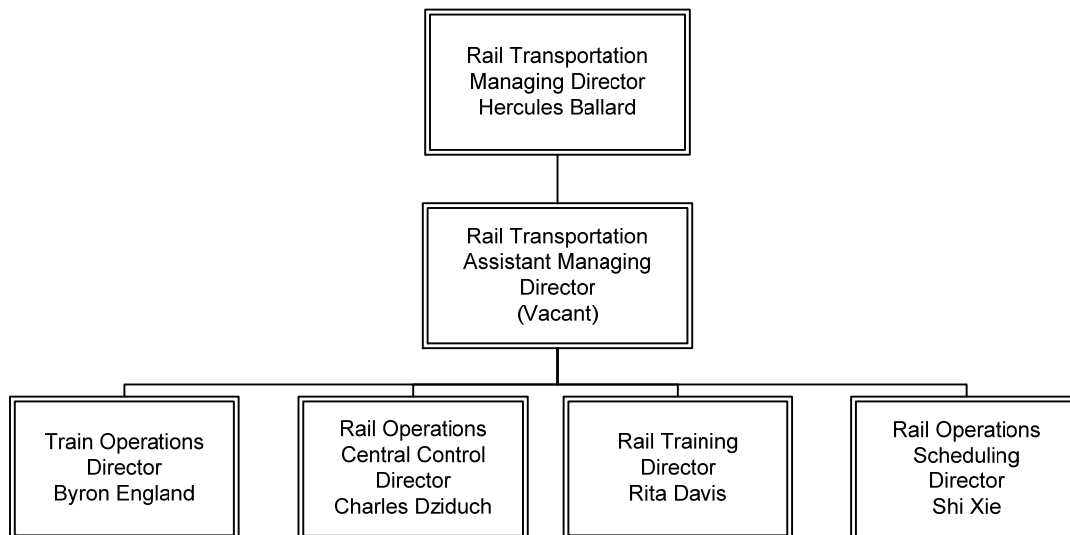
<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Proposed Budget FY2012</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$3,108	\$3,030	\$3,728	\$699	23.1%
Full-Time Salaries	\$3,091	\$3,057	\$3,722	\$666	21.8%
Salary Lapse	\$0	(\$75)	(\$43)	\$31	-42.1%
Overtime Salaries	\$18	\$48	\$49	\$1	3.0%
Wages (Total)	\$3,557	\$5,922	\$9,197	\$3,276	55.3%
Operator/StaMgr Wages	\$2	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$3,435	\$6,144	\$9,419	\$3,276	53.3%
Wage Lapse	\$0	(\$222)	(\$222)	\$0	0.0%
Overtime Wages	\$120	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$6,665	\$8,952	\$12,926	\$3,974	44.4%
Fringes (Total)	\$2,728	\$3,931	\$5,324	\$1,393	35.4%
Fringe Health	\$0	\$1,850	\$2,474	\$625	33.8%
Fringe Pension	\$106	\$1,308	\$1,832	\$524	40.1%
Other Fringe Benefits	\$2,621	\$773	\$1,018	\$245	31.6%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$9,393	\$12,882	\$18,250	\$5,367	41.7%
Services (Total)	\$122	\$348	\$406	\$58	16.7%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$86	\$114	\$174	\$60	53.3%
Temporary Help	\$0	\$0	\$0	\$0	
Contract Maintenance	\$0	\$17	\$17	\$0	1.7%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$36	\$217	\$215	(\$3)	-1.2%
Materials & Supplies (Total)	\$76	\$100	\$112	\$13	12.6%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$76	\$100	\$112	\$13	12.6%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$4	\$4	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$4	\$4	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$17	\$19	\$20	\$0	1.5%
Dues And Subscriptions	\$0	\$1	\$1	\$0	1.7%
Conferences and Meetings	\$3	\$4	\$5	\$0	1.7%
Business Travel/Public Hrg	\$14	\$12	\$13	\$0	1.4%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$1	\$2	\$2	\$0	1.7%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$214	\$467	\$542	\$75	16.1%
TOTAL COST	\$9,608	\$13,349	\$18,792	\$5,443	40.8%

Rail Transportation

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$144,424	\$161,671	\$166,969	\$5,298	3.3%
NON-PERSONNEL COST	810	1,726	1,370	(355)	-20.6%
TOTAL COST	\$145,234	\$163,397	\$168,340	\$4,943	3.0%
 BUDGETED POSITIONS	 4,090	 4,111	 1,499	 -2,612	 -63.5%

Description

The Department of Rail Transportation (RAIL) provides rail service across 106 miles of track and 86 rail stations, 40 of which are in DC, 26 in Maryland and 20 in Virginia. The Department of Rail Transportation is responsible for all facets of rail operations including the train operators, operations control center, training, and scheduling.



Mission Statement and Objectives

The Department of Rail Transportation supports Metro's mission adopted by the Board of Directors on September 30, 2010 which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

The Department of Rail Transportation supports all five agency goals and twelve supporting objectives listed in Metro's Strategic Framework. To track progress towards these goals and objectives, the Department of Rail Transportation reports on the following set of key performance indicators in the monthly Vital Signs Report:

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

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

RAIL transferred the Office of Operations training to the Department of DGMO; as a result all related personnel expenses were transferred out of Rail and into DGMO.

Discretionary Cost Reductions

RAIL reduced costs in the FY2012 budget that had been designated for re-printing of the Metrorail Handbook. The printing of the handbook is to be finalized in FY2011; accordingly, Material and Supplies costs for re-printing will not be incurred in FY2012.

Table 5.13

OPERATING COST BY MODE
Rail Transportation
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$21,123	\$0	\$21,123	\$0
Full-Time Salaries	\$20,695	\$0	\$20,695	\$0
Salary Lapse	-\$570	\$0	-\$570	\$0
Overtime Salaries	\$999	\$0	\$999	\$0
Wages (Total)	\$95,736	\$0	\$95,736	\$0
Operator/StaMgr Wages	\$78,754	\$0	\$78,754	\$0
Operator/StaMgr Overtime	\$12,271	\$0	\$12,271	\$0
Full Time Wages	\$4,073	\$0	\$4,073	\$0
Wage Lapse	-\$109	\$0	-\$109	\$0
Overtime Wages	\$747	\$0	\$747	\$0
TOTAL SALARIES AND WAGES	\$116,858	\$0	\$116,858	\$0
Fringes (Total)	\$50,111	\$0	\$50,111	\$0
Fringe Health	\$23,044	\$0	\$23,044	\$0
Fringe Pension	\$17,059	\$0	\$17,059	\$0
Other Fringe Benefits	\$10,008	\$0	\$10,008	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$166,969	\$0	\$166,969	\$0
Services (Total)	\$890	\$0	\$890	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$445	\$0	\$445	\$0
Temporary Help	\$1	\$0	\$1	\$0
Contract Maintenance	\$16	\$0	\$16	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$428	\$0	\$428	\$0
Materials & Supplies (Total)	\$409	\$0	\$409	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$409	\$0	\$409	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$72	\$0	\$72	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$37	\$0	\$37	\$0
Business Travel/Public Hrg	\$21	\$0	\$21	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$14	\$0	\$14	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,370	\$0	\$1,370	\$0
TOTAL COST	\$168,340	\$0	\$168,340	\$0

Table 5.14

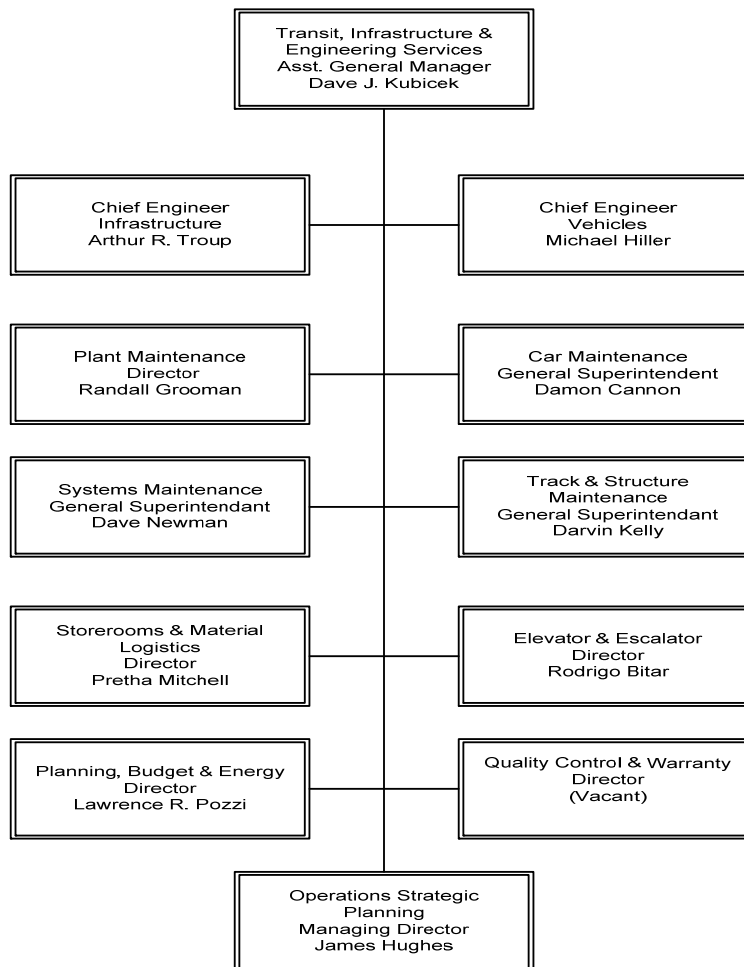
OPERATING EXPENSE BUDGET Rail Transportation					
(Dollars in Thousands)	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$20,973	\$20,537	\$21,123	\$586	2.9%
Full-Time Salaries	\$17,877	\$20,152	\$20,695	\$542	2.7%
Salary Lapse	\$0	(\$585)	(\$570)	\$15	-2.5%
Overtime Salaries	\$3,097	\$969	\$999	\$29	3.0%
Wages (Total)	\$82,061	\$93,820	\$95,736	\$1,915	2.0%
Operator/StaMgr Wages	\$61,610	\$76,681	\$78,754	\$2,074	2.7%
Operator/StaMgr Overtime	\$15,899	\$11,922	\$12,271	\$349	2.9%
Full Time Wages	\$3,827	\$4,618	\$4,073	(\$545)	-11.8%
Wage Lapse	\$0	(\$127)	(\$109)	\$17	-13.7%
Overtime Wages	\$725	\$726	\$747	\$20	2.8%
TOTAL SALARIES AND WAGES	\$103,034	\$114,357	\$116,858	\$2,501	2.2%
Fringes (Total)	\$41,389	\$47,314	\$50,111	\$2,797	5.9%
Fringe Health	\$42	\$22,055	\$23,044	\$989	4.5%
Fringe Pension	\$120	\$15,591	\$17,059	\$1,468	9.4%
Other Fringe Benefits	\$41,227	\$9,668	\$10,008	\$340	3.5%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$144,424	\$161,671	\$166,969	\$5,298	3.3%
Services (Total)	\$261	\$869	\$890	\$21	2.4%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$62	\$435	\$445	\$10	2.4%
Temporary Help	\$10	\$1	\$1	\$0	2.4%
Contract Maintenance	\$0	\$16	\$16	\$0	2.4%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$190	\$418	\$428	\$10	2.4%
Materials & Supplies (Total)	\$358	\$787	\$409	(\$378)	-48.1%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$358	\$787	\$409	(\$378)	-48.1%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$5	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$5	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$185	\$70	\$72	\$2	2.4%
Dues And Subscriptions	\$0	\$0	\$0	\$0	2.4%
Conferences and Meetings	\$0	\$36	\$37	\$1	2.4%
Business Travel/Public Hrg	\$171	\$20	\$21	\$0	2.4%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$14	\$14	\$14	\$0	2.4%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$810	\$1,726	\$1,370	(\$355)	-20.6%
TOTAL COST	\$145,234	\$163,397	\$168,340	\$4,943	3.0%

Transit Infrastructure and Engineering Services

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$297,215	\$303,938	\$302,685	(\$1,253)	-0.4%
NON-PERSONNEL COST	165,748	169,088	165,423	(3,665)	-2.2%
TOTAL COST	\$462,964	\$473,026	\$468,108	(\$4,918)	-1.0%
 BUDGETED POSITIONS	 1,258	 1,204	 3,828	 2,624	 217.9%

Description

The Department of Transit Infrastructure and Engineering Services (TIES) is responsible for maintenance of Metro's 106 miles of track, 86 stations, 1,118 rail cars, 588 station escalators and 237 station and parking garage elevators. TIES also manages the Metro Capital Improvement Program (CIP).



Mission Statement and Objectives

The Department of Transit Infrastructure and Engineering Services (TIES) supports Metro's mission adopted by the Board of Directors on September 30, 2010 which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

The Department of Transit Infrastructure and Engineering Services supports all five agency goals and twelve supporting objectives listed in Metro's Strategic Framework. To track progress towards these goals and objectives, TIES reports on the following set of key performance indicators in the monthly Vital Signs Report:

- Rail On-Time Performance
- Rail Fleet Reliability
- Escalator System Availability
- Elevator System Availability
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

Cost reductions outlined below decreased the budget for personnel and non-personnel expenses. Contract Maintenance and Utilities increased according to cost of inflation.

Discretionary Cost Reductions

Transit Infrastructure and Engineering Services reduced the projection for fuel and propulsion costs by \$6.8 million due to favorable market pricing. In addition, Labor and Material and Supplies expenses totaling \$9 million attributed to the Greenbelt Annex and Brentwood overhaul facilities were allocated to capital projects, decreasing the operating budget.

Table 5.15

OPERATING COST BY MODE
Transit Infrastructure and Eng
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$46,960	\$1,547	\$45,394	\$19
Full-Time Salaries	\$46,740	\$1,512	\$45,209	\$19
Salary Lapse	-\$957	-\$35	-\$922	\$0
Overtime Salaries	\$1,178	\$71	\$1,107	\$0
Wages (Total)	\$164,405	\$6,322	\$158,082	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$161,606	\$6,152	\$155,453	\$1
Wage Lapse	-\$4,697	-\$183	-\$4,514	\$0
Overtime Wages	\$7,496	\$353	\$7,143	\$0
TOTAL SALARIES AND WAGES	\$211,365	\$7,869	\$203,476	\$19
Fringes (Total)	\$91,321	\$3,410	\$87,904	\$7
Fringe Health	\$41,707	\$1,553	\$40,151	\$3
Fringe Pension	\$30,876	\$1,150	\$29,724	\$2
Other Fringe Benefits	\$18,738	\$708	\$18,029	\$1
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$302,685	\$11,279	\$291,380	\$26
Services (Total)	\$22,486	\$3,834	\$18,629	\$23
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,311	\$1	\$1,310	\$0
Temporary Help	\$2,159	\$647	\$1,512	\$0
Contract Maintenance	\$17,933	\$3,126	\$14,784	\$23
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,083	\$59	\$1,023	\$0
Materials & Supplies (Total)	\$31,112	\$2,934	\$28,176	\$2
Fuel and Lubricants	\$234	\$35	\$199	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$30,879	\$2,899	\$27,978	\$2
Fuel & Propulsion (Total)	\$61,521	\$0	\$61,521	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$61,521	\$0	\$61,521	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$48,401	\$9,274	\$39,055	\$73
Electricity and Gas	\$43,976	\$7,988	\$35,917	\$71
Utilities - Other	\$4,424	\$1,286	\$3,137	\$1
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,490	\$362	\$1,129	\$0
Property	\$936	\$351	\$585	\$0
Equipment	\$554	\$10	\$544	\$0
Miscellaneous (Total)	\$411	\$40	\$371	\$0
Dues And Subscriptions	\$30	\$12	\$17	\$0
Conferences and Meetings	\$22	\$6	\$16	\$0
Business Travel/Public Hrg	\$248	\$9	\$239	\$0
Interview & Relocation	\$2	\$0	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$19	\$0	\$19	\$0
Other	\$90	\$12	\$77	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$165,423	\$16,444	\$148,881	\$98
TOTAL COST	\$468,108	\$27,723	\$440,261	\$124

Table 5.16

OPERATING EXPENSE BUDGET
Transit Infrastructure and Eng

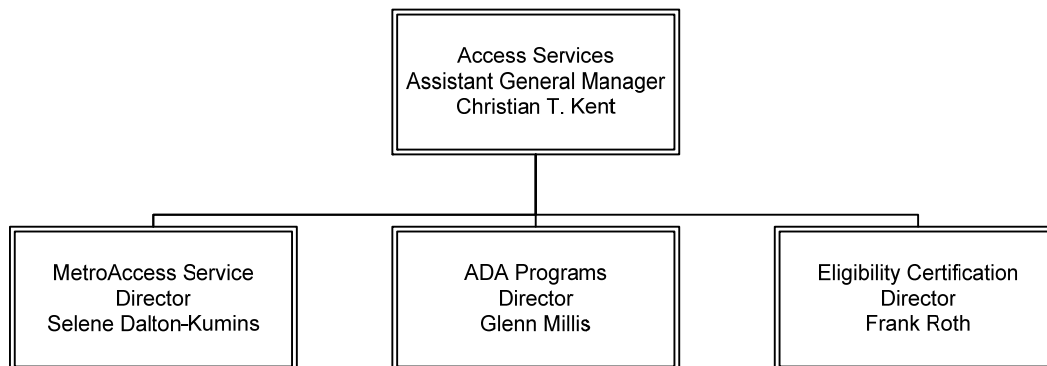
<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$50,260	\$47,335	\$46,960	(\$375)	-0.8%
Full-Time Salaries	\$46,415	\$47,387	\$46,740	(\$647)	-1.4%
Salary Lapse	\$0	(\$1,272)	(\$957)	\$314	-24.7%
Overtime Salaries	\$3,845	\$1,220	\$1,178	(\$42)	-3.5%
Wages (Total)	\$161,349	\$163,852	\$164,405	\$553	0.3%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$144,556	\$161,424	\$161,606	\$182	0.1%
Wage Lapse	\$0	(\$4,847)	(\$4,697)	\$150	-3.1%
Overtime Wages	\$16,793	\$7,275	\$7,496	\$221	3.0%
TOTAL SALARIES AND WAGES	\$211,609	\$211,187	\$211,365	\$177	0.1%
Fringes (Total)	\$85,606	\$92,751	\$91,321	(\$1,430)	-1.5%
Fringe Health	\$152	\$42,905	\$41,707	(\$1,198)	-2.8%
Fringe Pension	\$1,101	\$30,330	\$30,876	\$545	1.8%
Other Fringe Benefits	\$84,353	\$19,515	\$18,738	(\$777)	-4.0%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$297,215	\$303,938	\$302,685	(\$1,253)	-0.4%
Services (Total)	\$22,297	\$20,932	\$22,486	\$1,555	7.4%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$617	\$1,305	\$1,311	\$6	0.5%
Temporary Help	\$2,399	\$2,109	\$2,159	\$51	2.4%
Contract Maintenance	\$17,978	\$16,452	\$17,933	\$1,482	9.0%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$1,304	\$1,067	\$1,083	\$16	1.5%
Materials & Supplies (Total)	\$48,033	\$34,727	\$31,112	(\$3,615)	-10.4%
Fuel and Lubricants	\$220	\$227	\$234	\$7	3.0%
Tires	\$1	\$0	\$0	\$0	
Other	\$47,813	\$34,500	\$30,879	(\$3,621)	-10.5%
Fuel & Propulsion(Total)	\$57,403	\$65,449	\$61,521	(\$3,928)	-6.0%
Diesel Fuel	\$4	\$0	\$0	\$0	
Propulsion Power	\$57,399	\$65,449	\$61,521	(\$3,928)	-6.0%
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$35,981	\$46,137	\$48,401	\$2,264	4.9%
Electricity and Gas	\$32,652	\$41,882	\$43,976	\$2,094	5.0%
Utilities - Other	\$3,329	\$4,254	\$4,424	\$170	4.0%
Casualty & Liability (Total)	\$175	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$175	\$0	\$0	\$0	
Leases (Total)	\$1,326	\$1,433	\$1,490	\$57	4.0%
Property	\$916	\$900	\$936	\$36	4.0%
Equipment	\$411	\$533	\$554	\$21	4.0%
Miscellaneous (Total)	\$533	\$411	\$411	\$0	0.1%
Dues And Subscriptions	\$21	\$29	\$30	\$1	2.3%
Conferences and Meetings	\$21	\$21	\$22	\$1	2.8%
Business Travel/Public Hrg	\$237	\$252	\$248	(\$4)	-1.4%
Interview & Relocation	\$2	\$2	\$2	\$0	2.4%
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$1	\$19	\$19	\$0	2.4%
Other	\$251	\$88	\$90	\$2	2.5%
Reimbursements (Total)	(\$0)	\$0	\$0	\$0	
Reimbursements	(\$0)	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$165,748	\$169,088	\$165,423	(\$3,665)	-2.2%
TOTAL COST	\$462,964	\$473,026	\$468,108	(\$4,918)	-1.0%

Access Services

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$4,267	\$4,137	\$4,280	\$143	3.5%
NON-PERSONNEL COST	93,718	98,363	111,753	13,391	13.6%
TOTAL COST	\$97,985	\$102,500	\$116,034	\$13,533	13.2%
 BUDGETED POSITIONS	 42	 38	 40	 2	 5.3%

Description

The Department of Access Services (ACCS) ensures the accessibility of public transportation including all Metro facilities and Metro-owned bus stops, vertical transportation, fixed-route transit, and equipment for people with disabilities and senior citizens. Access Services also administers Metro's Reduced Fare Program for people with disabilities and seniors, as well as the Free Ride Program for customers who are conditionally eligible for paratransit service. The department, through its three program offices, (ADA Programs, Eligibility Certification and MetroAccess Service), ensures the continuous improvement of all of Metro's accessible services and facilities. These improvements benefit the public and have important safety ramifications. Continually promoting and educating people with disabilities on the safe and independent use of Metro's accessible fixed-route services helps ensure that paratransit services are conserved for those individuals who truly need them.



Mission Statement and Objectives

The Department of Access Services (ACCS) supports Metro's mission adopted by the Board of Directors which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

ACCS has also developed a department specific mission which states ACCS will ensure that:

- Metro's services are delivered
- Metro's personnel are trained
- Metro's equipment is maintained
- Metro's facilities are designed to provide safe, reliable, and accessible transportation to senior citizens and people with disabilities.

The Department of Access Services supports all five agency goals and twelve supporting objectives listed in Metro's Strategic Framework. To track progress towards these goals and objectives, ACCS reports on the following set of key performance indicators in the monthly Vital Signs Report:

- MetroAccess On-Time Performance
- Passenger Injury Rate
- Employee Injury Rate
- Customer Comment Rate

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

Costs for services are expected to grow due to increases in ridership and the cost to provide the service.

Table 5.17

OPERATING COST BY MODE
Access Services Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,004	\$0	\$0	\$3,004
Full-Time Salaries	\$3,074	\$0	\$0	\$3,074
Salary Lapse	-\$90	\$0	\$0	-\$90
Overtime Salaries	\$20	\$0	\$0	\$20
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,004	\$0	\$0	\$3,004
Fringes (Total)	\$1,276	\$0	\$0	\$1,276
Fringe Health	\$593	\$0	\$0	\$593
Fringe Pension	\$439	\$0	\$0	\$439
Other Fringe Benefits	\$244	\$0	\$0	\$244
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,280	\$0	\$0	\$4,280
Services (Total)	\$110,937	\$0	\$0	\$110,937
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$244	\$0	\$0	\$244
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$110,129	\$0	\$0	\$110,129
Other	\$563	\$0	\$0	\$563
Materials & Supplies (Total)	\$168	\$0	\$0	\$168
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$168	\$0	\$0	\$168
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$625	\$0	\$0	\$625
Property	\$625	\$0	\$0	\$625
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$24	\$0	\$0	\$24
Dues And Subscriptions	\$2	\$0	\$0	\$2
Conferences and Meetings	\$10	\$0	\$0	\$10
Business Travel/Public Hrg	\$7	\$0	\$0	\$7
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$6	\$0	\$0	\$6
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$111,753	\$0	\$0	\$111,753
TOTAL COST	\$116,034	\$0	\$0	\$116,034

Table 5.18

OPERATING EXPENSE BUDGET
Access Services Summary

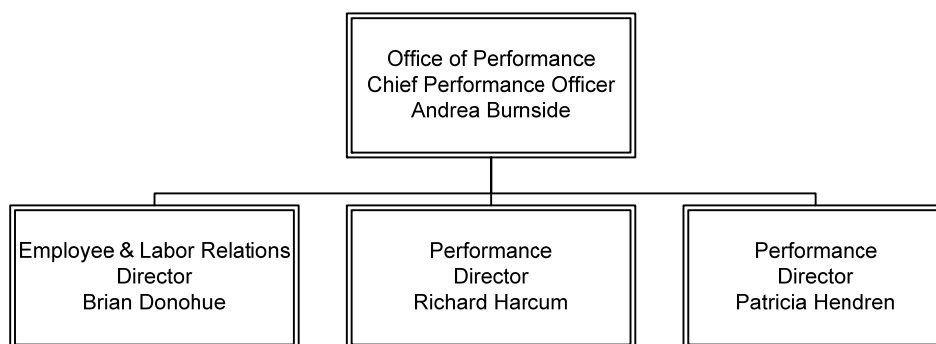
<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$2,951	\$2,865	\$3,004	\$140	4.9%
Full-Time Salaries	\$2,915	\$2,935	\$3,074	\$139	4.7%
Salary Lapse	\$0	(\$90)	(\$90)	\$0	0.0%
Overtime Salaries	\$36	\$20	\$20	\$1	3.0%
Wages (Total)	\$0	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$2,951	\$2,865	\$3,004	\$140	4.9%
Fringes (Total)	\$1,316	\$1,273	\$1,276	\$3	0.2%
Fringe Health	\$0	\$599	\$593	(\$6)	-1.0%
Fringe Pension	\$159	\$423	\$439	\$15	3.7%
Other Fringe Benefits	\$1,157	\$250	\$244	(\$7)	-2.6%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$4,267	\$4,137	\$4,280	\$143	3.5%
Services (Total)	\$93,098	\$97,552	\$110,937	\$13,385	13.7%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$277	\$224	\$244	\$20	9.0%
Temporary Help	\$0	\$9	\$0	(\$9)	-100.0%
Contract Maintenance	\$0	\$1	\$0	(\$1)	-96.6%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$92,214	\$96,768	\$110,129	\$13,361	13.8%
Other	\$607	\$549	\$563	\$14	2.6%
Materials & Supplies (Total)	\$97	\$170	\$168	(\$2)	-1.3%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$97	\$170	\$168	(\$2)	-1.3%
Fuel & Propulsion(Total)	\$3	\$0	\$0	\$0	
Diesel Fuel	\$3	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$18	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$18	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$479	\$601	\$625	\$24	4.0%
Property	\$303	\$601	\$625	\$24	4.0%
Equipment	\$176	\$0	\$0	\$0	
Miscellaneous (Total)	\$24	\$41	\$24	(\$16)	-40.3%
Dues And Subscriptions	\$0	\$4	\$2	(\$3)	-62.2%
Conferences and Meetings	\$7	\$22	\$10	(\$12)	-54.7%
Business Travel/Public Hrg	\$16	\$6	\$7	\$0	2.4%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$2	\$0	(\$2)	-98.5%
Other	(\$0)	\$6	\$6	\$0	2.4%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$93,718	\$98,363	\$111,753	\$13,391	13.6%
TOTAL COST	\$97,985	\$102,500	\$116,034	\$13,533	13.2%

Office of Performance

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$2,096	\$2,205	\$2,211	\$6	0.3%
NON-PERSONNEL COST	1,133	1,919	1,811	(108)	-5.6%
TOTAL COST	\$3,230	\$4,124	\$4,022	(\$102)	-2.5%
BUDGETED POSITIONS	0	17	17	0	0.0%

Description

The Office of Performance (CPO) furthers the use of performance information to guide decisions, to promote Metro's benefits in the region and to unify employees to accomplish the goals of the agency. This department also represents the organization in labor relation engagements which comprise of collective bargaining; providing guidance on Metro's policies and procedures which impact the unionized workforce; grievance arbitration representation; and all other labor relations responsibilities.

**Mission Statement and Objectives**

The Office of Performance (CPO) supports Metro's mission adopted by the Board of Directors on September 30, 2010 which states: "Metro operates and maintains a safe, reliable and effective transit system that enhances mobility, improves the quality of life, and stimulates economic development in the Washington metropolitan area."

The Office of Performance supports all five agency goals and twelve supporting objectives listed in Metro's Strategic Framework. To track progress towards these goals and objectives, Office of Performance prepares the monthly Vital Signs Report and related presentations providing information on the following 12 performance measures:

- Bus On-Time Performance
- Bus Fleet Reliability
- Rail On-Time Performance
- Rail Fleet Reliability
- MetroAccess On-Time Performance
- Escalator System Availability
- Elevator System Availability
- Passenger Injury Rate
- Employee Injury Rate
- Crime Rate
- Arrests, Citations and Summons
- Customer Comment Rate

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

Budgeted expenses for CPO decreased in services related to contracts for consulting services.

Discretionary Cost Reductions

CPO has reduced the Dues and Subscriptions and Travel related expenses from its initial budget submission.

Table 5.19

OPERATING COST BY MODE Office of Performance PROPOSED FY2012 BUDGET				
(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$1,558	\$614	\$920	\$24
Full-Time Salaries	\$1,558	\$614	\$920	\$24
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,558	\$614	\$920	\$24
Fringes (Total)	\$653	\$257	\$386	\$10
Fringe Health	\$304	\$120	\$179	\$5
Fringe Pension	\$225	\$89	\$133	\$3
Other Fringe Benefits	\$125	\$49	\$74	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,211	\$871	\$1,306	\$34
Services (Total)	\$1,745	\$688	\$1,030	\$27
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,694	\$667	\$1,000	\$26
Temporary Help	\$4	\$2	\$3	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$47	\$18	\$28	\$1
Materials & Supplies (Total)	\$20	\$8	\$12	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$20	\$8	\$12	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$46	\$18	\$27	\$1
Dues And Subscriptions	\$7	\$3	\$4	\$0
Conferences and Meetings	\$23	\$9	\$14	\$0
Business Travel/Public Hrg	\$17	\$7	\$10	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,811	\$714	\$1,070	\$28
TOTAL COST	\$4,022	\$1,585	\$2,375	\$62

Table 5.20

OPERATING EXPENSE BUDGET Office of Performance					
(Dollars in Thousands)	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$1,438	\$1,541	\$1,558	\$17	1.1%
Full-Time Salaries	\$1,438	\$1,541	\$1,558	\$17	1.1%
Salary Lapse	\$0	\$0	\$0	\$0	
Overtime Salaries	\$0	\$0	\$0	\$0	
Wages (Total)	\$0	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$0	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$1,438	\$1,541	\$1,558	\$17	1.1%
Fringes (Total)	\$658	\$664	\$653	(\$11)	-1.6%
Fringe Health	\$6	\$312	\$304	(\$9)	-2.8%
Fringe Pension	\$82	\$221	\$225	\$4	1.8%
Other Fringe Benefits	\$571	\$131	\$125	(\$6)	-4.4%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$2,096	\$2,205	\$2,211	\$6	0.3%
Services (Total)	\$1,060	\$1,828	\$1,745	(\$84)	-4.6%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$1,019	\$1,744	\$1,694	(\$51)	-2.9%
Temporary Help	\$22	\$4	\$4	\$0	1.0%
Contract Maintenance	\$2	\$0	\$0	\$0	
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$17	\$80	\$47	(\$33)	-41.5%
Materials & Supplies (Total)	\$49	\$20	\$20	\$0	1.4%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$49	\$20	\$20	\$0	1.4%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$24	\$71	\$46	(\$25)	-34.6%
Dues And Subscriptions	\$5	\$24	\$7	(\$17)	-70.5%
Conferences and Meetings	\$14	\$23	\$23	\$0	1.1%
Business Travel/Public Hrg	\$3	\$25	\$17	(\$8)	-33.0%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$2	\$0	\$0	\$0	
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$1,133	\$1,919	\$1,811	(\$108)	-5.6%
TOTAL COST	\$3,230	\$4,124	\$4,022	(\$102)	-2.5%

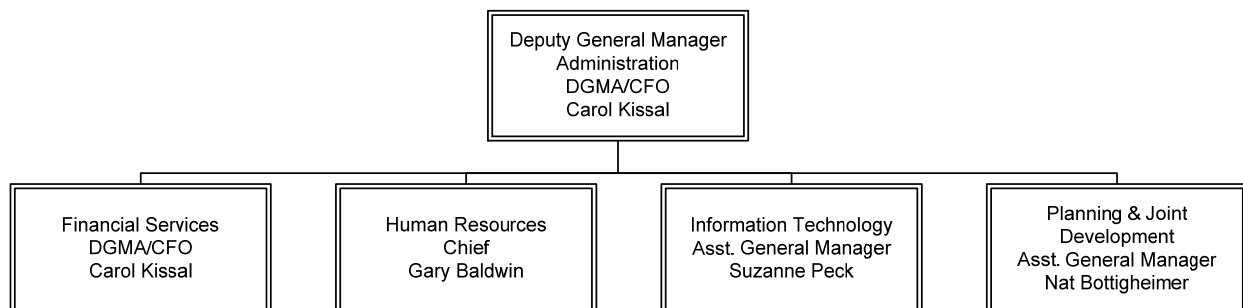
Deputy General Manager of Administration

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$84,008	\$82,361	\$81,509	(\$852)	-1.0%
NON-PERSONNEL COST	63,445	86,607	76,298	(10,309)	-11.9%
TOTAL COST	\$147,454	\$168,968	\$157,807	(\$11,161)	-6.6%
 BUDGETED POSITIONS	 732	 698	 827	 129	 18.5%

Description

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

The department is also responsible for the strategic management and development of Information Technology (IT), Human Resources (HR), and Planning and Joint Development (PLJD) departments. HR is responsible for the proper management and deployment of staff resources, recruitment and talent management, performance management, and the overall development of the Human Resource Management Strategy. IT includes the implementation and development of the technology strategy for Metro, which will focus on aligning business and IT investments towards mission critical systems and the establishment of the overall structure for the governance and criteria for those investments. PLJD manages the Metro's long range planning and strategic framework that promote transit development, while linking Metro's long term capital investment to its goals.



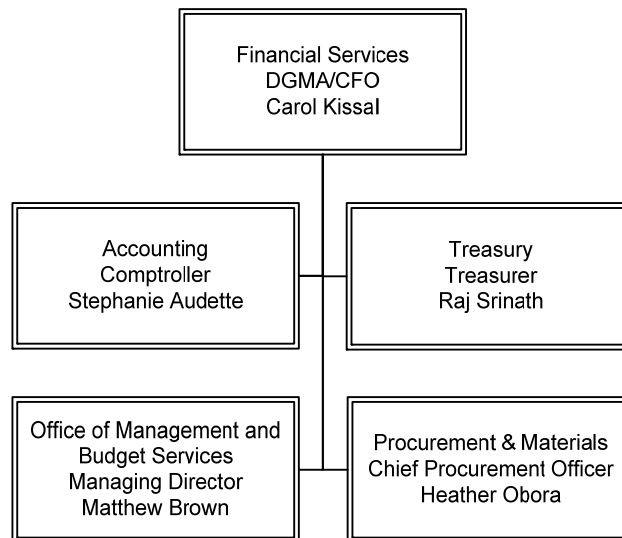
Financial Services

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$48,691	\$48,253	\$47,670	(\$583)	-1.2%
NON-PERSONNEL COST	38,493	59,398	50,905	(8,494)	-14.3%
TOTAL COST	\$87,185	\$107,651	\$98,575	(\$9,076)	-8.4%

BUDGETED POSITIONS	345	321	358	37	11.5%
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Description

The Department of Financial Services (CFO) is responsible for the financial integrity of Metro, including the collection of revenues and other income, the purchasing of all goods and services required by Metro, and accounting for the financial transactions of assets and liabilities. In addition, the CFO is also responsible for Federal grant management, as well as cash and risk management.



Mission Statement and Objectives

The mission of Financial Services is to establish an integrated finance organization which turns around the current burdened transactional business model to a Value Analyzing Business Focus by connecting mission critical systems, workflow and processes which support the financial, administrative and operations of Metro.

This will result in creating a resource efficient organization, adding value by delivering quality service, maintaining and enhancing Metro's image, and retaining and recruiting the best and

brightest. An integrated organization will be effective in managing Risk Scenario's and the Development of Mission Critical Systems which support the goal of safety and operations.

The measures of Financial Services are linked to Metro's five strategic goals and related objectives. The strategic framework used to achieve these goals and their respective measures to assess progress are:

- Manage Metro's assets efficiently by completing the annual financial budget
- Receive guidance from the Board for the development of the FY2012 Operating and Capital budgets, present Proposed Budget to the Board by January 2011 and gain approval by June 30, 2011
- Manage agency assets by presenting to the Board a financial methodology to evaluate performance based upon return-on-investment and cost-benefit analysis, linking strategic goals to the day to day operations
- Target investments that generate revenue by identifying at least one new revenue generating initiative in FY2011
- Apply concepts and framework to use in development of performance objectives and targets:
 - Simplify operations
 - Integrate mission critical systems which support operations
 - Establish standards in process and workflow
 - Create leadership opportunities for employees
 - Access resources, cross functional departments and outside experts
 - Provide cross function and specialized training and development
 - Be responsive to the customer
 - Get connected to the customer
 - Develop appropriate performance measures and mitigate and analyze risk

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

CFO budget reductions, related to casualty and liability, are partially offset by increases in services related to third party risks.

Discretionary Cost Reductions

The Claims budget is based on the most recent actuarial report. Additionally, travel related expenses are reduced.

Table 5.21

OPERATING COST BY MODE
Financial Services Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$16,329	\$6,268	\$9,849	\$213
Full-Time Salaries	\$16,635	\$6,396	\$10,024	\$215
Salary Lapse	-\$593	-\$201	-\$389	-\$4
Overtime Salaries	\$287	\$73	\$213	\$1
Wages (Total)	\$6,391	\$1,793	\$4,563	\$35
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,371	\$1,771	\$4,566	\$35
Wage Lapse	-\$148	-\$33	-\$115	\$0
Overtime Wages	\$168	\$55	\$112	\$1
TOTAL SALARIES AND WAGES	\$22,721	\$8,061	\$14,412	\$248
Fringes (Total)	\$24,950	\$9,647	\$15,101	\$202
Fringe Health	\$4,498	\$1,597	\$2,853	\$48
Fringe Pension	\$3,330	\$1,182	\$2,112	\$36
Other Fringe Benefits	\$1,880	\$668	\$1,192	\$20
Workers Compensation	\$15,241	\$6,199	\$8,942	\$99
TOTAL PERSONNEL COST	\$47,670	\$17,707	\$29,513	\$450
Services (Total)	\$19,387	\$4,854	\$14,469	\$64
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,517	\$1,823	\$1,674	\$19
Temporary Help	\$70	\$32	\$37	\$1
Contract Maintenance	\$99	\$38	\$59	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$15,701	\$2,960	\$12,699	\$42
Materials & Supplies (Total)	\$2,791	\$940	\$1,821	\$30
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2,791	\$940	\$1,821	\$30
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$28,542	\$12,419	\$15,854	\$269
Insurance	\$12,675	\$4,995	\$7,485	\$195
Claims	\$15,867	\$7,424	\$8,369	\$74
Leases (Total)	\$31	\$13	\$18	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$31	\$13	\$18	\$0
Miscellaneous (Total)	\$658	\$159	\$495	\$5
Dues And Subscriptions	\$98	\$40	\$56	\$1
Conferences and Meetings	\$36	\$16	\$20	\$0
Business Travel/Public Hrg	\$163	\$57	\$104	\$2
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$37	\$14	\$22	\$1
Other	\$324	\$31	\$292	\$0
Reimbursements (Total)	-\$506	\$3	-\$508	\$0
Reimbursements	-\$506	\$3	-\$508	\$0
TOTAL NONPERSONNEL COST	\$50,905	\$18,387	\$32,149	\$368
TOTAL COST	\$98,575	\$36,095	\$61,662	\$819

Table 5.22

OPERATING EXPENSE BUDGET
Financial Services Summary

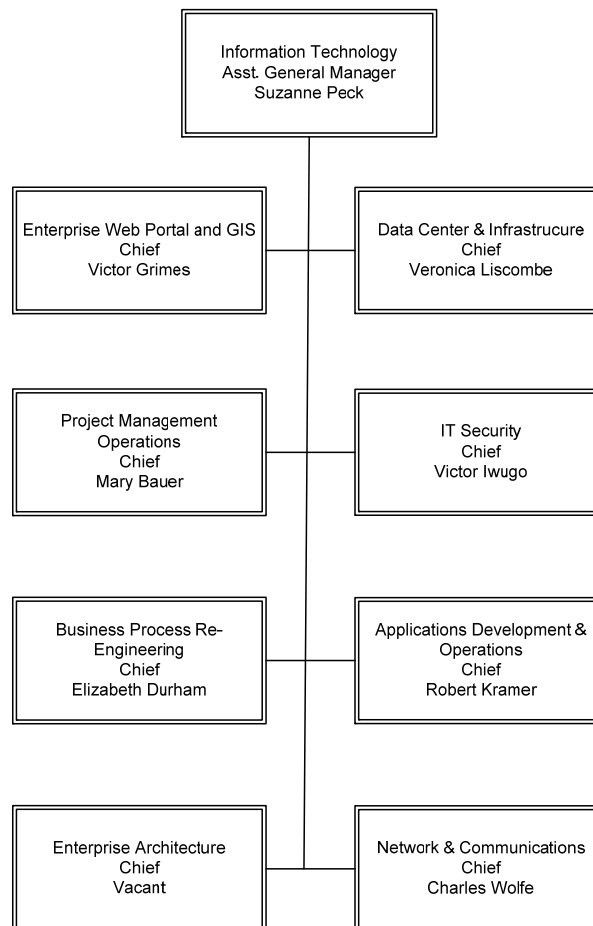
<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Proposed Budget FY2012</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$14,987	\$14,761	\$16,329	\$1,568	10.6%
Full-Time Salaries	\$14,846	\$14,941	\$16,635	\$1,694	11.3%
Salary Lapse	\$0	(\$486)	(\$593)	(\$107)	21.9%
Overtime Salaries	\$141	\$306	\$287	(\$19)	-6.1%
Wages (Total)	\$6,300	\$6,883	\$6,391	(\$491)	-7.1%
Operator/StaMgr Wages	\$8	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$1	\$0	\$0	\$0	
Full Time Wages	\$6,013	\$6,745	\$6,371	(\$374)	-5.5%
Wage Lapse	\$0	(\$41)	(\$148)	(\$107)	261.2%
Overtime Wages	\$278	\$178	\$168	(\$11)	-6.0%
TOTAL SALARIES AND WAGES	\$21,287	\$21,644	\$22,721	\$1,077	5.0%
Fringes (Total)	\$27,405	\$26,609	\$24,950	(\$1,660)	-6.2%
Fringe Health	\$13	\$4,438	\$4,498	\$60	1.4%
Fringe Pension	\$513	\$3,137	\$3,330	\$193	6.1%
Other Fringe Benefits	\$8,423	\$1,883	\$1,880	(\$3)	-0.2%
Workers Compensation	\$18,456	\$17,150	\$15,241	(\$1,909)	-11.1%
TOTAL PERSONNEL COST	\$48,691	\$48,253	\$47,670	(\$583)	-1.2%
Services (Total)	\$18,959	\$18,346	\$19,387	\$1,041	5.7%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$6,015	\$3,902	\$3,517	(\$384)	-9.9%
Temporary Help	\$322	\$46	\$70	\$24	51.2%
Contract Maintenance	\$13	\$129	\$99	(\$30)	-23.6%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$12,610	\$14,269	\$15,701	\$1,432	10.0%
Materials & Supplies (Total)	\$3,771	\$2,859	\$2,791	(\$68)	-2.4%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$3,771	\$2,859	\$2,791	(\$68)	-2.4%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$1	\$0	\$0	\$0	
Electricity and Gas	\$1	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$15,753	\$37,945	\$28,542	(\$9,403)	-24.8%
Insurance	\$11,903	\$12,637	\$12,675	\$38	0.3%
Claims	\$3,850	\$25,309	\$15,867	(\$9,441)	-37.3%
Leases (Total)	\$66	\$32	\$31	(\$0)	-0.4%
Property	\$39	\$0	\$0	\$0	
Equipment	\$27	\$32	\$31	(\$0)	-0.4%
Miscellaneous (Total)	\$452	\$722	\$658	(\$64)	-8.8%
Dues And Subscriptions	\$43	\$96	\$98	\$2	2.5%
Conferences and Meetings	\$6	\$35	\$36	\$1	3.2%
Business Travel/Public Hrg	\$57	\$211	\$163	(\$48)	-22.6%
Interview & Relocation	\$5	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$8	\$36	\$37	\$0	0.3%
Other	\$332	\$344	\$324	(\$19)	-5.6%
Reimbursements (Total)	(\$509)	(\$506)	(\$506)	\$0	0.0%
Reimbursements	(\$509)	(\$506)	(\$506)	\$0	0.0%
TOTAL NONPERSONNEL COST	\$38,493	\$59,398	\$50,905	(\$8,494)	-14.3%
TOTAL COST	\$87,185	\$107,651	\$98,575	(\$9,076)	-8.4%

Information Technology

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$20,445	\$18,574	\$18,872	\$298	1.6%
NON-PERSONNEL COST	16,287	17,655	17,667	13	0.1%
TOTAL COST	\$36,732	\$36,228	\$36,539	\$311	0.9%
<hr/>					
BUDGETED POSITIONS	203	201	301	100	49.8%

Description

The Department of Information Technology (IT) ensures that Metro has the technical infrastructure required to support continuous safety and operational improvements as well as the tools to communicate more effectively with our riders.



Mission Statement and Objectives

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

The Department of Information Technology's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goals in which IT Services will play a role of material support are: Deliver Quality Service and Use Every Resource Wisely. IT will support these goals by:

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

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

The FY2012 Proposed Budget adds 99 positions for capital and reimbursable projects and adds a net of one position to the operating budget. The proposed budget also decreases Contract Maintenance and increases Materials and Supplies.

Table 5.23

OPERATING COST BY MODE
Information Technology Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$10,666	\$4,205	\$6,302	\$159
Full-Time Salaries	\$10,928	\$4,308	\$6,457	\$163
Salary Lapse	-\$318	-\$125	-\$188	-\$5
Overtime Salaries	\$56	\$22	\$33	\$1
Wages (Total)	\$2,582	\$1,017	\$1,524	\$40
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,387	\$941	\$1,410	\$37
Wage Lapse	-\$72	-\$28	-\$42	-\$1
Overtime Wages	\$266	\$105	\$157	\$4
TOTAL SALARIES AND WAGES	\$13,247	\$5,223	\$7,827	\$198
Fringes (Total)	\$5,625	\$2,217	\$3,323	\$84
Fringe Health	\$2,614	\$1,031	\$1,544	\$39
Fringe Pension	\$1,935	\$763	\$1,143	\$29
Other Fringe Benefits	\$1,075	\$424	\$635	\$16
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$18,872	\$7,440	\$11,150	\$282
Services (Total)	\$15,309	\$6,033	\$9,040	\$236
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,811	\$714	\$1,069	\$28
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$10,357	\$4,082	\$6,116	\$159
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,141	\$1,238	\$1,855	\$48
Materials & Supplies (Total)	\$1,256	\$495	\$742	\$19
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,256	\$495	\$742	\$19
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$1,082	\$426	\$639	\$17
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,082	\$426	\$639	\$17
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$21	\$8	\$12	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$1	\$1	\$0
Business Travel/Public Hrg	\$17	\$7	\$10	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$17,667	\$6,962	\$10,433	\$272
TOTAL COST	\$36,539	\$14,402	\$21,583	\$554

Table 5.24

OPERATING EXPENSE BUDGET
Information Technology Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$10,775	\$11,997	\$10,666	(\$1,331)	-11.1%
Full-Time Salaries	\$10,733	\$12,315	\$10,928	(\$1,387)	-11.3%
Salary Lapse	\$0	(\$374)	(\$318)	\$56	-14.9%
Overtime Salaries	\$42	\$57	\$56	(\$0)	-0.7%
Wages (Total)	\$3,473	\$873	\$2,582	\$1,708	195.7%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,538	\$628	\$2,387	\$1,759	280.3%
Wage Lapse	\$0	(\$19)	(\$72)	(\$53)	280.3%
Overtime Wages	\$936	\$264	\$266	\$2	0.7%
TOTAL SALARIES AND WAGES	\$14,249	\$12,870	\$13,247	\$377	2.9%
Fringes (Total)	\$6,196	\$5,703	\$5,625	(\$79)	-1.4%
Fringe Health	\$5	\$2,684	\$2,614	(\$70)	-2.6%
Fringe Pension	\$539	\$1,897	\$1,935	\$38	2.0%
Other Fringe Benefits	\$5,653	\$1,122	\$1,075	(\$47)	-4.2%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$20,445	\$18,574	\$18,872	\$298	1.6%
Services (Total)	\$14,757	\$15,700	\$15,309	(\$392)	-2.5%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$1,140	\$1,823	\$1,811	(\$12)	-0.7%
Temporary Help	\$313	\$0	\$0	\$0	
Contract Maintenance	\$10,258	\$10,826	\$10,357	(\$468)	-4.3%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$3,046	\$3,051	\$3,141	\$89	2.9%
Materials & Supplies (Total)	\$824	\$924	\$1,256	\$332	35.9%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$824	\$924	\$1,256	\$332	35.9%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$683	\$1,009	\$1,082	\$73	7.2%
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$683	\$1,009	\$1,082	\$73	7.2%
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$22	\$21	\$21	(\$0)	-0.7%
Dues And Subscriptions	\$4	\$0	\$0	(\$0)	-0.7%
Conferences and Meetings	\$7	\$3	\$3	(\$0)	-0.7%
Business Travel/Public Hrg	\$10	\$17	\$17	(\$0)	-0.7%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$2	\$1	\$1	(\$0)	-0.7%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$16,287	\$17,655	\$17,667	\$13	0.1%
TOTAL COST	\$36,732	\$36,228	\$36,539	\$311	0.9%

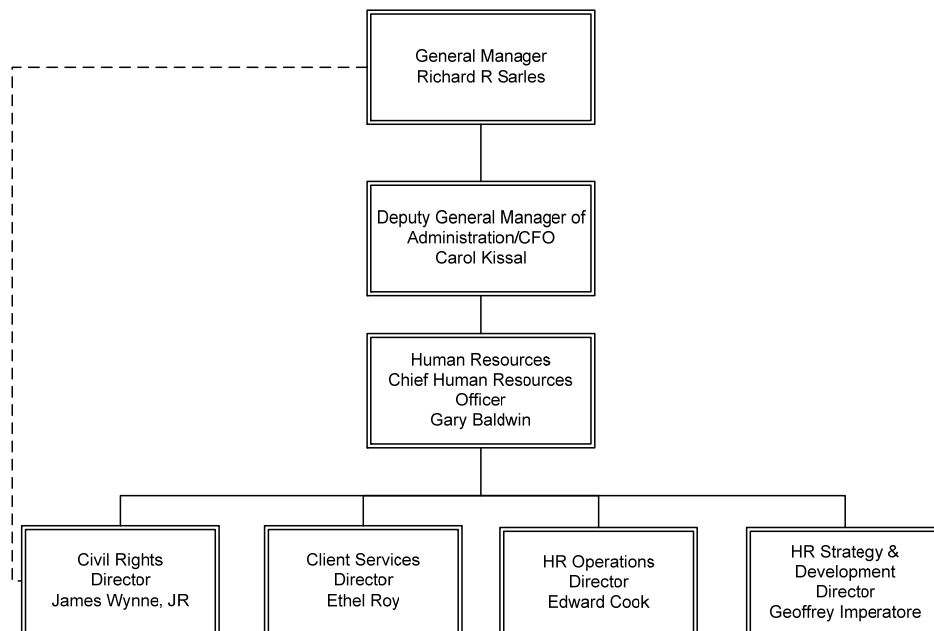
Human Resources

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$10,553	\$10,713	\$10,549	(\$164)	-1.5%
NON-PERSONNEL COST	4,285	5,109	5,185	76	1.5%
TOTAL COST	\$14,838	\$15,823	\$15,734	(\$88)	-0.6%
 BUDGETED POSITIONS	 127	 132	 123	 (9)	 -6.8%

Description

The Department of Human Resources (HR) provides:

- Strategic human capital management guidance and administration
- Talent acquisition planning, employee relations and workforce planning
- Organizational development, training, succession planning and performance management
- Medical services and regulatory compliance
- Workforce diversity and compliance
- Policy development and change management
- Compensation and benefits program administration and services
- HR information systems and services



Mission Statement and Objectives

The Human Resources Department develops and sustains programs, policies, and strategies which enhance organizational effectiveness and maximize the potential of the organization and employees to advance the mission, goals and objectives of Metro. We support and promote a workplace that fosters respect, trust, equity, diversity, personal and professional development, and collaboration.

The Department of Human Resources' goals are linked to Metro's five strategic goals. The applicable departmental goals are: Create a Safer Organization, Deliver Quality Service, Use Every Resource Wisely, Retain and Attract the Best and Brightest, and Maintain and Enhance Metro's Image. The specific initiatives linked to the strategic goals are:

- Implement and manage Metro's commitment to the principles of equal opportunity, affirmative action, and equal access in a discrimination-free environment including compliance with Title VI and Title VII and other employment laws and requirements
- Plan and develop a Suicide Prevention Program designated to reduce incidents of suicide through awareness training of front-line employees and other focused outreach efforts
- Address transit operator vacancy gap through enhanced recruitment strategies
- Conduct and complete salary system assessment and develop recommendations as a baseline for strategic plans for the pay system
- Support Metro's staffing needs via external recruitment and the internal competitive job bidding process
- Review and update human resource policies and procedures to align with industry best practices and reflect Metro's strategic goals and objectives
- Provide essential leadership and support to the Human Resources systems and program elements of the Integrated Financial Organization (IFO) Project
- Assess, frame and implement a mission-focused employee training and development program
- Review medical evaluations and clearance processes with special emphasis on pre-employment physicals, train operators recertification and revised compliance standards per Department of Transportation/Federal Transportation Administration recommendations

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

The minor year over year decrease in HR is related to cost allocation of indirect departments.

Table 5.25

OPERATING COST BY MODE
Human Resources Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$6,876	\$2,721	\$4,052	\$103
Full-Time Salaries	\$6,975	\$2,755	\$4,117	\$103
Salary Lapse	-\$208	-\$77	-\$130	-\$1
Overtime Salaries	\$110	\$43	\$65	\$2
Wages (Total)	\$245	\$97	\$145	\$4
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$256	\$101	\$151	\$4
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$7,122	\$2,818	\$4,197	\$107
Fringes (Total)	\$3,427	\$1,356	\$2,020	\$51
Fringe Health	\$1,371	\$543	\$808	\$21
Fringe Pension	\$1,015	\$402	\$598	\$15
Other Fringe Benefits	\$1,042	\$411	\$615	\$16
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$10,549	\$4,174	\$6,217	\$158
Services (Total)	\$3,682	\$1,451	\$2,174	\$57
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,279	\$1,292	\$1,936	\$50
Temporary Help	\$76	\$30	\$45	\$1
Contract Maintenance	\$26	\$10	\$15	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$300	\$118	\$177	\$5
Materials & Supplies (Total)	\$340	\$128	\$191	\$21
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$340	\$128	\$191	\$21
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$370	\$146	\$219	\$6
Property	\$0	\$0	\$0	\$0
Equipment	\$370	\$146	\$219	\$6
Miscellaneous (Total)	\$793	\$312	\$468	\$12
Dues And Subscriptions	\$23	\$9	\$14	\$0
Conferences and Meetings	\$34	\$13	\$20	\$1
Business Travel/Public Hrg	\$18	\$7	\$11	\$0
Interview & Relocation	\$22	\$9	\$13	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$446	\$176	\$264	\$7
Other	\$249	\$98	\$147	\$4
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,185	\$2,037	\$3,052	\$96
TOTAL COST	\$15,734	\$6,211	\$9,270	\$254

Table 5.26

OPERATING EXPENSE BUDGET
Human Resources Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$6,848	\$6,826	\$6,876	\$50	0.7%
Full-Time Salaries	\$6,761	\$7,034	\$6,975	(\$60)	-0.8%
Salary Lapse	\$0	(\$208)	(\$208)	\$0	0.0%
Overtime Salaries	\$87	\$0	\$110	\$110	
Wages (Total)	\$283	\$278	\$245	(\$33)	-11.7%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$279	\$289	\$256	(\$33)	-11.3%
Wage Lapse	\$0	(\$11)	(\$11)	\$0	0.0%
Overtime Wages	\$4	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$7,131	\$7,104	\$7,122	\$18	0.3%
Fringes (Total)	\$3,422	\$3,610	\$3,427	(\$182)	-5.0%
Fringe Health	\$4	\$1,483	\$1,371	(\$112)	-7.5%
Fringe Pension	\$298	\$1,048	\$1,015	(\$33)	-3.2%
Other Fringe Benefits	\$3,121	\$1,079	\$1,042	(\$37)	-3.4%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$10,553	\$10,713	\$10,549	(\$164)	-1.5%
Services (Total)	\$3,066	\$3,671	\$3,682	\$11	0.3%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$2,430	\$3,276	\$3,279	\$3	0.1%
Temporary Help	\$220	\$75	\$76	\$1	1.7%
Contract Maintenance	\$9	\$26	\$26	\$0	0.6%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$407	\$293	\$300	\$7	2.3%
Materials & Supplies (Total)	\$433	\$304	\$340	\$36	11.8%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$433	\$304	\$340	\$36	11.8%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$25	\$0	\$0	\$0	
Electricity and Gas	\$24	\$0	\$0	\$0	
Utilities - Other	\$1	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$325	\$359	\$370	\$11	3.1%
Property	\$224	\$0	\$0	\$0	
Equipment	\$101	\$359	\$370	\$11	3.1%
Miscellaneous (Total)	\$436	\$775	\$793	\$18	2.3%
Dues And Subscriptions	\$16	\$23	\$23	\$0	1.7%
Conferences and Meetings	\$11	\$33	\$34	\$1	1.8%
Business Travel/Public Hrg	\$8	\$18	\$18	\$0	0.3%
Interview & Relocation	\$127	\$22	\$22	\$0	1.7%
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$150	\$434	\$446	\$12	2.8%
Other	\$124	\$245	\$249	\$4	1.7%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$4,285	\$5,109	\$5,185	\$76	1.5%
TOTAL COST	\$14,838	\$15,823	\$15,734	(\$88)	-0.6%

Planning and Joint Development

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$4,319	\$4,821	\$4,418	(\$404)	-8.4%
NON-PERSONNEL COST	4,380	4,445	2,541	(1,904)	-42.8%
TOTAL COST	\$8,699	\$9,266	\$6,958	(\$2,308)	-24.9%

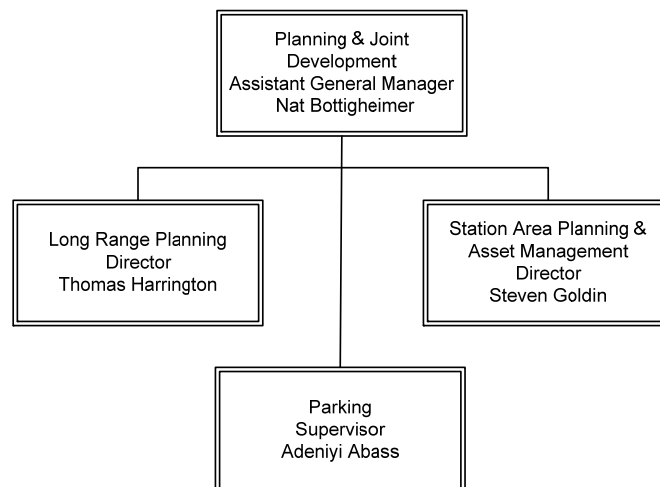
BUDGETED POSITIONS	57*	44	45	1	2.3%
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*In FY2011, Parking was moved to this department. FY2010 actual cost shown above reflects this change, however, FY2010 headcount shown above, does not reflect the impact of the reorganization.

Description

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

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



Mission Statement and Objectives

The mission of Planning and Joint Development is to develop and support a long-range vision for transit services and transit asset development that enhances livable communities and promotes Metro's role in the region. PLJD also supports Metro's operating and business functions through data analysis and program development. This mission supports Metro's strategic goals of delivering quality service; using every resource wisely, and retaining, maintaining, and enhancing Metro's image.

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

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

Proposed FY2012 Department Budget**Adjustments from Approved FY2011 Budget**

For FY2012, the operating budget is reduced as capital planning activities will be funded in the capital budget.

Discretionary Cost Reductions

PLJD has reduced its Material and Supplies and Miscellaneous budget from its initial budget submission to align with historical spending levels. In addition, a capital investment of new technology will provide cost savings in the parking contract.

Table 5.27

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

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$3,104	\$833	\$2,250	\$21
Full-Time Salaries	\$3,084	\$833	\$2,229	\$21
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$20	\$0	\$20	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,104	\$833	\$2,250	\$21
Fringes (Total)	\$1,314	\$353	\$951	\$9
Fringe Health	\$611	\$164	\$442	\$4
Fringe Pension	\$452	\$122	\$327	\$3
Other Fringe Benefits	\$251	\$68	\$182	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,418	\$1,187	\$3,201	\$30
Services (Total)	\$2,445	\$46	\$2,398	\$1
Management Fee	\$1,664	\$0	\$1,664	\$0
Professional & Technical	\$327	\$23	\$304	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$49	\$0	\$49	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$404	\$23	\$381	\$1
Materials & Supplies (Total)	\$52	\$7	\$45	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$52	\$7	\$45	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$44	\$10	\$34	\$0
Dues And Subscriptions	\$13	\$3	\$9	\$0
Conferences and Meetings	\$14	\$4	\$10	\$0
Business Travel/Public Hrg	\$9	\$2	\$6	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$3	\$0	\$3	\$0
Other	\$6	\$1	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,541	\$63	\$2,476	\$2
TOTAL COST	\$6,958	\$1,249	\$5,678	\$31

Table 5.28

OPERATING EXPENSE BUDGET
Planning Joint Dev. Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$3,043	\$3,369	\$3,104	(\$265)	-7.9%
Full-Time Salaries	\$3,042	\$3,353	\$3,084	(\$269)	-8.0%
Salary Lapse	\$0	(\$3)	\$0	\$3	-100.0%
Overtime Salaries	\$0	\$20	\$20	\$1	3.0%
Wages (Total)	(\$17)	\$0	\$0	\$0	
Operator/StaMgr Wages	\$5	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	(\$21)	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	(\$0)	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$3,026	\$3,369	\$3,104	(\$265)	-7.9%
Fringes (Total)	\$1,293	\$1,452	\$1,314	(\$138)	-9.5%
Fringe Health	\$8	\$683	\$611	(\$73)	-10.6%
Fringe Pension	\$166	\$483	\$452	(\$31)	-6.4%
Other Fringe Benefits	\$1,119	\$286	\$251	(\$34)	-12.1%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$4,319	\$4,821	\$4,418	(\$404)	-8.4%
Services (Total)	\$4,284	\$4,125	\$2,445	(\$1,680)	-40.7%
Management Fee	\$3,624	\$3,139	\$1,664	(\$1,475)	-47.0%
Professional & Technical	\$364	\$618	\$327	(\$291)	-47.0%
Temporary Help	\$4	\$0	\$0	\$0	
Contract Maintenance	\$32	\$45	\$49	\$4	9.0%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$260	\$323	\$404	\$81	25.1%
Materials & Supplies (Total)	\$52	\$186	\$52	(\$134)	-72.1%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$52	\$186	\$52	(\$134)	-72.1%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$0	\$0	\$0	
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$0	\$0	\$0	
Miscellaneous (Total)	\$44	\$135	\$44	(\$90)	-67.0%
Dues And Subscriptions	\$9	\$32	\$13	(\$19)	-60.1%
Conferences and Meetings	\$8	\$46	\$14	(\$32)	-69.0%
Business Travel/Public Hrg	\$9	\$39	\$9	(\$30)	-77.9%
Interview & Relocation	\$1	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$3	\$3	\$3	\$0	1.0%
Other	\$14	\$15	\$6	(\$9)	-61.1%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$4,380	\$4,445	\$2,541	(\$1,904)	-42.8%
TOTAL COST	\$8,699	\$9,266	\$6,958	(\$2,308)	-24.9%

Metro Transit Police

<i>(Dollars in Thousands)</i>	Actual <u>2010</u>	Approved Budget <u>2011</u>	Proposed Budget <u>FY2012</u>	<u>\$ Change</u>	<u>Variance</u>
PERSONNEL COST	\$60,670	\$63,907	\$63,226	(\$681)	-1.1%
NON-PERSONNEL COST	2,676	2,642	2,690	48	1.8%
TOTAL COST	\$63,346	\$66,550	\$65,916	(\$633)	-1.0%
 BUDGETED POSITIONS	 599	 622	 632	 10	 1.6%

Description

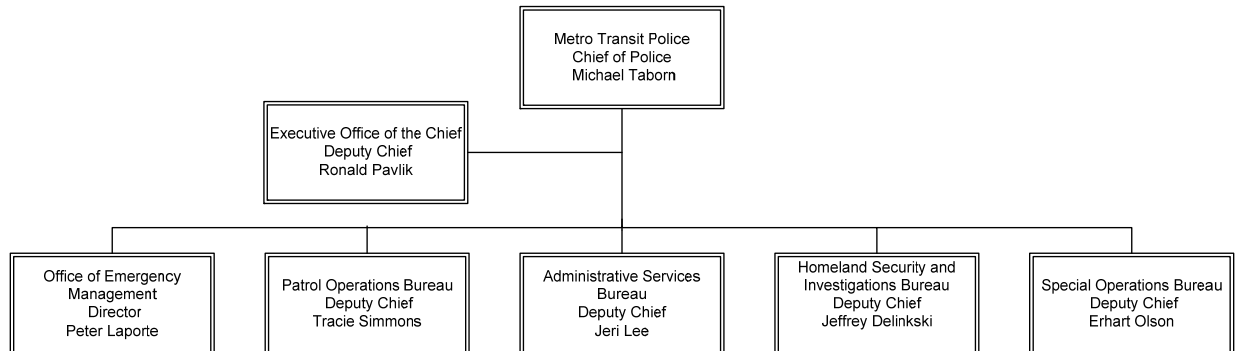
The Metro Transit Police Department (MTPD) is the only tri-state jurisdictional police department in the United States, operating in the District of Columbia, the Commonwealth of Virginia and the state of Maryland. The MTPD is tasked with protecting the customers and employees of the second largest rail system and sixth largest bus system in the United States. The MTPD consists of 458 sworn personnel and over 150 civilian personnel, which includes the Special Police Division. The MTPD provides protection for Metro riders, personnel, transit facilities and fare collection operations. MTPD officers have jurisdiction and the powers of arrest for crimes that occur in, on or against Metro facilities, encompassing over 1,500 square miles and serving a population of over 3 million people. MTPD deploys uniformed officers, casual clothes officers, motor officers, and canine officers to patrol Metrobuses and patrol Metrorail trains, stations, and parking lots. Additionally, the MTPD has a dedicated detective unit, auto theft unit, Special Response Team, and Anti-Terrorism Team.

MTPD members work proactively in the various communities and law enforcement entities throughout the National Capital Region (NCR) to reduce crimes within the Metro system. Furthermore, MTPD Members provide customers with awareness on how they can protect their personal belongings from theft and how to avoid becoming the victim of an assault or the victim of any criminal activity. The MTPD conducts awareness campaigns through various outreaches and provide an array of literature to customers that focus on safety and security.

MTPD plays a significant role in the National Capital Regions security, particularly in the prevention of threats to the transit system and providing emergency response when needed. Several of MTPD's prevention strategies are visible through uniformed patrol efforts, cameras in rail stations and on busses, and chemical and biological detection efforts, and most recently, random bag inspections. Finally, MTPD works in concert and collaboration with local law enforcement, federal partners in the region, to include the FBI, the local and National Joint Terrorism Task Force, the Department of Homeland Security (DHS), and the Transportation Security Administration (TSA).

An additional component of the MTPD is the Office of Emergency Management (OEM). The OEM works in concert with the MTPD and partners with first responders in the NCR, to respond to, timely mitigate and recover from emergency and/or unusual situations that occur within the region that directly affects Metro. OEM is responsible for maintaining Emergency Operations

Plans, serves as the clearing house for local law enforcement, federal partners, fire and military personnel on Metro familiarity related training. Additionally, the OEM works in collaboration with regional partners to acquire various federal grants to offset Metro's cost to maintain and purchase various safety related equipment, and to conduct large scale regional drills.



Mission Statement and Objectives

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

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

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

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

With approval from the Metro Board of Directors in Resolution No. 2010-57 in FY2011, MTPD added 17 Special Police Officer positions, increasing labor costs. As an offset, labor was decreased through grant funding. Metro Police received a grant from the Transportation Security Administration to fund its National Explosives Detection Canine Team program. Personnel expenses related to the grant were transferred from the operating budget to the reimbursable budget. In non-personnel expenses, services increased to fund additional employee training and development.

Discretionary Cost Reductions

The Metro Police Department made a number of cost reductions in personnel expenses. In addition, six positions currently filled by officers will be converted to civilian employee positions, resulting in personnel savings. MTPD reduced its overtime budget through more efficient deployment for special events.

Table 5.29

OPERATING COST BY MODE
Metro Transit Police Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$43,877	\$3,601	\$40,254	\$22
Full-Time Salaries	\$40,024	\$3,134	\$36,867	\$23
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,466	\$515	\$3,951	\$0
Wages (Total)	\$291	\$219	\$72	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$256	\$191	\$64	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$35	\$27	\$8	\$0
TOTAL SALARIES AND WAGES	\$44,167	\$3,819	\$40,326	\$22
Fringes (Total)	\$19,059	\$1,686	\$17,364	\$9
Fringe Health	\$8,716	\$755	\$7,957	\$4
Fringe Pension	\$6,453	\$559	\$5,890	\$3
Other Fringe Benefits	\$3,890	\$372	\$3,517	\$2
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$63,226	\$5,505	\$57,689	\$32
Services (Total)	\$1,312	\$259	\$1,053	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$84	\$8	\$76	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5	\$1	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,224	\$250	\$974	\$0
Materials & Supplies (Total)	\$1,310	\$217	\$1,093	\$0
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,308	\$216	\$1,092	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$4	\$1	\$3	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$1	\$3	\$0
Miscellaneous (Total)	\$64	\$12	\$52	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hrg	\$26	\$5	\$21	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,690	\$489	\$2,201	\$0
TOTAL COST	\$65,916	\$5,994	\$59,890	\$32

Table 5.30

OPERATING EXPENSE BUDGET Metro Transit Police Summary					
<i>(Dollars in Thousands)</i>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Proposed Budget FY2012</u>	<u>Change</u>	<u>Variance</u>
Salaries (Total)	\$42,590	\$44,320	\$43,877	(\$443)	-1.0%
Full-Time Salaries	\$37,952	\$40,156	\$40,024	(\$132)	-0.3%
Salary Lapse	\$0	(\$613)	(\$613)	\$0	0.0%
Overtime Salaries	\$4,638	\$4,777	\$4,466	(\$311)	-6.5%
Wages (Total)	\$284	\$282	\$291	\$8	3.0%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$238	\$248	\$256	\$8	3.0%
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$46	\$34	\$35	\$1	2.4%
TOTAL SALARIES AND WAGES	\$42,873	\$44,602	\$44,167	(\$435)	-1.0%
Fringes (Total)	\$17,796	\$19,305	\$19,059	(\$246)	-1.3%
Fringe Health	\$56	\$8,942	\$8,716	(\$225)	-2.5%
Fringe Pension	\$117	\$6,321	\$6,453	\$132	2.1%
Other Fringe Benefits	\$17,624	\$4,043	\$3,890	(\$152)	-3.8%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$60,670	\$63,907	\$63,226	(\$681)	-1.1%
Services (Total)	\$1,579	\$1,298	\$1,312	\$14	1.1%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$63	\$59	\$84	\$25	42.2%
Temporary Help	\$0	\$0	\$0	\$0	
Contract Maintenance	(\$1)	\$14	\$5	(\$10)	-68.2%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$1,516	\$1,225	\$1,224	(\$1)	0.0%
Materials & Supplies (Total)	\$1,003	\$1,274	\$1,310	\$35	2.8%
Fuel and Lubricants	\$0	\$2	\$2	\$0	9.0%
Tires	\$0	\$0	\$0	\$0	
Other	\$1,003	\$1,273	\$1,308	\$35	2.8%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$4	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$4	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$4	\$4	\$0	0.0%
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$4	\$4	\$0	0.0%
Miscellaneous (Total)	\$90	\$66	\$64	(\$2)	-3.1%
Dues And Subscriptions	\$3	\$9	\$9	\$0	0.0%
Conferences and Meetings	\$14	\$22	\$22	\$0	0.0%
Business Travel/Public Hrg	\$58	\$28	\$26	(\$2)	-7.2%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$15	\$7	\$7	\$0	0.0%
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$2,676	\$2,642	\$2,690	\$48	1.8%
TOTAL COST	\$63,346	\$66,550	\$65,916	(\$633)	-1.0%

Department of System Safety & Environmental Management

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$5,710	\$6,763	\$6,897	\$134	2.0%
NON-PERSONNEL COST	5,969	11,641	10,377	(1,264)	-10.9%
TOTAL COST	\$11,678	\$18,404	\$17,274	(\$1,131)*	-6.1%
 BUDGETED POSITIONS	 30	 58	 59	 1	 1.7%

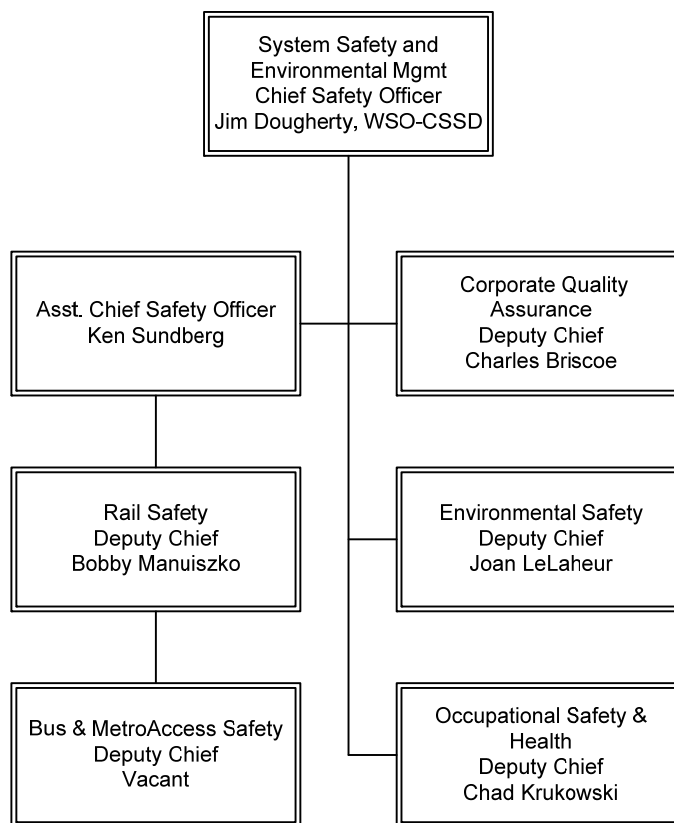
***Overall the budget for safety has increased by \$504,400 – including operating and capital budgets.**

Description

The Department of System Safety & Environmental Management (SAFE) services the Metro System with implementation and management of programs vital to ensuring our employees, customers and surrounding communities are safe. Programs include:

- System safety program plan
- Occupation safety and health
- Accident and incident investigation / corrective actions
- Hazard management
- Internal safety audits
- Construction safety
- Safety (and security) certification of projects
- Safety data collection and analysis
- Industrial hygiene & environmental protection
- Safety & occupational training
- Regulatory compliance
- Quality assurance & compliance

SAFE has a staff complement of 59 highly educated and experienced personnel with advanced degrees in Safety, Electrical Engineering, Environmental Engineering, and Business Administration; in addition to other safety, engineering, technical and business-related fields. The staff includes a Certified Safety and Security Director (WSO-CSSD), and Senior Associate Staff Instructors for FTA's Transportation Safety Institute (TSI). On average the employees have 17 years of transit experience, ten years of safety experience, and 13 years at Metro, providing a strong depth of institutional knowledge.



Mission Statement and Objectives

The mission of the System Safety & Environmental Management department is to ensure that Metro's Bus, Rail, and Access systems and other facilities are operationally safe and environmentally sound for all our employees, customers and surrounding communities.

The department measures are linked to Metro's General Manager's goals and related objectives. The overall goal is always zero accidents, injuries and fatalities. In striving to accomplish that goal, SAFE is creating a corporate safety culture involving all levels, from the Board of Directors to every employee regardless of position or location.

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

Due to recent reorganizations, the proper cost allocation of all offices within SAFE resulted in a reduction in the operating budget and an increase in the cost allocated to the capital budget. Overall, the SAFE budget has increased by \$504.4 thousand.

Table 5.31

OPERATING COST BY MODE
System Safety and Environmental Mgmt Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$4,837	\$2,216	\$2,584	\$37
Full-Time Salaries	\$4,876	\$2,248	\$2,590	\$37
Salary Lapse	-\$38	-\$32	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$4,837	\$2,216	\$2,584	\$37
Fringes (Total)	\$2,060	\$944	\$1,100	\$16
Fringe Health	\$954	\$437	\$510	\$7
Fringe Pension	\$707	\$324	\$377	\$5
Other Fringe Benefits	\$399	\$183	\$213	\$3
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$6,897	\$3,159	\$3,684	\$53
Services (Total)	\$9,946	\$3,935	\$5,858	\$153
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$7,813	\$3,086	\$4,607	\$120
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$11	\$4	\$6	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,122	\$845	\$1,245	\$33
Materials & Supplies (Total)	\$378	\$163	\$209	\$5
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$378	\$163	\$209	\$5
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$53	\$21	\$31	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$53	\$21	\$31	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$10,377	\$4,119	\$6,098	\$160
TOTAL COST	\$17,274	\$7,278	\$9,783	\$213

Table 5.32

OPERATING EXPENSE BUDGET
System Safety and Environmental Mgmt Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$4,005	\$4,718	\$4,837	\$120	2.5%
Full-Time Salaries	\$4,000	\$4,756	\$4,876	\$120	2.5%
Salary Lapse	\$0	(\$38)	(\$38)	\$0	0.0%
Overtime Salaries	\$4	\$0	\$0	\$0	
Wages (Total)	(\$1)	\$0	\$0	\$0	
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	(\$1)	\$0	\$0	\$0	
Wage Lapse	\$0	\$0	\$0	\$0	
Overtime Wages	\$0	\$0	\$0	\$0	
TOTAL SALARIES AND WAGES	\$4,004	\$4,718	\$4,837	\$120	2.5%
Fringes (Total)	\$1,706	\$2,046	\$2,060	\$14	0.7%
Fringe Health	\$6	\$960	\$954	(\$5)	-0.6%
Fringe Pension	\$115	\$679	\$707	\$28	4.1%
Other Fringe Benefits	\$1,584	\$407	\$399	(\$9)	-2.1%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$5,710	\$6,763	\$6,897	\$134	2.0%
Services (Total)	\$5,834	\$11,247	\$9,946	(\$1,301)	-11.6%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$3,369	\$8,849	\$7,813	(\$1,036)	-11.7%
Temporary Help	\$22	\$0	\$0	\$0	
Contract Maintenance	\$219	\$12	\$11	(\$2)	-13.5%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$2,224	\$2,385	\$2,122	(\$263)	-11.0%
Materials & Supplies (Total)	\$118	\$385	\$378	(\$7)	-1.9%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$118	\$385	\$378	(\$7)	-1.9%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$0	\$0	\$0	\$0	
Electricity and Gas	\$0	\$0	\$0	\$0	
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$0	\$1	\$0	(\$1)	-100.0%
Property	\$0	\$0	\$0	\$0	
Equipment	\$0	\$1	\$0	(\$1)	-100.0%
Miscellaneous (Total)	\$16	\$8	\$53	\$45	556.0%
Dues And Subscriptions	\$0	\$0	\$0	\$0	
Conferences and Meetings	\$0	\$0	\$0	\$0	
Business Travel/Public Hrg	\$16	\$8	\$53	\$45	556.0%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$0	\$0	\$0	\$0	
Other	\$0	\$0	\$0	\$0	
Reimbursements (Total)	\$0	\$0	\$0	\$0	
Reimbursements	\$0	\$0	\$0	\$0	
TOTAL NONPERSONNEL COST	\$5,969	\$11,641	\$10,377	(\$1,264)	-10.9%
TOTAL COST	\$11,678	\$18,404	\$17,274	(\$1,131)	-6.1%

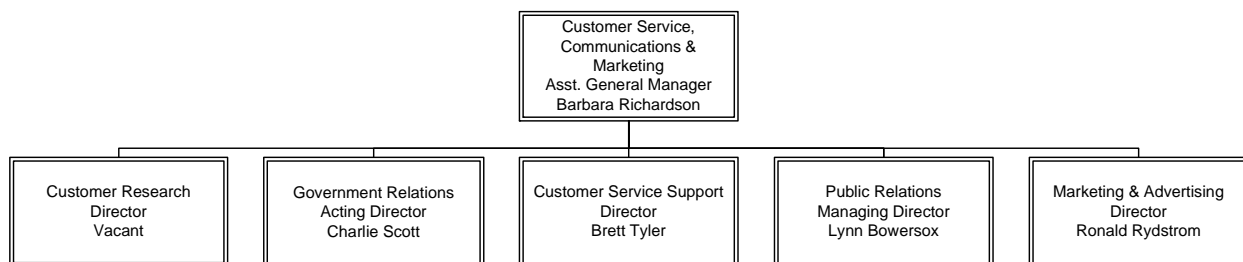
Customer Service, Communications and Marketing

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	\$ Change	Variance
PERSONNEL COST	\$13,737	\$13,792	\$14,352	\$560	4.1%
NON-PERSONNEL COST	2,376	4,566	4,188	(378)	-8.3%
TOTAL COST	\$16,113	\$18,358	\$18,541	\$182	1.0%
 BUDGETED POSITIONS	 77*	 142	 137	 (5)	 -3.5%

*In FY2011, the Office of Customer Service (CSVC) was moved to this department. That office had actual spending of \$6.8 million in FY2010. For FY2011, the office had an approved budget of \$7.3 million and 73 positions. FY2010 headcount shown above, does not reflect the impact of the reorganization.

Description

The Department of Customer Service, Communications and Marketing (CSCM) is responsible for communicating, marketing and informing customers, employees, public officials and other stakeholders about Metro's services, programs and policies. Through its marketing and communications work, CSCM supports the growth of Metro ridership and revenues. CSCM also serves as the customer advocate within Metro by seeking input through research and representing customer opinions received through letters, phone calls and other avenues. With its Customer Service Center, CSCM also responds to more than six million customer comments or information requests a year. Offices within the CSCM department include public relations, government affairs, marketing and advertising, board communications, customer service, and community relations.

**Office of Public Relations (PREL)**

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

- Educates the riding public about service expansion, changes, and special programs
- Serves as an in-house news agency to inform the public about corporate management and Board actions regarding safety, security and operating policies
- Responds to approximately 500 media requests a month, serving as official “spokesperson” for Metro

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

Office of Marketing and Advertising (MKTG)

Marketing develops and implements marketing programs that support current riders and attract new customers, to build ridership and revenue. Marketing also generates revenue outside of the farebox through the sale of advertising on Metrobus and in the Metrorail system, merchandising and other programs. In particular, the Office of Marketing and Advertising:

- Develops and implements strategic marketing initiatives to inform customers about changes or the launch of new services or policy initiatives
- Creates approximately 25 partnership promotions annually to build ridership
- Supports internal and external communications needs through the creation of over 200 graphics products annually
- Oversees the generation of more than \$15 million a year resulting from the sale of advertising space on Metrobuses and in the Metrorail system
- Promotes and supports the SmartBenefits[®] program that includes over 5,000 employers and 285,000 commuters in the region

Replication and Digitizing Services (RADS)

Within the Office of Marketing and Advertising, CSCM operates Metro's in-house printing plant, offering cost-effective and efficient design, printing and reproduction service for internal Metro customers. Annual projects completed by RADs include:

- Printing five million copies of the Metro Pocket Guides, and 500,000 copies of Your Guide To Metro and the Nation's Capital which are distributed in Metrorail stations, hotels, libraries, regional transit stores, national AAA offices, Travelers Aid Desks at Union Station and area airports, convention centers, and Capitol Hill offices
- Printing over three million copies of pocket bus and rail timetables covering the 146 bus lines and all rail lines and over 120,000 copies of the Metro System Route Maps depicting the entire Metrobus and Metrorail system, which are provided to Metrorail stations, hotels, regional libraries, area convention centers, regional transit stores, universities and Capitol Hill offices
- Printing of all internal Metro forms for use by operations and support offices
- Printing of collateral materials to support special events

Customer Research

The Office of Customer Research is charged with gathering and communicating customer opinions to improve Metro's services and programs and ensure that they meet customer requirements and preferences. The office gains input by:

- Overseeing a quarterly customer satisfaction survey of Metrobus, Metrorail and MetroAccess riders
- Overseeing outside research experts who conduct qualitative research such as focus groups to identify preferences and opinions on particular topics
- Identifying research requirements or projects to ensure customer input in equipment design and service development
- Serving as an advisor to internal staff seeking guidance on customer opinions

Office of Customer Service (CSVC)

The Office of Customer Service serves as Metro's primary call center, responding to customer comments, providing information and maintaining the Metro's lost and found program. Specific duties of CSVC include:

- Maintaining and managing Metro's web Trip Planner to help customers plan more than 21 million trips annually on Metrorail, Metrobus and connecting carriers
- Providing service information to six million customers through the information call center
- Handling 70,000 customer comments each year received by Customer Relations via telephone, Metro's web site emails and letters
- Managing the lost-and-found program which accounts for over 42,000 items lost in the Metro system annually
- Managing Metro's central telephone switchboard by routing more than 104,000 calls to the appropriate Metro office or individual annually
- Maintaining, updating and providing training for over 100 system users on Metro's Customer Relationship Management System (CRM)

Office of Government Relations (GOVR)

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

- Providing information to stakeholders at all levels of government related to a range of subjects, such as the capital and operating needs of Metro, legislation and regulations that promote the use of transit in the National Capital Region, and actions local departments of transportation can take to improve transit operations

- Responding to questions or requests from the Board of Directors and Metro managers on important federal, state and local government issues that affect Metro
- Identifying and facilitating the award of grants to offset operating budget expenditures or to fund projects listed in Metro's Capital Needs Inventory
- Working with the Metro Transit Police Department in identifying grants and programs to assist with MTPD's Security program
- Coordinating with Metro offices to respond to concerns raised by elected officials community groups, and stakeholders
- Assisting internal Metro offices on a variety of planning, land use, permitting, and other activities with state and local governments

Community Relations (CREL)

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

- Coordinates transit service planning such as adding train or bus service and extending the system hours of operation for 13-15 major capital region events a year, such as the Cherry Blossom Festival, National Marathon, Race for the Cure, the Marine Corps Marathon and the Army 10-miler, one time rallies and sporting events
- Serves as liaison to arrange for needed service with regional sporting venues, including Nationals Ballpark, Verizon Center and Fed Ex Field
- Oversees planning for major construction projects and trackwork resulting in approximately six to eight rail shutdowns to ensure that customers are supported and needs are addressed
- Manages Metro's Information Program (MIP), which provides added administrative customer service staff during construction projects, special events and holidays
- Gathers input and informs the region's community and neighborhood groups of service and policies changes by regular contact through a database of key stakeholders

Mission Statement and Objectives

The mission of the Department of Customer Service, Communications and Marketing is to build trust, confidence and loyalty in the Metro brand.

CSCM supports four of Metro's strategic goals:

- Create a safer organization
- Deliver quality service
- Use every resource wisely
- Maintain and enhance Metro's image

The department's additional objectives are to:

- Deliver consistent, coordinated messages through integrated strategic communications and marketing plans
- Lead customer service improvement with research, trend analysis and involvement
- Inform Metro customers through more direct communications
- Drive ridership growth and new market development
- Enhance employee communications
- Improve immediate information distribution through digital media
- Support Metro's government affairs agenda
- Collaborate within Metro to be responsive to internal partners

Proposed FY2012 Department Budget

Adjustments from Approved FY2011 Budget

In FY2012, CSCM will reprioritize its programs to expand customer research and public information outreach, as well as improve responsiveness of customer service, without increasing its budget. Increases for salaries, wages, and inflation in non-personnel costs were offset by reductions in other non-personnel accounts. Personnel expenses increased due to a position transfer from another department and budget adjustments within the office of Customer Service. Overtime funding was adjusted as a result of funds being moved from wage accounts into overtime.

Discretionary Cost Reductions

Customer Service, Communications and Marketing reduced expenses associated with temp help services, and Material and Supplies. In addition, CSCM decreased the budget for outside printing expenses.

Table 5.33

OPERATING COST BY MODE
Customer Service, Communications & Marketing Summary
PROPOSED FY2012 BUDGET

(Dollars in Thousands)	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>MetroAccess</u>
Salaries (Total)	\$6,954	\$2,967	\$3,375	\$612
Full-Time Salaries	\$7,072	\$3,025	\$3,446	\$600
Salary Lapse	-\$208	-\$89	-\$101	-\$18
Overtime Salaries	\$90	\$31	\$30	\$30
Wages (Total)	\$3,121	\$1,554	\$1,545	\$22
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,757	\$1,319	\$1,416	\$22
Wage Lapse	-\$80	-\$38	-\$41	-\$1
Overtime Wages	\$443	\$273	\$171	\$0
TOTAL SALARIES AND WAGES	\$10,075	\$4,521	\$4,920	\$634
Fringes (Total)	\$4,278	\$1,920	\$2,089	\$269
Fringe Health	\$1,988	\$892	\$971	\$125
Fringe Pension	\$1,472	\$660	\$719	\$93
Other Fringe Benefits	\$818	\$367	\$399	\$51
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$14,352	\$6,441	\$7,009	\$903
Services (Total)	\$3,013	\$1,561	\$1,414	\$37
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$449	\$224	\$224	\$0
Temporary Help	\$30	\$15	\$15	\$0
Contract Maintenance	\$171	\$86	\$68	\$17
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,364	\$1,237	\$1,107	\$20
Materials & Supplies (Total)	\$1,148	\$149	\$989	\$10
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,148	\$149	\$989	\$10
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$144	\$79	\$43	\$22
Electricity and Gas	\$144	\$79	\$43	\$22
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$1,715	\$337	\$1,290	\$89
Property	\$0	\$0	\$0	\$0
Equipment	\$1,715	\$337	\$1,290	\$89
Miscellaneous (Total)	\$2,082	\$1,033	\$1,046	\$2
Dues And Subscriptions	\$39	\$19	\$20	\$0
Conferences and Meetings	\$69	\$33	\$35	\$0
Business Travel/Public Hrg	\$60	\$30	\$31	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,841	\$915	\$926	\$0
Other	\$72	\$36	\$34	\$2
Reimbursements (Total)	-\$3,914	\$0	-\$3,914	\$0
Reimbursements	-\$3,914	\$0	-\$3,914	\$0
TOTAL NONPERSONNEL COST	\$4,188	\$3,160	\$869	\$160
TOTAL COST	\$18,541	\$9,601	\$7,877	\$1,062

Table 5.34

OPERATING EXPENSE BUDGET
Customer Service, Communications & Marketing Summary

<i>(Dollars in Thousands)</i>	Actual 2010	Approved Budget 2011	Proposed Budget FY2012	Change	Variance
Salaries (Total)	\$6,715	\$6,716	\$6,954	\$238	3.5%
Full-Time Salaries	\$6,627	\$6,801	\$7,072	\$271	4.0%
Salary Lapse	\$0	(\$204)	(\$208)	(\$4)	2.1%
Overtime Salaries	\$87	\$119	\$90	(\$29)	-24.0%
Wages (Total)	\$2,938	\$2,912	\$3,121	\$208	7.2%
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	
Full Time Wages	\$2,339	\$2,692	\$2,757	\$65	2.4%
Wage Lapse	\$0	(\$91)	(\$80)	\$11	-12.6%
Overtime Wages	\$599	\$312	\$443	\$132	42.2%
TOTAL SALARIES AND WAGES	\$9,653	\$9,628	\$10,075	\$446	4.6%
Fringes (Total)	\$4,084	\$4,164	\$4,278	\$114	2.7%
Fringe Health	\$8	\$1,957	\$1,988	\$31	1.6%
Fringe Pension	\$271	\$1,383	\$1,472	\$88	6.4%
Other Fringe Benefits	\$3,806	\$823	\$818	(\$5)	-0.7%
Workers Compensation	\$0	\$0	\$0	\$0	
TOTAL PERSONNEL COST	\$13,737	\$13,792	\$14,352	\$560	4.1%
Services (Total)	\$1,756	\$3,178	\$3,013	(\$165)	-5.2%
Management Fee	\$0	\$0	\$0	\$0	
Professional & Technical	\$324	\$430	\$449	\$19	4.4%
Temporary Help	\$0	\$47	\$30	(\$17)	-36.9%
Contract Maintenance	\$71	\$197	\$171	(\$26)	-13.4%
Custodial Services	\$0	\$0	\$0	\$0	
Paratransit	\$0	\$0	\$0	\$0	
Other	\$1,360	\$2,504	\$2,364	(\$140)	-5.6%
Materials & Supplies (Total)	\$915	\$1,156	\$1,148	(\$8)	-0.7%
Fuel and Lubricants	\$0	\$0	\$0	\$0	
Tires	\$0	\$0	\$0	\$0	
Other	\$915	\$1,156	\$1,148	(\$8)	-0.7%
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	
Diesel Fuel	\$0	\$0	\$0	\$0	
Propulsion Power	\$0	\$0	\$0	\$0	
Clean Natural Gas	\$0	\$0	\$0	\$0	
Utilities (Total)	\$7	\$158	\$144	(\$14)	-8.6%
Electricity and Gas	\$7	\$158	\$144	(\$14)	-8.6%
Utilities - Other	\$0	\$0	\$0	\$0	
Casualty & Liability (Total)	\$0	\$0	\$0	\$0	
Insurance	\$0	\$0	\$0	\$0	
Claims	\$0	\$0	\$0	\$0	
Leases (Total)	\$1,666	\$1,848	\$1,715	(\$133)	-7.2%
Property	\$82	\$0	\$0	\$0	
Equipment	\$1,584	\$1,848	\$1,715	(\$133)	-7.2%
Miscellaneous (Total)	\$1,402	\$2,049	\$2,082	\$33	1.6%
Dues And Subscriptions	\$18	\$38	\$39	\$1	2.9%
Conferences and Meetings	\$11	\$66	\$69	\$3	4.9%
Business Travel/Public Hrg	\$11	\$70	\$60	(\$10)	-13.7%
Interview & Relocation	\$0	\$0	\$0	\$0	
Tolls	\$0	\$0	\$0	\$0	
Advertising	\$1,336	\$1,820	\$1,841	\$21	1.2%
Other	\$26	\$55	\$72	\$17	30.4%
Reimbursements (Total)	(\$3,370)	(\$3,822)	(\$3,914)	(\$92)	2.4%
Reimbursements	(\$3,370)	(\$3,822)	(\$3,914)	(\$92)	2.4%
TOTAL NONPERSONNEL COST	\$2,376	\$4,566	\$4,188	(\$378)	-8.3%
TOTAL COST	\$16,113	\$18,358	\$18,541	\$182	1.0%



Chapter VI. Capital Program

This chapter provides information on the capital program for the Proposed Fiscal Year 2012 annual budget. It focuses on the Capital Improvement Program (CIP) for FY2011 to FY2017.

Metro is investing \$5 billion over six years in more than 122 projects to advance safety and state of good repair needs on the system. The first priority of the program is completing National Transportation Safety Board (NTSB) recommendations, as well as improvements proposed by the Federal Transit Administration and independent assessors.

The FY2012 program of work includes vital state of good repair projects, including the rehabilitation of aging infrastructure and rolling stock modernization. The Capital Improvement Program invests \$851 million in FY2012 to ensure safety and improve reliability, including:

- Installing 30 turnouts, 15,000 direct fixation fasteners, and 8,000 cross ties
- Retrofitting 2,700 feet of track floating slabs
- Rehabilitating 5,000 feet of track pads and shock absorbers
- Rehabilitating 5 miles of third rail
- Rehabilitating 10 miles of running rail
- Installing 50,000 tracks fasteners and anchor bolts
- Track circuit replacements
- Rehabilitating 12 Metro stations
- Replacement of 100 Metro buses and rehabilitation of 100 more

Through FY2017, Metro plans to invest almost \$1 billion in recommendations made by the NTSB, including replacement of the 1000 Series railcars, replacement of track circuits, replacement of power cables, design, operational, and maintenance controls to address potential Automatic Train Control (ATC) system failures, cable insulation testing, and removing the unnecessary Metrorail wayside maintenance communication system in order to eliminate its potential for interfering with the proper functioning of the train control system.

CAPITAL PROGRAM

The Capital Program includes the Capital Improvement Program (CIP), Reimbursable Projects Program, American Recovery and Reinvestment Act Program (ARRA), and the Safety and Security Program. For information only purposes the ARRA and Safety and Security Program are shown in Appendix A.

Capital Improvement Program

The \$5 billion Capital Improvement Program (CIP) is a six-year base program derived from on the 10-year \$11.4 billion Capital Needs Inventory (CNI) prioritization results, committed project funding, and other policy considerations. The six year base program that was derived from the CNI was the FY2011-2016 CIP. The goal of this CIP, as with the previous one, is to provide safe, reliable, and clean service.

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

The Capital Improvement Program (CIP) is the fundable, executable CNI program. The CIP provides a blue print of annually planned work and associated cost.

The CIP addresses Metro's physical asset requirements. The CIP has adopted the CNI categories structure. The nine CIP categories are (1) Vehicles/Vehicle Parts, (2) Rail System Infrastructure Rehabilitation, (3) Maintenance Facilities, (4) Systems and Technology, (5) Track and Structure, (6) Passenger Facilities, (7) Maintenance Equipment, (8) Other Facilities and (9) Project Management and Support.

Funds to support the CIP come from three primary sources: Federal appropriations, state and local contributions, and long and short-term borrowing. Federal appropriations include two Federal Transit Administration formula grants and dedicated Federal funds. The dedicated federal funds were approved under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432, sometimes known as the "dedicated funding bill"). It authorized \$1.5 billion over ten years for Metro's capital and preventive maintenance projects, to be matched dollar-for-dollar by the Metro Compact jurisdictions. The Appropriations Act placed certain conditions on the use of those funds, requiring that Metro place the highest priority on "investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series rail cars, installing guarded turnouts, buying equipment for wayside worker protection, and installing rollback protection on cars that are not equipped with this safety feature."

Reimbursable Projects

The reimbursable Project Development Program funds planning studies for new transit services for high priority corridors, station access and capacity improvements, and pre-development

planning in support of joint development in the District of Columbia, Maryland, and Virginia. Each jurisdiction contributes to the \$3.0 million funding level and approves the program priorities.

Summary of the Financial Plan

The Financial Plan for the Capital Improvement Program is built on the following assumptions:

- Federal Formula Grants assumes a 0% annual growth rate in FY2012 and 2013 and between 2.5% and 3.5% thereafter, through FY2017. The CFA assumed a 4%-5% growth rate between FY2011 and 2016. This reduced growth forecast was implemented in anticipation of reduced Federal transportation funding expectations for transportation.
- Federal Dedicated Funds assumes \$150.0 million from the federal government and \$150.0 million from state and local contributors.
- System Performance Funds (previously called Local Additional Funds) were assumed to be capped at \$107.6 million each year in the Capital Funding Agreement put into effect in June 2010. Given the downward revision in federal funding growth rate assumption and consequently local match, system performance funds were increased to make up for the loss of the match amount, such that the total State and Local contribution (match + system performance) in any given year of the CIP, remains consistent with the agreed levels in the Capital Funding Agreement.
- State and Local Contributions for formula grants and local additional were estimated by grouping projects into bus, rail, bus/rail, and access categories and distributing the cost based on the FY2010 operating subsidy allocation.
- Miscellaneous CIP Funding is the anticipated proceeds from the sale of real estate.
- Metro Matters Roll Over is funding rolled over from the Metro Matters period (FY2005-2010) into the Capital Funding Agreement period.
- Metro Matters Residual Funding, as a result of the Metro Matters reconciliation concluded in the second quarter of FY2011, an additional \$43 million of Metro Matters residual funding was made available for the current CIP.
- FY2011 CIP Rollover represents \$89.7 million in unexpended FY2011 CIP funds. The funds are anticipated to be fully spent in FY2012.
- Debt assumes the issuance of a 25-year, tax-exempt, gross transit revenue bond. Total debt between FY2011 and FY2016 remains within the \$440 million established in the CFA period. An additional \$91 million in debt is planned in FY2017.

Jurisdiction's Allocated Contribution

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

It is projected that Metro will under-spend the FY2011 budget by \$89.7 million, and those expenditures will be made in FY2012. As a result, the jurisdictional contributions were lowered for FY2011, and will increase in FY2012 per the Annual Work Plan.

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

Development of the Capital Needs Inventory (CNI)

The ten year Capital Needs Inventory (FY2011 – FY2020) was developed based on accounting for life-cycle costs, current conditions, and future demand. This agency-wide, "bottom-up" inventory was designed to produce a comprehensive picture of Metro's future capital needs. The over \$11 billion, ten year Capital Needs Inventory (CNI) was prioritized based on agency goals and strategic objectives and presented to the Board on October 8, 2009.

Subsequently, the prioritized ten-year Capital Needs Inventory effort was used to create a constrained \$5 billion six-year Capital Improvement Program (FY2011 – FY2016) that addresses Metro's most critical capital funding needs. Indeed, the Capital Improvement Program as a whole reflects a higher portion of "state of good performance" projects than the Capital Needs Inventory.

Budget Authority for FY2012

To provide the most up-to-date information on the Capital Program, this document includes the proposed budget for FY2012 of \$854.1 million with \$851.1 million for CIP (including \$14.4 million of Metro Matters Rollover and \$89.7 million of FY2011 CIP Rollover) and \$3.0 million for reimbursable projects. The FY2011 forecast and proposed FY 2012 budget, along with forecasted expenditures for FY2013 through FY2017, provides a complete overview of the Capital Improvement Program.

Table 6.1

Capital Improvement Program (CIP) Costs: FY2011-2017

(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
A Vehicles/ Vehicle Parts									
Replacement of Rail Cars	\$79.902	\$20.022	\$11.753	\$12.428	\$118.079	\$404.503	\$646.686	\$284.517	\$931.203
Replacement of Buses	82.693	69.310	56.307	62.170	80.347	80.878	431.705	126.000	557.705
Rehabilitation of Rail Cars	72.640	56.242	43.411	42.477	42.512	43.750	301.031	44.122	345.153
Rehabilitation of Buses	54.831	48.499	54.380	53.966	58.360	60.163	330.200	62.680	392.880
Replacement of MetroAccess Vehicles	11.559	11.559	12.202	10.247	8.571	10.846	64.984	14.669	79.652
Replacement of Service Vehicles	2.122	5.529	7.964	8.968	7.937	5.718	38.237	8.330	46.567
Rail Car Fleet Expansion	6.724	2.761	1.042	2.541	0.000	0.000	13.068	0.000	13.068
Bus Fleet Expansion	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus Enhancements	6.805	4.330	30.460	3.001	0.000	0.000	44.596	0.000	44.596
Subtotal	\$317.275	\$218.252	\$217.517	\$195.796	\$315.806	\$605.859	\$1,870.506	\$540.318	\$2,410.824
B Rail System Infrastructure Rehabilitation									
Rail Line Segment Rehabilitation	\$88.267	\$117.363	\$121.427	\$195.904	\$167.157	\$168.963	\$859.081	\$68.183	\$927.264
Subtotal	\$88.267	\$117.363	\$121.427	\$195.904	\$167.157	\$168.963	\$859.081	\$68.183	\$927.264
C Maintenance Facilities									
Rehabilitation and Replacement of Bus Garages	\$27.155	\$91.733	\$114.657	\$24.156	\$0.000	\$0.000	\$257.701	\$0.000	\$257.701
Maintenance of Bus Garages	18.982	25.947	30.845	32.237	19.800	17.250	145.060	0.000	145.060
Maintenance of Rail Yards	0.297	1.499	29.777	29.777	45.748	28.798	135.895	28.691	164.585
Rail Maintenance Facilities	1.900	3.000	40.000	40.000	1.474	0.000	86.374	0.000	86.374
Environmental Compliance Projects	2.695	5.131	3.222	3.159	1.775	3.746	19.728	5.056	24.784
Maintenance Bus and Rail Facilities	8.059	12.474	8.346	3.166	3.161	3.161	38.366	7.968	46.334
Expansion of Bus Garages	2.671	8.754	7.258	9.431	0.000	0.000	\$28.113	0.000	\$28.113
Subtotal	\$61.758	\$148.539	\$234.104	\$141.925	\$71.957	\$52.955	\$711.237	\$41.714	\$752.952
D Systems and Technology									
Power System Upgrades - Rail	\$4.132	\$0.000	\$6.986	\$7.980	\$6.791	\$7.258	\$33.147	\$7.258	\$40.405
Operations Support Software	35.160	32.380	34.857	36.655	35.388	33.260	\$207.700	32.908	\$240.607
Business Support Software & Equipment	29.370	30.252	20.108	15.712	10.812	11.480	\$117.734	6.900	\$124.634
Rail Fare Equipment	14.720	5.115	1.923	1.924	1.923	1.728	\$27.334	1.368	\$28.702
Subtotal	\$83.382	\$67.747	\$63.874	\$62.271	\$54.914	\$53.725	\$385.914	\$48.434	\$434.347
E Track and Structures									
Track Rehabilitation	\$64.842	\$57.860	\$52.693	\$47.147	\$49.161	\$53.747	\$325.449	\$56.587	\$382.036
Station/Tunnel Rehabilitation	3.058	3.298	3.277	3.452	3.607	3.761	\$20.452	4.952	\$25.404
Subtotal	\$67.900	\$61.158	\$55.969	\$50.598	\$52.767	\$57.508	\$345.901	\$61.540	\$407.440
F Passenger Facilities									
Elevator/Escalator Facilities	\$12.150	\$18.367	\$18.804	\$19.883	\$20.324	\$16.726	\$106.253	\$17.600	\$123.853
Maintenance of Rail Station Facilities	58.804	58.345	32.643	13.662	8.153	8.358	\$179.965	8.488	\$188.453
Bicycle & Pedestrian Facilities	1.392	1.438	1.741	1.656	1.668	1.684	\$9.580	1.696	\$11.276
Rail Station: Capacity/Enhancements	0.509	3.027	1.030	1.033	1.542	1.028	\$8.169	23.000	\$31.169
Bus Priority Corridor Improvements	6.133	2.053	2.059	2.066	2.056	0.000	\$14.368	6.168	\$20.536
Rail Station Equipment	0.887	0.197	0.200	0.203	0.206	0.274	\$1.967	0.210	\$2.177
Subtotal	\$79.875	\$83.427	\$56.477	\$38.503	\$33.950	\$28.070	\$320.302	\$57.162	\$377.464
G Maintenance Equipment									
Rail Maintenance Equipment	\$36.727	\$136.733	\$143.259	\$63.763	\$31.384	\$31.022	\$442.888	\$23.714	\$466.602
Bus Repair Equipment	2.945	7.176	3.015	3.125	3.213	3.380	\$22.855	3.549	\$26.404
Business Facilities Equipment	0.764	0.905	0.745	0.771	0.919	0.818	\$4.921	0.824	\$5.745
Subtotal	\$40.437	\$144.814	\$147.019	\$67.659	\$35.517	\$35.220	\$470.664	\$28.087	\$498.751
H Other Facilities									
Business Support Facilities	\$8.055	\$0.266	\$0.221	\$0.507	\$0.409	\$0.264	\$9.722	\$0.398	\$10.120
MTPD Support Facilities	2.127	4.150	21.352	0.885	0.000	0.000	\$28.514	0.000	\$28.514
Subtotal	\$10.182	\$4.416	\$21.573	\$1.392	\$0.409	\$0.264	\$38.236	\$0.398	\$38.634
I Project Management and Support									
Credit Facility	4.900	5.390	6.000	6.610	6.500	6.500	\$35.900	7.000	\$42.900
Subtotal	\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
Total	\$753.977	\$851.106	\$923.960	\$760.658	\$738.977	\$1,009.064	\$5,037.742	\$852.837	\$5,890.578

Table 6.2

Capital Improvement Program (CIP) Source of Funds: FY2011-2017

(dollars in millions)

	FY2011 Forecast	FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
► Federal Funds:									
Federal Formula Grant Funds:									
> Section 5307 Grant	\$139.365	\$139.365	\$139.365	\$142.849	\$147.849	\$153.024	\$861.817	\$158.379	\$1,020.196
> Section 5309 Grant	101.266	101.266	101.266	103.798	107.431	111.191	626.217	115.082	741.299
Subtotal - Formula Grants	\$240.631	\$240.631	\$240.631	\$246.647	\$255.279	\$264.214	\$1,488.033	\$273.462	\$1,761.495
Federal Dedicated Funds	150.000	150.000	150.000	150.000	150.000	150.000	900.000	150.000	1,050.000
CMAQ Grant	-	7.400	-	-	-	-	7.400	-	7.400
Subtotal: Federal Funds	\$390.631	\$398.031	\$390.631	\$396.647	\$405.279	\$414.214	\$2,395.433	\$423.462	\$2,818.895
► State and Local Funds:									
Match to Federal Formula Grant	\$60.158	\$60.158	\$60.158	\$61.662	\$63.820	\$66.054	\$372.008	\$68.365	\$440.374
Local Additional Funds	107.755	110.169	112.680	114.440	115.709	117.073	677.828	118.541	796.368
Match to Federal Dedicated Fun	150.000	150.000	150.000	150.000	150.000	150.000	900.000	150.000	1,050.000
Subtotal: State and Local Funds	\$317.913	\$320.327	\$322.838	\$326.102	\$329.529	\$333.127	\$1,949.836	\$336.906	\$2,286.742
► Other CIP Funding Sources									
Metro Matters Rollover	\$131.801	\$14.381	\$1.402	\$1.872	\$0.000	\$0.000	\$149.455	\$0.000	\$149.455
Metro Matters Residual Funding	-	18.270	24.730	-	-	-	43.000	-	43.000
Miscellaneous	3.351	10.379	33.623	17.565	-	-	64.917	1.000	65.917
FY2011 CIP Rollover	(89.719)	89.719	-	-	-	-	-	-	-
Subtotal: Other Funds	\$45.433	\$132.748	\$59.755	\$19.437	\$0.000	\$0.000	\$257.373	\$1.000	\$258.373
Total without Debt	\$753.977	\$851.106	\$773.224	\$742.186	\$734.808	\$747.341	\$4,602.642	\$761.368	\$5,364.010
► Debt Strategy	\$0.000	\$0.000	\$150.736	\$18.473	\$4.169	\$261.723	\$435.100	\$91.469	\$526.569
Grand Total	\$753.977	\$851.106	\$923.960	\$760.658	\$738.977	\$1,009.064	\$5,037.742	\$852.837	\$5,890.578

Table 6.3

Reimbursable Capital Costs: FY 2012

(dollars in million)

All Jurisdictions	<u>FY 2012</u>
Project Development	\$ 3.000

Table 6.4

Source of Funds for Reimbursable Capital Cost: FY 2012

(dollars in million)

All Jurisdictions	<u>FY 2012</u>
District of Columbia	\$ 1.099
Maryland	\$ 1.076
Virginia	\$ 0.825
<u>Total</u>	\$ 3.000

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

	Capital Needs Inventory	FY2011-2017 CIP	Variance
A Vehicles/ Vehicle Parts			
Replacement of Rail Cars	\$978.182	\$931.203	(\$46.979)
Replacement of Buses	749.483	557.705	(191.778)
Rehabilitation of Rail Cars	311.694	345.153	33.459
Rehabilitation of Buses	356.818	392.880	36.062
Replacement of MetroAccess Vehicles	140.975	79.652	(61.323)
Replacement of Service Vehicles	63.390	46.567	(16.823)
Rail Car Fleet Expansion	605.128	13.068	(592.060)
Bus Fleet Expansion	255.449	0.000	(255.449)
Bus Enhancements	115.694	44.596	(71.098)
MetroAccess Fleet Expansion	44.165	0.000	(44.165)
Subtotal	\$3,620.978	\$2,410.824	(\$1,210.154)
B Rail System Infrastructure Rehabilitation			
Rail Line Segment Rehabilitation	\$1,822.193	\$927.264	(\$894.929)
Subtotal	\$1,822.193	\$927.264	(\$894.929)
C Maintenance Facilities			
Rehabilitation and Replacement of Bus Garages	\$488.640	\$257.701	(\$230.939)
Maintenance of Bus Garages	328.077	145.060	(183.017)
Maintenance of Rail Yards	280.678	164.585	(116.093)
Rail Maintenance Facilities	655.880	86.374	(569.506)
Environmental Compliance Projects	36.754	24.784	(11.970)
Maintenance Bus and Rail Facilities	0.000	46.334	46.334
Expansion of Bus Garages	444.852	28.113	(416.739)
Expansion of MetroAccess Garages	16.000	0.000	(16.000)
Subtotal	\$2,250.881	\$752.952	(\$1,497.929)
D Systems and Technology			
Power System Upgrades - Rail	\$175.026	\$40.405	(\$134.621)
Operations Support Software	559.847	240.607	(319.240)
Business Support Software & Equipment	296.188	124.634	(171.554)
Rail Fare Equipment	56.459	28.702	(27.757)
Subtotal	\$1,087.520	\$434.347	(\$653.172)
E Track and Structures			
Track Rehabilitation	\$539.340	\$382.036	(\$157.304)
Station/Tunnel Rehabilitation	46.033	25.404	(20.629)
Subtotal	\$585.373	\$407.440	(\$177.933)
F Passenger Facilities			
Elevator/Escalator Facilities	\$267.805	\$123.853	(\$143.952)
Maintenance of Rail Station Facilities	133.890	188.453	54.563
Bicycle & Pedestrian Facilities	44.872	11.276	(33.596)
Rail Station: Capacity/Enhancements	1,150.378	31.169	(1,119.209)
Bus Priority Corridor Improvements	120.449	20.536	(99.913)
Rail Station Equipment	21.571	2.177	(19.394)
Subtotal	\$1,738.965	\$377.464	(\$1,361.501)
G Maintenance Equipment			
Rail Maintenance Equipment	\$203.743	\$466.602	\$262.859
Bus Repair Equipment	29.088	26.404	(2.684)
Business Facilities Equipment	7.710	5.745	(1.965)
Subtotal	\$240.541	\$498.751	\$258.210
H Other Facilities			
Business Support Facilities	\$32.204	\$10.120	(\$22.084)
MTPD Support Facilities	44.443	28.514	(15.929)
MetroAccess Operations Facility	8.000	0.000	(8.000)
Subtotal	\$84.647	\$38.634	(\$46.013)
I Program Management			
Program Management	\$0.000	\$0.000	\$0.000
Credit Facility	0.000	42.900	42.900
Subtotal	\$0.000	\$42.900	\$42.900
Total	\$11,431.098	\$5,890.578	(\$5,540.520)

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2017
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year:		FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
		FY2012 Budget	FY2012 Forecast							
A Vehicles/ Vehicle Parts										
Replacement of Rail Cars										
CIP 057 1000 Series Rail Car Replacement	\$79,902	\$20,022	\$11,753	\$8,353	\$98,115	\$277,130	\$205,802	\$495,274	\$205,802	\$701,076
CIP 060 4000 Series Rail Car Replacement	0.000	0.000	0.000	4.075	19,964	127,373	78,716	151,412	78,716	\$230,127
Subtotal	\$79,902	\$20,022	\$11,753	\$12,428	\$118,079	\$404,503	\$284,517	\$646,686	\$284,517	\$931,203
Replacement of Buses										
CIP 006 Bus Replacement	\$82,693	\$69,310	\$56,307	\$62,170	\$80,347	\$80,878	\$126,000	\$431,705	\$126,000	\$557,705
Subtotal	\$82,693	\$69,310	\$56,307	\$62,170	\$80,347	\$80,878	\$126,000	\$431,705	\$126,000	\$557,705
Rehabilitation of Rail Cars										
CIP 064 1000 Series Rail Car HVAC Rehabilitation	\$2,465	\$2,152	\$0,190	\$0,000	\$0,000	\$0,000	\$0,000	\$4,807	\$0,000	\$4,807
CIP 058 2000/3000 Series Rail Car Mid-Life Rehabilitation	5,054	3,031	1,153	0,000	0,000	0,000	0,000	9,238	0,000	9,238
CIP 067 Rail Car Safety & Reliability Enhancements	12,335	8,737	1,502	1,653	1,699	1,755	1,802	27,681	1,802	29,483
CIP 063 Rail Rehabilitation Program	11,925	21,522	19,703	19,892	19,981	21,164	21,489	114,187	21,489	135,676
CIP 125 Rail Preventive Maintenance	20,861	0,000	0,000	0,000	0,000	0,000	0,000	20,861	0,000	20,861
CIP 142 Rail Lifecycle Overhaul	20,000	20,800	20,864	20,932	20,831	20,831	20,831	124,258	20,831	145,089
Subtotal	\$72,640	\$56,242	\$43,411	\$42,477	\$42,512	\$43,750	\$44,122	\$301,031	\$44,122	\$345,153
Rehabilitation of Buses										
CIP 005 Bus Rehabilitation Program	\$24,449	\$30,081	\$30,862	\$31,672	\$32,251	\$33,005	\$34,700	\$182,321	\$34,700	\$217,021
CIP 008 Bus Repairs	8,912	7,703	12,770	11,511	15,378	16,427	17,249	72,701	17,249	89,950
CIP 137 Bus Preventive Maintenance	11,471	0,000	0,000	0,000	0,000	0,000	0,000	11,471	0,000	11,471
CIP 143 Bus Lifecycle Overhaul	10,000	10,715	10,748	10,783	10,731	10,731	10,731	63,708	10,731	74,439
Subtotal	\$54,831	\$48,499	\$54,380	\$53,966	\$58,360	\$60,163	\$62,680	\$330,200	\$62,680	\$392,880
Replacement of MetroAccess Vehicles										
CIP 015 MetroAccess Fleet Replacement	\$11,559	\$11,559	\$12,202	\$10,247	\$8,571	\$10,846	\$14,669	\$64,984	\$14,669	\$79,652
Subtotal	\$11,559	\$11,559	\$12,202	\$10,247	\$8,571	\$10,846	\$14,669	\$64,984	\$14,669	\$79,652
Replacement of Service Vehicles										
CIP 009 Service Vehicle Replacement	\$2,122	\$5,529	\$7,964	\$8,968	\$7,937	\$5,718	\$8,330	\$38,237	\$8,330	\$46,567
Subtotal	\$2,122	\$5,529	\$7,964	\$8,968	\$7,937	\$5,718	\$8,330	\$38,237	\$8,330	\$46,567
Rail Car Fleet Expansion										
CIP 062 6000 Series Rail Car Procurement	\$6,724	\$2,761	\$1,042	\$2,541	\$0,000	\$0,000	\$0,000	\$13,068	\$0,000	\$13,068
Subtotal	\$6,724	\$2,761	\$1,042	\$2,541	\$0,000	\$0,000	\$0,000	\$13,068	\$0,000	\$13,068
Bus Fleet Expansion										
CIP 003 Bus Capacity Enhancements: Fleet Expansion	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Subtotal	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Bus Enhancements										
CIP 002 Automatic Vehicle Location Equipment Replacement	4,231	4,330	30,460	0,000	0,000	0,000	0,000	39,021	0,000	39,021
CIP 007 Bus Camera Installation	2,574	0,000	0,000	3,001	0,000	0,000	0,000	5,575	0,000	5,575
Subtotal	\$6,805	\$4,330	\$30,460	\$3,001	\$0,000	\$0,000	\$0,000	\$44,596	\$0,000	\$44,596
Subtotal	\$317,275	\$218,252	\$217,517	\$195,796	\$315,806	\$605,859	\$540,318	\$1,870,506	\$540,318	\$2,410,824

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
B Rail System Infrastructure Rehabilitation									
Rail Line Segment Rehabilitation									
CIP 108 Rail Rehabilitation Tier 1: Dupont to Grosvenor	\$0.000	\$0.000	\$4,010	\$58,213	\$82,039	\$86,978	\$231,240	\$68,183	\$299,423
CIP 107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	63,739	66,480	57,549	38,905	0.000	0.000	225,673	0.000	\$225,673
CIP 110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	24,528	51,883	59,868	98,786	85,118	81,985	402,168	0.000	\$402,168
Subtotal	\$88,267	\$117,363	\$121,427	\$195,904	\$167,157	\$168,963	\$859,081	\$68,183	\$927,264
Subtotal	\$88,267	\$117,363	\$121,427	\$195,904	\$167,157	\$168,963	\$859,081	\$68,183	\$927,264
C Maintenance Facilities									
Rehabilitation and Replacement of Bus Garages									
CIP 085 Royal Street Bus Garage Replacement (Chider Bed Road)	\$16,595	\$31,768	\$47,979	\$2,436	\$0.000	\$0.000	\$98,779	\$0.000	\$98,779
CIP 086 Southeastern Bus Garage Replacement (DC Village)	0.027	30,719	14,918	0.000	0.000	0.000	45,664	0.000	\$45,664
CIP 084 Southern Avenue Bus Garage Replacement	10,533	29,246	51,759	21,720	0.000	0.000	113,258	0.000	\$113,258
Subtotal	\$27,155	\$91,733	\$114,657	\$24,156	\$0.000	\$0.000	\$257,701	\$0.000	\$257,701
Maintenance of Bus Garages									
CIP 119 Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	\$18,982	\$25,947	\$30,845	\$32,237	\$19,800	\$17,250	\$145,060	\$0.000	\$145,060
Subtotal	\$18,982	\$25,947	\$30,845	\$32,237	\$19,800	\$17,250	\$145,060	\$0.000	\$145,060
Maintenance of Rail Yards									
CIP 116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	\$0,297	\$1,499	\$29,777	\$29,777	\$45,748	\$28,798	\$135,895	\$28,691	\$164,585
Subtotal	\$0,297	\$1,499	\$29,777	\$29,777	\$45,748	\$28,798	\$135,895	\$28,691	\$164,585
Rail Maintenance Facilities									
CIP 071 Test Track & Commissioning Facility	\$1,900	\$3,000	\$40,000	\$40,000	\$1,474	\$0.000	\$86,374	\$0.000	\$86,374
Subtotal	\$1,900	\$3,000	\$40,000	\$40,000	\$1,474	\$0.000	\$86,374	\$0.000	\$86,374
Environmental Compliance Projects									
CIP 010 Environmental Compliance Projects	\$0,626	\$0,655	\$0,692	\$0,734	\$0,770	\$0,812	\$4,289	\$0,812	\$5,101
CIP 011 Underground Storage Tank Replacement	2,069	4,476	2,530	2,426	1,005	2,934	15,439	4,244	19,683
Subtotal	\$2,695	\$5,131	\$3,222	\$3,159	\$1,775	\$3,746	\$19,728	\$5,056	\$24,784
Maintenance Bus and Rail Facilities									
CIP 127 Support Equipment - MTPD	\$1,725	\$1,030	\$1,060	\$1,067	\$1,063	\$1,062	\$7,006	\$1,080	\$8,086
CIP 145 Rail Yard Hardening and Bus Security (NEW)	3,000	10,379	5,188	0.000	0.000	0.000	18,566	0.000	18,566
CIP 126 Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	3,334	1,065	2,099	2,099	2,099	2,099	12,794	6,888	19,682
Subtotal	\$8,059	\$12,474	\$8,346	\$3,166	\$3,161	\$3,161	\$38,366	\$7,968	\$46,334
Expansion of Bus Garages									
CIP 078 Bladensburg Shop Reconfiguration	\$2,660	\$6,549	\$7,258	\$9,431	\$0.000	\$0.000	\$25,897	\$0.000	\$25,897
CIP 038 Bus Garage Capacity Enhancements	0.010	2,206	0.000	0.000	0.000	0.000	2,216	0.000	\$2,216
Subtotal	\$2,671	\$8,754	\$7,258	\$9,431	\$0.000	\$0.000	\$28,113	\$0.000	\$28,113
Subtotal	\$61,758	\$148,539	\$234,104	\$141,925	\$71,957	\$52,955	\$711,237	\$41,714	\$752,952

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
D Systems and Technology									
Power System Upgrades - Rail									
CIP 077 8-Car Train Power Upgrades	\$4,132	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,132	\$0,000	\$4,132
CIP 076 100 % 8-Car Train - Power Upgrades	0,000	0,000	6,986	7,980	6,791	7,258	23,015	7,258	\$36,273
Subtotal	\$4,132	\$0,000	\$6,986	\$7,980	\$6,791	\$7,258	\$33,147	\$7,258	\$40,405
Operations Support Software									
CIP 042 Bus & Rail Asset Management Software	\$1,603	\$4,185	\$5,800	\$3,600	\$5,700	\$4,900	\$25,787	\$3,815	\$29,602
CIP 043 Bus Operations Support Software	1,993	2,771	3,000	3,400	3,500	3,000	17,665	3,084	\$20,749
CIP 144 Bus Operations Control Center	1,604	0,000	0,000	0,000	0,000	0,000	1,604	0,000	\$1,604
CIP 044 Customer & Regional Integration	9,565	4,771	3,776	4,821	4,797	4,797	32,527	4,797	\$37,324
CIP 045 Data Centers and Infrastructures	8,392	5,502	3,400	6,300	5,200	4,400	33,194	6,700	\$39,894
CIP 047 Enterprise Geographic Information System	1,947	2,949	2,574	2,713	3,598	2,570	16,352	2,655	\$19,007
CIP 052 Network and Communications	3,640	5,003	6,200	4,565	5,100	6,100	30,609	4,200	\$34,809
CIP 053 Network Operations Center (NOC)	1,879	2,532	2,287	3,252	2,352	2,352	14,654	2,487	\$17,141
CIP 051 Police Dispatch and Records Management	0,000	0,000	0,000	0,995	0,000	0,000	0,995	0,000	\$0,995
CIP 140 Rail Mileage Based Asset Management	2,379	2,176	2,671	1,343	0,000	0,000	8,569	0,000	\$8,569
CIP 056 Rail Operations Support Software	2,157	2,492	5,149	5,665	5,141	5,140	25,744	5,170	\$30,914
Subtotal	\$35,160	\$32,380	\$34,857	\$36,655	\$35,388	\$33,260	\$207,700	\$32,908	\$240,607
Business Support Software & Equipment									
CIP 030 Currency Processing Machines	\$0,647	\$1,456	\$0,799	\$0,000	\$0,000	\$0,000	\$2,902	\$0,000	\$2,902
CIP 054 Customer Electronic Communications & Outreach	2,543	3,114	2,800	2,222	2,000	2,000	14,679	2,000	\$16,679
CIP 046 Document Management System	1,549	1,465	2,000	3,135	2,600	2,600	13,349	2,000	\$15,349
CIP 049 Management Support Software	13,003	16,721	4,000	4,000	0,000	0,000	37,723	0,000	\$37,723
CIP 050 Metro IT OneStop and Office Automation	4,502	3,213	5,082	2,100	2,100	2,100	19,095	2,100	\$21,195
CIP 103 Police Portable Radio Replacement	0,655	0,667	0,669	0,000	0,000	0,668	2,659	0,800	\$3,459
CIP 048 Sensitive Data Protection Technology	6,121	3,616	4,758	4,255	4,112	4,112	26,976	0,000	\$26,976
CIP 147 FBI National Electronic Countermeasures Program	0,351	0,000	0,000	0,000	0,000	0,000	0,351	0,000	\$0,351
Subtotal	\$29,370	\$30,232	\$20,108	\$15,712	\$10,812	\$11,480	\$117,734	\$6,900	\$124,634
Rail Fare Equipment									
CIP 091 Automatic Fare Collection Machines	\$0,000	\$1,075	\$1,111	\$1,111	\$1,111	\$1,111	\$5,518	\$1,111	\$6,629
CIP 031 Debit/Credit Processing Requirements	1,911	0,257	0,257	0,258	0,257	0,257	3,197	0,257	\$3,454
CIP 092 Ethernet Wiring for Rail Fare Machines	1,343	0,000	0,000	0,000	0,000	0,000	1,343	0,000	\$1,343
CIP 032 Fare Media Encoders	1,014	0,579	0,000	0,000	0,000	0,000	1,593	0,000	\$1,593
CIP 094 Improvements to Coin Collection Machines	2,281	0,000	0,000	0,000	0,000	0,000	2,281	0,000	\$2,281
CIP 093 Integrating regional NEXTFARE System	6,625	0,955	0,195	0,195	0,195	0,195	8,165	0,000	\$8,165
CIP 097 Open Bankcard and Automatic Fare Collection Systems	1,546	2,250	0,360	0,360	0,360	0,360	5,236	0,000	\$5,236
Subtotal	\$14,720	\$5,115	\$1,923	\$1,924	\$1,923	\$1,728	\$27,334	\$1,368	\$28,702
Subtotal	\$83,382	\$67,747	\$63,874	\$62,271	\$54,914	\$53,725	\$385,914	\$48,434	\$434,347

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
E Track and Structures									
Track Rehabilitation									
CIP 023 Third Rail Rehabilitation	\$0.000	\$5.517	\$4.184	\$4.408	\$4.606	\$4.835	\$23.550	\$4.939	\$28.489
CIP 089 Track Fasteners	2.066	2.053	2.059	2.066	2.056	2.056	12.357	2.700	\$15.057
CIP 019 Track Floating Slab Rehabilitation	1.633	1.410	1.319	1.555	1.616	1.689	9.222	1.717	\$10.939
CIP 021 Track Pad/Shock Absorber Rehabilitation	2.274	4.097	2.155	2.271	2.419	2.491	15.707	2.544	\$18.252
CIP 024 Track Rehabilitation	47.673	34.519	37.223	31.919	33.369	37.239	221.941	39.040	\$260.981
CIP 022 Track Structural Rehabilitation	2.318	2.277	2.890	1.840	1.787	1.876	12.988	1.917	\$14.905
CIP 141 Cheverly Abutment	7.407	0.000	0.000	0.000	0.000	0.000	7.407	0.000	\$7.407
CIP 018 Track Welding Program	0.470	2.656	2.863	3.089	3.307	3.560	15.945	3.730	\$19.675
CIP 146 Mainline No. 8 Switch Replacement Program (NEW)	1.000	5.331	0.000	0.000	0.000	0.000	6.331	0.000	\$6.331
Subtotal	\$64.842	\$57.860	\$52.693	\$47.147	\$49.161	\$53.747	\$325.449	\$56.587	\$382.036
Station/Tunnel Rehabilitation									
CIP 026 Station/Tunnel Leak Mitigation	\$3.058	\$3.298	\$3.277	\$3.452	\$3.607	\$3.761	\$20.452	\$4.952	\$25.404
Subtotal	\$3.058	\$3.298	\$3.277	\$3.452	\$3.607	\$3.761	\$20.452	\$4.952	\$25.404
Subtotal	\$67.900	\$61.158	\$55.969	\$50.598	\$52.767	\$57.508	\$345.901	\$61.540	\$407.440
F Passenger Facilities									
Elevator/Escalator Facilities									
CIP 072 Elevator Rehabilitation	\$2.358	\$3.490	\$2.265	\$1.136	\$1.645	\$2.159	\$13.054	\$2.200	\$15.254
CIP 132 Elevator/Escalator Repairables	3.277	4.825	4.800	4.800	4.800	4.800	27.302	4.800	\$32.102
CIP 073 Escalator Rehabilitation	6.516	10.051	11.738	13.946	13.879	9.767	65.898	10.600	\$76.498
Subtotal	\$12.150	\$18.367	\$18.804	\$19.883	\$20.324	\$16.726	\$106.253	\$17.600	\$123.853
Maintenance of Rail Station Facilities									
CIP 138 System-wide Infrastructure Rehabilitation	\$50.218	\$50.513	\$24.684	\$5.573	\$0.000	\$0.000	\$130.987	\$0.000	\$130.987
CIP 087 Station Rehabilitation Program	8.586	7.832	7.960	8.089	8.153	8.358	48.978	8.488	\$57.466
Subtotal	\$58.804	\$58.345	\$32.643	\$13.662	\$8.153	\$8.358	\$179.965	\$8.488	\$188.453
Bicycle & Pedestrian Facilities									
CIP 035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$0.983	\$1.019	\$1.220	\$1.220	\$1.220	\$1.220	\$6.882	\$1.220	\$8.102
CIP 036 Replacement of Bicycle Racks & Lockers	0.410	0.419	0.521	0.436	0.448	0.464	2.698	0.476	\$3.174
Subtotal	\$1.392	\$1.438	\$1.741	\$1.656	\$1.668	\$1.684	\$9.580	\$1.696	\$11.276
Rail Station: Capacity/Enhancements									
CIP 039 Core & System Capacity Project Development	\$0.509	\$3.027	\$1.030	\$1.033	\$1.542	\$1.028	\$8.169	\$0.000	\$8.169
CIP 074 Installation of Parking Lot Credit Card Readers	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
CIP 088 Station Entrance Canopies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	23.000	\$23.000
Subtotal	\$0.509	\$3.027	\$1.030	\$1.033	\$1.542	\$1.028	\$8.169	\$23.000	\$31.169
Bus Priority Corridor Improvements									
CIP 037 Bus Priority Corridor Network Enhancements	\$6.133	\$2.053	\$2.059	\$2.066	\$2.056	\$0.000	\$14.368	\$6.168	\$20.536
Subtotal	\$6.133	\$2.053	\$2.059	\$2.066	\$2.056	\$0.000	\$14.368	\$6.168	\$20.536
Rail Station Equipment									
CIP 099 Police Emergency Management Equipment	\$0.887	\$0.197	\$0.200	\$0.203	\$0.206	\$0.274	\$1.967	\$0.210	\$2.177
Subtotal	\$0.887	\$0.197	\$0.200	\$0.203	\$0.206	\$0.274	\$1.967	\$0.210	\$2.177
Subtotal	\$79.875	\$83.427	\$56.477	\$38.503	\$33.950	\$28.070	\$320.302	\$57.162	\$377.464

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
G Maintenance Equipment									
Rail Maintenance Equipment									
CIP 136 FCC Radio Frequency Communication Changes	\$0.251	\$1,772	\$10,602	\$9,298	\$0.000	\$0.000	\$21,923	\$0.000	\$21,923
CIP 065 Geometry Vehicle	1.834	8,928	2,643	0.486	0.000	0.000	13,892	0.000	\$13,892
CIP 139-0 Replace GRS Track Circuits	5.599	15,901	24,177	12,923	1,400	0.000	59,999	0.000	\$59,999
CIP 139-0 Inspect Procedure-Track Circuit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
CIP 139-0 Tech Bulletin & Safety Info	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
CIP 139-0 Remove Unnecessary Wayside Com	2.001	4,515	3,909	0.000	0.000	0.000	10,425	0.000	\$10,425
CIP 139-1 NTSB ATC System Safety Analysis	1.750	3,501	1,750	0.000	0.000	0.000	7,001	0.000	\$7,001
CIP 139-1 Dsgn/Oper/Maint Poten. Failure	0.000	17,513	43,783	8,757	0.000	0.000	70,053	0.000	\$70,053
CIP 139-1 Cable Insulation Testing	5.212	7,816	4,560	0.000	0.000	0.000	17,588	0.000	\$17,588
CIP 139-1 FTA Recommendation: TOC Audit	0.000	0.163	0.063	0.163	0.000	0.000	0.389	0.000	\$0.389
CIP 139-1 Periodic Compreh Data Review	0.073	0.098	0.098	0.024	0.000	0.000	0.293	0.000	\$0.293
CIP 139-1 Safety Reporting Prog & Review	0.098	0.130	0.130	0.033	0.000	0.000	0.391	0.000	\$0.391
CIP 139-1 Hazard Identification & Resolu	0.122	0.163	0.163	0.041	0.000	0.000	0.489	0.000	\$0.489
CIP 139-1 Audit and Open CAPs	0.073	0.098	0.098	0.024	0.000	0.000	0.293	0.000	\$0.293
CIP 139-1 Onboard Event Recorders 1K/4K	3.258	5,214	3,257	0.000	0.000	0.000	11,729	0.000	\$11,729
CIP 139-2 Program to Monitor Recorders	0.782	0.651	0.000	0.000	0.000	0.000	1,433	0.000	\$1,433
CIP 139-P Examine Track Circuits	0.000	2,606	7,818	0.000	0.000	0.000	10,424	0.000	\$10,424
CIP 139-P Elec Compo Performing in TC Sys	0.349	2,256	1,303	0.000	0.000	0.000	3,908	0.000	\$3,908
CIP 139-P Redundancy of ATC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
CIP 139-P Loss of Shunt Tools	1.003	0.499	0.000	0.000	0.000	0.000	1,503	0.000	\$1,503
CIP 139-P Enhanced Track Circuit Verifi	0.500	3,409	0.000	0.000	0.000	0.000	3,909	0.000	\$3,909
CIP 139-P Replace power cables	5.213	10,426	10,424	10,424	10,423	10,423	57,333	5,212	\$62,545
CIP 066 Rail Shop Repair Equipment	2.169	4,209	4,222	4,236	4,215	4,215	23,265	2,980	\$26,246
CIP 020 Replacement of Rail Track Signage	0.984	1,060	1,117	1,177	1,250	1,235	6,823	1,341	\$8,164
CIP 027 Switch Machine Rehabilitation Project	0.899	0.950	1,001	1,054	1,101	1,157	6,161	1,181	\$7,342
CIP 025 Track Maintenance Equipment	1.242	34,683	12,840	10,475	10,425	12,964	82,629	13,000	\$95,629
CIP 135 Train Control Signal	1.031	5,347	4,153	2,583	1,028	1,028	15,170	0.000	\$15,170
CIP 133 Wayside Work Equipment	2.285	4,825	5,149	2,066	1,542	0.000	15,866	0.000	\$15,866
Subtotal	\$36,727	\$136,733	\$143,259	\$63,763	\$31,384	\$31,022	\$442,888	\$23,714	\$466,602
Bus Repair Equipment									
CIP 004 Bus Repair Equipment	\$2,945	\$7,176	\$3,015	\$3,125	\$3,213	\$3,380	\$22,855	\$3,549	\$26,404
Subtotal	\$2,945	\$7,176	\$3,015	\$3,125	\$3,213	\$3,380	\$22,855	\$3,549	\$26,404
Business Facilities Equipment									
CIP 028 Materials Handling Equipment	\$0.139	\$0.139	\$0.144	\$0.149	\$0.153	\$0.158	\$0.901	\$0.159	\$1,060
CIP 029 Warehouse Vertical Storage Units/Shelving	0.066	0.766	0.600	0.622	0.766	0.660	4,020	0.665	\$4,685
Subtotal	\$0.764	\$0.905	\$0.745	\$0.771	\$0.919	\$0.818	\$4,921	\$0.824	\$5,745
Subtotal	\$40,437	\$144,814	\$147,019	\$67,659	\$35,517	\$35,220	\$470,664	\$28,087	\$498,751

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
H Other Facilities									
Business Support Facilities									
CIP 080 Jackson Graham Building Renovation	7.399	0.000	0.000	0.000	0.000	0.000	7.399	0.000	\$7.399
CIP 033 Replacement of Revenue Facility Equipment	0.656	0.266	0.221	0.507	0.409	0.264	2.323	0.398	\$2.721
CIP 034 Revenue Collection Facility (RCF) Building Expansion	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Subtotal	\$8.055	\$0.266	\$0.221	\$0.507	\$0.409	\$0.264	\$9.722	\$0.398	\$10.120
MTPD Support Facilities									
CIP 101 Police Substation- New District 2/Special Operations Division Facility	\$1.296	\$2.524	\$13.014	\$0.544	\$0.000	\$0.000	\$17.378	\$0.000	\$17.378
CIP 106 Special Operations Division Facility	0.831	1.626	8.338	0.341	0.000	0.000	11.136	0.000	\$11.136
Subtotal	\$2.127	\$4.150	\$21.352	\$0.885	\$0.000	\$0.000	\$28.514	\$0.000	\$28.514
Subtotal	\$10.182	\$4.416	\$21.573	\$1.392	\$0.409	\$0.264	\$38.236	\$0.398	\$38.634
I Project Management and Support									
Credit Facility									
CIP 131 Credit Facility	\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
Subtotal	\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
Subtotal	\$4.900	\$5.390	\$6.000	\$6.610	\$6.500	\$6.500	\$35.900	\$7.000	\$42.900
Total	\$763.977	\$851.106	\$923.960	\$760.658	\$738.977	\$1,009.064	\$5,037.742	\$852.837	\$5,890.578

Table 6.7
Capital Improvement Program (CIP) Costs: FY2011-2017
(dollars in millions)

Project ID	Project Description	FY2011 Forecast	Annual Work Plan Year FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
CIP 002	Automatic Vehicle Location Equipment Replacement	\$4,231	\$4,330	\$30,460	\$0,000	\$0,000	\$0,000	\$39,021	\$0,000	\$39,021
CIP 003	Bus Capacity Enhancements: Fleet Expansion	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	\$0,000
CIP 004	Bus Repair Equipment	2,945	7,176	3,015	3,125	3,213	3,380	22,855	3,549	\$26,404
CIP 005	Bus Rehabilitation Program	24,449	30,081	30,862	31,672	32,251	33,005	182,321	34,700	\$217,021
CIP 006	Bus Replacement	82,693	69,310	56,307	62,170	80,347	80,878	431,705	126,000	\$557,705
CIP 007	Bus Camera Installation	2,574	0,000	0,000	3,001	0,000	0,000	5,575	0,000	\$5,575
CIP 008	Bus Repairables	8,912	7,703	12,770	11,511	15,378	16,427	72,701	17,249	\$89,950
CIP 009	Service Vehicle Replacement	2,122	5,529	7,964	8,968	7,937	5,718	38,237	8,330	\$46,567
CIP 010	Environmental Compliance Projects	0,626	0,655	0,692	0,734	0,770	0,812	4,289	0,812	\$5,101
CIP 011	Underground Storage Tank Replacement	2,069	4,476	2,530	2,426	1,005	2,934	15,439	4,244	\$19,683
CIP 015	MetroAccess Fleet Replacement	11,559	11,559	12,202	10,247	8,571	10,846	64,984	14,669	\$79,652
CIP 018	Track Welding Program	0,470	2,556	2,863	3,089	3,307	3,560	15,945	3,730	\$19,675
CIP 019	Track Floating Slab Rehabilitation	1,633	1,410	1,319	1,555	1,616	1,669	9,222	1,717	\$10,939
CIP 020	Replacement of Rail Track Signage	0,984	1,060	1,117	1,177	1,250	1,235	6,823	1,341	\$8,164
CIP 021	Track Pad/Shock Absorber Rehabilitation	2,274	4,097	2,155	2,271	2,419	2,491	15,707	2,544	\$18,252
CIP 022	Track Structural Rehabilitation	2,318	2,277	2,890	1,840	1,787	1,876	12,988	1,917	\$14,905
CIP 023	Third Rail Rehabilitation	0,000	5,517	4,184	4,408	4,606	4,835	23,550	4,939	\$28,489
CIP 024	Track Rehabilitation	47,673	34,519	37,223	31,919	33,369	37,239	221,941	39,040	\$260,981
CIP 025	Track Maintenance Equipment	1,242	34,683	12,840	10,175	10,425	12,964	82,639	13,000	\$95,639
CIP 026	Station/Tunnel Lock Mitigation	3,059	3,098	3,277	3,052	3,607	3,761	20,452	4,952	\$25,404
CIP 027	Switch Machine Rehabilitation Project	0,809	0,950	1,001	1,054	1,101	1,157	6,161	1,181	\$7,342
CIP 028	Materials Handling Equipment	0,158	0,139	0,144	0,149	0,153	0,158	0,901	0,159	\$1,060
CIP 029	Warehouse Vertical Storage Units/Shelving	0,606	0,766	0,600	0,622	0,766	0,660	4,020	0,665	\$4,685
CIP 030	Currency Processing Machines	0,647	1,456	0,799	0,000	0,000	0,000	2,902	0,000	\$2,902
CIP 031	Debit/Credit Processing Requirements	1,911	0,257	0,257	0,258	0,257	0,257	3,197	0,257	\$3,454
CIP 032	Fare Media Encoders	1,014	0,579	0,000	0,000	0,000	0,000	1,593	0,000	\$1,593
CIP 033	Replacement of Revenue Facility Equipment	0,656	0,766	0,221	0,507	0,409	0,264	2,323	0,398	\$2,721
CIP 034	Revenue Collection Facility (RCF) Building Expansion	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	\$0,000
CIP 035	Bicycle & Pedestrian Facilities: Capacity Improvements	0,983	1,019	1,220	1,220	1,220	1,220	6,882	1,220	\$8,102
CIP 036	Replacement of Bicycle Racks & Lockers	0,410	0,419	0,521	0,436	0,448	0,464	2,698	0,476	\$3,174
CIP 037	Bus Priority Corridor Network Enhancements	6,133	2,053	2,059	2,066	2,056	0,000	14,368	6,168	\$20,536
CIP 038	Bus Garage Capacity Enhancements	0,010	2,206	0,000	0,000	0,000	0,000	2,216	0,000	\$2,216
CIP 039	Core & System Capacity Project Development	0,509	3,027	1,030	1,033	1,542	1,028	8,169	0,000	\$8,169
CIP 042	Bus & Rail Asset Management Software	1,603	4,185	5,800	3,600	5,700	4,900	25,787	3,815	\$29,602
CIP 043	Bus Operations Support Software	1,993	2,771	3,000	3,400	3,500	3,000	17,665	3,084	\$20,749
CIP 044	Customer & Regional Integration	9,565	4,771	3,776	4,821	4,797	4,797	32,527	4,797	\$37,324
CIP 045	Data Centers and Infrastructures	8,392	5,502	3,400	6,300	5,200	4,400	33,194	6,700	\$39,894
CIP 046	Document Management System	1,549	1,465	2,000	3,135	2,600	2,600	13,349	2,000	\$15,349
CIP 047	Enterprise Geographic Information System	1,947	2,949	2,574	2,713	3,598	2,570	16,352	2,655	\$19,007
CIP 048	Sensitive Data Protection Technology	6,121	3,616	4,758	4,255	4,112	4,112	26,976	0,000	\$26,976
CIP 049	Management Support Software	13,003	16,721	4,000	4,000	0,000	0,000	37,723	0,000	\$37,723
CIP 050	Metro IT OneStop and Office Automation	4,502	3,713	5,082	2,100	2,100	2,100	19,095	2,100	\$21,195
CIP 051	Police Dispatch and Records Management	0,000	0,000	0,000	0,993	0,000	0,000	0,995	0,000	\$0,995
CIP 052	Network and Communications	3,640	5,003	6,200	4,563	5,100	6,100	30,609	4,200	\$34,809
CIP 053	Network Operations Center (NOC)	1,879	2,532	2,287	3,252	2,352	2,352	14,654	2,487	\$17,141
CIP 054	Customer Electronic Communications & Outreach	2,543	3,114	2,800	2,923	2,000	2,000	14,579	2,000	\$16,579
CIP 056	Rail Operations Support Software	2,157	2,492	5,149	5,665	5,141	5,140	25,744	5,170	\$30,914
CIP 057	1000 Series Rail Car Replacement	79,402	20,022	11,753	8,853	98,115	277,130	495,274	205,802	\$701,076
CIP 058	2000/3000 Series Rail Car Mid-Life Rehabilitation	5,054	3,031	1,153	0,000	0,000	0,000	9,238	0,000	\$9,238
CIP 060	4000 Series Rail Car Replacement	0,000	0,000	0,000	4,075	19,964	127,373	151,412	78,716	\$230,127
CIP 062	6000 Series Rail Car Procurement	6,724	2,761	1,042	2,541	0,000	0,000	13,068	0,000	\$13,068
CIP 063	Rail Rehabilitation Program	11,925	21,522	19,703	19,892	19,981	21,164	114,187	21,489	\$135,676

Table 6.7
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

Project ID	Project Description	Annual Work Plan Year		FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	Total FY2011-17
		FY2011 Forecast	FY2012 Budget						
CIP 064	1000 Series Rail Car HVAC Rehabilitation	\$2,465	\$2,152	\$0,190	\$0,000	\$0,000	\$0,000	\$0,000	\$4,807
CIP 065	Geometry Vehicle	1,834	8,928	2,643	0,000	0,000	0,000	0,000	\$13,892
CIP 066	Rail Shop Repair Equipment	2,169	4,209	4,222	4,236	4,215	23,265	2,980	\$26,246
CIP 067	Rail Car Safety & Reliability Enhancements	12,335	8,737	1,502	1,653	1,699	1,755	1,802	\$29,483
CIP 071	Test Track & Commissioning Facility	1,900	3,490	40,000	40,000	1,474	0,000	0,000	\$86,374
CIP 072	Elevator Rehabilitation	2,358	3,490	2,265	1,136	1,645	2,159	2,200	\$15,254
CIP 073	Escalator Rehabilitation	6,516	10,051	11,738	13,946	13,879	9,767	10,600	\$76,498
CIP 074	Installation of Parking Lot Credit Card Readers	0,000	0,000	0,000	0,000	0,000	0,000	0,000	\$0,000
CIP 076	100 % 8-Car Train - Power Upgrades	0,000	0,000	6,986	7,980	6,791	7,258	7,258	\$36,273
CIP 077	8-Car Train Power Upgrades	4,132	0,000	0,000	0,000	0,000	0,000	0,000	\$4,132
CIP 078	Bladenburg Shop Reconfiguration	2,640	6,549	7,258	9,431	0,000	0,000	0,000	\$25,997
CIP 080	Jackson Graham Building Renovation	2,399	0,000	0,000	0,000	0,000	0,000	0,000	\$7,399
CIP 084	Southern Avenue Bus Garage Replacement	10,533	29,246	51,759	21,720	0,000	0,000	0,000	\$113,258
CIP 085	Royal Street Bus Garage Replacement (Under Bed Road)	16,595	31,768	47,979	2,436	0,000	0,000	0,000	\$98,779
CIP 086	Southeastern Bus Garage Replacement (DC Village)	0,027	30,719	14,978	0,000	0,000	0,000	0,000	\$45,664
CIP 087	Station Rehabilitation Program	8,586	7,832	7,960	8,089	8,153	8,358	8,488	\$57,466
CIP 088	Station Entrance Canopies	0,000	0,000	0,000	0,000	0,000	0,000	23,000	\$23,000
CIP 089	Track Fasteners	2,066	2,053	2,059	2,066	2,056	12,357	2,700	\$15,057
CIP 091	Automatic Fare Collection Machines	0,000	1,075	1,111	1,111	1,111	5,518	1,111	\$6,629
CIP 092	Ethernet Wiring for Rail Fare Machines	1,343	0,000	0,000	0,000	0,000	1,343	0,000	\$1,343
CIP 093	Integrating regional NEXTFARE System	6,625	0,955	0,195	0,195	0,000	8,165	0,000	\$8,165
CIP 094	Improvements to Coin Collection Machines	2,281	0,000	0,000	0,000	0,000	2,281	0,000	\$2,281
CIP 097	Open Bankcard and Automatic Fare Collection Systems	1,546	2,250	0,360	0,360	0,360	5,236	0,000	\$5,236
CIP 099	Police Emergency Management Equipment	0,887	0,197	0,200	0,203	0,206	0,274	1,967	\$2,177
CIP 101	Police Substation- New District 2/Special Operations Division Facility	1,296	2,524	13,014	0,544	0,000	0,000	0,000	\$17,378
CIP 103	Police Portable Radio Replacement	0,655	0,667	0,669	0,000	0,000	0,668	0,000	\$3,459
CIP 106	Special Operations Division Facility	0,831	1,626	8,338	0,341	0,000	0,000	0,000	\$11,136
CIP 107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	63,739	65,480	57,549	38,905	0,000	0,000	0,000	\$225,673
CIP 108	Rail Rehabilitation Tier 1: Dupont to Grosvenor	0,000	0,000	4,010	58,213	82,039	86,978	68,183	\$299,423
CIP 110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	24,528	51,883	59,868	98,786	85,118	402,168	0,000	\$402,168
CIP 116	Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	0,297	1,499	29,777	29,777	45,748	38,798	28,691	\$164,585
CIP 119	Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	18,982	25,947	30,845	32,237	19,800	17,250	0,000	\$145,060
CIP 125	Rail Preventive Maintenance	20,861	0,000	0,000	0,000	0,000	0,000	0,000	\$20,861
CIP 126	Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	3,334	1,063	2,099	2,099	2,099	12,794	6,888	\$19,682
CIP 127	Support Equipment - MTPD	1,725	1,030	1,060	1,067	1,063	7,006	1,080	\$8,086
CIP 131	Credit Facility	4,900	5,390	6,000	6,610	6,500	35,900	7,000	\$42,900
CIP 132	Elevator/Escalator Repairs	3,277	4,825	4,800	4,800	4,800	27,302	4,800	\$32,102
CIP 133	Wayside Work Equipment	2,285	4,825	5,149	2,066	1,542	15,866	0,000	\$15,866
CIP 135	Train Control Signal	1,031	5,347	4,153	2,583	1,028	1,028	0,000	\$15,170
CIP 136	FCC Radio Frequency Communication Changes	0,251	1,772	10,602	9,998	0,000	0,000	0,000	\$21,923
CIP 137	Bus Preventive Maintenance	11,471	0,000	0,000	0,000	0,000	11,471	0,000	\$11,471
CIP 138	System-wide Infrastructure Rehabilitation	50,218	50,513	24,684	5,573	0,000	0,000	0,000	\$130,987
CIP 139-06	Replace GRS Track Circuits	5,599	15,901	24,177	12,923	1,400	0,000	0,000	\$59,999
CIP 139-07	Inspect Procedure-Track Circuit	0,000	0,000	0,000	0,000	0,000	0,000	0,000	\$0,000
CIP 139-08	Tech Bulletin & Safety Info	0,000	0,000	0,000	0,000	0,000	0,000	0,000	\$0,000
CIP 139-09	Remove Unnecessary Wayside Com	2,001	4,515	3,909	0,000	0,000	10,425	0,000	\$10,425
CIP 139-10	NISB ATC System Safety Analysis	1,750	3,501	1,750	0,000	0,000	0,000	0,000	\$7,001
CIP 139-11	Dismantle/Oper/Maint Potomac Failure	0,000	17,513	43,763	8,757	0,000	0,000	0,000	\$70,053
CIP 139-12	Cable Insulation Testing	5,212	7,816	4,560	0,000	0,000	0,000	0,000	\$17,588
CIP 139-13	FTA Recommendation - LOC Audit	0,000	0,163	0,063	0,163	0,000	0,389	0,000	\$0,389
CIP 139-14	Periodic Compreh Data Review	0,073	0,098	0,098	0,024	0,000	0,000	0,000	\$0,293

Table 6.7
Capital Improvement Program (CIP) Costs: FY2011-2017 (continued)
(dollars in millions)

Project ID	Project Description	FY2011 Forecast	Annual Work Plan Year: FY2012 Budget	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16	FY2017 Forecast	Total FY2011-17
CIP 139-15	Safety Reporting Prog. & Review	\$0.098	\$0.130	\$0.130	\$0.033	\$0.000	\$0.000	\$0.391	\$0.000	\$0.391
CIP 139-16	Hazard Identification & Resolu	0.123	0.163	0.163	0.041	0.000	0.000	0.489	0.000	\$0.489
CIP 139-17	Audit and Open CAPs	0.073	0.098	0.098	0.024	0.000	0.000	0.293	0.000	\$0.293
CIP 139-19	Onboard Event Recorders 1K/4K	3.258	5.214	3.257	0.000	0.000	0.000	11.729	0.000	\$11.729
CIP 139-20	Program to Monitor Recorders	0.782	0.651	0.000	0.000	0.000	0.000	1.433	0.000	\$1.433
CIP 139-P1	Examine Track Circuits	0.000	2.606	7.818	0.000	0.000	0.000	10.424	0.000	\$10.424
CIP 139-P2	Elec Compo Performing in TC Sys	0.349	2.256	1.303	0.000	0.000	0.000	3.908	0.000	\$3.908
CIP 139-P3	Redundancy of ATC	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
CIP 139-P4	Loss of Shunt Tools	1.003	0.499	0.000	0.000	0.000	0.000	1.503	0.000	\$1.503
CIP 139-P5	Enhanced Track Circuit Verifi	0.500	3.409	0.000	0.000	0.000	0.000	3.909	0.000	\$3.909
CIP 139-P6	Replace power cables	5.213	10.426	10.424	10.424	10.423	10.423	57.333	5.212	\$62.545
CIP 140	Rail Mileage Based Asset Management	2.379	2.176	2.671	1.343	0.000	0.000	8.569	0.000	\$8.569
CIP 141	Cheverly Abutment	7.407	0.000	0.000	0.000	0.000	0.000	7.407	0.000	\$7.407
CIP 142	Rail Lifecycle Overhaul	20.000	20.800	20.864	20.932	20.831	20.831	124.258	20.831	\$145.089
CIP 143	Bus Lifecycle Overhaul	10.000	10.715	10.748	10.783	10.731	10.731	63.708	10.731	\$74.439
CIP 144	Bus Operations Control Center	1.604	0.000	0.000	0.000	0.000	0.000	1.604	0.000	\$1.604
CIP 145	Rail Yard Hardening and Bus Security (NEW)	3.000	10.379	5.188	0.000	0.000	0.000	18.566	0.000	\$18.566
CIP 146	Mainline No. 8 Switch Replacement Program (NEW)	1.000	5.331	0.000	0.000	0.000	0.000	6.331	0.000	\$6.331
CIP 147	FBI National Electronic Countermeasures Program	0.351	0.000	0.000	0.000	0.000	0.000	0.351	0.000	\$0.351
Total		\$753.977	\$851.106	\$923.960	\$760.658	\$738.977	\$1,009.064	\$5,037.742	\$852.837	\$5,890.578

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

Line	Jurisdictional Funding	Actual			Actual			Projected			FY 2011 Total	FY2012 Q1	FY2012 Q2	FY2012 Q3	FY2012 Q4	FY 2012 Total	FY 2011-12 Total
		FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4	FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4	FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4	FY2011 Q1	FY2011 Q2	FY2011 Q3	FY2011 Q4
1	District of Columbia	\$ 15,743	\$ 15,743	\$ 7,271	\$ 9,330	\$ 15,991	\$ 18,452	\$ 22,369	\$ 22,248	\$ 15,991	\$ 18,452	\$ 22,369	\$ 22,248	\$ 15,991	\$ 18,452	\$ 22,369	\$ 22,248
2	District of Columbia - PRIIA Match	12,500	12,500	8,433	10,851	12,289	11,968	14,856	16,603	12,289	11,968	14,856	16,603	12,289	11,968	14,856	16,603
3	Total District of Columbia	\$ 28,243	\$ 28,243	\$ 15,704	\$ 20,181	\$ 28,280	\$ 30,420	\$ 37,225	\$ 38,851	\$ 28,280	\$ 30,420	\$ 37,225	\$ 38,851	\$ 28,280	\$ 30,420	\$ 37,225	\$ 38,851
4	Maryland	\$ 7,303	\$ 7,303	\$ 3,416	\$ 4,249	\$ 7,703	\$ 8,517	\$ 10,220	\$ 9,975	\$ 7,703	\$ 8,517	\$ 10,220	\$ 9,975	\$ 7,703	\$ 8,517	\$ 10,220	\$ 9,975
5	Montgomery County	8,041	8,041	3,459	4,916	8,033	9,281	11,467	11,373	8,033	9,281	11,467	11,373	8,033	9,281	11,467	11,373
6	Prince Georges County	12,500	12,500	8,433	10,851	12,289	11,968	14,856	16,603	12,289	11,968	14,856	16,603	12,289	11,968	14,856	16,603
7	Total Maryland	\$ 27,844	\$ 27,844	\$ 15,307	\$ 20,016	\$ 28,025	\$ 29,766	\$ 36,543	\$ 37,952	\$ 28,025	\$ 29,766	\$ 36,543	\$ 37,952	\$ 28,025	\$ 29,766	\$ 36,543	\$ 37,952
8	Virginia	\$ 1,725	\$ 1,725	\$ 843	\$ 984	\$ 1,829	\$ 2,035	\$ 2,414	\$ 2,369	\$ 1,829	\$ 2,035	\$ 2,414	\$ 2,369	\$ 1,829	\$ 2,035	\$ 2,414	\$ 2,369
9	Alexandria	3,226	3,226	1,624	1,799	3,510	3,815	4,469	4,341	3,510	3,815	4,469	4,341	3,510	3,815	4,469	4,341
10	Arlington County	109	109	53	62	118	128	151	147	118	128	151	147	118	128	151	147
11	City of Fairfax	5,718	5,718	2,692	3,332	5,963	6,697	8,042	7,910	5,963	6,697	8,042	7,910	5,963	6,697	8,042	7,910
12	Fairfax County	113	113	53	66	116	133	160	159	116	133	160	159	116	133	160	159
13	Falls Church	12,500	12,500	8,433	10,851	12,289	11,968	14,856	16,603	12,289	11,968	14,856	16,603	12,289	11,968	14,856	16,603
14	Total Virginia	\$ 23,391	\$ 23,391	\$ 13,698	\$ 17,095	\$ 23,823	\$ 24,776	\$ 30,093	\$ 31,529	\$ 23,823	\$ 24,776	\$ 30,093	\$ 31,529	\$ 23,823	\$ 24,776	\$ 30,093	\$ 31,529
15	Total State and Local Funds:	\$ 79,478	\$ 79,478	\$ 44,709	\$ 57,292	\$ 80,128	\$ 84,962	\$ 103,861	\$ 108,332	\$ 80,128	\$ 84,962	\$ 103,861	\$ 108,332	\$ 80,128	\$ 84,962	\$ 103,861	\$ 108,332
16	FY2011-16 CIP Budgeted Allocation					\$ 260,958				\$ 260,958				\$ 260,958			
17	Projected Variance from FY2011-16 CIP Budget					\$ 317,913				\$ 317,913				\$ 317,913			
						\$ (56,955)				\$ (56,955)				\$ (56,955)			

Table 6.9
Jurisdictional Funding Breakdown - FY2011 to FY2017
All Dollars in Thousands

Line	Projected State and Local Funding	Expenditure Based Forecast		Annual Work Plan Year						
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
		Projected State and Local Funding								
Total State and Local Funding										
1	5307 Formula Grant Match	\$ 32,469	\$ 37,214	\$ 34,841	\$ 35,712	\$ 36,962	\$ 38,134	\$ 215,333	\$ 39,716	\$ 255,049
2	5309 Formula Grant Match	24,539	26,094	25,317	25,949	26,858	27,798	156,554	28,771	185,325
3	PRIIA	132,851	167,149	150,000	137,155	142,300	170,545	900,000	150,000	1,050,000
4	System Performance Funds	71,099	146,826	112,680	140,129	131,110	76,591	678,436	117,933	796,369
5	Total State and Local Funds:	\$ 260,958	\$ 377,282	\$ 322,838	\$ 338,947	\$ 337,229	\$ 313,068	\$ 1,950,323	\$ 336,420	\$ 2,286,742
Projected Jurisdictional Funding Distribution										
District of Columbia										
6	District of Columbia	\$ 48,088	\$ 79,060	\$ 65,136	\$ 72,070	\$ 69,939	\$ 52,284	\$ 386,576	\$ 67,397	\$ 453,974
7	District of Columbia - PRIIA Match	\$ 44,284	\$ 55,716	\$ 50,000	\$ 45,718	\$ 47,433	\$ 56,848	\$ 300,000	\$ 50,000	\$ 350,000
8	Total District of Columbia	\$ 92,372	\$ 134,776	\$ 115,136	\$ 117,789	\$ 117,372	\$ 109,132	\$ 686,576	\$ 117,397	\$ 803,974
Maryland										
9	Montgomery County	\$ 22,271	\$ 36,416	\$ 29,682	\$ 37,382	\$ 35,939	\$ 25,568	\$ 187,258	\$ 33,780	\$ 221,038
10	Prince Georges County	24,457	40,154	34,604	38,256	36,761	26,893	201,126	37,279	238,405
11	State of Maryland - PRIIA Match	44,284	55,716	50,000	45,718	47,433	56,848	300,000	50,000	350,000
12	Total Maryland	\$ 91,012	\$ 132,286	\$ 114,286	\$ 121,357	\$ 120,134	\$ 109,310	\$ 688,384	\$ 121,059	\$ 809,443
Virginia										
13	Alexandria	\$ 5,278	\$ 8,647	\$ 6,833	\$ 8,457	\$ 8,195	\$ 5,959	\$ 43,369	\$ 7,452	\$ 50,821
14	Arlington County	9,875	16,134	12,454	16,599	16,053	11,445	82,560	14,162	96,721
15	City of Fairfax	333	543	428	566	546	387	2,802	493	3,295
16	Fairfax County	17,460	28,613	23,239	27,941	26,992	19,611	143,855	25,376	169,232
17	Falls Church	345	567	462	521	506	377	2,777	480	3,257
18	Commonwealth of Virginia - PRIIA Match	44,284	55,716	50,000	45,718	47,433	56,848	300,000	50,000	350,000
19	Total Virginia	\$ 77,574	\$ 110,221	\$ 93,416	\$ 99,801	\$ 99,724	\$ 94,627	\$ 575,363	\$ 97,963	\$ 673,326
Total State and Local Funds:										
20		\$ 260,958	\$ 377,282	\$ 322,838	\$ 338,947	\$ 337,229	\$ 313,068	\$ 1,950,323	\$ 336,420	\$ 2,286,742

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands



Project: Automatic Vehicle Location Equipment Replacement

ID: CIP 002

Project Information

Sponsor Dept.: BUS
Managing Dept.: BMNT
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: Jack Requa
Proj. Manager: Jonathan Walker
Proj. Type: Bus

Operating Impact:

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

Project Description:

This project will begin the replacement of Automatic Vehicle Location (AVL) equipment on buses that was installed in 2002. The equipment, which allows monitoring of bus locations, supports Next Bus, and provides computer aided dispatch information. The equipment has a life span of 7-10 year and is at the end of its useful life.

FY2012 Planned Activities:

1. Finalize testing and begin on board equipment installation 2. Complete Buss Operations Control Center Computer aided dispatch 3. Continue on board equipment installation 4. Continue on board equipment installation and backend infrastructure requirements

Line

Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 4,231	\$ 4,330	\$ 30,460	\$ -	\$ -	\$ -	\$ -	\$ 39,021	\$ -	\$ 39,021
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 4,231	\$ 4,330	\$ 30,460	\$ -	\$ -	\$ -	\$ -	\$ 39,021	\$ -	\$ 39,021

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands



Project: Bus Capacity Enhancements: Fleet Expansion

ID: CIP 003

Project Information

Sponsor Dept.: BUS
Managing Dept.: BMNT
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: Jack Requa
Proj. Manager: Jim Hamre
Proj. Type: Bus

Operating Impact:

TBD

Project Description:

This project will help Metro expand bus service and increase transit market share penetration due to expected ridership growth of 10-15% between 2010 and 2020. Plans include possible corridor growth buses for use specifically along the Bus Priority Corridors, as well as buses needed to meet the projected demand between 2011-2020.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Repair Equipment
ID: CIP 004

Project Information

Sponsor Dept.: BUS
Managing Dept.: BMNT
Proj. Category: Maintenance Equipment
ELT Manager: Jack Requa
Proj. Manager: Darin Welt
Proj. Type: Bus

Operating Impact:

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

Project Description:

This project will replace existing bus repair equipment which is past its useful life, more affordable to replace then repair, as well as to provide new equipment needed to improve performance. This equipment is used by personnel for repair and maintenance of the bus and non-revenue fleets as well as support staff.

FY2012 Planned Activities:

Current activities replace equipment past its useful life or uneconomical to repair, and procure other needed equipment to support bus services. This same activity is repeated until funds are exhausted or Bus services needs are met.

Line

Project Expenditures	Forecast								
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,703	\$ 7,176	\$ 3,015	\$ 3,125	\$ 3,213	\$ 3,380	\$ 22,613	\$ 3,549	\$ 26,162
2 Metro Matters Rollover	\$ 242	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 242	\$ -	\$ 242
3 Total Project Expenditures	\$ 2,945	\$ 7,176	\$ 3,015	\$ 3,125	\$ 3,213	\$ 3,380	\$ 22,855	\$ 3,549	\$ 26,404

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Rehabilitation Program
ID: CIP 005

Project Information

Sponsor Dept.: BUS
Managing Dept.: BMNT
Proj. Category: Vehicles/ Vehicle Parts
ELT Manager: Jack Requa
Proj. Manager: Phil Wallace
Proj. Type: Bus

Operating Impact:

The capital budget will subsidize these activities reducing the impact to the operating budget. The average a savings is approximately \$8000 per engine and \$5000 per transmission (\$4,400,000 annually).

Project Description:

This project will provide components necessary to rehabilitate buses, including but not limited to, electrical and mechanical parts. Programs include the Bus rehab, Transmission Overhaul, Engine Overhaul, Electronic Rebuild, and Small Components Rebuild. will result in rehabilitation of 100 buses in FY2012 and 600 buses from FY2012-17

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast								
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 24,449	\$ 30,081	\$ 30,862	\$ 31,672	\$ 32,251	\$ 33,005	\$ 182,321	\$ 34,700	\$ 217,021
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 24,449	\$ 30,081	\$ 30,862	\$ 31,672	\$ 32,251	\$ 33,005	\$ 182,321	\$ 34,700	\$ 217,021

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Replacement
ID: CIP 006

Project Information

Sponsor Dept.: BUS
Managing Dept.: BMNT
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: Jack Requa
Proj. Manager: Robert Golden
Proj. Type: Bus

Operating Impact:

Maintenance savings is based on FY10 information that new buses placed service saved approximately \$.52 per mile over the bus it replaced and based on the replacement schedule and the average miles driven of 37,000 miles

Project Description:

This project will purchase to maintain an average fleet age of 7.5 years based on the 2010 fleet size of approximately 1,500 buses that range in size from 26 to 62 feet, and are a mix of conventional and articulated buses. Will result in replacement of 100 buses in FY2012 and 600 buses from FY2012-17

FY2012 Planned Activities:

Procure and place in service 100 FY12 Bus Rapid Transit Hybrid/Electric heavy duty transit buses forty to forty two foot. This activity will continue through the Fiscal Year.

Line

Project Expenditures	Forecast								
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 74,227	\$ 68,966	\$ 56,307	\$ 62,170	\$ 80,347	\$ 80,878	\$ 422,894	\$ 126,000	\$ 548,894
2 Metro Matters Rollover	\$ 8,466	\$ 344	\$ -	\$ -	\$ -	\$ -	\$ 8,810	\$ -	\$ 8,810
3 Total Project Expenditures	\$ 82,693	\$ 69,310	\$ 56,307	\$ 62,170	\$ 80,347	\$ 80,878	\$ 431,705	\$ 126,000	\$ 557,705

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Camera Installation
ID: CIP 007

Project Information

Sponsor Dept.: BUS
Managing Dept.: BMNT
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: Jack Requa
Proj. Manager: Darin Welt
Proj. Type: Bus

Operating Impact:

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

Project Description:

This project is based on completing installation on remaining buses, which will ensure that all buses will be equipped with camera systems to reduce detrimental impact of fraudulent claims, reduce or eliminate vandalism, deter crime, assist in criminal prosecutions, and help employees assist customer concerns and complaints.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast								
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 233	\$ -	\$ -	\$ 2,201	\$ -	\$ -	\$ 2,434	\$ -	\$ 2,434
2 Metro Matters Rollover	\$ 2,341	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ 3,141	\$ -	\$ 3,141
3 Total Project Expenditures	\$ 2,574	\$ -	\$ -	\$ 3,001	\$ -	\$ -	\$ 5,575	\$ -	\$ 5,575

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Repairables

ID: CIP 008

Project Information			
Sponsor Dept.:	BUS	ELT Manager:	Jack Requa
Managing Dept.:	BMNT	Proj. Manager:	Darin Welt
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Bus
Operating Impact:		Neutral. These parts and assemblies keep buses in service.	
Project Description:			
This project provides the components necessary to rehabilitate buses. The bus rehabilitation components to be purchased are needed to replace the repairable supply of replacement items such as farebox assemblies, radiator assemblies, alternators, and driver seats when the core is beyond economical repair or when the composition of the fleet changes. Bus rehabilitation components are also needed for engines and transmissions when technical changes are dictated by EPA regulations.			
FY2012 Planned Activities:			
Replace repairable bus components no longer repairable or past their useful life including but not limited to: alternators, transmissions, coolers, driver's seats, radiator assemblies, cylinder heads, door and fan motors. Specific elements of the program include: replacement of engines as part of mid-life overhaul; destination sign replacement; hybrid/electric battery replacement as part of the mid-life overhaul; replacement of fareboxes during mid-life overhaul; and replacement of soot filters as part of mid-life overhaul.			

Line		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 7,192	\$ 7,703	\$ 12,770	\$ 11,511	\$ 15,378	\$ 16,427	\$ 70,981	\$ 17,249	\$ 88,230
2	Metro Matters Rollover	\$ 1,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,719	\$ -	\$ 1,719
3	Total Project Expenditures	\$ 8,912	\$ 7,703	\$ 12,770	\$ 11,511	\$ 15,378	\$ 16,427	\$ 72,701	\$ 17,249	\$ 89,950

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Service Vehicle Replacement

ID: CIP 009

Project Information			
Sponsor Dept.:	BUS	ELT Manager:	Jack Requa
Managing Dept.:	BMNT	Proj. Manager:	Sterling Brown
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Bus
Operating Impact:		Newer service vehicles will result in lower maintenance and higher fuel economy and have warranty.	
Project Description:			
This project will result in replacement of 200 vehicles in FY2012 and 1200 vehicles from FY2012-17.			
FY2012 Planned Activities:			
Replacement of approximately 60 non-revenue service vehicles and 60 emergency vehicles.			

Line		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,122	\$ 5,529	\$ 7,964	\$ 8,968	\$ 7,937	\$ 5,718	\$ 38,237	\$ 8,330	\$ 46,567
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,122	\$ 5,529	\$ 7,964	\$ 8,968	\$ 7,937	\$ 5,718	\$ 38,237	\$ 8,330	\$ 46,567

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Environmental Compliance Projects

ID: CIP 010

Project Information

Sponsor Dept.: SAFE
Managing Dept.: ESVC
Proj. Category: Maintenance Facilities

ELT Manager: David Kubicek
Proj. Manager: Diana Bowdry
Proj. Type: Bus/Rail

Operating Impact:

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

Project Description:

This project includes environmental upgrades or replacements required to comply with regulatory requirements or directives. Metro risks civil and criminal penalties and fines if it does not comply with regulatory requirements.

FY2012 Planned Activities:

1. Stonestraw: Replace generator tank 2. Bladensburg: Abandon tanks in vault; West Falls Church Yd: Install stormwater structures 3. Bus garages/rail yards: Install storm water structures to reduce impermeable discharge 4. Four Mile Run: Upgrade pretreatment system and finish stormwater structures

Line

		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 626	\$ 655	\$ 692	\$ 734	\$ 770	\$ 812	\$ 4,289	\$ 812	\$ 5,101
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 626	\$ 655	\$ 692	\$ 734	\$ 770	\$ 812	\$ 4,289	\$ 812	\$ 5,101

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Storage Tank Replacement

ID: CIP 011

Project Information

Sponsor Dept.: SAFE
Managing Dept.: ESVC
Proj. Category: Maintenance Facilities

ELT Manager: David Kubicek
Proj. Manager: Diana Bowdry
Proj. Type: Bus

Operating Impact:

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

Project Description:

This project replaces underground storage tanks (UST) and above ground storage tanks (AST) at the end of their warranty periods and rehabilitate systems mid-life using the latest technologies. The upgrades and the replacements are required to minimize potential liabilities.

FY2012 Planned Activities:

1. Complete design underground storage tank (UST) replacement and issue tasks 2. Shady Grove Yd: Remove/inst 4 UST, Upgrade 1 UST; West Falls Church Yd: Remove/inst 2 UST, Upgrade 1 UST 3. Bladensburg: Remove 6 and inst 5 UST 4. Bladensburg: Remove 5 and inst 6 AST

Line

		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,069	\$ 4,476	\$ 2,530	\$ 2,426	\$ 1,005	\$ 2,934	\$ 15,439	\$ 4,244	\$ 19,683
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,069	\$ 4,476	\$ 2,530	\$ 2,426	\$ 1,005	\$ 2,934	\$ 15,439	\$ 4,244	\$ 19,683

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: MetroAccess Fleet Replacement
ID: CIP 015

Project Information			
Sponsor Dept.:	ACCS	ELT Manager:	Christian Kent
Managing Dept.:	ACCS	Proj. Manager:	Glenn Millis/Jack Weiner
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Access
Operating Impact: There are no additional funds available in the operating budget for the purchase of MetroAccess vehicles. MetroAccess operating contract expense would be greatly increased if vehicle acquisitions are not capitalized. Capitalizing fleet purchases improves reliability and sustainability of the fleet by maintaining an average fleet age of four years. Maintenance costs are lower for newer vehicles.			
Project Description: Vehicles in the paratransit fleet which have reached or exceeded their useful life will be replaced to achieve an average fleet age of 4 years, maximizing fleet safety, reliability and quality of service delivered in-line with projected ridership. will result in replacement of 230 vehicles in FY2012 and 2118 vehicles from FY2012-17 This project also includes additional budget and funding via ARRA and Metro Matters funds, which are 100% reimbursable via those sources.			
FY2012 Planned Activities: Complete procurement and take delivery for 230 replacement vehicles and ancillary equipment. Take delivery of pilot vehicle and perform 1st Article Inspection. Place remainder of vehicle order into production. Exercise 2nd option period on vehicle manufacturing contract for FY13.			

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 11,418	\$ 11,559	\$ 12,202	\$ 10,247	\$ 8,571	\$ 10,846	\$ 64,843	\$ 14,669	\$ 79,511
2	Metro Matters Rollover	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 141	\$ -	\$ 141
3	Total Project Expenditures	\$ 11,559	\$ 11,559	\$ 12,202	\$ 10,247	\$ 8,571	\$ 10,846	\$ 64,984	\$ 14,669	\$ 79,652

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Track Welding Program
ID: CIP 018

Project Information				Operating Impact: Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	
Managing Dept.:	TSSM	Proj. Manager:	Michael Brown	
Proj. Category:	Track and Structures	Proj. Type:	Rail	
Project Description: This project will improve the electrical conductivity of the rail, eliminate joint defects, reduce noise and wear, reduce maintenance and inspection costs, and help reduce cross tie fires by reducing the number of open rail joints throughout the rail system. This is an ongoing project. Currently there are approximately 1,750 open rail joints systemwide. As a result of running rail replacement, approximately 400 new open joints are created each year. The Flash Butt welding approach enables open joints to be welded at a much faster rate. In addition, the flash butt welding process allows for thermal adjustment to our track system, reducing the occurrences of track buckling and track pull parts, thus reducing delays and shutdown. Will result in 3000 welded joints. This project also includes additional budget and funding via ARRA funds, which are 100% reimbursable via that source.				
FY2012 Planned Activities: Weld one hundred twenty-five (125) open rail joints.				

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 470	\$ 2,656	\$ 2,863	\$ 3,089	\$ 3,307	\$ 3,560	\$ 15,945	\$ 3,730	\$ 19,675
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 470	\$ 2,656	\$ 2,863	\$ 3,089	\$ 3,307	\$ 3,560	\$ 15,945	\$ 3,730	\$ 19,675

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Track Floating Slab Rehabilitation
ID: CIP 019

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Michael Brown	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project will prevent service delays and speed restrictions due to differential settlement of the track structure and reduce noise and vibration to the surrounding building and structures by replacing failed isolation pads and restore the track structure to the proper elevation. Metro has an inventory of 45,530 linear feet of floating slabs. This project will result in retrofit of 2700 linear feet in FY2012 and 16200 linear feet from FY2012-17

FY2012 Planned Activities:

Retrofit six hundred seventy-five (675) linear feet of floating slabs between Benning Road and Addison Road. Procure three thousand (3,000) isolator pads.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,580	\$ 1,410	\$ 1,319	\$ 1,555	\$ 1,616	\$ 1,689	\$ 9,169	\$ 1,717	\$ 10,886
2	Metro Matters Rollover	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53
3	Total Project Expenditures	\$ 1,633	\$ 1,410	\$ 1,319	\$ 1,555	\$ 1,616	\$ 1,689	\$ 9,222	\$ 1,717	\$ 10,939

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Replacement of Rail Track Signage
ID: CIP 020

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Replacing worn, illegible graphics improve safety by warning employees, customers, and emergency responder of Right-of-Way (ROW) hazards.
Managing Dept.:	TSSM	Proj. Manager:	Larry E. Lee	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This project will replace old, illegible rail track graphic signs and various other signs indicating locations and warnings to employees, emergency responders, and the general public. Track graphics are essential for safe operations and emergency responses. Many signs throughout the Metrorail System are approximately 30 years old. Some of these signs require upgrading because they are damaged, deteriorated, or obsolete. The Right of Way (ROW) graphic signs are systemwide (on the ROW fence, chain markers, warning signs on tunnel vent shaft doors, third rail power warning signs, track identification signs, etc.). Will result in replacement of 18,000 chain markers and 3000 signs.

FY2012 Planned Activities:

Procure and install seven hundred fifty (750) chain markers. Procure and install one hundred twenty-five (125) safety signs.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 915	\$ 1,060	\$ 1,117	\$ 1,177	\$ 1,250	\$ 1,235	\$ 6,754	\$ 1,341	\$ 8,094
2	Metro Matters Rollover	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ -	\$ 70
3	Total Project Expenditures	\$ 984	\$ 1,060	\$ 1,117	\$ 1,177	\$ 1,250	\$ 1,235	\$ 6,823	\$ 1,341	\$ 8,164

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Larry E. Lee	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project will maintain track structure integrity by rehabilitating the grout/plinth pads. In addition, sections of track structure require rehabilitation to accept the new fasteners, switches, and switch machines required needed to sustain safe and efficient rail operations. Metro has an inventory of approximately 160 miles of grout pads (844,800 linear feet). Rehabilitation of the aerial grout pads is limited to the spring, summer and fall. During the winter months, STRC rehabilitates the grout pads in the Metro tunnels. The track geometry, cross-level, and gauge are maintained by the rail fasteners. The grout/plinth pads provide elevation and support for the running rails and are the main support for the rail fasteners. This project will result in rehabilitation of 5000 linear feet in FY2012 and 30000 linear feet from FY2012-17

FY2012 Planned Activities:

Repair one thousand two hundred fifty (1,250) linear feet of grout pads on Rhode Island Avenue, Grosvenor, Landover, D&G, Cheverly & Eisenhower Aerials. Procure cement material. Retrofit the trackbed for the new direct fixation fasteners and the switch machines. Procure (1) Prime Mover, (1) volumetric mixer, and (1) flatcar.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,098	\$ 4,097	\$ 2,155	\$ 2,271	\$ 2,419	\$ 2,491	\$ 15,530	\$ 2,544	\$ 18,075
2	Metro Matters Rollover	\$ 177	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 177	\$ -	\$ 177
3	Total Project Expenditures	\$ 2,274	\$ 4,097	\$ 2,155	\$ 2,271	\$ 2,419	\$ 2,491	\$ 15,707	\$ 2,544	\$ 18,252

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Track Structural Rehabilitation
ID: CIP 022

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained track infrastructure maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Larry E. Lee	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project will rehabilitate structural components and restore the track structures, such as elevated platforms, bridges, and retaining walls to their designed load carrying capacity. These rehabilitations are critical, as the loss of one of these structures could result in the functional loss of an entire Metrorail line segment.

FY2012 Planned Activities:

Rehabilitation of bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles. The goals are based on annual inspections and engineering assessments. Procure one (1) 35 foot boom truck. Procure one (1) 60 foot boom truck.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,741	\$ 2,277	\$ 2,890	\$ 1,840	\$ 1,787	\$ 1,876	\$ 12,411	\$ 1,917	\$ 14,328
2	Metro Matters Rollover	\$ 578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 578	\$ -	\$ 578
3	Total Project Expenditures	\$ 2,318	\$ 2,277	\$ 2,890	\$ 1,840	\$ 1,787	\$ 1,876	\$ 12,988	\$ 1,917	\$ 14,905

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Third Rail Rehabilitation
ID: CIP 023

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Michael Brown	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project will replace the original third rail (5 miles annually) with the composite third rail. Original third rails have become worn throughout the Metrorail system. New aluminum and steel composite third rails will provide less resistance for eight car trains and allow trains to run more efficiently. This project will result in rehabilitation of 5 miles of third rail in FY2012 and 30 miles of third rail from FY2012-17

FY2012 Planned Activities:

Project Planning. Procure one (1) prime mover, one (1) flatcar, and one (1) multi-purpose handler.

Line	Forecast								
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 5,517	\$ 4,184	\$ 4,408	\$ 4,606	\$ 4,835	\$ 23,550	\$ 4,939
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ 5,517	\$ 4,184	\$ 4,408	\$ 4,606	\$ 4,835	\$ 23,550	\$ 4,939

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Track Rehabilitation
ID: CIP 024

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays. Newer equipment reduces maintenance costs and the probability of breakdowns on mainline.
Managing Dept.:	TSSM	Proj. Manager:	Michael Brown	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project will fund the procurement of material and specialized equipment to facilitate the removal and installation of the track and switch panels which prevents service delays and speed restrictions. Track components require replacement when, based on industry standards, they become worn or unserviceable due to deterioration, excessive wear, or defects. Track & Structures System Maintenance rehabilitates the track infrastructure by replacing running rail, cross ties, direct fixation fasteners, third rail insulators, and turnouts annually. This project will result in 60 miles of third rail rehabilitation, purchase/ installation of 180 turnouts, 90,000 direct fixation fasteners and 48,000 cross ties

FY2012 Planned Activities:

Install thirty (30) turnouts, 10 miles of running rail, fifteen thousand (15,000) direct fixation fasteners, eight thousand (8,000) cross ties, and five thousand (5,000) third rail insulator. Procure one (1) mobile maintenance unit.

Line	Forecast								
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 39,055	\$ 34,519	\$ 37,223	\$ 31,919	\$ 33,369	\$ 37,239	\$ 213,323	\$ 39,040
2	Metro Matters Rollover	\$ 8,618	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,618	\$ -
3	Total Project Expenditures	\$ 47,673	\$ 34,519	\$ 37,223	\$ 31,919	\$ 33,369	\$ 37,239	\$ 221,941	\$ 39,040

Washington Metropolitan Area Transit Authority FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Track Maintenance Equipment
ID: CIP 025

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Newer equipment reduces maintenance costs and the probability of breakdowns on mainline.
Managing Dept.:	TSSM	Proj. Manager:	Michael Brown	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This project funds the rehabilitation / replacement of heavy-duty track equipment. Track maintenance equipment is essential to deliver quality service and for the safe and efficient execution of the track rehabilitation work. Timely rehabilitation and replacement of self-propelled track equipment will ensure equipment reliability, reduce the probability of delays due to equipment breakdowns, and allow for efficient use of the right-of-way track time. This project funds the replacement of heavy-duty track equipment that has reached the end of its useful lifecycle and is no longer economically feasible to maintain. Heavy-duty track equipment has a lead time of approximately 18 months. TSSM typically begin the procurement process in January prior to the planned fiscal year.

FY2012 Planned Activities:

1. Procurement Processing 2. Procure three (3) prime movers, three (3) multi-purpose handlers, five (5) flatcars, one (1) tie crane / inserter, three (3) diecer flats. 3. Procure three (3) locomotives and four (4) prime movers.

Line	Forecast							FY2011-16	FY2017	FY2011-17
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 553	\$ 34,683	\$ 12,840	\$ 10,475	\$ 10,425	\$ 12,964	\$ 81,940	\$ 13,000	\$ 94,940
2	Metro Matters Rollover	\$ 690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 690	\$ -	\$ 690
3	Total Project Expenditures	\$ 1,242	\$ 34,683	\$ 12,840	\$ 10,475	\$ 10,425	\$ 12,964	\$ 82,629	\$ 13,000	\$ 95,629

Washington Metropolitan Area Transit Authority FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Station/Tunnel Leak Mitigation
ID: CIP 026

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Station and tunnel water leaks create slipping hazards for Metro's passengers and employees. In addition, water leaks deteriorate vital wayside system that leads to disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Larry E. Lee	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project will restore and maintain the structural integrity of the tunnel liners, preventing leaks and prevent the corrosion of wayside systems, equipment, and track components. Station Tunnel Leak Mitigation eliminates unsafe wet conditions for Metrorail passengers and prevents service delays resulting from water intrusion. This project will result in the mitigation of 10,200 leaks, 1,700 of which will be fixed in FY2012.

FY2012 Planned Activities:

Repair one thousand seven hundred (1,700) leaks. Procure leak repair material. Procure leak repair material and one (1) manlift.

Line	Forecast							FY2011-16	FY2017	FY2011-17
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,900	\$ 3,298	\$ 3,277	\$ 3,452	\$ 3,607	\$ 3,761	\$ 20,294	\$ 4,952	\$ 25,246
2	Metro Matters Rollover	\$ 158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 158	\$ -	\$ 158
3	Total Project Expenditures	\$ 3,058	\$ 3,298	\$ 3,277	\$ 3,452	\$ 3,607	\$ 3,761	\$ 20,452	\$ 4,952	\$ 25,404

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Switch Machine Rehabilitation Project
ID: CIP 027

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Michael Savina	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This project will improve the safety and reliability of the interlocking track structure by replacing selected switch machines as scheduled or as related to service delays. This work is necessary to ensure Metrorail system reliability. Will result in rehabilitation of 120 switch machines.

FY2012 Planned Activities:

Remove, rehabilitate, and replace five (5) switch machines

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 899	\$ 950	\$ 1,001	\$ 1,054	\$ 1,101	\$ 1,157	\$ 6,161	\$ 1,181	\$ 7,342
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 899	\$ 950	\$ 1,001	\$ 1,054	\$ 1,101	\$ 1,157	\$ 6,161	\$ 1,181	\$ 7,342

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Materials Handling Equipment
ID: CIP 028

Project Information				Operating Impact:
Sponsor Dept.:	PRMT	ELT Manager:	David Kubicek	Newer equipment will require less maintenance and have a lower operating costs.
Managing Dept.:	ESVC	Proj. Manager:	Arthur Noyes	
Proj. Category:	Maintenance Equipment	Proj. Type:	Bus/Rail	

Project Description:

This project replaces warehouse equipment that has reached the end of its useful life. The efforts may include but not limited to forklifts, manlifts, components and support infrastructures.

FY2012 Planned Activities:

Procure/rehab material handling equipment and support infrastructure at other Metro storerooms on a prioritized basis.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 158	\$ 139	\$ 144	\$ 149	\$ 153	\$ 158	\$ 901	\$ 159	\$ 1,060
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 158	\$ 139	\$ 144	\$ 149	\$ 153	\$ 158	\$ 901	\$ 159	\$ 1,060

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

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

Project Information				
Sponsor Dept.:	PRMT	ELT Manager:	David Kubicek	Operating Impact: A greater efficiency of space utilization lowers the need for facility expansion.
Managing Dept.:	ESVC	Proj. Manager:	Arthur Noyes	
Proj. Category:	Maintenance Equipment	Proj. Type:	Bus/Rail	

Project Description:

This project may include but not limited to procurement and installation of vertical storage units, shelving, and racking for storage of repair parts to allow greater storage capacity, greater inventory accuracy, and enhanced safety.

FY2012 Planned Activities:

On a prioritized basis, purchase and install 2 vertical parts storage units and reconfigure storage area at other Metro storerooms.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 606	\$ 766	\$ 600	\$ 622	\$ 766	\$ 660	\$ 4,020	\$ 665	\$ 4,685
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 606	\$ 766	\$ 600	\$ 622	\$ 766	\$ 660	\$ 4,020	\$ 665	\$ 4,685

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Currency Processing Machines
ID: CIP 030

Project Information				
Sponsor Dept.:	TRES	ELT Manager:	David Kubicek	Operating Impact: Newer equipment will require less maintenance and have a lower overall impact.
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will replace existing currency machines with newer machines with advanced technology and software that will reduce breakdowns and increase efficiency up to 50%. The currency machines currently in use have exceeded their life expectancy and have thus become unreliable. Cash counting operations are slowed when machines are out of service.

FY2012 Planned Activities:

Fabricate, install and test machines 1, 2, and 3.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 647	\$ 1,456	\$ 799	\$ -	\$ -	\$ -	\$ 2,902	\$ -	\$ 2,902
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 647	\$ 1,456	\$ 799	\$ -	\$ -	\$ -	\$ 2,902	\$ -	\$ 2,902

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Debit/Credit Processing Requirements
ID: CIP 031

Project Information				Operating Impact:
Sponsor Dept.:	TRES	ELT Manager:	David Kubicek	TBD
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will replace or upgrade Payment Card Industry (PCI) security standards that are required because Metro accepts credit card transactions. Failure to meet PCI compliance will result in severe fines and penalties, including the forfeiture of the use of credit cards in the system. This project will result in 50 faregates and 30 express vendors.

FY2012 Planned Activities:

1. Annual PCI security audit starts in mid-Sept. and the findings are released the 2nd week of December 2. Receive findings and corrective actions 3. Prepare scope and purchase necessary equipment/software upgrade per the audit 4. Install corrective action items

Line		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,911	\$ 257	\$ 257	\$ 258	\$ 257	\$ 257	\$ 3,197	\$ 257	\$ 3,454
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,911	\$ 257	\$ 257	\$ 258	\$ 257	\$ 257	\$ 3,197	\$ 257	\$ 3,454

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Detailed Project Information

All Dollars in Thousands

Project: Fare Media Encoders
ID: CIP 032

Project Information				Operating Impact:
Sponsor Dept.:	TRES	ELT Manager:	Carol Kissal	Newer equipment will require less maintenance and have a lower overall impact.
Managing Dept.:	TRES	Proj. Manager:	Buddy Jaggie	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project will replace 3 high-speed fare media encoders, which encode the various types of paper magnetic strip fare cards. The existing fare media encoders have exceeded their life expectancy by 5 years, and are obsolete to the point that parts must be re-engineered and created. Frequent breakdown of these machines results in lost productivity and overtime costs.

FY2012 Planned Activities:

Continue installation for new high-speed fare media encoders. Transfer and install older fare media encoders in lower use sales and revenue sites.

Line		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,014	\$ 579	\$ -	\$ -	\$ -	\$ -	\$ 1,593	\$ -	\$ 1,593
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,014	\$ 579	\$ -	\$ -	\$ -	\$ -	\$ 1,593	\$ -	\$ 1,593

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Detailed Project Information

All Dollars in Thousands

Project: Replacement of Revenue Facility Equipment
ID: CIP 033

Project Information				Operating Impact:
Sponsor Dept.:	TRES	ELT Manager:	David Kubicek	Improved ergonomic of new revenue transfer carts is expected to reduce worker injury and insurance claims.
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Other Facilities	Proj. Type:	Bus/Rail	

Project Description:

This project replaces/upgrades hardware and software including but not limited to fiber modules, scanners, GPS and etc. at the revenue collection facility. The project also funds replacement of about 100 revenue transfer carts out of 264 required.

FY2012 Planned Activities:

Fabricate and deliver 30 revenue carts

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 656	\$ 266	\$ 221	\$ 507	\$ 409	\$ 264	\$ 2,323	\$ 398	\$ 2,721
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 656	\$ 266	\$ 221	\$ 507	\$ 409	\$ 264	\$ 2,323	\$ 398	\$ 2,721

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Detailed Project Information

All Dollars in Thousands

Project: Revenue Collection Facility (RCF) Building Expansion
ID: CIP 034

Project Information				Operating Impact:
Sponsor Dept.:	TRES	ELT Manager:	Carol Kissal	Increased operational support from expanded service.
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Other Facilities	Proj. Type:	Bus/Rail	

Project Description:

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

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	PLJD	ELT Manager:	Nat Bottigheimer	Minimal increased and more efficient physical infrastructure will result in minimal higher operational costs.
Managing Dept.:	ESVC	Proj. Manager:	Kristin Haldeman	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will increase bicycle parking capacity at Metrorail stations and improve connections to stations from local communities. This project is part of Metro's compliance with the Transportation Enhancement requirement of grant 5307 section (d)(1)(K).

FY2012 Planned Activities:

Continue construction and placement of bicycle and pedestrian facilities. Continue planning activities needed to improve bicycle and pedestrian access.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 983	\$ 1,019	\$ 1,220	\$ 1,220	\$ 1,220	\$ 1,220	\$ 6,882	\$ 1,220	\$ 8,102
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 983	\$ 1,019	\$ 1,220	\$ 1,220	\$ 1,220	\$ 1,220	\$ 6,882	\$ 1,220	\$ 8,102

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	PLJD	ELT Manager:	Nat Bottigheimer	Newer equipment will require less maintenance and have a lower overall impact.
Managing Dept.:	ESVC	Proj. Manager:	Kristin Haldeman	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will replace remaining Rack III style bike racks, replace other racks that are structurally damaged and implement a locker replacement plan. Current RACK III bike racks are deteriorating rapidly. This project is part of Metro's compliance with the Transportation Enhancement requirement of grant 5307 section (d)(1)(K).

FY2012 Planned Activities:

Align locker locations with demand. Procure and install locker replacements.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 410	\$ 419	\$ 521	\$ 436	\$ 448	\$ 464	\$ 2,698	\$ 476	\$ 3,174
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 410	\$ 419	\$ 521	\$ 436	\$ 448	\$ 464	\$ 2,698	\$ 476	\$ 3,174

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Detailed Project Information

All Dollars in Thousands

Project: Bus Priority Corridor Network Enhancements
ID: CIP 037

Project Information				Operating Impact:
Sponsor Dept.:	PLJD	ELT Manager:	Nat Bottigheimer	Operational savings through more efficient bus service.
Managing Dept.:	ESVC	Proj. Manager:	Jim Hamre	
Proj. Category:	Passenger Facilities	Proj. Type:	Bus	

Project Description:

This project will assist local governments and State DOTs with implementation of road and traffic measures, such as signal priorities, queue jumpers, bus bulbs, painted lanes, and left turn priorities, to support the Bus Priority Corridor Plan. Enhancements are also planned for bus stops, transit centers and customer information displays. This project will improve transit speed and reliability, give buses priority on roads, and enhance transit identity and image.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,062	\$ 2,053	\$ 2,059	\$ 2,066	\$ 2,056	\$ -	\$ 10,297	\$ 6,168	\$ 16,465
2	Metro Matters Rollover	\$ 4,071	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,071	\$ -	\$ 4,071
3	Total Project Expenditures	\$ 6,133	\$ 2,053	\$ 2,059	\$ 2,066	\$ 2,056	\$ -	\$ 14,368	\$ 6,168	\$ 20,536

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Detailed Project Information

All Dollars in Thousands

Project: Bus Garage Capacity Enhancements
ID: CIP 038

Project Information				Operating Impact:
Sponsor Dept.:	PLJD	ELT Manager:	Nat Bottigheimer	Additional infrastructure will require greater operational support. Lower dead heading costs.
Managing Dept.:	ESVC	Proj. Manager:	TBD	
Proj. Category:	Maintenance Facilities	Proj. Type:	Bus	

Project Description:

This project will purchase land and construct two bus garages (to be determined) with the capacity to store up to 250 buses each in order to meet the needs of the current bus fleet and the additional buses necessary to meet growing demand. Seven of the nine bus garages are at or near their storage capacity.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 10	\$ 2,206	\$ -	\$ -	\$ -	\$ -	\$ 2,216	\$ -	\$ 2,216
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 10	\$ 2,206	\$ -	\$ -	\$ -	\$ -	\$ 2,216	\$ -	\$ 2,216

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	PLJD	ELT Manager:	Nat Bottigheimer	Enhancements of station and passenger facilities in the core would help relieve crowding conditions during the peak, improve operating safety at stations and allow for capacity expansion at less cost.
Managing Dept.:	ESVC	Proj. Manager:	TBD	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will fund planning studies, conceptual engineering, environmental clearance and financial plans for core capacity enhancements targeted at increasing core capacity through pedestrian flow, vertical transportation, system enhancements, and station access improvements.

FY2012 Planned Activities:

1. Complete work and develop recommendations. 2. Procure consultant services to conduct the planning and conceptual engineering for the pedestrian connection between Farragut North and Farragut West stations. 3. Initiate work to develop concepts for pedestrian connection and pedestrian flow improvements between the Farragut North and Farragut West stations. 4. Continue developing design concepts. Initiate pedestrian simulation for pedestrian connection between Farragut North and Farragut West stations. 5. Refine pedestrian simulation, finalize concepts, initiate environmental screening and develop cost estimates. Work anticipated to be completed in FY13Q1.

Line	Forecast								
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 509	\$ 3,027	\$ 1,030	\$ 1,033	\$ 1,542	\$ 1,028	\$ 8,169	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 509	\$ 3,027	\$ 1,030	\$ 1,033	\$ 1,542	\$ 1,028	\$ 8,169	\$ -

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Lowering costs and lessening maintenance impact on customers.
Managing Dept.:	IT	Proj. Manager:	Robert Kramer	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will fund Maximo, Metro's asset and work management tracking system which is critical to the operations of rail and bus. Maximo should be kept current for the lifecycle of the next CIP and implements modules for use in the field. It will also help Metro better manage its assets. This project also includes additional budget and funding via ARRA funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

1. Consultant services to implement Warehouse Management System enhancement for training and new features. 2. Procure and deploy Maximo Software licenses to 100 additional users. 3. Procure Asset Navigator Scanning Services 4. Create Maximo data warehouse for legacy data; Integrate Maximo with PeopleSoft Customer Relations Management System and Geographic Information Systems (GIS).

Line	Forecast								
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 4,174	\$ 5,800	\$ 3,600	\$ 5,700	\$ 4,900	\$ 24,174	\$ 3,815
2	Metro Matters Rollover	\$ 1,603	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ 1,613	\$ -
3	Total Project Expenditures	\$ 1,603	\$ 4,185	\$ 5,800	\$ 3,600	\$ 5,700	\$ 4,900	\$ 25,787	\$ 3,815

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Detailed Project Information

All Dollars in Thousands

Project: Bus Operations Support Software
ID: CIP 043

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	This will result in more efficient operations.
Managing Dept.:	IT	Proj. Manager:	Robert Kramer	
Proj. Category:	Systems and Technology	Proj. Type:	Bus	

Project Description:

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

FY2012 Planned Activities:

1. Complete Fleetwatch upgrade in remaining 3 garages. 2. Upgrade the current automatic vehicle locator system to current release. Implement bus system integration, between Transit Database, Clever Devices vehicle maintenance System, ACS Orbital vehicle locator dispatch systems and WMATA business systems. Trapeze improvement and release upgrade.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 149	\$ 2,771	\$ 3,000	\$ 3,400	\$ 3,500	\$ 3,000	\$ 15,820	\$ 3,084	\$ 18,904
2	Metro Matters Rollover	\$ 1,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,844	\$ -	\$ 1,844
3	Total Project Expenditures	\$ 1,993	\$ 2,771	\$ 3,000	\$ 3,400	\$ 3,500	\$ 3,000	\$ 17,665	\$ 3,084	\$ 20,749

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Detailed Project Information

All Dollars in Thousands

Project: Customer & Regional Integration
ID: CIP 044

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	This will result in more efficient operations.
Managing Dept.:	IT	Proj. Manager:	Bill Burcham	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will modernize and integrate systems for communicating with customers and regional partners in a wide variety of circumstances including normal operations, minor delays, major delays, and emergencies. The current Metro IT environment has arisen over the past 30 years in an ad-hoc manner. This project solves this daunting enterprise problem by developing and deploying an enterprise-wide Service Oriented Architecture (SOA) that will integrate information sharing authority-wide.

FY2012 Planned Activities:

1. Initiate and complete development of concept of operations for sharing GIS and schedule information across regional transit systems. 2. Perform system design and develop prototype for sharing GIS and schedule information across regional transit systems.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 4,231	\$ 4,771	\$ 3,776	\$ 4,821	\$ 4,797	\$ 4,797	\$ 27,193	\$ 4,797	\$ 31,990
2	Metro Matters Rollover	\$ 5,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,334	\$ -	\$ 5,334
3	Total Project Expenditures	\$ 9,565	\$ 4,771	\$ 3,776	\$ 4,821	\$ 4,797	\$ 4,797	\$ 32,527	\$ 4,797	\$ 37,324

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Detailed Project Information

All Dollars in Thousands

Project: Data Centers and Infrastructures
ID: CIP 045

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	1. Enable WMATA to improve availability of the mission critical systems 2. Implement Disaster Recovery capability for the critical systems 3. Consolidate server resources and reduce operational costs
Managing Dept.:	IT	Proj. Manager:	Veronica Lipscombe	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will bring the Data Center infrastructure up to date including an upgrade of the data center facility, the computer rooms, transition of enterprise platforms from mainframe to client-server, enterprise storage and the consolidation of redundant and costly server infrastructure. Without this investment, Metro's current applications and all the applications considered in this capital plan will suffer from unnecessary failures possibly impacting visible transit operations such as rail control, fare collection or passenger information services.

FY2012 Planned Activities:

1. Analyze Servers and Storage requirements 2. Maintain Servers and Storage 3. Procure additional storage and systems components for expansion 4. Procure tools for Systems Management 5. Procure Health Check Services 6. Provide Systems and Servers Support 7. Expand storage and systems. 8. Implement tools for Systems Management 9. Perform systems Health Checks 10. Provide Systems and Servers Support 11. Exercise DR with expanded systems. 2. Provide Systems and Servers Support

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 5,479	\$ 5,502	\$ 3,400	\$ 6,300	\$ 5,200	\$ 4,400	\$ 30,281	\$ 6,700	\$ 36,981
2	Metro Matters Rollover	\$ 2,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,913	\$ -	\$ 2,913
3	Total Project Expenditures	\$ 8,392	\$ 5,502	\$ 3,400	\$ 6,300	\$ 5,200	\$ 4,400	\$ 33,194	\$ 6,700	\$ 39,894

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Detailed Project Information

All Dollars in Thousands

Project: Document Management System
ID: CIP 046

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Authority-wide Document Management Architecture providing real-time access to documents supporting requirements.
Managing Dept.:	IT	Proj. Manager:	Bill Burcham	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project provides for enterprise-wide document management for Metro, integration of the document management system with the major enterprise systems (such as PeopleSoft and Maximo) and compliance with Metro's proposed enterprise wide document retention. This project will support moving many manual paper based processes to electronic processes by enabling enterprise applications such as PeopleSoft and Maximo to easily be linked to electronic records and forms. It will enhance Metro's ability to respond to information request. This project also includes additional budget and funding via ARRA funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

Implement Electronic Document Management and perform scanning for one to two departments (schedule not fixed by department)

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,549	\$ 1,465	\$ 2,000	\$ 3,135	\$ 2,600	\$ 2,600	\$ 13,349	\$ 2,000	\$ 15,349
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,549	\$ 1,465	\$ 2,000	\$ 3,135	\$ 2,600	\$ 2,600	\$ 13,349	\$ 2,000	\$ 15,349

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Detailed Project Information

All Dollars in Thousands

Project: Enterprise Geographic Information System
ID: CIP 047

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Consistent geographic data and maps across the agency to support safer and more efficient asset management, transit operations, planning, public safety, and public information.
Managing Dept.:	IT	Proj. Manager:	Edwin Wells	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will create a single, agency-wide enterprise GIS to support integrated mapping and data, consistent information enterprise-wide, efficient operations, and informed stakeholders. GIS will support integration of key maps, drawings, asset records, and emergency access locations agency-wide. Universal access to data of this nature is critical for timely emergency responses.

FY2012 Planned Activities:

1. Legacy Data Consolidation and Migration. 2. Development of Data Maintenance Tools. 3. Development of GIS training program and training materials. 4. Web mapping services. 5. Consolidate and migrate legacy data. Develop data maintenance tools. Develop geographic information system (GIS), materials and web mapping training.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,690	\$ 2,949	\$ 2,574	\$ 2,713	\$ 3,598	\$ 2,570	\$ 16,095	\$ 2,655	\$ 18,750
2	Metro Matters Rollover	\$ 257	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 257	\$ -	\$ 257
3	Total Project Expenditures	\$ 1,947	\$ 2,949	\$ 2,574	\$ 2,713	\$ 3,598	\$ 2,570	\$ 16,352	\$ 2,655	\$ 19,007

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Detailed Project Information

All Dollars in Thousands

Project: Sensitive Data Protection Technology
ID: CIP 048

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Provides regulatory compliance and data security.
Managing Dept.:	IT	Proj. Manager:	Victor Iwugo	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will achieve and maintain regulatory compliance in providing a comprehensive Metro-wide security architecture that will reduce the risk of malicious attacks and cyber-terrorism, as well as fraud and waste. This project also includes additional budget and funding via ARRA funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

Establish various security zones within the Metro intranet. PCI Zone Data Migration - Migrate all Payment Card Industry (PCI) data into its designated security zone Deploying database monitoring software to detect and protect access to sensitive information. Enable single sign on other services and systems. Integrate access management into physical security Migrate all Payment Card Industry (PCI) data into a newly designated Metronet security zone. Deploy database monitoring software to detect and protect access to sensitive information. Enable single sign on other services and systems. Integrate access management into physical security.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,936	\$ 3,616	\$ 4,758	\$ 4,255	\$ 4,112	\$ 4,112	\$ 24,791	\$ -	\$ 24,791
2	Metro Matters Rollover	\$ 2,185	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,185	\$ -	\$ 2,185
3	Total Project Expenditures	\$ 6,121	\$ 3,616	\$ 4,758	\$ 4,255	\$ 4,112	\$ 4,112	\$ 26,976	\$ -	\$ 26,976

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Detailed Project Information

All Dollars in Thousands

Project: Management Support Software
ID: CIP 049

Project Information

Sponsor Dept.: DGMA
Managing Dept.: DGMA
Proj. Category: Systems and Technology

ELT Manager: Carol Kissal
Proj. Manager: Naheed Monower
Proj. Type: Bus/Rail

Operating Impact:

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

Project Description:

This project will replace and/or update software that support corporate and financial control of operations such as treasury, budget, cash management, human capital management, procurement and vendor management functions. This project is essential for Metro to meet its fiscal duty to maintain sufficient controls to manage its corporate operations. In addition, the rollover portion of the funds for 2011 support the mainframe migration project which has its own timeline and contracts. This project also includes additional budget and funding via ARRA funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

1. FSI: Implement EPM Budgeting module, post-production support; HCM Upgrade: Start Design and Build phase of project 2. FSI: Stabilization and post-production issue resolution; HCM: Test and Train Phase activities 3. FSI: Stabilization and post -production issue resolution; HCM: Test, Train and Preparation for Deploy phase, implement upgrade of the core HR system. 4. FSI: Implement Position Management changes; HCM : Implement upgrade to the upgraded system

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 6,985	\$ 14,566	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 29,551	\$ -	\$ 29,551
2 Metro Matters Rollover	\$ 6,018	\$ 2,154	\$ -	\$ -	\$ -	\$ -	\$ 8,172	\$ -	\$ 8,172
3 Total Project Expenditures	\$ 13,003	\$ 16,721	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 37,723	\$ -	\$ 37,723

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

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

Project Information

Sponsor Dept.: IT
Managing Dept.: IT
Proj. Category: Systems and Technology

ELT Manager: Suzanne Peck
Proj. Manager: Ron Phillips
Proj. Type: Bus/Rail

Operating Impact:

1. Better Trained Support - Support Staff will have access to up-to-date procedures and problem solutions.

Project Description:

This project maintains a one-stop desktop services center for remote support and trouble-shooting, software and hardware installation, electronic software distribution, and MS applications support. In order to achieve the overall desktop support mission the Authority requires a fully functioning IT Help Desk utilizing industry best practices. The Help Desk will be staffed by three tiers of highly skilled support technicians, desktop equipment inventory specialists, business analyst, and appropriate management. These staff will ensure that the Help Desk is operating in the most efficient manner, utilizing best practices to achieve agreed upon service levels, while delivering on its basic mission to provide day-to-day technical assistance to WMATA employees, including the receiving and deployment of new and replacement equipment (refresh) as well as addressing interoperability issues on all standard software deployed across systems.

FY2012 Planned Activities:

1. Support the ordering, deployment, and surplussing of desktop computer equipment 2. Update enterprise licenses 3. Design and implement formal IT asset tracking system 4. Identify Help Desk best practice enhancements 5. Implement phases I & II of Help Desk best practices

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,061	\$ 2,452	\$ 5,082	\$ 2,100	\$ 2,100	\$ 2,100	\$ 16,893	\$ 2,100	\$ 18,993
2 Metro Matters Rollover	\$ 1,440	\$ 761	\$ -	\$ -	\$ -	\$ -	\$ 2,201	\$ -	\$ 2,201
3 Total Project Expenditures	\$ 4,502	\$ 3,213	\$ 5,082	\$ 2,100	\$ 2,100	\$ 2,100	\$ 19,095	\$ 2,100	\$ 21,195

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Detailed Project Information

All Dollars in Thousands

Project: Police Dispatch and Records Management
ID: CIP 051

Project Information

Sponsor Dept.: IT
Managing Dept.: IT
Proj. Category: Systems and Technology
ELT Manager: Suzanne Peck
Proj. Manager: Robert Kramer
Proj. Type: Bus/Rail

Operating Impact:

Replacement of this legacy system should provide savings through greater efficiency

Project Description:

This project would replace the current MTPD (Metro Transit Police Department) legacy system with an up to date Records Management system to support dispatch, crime and response tracking to improve operations for riders.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ 995	\$ -	\$ -	\$ 995	\$ -	\$ 995
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ -	\$ -	\$ -	\$ 995	\$ -	\$ -	\$ 995	\$ -	\$ 995

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Detailed Project Information

All Dollars in Thousands

Project: Network and Communications
ID: CIP 052

Project Information

Sponsor Dept.: IT
Managing Dept.: IT
Proj. Category: Systems and Technology
ELT Manager: Suzanne Peck
Proj. Manager: Chuck Wolfe
Proj. Type: Bus/Rail

Operating Impact:

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

Project Description:

This project will: 1) Implement Metro-wide network and telecommunications upgrades; 2) Implement wireless networking for operational needs and multi-carrier cell phone partnership (Neutral Host); and 3) Implement software to manage circuit and telephone number management. This project will result in deployment of approximately 800 wireless access points.

FY2012 Planned Activities:

General Retrofits; Metronet enhancements; Cabling for administrative locations; Wireless networking for Administrative locations; Wireless networking for Rail stations

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,148	\$ 5,003	\$ 6,200	\$ 4,565	\$ 5,100	\$ 6,100	\$ 30,117	\$ 4,200	\$ 34,317
2 Metro Matters Rollover	\$ 492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 492	\$ -	\$ 492
3 Total Project Expenditures	\$ 3,640	\$ 5,003	\$ 6,200	\$ 4,565	\$ 5,100	\$ 6,100	\$ 30,609	\$ 4,200	\$ 34,809

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Detailed Project Information

All Dollars in Thousands

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

Project Information				
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Operating Impact: 1. Ensuring 24/7/365 monitoring of critical WMATA systems 2. Proactive/predictive analysis and root cause analysis of network incidents 3. Detection of network incidents within 5 minutes, respond within 20 minutes, resolve within 2 hours 4. Server replacement will keep WMATA's critical services running on vendor supported hardware
Managing Dept.:	IT	Proj. Manager:	Veronica Lipscombe	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	
Project Description: This project will provide a network operations center (NOC) which includes 24x7 support to manage and monitor system and network enterprise health. This is a key part of increasing the up-time of mission-critical systems such as the rail control and financial systems and will result in a higher level of overall safety for passengers and employees.				

FY2012 Planned Activities:

1. Develop and implement escalator and elevator monitoring plan (parts I & II) 2. Execute recruitment and hiring activities to staff for 24/7/365 operations

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,879	\$ 2,532	\$ 2,287	\$ 3,252	\$ 2,352	\$ 2,352	\$ 14,654	\$ 2,487	\$ 17,141
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,879	\$ 2,532	\$ 2,287	\$ 3,252	\$ 2,352	\$ 2,352	\$ 14,654	\$ 2,487	\$ 17,141

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Detailed Project Information

All Dollars in Thousands

Project: Customer Electronic Communications & Outreach
ID: CIP 054

Project Information				
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Operating Impact: Development and implementation of these projects will result in more efficient operations and rider services
Managing Dept.:	IT	Proj. Manager:	Mary Kaye Vavasour/Eleanor	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	
Project Description: This project will provide for enhanced electronic communications and customer outreach. The project will focus on customer demands for rapid and flexible data delivery systems for Metro communications, schedules, system alerts, and commuting benefits and fares.				

FY2012 Planned Activities:

1) Continue enhancement activities for the refresh of the Internet Portal (wmata.com). 2) Continue development of GIS Web Services for Trip Planner to integrate bus stop records and routes into a bus stop network. 3) Build Extranet website to allow external access to Intranet based employee communications and applications. 4) Ongoing Internet Portal enhancements. 5) Build Intranet departmental sub-portals. 6) Ongoing SharePoint enhancements. 7) Build mobile web applications for ELES 8) Redesign of the wmata.com Mobile website

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,277	\$ 3,114	\$ 2,800	\$ 2,222	\$ 2,000	\$ 2,000	\$ 13,414	\$ 2,000	\$ 15,414
2	Metro Matters Rollover	\$ 1,265	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,265	\$ -	\$ 1,265
3	Total Project Expenditures	\$ 2,543	\$ 3,114	\$ 2,800	\$ 2,222	\$ 2,000	\$ 2,000	\$ 14,679	\$ 2,000	\$ 16,679

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Detailed Project Information

All Dollars in Thousands

Project: Rail Operations Support Software
ID: CIP 056

Project Information				Operating Impact:
Sponsor Dept.:	IT	ELT Manager:	Suzanne Peck	Upgrades are required to maintain vendor software and customer support and will have no operating impact.
Managing Dept.:	IT	Proj. Manager:	Robert Kramer	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project will provide software application support for the Rail Operations Control Centers (ROCCs) and other rail operations area. This software needs to be kept current in order to receive vendor support and operate the rail system.

FY2012 Planned Activities:

Produce and review draft reports for all rail system summary requirements for solutions and integrations. Begin high level architectural design to support requirements. Develop models and simulations to demonstrate proposed new architecture. Rail operations support upgrade will provide solutions and integration for the following systems: Advance Information Management (AIM), Large Scale Display enhancements, Train Progress Server (TPS) reports automatic failover. Carmen Turner Facility (CTF OCC automatic failover to Jackson Graham Building OCC. Trapeze real time schedules integration for AIM, Rail Performance Monitor (RPM), Passenger Information Display System (PIDS), and TPS. RPM real time rail service matrix, rail car count.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,511	\$ 2,492	\$ 5,149	\$ 5,665	\$ 5,141	\$ 5,140	\$ 25,097	\$ 5,170	\$ 30,267
2	Metro Matters Rollover	\$ 647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 647	\$ -	\$ 647
3	Total Project Expenditures	\$ 2,157	\$ 2,492	\$ 5,149	\$ 5,665	\$ 5,141	\$ 5,140	\$ 25,744	\$ 5,170	\$ 30,914

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Detailed Project Information

All Dollars in Thousands

Project: 1000 Series Rail Car Replacement
ID: CIP 057

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Newer rail cars will decrease maintenance / operating costs and improve reliability.
Managing Dept.:	RAIL	Proj. Manager:	Debo Ogunrinde	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project will replace all 300 of the 1000 Series rail cars, which were purchased between 1974 and 1978, with new 7000 Series rail cars. This project is one component of a combined program plan structured to avoid repetitive developmental cost associated with a new car design and procurement. This project also includes additional budget and funding via Reimbursable funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

Metro's proportional share of development costs for base 64

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 79,902	\$ 20,022	\$ 11,753	\$ 8,353	\$ 98,115	\$ 277,130	\$ 495,274	\$ 205,802	\$ 701,076
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 79,902	\$ 20,022	\$ 11,753	\$ 8,353	\$ 98,115	\$ 277,130	\$ 495,274	\$ 205,802	\$ 701,076

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

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

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: Rehabilitated railcars are more reliable and require less routine maintenance.
Managing Dept.:	RAIL	Proj. Manager:	Damon Cannon	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project funds the mid-life rehabilitation of the 2000 and 3000 Series rail cars. Final project close-out will occur in FY2012 when the warranty and reliability period ends. Will result in rehabilitation of 366 railcars

FY2012 Planned Activities:

manuals, testing equipment, engineering services, project management, indirect costs, closeout of contract

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,230	\$ 2,816	\$ 1,153	\$ -	\$ -	\$ -	\$ 6,199	\$ -	\$ 6,199
2	Metro Matters Rollover	\$ 2,824	\$ 215	\$ -	\$ -	\$ -	\$ -	\$ 3,039	\$ -	\$ 3,039
3	Total Project Expenditures	\$ 5,054	\$ 3,031	\$ 1,153	\$ -	\$ -	\$ -	\$ 9,238	\$ -	\$ 9,238

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: 4000 Series Rail Car Replacement
ID: CIP 060

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: Newer rail cars will decrease maintenance / operating costs and improve reliability.
Managing Dept.:	RAIL	Proj. Manager:	Debo Ogunrinde	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project will fund the replacement all 100 of the 4000 Series rail cars, which were purchased during 1992 - 1994. To meet current safety standards and based on the contractors bids, it is more economical to replace there rail cars than to do a mid-life rehabilitation. In order to gain economies of scale and improve quality, this work is an option on the Kawasaki 7000 Series rail car contract.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ 4,075	\$ 19,964	\$ 127,373	\$ 151,412	\$ 78,716	\$ 230,127
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ 4,075	\$ 19,964	\$ 127,373	\$ 151,412	\$ 78,716	\$ 230,127

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Detailed Project Information

All Dollars in Thousands

Project: 6000 Series Rail Car Procurement
ID: CIP 062

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Newer rail cars will require less maintenance, though the addition of more railcars to the fleet will require additional operational support.
Managing Dept.:	RAIL	Proj. Manager:	Dave Hughson	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project will complete the 6000-Series rail car procurement options. All cars were placed into service in FY 2009. Projected completion of the warranty and reliability period is FY2014. Will result in 184 Railcars from FY2012-17. This project also includes additional budget and funding via Reimbursable and Metro Matters funds, which are 100% reimbursable via those sources.

FY2012 Planned Activities:

Emergency exterior door Release, gear boxes, engineering services, project management and indirect costs

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,552	\$ 1,961	\$ 1,042	\$ 1,469	\$ -	\$ -	\$ 8,024	\$ -	\$ 8,024
2	Metro Matters Rollover	\$ 3,172	\$ 800	\$ -	\$ 1,072	\$ -	\$ -	\$ 5,044	\$ -	\$ 5,044
3	Total Project Expenditures	\$ 6,724	\$ 2,761	\$ 1,042	\$ 2,541	\$ -	\$ -	\$ 13,068	\$ -	\$ 13,068

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Detailed Project Information

All Dollars in Thousands

Project: Rail Rehabilitation Program
ID: CIP 063

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	These components keep railcars in service.
Managing Dept.:	CMNT	Proj. Manager:	Gene Garzone	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project provides for the annual procurement of major repairable rail car components to support the maintenance of the fleet in a state of good performance. Major railcar components must be switched out on a regular basis. While these assemblies can sometimes be refurbished and re-used, eventually they will have to be removed from use completely. Therefore, a certain quantity of new components must be acquired each year. Approximately one-fifth of the fleet or 225 cars are subject to heavy overhaul annually. Major heavy overhaul components include replacement of wheels, brake systems, traction motors and truck overhaul.

FY2012 Planned Activities:

Perform heavy overhaul on railcar fleet. Purchase repairable parts to include traction motors, brake assemblies, couplers and air compressors.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 9,371	\$ 21,522	\$ 19,703	\$ 19,892	\$ 19,981	\$ 21,164	\$ 111,633	\$ 21,489	\$ 133,122
2	Metro Matters Rollover	\$ 2,554	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,554	\$ -	\$ 2,554
3	Total Project Expenditures	\$ 11,925	\$ 21,522	\$ 19,703	\$ 19,892	\$ 19,981	\$ 21,164	\$ 114,187	\$ 21,489	\$ 135,676

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	HVAC systems will be more reliable, making more cars available and requiring less routine maintenance.
Managing Dept.:	RAIL	Proj. Manager:	Jeff Thompson	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project will provide for the repair or replacement of major components including HVAC and circuit breakers, on the 1000 Series railcars to keep the cars operational until replacement cars start to be received in FY2015. Will result in repair of 291 HVAC units and 300 circuit breakers. This project also includes additional budget and funding via Reimbursable funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

Continue evaporator coil cleaning, asbestos abatement, condensate drain modification.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,465	\$ 2,152	\$ 190	\$ -	\$ -	\$ -	\$ 4,807	\$ -	\$ 4,807
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,465	\$ 2,152	\$ 190	\$ -	\$ -	\$ -	\$ 4,807	\$ -	\$ 4,807

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Detailed Project Information

All Dollars in Thousands

Project: Geometry Vehicle
ID: CIP 065

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Current inspections are contracted. WMATA ownership of a geometry vehicle will eliminate this expense and allow for more efficient inspections.
Managing Dept.:	RAIL	Proj. Manager:	Dennis Lemke	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This project will procure a track geometry vehicle to analyze track conditions and will complete the required capabilities of the inspection system. Owning a vehicle of this type will allow for more comprehensive and frequent track inspections throughout the year, as well as testing all new track construction projects and track repairs as they are installed.

FY2012 Planned Activities:

Continue design and test specialized geometry vehicle equipment such as guard rail gauge, inertial system, thermal imaging units. Procure jacks. Completion of Track Geometry Vehicle testing. Delivery of vehicle to WMATA. Wmata testing. Manuals. Specialty tools. Final acceptance of vehicle

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 3,417	\$ 2,340	\$ 486	\$ -	\$ -	\$ 6,243	\$ -	\$ 6,243
2	Metro Matters Rollover	\$ 1,834	\$ 5,511	\$ 302	\$ -	\$ -	\$ -	\$ 7,648	\$ -	\$ 7,648
3	Total Project Expenditures	\$ 1,834	\$ 8,928	\$ 2,643	\$ 486	\$ -	\$ -	\$ 13,892	\$ -	\$ 13,892

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Detailed Project Information

All Dollars in Thousands

Project: Rail Shop Repair Equipment
ID: CIP 066

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Newly purchased wheel truing equipment will replace older, unreliable equipment. Other items will replace older, less capable non-automated machining equipment, and wash tanks are necessary for on-going transit truck overhaul.
Managing Dept.:	ESVC	Proj. Manager:	Arthur Noyes	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This project will replace maintenance and shop equipment that has reached the end of its useful life in order to provide reliability for the delivery of quality service. The scope may include but not limited to overhead cranes, rail train lifts, hoists, industrial shop air compressors, service elevators, hoisting mechanisms, wheel truing machines and electrical controls.

FY2012 Planned Activities:

1. Contractor submits design for Greenbelt wheel truing machine; Obtain quotes for misc equipment purchase 2. Review contractor design, Starts wheel truing machine fabrication; Issue purchase orders for misc equipment purchase 3. Deliver wheel truing machine to Greenbelt, Starts installation; Receive delivery of misc. equipment purchase 4. Complete installation and test Greenbelt wheel truing machine

Line		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,169	\$ 4,209	\$ 4,222	\$ 4,236	\$ 4,215	\$ 4,215	\$ 23,265	\$ 2,980	\$ 26,246
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,169	\$ 4,209	\$ 4,222	\$ 4,236	\$ 4,215	\$ 4,215	\$ 23,265	\$ 2,980	\$ 26,246

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	This project will result in greater efficiency and productivity.
Managing Dept.:	CENV	Proj. Manager:	Joseph Reynolds	
Proj. Category:	Vehicles/ Vehicle Parts	Proj. Type:	Rail	

Project Description:

This project performs engineering analysis, diagnosis, testing and resolution of safety, maintenance and operational issues relating to the railcar fleet and its interaction with track work, automatic train control, communication and power systems. It resolves compatibility issues across the various fleets and infrastructure related to changes and aging in technology and components.

FY2012 Planned Activities:

Continue emergency exterior door releases. Continue rollback prevention. Continue wrong side door repair. air compressor replacements on 2000/3000 Series rail cars Includes in-house labor, equipment, material and consultant services

Line		Forecast								
Project Expenditures		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 8,524	\$ 6,022	\$ 1,502	\$ 1,653	\$ 1,699	\$ 1,755	\$ 21,156	\$ 1,802	\$ 22,958
2	Metro Matters Rollover	\$ 3,811	\$ 2,715	\$ -	\$ -	\$ -	\$ -	\$ 6,525	\$ -	\$ 6,525
3	Total Project Expenditures	\$ 12,335	\$ 8,737	\$ 1,502	\$ 1,653	\$ 1,699	\$ 1,755	\$ 27,681	\$ 1,802	\$ 29,483

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Detailed Project Information

All Dollars in Thousands

Project: Test Track & Commissioning Facility
ID: CIP 071

Project Information			
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek
Managing Dept.:	ESVC	Proj. Manager:	John Thomas
Proj. Category:	Maintenance Facilities	Proj. Type:	Rail
Operating Impact:			
Operating costs will be required to maintain this facility, however testing will no longer interfere with the revenue rail system. The new track infrastructure and building will add new facilities that must be maintained and will increase utility costs.			

Project Description:

Design and construction of 10,000 feet of track between College Park and Greenbelt metrorail stations. Design and construction of a multistory building in Greenbelt Rail Yard. Both facilities will be used to commission and test new and rehabilitated rail cars. This project will result in 10000 ft of test track and a 25000 sq ft facility.

FY2012 Planned Activities:

1. Board approval of public hearing staff report and to advertise and award Design/ Build contract. 2. Receive and review proposals. 3. Award and issue NTP for Design/ Build contract and commence with final design. 4. Commence with construction of the test track.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,900	\$ 3,000	\$ 40,000	\$ 40,000	\$ 1,474	\$ -	\$ 86,374	\$ -	\$ 86,374
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,900	\$ 3,000	\$ 40,000	\$ 40,000	\$ 1,474	\$ -	\$ 86,374	\$ -	\$ 86,374

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Detailed Project Information

All Dollars in Thousands

Project: Elevator Rehabilitation
ID: CIP 072

Project Information			
Sponsor Dept.:	ELES	ELT Manager:	David Kubicek
Managing Dept.:	ELES	Proj. Manager:	Jeff Griffin
Proj. Category:	Passenger Facilities	Proj. Type:	Rail
Operating Impact:			
Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.			

Project Description:

This project will fund the rehabilitation, code, and safety upgrades of the oldest and poorest performing elevators and is necessary to maintain elevator availability and reliability. Additionally, elevators are rehabilitated with energy saving devices. Locations for rehabilitation will be tied to the System Infrastructure Rehabilitation Program schedule. Will result in 22 elevator rehabilitations.

FY2012 Planned Activities:

Oversight of the modernization of Gallery Place traction elevator B01E01, Metro Center hydraulic elevator C01N01 and Farragut North hydraulic elevators A02S01 & A02S02 under the Red Line contract. Oversight of the modernization of Courthouse traction elevator K01X01, Stadium-Armory hydraulic elevators D08S01 & D08S02 and Eastern Market hydraulic elevator D06X01 Capitol South hydraulic elevators D05X01 & D05X02 and Potomac Avenue hydraulic elevator D07X01 under the Blue/Orange line contract

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,302	\$ 3,490	\$ 2,265	\$ 1,136	\$ 1,645	\$ 2,159	\$ 12,998	\$ 2,200	\$ 15,198
2	Metro Matters Rollover	\$ 55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55	\$ -	\$ 55
3	Total Project Expenditures	\$ 2,358	\$ 3,490	\$ 2,265	\$ 1,136	\$ 1,645	\$ 2,159	\$ 13,054	\$ 2,200	\$ 15,254

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Detailed Project Information

All Dollars in Thousands

Project: Escalator Rehabilitation
ID: CIP 073

Project Information				Operating Impact:
Sponsor Dept.:	ELES	ELT Manager:	David Kubicek	Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.
Managing Dept.:	ELES	Proj. Manager:	Jeff Griffin	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will fund the rehabilitation, code, and safety upgrades of the oldest and poorest performing escalators. Necessary to maintain escalator availability and reliability. Additionally, escalators are rehabilitated with energy saving devices. Locations for rehabilitation will be tied to the System Infrastructure Rehabilitation Program schedule. Will result in 93 escalator rehabilitations.

FY2012 Planned Activities:

Modernization of Wheaton escalator B10X01, Union Station escalator B03N03 and Gallery Place B01E07 and begin Union Station B03N04 and Gallery Place B01E08 under contract FP7010. Oversight of the modernization of Judiciary Square escalator B02S04, B02S05, B02S06, & B02S07 and replacement of Foggy Bottom escalator C04X02 and C04X03 and replacement of Dupont Circle escalators B03S01, S02 & S03 under the Red Line contract. Oversight of the modernization of Stadium-Armory escalator D08N01, D08N02 & D08N03, Capitol South escalator D05X04 & D05X05, Eastern Market escalator D06X04 & D06X05 and Potomac Avenue escalator D07X04, D07X05, & D07X06 under the Blue/Orange contract.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 4,948	\$ 10,051	\$ 11,738	\$ 13,946	\$ 13,879	\$ 9,767	\$ 64,330	\$ 10,600	\$ 74,930
2	Metro Matters Rollover	\$ 1,568	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,568	\$ -	\$ 1,568
3	Total Project Expenditures	\$ 6,516	\$ 10,051	\$ 11,738	\$ 13,946	\$ 13,879	\$ 9,767	\$ 65,898	\$ 10,600	\$ 76,498

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	PARK	ELT Manager:	Bottigheimer	Additional equipment will require greater operational support.
Managing Dept.:	PARK	Proj. Manager:	Patrick Schmitt	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

Phase I of this project will install credit card readers at remaining Pay-on-Exit parking garages and surface parking lots. Phase II of this project will automate Parking Access and Revenue Control providing remote communication between payment lanes and a Parking Operations Center. This project will result in 40 credit card readers and 3 servers.

FY2012 Planned Activities:

Procurement and installation of Parking Access and Revenue Collection (PARC) equipment.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.
Managing Dept.:	ESVC	Proj. Manager:	Richard Shiflet	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project includes of the improvements to the traction-power system to allow the deployment toward 100% eight car trains. The increase from 6 to 8 cars increases power requirements of each train, and thus the load put on the traction power system. Will result in purchase and installation of 95000 ft of third rail

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ 6,986	\$ 7,980	\$ 6,791	\$ 7,258	\$ 29,015	\$ 7,258	\$ 36,273
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ 6,986	\$ 7,980	\$ 6,791	\$ 7,258	\$ 29,015	\$ 7,258	\$ 36,273

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.
Managing Dept.:	ESVC	Proj. Manager:	Richard Shiflet	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project includes completion of the improvements to the traction power system to allow the deployment of up to 50% eight car trains under the Metro Matters program. The increase from 6 to 8 cars increases power requirements of each train, and thus the load on the traction power system. Project pairs with CIP 076.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 4,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,132	\$ -	\$ 4,132
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 4,132	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,132	\$ -	\$ 4,132

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Detailed Project Information

All Dollars in Thousands

Project: Bladensburg Shop Reconfiguration
ID: CIP 078

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Increased operational efficiency will offset the need for additional mechanics. This project itself does not increase the bus fleet size.
Managing Dept.:	ESVC	Proj. Manager:	Arthur Noyes	
Proj. Category:	Maintenance Facilities	Proj. Type:	Bus	

Project Description:

This project will reconfigure the Bladensburg Heavy Overhaul Shop to provide additional workspace (6 to 9 service bays) for the maintenance of buses and storage of 145 buses. It supports increased fleet size and allow proper bus maintenance and reliability to meet customer needs.

FY2012 Planned Activities:

Reconfigure shop floor plan for CNG bus access and constructing 6-9 maintenance bays, 1 steam bay with bus lift.

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,660	\$ 6,549	\$ 7,258	\$ 9,431	\$ -	\$ -	\$ 25,897	\$ -	\$ 25,897
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,660	\$ 6,549	\$ 7,258	\$ 9,431	\$ -	\$ -	\$ 25,897	\$ -	\$ 25,897

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FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Jackson Graham Building Renovation
ID: CIP 080

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Rehabilitated infrastructure will require less routine maintenance.
Managing Dept.:	ESVC	Proj. Manager:	Arthur Noyes	
Proj. Category:	Other Facilities	Proj. Type:	Bus/Rail	

Project Description:

This project will provide for the partial rehabilitation of the Jackson Graham Building (JGB), most notably the Power Distribution Unit (PDU). Many internal systems, including the PDU that provides power for the bus and rail operational control centers, are obsolete and unreliable. Replacement and rehabilitation will prevent future outages of critical operating and information systems.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,608	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,608	\$ -	\$ 3,608
2	Metro Matters Rollover	\$ 3,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,791	\$ -	\$ 3,791
3	Total Project Expenditures	\$ 7,399	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,399	\$ -	\$ 7,399

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FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Southern Avenue Bus Garage Replacement
ID: CIP 084

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	The larger facility will likely consume more utilities than the existing facility. Maintenance of the facility will likely decrease in comparison to the existing old facility.
Managing Dept.:	ESVC	Proj. Manager:	John Thomas	
Proj. Category:	Maintenance Facilities	Proj. Type:	Bus	

Project Description:

Replacement of the existing Southern Avenue Bus Garage with a facility that can hold up to 250 buses. This project will result in increased garage capacity, and additional CNG fueling facilities, diesel fuel lanes and gas pumps.

FY2012 Planned Activities:

1. Release to the public, the draft general plans and the environmental evaluation documents, then hold the public hearing. 2. Prepare and distribute the public hearing staff report and obtain Board approval for same. Make selection of winning proposal. 3. Commence with final design with acquisition of property. 4. Commence with construction.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 10,533	\$ 29,246	\$ 51,759	\$ 21,720	\$ -	\$ -	\$ 113,258	\$ -	\$ 113,258
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 10,533	\$ 29,246	\$ 51,759	\$ 21,720	\$ -	\$ -	\$ 113,258	\$ -	\$ 113,258

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Detailed Project Information

All Dollars in Thousands

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

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Upon opening, the Cinder Bed Road bus garage will increase WMATA's inventory of facilities that require maintenance, albeit minor in the case of a new facility. Also, utility costs will increase.
Managing Dept.:	ESVC	Proj. Manager:	John Thomas	
Proj. Category:	Maintenance Facilities	Proj. Type:	Bus	

Project Description:

This project is for the replacement of existing Royal Street Garage with LEED Silver facility at Cinder Bed Road with a capacity of 160 buses. This project includes land and CNG fueling capability. The existing garage is constrained in capacity and limited to the type of bus that can be operated and maintained at the facility. This project will result in increased garage capacity, and additional CNG fueling facilities, diesel fuel lanes and gas pumps. This project also includes additional budget and funding via Reimbursable funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

Commence with construction.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 16,595	\$ 31,768	\$ 47,979	\$ 2,436	\$ -	\$ -	\$ 98,779	\$ -	\$ 98,779
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 16,595	\$ 31,768	\$ 47,979	\$ 2,436	\$ -	\$ -	\$ 98,779	\$ -	\$ 98,779

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FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Southeastern Bus Garage Replacement (DC Village)

ID: CIP 086

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Upon opening, the DC Village bus garage will increase WMATA's inventory of facilities that require maintenance, albeit minor in the case of a new facility. Also, utility costs will increase with the additional facility.
Managing Dept.:	ESVC	Proj. Manager:	John Thomas	
Proj. Category:	Maintenance Facilities	Proj. Type:	Bus	

Project Description:

This project is for the replacement of Southeastern Bus Garage on the site of D.C. Village. The Southeastern Bus Facility was sold to accommodate the development associated with the new Nationals baseball stadium. As part of the agreement for the original Southeastern facility, the District of Columbia was to provide land at the D.C. Village site for a new bus facility. This project will result in increased garage capacity, and additional CNG fueling facilities, diesel fuel lanes and gas pumps. This project also includes additional budget and funding via Reimbursable and ARRA funds, which are 100% reimbursable via those sources

FY2012 Planned Activities:

1. Issue tasks to consultants for preparation of contract documents for CNG fueling equipment. 2. Finalize design and issue RFP for CNG fueling equipment. 3. Receive and review proposals for CNG fueling equipment. 4. Award and NTP for contract for design and installation of the CNG fueling equipment.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 27	\$ 30,719	\$ 14,918	\$ -	\$ -	\$ -	\$ 45,664	\$ -	\$ 45,664
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 27	\$ 30,719	\$ 14,918	\$ -	\$ -	\$ -	\$ 45,664	\$ -	\$ 45,664

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FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Station Rehabilitation Program

ID: CIP 087

Project Information				Operating Impact:
Sponsor Dept.:	OPSV	ELT Manager:	David Kubicek	Station enhancements lower regular maintenance costs.
Managing Dept.:	PLNT	Proj. Manager:	Tom Morrison	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will provide thorough cleaning of station concrete and architectural features, painting of doors and railings, repair of paver tile and granite on a periodic basis. Failure to perform this work will result in a deterioration of the appearance of the stations and may pose safety issues with loose or missing paver tile. will result in 72 full and 72 mini station enhancements.

FY2012 Planned Activities:

Silver Spring Mini; Takoma Park Mini; Minnesota Avenue Full; Arlington Cemetery Full; National Airport Full; Braddock Road Mini; Georgia Avenue Mini; Pentagon City Mini; Crystal City Mini; Stadium Armory Full; Eastern Market Full; Federal Center Full; Achieves Mini; L'Enfant D line Full; L'Enfant F line Full; McPherson Square Full; Farragut North Full; Rosslyn Full; Capitol South Full; Morgan Blvd. Mini; Largo Mini; King Street Mini; Eisenhower Mini; New York Ave Mini; Twelve full station enhancements per year Twelve mini station enhancements per year Twelve full station enhancements and twelve mini station enhancements on an annual basis. Work includes heavy maintenance, painting, spot tile replacement, and other maintenance for 12 major and twelve mini rehabilitations on an annual basis. Hydropressure wash all masonry surfaces in all 24 stations. Repair and paint all metal surfaces to include bus bay shelters, resurface shelter benches, repair railings, doors, bathroom partitions repair or replace broken sign poles etc. Paint all metal surfaces, Kiosk, addfare machines, transfer machines, bathrooms, fire equipment corridors, metal passageway ceilings, outside railings, parking light poles, bus shelters, and phone booths. Repair and replace missing and broken floor tiles etc. Repair worn station graphics, parking signs, do not enter signs, stop signs, parking lot designation signs, elevator/escalator graphics etc.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 8,586	\$ 7,832	\$ 7,960	\$ 8,089	\$ 8,153	\$ 8,358	\$ 48,978	\$ 8,488	\$ 57,466
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 8,586	\$ 7,832	\$ 7,960	\$ 8,089	\$ 8,153	\$ 8,358	\$ 48,978	\$ 8,488	\$ 57,466

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Detailed Project Information

All Dollars in Thousands

Project: Station Entrance Canopies

ID: CIP 088

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Canopies may reduce weather-related maintenance needs of escalators.
Managing Dept.:	ESVC	Proj. Manager:	John Thomas	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will complete the program to install canopies over remaining station entrances with exposed escalators to protect both riders and escalators from weather. Per building code, this work must be performed in conjunction with the replacement or major rehabilitation of escalators in rail station entranceways. Will result in 22 station entrance canopies

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ 23,000
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ 23,000

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FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Track Fasteners

ID: CIP 089

Project Information				Operating Impact:
Sponsor Dept.:	TSSM	ELT Manager:	David Kubicek	Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays.
Managing Dept.:	TSSM	Proj. Manager:	Douglas Gibson	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project replaces track fasteners that, when worn out, cause stray current and have often been found to be the cause of fires on the system. Track fasteners are an integral structural component of the track system that needs to be replaced periodically. Metro has an inventory of 504, 514 fasteners systemwide. This project will result in 300,000 track fasteners, 50,000 of which will be installed in FY2012.

FY2012 Planned Activities:

Replace one thousand two hundred fifty (12500) direct fixation fasteners.

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,066	\$ 2,053	\$ 2,059	\$ 2,066	\$ 2,056	\$ 2,056	\$ 12,357	\$ 2,700	\$ 15,057
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,066	\$ 2,053	\$ 2,059	\$ 2,066	\$ 2,056	\$ 2,056	\$ 12,357	\$ 2,700	\$ 15,057

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Detailed Project Information

All Dollars in Thousands

Project: Automatic Fare Collection Machines

ID: CIP 091

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Additional equipment will require greater operational support. Replaced equipment will reduce cost of equipment repair.
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project will purchase and install additional Fare Collection Equipment to accommodate additional riders and provide upgraded Automatic Fare Collection (AFC) equipment parts in the rail system that are obsolescent and/or aging. Additional equipment is needed to accommodate this additional ridership, reduce lines and improve customer service. Equipment will be installed at locations where ridership has increased beyond the capacity of the equipment currently installed with other equipment is replaced to ensure reliability and appropriate revenue collection.

FY2012 Planned Activities:

Contractor fabricate, deliver, install, and test fare machine, fare gates, Smart Monitoring & Display computers

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 1,075	\$ 1,111	\$ 1,111	\$ 1,111	\$ 1,111	\$ 5,518	\$ 1,111	\$ 6,629
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ 1,075	\$ 1,111	\$ 1,111	\$ 1,111	\$ 1,111	\$ 5,518	\$ 1,111	\$ 6,629

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Detailed Project Information

All Dollars in Thousands

Project: Ethernet Wiring for Rail Fare Machines

ID: CIP 092

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	New cables will require minor operational support.
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project is for the installation of Ethernet wiring to all Automatic Fare Collection (AFC) devices in the rail system. Ethernet wiring will speed communication speeds and are essential for the NEXTFARE project.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,343	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,343	\$ -	\$ 1,343
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,343	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,343	\$ -	\$ 1,343

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Detailed Project Information

All Dollars in Thousands

Project: Integrating regional NEXTFARE System

ID: CIP 093

Project Information				
Sponsor Dept.:	SMRT	ELT Manager:	Carol Kissal	Operating Impact: None.
Managing Dept.:	SMRT	Proj. Manager:	Ramon Abramovich	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will replace and upgrade regional NEXTFARE collection system. The current fare collection system requires upgrading or replacement as technology changes, and for improved regional fare collection. This project will result in 250 Compact Point of Sale equipment

FY2012 Planned Activities:

Continued support of Nextfare

Line	Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,789	\$ 955	\$ 195	\$ 195	\$ 195	\$ -	\$ -	\$ 3,329	\$ -	\$ 3,329
2	Metro Matters Rollover	\$ 4,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,836	\$ -	\$ 4,836
3	Total Project Expenditures	\$ 6,625	\$ 955	\$ 195	\$ 195	\$ 195	\$ -	\$ -	\$ 8,165	\$ -	\$ 8,165

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Improvements to Coin Collection Machines

ID: CIP 094

Project Information				
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Operating Impact: The new design of coin vaults negates several problems with older units to reduce maintenance costs while increase operational efficiency.
Managing Dept.:	ESVC	Proj. Manager:	Diana Bowdry	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project will install new coin vaults in Automatic Fare Collection (AFC) rail equipment. Units that have reached the end of their life expectancy will be replaced.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,281	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,281	\$ -	\$ 2,281
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,281	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,281	\$ -	\$ 2,281

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Detailed Project Information

All Dollars in Thousands

Project: Open Bankcard and Automatic Fare Collection Systems
ID: CIP 097

Project Information				Operating Impact:
Sponsor Dept.:	SMRT	ELT Manager:	Carol Kissal	Open payment could result in lower fare collection costs as financial institutions issuing payment media assume processing functions.
Managing Dept.:	SMRT	Proj. Manager:	Ramon Abramovich	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will fund the open payment system which will allow the use of contactless fare media (e.g., credit cards and debit cards) as a form of payment on Metro. New payment system would supplement, not replace current payment systems. This project will result in 1700 target gates and 1600 fareboxes.

FY2012 Planned Activities:

1. Award contract 2. Development

Line	Project Expenditures	Forecast							
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,546	\$ 2,250	\$ 360	\$ 360	\$ 360	\$ 360	\$ 5,236	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,546	\$ 2,250	\$ 360	\$ 360	\$ 360	\$ 360	\$ 5,236	\$ -

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Police Emergency Management Equipment
ID: CIP 099

Project Information				Operating Impact:
Sponsor Dept.:	MTPD	ELT Manager:	Michael Taborn	Additional equipment will require greater operational support.
Managing Dept.:	ESVC	Proj. Manager:	Peter G. LaPorte	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will fund 20 additional Emergency Tunnel Evacuation Carts and 20 additional Storage Cabinets at Metrorail stations. Also included is the procurement of 204 Automatic External Defibrillators.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast							
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 887	\$ 197	\$ 200	\$ 203	\$ 206	\$ 274	\$ 1,967	\$ 210
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 887	\$ 197	\$ 200	\$ 203	\$ 206	\$ 274	\$ 1,967	\$ 210

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Detailed Project Information

All Dollars in Thousands

Project: District 2 Police Substation & Training Facility
ID: CIP 101

Project Information				Operating Impact:
Sponsor Dept.:	MTPD	ELT Manager:	David Kubicek	Upon completion, this new facility will require allocation of additional operating resources.
Managing Dept.:	ESVC	Proj. Manager:	John Thomas	
Proj. Category:	Other Facilities	Proj. Type:	Bus/Rail	

Project Description:

Design and construction of a new substation for MTPD District 2. The project also includes a Police Training Facility.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast							
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,296	\$ 2,524	\$ 13,014	\$ 544	\$ -	\$ -	\$ 17,378	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,296	\$ 2,524	\$ 13,014	\$ 544	\$ -	\$ -	\$ 17,378	\$ -

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Police Portable Radio Replacement
ID: CIP 103

Project Information				Operating Impact:
Sponsor Dept.:	MTPD	ELT Manager:	Michael Taborn	This replacement equipment will prevent a loss of productivity due to out-of-service equipment and eliminate the need for custom parts.
Managing Dept.:	ESVC	Proj. Manager:	Ronald Pavlik	
Proj. Category:	Systems and Technology	Proj. Type:	Bus/Rail	

Project Description:

This project will upgrade police radios to ensure optimal functionality inside the Metrorail tunnel system. As radios are phased out, they will be utilized as needed. Also, the project pays for replacements of radios damaged in the course of law enforcement operations.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast							
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 655	\$ 667	\$ 669	\$ -	\$ -	\$ 668	\$ 2,659	\$ 800
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 655	\$ 667	\$ 669	\$ -	\$ -	\$ 668	\$ 2,659	\$ 800

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Detailed Project Information

All Dollars in Thousands

Project: Special Operations Division Facility
ID: CIP 106

Project Information

Sponsor Dept.: MTPD
Managing Dept.: ESVC
Proj. Category: Other Facilities

ELT Manager: David Kubicek
Proj. Manager: John Thomas
Proj. Type: Bus/Rail

Operating Impact:

TBD

Project Description:

This project will replace the temporary facility used by Metro Transit Police Special Operations Division located in Suitland, MD near the Branch Avenue Station. This division includes the Special Response Team, the Transit Anti-Crime Team, the Auto Theft Unit, K-9 Teams, the Explosive Ordnance Disposal Team and the Motorcycle Unit.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 831	\$ 1,626	\$ 8,338	\$ 341	\$ -	\$ -	\$ 11,136	\$ -	\$ 11,136
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 831	\$ 1,626	\$ 8,338	\$ 341	\$ -	\$ -	\$ 11,136	\$ -	\$ 11,136

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

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

Project Information

Sponsor Dept.: ESVC
Managing Dept.: ESVC
Proj. Category: Rail System Infrastructure Re

ELT Manager: David Kubicek
Proj. Manager: Kenneth Spain
Proj. Type: Rail

Operating Impact:

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

Project Description:

This project is a rail line segment rehabilitation of the Red Line from DuPont to Silver Spring which includes 11 Stations with a route mileage of approximately 10 miles. Stations included in this contract were completed and put into service between 1976 and 1978. Work will include all systems and infrastructure to increase overall efficiency. This contract was approved by the Board on July 16, 2009. This project also includes additional budget and funding via ARRA funds, which are 100% reimbursable via that source.

FY2012 Planned Activities:

Platform edge repairs at 4 above ground stations. Ph2: Rehab traction power, electrical in switch board rooms, ETS, ATC, communication, track fastener, ventilation, air conditioner, canopy roof, platform, lighting, public address and CCTV.

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 43,808	\$ 65,480	\$ 57,549	\$ 38,905	\$ -	\$ -	\$ 205,741	\$ -	\$ 205,741
2 Metro Matters Rollover	\$ 19,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,931	\$ -	\$ 19,931
3 Total Project Expenditures	\$ 63,739	\$ 65,480	\$ 57,549	\$ 38,905	\$ -	\$ -	\$ 225,673	\$ -	\$ 225,673

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Rail Rehabilitation Tier 1: Dupont to Grosvenor
ID: CIP 108

Project Information

Sponsor Dept.: ESVC **ELT Manager:** David Kubicek
Managing Dept.: ESVC **Proj. Manager:** Kenneth Spain
Proj. Category: Rail System Infrastructure Re **Proj. Type:** Rail

Operating Impact:

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

Project Description:

This project is a rail line segment rehabilitation of the Red Line from DuPont to Grosvenor which includes 7 underground stations with a route mileage of approximately 9.6 miles. Stations in this project were completed and put in service between 1981 and 1984. Work will include all systems and infrastructure to increase overall efficiency.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ 4,010	\$ 58,213	\$ 82,039	\$ 86,978	\$ 231,240	\$ 68,183	\$ 299,423
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ -	\$ -	\$ 4,010	\$ 58,213	\$ 82,039	\$ 86,978	\$ 231,240	\$ 68,183	\$ 299,423

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Rail Rehabilitation Tier 1: National Airport to Stadium Armory
ID: CIP 110

Project Information

Sponsor Dept.: ESVC **ELT Manager:** David Kubicek
Managing Dept.: ESVC **Proj. Manager:** Richard Shiflet
Proj. Category: Rail System Infrastructure Re **Proj. Type:** Rail

Operating Impact:

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

Project Description:

This project is a rail line segment rehabilitation of the Orange/Blue/Yellow Lines from National Airport to New Carrollton which includes 23 Stations with a route mileage of approximately 18.7 miles. Stations in this contract were completed and put into service between 1977 and 1978. Work will include all systems and infrastructure to increase overall efficiency.

FY2012 Planned Activities:

1. Phase 1 site specific work plans and administrative activities 2. Phase 2 automatic train control, traction power substations, tiebreaker stations, HVAC, ceiling tiles, ventilation fans, tunnel rehab, AC switchgear, escalators, elevators, communication, trackwork etc. for D84+49 to D286+25

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 24,179	\$ 51,883	\$ 59,868	\$ 98,786	\$ 85,118	\$ 81,985	\$ 401,820	\$ -	\$ 401,820
2 Metro Matters Rollover	\$ 349	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 349	\$ -	\$ 349
3 Total Project Expenditures	\$ 24,528	\$ 51,883	\$ 59,868	\$ 98,786	\$ 85,118	\$ 81,985	\$ 402,168	\$ -	\$ 402,168

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Rail Yard Fac. Repairs Tier 1: Alexandria, Brentwood, & New Carrollton
ID: CIP 116

Project Information

Sponsor Dept.: ESVC
Managing Dept.: ESVC
Proj. Category: Maintenance Facilities
ELT Manager: David Kubicek
Proj. Manager: Mark Magnussen
Proj. Type: Rail

Operating Impact:

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

Project Description:

This project is a rail yard rehabilitation of Alexandria, Brentwood and New Carrollton Rail Yards that were put into service between 1976 and 1983. The contract will include items from the Inventory Database and other items identified by rail operations and maintenance, security and environmental to enhance operations and maintenance activities and provide a better work environment. The scope of work depending on the specific facility will vary. Work will include all systems and infrastructure to increase overall efficiency.

FY2012 Planned Activities:

1. Critical: Replace Glenmont and Branch Avenue Yard train washes 2. Alex Yd: Rehab walls, floors and ceilings; Repl shop/building eqpt, lighting, and elec systems. Rehab offices, locker rooms, and bathrooms; Rehab HVAC, plumbing fixtures; Upgrade security and PA; Inst control tower fire escape; Rehab pavement, fences, lightening, and overhaul fire hydrants.

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 0	\$ 1,499	\$ 29,777	\$ 29,777	\$ 45,748	\$ 28,798	\$ 135,598	\$ 28,691	\$ 164,289
2 Metro Matters Rollover	\$ 297	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 297
3 Total Project Expenditures	\$ 297	\$ 1,499	\$ 29,777	\$ 29,777	\$ 45,748	\$ 28,798	\$ 135,895	\$ 28,691	\$ 164,585

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Garage Facility Repairs Tier 1: Western, Northern, and Landover
ID: CIP 119

Project Information

Sponsor Dept.: ESVC
Managing Dept.: ESVC
Proj. Category: Maintenance Facilities
ELT Manager: David Kubicek
Proj. Manager: Arthur Noyes
Proj. Type: Bus

Operating Impact:

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

Project Description:

This project is a bus facility rehabilitation of Western, Northern, and Landover bus garages and other auxiliary facilities, including Metro Supply Facility, Landover Open Storage and Blair Road Support Shop. The facilities were originally put in service between 1906 and 1989. Work will include rehabilitation of all systems and infrastructure to increase overall efficiency.

FY2012 Planned Activities:

Complete remaining final design and remaining Ph 1 Northern Bus Garage; Rehab Ph 2 at Western Bus Garage

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 18,982	\$ 25,947	\$ 30,845	\$ 32,237	\$ 19,800	\$ 17,250	\$ 145,060	\$ -	\$ 145,060
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 18,982	\$ 25,947	\$ 30,845	\$ 32,237	\$ 19,800	\$ 17,250	\$ 145,060	\$ -	\$ 145,060

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Detailed Project Information

All Dollars in Thousands

Project: Rail Preventive Maintenance
ID: CIP 125

Project Information

Sponsor Dept.: RAIL
Managing Dept.: RAIL
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: David Kubicek
Proj. Manager: TBD
Proj. Type: Rail

Operating Impact:

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

Project Description:

This project will provide preventive maintenance on rail cars, subsidizing the operating budget. To perform major overhaul, rebuild and remanufacturing of railcar components and systems at scheduled duty-cycle intervals. This provides for major maintenance at intervals other than the 20-year mid-life overhaul. This includes brake, truck traction motor, power supplies, HVAC, vital and non-vital relays and other systems. Quantity of rail cars needed.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 20,861	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,861	\$ -	\$ 20,861
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 20,861	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,861	\$ -	\$ 20,861

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Fin. Planning, Proj. Administration, and System Wide Infra. Upgrades
ID: CIP 126

Project Information

Sponsor Dept.: OMBS
Managing Dept.: OMBS
Proj. Category: Maintenance Facilities

ELT Manager: Carol Kissal
Proj. Manager: TBD
Proj. Type: Bus/Rail

Operating Impact:

This will require additional contracted labor.

Project Description:

This project provides procurement and consultant support for bus and rail maintenance not included in the rail rehabilitation nor Bus Tier contracts. Planning for the multiyear capital program.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,165	\$ 1,065	\$ 2,099	\$ 2,099	\$ 2,099	\$ 2,099	\$ 11,625	\$ 6,888	\$ 18,513
2 Metro Matters Rollover	\$ 1,169	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,169	\$ -	\$ 1,169
3 Total Project Expenditures	\$ 3,334	\$ 1,065	\$ 2,099	\$ 2,099	\$ 2,099	\$ 2,099	\$ 12,794	\$ 6,888	\$ 19,682

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Support Equipment - MTPD
ID: CIP 127

Project Information

Sponsor Dept.: MTPD
Managing Dept.: MTPD
Proj. Category: Maintenance Facilities

ELT Manager: Michael Taborn
Proj. Manager: Ronald Pavlik
Proj. Type: Bus/Rail

Operating Impact:

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

Project Description:

This project will fund the replace of damaged or to upgrade law enforcement equipment used for patrols, criminal investigations, surveillance and training. The project will also to provide secure equipment storage space.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ 244	\$ 1,067	\$ 1,063	\$ 1,062	\$ 3,436	\$ 1,080	\$ 4,516
2 Metro Matters Rollover	\$ 1,725	\$ 1,030	\$ 815	\$ -	\$ -	\$ -	\$ 3,570	\$ -	\$ 3,570
3 Total Project Expenditures	\$ 1,725	\$ 1,030	\$ 1,060	\$ 1,067	\$ 1,063	\$ 1,062	\$ 7,006	\$ 1,080	\$ 8,086

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Credit Facility
ID: CIP 131

Project Information

Sponsor Dept.: TRES
Managing Dept.: TRES
Proj. Category: Program Management

ELT Manager: Carol Kissal
Proj. Manager: Melissa Lee
Proj. Type: Bus/Rail

Operating Impact:

None.

Project Description:

This project will fund the interest incurred on short-term borrowing.

FY2012 Planned Activities:

Evaluate and manage short-term borrowing requirements. Borrowing Costs

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 4,900	\$ 5,390	\$ 6,000	\$ 6,610	\$ 6,500	\$ 6,500	\$ 35,900	\$ 7,000	\$ 42,900
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 4,900	\$ 5,390	\$ 6,000	\$ 6,610	\$ 6,500	\$ 6,500	\$ 35,900	\$ 7,000	\$ 42,900

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Elevator/Escalator Repairables
ID: CIP 132

Project Information				
Sponsor Dept.:	ELES	ELT Manager:	David Kubicek	Operating Impact: Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.
Managing Dept.:	ELES	Proj. Manager:	Ron Pittman	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project will provide for the capital repairs, upgrades, and replacement components for those beyond repair for elevators and escalators.

FY2012 Planned Activities:

Repair of 121 Brake Boards, refurbish 1100 escalator steps, 400 new Fujitec steps, refurbish 25 reducers, replacement of 40 units of glass on escalators and elevators, replacement of 50 escalator handrails, heavy repair to 6 escalators

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,277	\$ 4,825	\$ 4,800	\$ 4,800	\$ 4,800	\$ 4,800	\$ 27,302	\$ 4,800	\$ 32,102
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 3,277	\$ 4,825	\$ 4,800	\$ 4,800	\$ 4,800	\$ 4,800	\$ 27,302	\$ 4,800	\$ 32,102

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Wayside Work Equipment
ID: CIP 133

Project Information				
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Operating Impact: Additional system components will require maintenance support.
Managing Dept.:	ESVC	Proj. Manager:	Nicolas Dimitracopoulos	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This project will install a safety signaling system at rail portals and other locations to alert personnel to approaching trains.

FY2012 Planned Activities:

1. Contractor develops design and orders long lead equipment 2. Equipment installation as prioritized

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,285	\$ 4,825	\$ 5,149	\$ 2,066	\$ 1,542	\$ -	\$ 15,866	\$ -	\$ 15,866
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,285	\$ 4,825	\$ 5,149	\$ 2,066	\$ 1,542	\$ -	\$ 15,866	\$ -	\$ 15,866

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Detailed Project Information

All Dollars in Thousands

Project: Train Control Signal
ID: CIP 135

Project Information

Sponsor Dept.: RAIL
Managing Dept.: RAIL
Proj. Category: Maintenance Equipment

ELT Manager: David Kubicek
Proj. Manager: TBD
Proj. Type: Rail

Operating Impact:

None.

Project Description:

This project funds the initial engineering support for analysis of the train control signaling system.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,031	\$ 5,347	\$ 4,153	\$ 2,583	\$ 1,028	\$ 1,028	\$ 15,170	\$ -	\$ -	\$ 15,170
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 1,031	\$ 5,347	\$ 4,153	\$ 2,583	\$ 1,028	\$ 1,028	\$ 15,170	\$ -	\$ -	\$ 15,170

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Detailed Project Information

All Dollars in Thousands

Project: FCC Radio Frequency Communication Changes
ID: CIP 136

Project Information

Sponsor Dept.: RAIL
Managing Dept.: ESVC
Proj. Category: Maintenance Equipment

ELT Manager: David Kubicek
Proj. Manager: Nicolas Dimitracopoulos
Proj. Type: Rail

Operating Impact:

Maintenance costs may increase due to greater number of above ground antenna sites.

Project Description:

This project will meet the new FCC "narrow banding" requirement that affects the agency's UHF radio system. The primary impact is to the infrastructure equipment (as opposed to the subscriber equipment - handheld and mobile radios).

FY2012 Planned Activities:

1. Contractor calculates narrow banding effect on CRCS coverage. Defines needs for remote RF sites 2. Specify eqpt and system configuration; Obtain above ground antenna sites

Line

Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 251	\$ 1,772	\$ 10,602	\$ 9,298	\$ -	\$ -	\$ 21,923	\$ -	\$ -	\$ 21,923
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 251	\$ 1,772	\$ 10,602	\$ 9,298	\$ -	\$ -	\$ 21,923	\$ -	\$ -	\$ 21,923

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Detailed Project Information

All Dollars in Thousands

Project: Bus Preventive Maintenance
ID: CIP 137

Project Information				Operating Impact:
Sponsor Dept.:	BUS	ELT Manager:	Jack Requa	Cost to maintain new equipment should be the same as maintaining existing equipment.
Managing Dept.:	BUS	Proj. Manager:	TBD	
Proj. Category:	Vehicles/Vehicle Parts	Proj. Type:	Bus	

Project Description:

This project will provide preventive maintenance on buses, subsidizing the operating budget.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 11,471	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,471	\$ -	\$ 11,471
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 11,471	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,471	\$ -	\$ 11,471

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: System-wide Infrastructure Rehabilitation
ID: CIP 138

Project Information				Operating Impact:
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Modest increase of infrastructure maintenance is offset by expected reduction of breakdowns and repair costs
Managing Dept.:	ESVC	Proj. Manager:	Hiten Patel	
Proj. Category:	Passenger Facilities	Proj. Type:	Rail	

Project Description:

This project includes completion of various system infrastructure rehabilitation contracts currently underway.

FY2012 Planned Activities:

FI5583: Begin negotiations for project close out FN5068: Correct undersized standpipes on 32 systems. FP7026: Restore Franconia-Springfield and Huntington (South) garages and resolve all claims
FQ9020: Complete railcar comm control panels

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 26,487	\$ 46,656	\$ 24,400	\$ 5,573	\$ -	\$ -	\$ 103,115	\$ -	\$ 103,115
2	Metro Matters Rollover	\$ 23,731	\$ 3,857	\$ 284	\$ -	\$ -	\$ -	\$ 27,872	\$ -	\$ 27,872
3	Total Project Expenditures	\$ 50,218	\$ 50,513	\$ 24,684	\$ 5,573	\$ -	\$ -	\$ 130,987	\$ -	\$ 130,987

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Detailed Project Information

All Dollars in Thousands

Project: Replace GRS Track Circuits
ID: CIP 139-06

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Because of the susceptibility to pulse-type parasitic oscillation that can cause a loss of train detection by the Generation 2 General Railway Signal Company audio frequency track circuit modules, this program will establish a program to permanently remove from service all of these modules within the Metrorail system

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 5,599	\$ 15,901	\$ 24,177	\$ 12,923	\$ 1,400	\$ -	\$ 59,999	\$ -	\$ 59,999
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 5,599	\$ 15,901	\$ 24,177	\$ 12,923	\$ 1,400	\$ -	\$ 59,999	\$ -	\$ 59,999

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Inspec Procedure-Track Circuit
ID: CIP 139-07

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This program will establish periodic inspection and maintenance procedures to examine all audio frequency track circuit modules within the Metrorail system to identify and remove from service any modules that exhibit pulse-type parasitic oscillation.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Tech Bulletin & Safety Info

ID: CIP 139-08

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

This program will enable to review the process by which Metrorail technical bulletins and other safety information are provided to employees and revise that process as necessary to ensure that (1) employees have received the information intended for them, (2) employees understand the actions to be taken in response to the information, and (3) employees take the appropriate actions.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Remove Unnecessary Wayside Com

ID: CIP 139-09

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Completely remove the unnecessary Metrorail wayside maintenance communication system to eliminate its potential for interfering with the proper functioning of the train control system.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,001	\$ 4,515	\$ 3,909	\$ -	\$ -	\$ -	\$ 10,425	\$ -	\$ 10,425
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,001	\$ 4,515	\$ 3,909	\$ -	\$ -	\$ -	\$ 10,425	\$ -	\$ 10,425

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: NTSB ATC System Safety Analysis
ID: CIP 139-10



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Conduct a comprehensive safety analysis of the Metrorail automatic train control system to evaluate all foreseeable failures of this system that could result in a loss of train separation, and work with your train control equipment manufacturers to address in that analysis all potential failure modes that could cause a loss of train detection, including parasitic oscillation, cable faults and placement, and corrugated rail.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,750	\$ 3,501	\$ 1,750	\$ -	\$ -	\$ -	\$ 7,001	\$ -	\$ 7,001
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,750	\$ 3,501	\$ 1,750	\$ -	\$ -	\$ -	\$ 7,001	\$ -	\$ 7,001

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Dsgn/Oper/Maint Poten. Failure
ID: CIP 139-11



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Based on the Safety Analysis, incorporate the design, operational and maintenance controls necessary to address potential failures in the ATC system.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 17,513	\$ 43,783	\$ 8,757	\$ -	\$ -	\$ 70,053	\$ -	\$ 70,053
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ 17,513	\$ 43,783	\$ 8,757	\$ -	\$ -	\$ 70,053	\$ -	\$ 70,053

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Cable Insulation Testing
ID: CIP 139-12

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Implement cable insulation resistance testing as part of the maintenance program

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 5,212	\$ 7,816	\$ 4,560	\$ -	\$ -	\$ -	\$ 17,588	\$ -	\$ 17,588
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 5,212	\$ 7,816	\$ 4,560	\$ -	\$ -	\$ -	\$ 17,588	\$ -	\$ 17,588

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: FTA Recommendation: TOC Audit
ID: CIP 139-13

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Work with the Tri-State Oversight Committee to satisfactorily address the recommendations contained in the Federal Transit Administration's March 4, 2010, final report of its audit of the Tri-State Oversight Committee and the Washington Metropolitan Area Transit Authority.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 163	\$ 63	\$ 163	\$ -	\$ -	\$ 389	\$ -	\$ 389
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ -	\$ 163	\$ 63	\$ 163	\$ -	\$ -	\$ 389	\$ -	\$ 389

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Periodic Compreh Data Review

ID: CIP 139-14

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

The safety department; representatives of the operations, maintenance, and engineering departments; and representatives of labor organizations will regularly review recorded operational data from Metrorail train onboard recorders and the Advanced Information Management system to identify safety issues and trends and share the results across all divisions of your organization.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 73	\$ 98	\$ 98	\$ 24	\$ -	\$ -	\$ 293	\$ -	\$ 293
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 73	\$ 98	\$ 98	\$ 24	\$ -	\$ -	\$ 293	\$ -	\$ 293

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Safety Reporting Prog & Review

ID: CIP 139-15

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Develop and implement a non-punitive safety reporting program to collect reports from employees in all divisions within your organization, and ensure that the safety department; representatives of the operations, maintenance, and engineering departments; and representatives of labor organizations regularly review these reports and share the results of those reviews across all divisions of your organization.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 98	\$ 130	\$ 130	\$ 33	\$ -	\$ -	\$ 391	\$ -	\$ 391
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 98	\$ 130	\$ 130	\$ 33	\$ -	\$ -	\$ 391	\$ -	\$ 391

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Hazard Identification & Resolu
ID: CIP 139-16



Project Information

Sponsor Dept.: RAIL
Managing Dept.: RAIL
Proj. Category: Maintenance Equipment

ELT Manager: David Kubicek
Proj. Manager: Devintia Headen
Proj. Type: Rail

Operating Impact:

TBD

Project Description:

Review the Hazard Identification and Resolution Matrix process in your system safety program plan to ensure that safety-critical systems such as the automatic train control system and its subsystem components are assigned appropriate levels of risk in light of the issues identified in this accident.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 122	\$ 163	\$ 163	\$ 41	\$ -	\$ -	\$ 489	\$ -	\$ 489
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 122	\$ 163	\$ 163	\$ 41	\$ -	\$ -	\$ 489	\$ -	\$ 489

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Audit and Open CAPs
ID: CIP 139-17



Project Information

Sponsor Dept.: RAIL
Managing Dept.: RAIL
Proj. Category: Maintenance Equipment

ELT Manager: David Kubicek
Proj. Manager: Devintia Headen
Proj. Type: Rail

Operating Impact:

TBD

Project Description:

Develop a formal process by which the general manager and managers responsible for Washington Metropolitan Area Transit Authority operations, maintenance, and engineering will periodically review, in collaboration with the chief safety officer, all safety audits and open corrective action plans, and modify policy, identify and commit resources, and initiate any other action necessary to ensure that the plans are adequately addressed and closed within the required time frame.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 73	\$ 98	\$ 98	\$ 24	\$ -	\$ -	\$ 293	\$ -	\$ 293
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 73	\$ 98	\$ 98	\$ 24	\$ -	\$ -	\$ 293	\$ -	\$ 293

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Onboard Event Recorders 1K/4K

ID: CIP 139-19



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Add onboard event recorders on 1k and 4k trains

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,258	\$ 5,214	\$ 3,257	\$ -	\$ -	\$ -	\$ 11,729	\$ -	\$ 11,729
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 3,258	\$ 5,214	\$ 3,257	\$ -	\$ -	\$ -	\$ 11,729	\$ -	\$ 11,729

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Program to Monitor Recorders

ID: CIP 139-20



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Develop and implement a program to monitor the recorders

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 782	\$ 651	\$ -	\$ -	\$ -	\$ -	\$ 1,433	\$ -	\$ 1,433
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 782	\$ 651	\$ -	\$ -	\$ -	\$ -	\$ 1,433	\$ -	\$ 1,433

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Examine Track Circuits

ID: CIP 139-P1

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Examine track circuits

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ 2,606	\$ 7,818	\$ -	\$ -	\$ -	\$ 10,424	\$ -	\$ 10,424
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ 2,606	\$ 7,818	\$ -	\$ -	\$ -	\$ 10,424	\$ -	\$ 10,424

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Elec Compo Peforming in TC Sys

ID: CIP 139-P2

Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Develop a program to periodically determine that electronic components in the train control systems are performing within design tolerances.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 349	\$ 2,256	\$ 1,303	\$ -	\$ -	\$ -	\$ 3,908	\$ -	\$ 3,908
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 349	\$ 2,256	\$ 1,303	\$ -	\$ -	\$ -	\$ 3,908	\$ -	\$ 3,908

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Redundancy of ATC
ID: CIP 139-P3



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Enhance the redundancy of the train control system.

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Loss of Shunt Tools
ID: CIP 139-P4



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Implement the loss of shunt tool

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,003	\$ 499	\$ -	\$ -	\$ -	\$ -	\$ 1,503	\$ -	\$ 1,503
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 1,003	\$ 499	\$ -	\$ -	\$ -	\$ -	\$ 1,503	\$ -	\$ 1,503

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Enhanced Track Circuit Verifi

ID: CIP 139-P5



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Institutionalize and employ the enhanced track circuit verification test

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 500	\$ 3,409	\$ -	\$ -	\$ -	\$ -	\$ 3,909	\$ -	\$ 3,909
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 500	\$ 3,409	\$ -	\$ -	\$ -	\$ -	\$ 3,909	\$ -	\$ 3,909

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Replace power cables

ID: CIP 139-P6



Project Information				
Sponsor Dept.:	RAIL	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	RAIL	Proj. Manager:	Devintia Headen	
Proj. Category:	Maintenance Equipment	Proj. Type:	Rail	

Project Description:

Replace power cables

FY2012 Planned Activities:

TBD

Line	Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
		FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 5,213	\$ 10,426	\$ 10,424	\$ 10,424	\$ 10,423	\$ 10,423	\$ 57,333	\$ 5,212	\$ 62,545
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 5,213	\$ 10,426	\$ 10,424	\$ 10,424	\$ 10,423	\$ 10,423	\$ 57,333	\$ 5,212	\$ 62,545

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Rail Mileage Based Asset Management
ID: CIP 140



Project Information				
Sponsor Dept.:	CENV	ELT Manager:	David Kubicek	Operating Impact: TBD
Managing Dept.:	IT	Proj. Manager:	TBD	
Proj. Category:	Systems and Technology	Proj. Type:	Rail	

Project Description:

This project will fund the rail mileage based asset management system.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 2,379	\$ 2,176	\$ 2,671	\$ 1,343	\$ -	\$ -	\$ 8,569	\$ -	\$ 8,569
2	Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Total Project Expenditures	\$ 2,379	\$ 2,176	\$ 2,671	\$ 1,343	\$ -	\$ -	\$ 8,569	\$ -	\$ 8,569

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program

Detailed Project Information

All Dollars in Thousands

Project: Cheverly Abutment
ID: CIP 141



Project Information				
Sponsor Dept.:	ESVC	ELT Manager:	David Kubicek	Operating Impact: Speed restrictions currently in place at this location will be lifted and normal travel conditions will be restored.
Managing Dept.:	ESVC	Proj. Manager:	John Thomas	
Proj. Category:	Track and Structures	Proj. Type:	Rail	

Project Description:

This project provides funding for the design and construction of a wall that will provide long term protection for the Cheverly abutment on the Orange Line.

FY2012 Planned Activities:

TBD

Line	Forecast									
	Project Expenditures	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1	FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,195	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,195	\$ -	\$ 3,195
2	Metro Matters Rollover	\$ 4,212	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,212	\$ -	\$ 4,212
3	Total Project Expenditures	\$ 7,407	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,407	\$ -	\$ 7,407

Washington Metropolitan Area Transit Authority

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Detailed Project Information

All Dollars in Thousands

Project: Rail Lifecycle Overhaul
ID: CIP 142

Project Information

Sponsor Dept.: RAIL
Managing Dept.: RAIL
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: David Kubicek
Proj. Manager: TBD
Proj. Type: Rail

Operating Impact:

TBD

Project Description:

This project provides upgrades to, repairs to, and maintenance of capital assets that provides additional value to a rail capital asset where the parts and/or the repair have a life of over one year.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast								
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 20,000	\$ 20,800	\$ 20,864	\$ 20,932	\$ 20,831	\$ 20,831	\$ 124,258	\$ 20,831	\$ 145,089
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 20,000	\$ 20,800	\$ 20,864	\$ 20,932	\$ 20,831	\$ 20,831	\$ 124,258	\$ 20,831	\$ 145,089

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Lifecycle Overhaul
ID: CIP 143

Project Information

Sponsor Dept.: BUS
Managing Dept.: BUS
Proj. Category: Vehicles/ Vehicle Parts

ELT Manager: Jack Requa
Proj. Manager: TBD
Proj. Type: Bus

Operating Impact:

TBD

Project Description:

This project provides upgrades to, repairs to, and maintenance of capital assets that provides additional value to a bus capital asset where the parts and/or the repair have a life of over one year.

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast								
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2011-16	FY2017	FY2011-17
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 10,000	\$ 10,715	\$ 10,748	\$ 10,783	\$ 10,731	\$ 10,731	\$ 63,708	\$ 10,731	\$ 74,439
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 10,000	\$ 10,715	\$ 10,748	\$ 10,783	\$ 10,731	\$ 10,731	\$ 63,708	\$ 10,731	\$ 74,439

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Bus Operations Control Center

ID: CIP 144

Project Information			
Sponsor Dept.:	BUS	ELT Manager:	TBD
Managing Dept.:	BUS	Proj. Manager:	TBD
Proj. Category:	Other Facilities	Proj. Type:	Bus
Operating Impact:		TBD	
Project Description:			
The Bus Operations Control Center (BOCC) will be co-located with ROCC. The BOCC arranges bus bridges, bus shuttles because of elevator outages. This project will provide for additional space and equipment for a permanent BOCC.			
FY2012 Planned Activities:			
TBD			

Line

Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2 Metro Matters Rollover	\$ 1,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,604	\$ -	\$ 1,604
3 Total Project Expenditures	\$ 1,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,604	\$ -	\$ 1,604

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Rail Yard Hardening and Bus Security (NEW)

ID: CIP 145

Project Information			
Sponsor Dept.:	MTPD	ELT Manager:	Michael Taborn
Managing Dept.:	MTPD	Proj. Manager:	Ronald Pavlik
Proj. Category:	Maintenance Facilities	Proj. Type:	Bus/Rail
Operating Impact:		TBD	
Project Description:			
This project will provide for the hardening of various rail yards and enhance bus security. This project is funded by a special Department of Homeland Security Grant.			
FY2012 Planned Activities:			
TBD			

SAF7

Project Expenditures	Forecast							FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016				
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 3,000	\$ 10,379	\$ 5,188	\$ -	\$ -	\$ -	\$ -	\$ 18,566	\$ -	\$ 18,566
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 3,000	\$ 10,379	\$ 5,188	\$ -	\$ -	\$ -	\$ -	\$ 18,566	\$ -	\$ 18,566

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: Mainline No. 8 Switch Replacement Program (NEW)
ID: CIP 146

Project Information

Sponsor Dept.: TSSM	ELT Manager: David Kubicek	Operating Impact: TBD
Managing Dept.: TSSM	Proj. Manager: Michael Brown	
Proj. Category: Track and Structures	Proj. Type: Rail	

Project Description:

The additional funds requested in the project will fund additional personnel to replace the remaining mainline unguarded No. 8 turnouts in accordance with the NTSB's recommendation.

FY2012 Planned Activities:

Replace mainline No. 8 unguarded turnouts FY2012 Q1 - FY2012 Q4.

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 1,000	\$ 5,331	\$ -	\$ -	\$ -	\$ -	\$ 6,331	\$ -	\$ 6,331
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 1,000	\$ 5,331	\$ -	\$ -	\$ -	\$ -	\$ 6,331	\$ -	\$ 6,331

Washington Metropolitan Area Transit Authority

FY2012 Proposed Budget Book - Capital Improvement Program



Detailed Project Information

All Dollars in Thousands

Project: FBI National Electronic Countermeasures Program
ID: CIP 147

Project Information

Sponsor Dept.: TBD	ELT Manager: TBD	Operating Impact: TBD
Managing Dept.: TBD	Proj. Manager: TBD	
Proj. Category: Systems and Technology	Proj. Type: Bus/Rail	

Project Description:

This project Funds the purchase of equipment and training for participation in the Federal Bureau of Investigation (FBI) National Electronic Countermeasures (ECM) Program

FY2012 Planned Activities:

TBD

Line

Project Expenditures	Forecast						FY2011-16	FY2017	FY2011-17
	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016			
1 FY2012 Annual Work Plan CIP Budget (12/2010)	\$ 351	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ -	\$ 351
2 Metro Matters Rollover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 Total Project Expenditures	\$ 351	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ -	\$ 351



Appendix A. Capital Program

This appendix includes information on three previously approved capital programs: the American Recovery and Reinvestment Act (ARRA) Capital Program, Reimbursable Projects, and Safety and Security Projects. Additionally, a summary of projects with multiple funding sources is provided.

American Recovery and Reinvestment Act (ARRA) Capital Program

The American Recovery and Reinvestment Act (ARRA) was signed into law by President Obama on February 17, 2009. The legislation provides significant federal funding to infrastructure projects around the nation and stimulates the economy on both national and local levels.

The projects selected receive 100 percent federal funding; no local match is required. Metro's portion of the regional allocation is \$201.8 million. The Board approved the budget in March 2009. The legislation specifies that these projects be pursued expeditiously; to that end it is expected that these projects will be completed within three years. A total of \$82.0 million was expended in FY2010 and \$77.1 million is forecast to be spent in FY2011. It is anticipated that the remaining \$42.6 million will be exhausted in FY2012. Projects were prioritized and selected according to Metro's goals and the ability to meet the specific legislation requirements.

There are seven categories of ARRA projects as follows:

- Vehicles & Vehicle Parts includes replacement buses, MetroAccess vehicles, bus parts, and service vehicle replacements.
- Maintenance Facility projects replace, repair, and expand maintenance and garage capacity to maintain the existing fleet and meet growing transit demand.
- Passenger Facilities projects improve the safety and efficiency of stations.
- Safety and Security projects provide for an even safer environment for customers and employees.
- Replacement of Maintenance and Repair Equipment that has reached the end of its useful life is necessary in order to provide reliable service.
- Operations Systems are important for employee and customer safety, service efficiency, and exchange of reliable real-time information.
- Information Technology projects enhance system recovery in disaster situations and improve system efficiency.

Some of the major projects completed under the ARRA Capital Program include:

- Replacement of oldest buses (\$27.0 million) and bus components (\$2.5 million),
- Preventive maintenance (\$11.1 million)
- Service vehicle replacement (\$6.0 million)
- MetroAccess fleet expansion (\$3.8 million)
- Communications equipment for Operations Controls Center (\$2.3 million)

Because the entire \$201.8 million ARRA Capital Program was adopted by the Board in FY2009, no additional budget authority is required for FY2012. A forecast of expenditures for FY2012 is provided for informational purposes.

Table A.1
American Recovery and Investment Act Projects: FY2012

(dollars in millions)

	FY2010 <u>Actual</u>	FY2011 <u>Forecast</u>	FY2012 <u>Forecast</u>	ARRA <u>Total</u>
Maintenance Facilities				
• New Bus Body and Paint Shop (ST04)	\$4.259	\$10.641	\$6.500	\$21.400
• Replacement of Southeastern Bus Garage (ST05)	1.466	20.534	8.000	30.000
• Bus Garage Facility Repairs (ST11)	4.303	2.297	1.000	7.600
Subtotal	\$10.028	\$33.472	\$15.500	\$59.000
Passenger Facilities				
• Replacement of Crumbling Platforms (ST08)	\$4.359	\$10.641	\$1.000	\$16.000
• Update Platform Real-Time Signs (ST28)	-	1.500	1.000	2.500
• Metro Center Sales Office Replacement (ST38)	0.077	0.668	0.455	1.200
Subtotal	\$4.437	\$12.808	\$2.455	\$19.700
Safety & Security				
• Bus Garage Security Update (ST23)	\$1.901	\$0.899	\$0.200	\$3.000
• Additional Station Alarm/Chemical Sensors (ST48)	2.434	1.557	-	3.991
Subtotal	\$4.334	\$2.457	\$0.200	\$6.991
Maintenance & Repair Equipment				
• Heavy Duty Locomotives for Maintenance (ST12)	-	\$2.500	\$2.499	\$4.999
• 60-Ton Crane for Track Work (ST17)	-	0.384	3.616	4.000
• Heavy Duty Track Equipment (ST07)	0.706	8.224	1.580	10.511
• Track Welding Program to Repair Defects (ST18)	0.446	3.154	0.300	3.900
Subtotal	\$1.152	\$14.263	\$7.995	\$23.409
Operations Systems				
• Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$0.649	\$4.251	\$13.000	\$17.900
• Bus Real-Time, Route, and Scheduling Systems (ST21)	0.335	2.265	0.400	3.000
Subtotal	\$0.984	\$6.516	\$13.400	\$20.900
Information Technology				
• Sensitive Data Protection Technology (ST16)	\$1.462	\$1.549	\$0.500	\$3.511
• Financial System Integration (ST63)	0.257	2.500	2.243	5.000
Subtotal	\$1.719	\$4.049	\$2.743	\$8.511
Miscellaneous Other				
• Program Management	-	\$0.210	\$0.340	\$0.550
All Completed Projects	59.369	3.402	-	62.771
Grand Total	\$82.023	\$77.177	\$42.633	\$201.833

Reimbursable Projects

Reimbursable projects are those unique projects for which separate funding has been arranged with Metro's jurisdictional partners. Reimbursable projects were authorized by prior Board actions and are displayed for informational purposes. Information for these existing reimbursable projects includes actual expenditures of \$1.2 billion through FY2010 as well as forecasted expenditures of \$128.4 million in FY2011. It is anticipated that \$138.5 million will be expended in FY2012. Although no additional budget authority is required for FY2012, an expenditure forecast is provided for informational purposes.

Some of the most prominent Reimbursable Projects in the FY2011 and FY2012 expenditure forecast include, but are not limited to the following:

- Dulles Metrorail extension design build which includes rail car procurement
- Southeast bus garage replacement
- Takoma Langley Park Center
- Glenmont parking facility

Table A.2

Summary of Reimbursable Capital Projects: FY2012

(dollars in millions)

	Pre-FY2011 <u>Actual</u>	FY2011 <u>Forecast</u>	FY2012 <u>Forecast</u>	FY2013+ <u>Forecast</u>	Reimbursable <u>Total</u>
<u>District of Columbia</u>					
• Ana. Lt. Rail Dem. - Vehicles	15.143	1.500	0.317		16.960
• DC Downtown Circulator Buses	17.404	0.250	1.196		18.850
• NY Avenue Metrorail Station	108.623	1.327	-		109.950
• Southeast Bus Garage Replacement	14.685	28.850	24.000		67.535
• Project Development	6.418	0.416	2.852		9.686
DC Subtotal	162.273	32.343	28.365	-	222.981
<u>Maryland</u>					
Montgomery County					
• Glenmont Parking Facility	5.125	9.796	15.200		30.121
• Takoma Langley Park Center	0.821	0.500	5.379		6.700
Prince George's County					
• New Carrollton Rail Yard Exp.	69.291	0.584	0.500		70.375
Maryland-wide					
• Project Development	6.278	0.285	1.751		8.314
• Largo Extension	466.820	1.770	1.000		469.591
Maryland Subtotal	548.336	12.935	23.830	-	585.101
<u>Virginia</u>					
Alexandria, City of					
• Eisenhower Avenue Station Entrance	-	0.600	1.200		1.800
• King Street Metrorail Station Bus Loop	-	0.500	3.700		4.200
• Royal Street Bus Garage Replacement	1.265	1.998	1.000		4.263
• Potomac Yard Alt. Analysis	0.225	0.250	1.025		1.500
Arlington County					
• Bus Super Stop Prototype	0.069	0.581	1.350		2.000
• Columbia Pike Street Car NEPA & PE	0.150	3.410	0.500		4.060
Fairfax County					
• Vienna Mezzanine Stairs	-	1.000	1.000		2.000
Virginia-wide					
• Project Development	5.994	0.157	0.965		7.117
• Dulles Extension Design Build	12.008	57.553	74.500	334.657	478.718
• Dulles Phase 2 (PE)	-	0.500	0.200	2.800	3.500
Virginia Subtotal	19.711	66.549	85.441	337.457	509.158
<u>All Jurisdictional and Other Partners</u>					
• 6000-Series Rail Cars Base Contract	112.152	7.848	-		120.000
• Regional Travel Training ACCS	0.091	0.269	0.875		1.234
All Jurisdiction Subtotal	112.243	8.117	0.875	-	121.234
<u>All Completed Projects</u>					
	356.358	8.493	-		364.850
Grand Total	1,198.920	128.437	138.510	337.457	1,803.324

Safety and Security Projects

The Metro Matters Funding Agreement adopted by the WMATA Board of Directors and the contributing jurisdictions in FY 2005 included a Security Program that was to be entirely funded by the federal government, mostly of which comes from the Department of Homeland Security. Under U.S. Department of Homeland Security grant regulations, grants may be expended over a period of 18 to 24 months.

Safety and Security projects were authorized by prior Board actions and are displayed for informational purposes. Information for these existing projects includes actual expenditures of \$0.8 million through FY2010 as well as forecasted expenditures of \$26.9 million in FY2011. It is anticipated that \$33.1 million will be expended in FY2012. The Safety and Security budget in Table A.3 was approved by the Board in FY2010 and although no additional budget authority is required for FY2012, an expenditure forecast is provided for informational purposes.

Some of the most prominent Safety and Security Projects in the FY2011 and FY2012 expenditure forecast include, but are not limited to the following:

- Bus Garage and Platform security
- Cameras for buses and rail cars
- CCV and Access Control
- Radio Redundancy Alternative Operation Control Center
- Vent Intrusion Detection

Table A.3
Summary of Safety & Security Projects: FY2012

(dollars in millions)

	Pre-FY2011 <u>Actual</u>	FY2011 <u>Forecast</u>	FY2012 <u>Forecast</u>	Safety & Security <u>Total</u>
• Bus Garage Security	\$ 0.442	\$ 2.094	\$ 3.300	\$ 5.836
• Cameras on Buses		1.000	5.410	6.410
• Cameras on Rail Cars		2.380	4.760	7.140
• CCV and Access Control	-	6.176	5.500	11.676
• Chemical Detection	-	0.656	1.250	1.906
• Metrorail Station Camera	-	1.524	1.250	2.774
• Montgomery Garage		0.023	-	0.023
• PG Radio Upgrade	0.284	0.217	-	0.500
• Platform Security		3.518	3.000	6.518
• PROTECT Systems		0.606	-	0.606
• Radio Redundancy AOCC	0.090	1.810	4.000	5.900
• Vent Intrusion Detection		6.900	4.600	11.500
Subtotal	\$ 0.816	\$ 26.904	\$ 33.070	\$ 60.789

Projects with Multiple Funding Sources

There are a small number of capital projects that are funding by multiple sources and are therefore spread across multiple sections of the Capital Program. Table A.4 shows a summary view of these projects.

Table A.4
Capital Projects with Multiple Funding Sources
 Approved obligation-based budgets with proposed expenditure-based budgets
(dollars in millions)

Project ID/Project Name	Program	Approved Obligation-Based Budget	Expenditure Forecast	Proposed CIP	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
CL_SEGR Replacement of Southeastern Bus Garage (ST05)	ARRA	30,000	-	-	-	-	-	-	-	-	-	30,000
CC_SEGR Southeast Bus Garage Replacement	Reimbursable	67,535	-	-	-	-	-	-	-	-	-	67,535
CIP086 Southeastern Bus Garage Replacement (DC Village)	CIP	-	0,027	30,719	14,918	-	-	-	-	-	-	45,664
Southeast Bus Garage Replacement	Total	97,535	0,027	30,719	14,918	-	-	-	-	-	-	143,199
CC_ROYL Royal Street Bus Garage Replacement	Reimbursable	4,263	-	-	-	-	-	-	-	-	-	4,263
CIP085 Royal Street Bus Garage Replacement (Cinder Bed Road)	CIP	-	16,595	31,768	47,979	2,436	-	-	-	-	-	98,779
Royal Street Bus Garage Replacement	Total	4,263	16,595	31,768	47,979	2,436	-	-	-	-	-	103,042
CL_INRB Upgrade 3 (Three) Oldest Stations and Systems (ST09)	ARRA	17,900	-	-	-	-	-	-	-	-	-	17,900
CL_PTFM Replacement of Crumbling Platforms (ST08)	ARRA	16,000	-	-	-	-	-	-	-	-	-	16,000
CIP107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	CIP	-	63,739	65,480	57,549	38,905	-	-	-	-	-	225,673
Rail Rehabilitation Tier 1: Red Line - Dupont to Silver Spring	Total	33,900	63,739	65,480	57,549	38,905	-	-	-	-	-	259,573
CL_HYBR Replacement of Oldest Buses (ST02)	ARRA	27,026	-	-	-	-	-	-	-	-	-	27,026
CIP006 Bus Replacement	CIP	-	82,693	69,310	56,307	62,170	80,347	80,878	126,000	126,000	-	557,705
Bus Replacement	Total	27,026	82,693	69,310	56,307	62,170	80,347	80,878	126,000	126,000	-	584,731
CL_ACCS MetroAccess Fleet Expansion and Replacement (ST10)	ARRA	3,764	-	-	-	-	-	-	-	-	-	3,764
CIP015 MetroAccess Fleet Replacement	CIP	-	11,559	11,559	12,202	10,247	8,571	10,846	14,669	14,669	-	79,652
MetroAccess Fleet Replacement	Total	3,764	11,559	11,559	12,202	10,247	8,571	10,846	14,669	14,669	-	83,417
CL_RSVH Service Vehicle Replacement (ST14)	ARRA	5,993	-	-	-	-	-	-	-	-	-	5,993
CIP009 Service Vehicle Replacement	CIP	-	2,122	5,529	7,964	8,968	7,937	5,718	8,330	8,330	-	46,567
Service Vehicle Replacement	Total	5,993	2,122	5,529	7,964	8,968	7,937	5,718	8,330	8,330	-	52,560
CL_RPBL Bus Replacement Components (ST26)	ARRA	2,673	-	-	-	-	-	-	-	-	-	2,673
CIP008 Bus Repairs	CIP	-	8,912	7,703	12,770	11,511	15,378	16,427	17,249	17,249	-	89,950
Bus Repairables	Total	2,673	8,912	7,703	12,770	11,511	15,378	16,427	17,249	17,249	-	92,623
CL_TPAD Track Pad/Shock Absorber Rehabilitation (ST37)	ARRA	1,030	-	-	-	-	-	-	-	-	-	1,030
CIP021 Track Pad/Shock Absorber Rehabilitation	CIP	-	2,274	4,097	2,155	2,271	2,419	2,491	2,544	2,544	-	18,252
Track Pad/Shock Absorber Rehabilitation	Total	1,030	2,274	4,097	2,155	2,271	2,419	2,491	2,544	2,544	-	19,282
CL_WELD Track Welding Program to Repair Defects (ST18)	ARRA	3,900	-	-	-	-	-	-	-	-	-	3,900
CIP018 Track Welding Program	CIP	-	0,470	2,656	2,863	3,089	3,307	3,560	3,730	3,730	-	19,675
Track Welding Program	Total	3,900	0,470	2,656	2,863	3,089	3,307	3,560	3,730	3,730	-	23,575
CL_DATA Sensitive Data Protection Technology (ST16)	ARRA	3,511	-	-	-	-	-	-	-	-	-	3,511
CIP048 Sensitive Data Protection Technology	CIP	-	6,121	3,616	4,758	4,255	4,112	4,112	4,112	4,112	-	26,976
Sensitive Data Protection Technology	Total	3,511	6,121	3,616	4,758	4,255	4,112	4,112	4,112	4,112	-	30,487
CL_DOCU Document Management System (ST32)	ARRA	0,750	-	-	-	-	-	-	-	-	-	0,750
CIP046 Document Management System	CIP	-	1,549	1,465	2,000	3,135	2,600	2,600	2,000	2,000	-	15,349
Document Management System	Total	0,750	1,549	1,465	2,000	3,135	2,600	2,600	2,000	2,000	-	16,099

Appendix B. Plan of Contracts

This appendix includes information on the new and modified plan of contracts for operating and capital budgets.

Operating Plan of Contracts

Contract Funding		Project ID	Title of Requirement	Summary Description	FY12		Multiple Year Funding?	Competitive?	Required Date of Award
Office Type	Type				Estimated Value	Estimated Year			
APPS New	Operating	N/A	ROCS Application Systems Maintenance	AIM system technical support and maintenance	\$457,500	No	n		9/1/2011
APPS New	Operating	N/A	Trapeze Software Maintenance	Trapez FX-Mon, FX/Blockbuster/Mapmaker, OPS w/Peoplesoft and MRO interface	\$836,076	No	n		2/1/2012
				Fare Collection System - Annual Maintenance					
APPS New	Operating	N/A	System - Annual Maintenance	RSCS Fare Collection System - Annual Maintenance	\$180,000	No	n		4/1/2012
APPS New	Operating	N/A	Orbital CAD/AVL Annual Maintenance	Orbital CAD/AVL	\$407,702	No	n		8/1/2011
APPS New	Operating	N/A	MTPD CAD and RMS System - Annual Maintenance	MTPD CAD and RMS System - Annual Maintenance	\$166,500	No	n		5/30/2012
APPS New	Operating	N/A	Clever AVM Hardware Maintenance	Clever AVM Hardware (AVM) Hardware Maintenance	\$400,000	No	n		8/1/2011
APPS New	Operating	N/A	Annual Maintenance for Bus Fleetwatch	Annual Maintenance for Bus Fleetwatch	\$180,000	No	n		2/15/2012
APPS New	Operating	N/A	Maximo PACSP Premium Software Support	Maximo PACSP Premium Software Support	\$427,680	No	n		1/15/2012
APPS New	Operating	N/A	Multiple Awards used for O&M Support	Operations and Maintenance Support - Basic Ordering Agreement (BOA) to be used for O&M Support	\$1,865,090	No	y		7/1/2011
				Bentley OPTRAM Annual Maintenance	\$178,000	No	n		7/1/2011
CPO New	Operating	N/A	Performance team support-multiple awards.	Support documentation and analysis on performance measurement execution.	\$300,000	No	y		7/1/2011
CPO New	Operating	N/A	Performance team support-multiple awards.	Performance management training, cross departmental support, team building, G30 facilitation, survey, research.	\$250,000	No	y		7/1/2011

Operating Plan of Contracts (continued)

Contract Office Type	Funding Type	Project ID	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
CPO	New	Operating	N/A	Performance tracking and reporting. Departmental performance measurement reporting, annual performance plan preparation, NTD analysis.	\$200,000	Yes	y	7/1/2011
DCI	New	Operating	N/A	PC/Peripheral Equipment Maintenance	\$360,000	Yes	y	7/1/2011
DCI	New	Operating	N/A	MicroSoft License	\$500,000	No	n	10/31/2011
LABR	New	Operating	N/A	On-Call Technical Consulting Services	\$500,000	Yes	y	7/1/2011
LABR	New	Operating	N/A	Labor Legal Consulting Services	\$500,000	Yes	y	7/1/2011
MITS	New	Operating	N/A	IT Security	\$240,000	Yes	y	12/31/2011
MKTG	New	Operating	N/A	Multi-Year Digital Copier Contract	\$1,071,000	Yes	y	9/30/2011
MTPD	New	Operating	N/A	Chemical Detection Program	\$450,000	No	y	7/1/2011
MTPD	New	Operating	N/A	Uniforms	\$400,000	Yes	y	7/1/2011
NCS	New	Operating	N/A	Network / Comm	\$400,000	Yes	y	7/1/2011
NCS	New	Operating	N/A	Network / Comm	\$1,304,294	Yes	n	7/1/2011
NCS	New	Operating	N/A	Network Engineering	\$278,123	Yes	y	7/1/2011
NCS	New	Operating	N/A	Network / Comm	\$3,750,000	Yes	y	9/1/2011
NCS	New	Operating	N/A	ISP MRC	\$200,000	Yes	y	7/1/2011
NCS	New	Operating	N/A	Annual Maintenance for Phone Systems	\$800,000	Yes	y	7/1/2011
PLNT	New	Operating	N/A	Salt for Snow Removal Operations	\$200,000	No	y	11/1/2012

Operating Plan of Contracts (continued)

Office	Contract Type	Funding Type	Project ID	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
SSEM	New	Operating	N/A	Safety Engineering Services	Various safety tasks and requirements	\$500,000	Yes	Y	1/30/2010
SSRM	New	Operating	N/A	Safety Training ANA	Provides various occupational safety training	\$150,000	n	n	7/1/2011
TRES	New	Operating	N/A	New Insurance Broker Contract	If Option 1 of current contract is not exercised effective 10/1/2011, a new 3 year contract will be needed.	\$1,700,000	Yes	Y	9/30/2011
TRES	New	Operating	N/A	New Insurance - Protective Cell Captive for Terrorism	New Insurance - Protective Cell Captive for Terrorism	\$4,000,000	Yes	Y	7/1/2011
TRES	New	Operating	N/A	Vehicle Appraisal Contract	Appraisal services needed to prepare estimates of damage to bus, autos, and equipment damaged in collisions	\$150,000	Yes	Y	7/1/2011
TSSM	New	Operating	N/A	LED ETS Lights	LED's will replace the existing metal hylad bulbs with a more efficient LED light for Emergency Trip Stations (ETS) a vital part of our emergency systems on the railroad.	\$300,000	Yes	Y	9/30/2011
TSSM	New	Operating	N/A	JOC-Electrical Services	Electrical repairs and relamping services for transformers and generators of WMATA owned equipment.	\$500,000	No	Y	9/30/2011
TSSM	New	Operating	N/A	Rail Grinding	Rail grinding allows rail to be maintained at an acceptable rail profile condition throughout the revenue system will providing customers with a quality ride.	\$2,700,000	Yes	Y	7/1/2011

Operating Plan of Contracts (continued)

Contract Office Type	Funding Type	Project ID	Contract Number	Title of Modification	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Mod
ACCS MOD	Operating	N/A	CQ9100	Eligibility Assessment Contract Option Year 2	Exercise 2nd option period for Eligibility Assessment Contract CQ9100 (June 1, 2012 - May 31, 2013)	\$500,000	N/A	N/A	5/31/2012
ACCS MOD	Operating	N/A	CQ10081	Printing and Mailing Contract - Option Year 2	Exercise 2nd option year for printing and mailing contract CQ10081 - (Dec 18, 2011 - Dec 17, 2012)	\$150,000	N/A	N/A	12/17/2011
ACCS MOD	Operating	N/A	44442	Modification of Contract to Develop Paratransit RFP	Modification to expand work scope for the development of a paratransit RFP	\$100,000	N/A	N/A	7/1/2011
ACCS MOD	Operating	N/A	CQ10156	PCA - Director, Office of MetroAccess Service 1st option	Exercise of 1st option period (2-yrs) of contract CQ10156 for Personal Care Assistant to MACS Director	\$150,000	N/A	N/A	4/30/2012
ACCS MOD	Operating	N/A	CQ10125	MetroAccess Fleet Maintenance Compliance Inspections - Option 1	Exercise first option year of contract CQ10125 to provide independent maintenance compliance inspections for the MetroAccess fleet	\$200,000	N/A	N/A	7/1/2011
APPS MOD	Operating	N/A	TBD - FY11 Award	Exercise Option on Oracle/PeopleSoft Annual Maintenance On Board Vehicle	Annual Maintenance for Oracle/PeopleSoft Licenses	\$2,010,000	N/A	N/A	6/15/2012
BMNT MOD	Operating	N/A	FQ11008	Maintenance and Support Services	On Board Vehicle Maintenance and Support Services	\$1,600,000	N/A	N/A	4/1/2011
BMNT MOD	Operating	N/A	CQ10161	IVN Maintenance	Clever Devices to provide WMATA with on- site hardware maintenance support and extended warranty for the Clever Devices Intelligent Vehicle Network installed onboard 1133 transit buses	\$1,446,368	N/A	N/A	5/1/2011
BMNT MOD	Operating	N/A	CP5127	Fluid Analysis	Ana Lab will perform fluid analysis of various engine and transmission fluids, coolants, grease and other fluids on an as required basis as determined by WMATA	\$107,562	N/A	N/A	3/1/2011
BMNT MOD	Operating	N/A	CQ8155	Fire Suppression Maintenance	Fireline will be responsible for preventive maintenance and corrective maintenance for fire suppression and gas detection systems	\$730,620	N/A	N/A	8/1/2011
BMNT MOD	Operating	N/A	CQ7082	Bus Interior Cleaning	Hands-On will perform bus cleaning service to include all labor, materials, equipment and supervision to perform required task	\$1,529,880	N/A	N/A	3/1/2011

Operating Plan of Contracts (continued)

Contract Office Type	Funding Type	Project ID	Contract Number	Title of Modification	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Mod
BMNT MOD	Operating	N/A	C06029	Destination Sign Maintenance	Luminator will provide on-site preventive and corrective maintenance support for the destination signs manufactured by Luminator currently installed on WMATA transit buses	\$746,350	N/A	N/A	2/1/2011
BMNT MOD	Operating	N/A	CQ7097	Repair & Re-Upholstery of Bus Seat	Needles Eye shall repair and re-upholstery bus seats as part of on-going maintenance change-out work to the WMATA	\$1,000,000	N/A	N/A	5/1/2011
BMNT MOD	Operating	N/A	CQ9025	Bus Camera Maintenance	Orion Management will provide preventative maintenance and corrective maintenance to WMAT Bus Fleet and Farebox Lane cameras.	\$1,200,000	N/A	N/A	3/1/2011
BMNT MOD	Operating	N/A	CP5054	Batteries	P&H Auto Elec shall provide Type 31 batteries for the term of the contract as specified and detailed in the specifications of the contract	\$465,850	N/A	N/A	11/1/2011
BMNT MOD	Operating	N/A	YR7058	Bus Tires	Goodyear Tire furnish new radial tires on a lease basis and to provide tire service to support the WMATA bus fleet of 1,478 at the various bus divisions	\$3,894,383	N/A	N/A	1/1/2011
BMNT MOD	Operating	N/A	CQ10037	Gasoline	Truman Arnold will supply WMATA locations per year approximately 1,000,000 gallons of unleaded gasoline.	\$2,250,000	N/A	N/A	5/1/2011
BMNT MOD	Operating	N/A	CO6042	Coolant/Antifreeze	FCC Environmental will supply and deliver WMATA with recycled long life coolant/anti-freeze 100% concentrated and ready mix 50/50	\$250,000	N/A	N/A	11/1/2011
BMNT MOD	Operating	N/A	CQ9023	Lubricants	TriCounty/PETRO CHOICE will supply lubricants for engines, transmissions, steering and hydraulic systems to various METRO bus fleets	\$3,402,377	N/A	N/A	7/1/2011
BMNT MOD	Operating	N/A	CO6062	ULSD Fuel	Diesel	\$39,405,490	N/A	N/A	2/1/2011
BUS MOD	Operating	N/A	MAZZA	Parking Contract at Mazza Garage	One year renewal of Parking Contract for employees of Western Bus Garage	\$202,000	N/A	N/A	7/1/2011
BUS MOD	Operating	N/A	HOLIDAY BOA	Parking Contract at Holiday Inn	One year renewal of Parking Contract for employees of Four Mile Run Bus Garage	\$130,000	N/A	N/A	7/1/2011
COUN				Option year 1	Outside counsel	\$350,000			7/1/2011

Operating Plan of Contracts (continued)

Office Type	Contract Type	Funding Type	Project ID	Contract Number	Title of Modification	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Mod
DCI	MOD	Operating	N/A	CQ9014	Help Desk Support - Exercise Option 3	Help Desk Support	\$1,200,000	N/A	N/A	7/1/2011
					IBM Hardware Maintenance - Exercise					
DCI	MOD	Operating	N/A	CQ9033	Option	IBM Hardware Maintenance	\$1,000,000	N/A	N/A	9/30/2011
GOVR	MOD	Operating	N/A	CQ9225/BMM	Exercise 2d of four option years	Government representation, MEAD 100412 - Van Scoyoc Associates	\$200,000	N/A	N/A	11/1/2011
					Exercise option year on multi-year contract for paper	Authority-wide printing and copier paper requirement	\$800,000	N/A	N/A	1/9/2012
MKTG	MOD	Operating	N/A	CQ2023	PRESIDIO - Annual Maintenance - Exercise Option	Hardware and software maintenance. Year 3 maintenance option remaining.	\$976,000	N/A	N/A	7/1/2011
NCS	MOD	Operating	N/A	CQ8074	Presidio - 10 GE contract option	10GE High end network routers	\$638,989	N/A	N/A	9/1/2011
					Blanket ordering agreement - Exercise Options	Blanket ordering agreement for network supplies and services	\$400,000	N/A	N/A	7/1/2011
NCS	MOD	Operating	N/A	CQ10103 A&C	TO EXERCISE OPTION YEAR 1-Parking Contract	PARKING FACILITIES MANAGEMENT SERVICES	\$1,664,196	N/A	N/A	6/30/2011
PLUD	MOD	Operating	N/A	CQ8130	Exercise Option Year II	Refuse Removal and Recycling Contract	\$1,860,000	N/A	N/A	7/30/2012
PLNT	MOD	Operating	N/A	CQ9185	Exercise Option Year III	Temporary Laborers for Landscaping/Custodial Mntn	\$2,500,000	N/A	N/A	3/1/2012
PLNT	MOD	Operating	N/A	CQ8068	Exercise Option of New Contract	Purchase of Bulk Salt	\$300,000	N/A	N/A	11/1/2012
					Last year of 5-year contract / Potential Mod	DuPont Sustainable Resources	\$3,000,000	N/A	N/A	1/1/2012
SSRM	MOD	Operating	N/A	CQ7068	Exercise Option Year 2	Environmental Technical Services	\$995,000	N/A	N/A	7/1/2011
SSRM	MOD	Operating	N/A	CQ8082	Exercise Option Year 4	Laboratory Sampling and Analysis Underground Storage Tank	\$150,000	N/A	N/A	1/15/2012
SSRM	MOD	Operating	N/A	CQ8071	Exercise Option Year 4	Inspection/Testing/Repairs	\$70,000	N/A	N/A	1/15/2012
SSRM	MOD	Operating	N/A	CQ8134	Exercise Option Year 3	Non Hazardous Waste Disposal	\$835,000	N/A	N/A	10/15/2011
SSRM	MOD	Operating	N/A	SP7112	Exercise Option Year 4	Hazardous Waste Disposal	\$160,000	N/A	N/A	10/15/2011
TRES	MOD	Operating	N/A	CQ8089	Operating Insurance Program	Annual Renewal of Authority-wide Operating Insurance Program	\$15,000,000	N/A	N/A	7/1/2011
TRES	MOD	Operating	N/A	CQ8089	Insurance Brokerage Services - Option Year I	Exercise Option Year 1 of current broker contract	\$589,000	N/A	N/A	9/30/2011
TRES	MOD	Operating	N/A	CQ9208	Excess Currency- Exercise Option Year 2	To maintain current bus cash processing levels despite varying staff levels.	\$400,000	N/A	N/A	9/15/2011

Operating Plan of Contracts (continued)

Office Type	Contract Funding Type	Project ID	Contract Number	Title of Modification	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Mod
TRES MOD	Operating	N/A	N/A	Depository Services Exercise Option Year 1	This process facilitates the daily deposit of cash receipts from Metro's rail, bus and miscellaneous revenues by performing verification and deposit of Metro's rail, bus and miscellaneous currency and coin.	\$250,000	N/A	N/A	1/15/2010
TRES MOD	Operating	N/A	CQ9022	Exercise option year 1- Workers' Comp Claims Service	Workers' Comp Claims Service & Risk Information System	\$3,836,496	N/A	N/A	6/30/2011
TSSM MOD	Operating	N/A	CP7050	Track Geometry	Track Geometry Inspection Services provides measurements that are necessary for safety inspections, maintenance forecasts and budgeting . Information derived froth track geometry inspections are utilized to indicate trends and wear patterns.	\$213,800	N/A	N/A	7/1/2011
TSSM MOD	Operating	N/A	FY11 Award Pending	Exercise Option 1- Automated Inspection Services	Contractor to provide all labor, tools and equipment to collect various types of condition assessment data to submit to WMATA for analysis of the rail system.	\$270,000	N/A	N/A	7/1/2011
TSSM MOD	Operating	N/A	FY11 Pending award	Track Geometry/Lateral Load Testing	Contractor to provide labor, tools, and equipment necessary to automatically inspect and measure track geometry	\$600,000	N/A	N/A	7/1/2011
TSSM MOD	Operating	N/A	CQ10031	Exercise Option Year 2- Chemical Emergency Sensor System	Service agreement for the maintenance of the Chemical Emergency Sensor System	\$1,563,676	N/A	N/A	7/1/2011
TSSM MOD	Operating	N/A	FQ8013	Exercise option 3- Comprehensive Radio Communication System	Motorola provides technical support services, software upgrades and depot level repair for WMATA. Mission critical resource for MTPD, Metrorail and Metrobus Services.	\$765,000	N/A	N/A	7/1/2011
TSSM MOD	Operating	N/A	CQ10008	Exercise Option year 2- Running Rail 39ft lengths	Running Rail oin thirty-nine (39) foot lengths is utilized to replace defective rail found thru inspection of ultra-sonic rail flaw testing.	\$401,135	N/A	N/A	7/1/2011
TSSM MOD	Operating	N/A	CQ10008	Modification of Contract CQ10008 - 39ft Running Rail	Add 200 ea 39ft rail to existing contract CQ10008	\$243,000	N/A	N/A	7/1/2011

Operating Plan of Contracts (continued)

Office Type	Contract Type	Funding Type	Project ID	Contract Number	Title of Modification	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Mod
TSSM MOD	Operating	Operating	N/A	FY11 pending award	Exercise option 1-LED Red Flashing Lights	Red LED flashing lights on rail station platforms. Red LED lights indicate approaching trains and serves as a safety enhancement by clearly defining the platform edge. Estimated 3600 lights for this option year	\$300,000	N/A	N/A	11/30/2011
TSSM MOD	Operating	Operating	N/A	CQ9027	Exercise Option Year-2-Switch Points and Stock Rails	Switch Rails and Stock Rails are components of each turnout.	\$280,168	N/A	N/A	1/1/2011
TSSM MOD	Operating	Operating	N/A	FY11 Pending award	Exercise Option 1- Zero-Gravity Third Rail De-icer	Zero-Gravity Third Rail De-icer-antifreeze type chemical used to de-ice yard and mainline third rail during ice and snowy weather.	\$620,000	N/A	N/A	10/1/2011
TSSM MOD	Operating	Operating	N/A	FY11 Pending Award	Exercise option 1- Weed and Brush Control Services	Contractor to provide all labor, materials, tools and equipment to cut and remove weeds, brush and trees for the right-of-way	\$370,000	N/A	N/A	7/1/2011

Capital Plan of Contracts

Office	Contract	Funding	Project	Contract	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
Type	ID	Type	Number							
ACCS NEW	Capital	CIP015	N/A		MetroAccess Fleet Replacement	Replacement of MetroAccess vehicles which have exceeded their useful life	11,559,000	Yes	Y	8/31/2011
APPS NEW	Capital	CIP042	N/A		Optram Enhancements	Implement Optram additional features and reports	120,000	Yes	Y	7/1/2011
APPS NEW	Capital	CIP042	N/A		Maximo Technical Support and Services	Staff augmentation and technical support services for Maximo	1,625,000	Yes	Y	7/1/2011
APPS NEW	Capital	CIP042	N/A		Maximo Asset Navigator (Illustrated Parts Catalog)	Implement Maximo Asset Navigator (Illustrated Parts Catalog) Contents	400,000	Yes	Y	7/1/2011
APPS NEW	Capital	CIP042	N/A		Maximo High Availability	Implement Phase II Maximo High Availability Servers	700,000	No	Y	7/1/2011
APPS NEW	Capital	CIP042	N/A		Maximo Software Licenses	Procure Maximo Software Licenses	500,000	No	n	7/1/2011
APPS NEW	Capital	CIP042	N/A		WMS Enhancements	Implement Warehouse Management System additional features	200,000	No	n	7/1/2011
APPS NEW	Capital	CIP042	N/A		Upgrade Maximo	Upgrade Maximo to latest version	500,000	No	Y	7/1/2011
APPS NEW	Capital	CIP043	N/A		Bus Systems Integration	Improvement of the centralized field and on-board bus applications such as automatic vehicle maintenance computer aided dispatch and automatic vehicle location system. It also completes integration and normalization of all data that is required	1,600,000	No	n	8/1/2011
APPS NEW	Capital	CIP043	N/A		Trapeze Scheduling	Continue Implement the Business Process	721,000	No	n	8/1/2011
APPS NEW	Capital	CIP056	N/A		System Enhancement	Review recommendations for Trapeze ARINC upgrades and modifications to AIM system	1,432,000		n	7/1/2011
APPS NEW	Capital	CIP056	N/A		CTF Operations Control Center	System changes to make CTF primary OCC, RPM re-architecture, PIDS changes project mgt and coordination, CTF/JGB operational readiness	1,060,000	Yes	Y	7/1/2011
APPS NEW	Capital	PD_DLDN/A			ARINC Dulles Extension Phase 1 - Reimbursable	AIM system changes to be made by ARINC in FY 2012 in support of Phase 1 of the Dulles Extension project.	1,400,000	No	n	7/1/2011
APPS NEW	Capital	PD_DLDN/A			Non-ARINC Dulles Extension Phase 1, Labor - Reimbursable	2 FTE developers and 1 contract PM and 2 developers added in FY 2012 in support of -Phase 1 of the Dulles Extension project. (BOA)	1,196,000		Y	7/1/2011
APPS NEW	Capital	PD_DLDN/A			Non-ARINC Dulles Extension Phase 1, Non-Labor - Reimbursable	Modification of JGB/CTF OCC and new servers and equipment required to support Dulles Extension Phase 1	500,000	No	Y	7/1/2011
BMNT NEW	Capital	CIP006	N/A		Service Vehicle Replacement	Scheduled replacement of service vehicles and MTPD vehicles beyond their useful life	6,647,000	Yes	Y	2/1/2012

Capital Plan of Contracts (continued)

Office Type	Contract Type	Funding Type	Project ID	Contract Number	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
BMNT NEW	NEW	Capital	CIP004	N/A	Bus Work Equipment	Replacement and Procurement of Bus Services work equipment. Items include Work equipment for the new CTF overhaul facility and necessary tools and equipment. Several Contracts and Purchase orders will be used to procure a variety of needed equipment	6,961,000	Yes	Y	2/1/2012
DCI NEW	NEW	Capital	CIP045	N/A	Infrastructure - Data Center	Microsoft SQL Server Consolidation	300,000	No	Y	7/1/2011
DCI NEW	NEW	Capital	CIP045	N/A	Storage Area Network	SAN Fabric Infrastructure Augmentation: Additional SAN Switch Ports	420,000	No	n	9/1/2011
DCI NEW	NEW	Capital	CIP045	N/A	Servers hardware refresh and Expansion	Expand existing infrastructure using new servers hardware.	500,000	No	Y	9/1/2010
DCI NEW	NEW	Capital	CIP045	N/A	Infrastructure Management Tools and OS Licensing	Maintenance for Citrix, Enterprise Vault, AD/Exchange Management Tools. Infusion of new technologies. Additional OS licenses	201,124	no	Y	0/9/30/2011
DCI NEW	NEW	Capital	CIP045	N/A	Seat Management	Design, develop and implement best practice standard software solutions in meeting all stakeholders' business areas mission critical operations services.	500,000	No	Y	9/30/2011
DCI NEW	NEW	Capital	CIP045	N/A	AIX High Availability	Increase capacity of the P5 at CTF for disaster recovery. Implement HA to include critical applications.	1,000,000	no	Y	10/1/2011
DCI NEW	NEW	Capital	CIP045	N/A	SAN	SAN Storage Infrastructure Upgrades VMAX: Additional Storage, Memory, Processors and Licenses for Production Systems	600,000	No	Y	9/1/2011
DCI NEW	NEW	Capital	CIP045	N/A	SAN	SAN Storage Infrastructure Upgrades VMAX: Multipathing Licenses	150,000	No	Y	9/1/2011
DCI NEW	NEW	Capital	CIP045	N/A	SAN	SAN Fabric Infrastructure Augmentation: Additional SAN Switch Ports	420,000	No	n	9/1/2011
EA NEW	NEW	Capital	CIP044	N/A	Business Process Reengineering	BOA procurement of BPR resources	180,000	No	Y	10/15/2010
EA NEW	NEW	Capital	CIP044	N/A	SOA Development	BOA procurement of SOA Development Resources	1,500,000	No	Y	8/1/2011
EA NEW	NEW	Capital	CIP044	N/A	Enterprise Architecture Program Management	BOA procurement of Enterprise Architecture Resources	2,112,100	No	Y	9/30/2011
EA NEW	NEW	Capital	CIP044	N/A	Office	BOA procurement of PMO Resources	540,000	No	Y	9/15/2011

Capital Plan of Contracts (continued)

Contract Office Type	Funding Type	Project ID	Contract Number	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
EA NEW	Capital	CIP046	N/A	Electronic Document Management	BOA procurement of EDM resources	1,050,000	No	Y	9/1/2011
EA NEW	Capital	CIP046	N/A	Documentum Rollout	Scanning Support - Documentation Continued Rollout to WMATA	310,000	No	Y	7/1/2011
EA NEW	Capital	CIP046	N/A	Documentum Incremental Storage	Hardware - Documentation Continued Rollout to WMATA	105,000	No	Y	7/1/2011
EWPG NEW	Capital	CIP047	N/A	Legacy Data Compilation/ Conversion	Compilation or conversion of WMATA infrastructure, operations, or service area data from legacy sources and documents to SOA-compliant GIS maps and databases.	600,000	No	Y	1/15/2012
EWPG NEW	Capital	CIP047	N/A	GIS Data Maintenance Tools	Purchase/development and integration into WMATA GIS architecture of software tools and procedures for collecting and maintaining GIS data, either by operating departments or by GIS staff, including mobile GIS applications.	550,000	No	Y	4/30/2012
EWPG NEW	Capital	CIP047	N/A	GIS Training Program	Create training courses on WMATA GIS resources, uses, and procedures	182,800	No	Y	10/31/2011
EWPG NEW	Capital	CIP047	N/A	GIS Applications and Systems Development	Development of GIS applications, including web-based tools and SOA-compliant application interfaces, to provide GIS maps, tables, views, functions, and analyses agency-wide	550,000	No	Y	4/30/2012
EWPG NEW	Capital	CIP054	N/A	SharePoint Upgrade to Version 10	Migrate multiple business applications to Web portal Sharepoint 2010 environment	725,600	No	Y	7/1/2011
EWPG NEW	Capital	CIP054	N/A	Enhance key internal Business Application	Enhance key internal business applications to support Safety program requirements	874,000	No	Y	7/1/2011
EWPG NEW	Capital	CIP054	N/A	Safety Applications development & Rollout	Enhance and roll-out Safety program applications	528,000	No	Y	7/1/2011
EWPG NEW	Capital	CIP054	N/A	Mobile application Development	Design and develop mobile versions of key customer-facing web applications	283,000	No	Y	7/1/2011
IT NEW	Capital	CIP049	N/A	ERP - PeopleSoft	Financials Upgrade Stabilization support	4,500,000		Y	7/15/2011
IT NEW	Capital	CIP049	N/A	ERP - PeopleSoft	CRM Upgrade to 9.1	700,000	No	Y	8/1/2011
IT NEW	Capital	CIP049	N/A	ERP - PeopleSoft	Phase 2 of HCM Implementation	4,000,000	Yes	Y	6/1/2012
MTPD NEW	Capital	CIP127	N/A	Police Equipment	Security and Law Enforcement Equipment for new deployment or life cycle replacement	1,030,000	Yes	Y	7/1/2011
MTPD NEW	Capital	CIP103	N/A	MTPD Radios	Radio and Communication Equipment	647,000	Yes	Y	7/1/2011

Capital Plan of Contracts (continued)

Office Type	Contract Type	Funding Type	Project ID	Contract Number	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
NCS	NEW	Capital	CIP052	N/A	Network Cabling Installation and Repair	Installation and repair of all types of communications cables includes outside plant work and all inside infrastructure modifications.	600,000	Yes	Y	7/1/2011
NCS	NEW	Capital	CIP052	N/A	Metronet Equipment	Routers and Switches required for equipment repair and upgrades at all WMATA facilities. Includes upgrades to improve overall bandwidth for critical operational systems	2,603,000	Yes	Y	7/1/2011
NCS	NEW	Capital	CIP052	N/A	Technical support and services	Staff augmentation and technical support services	1,800,000	Yes	Y	7/1/2011
PLJD	NEW	Capital	PD_DCP D / MDPD / VAPD	N/A	FY 2012 Project Development Program	Initial planning for: station capacity and access improvements, regional planning studies, transit corridors and pre-development planning for joint development	2,400,000	No	n	9/1/2011
PLJD	NEW	Capital	CIP039	N/A	Rail Stations Capacity Enhancements	In FY12 the project will fund the completion of the FY11 Gallery Place study including environmental scan, and initiate the study for the proposed pedestrian connection between Farragut West and Farragut North.	1,000,000	Yes	n	9/1/2011
PMO	NEW	Capital	CIP050	N/A	PC Equipment Replacement Program - Printers	Requirements type contract - Replacement of aging printers scanners, etc (CAFE Based over course of year)	300,000	Yes	Y	12/1/2011
TRES	NEW	Capital		N/A	Fare Media Contract	To supply Bus and Rail Fare Media	425,000	Yes	Y	1/5/2010
TSSM	NEW	Capital	CIP022	N/A	Office remediation @ 3421 Pennsy Drive	Renovation of building located @ 3421 Pennsy Drive.	350,000	No	Y	8/1/2011
TSSM	NEW	Capital	CIP024	N/A	JOC- Track Rehabilitation projects	Contractor to provide various types of track rehabilitation construction projects for mainline and yard tracks.	4,000,000	No	Y	7/1/2011
TSSM	NEW	Capital	CIP023	N/A	Third Rail Rehabilitation	Rehabilitation/replacement of WMATA's mainline 3rd rail	2,675,000	Yes	Y	11/1/2011
TSSM	NEW	Capital	CIP024	N/A	Equipment operator training	Operator training for WMATA owned equipment.	250,000	No	Y	9/30/2011
MTS	NEW	Capital	CIP126	N/A	Licensing for Oracle Identity Management	Software and licensing for Oracle Identity Management to support all Metro users	300,000	No	Y	10/30/2011
MTS	MOD	Capital	CIP048	CQ9037	Exercise option on contract for information security consultants	Information security consultants	2,510,000	N/A	N/A	11/30/2011

Capital Plan of Contracts (continued)

Contract Office Type	Funding Type	Project ID	Contract Number	Title of Requirement	Summary Description	FY12 Estimated Value	Multiple Year Funding?	Competitive?	Required Date of Award
				PC Equipment					
				Replacement Program -					
				PCs, Laptops Exercise					
PMO MOD	Capital	CIP050	CQ9082	Option	Annual Replacement of aging PCs and Laptops	1,200,000	Y	N/A	2/1/2012
IRPG MOD	Capital	CIP107	FQ8143	Increase JOC authority by \$2.5 million	Increase JOC authority under Red Line contract from 19.5 million to 22 million	2,500,000	No	N/A	8/15/2011
IRPG MOD	Capital	CIP138	FI5583	Additional Site Cost for Jericho Park	Additional costs for site development at Jericho Park (above ground remote antenna site)	280,000	No	N/A	7/31/2011
IRPG MOD	Capital	CIP138	FI5583	Track access delay (Nov. 2002 thru April 2003)	Track Access Delay during power upgrade (Nov. 2002 thru April 2003)	180,000	No	N/A	7/31/2011
IRPG MOD	Capital	CIP138	FI5583	Track access delay (Apr. 2002 thru Jul. 2005)	Track Access Delay during optimization and alignment of below ground CRCS (Apr. 2002 thru Jul. 2005)	560,000	No	N/A	7/31/2011
BMNT MOD	Capital	CIP038	FQ10188	Bus Depot Server Software	Bus Depot Server Software Licenses, Installation & Maintenance Service for Garage Annunciator & AVN Systems	390,000			6/1/2010
TSSM MOD	Capital	CIP024	CQ10008	Exercise Option Year 2- Flashbutt Welding Off-Track	Contractor welds five 78ft running rail lengths into 390ft continuous welded rail.	98,789	N/A	N/A	7/1/2011
TSSM MOD	Capital	CIP024	FQ10089	Exercise Option Year 2- Turnouts and Crossover-Exercise Option Year 2	Replacement of No. 8 Turnouts and Crossovers at designated locations in accordance with NTSB recommendations. Contractor will provide equipment with operators to assist personnel in various track maintenance and rehabilitation projects.	2,600,000	N/A	N/A	7/1/2011
TSSM MOD	Capital	CIP024	FQ11202	Exercise Option 1-Rental of Heavy Equipment-Exercise Option 1-Exercise Option 1- pending award	Purchase of 12,000 crossties and supporting component parts.	1,500,000	N/A	N/A	11/10/2011
TSSM MOD	Capital	CIP024	CQ10008	Exercise Option 2- Running Rail 78ft lengths	Procurement of 78ft Running Isolator pads are large rubber discs that reduce ground-borne vibration and noise transmitted to adjacent buildings	1,677,412	N/A	N/A	7/1/2011
TSSM MOD	Capital	CIP024	Pending award	Exercise FY12 Option year- Isolator pads-3000 ea	Request to purchase 369 ea 78ft running rail in addition to the current amount awarded on CQ10008.	200,000	N/A	N/A	9/30/2010
TSSM MOD	Capital	CIP024	CQ10008	Modification for additional 302 welds to existing contract	Modification for additional 302 welds to existing contract	950,000	N/A	N/A	7/1/2011
TSSM MOD	Capital	CIP024	CQ10008	Modification for additional 302 welds to existing contract	Modification for additional 302 welds to existing contract	52,000	N/A	N/A	7/1/2011

Appendix C. Glossary of Acronyms and Abbreviations

A

A&E	architecture and engineering
AA	alternatives analysis
AAI-CAF	(Spanish acronym) manufacturer of the 5000-series rail cars
AC	air conditioning or alternating current
ACI	automatic car transponder identification system
ADA	Americans with Disabilities Act
AFC	automatic fare collection
AGT	automated guide-way transit
AIT	Art in Transit
APS	auxiliary power supply
APTA	American Public Transportation Association
ARS	Adopted Regional System
ATC	automatic train control
ATO	automated train operation
ATD	advanced technology diesel
ATS	automatic transfer switch
AVL	automatic vehicle locator
AVR	automatic voltage regulator
AWP	Annual Work Plan

B

BAFO	best and final offer
BAH	Booz, Allen & Hamilton, Inc.
BDA	bi-directional amplifiers
BEAC	budget estimate at completion
BMM	Beyond Metro Matters Program
BRT	bus rapid transit

C

CADD	computer-aided drafting and design
CAFE	Computer Authorization for Expenditure Workflow System
CAP	certified apprenticeship program
CCP	communications control panel
CCTV	closed-circuit television
CD	calendar days
CDR	conceptual design review
CFA	FY2011-16 Capital Funding Agreement
CM	construction manager
CMAA	Construction Management Association of America

CMAQ	Congestion Mitigation and Air Quality
CMC	construction management consultant
CMU	concrete masonry unit
CNG	compressed natural gas
COTS	commercial off the shelf
CRCS	Comprehensive Radio Communications System
CSP	construction safety program
CTB	(Virginia) Commonwealth Transportation Board
CTC	Capital Transit Consultants
CTF	Carmen Turner Facility
D	
D/B	design/build
D/B/B	design/bid/build
DBE	disadvantaged business enterprise
DBFM	dynamic brake feedback module
DCU	door control unit
DEIS	draft environmental impact statement
DMJM	Daniel, Mann, Johnson & Mendenhall
DPS	drainage pumping station
DRB	Dispute Review Board
DRPT	(Virginia) Department of Rail and Public Transportation
DTP	Dulles Transit Partners, LLC
E	
E&O	errors and omissions
EA	environmental assessment
EDADS	enhanced data acquisition and display system
EIS	environmental impact statement
EMI	engineering modification instructions or electro-magnetic interference
ERRP	Emergency Rail Rehabilitation Program
ETEC	emergency tunnel evacuation carts
ETC	estimate to complete
EV	earned value
F	
FAI	first article inspection
FCCI	first car configuration inspection
FDR	final design review
FEIS	final environmental impact statement
FFGA	full funding grant agreement
FFP	firm-fixed price
FHWA	Federal Highway Administration
FIA	fire and intrusion alarm
FMO	financial management oversight
F/O	fiber optic

	FRA	Federal Railroad Administration
	FTA	Federal Transit Administration
	FUA	first unit accepted
G		
	GEC	general engineering consultant
	GIS	Geographic Information System
	GMP	guaranteed maximum price
	GOTRS	General Order Track Rights System
H		
	HEOP	Heavy Equipment Overhaul Program
	HVAC	heating, ventilation, and air conditioning
I		
	IAWP	Integrated Annual Work Plan
	ICCA	Interim Capital Contributions Agreement
	IFC	issued for construction
	IFP	Integrated Financial Plan
	IGF	Internally generated funds
	IRP	Infrastructure Renewal Program
	ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
	ITS	intelligent transportation systems
J		
	JARC	Job Access/Reverse Commute
	JCC	Jurisdictional Coordinating Committee
	JOC	Job Order Contracting Program
	JV	joint venture
L		
	LBT	large bore tunnel
	LD	liquidated damages
	LGS	Lane, Granite and Skanska Joint Venture
	LNTP	limited notice to proceed
	LPA	locally preferred alternative
	LRT	light rail transit
	LRV	light rail vehicle
	LUA	last unit accepted
M		
	MARC	Maryland Rail Commuter
	MCC	motor control center
	MDBD	mean distance between delays
	MIS	major investment study
	MMFA	Metro Matters Funding Agreement

	MMMS	Material Maintenance and Management System
	MMP	Metro Matters Program
	MOD	(contract) modification
	MOS	minimum operable segment
	MPS	master program schedule
	MTTR	mean time to repair
	MWAA	Metropolitan Washington Airport Authority
	MWCOG	Metropolitan Washington Council of Governments
N		
	NCPC	National Capital Planning Commission
	NEPA	National Environmental Policy Act
	NSP	New Start Project
	NTD	National Transit Database
	NTE	not to exceed
	NTI	National Transit Institute
	NTP	notice to proceed
O		
	O&M	operating and maintenance (such as O&M costs)
	OCC	Operations Control Center
	ODC	other direct costs
	ODP	(U.S.) Office of Domestic Preparedness
	OFS	order for services
	OTP	on-time performance
P		
	PB(QD)	Parsons, Brinckerhoff, Quade & Douglas, Inc.
	PCO	pending (or proposed) change order
	PDR	preliminary design review
	PE	preliminary engineering
	P/I	policy instruction
	PIDS	passenger information display system
	PLE	parking lot equipment
	PM	project manager
	PMI	Project Management Institute
	PMO	project management oversight
	PMOC	project management oversight contractor
	PMP	project management plan
	PPE	personal protective equipment
	PSS	program station stop, or public safety system
	P2D	Parsons Transportation Group, Inc.; Parsons, Brinckerhoff, Quade & Douglas, Inc.; and Delon Hampton & Associates
Q		
	QA	quality assurance
	QC	quality control

R

RCSC	Regional Customer Service Center
RE	resident engineer
RFP	request for proposal
RFQ	request for qualifications
RMS	records management system
ROCS	Rail Operations Computer System
ROD	record of decision, or revenue operations date
ROW	right of way
RTU	remote terminal unit

S

S&I	storage/service and inspection
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
SAP	System Access/Capacity Program, or safety awareness program
SCI	substantial completion inspections
SCP	safety certification program
SCWG	safety certification working group
SEP	System Expansion Program
SEIP	System Expansion and Improvement Program
SM	switch machine
SMADS	Station Monitor and Display System (fare collection equipment)
SOS	scope of service
SOW	scope of work
SRO	station over-run
SSOA	state safety oversight agency
SSPP	system safety program plan
SSPS	system safety program standards
SSWP	site specific work plan

T

TBS	tie breaker station
TC	train control
TCR	train control room
TEA-21	Transportation Equity Act for the 21 st Century
TIFIA	Transportation Infrastructure Finance & Innovation Act
TIIF	Transportation Infrastructure Investment Fund
TIP	transportation improvement program
TOD	transit oriented development
TPSG	traction power switch gear
TPSS	traction power substation
TSP	transit signal priority
TUN	temporary user notice

U

	UPS	uninterrupted power supply
V		
	VE	value engineering
	VMS	vehicle management/monitoring system
	VRE	Virginia Railway Express
W		
	WBS	work breakdown structure
Y		
	YOE	year of expenditure
	YTD	year to date

Appendix D. Glossary of Terms

AAC (<i>Accessibility Advisory Committee</i>)	Metro's committee that was created to address the needs of senior citizens and customers with disabilities; efforts have resulted in numerous service upgrades including gap reducers, to make it easier for customers using wheelchairs to board Metrorail trains.
Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.
Accrual	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
ADA (<i>Americans With Disabilities Act</i>)	Refers to Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, Washington Metropolitan Area Transit Authority (Metro) operates Metrobus with a bus fleet equipped with passenger lifts and wheelchair tie downs, Metrorail with elevators and platforms that are ADA compliant and MetroAccess with a fleet of over 500 vans and sedans also equipped with lifts and tie downs.
Approved Budget	The revenue and expenditure plan approved by the Metro Board of Directors for a specific one year period starting on July 1.
ART	Refers to the bus service that operates within Arlington County, Virginia, providing access to Metrorail and supplementing Metrobus with smaller, neighborhood-friendly vehicles.
Articulated bus <i>Also see "Slinky" bus</i>	Refers to buses that have an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated buses have more passenger capacity than standard 40-foot buses.
AGM (<i>Assistant General Manager</i>)	An executive who reports directly to the General Manager or a Deputy General Manager of Metro.
Assets	Property owned by Metro which has monetary value with a future benefit.
Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.

Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of Metro.
BOCC	Bus Operations Control Center
Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or capital budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization.
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
CAFR (<i>Comprehensive Annual Financial Report</i>)	A report containing financial statements and statistical data that provides full disclosure of all material financial operations of Metro in conformity with generally accepted accounting principles.
Capital Assets	Assets of a material value and having a useful life of more than one year. Also called fixed assets.

Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.
Capital Improvement Plan	The six-year plan of capital projects to be completed by Metro.
Cash Basis	Basis for keeping accounts whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they apply.
Compact	Refers to interstate compact creating Metro; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Compressed Natural Gas (CNG)	A natural gas fuel used in a clean engine technology.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.
Cost Allocation	Refers to the assignment of expenses accounted for in one fund to another fund. For example, certain operating expenses of a division may be charged to a capital grant.
COLA (<i>Cost of Living Adjustment</i>)	Cost of Living Adjustment (COLA) for inflation for employees.
Deadhead	A revenue vehicle, such as a train or bus, is incurring mileage, but is not in revenue service to carry passengers. For example, a train being repositioned to another yard for repairs.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
DGM (<i>Deputy General Manager</i>)	An executive who reports directly to the General Manager.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.

Diesel fuel	Fuel composed of petroleum distillates that have a boiling point and specific gravity higher than gasoline.
Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
The Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass to ride Metrorail. A pass is gate-activated the first time it is used and prints the last valid date on the pass. Farecards contain a set value. Trip values are subtracted from the farecard upon exiting the station gate.
Flash Pass	Metrobus pass valid for unlimited use for a designated seven-day period.
Four-point securement system	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
FTA (<i>Federal Transit Administration</i>)	A federal administration within the U.S. Department of Transportation. The FTA provides stewardship of combined formula and discretionary programs to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.
GAAP (<i>Generally Accepted Accounting Principles</i>)	Accounting standards, revised periodically, to which both private and public organizations within the United States are expected to conform.
General Manager (<i>GM</i>)	The chief executive officer of Metro who reports directly to the Board.
Head sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.

Headway (<i>Frequency</i>)	Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.
JCC (<i>The Jurisdictional Coordinating Committee</i>)	The staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro.
KPI (<i>Key Performance Indicator</i>)	A measurement used to assess the performance of operations and support departments based on targets set for management and staff; financial and non-financial benchmarks used to monitor performance and efficiency.
Kiss and ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling bus <i>Also see Passenger lift</i>	Refers to a feature on all buses that lowers the floor to the curb or to near-curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.
Layover time (<i>Also known as Spot time</i>)	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Linked/Unlinked trip	A linked trip is where a rider may transfer between types of vehicles (e.g., Metrobus and Metrorail), or multiple stops, such as stopping at a daycare center or store along a commute trip. An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride.
Loop	Refers to a portion of a bus line where the driver operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.

Loudoun County Transit	The weekday bus service from Loudoun County, Virginia to Washington D.C., the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. A reverse commute bus service is from West Falls Church to Loudoun County.
MARC (Maryland Area Regional Commuter)	A commuter rail system whose service areas include Harford County, Maryland; Baltimore City; Washington D.C.; Brunswick, Maryland; Frederick, Maryland and Martinsburg, West Virginia.
MDBF (Mean Distance Between Failures)	A key performance indicator that measures performance for bus, rail and paratransit. It measures the probability of failure per unit of time of items in operation; sometimes estimated as a ratio of the number of failures to the accumulated operating time for the items.
MDBSI (Mean Distance Between Service Interruptions)	A key performance indicator that measures performance for bus, rail and paratransit. It measures the miles traveled between any incidents which caused the customer to transfer between bus/rail for any reason, i.e. maintenance, accidents, occurrences, etc.
Metro	The Washington Area Metropolitan Transit Authority.
MetroAccess	The operating unit of Metro that offers service for eligible people with disabilities who are unable to use regular accessible Metrorail, Metrobus and local bus service (fixed route). Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, MetroAccess operates a fleet of over 500 vans and sedans. The vans are equipped with passenger lifts and wheelchair tie-downs.
Metrobus	The operating unit of Metro that offers bus service on 332 routes on 180 lines throughout the Metro region. Buses currently running are made by Orion, New Flyer, Neoplan and NABI.
Metrorail	The operating unit of Metro that offers a subway system that consists of 106.3 route miles (subway, aerial and surface) and 86 passenger stations and a fleet of over 1,100 rail cars.

Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and/or ferry systems.
MTA (<i>Maryland Transit Administration</i>)	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
Next Bus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.
Office	An organizational unit that falls under the structure of a department.
Operations Control Center (OCC)	The operations center that facilitates monitoring and communications for Metrorail operations.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Information Display System (PIDS)	Refers to signs located on each platform and mezzanine of every rail station to provide information to let customers know when the next trains are scheduled to arrive, alert customers to service delays, provide information about elevator outages, and identify how to make free shuttle arrangements when elevators are out of service.
Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Passenger lift <i>Also see Kneeling bus</i>	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.

Peak service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night.
Personnel Services	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
Platform hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Proposed Budget	Refers to the budget prepared with preliminary estimates by the GM for the consideration of the Metro Board.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours (Also known as Revenue Service)	Refers to all scheduled time bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip Also see <i>Linked/Unlinked trip</i>	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system in Maryland.

RAC (<i>Riders' Advisory Council</i>)	A committee established by the Metro Board. The council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member council includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Accessibility Advisory Committee.
Round trip (<i>Also known as a cycle</i>)	Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.
"Slinky" bus <i>Also see Articulated bus</i>	Refers to a nickname used by many passengers for the articulated bus.
SmartTrip [®]	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobuses and at fare gates on Metrorail.
SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under the age of 19 years of age who live and attend school in the District of Columbia.
Strategic buses	Refers to spare buses available for service in the event that a bus in route becomes out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, D.C., suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington, Fairfax and Loudoun and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland weekday bus service to Metrorail Stations.
Transit advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
TSI (<i>Transportation Safety Institute</i>)	A Federal Transit Administration-sponsored institute that conducts a full range of training programs in rail and bus safety and accident investigation.

Trunk line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
VRE (<i>Virginia Railway Express</i>)	The commuter rail service that connects the Northern Virginia suburbs to Union Station in Washington, D. C., via two lines: the Fredericksburg Line from Fredericksburg, Virginia, and the Manassas Line from Broad Run/Airport station in Bristow, Virginia.
WMATA (<i>Also known as Metro</i>)	Refers to the acronym used for Washington Metropolitan Area Transit Authority serving the Washington Metropolitan area which consists of Washington, D.C., suburban Maryland (Montgomery County and Prince Georges County) and Northern Virginia counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church.