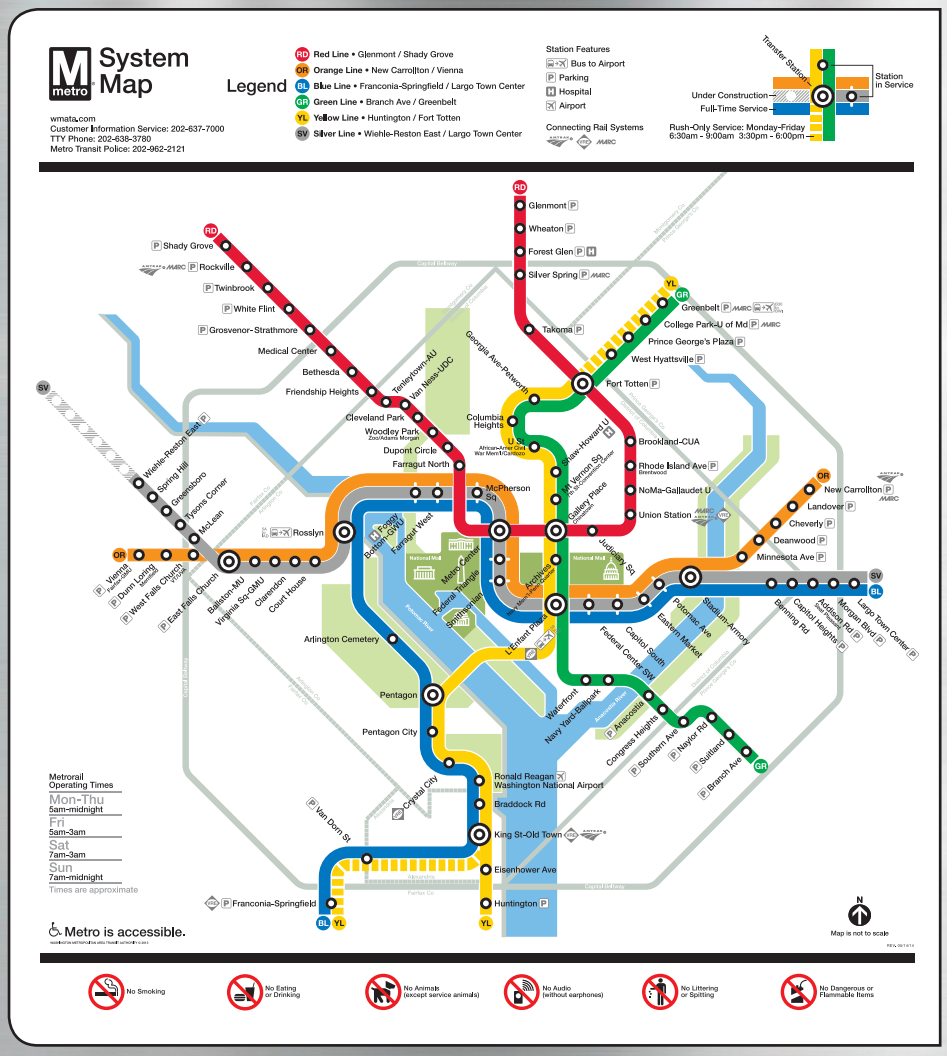
GAINING MOMENTUM

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



FY2015 APPROVED BUDGET

EFFECTIVE JULY 1, 2014

Washington Metropolitan Area Transit Authority

GAINING MOMENTUM

Fiscal Year 2015 Approved Budget

Approved by the Board of Directors

May 22, 2014

General Manager's Message

The Approved FY2015 Budget invests $2.9 billion in providing safer, better, and more service for Metro customers, and prepares for the region's future with a down payment on several key initiatives in the *Momentum* strategic plan. The budget also supports the three-year business plan, which starts with safety and places an added emphasis this year on improving the Metro customer's day-to-day experience.

This budget includes $1.76 billion in operating expenses to provide quality Metrorail, Metrobus and MetroAccess service. In addition, $1.05 billion in capital expenditures will ramp up the critical investments being made in safety improvements, increased system capacity, and efforts to improve the effectiveness of the current rail and bus networks. Metro is at the half-way point in its six-year *Metro Forward* initiative to completely rebuild the system, and it is critical that we sustain that investment for the next three years. The end result will be improved safety and service reliability for our customers.

The Approved FY2015 Budget advances the following key actions and initiatives:

Improving Safety and Keeping the System Secure
Metro's highest priority is customer and employee safety. Among the key safety initiatives funded in the FY2015 budget are projects to continue progress on the remaining nine of 29 National Transportation Safety Board recommendations, improving the state of good repair, establishment of a fatigue management program, and full implementation of an industry-first close call program.

In addition, Metro is investing to improve the security of the system, with new police officers for bus patrols and the Silver Line, a new District II Substation and training facility, and a new Security Operations Control Center.

Caring for Customers
In order to consistently focus on the customer, Metro is establishing its first-ever, agency-wide Customer Care Program, which will define standards and policies for the customer experience on bus, rail and MetroAccess, and ensure employees have the right tools, training, and accountabilities. Metro is also working to complete items under our Customer Service Action Plan, including improved lighting, station upgrades, training for employees, and more advanced communications tools and equipment.

Connecting Communities with New Rail and Bus Service
FY2015 will be the first fiscal year of operating Metro's new Silver Line. The new line will extend the Metrorail system in Virginia for 11.4 miles with five new stations. The budget also includes capital investment in new buses and operating support for additional Bus Priority Corridor Network (PCN) improvements to better connect communities. The PCN includes 24 corridors, and each year since 2008, improvements have been initiated on specific routes within the network. Benefits include improved travel times, reliability, capacity, productivity, and system access.

Delivering Quality Service
Starting in FY2015, Metro will inaugurate the first of the 7000 series rail cars into service, replacing its oldest cars in the system and fulfilling a key NTSB recommendation. The rail cars

will offer a full slate of safety enhancements and feature “customer-driven” design features, such as station and electronic arrival displays; wider aisles and better seats for customer comfort; more space for wheelchairs; and an improved public address system for clearer announcements.

As a direct result of capital investments and improved preventive maintenance on escalators, Metro achieved 92 percent escalator availability in 2013; the best delivered since 2010 and more than 3 percent better than the performance in 2012. Metro will continue the reinvestment in these important assets.

Investing in Employees
In FY2015, Metro will continue investing in its greatest asset, its employees, through the implementation of employee engagement improvement initiatives and recruitment strategies. Included in this is the continued emphasis on succession planning—a process to recruit and develop employees to fill key roles within the agency.

Investing in Our Assets
Over the next six years, Metro will continue to aggressively pursue the largest capital program since the construction of the system. Key rebuilding investments include replacement, rehabilitation and repair of rail cars and buses; replacement of approximately 150 MetroAccess vehicles; replacement of obsolete bus garages; and rehabilitation of rail maintenance facilities and tracks.

A set of modest fare increases was also approved for FY2015. The fare increase will add 10 cents to the average trip on Metrorail, while the regular Metrobus fare will increase by 15 cents. The additional charge for paying cash on Metrobus has also been eliminated. MetroAccess fares remain at twice the comparable rail or bus fare, but the maximum fare has been reduced from $7.00 to $6.50. Finally, a 10 cent increase was approved for daily parking at Metro-operated facilities (except most facilities within Prince George’s County, which will increase by 60 cents to reflect an additional surcharge requested by the County). An extensive public hearing and outreach effort occurred prior to adopting these fare changes, and over 6700 public comments and survey responses were received.

With this proposal, Metro is maintaining its pattern of every-other-year fare increases to mitigate the burden on riders, and we are working to share the cost of the system with our supporting jurisdictions that benefit from transit.

The FY2015 approved budget advances our efforts to revitalize and renew the Metro system, while building the infrastructure needed to prepare for future growth. We look forward to continuing to provide a safe and reliable public transportation system that works for the national capital region.

Richard Sarles
General Manager and
Chief Executive Officer

Metro Board of Directors

(As of May 22, 2014)

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

Tom Downs, Chair, joined the Metro Board in January 2011 representing the District of Columbia. He is currently Chairman of the Board of Advisors for Veolia Transportation of North America. Tom has served as the President of the Eno Transportation Foundation and the Chairman and CEO of Amtrak.

Mortimer L. Downey, First Vice Chair, joined the Board in January 2010 as the first member appointed by the federal government. Since 2001, he has been a transportation consultant, working on a wide variety of institutional, financial and organizational issues.

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

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

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

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

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

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

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

Artis Hampshire-Cowan joined the Metro Board in May 2011 as Alternate Director from Prince George's County, Maryland. She is currently the Senior Vice President and Secretary at Howard University.

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

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

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

William D. Euille joined the Metro Board in July 2000 as Alternate Director representing the City of Alexandria, Virginia. Mr. Euille is currently the Mayor of Alexandria, and he has served on the Alexandria City Council since May 1994.

Kathy Porter joined the Metro Board in January 2011 as Alternate Director from Montgomery County, Maryland. She was Mayor of the City of Takoma Park, Maryland, from 1997 to 2007.

Metro Executive Leadership

(As of May 22, 2014)

Richard Sarles
General Manager/CEO

Barbara Richardson
Chief of Staff

Robert Troup
Deputy General Manager
Operations

Jack Requa
Assistant General Manager
Bus Services

James Dougherty
Chief
System Safety & Environmental Management

Rodrigo Bitar
Assistant General Manager
Transit Infrastructure and Engineering Services

Ronald Pavlik
Chief
Metro Transit Police

Shiva Pant
Chief Policy Officer

Helen Lew
Inspector General

Blair Fishburn
(Acting)
Chief Financial Officer

Kathryn Pett
General Counsel

Tawnya Moore-McGee
Chief
Human Resources

Christian Kent
Assistant General Manager
Access Services

Lynn Bowersox
Assistant General Manager
Customer Service, Communications & Marketing

Kevin Borek
Assistant General Manager
Information Technology

Andrea Burnside
Chief
Office of Performance

Table of Contents

Chapter I. Introduction to Washington Metropolitan Area Transit Authority

Chapter II. Budget Summary

Chapter III. Sources of Funds

Chapter IV. Operating Budget by Mode

Chapter V. Department Budgets

Chapter VI. Capital Program

Appendix A. Capital Program Details

Appendix B. Resolutions of the Board of Directors

Appendix C. Office Budgets

Appendix D. Key Performance Indicators

Appendix E. Glossary of Acronyms and Abbreviations

Appendix F. Glossary of Terms

30 ARCHIVES
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Chapter I. Introduction to the Washington Metropolitan Area Transit Authority

Metro Profile

History in Brief

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

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

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

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

In March 2009, the Dulles Transit Partners (DTP) under the direction of the Metropolitan Washington Airports Authority (MWAA) started construction on a 23.1 mile rail extension in Fairfax and Loudoun counties in Virginia, dubbed the Silver Line. Funded with a full-funding grant agreement including toll revenues and other revenues from the funding partners, the first phase with 11.6 miles and 5 new stations extending service to Reston, Virginia, is scheduled to open in Fiscal Year 2015. Phase 2, an additional 11.5 miles with six new stations will provide service to Dulles International airport and Loudoun County. Construction on Phase 2 is scheduled to be completed in 2018. The Silver Line is the largest rail expansion project since the opening of the National Airport to Stadium Armory segment in 1977.

The MWAA/DTP construction of Phase 1 is complete, and Metro is currently conducting testing and acceptance procedures to ensure all components meet safety and operational criteria. These tests are conducted and certified in cooperation with the Tri-State Oversight Committee (TOC). These comprehensive testing procedures will continue until the Operational Readiness Date (ORD), which is when the construction is complete and WMATA is prepared to start revenue service.

Metro Facts

- Metro maintains the second largest rail system, the sixth largest bus system and the fifth largest paratransit service in the nation
- Metro service area size is 1,500 square miles with a population of five million people
- The Adopted FY2015 budget totals $2.9 billion, including a $1.76 billion proposed operating budget, a $54 million operating reimbursable budget, a $1.05 billion Capital Improvement Program budget, and an $88 million capital reimbursable program budget
- Known as "America's Transit System," average weekday passenger trips on Metrorail, Metrobus, and MetroAccess total approximately 1.1 million
- Metro has spurred over $235 billion of economic development at or adjacent to Metro property
- More than half of Metrorail stations serve federal facilities and approximately 40 percent of Metro's peak period customers are federal employees
- Metro's transit zone consists of the District of Columbia, the suburban Maryland counties of Montgomery and Prince George's and the Northern Virginia counties of Arlington, Fairfax and Loudon and the cities of Alexandria, Fairfax and Falls Church

Metrobus

Metrobus operates bus service on 175 lines with 318 route variations covering over 280 linear miles of services throughout ten jurisdictions in the Metro region. Weekday ridership ranges between 428,000 and 480,000 riders utilizing 11,279 bus stops supported by 2,392 shelters owned by 15 separate agencies. All buses are accessible to people with disabilities and bike racks are available for use on all buses. The entire bus fleet is equipped with two-way radio links to the operations control center, emergency radio silent alarms, and automatic vehicle locators. The Next Bus service provides customers information on Metrobus arrival times at a particular bus stop. It uses satellite technology to find specific locations of a bus and sends the estimated arrival time of the bus to customers via mobile devices. In addition, security cameras are installed on all Metro buses. Currently, the fleet is comprised of 1,507 buses with varying sizes and capacities. In FY2015, approximately 139.1 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 FY2015, Metrorail is projected to provide approximately 224.6 million passenger trips. The system is comprised of three main types of structures: subway,

surface, and aerial. The subway (or underground) sections consist of 50.5 route miles and 47 stations. The surface sections comprise 46.31 miles and 33 stations, and the aerial sections consist of 9.22 route miles and six stations. While there are three types of structures, they operate as one unified system with seamless service to the passenger.

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

Metrorail service is currently operated over five lines: Blue, Green, Orange, Red and Yellow. Phase 1 of the Silver line is scheduled to open in calendar year 2014. All Metrorail stations and rail cars are accessible to passengers with disabilities.

Sequence of Metrorail Openings

The first Metrorail line opened was the Red line consisting of 4.5 miles from Farragut North to Rhode Island Avenue. By July 1977, the Blue and Orange lines were added with service between National Airport and the Stadium-Armory. This added 11.8 miles and 17 new stations to Metro's rail operation. With continued development, in 1983 the Yellow line was added with service from Gallery Place-Chinatown to the Pentagon, adding 3.3 miles and one station. In 1991, the Green line was added providing service from Gallery Place to U St/African-American Civil War Memorial/Cardozo. In 2001, the Green Line was extended to Branch Avenue. In 2004, the current system was completed with the openings of the New York Avenue station on the Red line and the Blue Line extension to Largo Town Center, respectively. Table 1.1 provides a list of all openings. Currently, the Silver line, along the Dulles corridor, is being constructed in two phases. Phase 1 is currently in acceptance testing and is scheduled to open in July 2014. This phase includes five stations on 11.6 miles of track between East Falls Church and Wiehle Avenue in Fairfax County. Phase 2 includes an additional six stations on 11.5 miles of track between Wiehle Avenue and Route 772 in Loudoun County, and is scheduled to be completed in 2018.

Vertical Transportation

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

Metro is the single largest vertical transportation operator in North America. Metro operates over 800 pieces of equipment: 613 escalators and 315 elevators and delivers over 3 million trips

each weekday. The Wheaton Station on the Red Line has the longest escalator in the Western Hemisphere, at 230 feet long. The Forest Glen Station, also on the Red Line, is the deepest station in the system (196 feet or 21 stories) with high speed elevators that take less than 20 seconds to travel from the street to the platform. The five new stations for Silver line service opening in CY2014 will add 27 escalators and 28 elevators.

MetroAccess

The Department of Access Services ensures the ongoing accessibility of Metrobus and Metrorail for our customers with disabilities, and in accordance with the Americans with Disabilities Act, MetroAccess paratransit service is provided as a "safety net" for those who are unable to use bus and rail. MetroAccess, a shared ride, door-to-door service, is offered for the same days, hours, and locations as fixed-route transit, using a fleet of 600 vehicles. In 2013, MetroAccess transitioned to a new business model in which service was unbundled from a single-contractor operation. Three contractors operate the van service, while separate contractors manage the Operations Control Center and Quality Assurance functions. The new model has given Metro greater agility and control in managing the service, greater efficiency, and lower cost.

Over two million customers use MetroAccess each year, and the demand for this type of service increases with the growth of the disability population in the region and across the nation. For this reason, it is critical for Metro to accommodate as many customers as possible on its fixed-route services, and thanks to our free ride program, over one million MetroAccess customers are making that choice each year. For those who have not used fixed-route transit, Access Services provides travel training to assist customers with disabilities in navigating our system and taking full advantage of our many accessibility and safety features. Additionally, improvements to the accessibility of bus stops in the region will magnify this benefit for customers, and Access Services is working in partnership with jurisdictions to accomplish that task.

To keep MetroAccess sustainable for future years, Access Services has embarked on a campaign to improve regional coordination of specialized transportation services, recognizing that "it takes a village" to meet the tremendous demand for these services in the region. The first pilot program launched in October 2013 in partnership with the State of Maryland and will cut the State's cost in half for the human services agency clients who had previously been relying on MetroAccess. Metro's regional market share of specialized transportation has increased from 25 to 33 percent in the last ten years, and only through partnering with human services agencies and other transportation providers will we be able to remain sustainable while absorbing the inevitable increases in ridership.

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

Oversight

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

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

Federal Transit Administration

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

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

Tri-State Oversight Committee

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

Metro Office of the Inspector General

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

Advisory

Metro advisory organizations include:

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

Riders' Advisory Council

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

Jurisdictional Coordinating Committee

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

Accessibility Advisory Committee

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

Momentum - A Strategic Plan for Metro

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

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

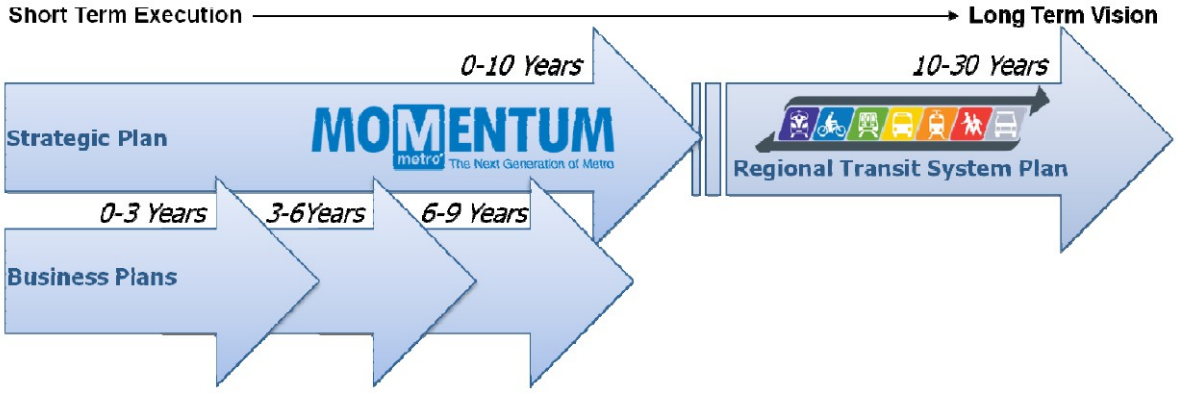
Our Vision:
Metro moves the region forward by connecting communities and improving mobility for our customers.

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

Our Goals:

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

Figure 1.1



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 DC Metropolitan region is home to five million people and three million jobs. In FY2015, ridership on Metrorail, Metrobus and MetroAccess is budgeted to reach 364 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 provider's needs, both capital and operating, are reflected during the establishment of the Mass Transit Plan and that the region achieves a balanced system of transportation.

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

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

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

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

Demographics

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

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

Economy

As of October 2013, the unemployment rate in the Washington Metropolitan Statistical Area was 5.3 percent. Total employment in the region is expected to gradually improve with unemployment ending the fiscal year slightly lower at 4.8 percent.[2] Unemployment in the District of Columbia is significantly higher than the region as a whole. As of October 2013, the unemployment rate for the District of Columbia was 8.9 percent. The D.C. unemployment rate is projected to end the fiscal year at 8.2 percent.[2]

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

In particular, employment in the District continues to be the best proxy for projecting the overall trend in Metrorail ridership. Moody's Analytics is forecasting only modest growth in employment during the coming year that will lag behind population growth. Moreover, despite the resolution of the October 2013 federal shutdown, there is still significant uncertainty surrounding the prospects for another shutdown as well as continued sequestration and continued reductions in federal spending and employment. Therefore, the projected "organic" growth in Metrorail ridership is low in FY2015 (less than one percent). However, Moody's is projecting steadier and sustained employment growth in FY2016 and beyond, which should translate into additional ridership. Metro staff will be monitoring these forecasts closely throughout the fiscal year, particularly in light of the ongoing debates between Congress and the President over federal spending, and will update the Finance and Administration Committee of Metro's Board

on a regular basis regarding the potential impact that congressional action may have on FY2015 ridership and revenue forecasts.

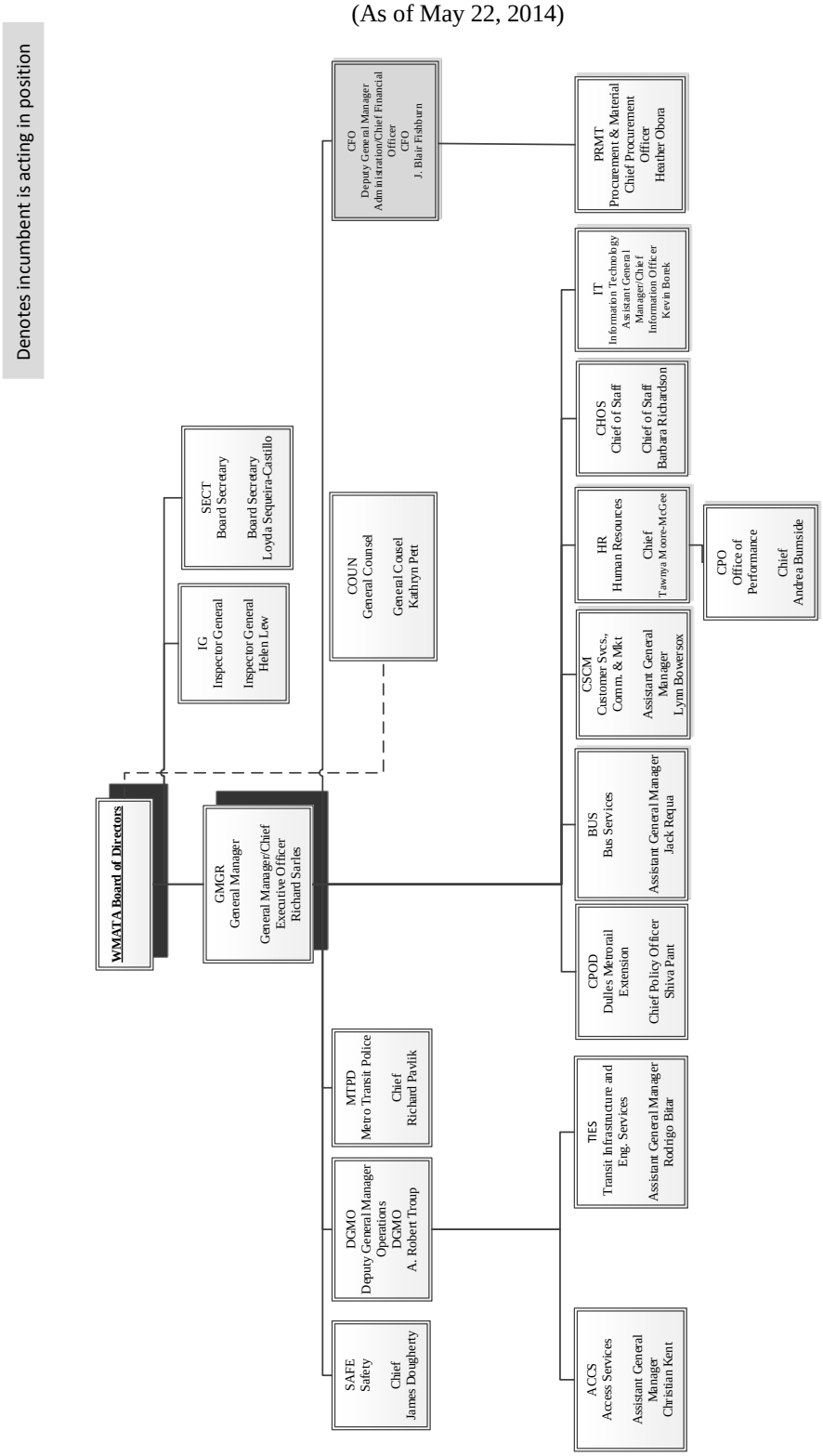
References

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

Organization Chart
Washington Metropolitan Area Transit Authority

Executive Leadership Team

(As of May 22, 2014)



Human Capital Summary

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

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

Labor costs make up approximately 68 percent of personnel costs. Labor costs include regular wage and overtime pay for operations employees, as well as salary expense for management, professional, and administrative personnel. The approved FY2015 labor budget for operating and capital is $1.05 billion.

Fringe benefit costs at Metro comprise the personnel-related expenses incurred by an employer that are above and beyond the cost of employee pay. Metro's fringe benefits are comprised of health insurance and pension plans required by collective bargaining agreements to retain a professional workforce. Fringe benefits also include government mandated costs such as unemployment insurance and payroll taxes. The approved FY2015 fringe benefits budget is $491.5 million.

The following tables provide a detailed, three-year comparison of total human capital requirements for Metro. The approved staffing requirement for FY2015 is 12,905, consisting of 11,521 operating positions, 1,304 capital positions and 80 positions funded by reimbursable projects.

Metro's FY2015 approved budget includes a 1.7 percent increase over Metro's approved headcount for fiscal year 2014, primarily due to resources required for maintenance of the rail system and bus service improvements.

Table 1.2

	FY14 Approved Budget	FY15 Approved Budget	FY14/FY15 Variance
Operating	11,530	11,521	**(9)**
Capital	1,068	1,304	**236**
Reimbursable	91	80	**(11)**
Total	**12,689**	**12,905**	**216**

Table 1.3 shows a breakdown, by department, of the staffing levels for FY2013- FY2015.

Summary of Budgeted Positions by Department

Department	Approved FY2013	Approved FY2014	Approved FY2015	Change
General Manager	5	4	5	1
Office of Equal Employment Opportunity	-	-	11	11
Chief of Staff	32	32	32	-
Inspector General	32	34	34	-
General Counsel	42	41	48	7
Board Secretary	5	5	5	-
Human Resources	131	138	129	(9)
Office of Performance	7	7	7	-
Information Technology	288	322	357	35
Bus Services	3,995	4,138	4,177	39
DGMO				
Deputy General Manager	197	169	219	50
Transit Infrastructure and Engineering Services	4,731	4,837	4,868	31
Rail Services	1,552	1,623	1,663	40
Access Services	42	54	56	2
Financial Services	382	346	353	7
Metro Transit Police	704	749	745	(4)
Safety	61	61	66	5
Customer Service, Communications and Marketing	126	129	130	1
TOTAL	12,332	12,689	12,905	216

The approved FY2015 budget includes a net increase of 216 positions:

- 81 for track and structure, elevator escalator and quality assurance initiatives
- 40 for new Rail operations initiatives
- 39 for new Bus initiatives
- 35 for improvements in information technology
- 21 other new positions

These changes are reflected in Table 1.3 above.

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

HUMAN CAPITAL SUMMARY (Operating and Capital)

	FY2013 Actual	FY2014 Approved Budget	FY2015 Approved Budget	Change from FY2014 to FY2015
POSITIONS	**12,332**	**12,689**	**12,905**	**216**
PAYROLL	**$881,236,720**	**$969,206,827**	**$1,045,949,681**	**$76,742,853**
Health Care	$172,377,174	$189,731,534	$202,119,850	$12,388,316
Taxes -- FICA	$65,880,063	$74,322,860	$79,221,700	$4,898,840
Pension -- Defined Benefit	$132,927,891	$162,300,000	$169,776,750	$7,476,750
Pension -- Defined Contribution	$6,307,936	$7,350,000	$7,875,800	$525,800
Life Insurance	$1,534,710	$1,700,000	$1,742,000	$42,000
Long Term Disability	$685,338	$700,000	$650,000	($50,000)
Taxes -- Unemployment	$834,000	$700,000	$600,000	($100,000)
Workers Comp Assessment	$613,341	$802,995	$2,552,600	$1,749,605
Total Allocated Fringe Benefits	**$381,160,453**	**$437,607,389**	**$464,538,700**	**$26,931,311**
Unallocated Fringe Benefits and Workers' Compensation	$21,483,352	$27,354,892	$26,986,223	($368,669)
TOTAL FRINGE BENEFITS	**$402,643,805**	**$464,962,281**	**$491,524,923**	**$26,562,643**

Allocated Fringe Benefits Annual Budgeting Rates	FY2013 Actual	FY2014 Approved Budget	FY2015 Approved Budget	Change from FY2014 to FY2015
Average Annual Pay	$71,459	$76,382	$81,050	$4,668
Full Fringe Cost	$30,908	$34,487	$35,997	$1,510
Full Fringe Rate	43.3%	45.2%	44.4%	-0.7%

Chapter II. Budget Summary

Metro's approved $2.9 billion budget for FY2015 – including operating, capital, and reimbursable budgets – advances the Momentum Strategic Plan and the key actions established in the GM/CEO's CY2014-2016 Business Plan. Metro's transit services provide over 1.1 million trips each weekday, and this budget will support Metro's position as a critical link in the economic growth and vitality of the entire Washington region. At the same time, this budget positions Metro to continue its rebuilding effort, further safety improvements, and provide enhanced service for its customers.

Figure 2.1

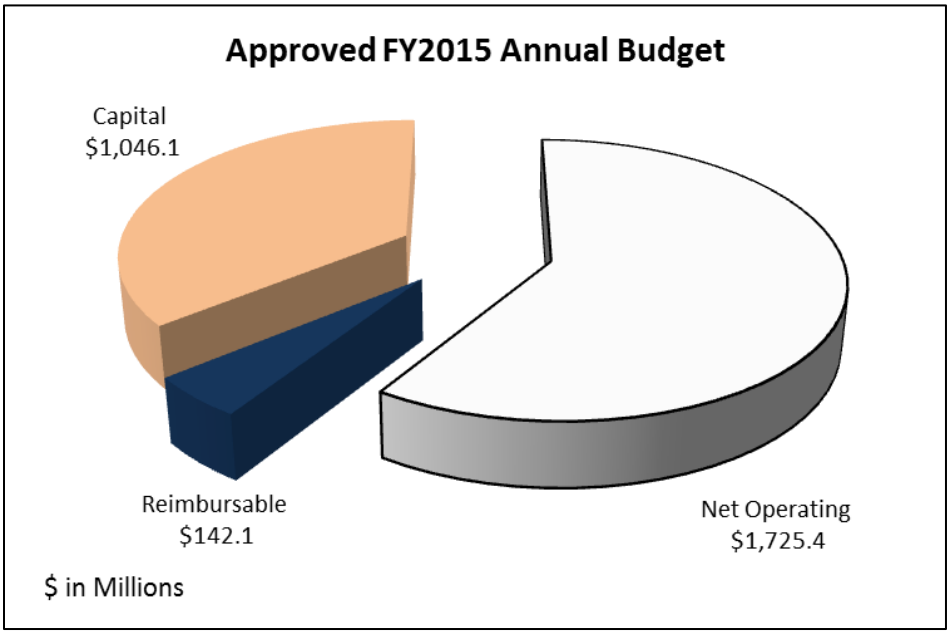
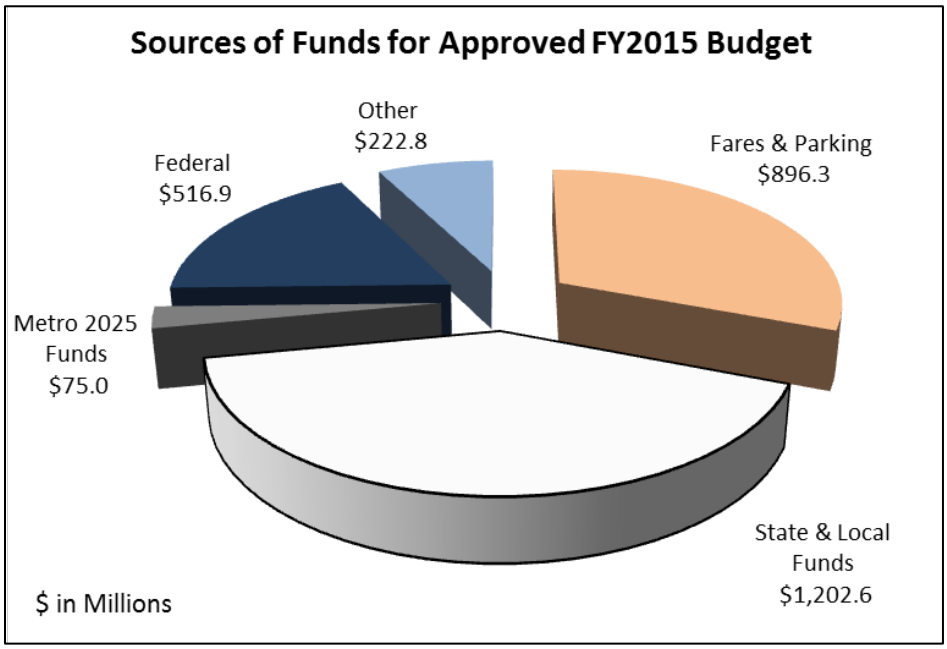


Figure 2.2



The net operating portion of Metro's overall budget is $1.73 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 contributions from Metro's state and local government partners.

The reimbursable portion of Metro's overall budget is $142 million for both operating and capital, which provides for personnel and services needed for unique projects requested on behalf of Metro's jurisdictions and outside partners. The operating reimbursable budget is $54 million and the capital reimbursable budget is $88 million.

The FY2015 capital budget of $1.05 billion 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. The FY2015 capital budget also includes a proposed investment of $75 million as a "down payment" on the $6 billion Metro 2025 program of capacity-building investments.

Priorities for the FY2015 budget include:

- Delivery of safer service by continuing to close NTSB recommendations, developing and implementing a fatigue management program, supporting employee close call reporting, and enhancing customer awareness of safety and security;
- Implementation of a new comprehensive Customer Care program;
- Operation of the first full fiscal year of Silver Line Phase 1 service; and
- Initiation of new Metrobus Priority Corridor Network (PCN) and State of Good Operations (SOGO) improvements

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

FY2015 Budget in Brief

- The $2.9 billion approved budget for fiscal year 2015 seeks authority to obligate and spend funds. It includes all the operating, capital, and debt service requirements of Metro for the fiscal year, July 1, 2014 to June 30, 2015
- The $1.73 billion operating budget is funded with passenger fares and parking (52 percent), State and Local Government subsidy contributions (45 percent) and other revenue sources (3 percent). The operating budget supports Metrobus, Metrorail, and MetroAccess operations across the District of Columbia, Maryland, and Virginia
- The operating budget includes a fare increase that will generate approximately $28 million in net additional fare revenue for FY2015
- The FY2015 operating expense budget represents a 6 percent increase over FY2014 levels. Approximately half of the increase ($53 million) is due to labor cost increases associated with the recently negotiated Collective Bargaining Agreements (CBAs) between WMATA and its labor unions. An additional $32 million is due to step increases, other wage and salary adjustments, fringes, and OPEB contributions. The FY2015 budget also contains approximately $5 million in net inflationary and contractual increases in non-labor costs. The budget also includes $12 million in initiatives that will

improve training, expand quality control inspection, expand bus service on key routes, and improve Metro's outreach and information distribution to customers

- The $1.05 billion Capital Improvement Program (CIP) budget is focused on improving safety, rebuilding the Metro system, increasing system capacity, and improving the effectiveness of the current rail and bus networks. Significant investments planned for FY2015 include, but are not limited to:

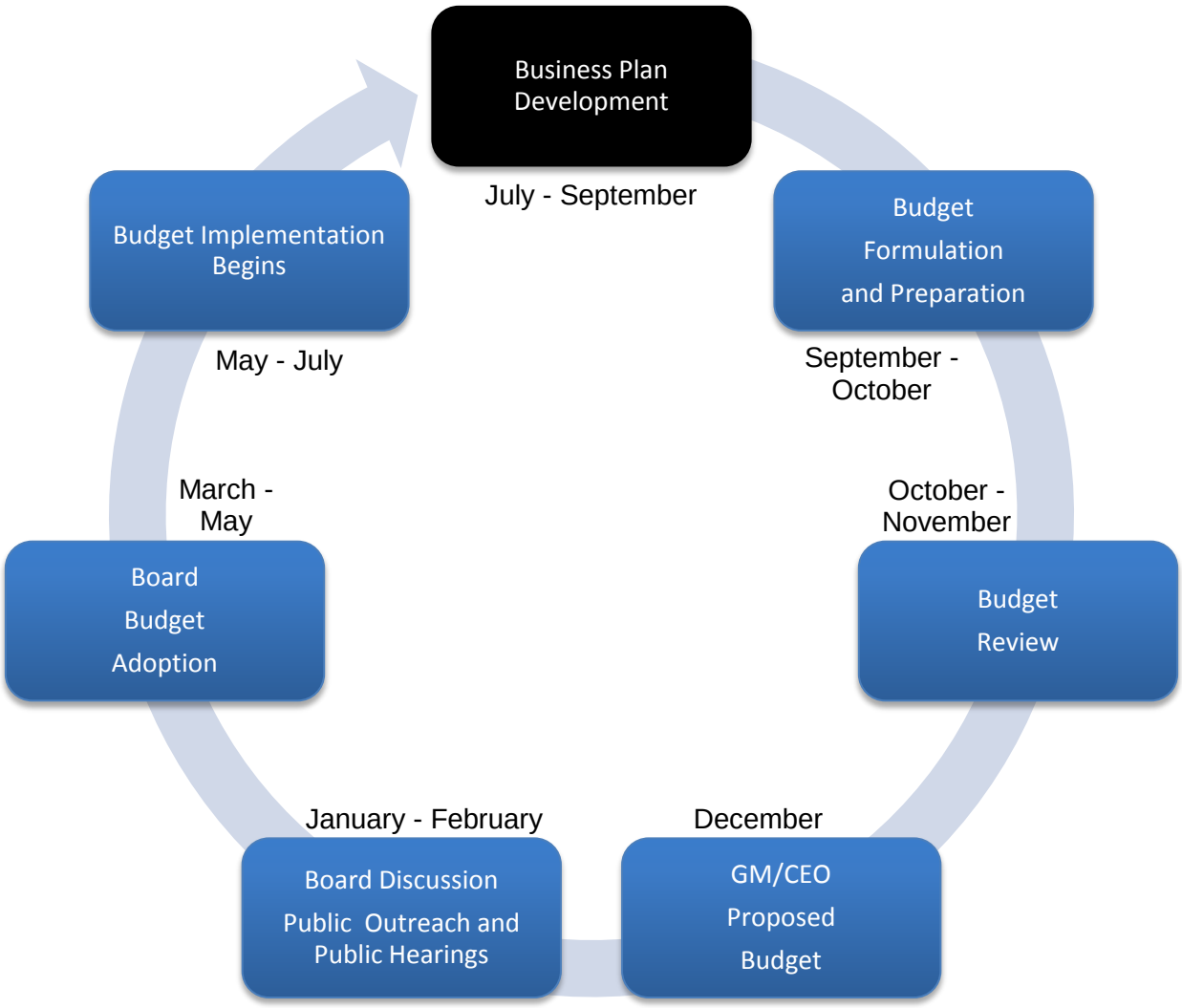
    - Addressing NTSB findings including the replacement of track circuits, power cables and train control software system
    - Replacement of 1000 and 4000 Series railcars with new 7000 Series railcars
    - Completion of the railcar test track at Greenbelt
    - Aggressive rehabilitation of track and structures, in particular along the Red and Orange/Blue Lines
    - Continue rehabilitation of Alexandria, Brentwood, and New Carrollton rail yards
    - Full rehabilitation of 12 Metro stations and enhancements at another 12 Metro stations
    - Replacement of 14 escalators, rehabilitation of 37 escalators and 12 elevators
    - Replacement of approximately 100 buses and rehabilitation of an additional 100
    - Rehabilitation of the Western, Northern, Landover, and Bladensburg bus facilities
    - Replacement of 150 MetroAccess vehicles
    - In addition to these investments, Metro is prepared to make initial investments in Metro 2025 capital projects. These investments include procuring 20 expansion buses to support enlargement of bus priority corridor service, upgrading traction power systems, installing new power cables, and beginning activities to add capacity at rail yards in preparation for future 8-car train operations

- The $142 million operating and capital reimbursable budget contains projects undertaken on behalf of Metro's jurisdictions and outside partners, such as the DC Circulator, Silver Line Phase 2, and procurement of 128 new 7000 Series railcars

BUDGET PROCESS

Metro begins planning its budget in August of the previous fiscal year with the development of the General Manager's Business Plan. The budget must be adopted by June 30, and the fiscal year begins on July 1. Budgeting for the fiscal year is divided into seven major phases: business plan development, budget formulation and preparation, budget review, general manager proposed budget, Board of Directors discussion/public outreach and public hearings, budget adoption, and budget implementation/amendment (see figure 2.3).

Figure 2.3



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

- Using the Strategic Plan framework, the General Manager/CEO's Business Plan guides and informs both operating and capital budget development processes. It provides the organization with the foundation upon which department-specific work plans are constructed, identifies priorities for Metro and keeps the agency focused on the long term goals as outlined in the Strategic Plan
- Business Planning begins in July as departments develop Business Plans, with new actions and targets for the next three years to accomplish the priorities outlined in the General Manager's Business Plan and to achieve the goals of the Strategic Plan
- The Business Plan outlines actions to achieve priorities; and provides measures to monitor Metro's success, make course corrections if necessary, and provide the Board and public with a transparent and accountable framework
- The General Manager's priorities are reflected in the approved FY2015 and multi-year operating and capital investment plans

FY2015 Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in August 2013
- The FY2015 budget kickoff meeting was held with all departments, and departments began developing requests for new budget initiatives
- The Office of Performance certified all departmental Business Plans. Each Business Plan outlined departmental responsibilities, performance highlights from the previous year and key actions, targets, and measures for the next three years in support of delivering Metro's mission. Each action identifies an owner, a timeframe for completion, and dependencies for successful implementation
- Capital projects were identified for inclusion in the proposed CIP
- Departments submitted their operating budget requests to the Office of Management and Budget Services (OMBS)

Budget Review and Proposal

- The proposed Capital Program was developed concurrently with the proposed operating budget. Recommendations for the update to the Capital Program were reviewed with executive management in October and November 2013
- Project and departmental level reviews of budget requests were completed
- Operating and capital budget requests were reviewed by OMBS and executive leadership; a recommendation was presented to the General Manager/CEO
- The GM/CEO approved the FY2015 Budget Proposal and Multi-Year plans for presentation to the Board in December

Budget Discussion and Adoption

- The proposed budget document was released to the Board of Directors and to the public in December 2013
- The Finance & Administration Committee along with the full Board review and deliberate the budget through the winter and early spring
- Metro undertakes significant outreach efforts regarding the budget, including proposed fare changes, prior to adoption. The outreach occurred in three key areas:
    - *Public hearings*: Metro held six public hearings (two each in the District of Columbia, Maryland, and Virginia) to review proposed fare changes as well as the proposed CIP and to receive documents and feedback from residents across the region. (See Resolution 2014-15 in Appendix B.)
    - *Public participation*: Metro's Public Participation Plan provided the basis for substantial additional outreach efforts beyond the public hearings, including open houses, station pop-ups, and community events. This outreach provides specific and convenient opportunities for riders and local organizations to provide input and ensured full and fair participation for all potentially affected communities, including minority, low-income, and limited English proficient populations
    - *Rider survey*: Metro conducted an online survey to solicit rider input on key questions regarding the budget and fare policy
- The FY2015 budget was approved by the WMATA Board of Directors in two parts: operating – March 27, 2014; capital – May 22, 2014
- Taken together, Metro's outreach efforts met or exceeded the requirements of both the WMATA Compact and the Federal Transit Administration's newly expanded Title VI guidelines

Budget Implementation

- The FY2015 budget is effective on July 1, 2014
- Monthly budget variance reports are prepared by Financial Services to enable management to monitor and control expenses and revenues
- Monthly fiscal reports are prepared by Finance and presented by the General Manager to the Board of Directors
- These reports monitor financial performance and ensure compliance with the approved budget

Amendments

- Amendments to the budget are presented to the Finance and Administration Committee.
- The Board may approve amendments presented by the Finance and Administration Committee

Budget Basis

The budget is based upon the provisions of Generally Accepted Accounting Principles (GAAP), as applicable to government entities in the United States of America. Annual budgets are adopted in accordance with GAAP with the following exceptions:

- Depreciation and amortization are excluded

- Net actuarially determined post-employment benefit obligation recognized under Government Accounting Standards Board (GASB) Statement No. 45, which was implemented by Metro in FY2008, is excluded from the budget expenses; such costs are included in operating expenses in the annual financial statements but are not budgeted

Budget Policies and Procedures

Metro's annual budget serves as the foundation for its financial planning and control. The General Manager and staff prepare and submit the budget to the Board of Directors for approval. The annual budget consists of three parts: an operating budget, a capital budget, and a reimbursable projects budget. For FY2015, Metro has an adopted annual budget of approximately $2.9 billion.

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

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

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

The underlying financial statements guiding this budget process have been prepared in accordance with Generally Accepted Accounting Principles (GAAP.) Per the Governmental Accounting Standards Board Statement No. 34 (Basic Financial Statements – and Management's Discussion and Analysis – For State and Local Governments), all financial information is consolidated into business-type activities that make up Metro's Enterprise Fund. These businesses-type activities include transit operating and capital costs, infrastructure construction and debt activities.

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

Total expenses are balanced by the Board's estimated revenues and receipts from all sources, excluding funds included in the capital budget or otherwise earmarked for other purposes. At the end of the fiscal year, if there is an operating deficit, the local jurisdictions are billed on July 1 for their respective contributions.

The focus of the operating budget is on the people, supplies, and services needed to operate Metrobus, Metrorail, and MetroAccess. Budgetary issues for the operating budget center on the cost of continuing operations, expanding services to meet growing demand, and improving efficiency of service.

Capital Budget
In accordance with Article VIII, paragraph 26 of Metro's Compact, the Board adopts an annual capital budget. The capital budget specifies all capital projects started or continuing during the budget period, and provides the estimated cost of each project. Also included in the capital budget is an explanation of program financing.

The primary focus of the capital budget is the condition of Metro's current assets and infrastructure, and what is needed to maintain them in a state of good repair. The capital budget makes the reliable, continuous, and safe operation of each mode (Metrobus, Metrorail, and MetroAccess) possible, resulting in the smooth execution of the operating budget.

Capital Expenditures
Capital expenditures are those that result in future benefits. Expenditures are classified as capital when an entity spends money either to procure fixed assets or to add to the value of an existing fixed asset with a useful life that extends beyond the taxable year.

The capital budget is the means by which the assets and the infrastructure needed to support the operations of bus, rail, and paratransit services are procured. Metro's assets and infrastructure include, but are not limited to:

- Buses
- Railcars
- Stations
- Track
- Maintenance facilities
- Power systems

Developing the Budget
Metro began the process of developing the FY2015 budget shortly after the adoption of the FY2014 budget. As part of the budget development process, FY2014 budget variances were analyzed and additional assumptions that needed to be modified were identified. Some of those assumptions were fuel prices, negotiated union wages/benefits, and fare revenues.

Upon analysis of the FY2014 forecast data, Metro assigned targets to each department and held the department managers responsible for meeting the target. Simultaneously, Metro pursued additional federal, state and local revenue and grants.

The FY2015 budget was balanced through a combination of expense efficiencies, increases in subsidy contributions, and revenue from fare changes and other sources.

BUDGET CALENDAR FY2015

August	• Initial planning, development of assumptions, preparation of instructions began in August 2013 • Budget monitoring begins • Development of preliminary capital budget
September	• An FY2015 budget kickoff meeting and system training classes were held with all departments in September 2013
October	• Capital Program expense and labor requests are submitted by departments to the assigned project manager for approval prior to being included in the department's budget request to the appropriate Executive Officer
November/ December	• Departments submitted their budget requests to the Office of Management and Budget Services in November 2013 • The Capital Program is developed concurrently with the annual operating budget • Recommendations to update of the Capital Program were reviewed with executive management in November 2013 • The Annual Work Plan (AWP) released to jurisdictional partners. The AWP is a component of the the proposed capital budget • Presentation of proposed budget to the Finance and Administration Committee
January/ February	• Board discussions • Six public meetings dates are posted in the media and held in the participating jurisdictions – Maryland, Virginia and Washington, DC

March/April/May	• Findings from public meetings are summarized and presented to the Board • Updated operating and capital budgets are prepared for Board approval • Approval of the FY2015 annual budget

FINANCIAL STANDARDS AND POLICY

The financial standards are divided into three sections: general, business planning, and debt parameters. The purpose of the general standards is to ensure that Metro prudently manages its financial affairs and establishes appropriate cash reserves. The business planning parameters provide management with a framework for developing the next year's budget, other long range financial plans, and establishing future business targets. The purpose of debt standards is to limit the level of debt incurred and to ensure debt assumptions are based on financial parameters similar to, or more conservative than, those that would be placed on Metro by the financial marketplace. Actual debt covenants may differ from these standards. In accordance with the debt policy, the actual covenants will be disclosed in the Board report supporting debt issuance.

Financial Standards – General

GAAP

- Complete and accurate accounting records are maintained in accordance with Generally Accepted Accounting Principles (GAAP) as required by the Government Accounting Standards Board

Revenue and Expenditure Recognition

- Revenues are recognized in the period that they are earned and expenses are recognized in the period in which they are incurred. Metro distinguishes between operating and non-operating revenues and expenses in its financial statements
- The principal source of operating revenues is passenger fares and parking fees, which make up approximately 95 percent of revenues

Fiscal Year

- The fiscal year-end for financial reporting purposes is June 30. The Board approves the budget for the following fiscal year by June 30 of each year

Audited Comprehensive Annual Financial Report (CAFR)

- An independent certified public accounting firm performs an examination of Metro's consolidated financial statements, including Single Audit requirements. The goal is to receive an unqualified opinion on the financial statements and an opinion that Metro is in compliance with the Federal Single Audit requirements in all material respects and to receive the Government Finance Officers Association (GFOA) award for excellence in reporting

Other Financial Policies and Guidelines

- Funds are invested within the guidelines of the Board's approved investment policies and in compliance with the investment guidelines in Metro's Compact
- In accordance with Board Resolution No. 81-36, designated Metro officials are empowered to open/close, authorize changes to accounts, and authorized to appoint individuals as official signatories for financial accounts
- An annual actuarial analysis is performed on all Metro-administered retirement plans. Based on the results of such analysis, Metro makes contributions as required in agreement with the terms of each plan
- Appropriate insurance coverage is maintained to mitigate the risk of material loss. For self-insured retentions, Metro records the liabilities, including losses incurred but not reported, at 100 percent of the net present value
- The budget includes operating, capital, and other components necessary to implement the policy directions contained in previously Board-adopted longer-term plans. The operating budget spans a 12 month period and funding for capital budget rolls from one fiscal year to the next. The budget is prepared in a fashion to clearly describe the projects and programs for the period
- Metro engages in regional long-range transportation planning for the Washington Metropolitan area in conjunction with the National Capital Region Transportation Planning Board (TPB) and other jurisdictional partners. Staff provides transit system inputs to TPB for the Constrained Long-Range Plan (CLRP) and identifies changes affecting the major financial assumptions of the plan and progress toward the implementation of new projects and programs
- Metro also engages in short-range transit planning for the Washington Metropolitan area. Staff provides inputs to the region's six-year Transportation Improvement Program (TIP) and identifies the capital investment needs to support the existing regional transit system and regional service expansion
- Metro's management maintains a cost-effective system of internal controls to adequately safeguard assets based cost of control against the expected benefit to be derived from its implementation
- Recommendations for improvements are based on audits performed by the Office of the Inspector General (OIG) that are performed in accordance with the generally accepted governmental auditing standards. These recommendations, management's action plans and progress toward implementation are periodically reported directly to the Board. Semi-annual reports to the Board and significant stakeholders provide an overview of work performed by the OIG as related to the audit work plan

Financial Standards – Business Planning Parameters

- Passenger revenue forecasts are derived from historical revenue trends and economic forecasts. During periods affected by actual or proposed fare structure changes, the impacts on ridership and average fare forecasts are based on conservative estimates
- The Board reviews and updates the fare policy on a regular cycle. Management may propose fare modification to achieve transit ridership improvements and to maintain financial viability
- Service plan assumptions for bus operations are based on demonstrated needs as defined through short-range planning
- Capital programs are funded according to the terms of the laws, regulations and/or discretionary procedures approved by the Board. The capital program, included in each annual budget, covers Metro's assets and major transportation projects
- Metro applies for and receives discretionary federal and state funding. Discretionary funding is requested for major system expansion projects or extraordinary transit capital needs. Discretionary funding levels are estimated by project, based on appropriate state and Federal criteria and the likelihood of obtaining approvals
- The Board approves all discretionary state and Federal funding requests by project or program each year

Financial Standards – Debt Policy

- Metro may not enter into a debt or financing arrangement unless the transaction is in full compliance with all applicable provisions of Metro's Compact
- Pursuant to Metro's Compact, Article IX paragraph 27, Metro may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness are authorized by resolution of the Board and are payable solely out of the properties and revenues of Metro. The bonds and other debt obligations of Metro, except as may be otherwise provided in the indenture under which they are issued, are direct and general obligations of Metro and the full faith and credit of Metro are pledged for the prompt payment of the debt service.
- There is no borrowing limit set in Metro's Compact
- Long-term debt may be included in the budget or long range plans; however, no such debt is incurred without the specific approval of the Board
- The average life of debt instruments is approximately equal to or less than the average of the useful lives of the assets financed
- Reserve funds that may be required by the financial markets for each debt issuance are maintained. Cash and securities, insurance or surety bonds may fund these reserves. For financial planning purposes, reserve requirements are included in the face value of debt issued

SOURCES AND USES OF FUNDS
OPERATING/CAPITAL COMBINED

A total of $2.9 billion has been budgeted for the operating ($1.73 billion net), reimbursable ($142 million) and capital ($1.05 billion) budgets. The breakdown of the combined budgets is shown in the table below.

The budget is comprised of the:

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

Table 2.1

Summary of Expenditures by Program

(Dollars in Millions)	FY2012 Actual	FY2013 Actual	FY2014 Approved (1)	FY2015 Approved
Operating Budget				
• Metrobus	$ 520.2	$ 535.7	$ 579.3	$ 618.5
• Metrorail	810.3	886.2	961.8	1,022.6
• MetroAccess	104.2	103.8	114.1	113.7
Subtotal	$ 1,434.7	$ 1,525.6	$ 1,655.2	$ 1,754.8
• Debt Service	$ 48.7	$ 37.4	$ 33.0	$ 21.3
• Preventive Maintenance	(30.7)	(30.7)	(30.7)	(30.7)
• Other		(2.3)	(30.5)	(20.0)
Subtotal	$ 1,452.6	$ 1,530.0	$ 1,627.0	**$ 1,725.4**
Reimbursable Budget				
• Operating Reimbursable Projects	$ 28.4	$ 30.2	$ 56.5	$ 54.0
• Capital Reimbursable Projects (2)	96.9	82.4	79.4	88.1
Subtotal	$ 125.3	$ 112.6	$ 135.9	**$ 142.1**
Capital Budget				
• Capital Improvement Program	$ 770.4	$ 846.3	$ 919.2	$ 1,045.9
• ARRA "Stimulus" Program (3)	42.3	11.0	2.5	-
• Safety & Security Program (4)	18.2	26.7	9.8	0.2
Subtotal	$ 830.9	$ 884.0	$ 931.5	**$ 1,046.1**
Total	**$ 2,408.8**	**$ 2,526.7**	**$ 2,694.5**	**$ 2,913.6**

Note 1: FY2014 figures for Operating are Budget; figures for Capital are Forecast.
Note 2: Reimbursable project budgets are obligation based and are setup through independent project agreements between the project sponsor and WMATA. The reimbursable project budgets are approved separately by WMATA's Board. Capital Reimbursable Projects reflect total forecasted expenditures.
Note 3: All ARRA projects are scheduled for completion in FY2014.
Note 4: The Safety and Security Program is an obligation based program and all projects are scheduled for completion in FY2014. Federal FY2010 and later Safety and Security grant awards are included in the CIP rather than a separate capital program.

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

- Passenger fares and parking fees of $896.3 million;
- State and local funding of $1,202.6 million, consisting of $779.3 million in operating funds, $20.8 million for the reimbursable budget, and $402.5 million in capital funds;
- Federal funding of $516.7 million, consisting of $347.9 million in formula and other grants and $168.8 million in dedicated PRIIA funding;
- Metro 2025 additional investment of $75 million; and

- Other funding, including planned long-term financing, advertising, joint development leases, fiber optic revenues, and other sources totaling $223 million.

Table 2.2

Table 2.2

Summary of Funding by Program and Source

(Dollars in Millions)	FY 2012 Actual	FY 2013 Actual	FY 2014 Approved	FY 2015 Approved
Operating Budget				
• Passenger Fares & Parking	$ 763.7	$ 805.8	$ 843.2	$ 896.3
• State and Local Funds	642.6	676.4	734.9	779.3
• Business Revenues	38.9	39.0	41.5	43.0
• Other Sources	7.5	8.8	7.4	6.8
Subtotal	$ 1,452.6	$ 1,530.0	$ 1,627.0	$ 1,725.4
Reimbursable Budget				
• State and Local Funds	$ 38.2	$ 28.8	$ 31.9	$ 20.8
• Other Sources	87.1	83.9	104.1	121.2
Subtotal	$ 125.3	$ 112.6	$ 135.9	$ 142.0
Capital Budget				
• Federal Formula/Other Grants	$ 292.8	$ 261.2	$ 324.3	$ 347.9
• Federal Dedicated Funds (PRIIA)	112.3	169.5	181.2	168.8
• Federal ARRA and Safety & Security	60.5	37.7	12.3	0.2
• State and Local Funds	288.7	360.5	389.2	402.5
• Metro 2025 Investment	-	-	-	75.0
• Other Sources	76.5	55.2	24.5	21.3
• Planned Long-Term Financing	-	-	-	30.3
Subtotal	$ 830.9	$ 884.1	$ 931.5	$ 1,046.0
Total	**$ 2,408.8**	**$ 2,526.7**	**$ 2,694.5**	**$ 2,913.6**

Chapter III. Sources of Funds

This chapter provides information on the sources of funds for the Approved Fiscal Year 2015 Annual Budget. The chapter also includes an explanation of the allocation of the operating subsidy and capital budget contribution provided to Metro by state and local government partners.

Fiscal Year 2015 Revenues

The budgeted operating revenue for FY2015 is $946 million; consisting of projected baseline passenger fare revenue and parking fees of $868 million, projected revenue from adopted fare changes of $28 million, and total non-passenger revenue of $50 million. The adopted fare changes are intended to simplify the fare structure, support the Board's fare policy, and increase revenue.

Table 3.1

Operating Revenue

($ in Millions)	Actual 2012	Actual 2013	Approved 2014	Approved 2015	*Variance to FY14* $ Chg.	% Chg.
Passenger Revenue	$ 711	$ 753	$ 789	$ 835	$ 47	6%
Other Passenger	7	8	8	12	5	63%
Parking	46	46	47	48	1	3%
Advertising	18	17	19	20	1	5%
Joint Development	6	7	8	7	(1)	-13%
Fiber Optics	15	16	15	16	2	10%
Nontransit Revenue [1]	7	9	7	7	(1)	-8%
Total Revenue	**$ 810**	**$ 854**	**$ 892**	**$ 946**	**$ 54**	6%

[1] Interest, employee parking, bicycle lockers, vending machines, Neutral Host, ATMs, antennas, car sharing, other.

Fiscal Year 2015 Ridership

The FY2015 budget uses FY2014 ridership as a baseline, modified for the ridership impacts of external variables that affect passenger trip growth, the inclusion of a full twelve months of Silver Line Phase 1 rail service, and the impacts of the adopted fare changes.

Table 3.2

Ridership by Service

(Trips in Thousands)	FY2012 Actual	FY2013 Actual	FY2014 Actual	FY2015 Approved
Metrorail[1]	218,244	208,969	204,067	222,868
Metrobus[1]	132,195	132,065	134,408	139,124
MetroAccess[2]	2,083	2,033	2,126	2,123
Total	**352,522**	**343,068**	**340,601**	**364,115**

[1] Metrorail ridership is based on linked trips; Metrobus ridership is based on unlinked trips.

[2] MetroAccess ridership is based on total passengers.

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

I. Fare Changes

For FY2015, the Board approved a modest fare increase that will generate additional revenue across Metro's three transit modes, as outlined in Tables 3.3 and 3.4; for details of the specific fare change proposals see Table 3.5. These changes to the fare structure will better support the Fare Policy Principles adopted by the Board of Directors in November 2010 (Resolution 2010-66) as follows:

1. Ensure and enhance customer satisfaction
2. Establish a mechanism to allow customers to determine their fares easily
3. Optimize the use of existing capacity
4. Establish equitable fares and ensure compliance with federal regulations
5. Facilitate movement between modes and operators throughout the region
6. Encourage the use of cost-effective media
7. Generate adequate revenue while maximizing ridership

The adopted fare changes and other fare-related investments encompass the following objectives: simplify fares for customers- particularly on Metro bus, encourage the use of SmarTrip®, ensure fare changes are equitable across Metro's ridership base, and generate additional operating revenue while minimizing the impact on ridership.

In the development of the fare changes, many other fare suggestions and options were evaluated from revenue and operational perspectives to determine their viability and alignment with the fare policy principles. Suggestions were received from a variety of sources, including Metro's jurisdictional partners through the Jurisdictional Coordinating Committee (JCC), the Riders' Advisory Council (RAC), and the Accessibility Advisory Committee (AAC).

The cost to implement the FY2015 fare changes is estimated at $0.5 million for bus and rail. These costs are included in the operating expense budget.

II. FY2015 Revenue and Ridership

FY2015 projected revenue has been modified from the FY2014 base to account for changes in external variables that impact Metro's ridership, including the number of jobs in the District of Columbia and the region, population growth rates, and other economic factors. Adjustments are also included for the adopted fare changes.

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

Table 3.3

Passenger Revenue & Ridership *(in millions)*	Metrobus		Metrorail		MetroAccess	
	Ridership	Revenue	Ridership	Revenue	Ridership	Revenue[1]
FY2014 Approved Budget	**132.6**	**$145**	**219.3**	**$644**	**2.0**	**$7.7**
FY2015 Sources of Growth						
Full year of Silver Line Phase 2			4.5	$16		
DC Student subsidy program and Anacostia transfer discount	5.0	$6		($1)		
Growth on the existing system	2.6	$3	0.0	$0	0.13	$0.7
Subtotal	**7.6**	**$9**	**4.5**	**$15**	**0.13**	**$0.7**
Percentage change from FY14	*5.8%*	*6.2%*	*2.1%*	*2.3%*	*6.3%*	*9.4%*
FY2015 Fare Change Impacts	**(1.1)**	**$11**	**(0.9)**	**$17**	**(0.01)**	**(0.4)**
Percentage change from FY14	*-0.8%*	*7.4%*	*-0.4%*	*2.6%*	*-0.3%*	*-5.2%*
FY2015 Approved Budget	**139.1**	**$164**	**222.9**	**$676**	**2.1**	**$8.0**
FY2015 Average Fare	$1.18		$3.03		$3.79	

[1] *Revenue change in FY2015 includes impact of fare calculator and reduction of max fare*

A. Passenger Revenue

Metrorail

The Metrorail passenger revenue budget for FY2015 is $676 million, a $32 million increase over the FY2014 budget. The revenue impact from the fare change proposals is an increase in rail revenue of $17 million, with a projected annual decrease in rail ridership of just under 1 million trips. Rail revenue is forecasted to increase an additional net $15 million in FY2015 as a result of a full twelve months of service on Silver Line Phase 1 and a small decrease in the allocation of revenues from the DC Student Subsidy program (as a result of the new Kids Ride Free initiative on bus) and reduced usage of the Anacostia discounted transfer program.

The rail fare changes for FY2015 include increases to both peak-period fares and off-peak fares. The peak-period base fare and the mileage composites will be increased by 3 percent, just below the two-year Consumer Price Index (CPI) value (which varies from 3.1 to 4.0 percent depending on the specific beginning and end dates and whether the Washington region or the entire United States is considered). The peak base fare will increase from $2.10 to $2.15, while the peak maximum fare will increase from the current $5.75 to $5.90. The corresponding figures for the off-peak fare proposal are $1.75 base and $3.60 maximum. This fare adjustment for Metrorail results in a fare increase of $0.10 on an average trip of $2.90, or approximately $1.00 per week for a weekday commuter.

The existing non-SmarTrip® (i.e., paper-magnetic farecard) surcharge will not change and will remain at $1.00 per trip. As part of a separate initiative, Metro will be making the necessary investments to eliminate paper farecards during FY2015 and FY2016. These capital investments and related operational changes should require approximately 18 months, with the goal of eliminating paper farecards by the middle of FY2016.

Rail passes, such as the 1-, 7-, and 28-day passes, as well as TransitLink Card (TLC) passes, will also be increased approximately 3 percent (subject to rounding) in the budget. The existing bus-to-rail transfer utilizing the SmarTrip® card will remain at $0.50.

Metrobus

The projected Metrobus passenger revenue budget for FY2015 is $164 million, a $20 million increase over the FY2014 budget. The revenue impact from the bus portion of the fare change proposal is an increase in bus revenue of approximately $11 million, while the expected ridership impact of the fare change is an incremental annual decrease of 1.1 million trips. Bus revenue is forecasted to increase an additional $3 million in FY2015 as a result of ridership growth in the existing system of approximately two percent. This growth is driven by continued service improvements in addition to employment and population growth and follows on the stronger performance of bus at the end of FY2013 and into FY2014. Total bus ridership and revenue are also expected to grow by an additional 5.0 million trips and $6 million in net revenue as a result of the 'Kids Ride Free on Bus' program for District of Columbia students introduced for the 2013-2014 school. This program has proven to be very successful, carrying close to 25,000 student rides on an average weekday.

The goals of the Metrobus fare change are to simplify the bus fare structure, increase revenue, and not increase any further the fare differential between bus and rail, which can influence the mode choice decision of some riders. The FY2015 fare change eliminates the cash surcharge on bus (currently $0.20) and charges a base fare of $1.75 for all trips whether paying with SmarTrip® or cash. This represents a fare increase of approximately 9 percent for SmarTrip® customers over the current base fare of $1.60. For a weekday commuter, this would represent a cost increase of $1.50 per week. Bus passes will also increase proportionally (e.g., the 7-day bus pass will increase from $16.00 to $17.50). Express bus trips will increase to $4.00 (currently at $3.65 for SmarTrip and $4.00 for cash), while Airport trips will increase to $7.00. Bus-to-bus transfers will remain free, and rail-to-bus transfers will remain at $0.50.

Some concern has been raised that the elimination of the cash surcharge on bus is counter to the Board's principle to 'encourage the use of cost-effective media,' since it could cause a reduction in SmarTrip® usage. On balance, however, Metro expects SmarTrip® usage on bus to remain high and bus performance to be unaffected, for the following reasons:

- SmarTrip® penetration is high on bus (only 5 to 6 percent of trips are paid for with cash) due to the availability of bus-bus and bus-rail transfers and the availability of the 7-day pass (a popular product), not just the cash surcharge, and these advantages will remain
- Bus dwell times are currently increased due to some customers adding small amounts of money (equivalent to one or two trips) to their SmarTrip cards at the bus farebox. These are the customers most likely to shift back to cash if the surcharge is eliminated, so the overall impact on bus dwell time should be minimal

MetroAccess

The methodology for determining MetroAccess fares remains unchanged in the FY2015 budget. MetroAccess patrons will be charged twice the equivalent fixed-route SmarTrip® fare based on the fastest trip (with the assistance of the new fare calculator, which selects the lowest fare within a thirty minute window around the requested time). The increase in the Metrobus base fare to $1.75 will increase the base MetroAccess fare to $3.50 (from $3.20), but the budget also

reduces the maximum fare from $7.00 to $6.50. As a result, there are offsetting impacts on MetroAccess fare revenues in FY2015, with the base fare increase and ridership growth causing fare revenues to grow, while the introduction of the fare calculator and the lowering of the max fare bring average passenger fares down. On net, MetroAccess forecasted passenger revenue for FY2015 is projected to increase by $0.3 million over the FY2014 budget, to a total of $8.0 million.

All fare changes will be implemented on or about July 1, 2014.

Table 3.4

FY2015 Approved Fare Adjustments[1]

(in millions)	Revenue	Trips
METRORAIL[2]		
Peak Fares		
Increase peak fares for boarding and composite mileage by 3 percent		
Round peak boarding fee down to next nickel, $2.15		
Increase max fare during peak period, using SmarTrip, to $5.90		
Increase 1-, 7-, and 28-day pass products by 3 percent (rounded)		
Revenue/Ridership Impact	**$12**	**(0.6)**
Off-Peak Fares		
Increase off-peak fares for boarding and composite mileage by 3 percent		
Round off-peak boarding fee down to next nickel, $1.75		
Increase max fare during off-peak period, using SmarTrip, to $3.60		
Revenue/Ridership Impact	**$5**	**(0.4)**
Paper Farecard Fees		
No change to current paper farecard fee		
Revenue/Ridership Impact	**$0**	**-**
METROBUS[2]		
SmarTrip® Fares		
Increase base fare to $1.75 for SmarTrip®		
Increase express fare to $4.00 and airport fare to $7.00		
Set 7-day pass to equal 10 trips times $1.75		
Revenue/Ridership Impact	**$12**	**(1.1)**
Cash Fares		
Eliminate cash surcharge, set cash fares equal to SmarTrip® fares above		
Revenue/Ridership Impact	**($1)**	**-**
METROACCESS		
No change to fixed-route fare calculation, reduce max fare to $6.50	**$0.2**	-
PARKING AND OTHER		
Raise base parking fee at park-and-ride facilities by $0.10		
Increase surcharge fee at most Prince George's County Metro parking facilities by $0.50		
Reduce FedExField event parking price to $15		
Revenue/Ridership Impact	**$0.6**	
TOTAL	**$28**	**(2.0)**

[1]See Table 3.5 for complete fares, [2]Senior/disabled is 50% discount from regular fares

DC student fares and transit link cards will be adjusted based on fare increase, see fare table

B. Parking

Total parking revenue for FY2015 is budgeted at $48.4 million, an increase of $1.4 million over FY2014. Base parking fees will increase by $0.10 at all stations, and the price for event parking at Morgan Boulevard and Largo Town Center will also be reduced to $15 in order to be more competitive with lots which are closer to FedExField. In addition, at the request of Prince George's County, the surcharge fee at all Metro parking facilities in the County (except Addison Road, Landover, and Prince George's Plaza) will increase by $0.50. These revenues will be used to expand or improve Metro parking in the future.

C. Non-Passenger Revenue

Advertising

Total advertising revenue in FY2015 is projected at $20.0 million, an increase of $1 million over the FY2014 budget. A new multi-year advertising contract will begin in FY2015 that is expected to bring in additional revenue, particularly with the future implementation of digital advertising, but the FY2015 estimate is conservative given that the new contract has not been finalized.

Joint Development

The FY2015 Joint Development revenue allocated to the operating budget is $7 million, a $1.0 million decrease from the FY2014 budget. Previous budget estimates were too high, and this revenue category has limited opportunity for growth since Board policy directs that revenue from new joint development leases or joint development property sales goes into the Transit Infrastructure Investment Fund (TIIF), not the operating budget.

Fiber Optics

Initiated in September 1986, the Metro Fiber Optic Program has allowed for the installation, operation, and maintenance of a fiber optic-based telecommunication network which utilizes the excess capacity within the Metro right-of-way. Metro also receives a number of fibers for its own use as part of the compensation package. For FY2015, fiber optic revenue is projected at $16.0 million, a $1.5 million increase from the FY2014 budget.

Other Revenue

Other revenue in the FY2015 budget includes vending machines, ATM revenue, cellular telephone agreements, employee parking, bike locker fees, car sharing revenue, and antenna revenue. Previously subrogation collections were included in this account, but these are now counted as a credit against expenses rather than revenue. These combined revenue sources are expected to contribute $6.8 million to FY2015 non-passenger revenues, a decrease of $0.6 million from the FY2014 budget.

Table 3.5

	Metrorail Fares	CURRENT Fares/Fees	FY2015 Fare Adjustments
Peak Fares[1]			
1	· Boarding charge (up to 3 miles)	$2.10	**$2.15**
2	· Composite miles between 3 and 6 miles	$0.316	**$0.326**
3	· Composite miles over 6 miles	$0.280	**$0.288**
4	· Maximum peak fare	$5.75	**$5.90**
5	· Charge for senior/disabled is one-half peak fare	$1.05 - $2.85	**$1.05 - $2.95**
Off-Peak Fares[2]			
6	· Boarding charge (up to 3 miles)	$1.70	**$1.75**
7	· Composite miles between 3 and 6 miles	$0.237	**$0.244**
8	· Composite miles over 6 miles	$0.210	**$0.216**
9	· Maximum off-peak fare	$3.50	**$3.60**
10	· Charge for senior/disabled is one-half peak fare during off-peak	$1.05 - $2.85	**$1.05 - $2.95**
Magnetic Paper Fare Cards			
11	· Non-SmarTrip® fare surcharge[3]	$1.00	**no change**
12	· Senior/disabled non-SmarTrip® surcharge	$0.50	**no change**
Rail Passes			
13	· One-day unlimited pass	$14.00	**$14.50**
14	· One-day "convention" pass (bulk sales only)[4]	NA	**$10.00**
15	· 7-day short-trip pass for rail	$35.00	**$36.00**
16	· 7-day fast pass for rail	$57.50	**$59.25**
17	· 28-day fast pass for rail	$230.00	**$237.00**
Other Rail Fares			
18	· Bus-to-rail transfer utilizing SmarTrip® card	$0.50 discount	**no change**
19	· 30-day DC SmartStudent pass & DC One card, within DC	$32.00	**$33.00**
20	· DC Student farecards & DC One Card - 10 rail trips within DC	$10.00	**$10.30**
21	· TransitLink Card on MARC and VRE[5]	$108.00	**$111.00**
22	· TransitLink Card on MTA[5]	$166.00	**$171.00**
Metrobus Fares			
Regular Fares			
23	· Cash/SmarTrip® boarding charge for local/limited-stop bus	$1.60	**$1.75**
24	· Cash/SmarTrip® boarding charge for express bus	$3.65	**$4.00**
25	· Cash/SmarTrip® boarding charge for designated airport routes	$6.00	**$7.00**
Senior/Disabled: One-Half Regular Fares			
26	· Cash/SmarTrip® boarding charge for local/limited-stop bus	$0.80	**$0.85**
27	· Cash/SmarTrip® boarding charge for express bus	$1.80	**$2.00**
28	· Cash/SmarTrip® boarding charge for airport designated routes	$3.00	**$3.50**
Bus Transfers			
29	· Bus-to-bus transfers utilizing SmarTrip® card	varies	**no change**
30	· Rail-to-bus transfer utilizing SmarTrip® card	$0.50 discount	**no change**
31	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	$0.00	**no change**
32	· Transfer from regional bus partners	varies	**no change**

Bus Passes			
33	· 7-Day Regional Bus Pass	$16.00	**$17.50**
34	· 7-Day Regional Senior/Disabled Pass	$8.00	**$8.75**
Other Fare Media			
35	· Package of 10 tokens, available to organizations	$18.00	**$17.50**
36	· DC student tokens - 10 trips per pack	$8.00	**$8.75**
37	· DC student pass on DC One Card - 10 trips	$8.00	**$8.75**
MetroAccess Fares[6]			
38	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	**varies**
39	· Maximum fare	$7.00	**$6.50**
Parking Fees[7]			
40	· District of Columbia	$3.50 - $4.50	**$3.60 - $4.60**
41	· Montgomery County	$4.25 - $5.00	**$4.35 - $5.10**
42	· Prince George's County[8]	$4.50	**$4.60 - $5.10**
43	· Virginia	$4.75	**$4.85**
44	· Monthly reserved parking fee	$45.00 - $65.00	**no change**
45	· Parking meters $1.00/60 minutes	$1.00	**no change**
46	· Prince George's parking garage at New Carrollton	$85.00	**no change**
47	· Non-Metro rider parking fees	$8.25 - $25.00	**$8.25 - $15.00**
Other Fees			
48	· Bicycle locker rental	$120.00 (annual)	**no change**
49	· Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction[9]	$0.05	**no change**

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

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

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

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

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

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

[7] Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking at New Carrollton is $70 base fee plus $15 surcharge.

[8] $0.10 increase in base parking fee for all parking garages plus additional $0.50 surcharge at all facilities in Prince George's County except Addison Road, Landover, and Prince George's Plaza.

[9] Rail stations with surcharge are designated per jurisdiction discretion pending Board approval.

For complete information on Metro's fare structure, fare products, and general rules and regulations regarding passenger fares and fees, please see the WMATA Tariff (version 33), effective July 1, 2014 and available on WMATA's website (wmata.com)

Table 3.6

OPERATING BUDGET
REVENUES

(figures in thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change
Metrobus					
Passenger	$133,925	$138,734	$141,999	$155,675	$13,676
Other Passenger	5,536	3,262	2,554	8,554	6,000
Parking	0	0	0	0	0
Advertising	12,251	11,143	12,730	13,361	631
Joint Development	0	0	0	0	0
Fiber Optics	0	0	0	0	0
Other	1,821	3,625	2,330	1,729	(601)
Interest	(11)	33	301	301	0
Subtotal	**$153,522**	**$156,798**	**$159,913**	**$179,619**	**$19,706**
Metrorail					
Passenger	$569,238	$605,538	$638,849	$671,743	$32,894
Other Passenger	1,585	4,376	5,046	3,818	(1,228)
Parking	45,554	45,640	47,000	48,410	1,410
Advertising	6,034	5,589	6,270	6,633	363
Joint Development	6,039	6,601	8,000	7,000	(1,000)
Fiber Optics	14,566	15,634	14,500	16,000	1,500
Other	5,148	5,090	4,739	4,739	0
Interest	(33)	11	30	30	0
Subtotal	**$648,128**	**$688,480**	**$724,435**	**$758,374**	**$33,939**
MetroAccess					
Passenger	$7,825	$8,280	$7,720	$8,041	$321
Other Passenger	0	0	0	0	0
Parking	0	0	0	0	0
Advertising	0	0	0	0	0
Joint Development	0	0	0	0	0
Fiber Optics	0	0	0	0	0
Other	595	76	0	0	0
Interest	0	0	0	0	0
Subtotal	**$8,420**	**$8,356**	**$7,720**	**$8,041**	**$321**
Total					
Passenger	$710,987	$752,552	$788,567	$835,459	$46,891
Other Passenger	7,121	7,638	7,600	12,372	4,772
Parking	45,554	45,640	47,000	48,410	1,410
Advertising	18,284	16,732	19,000	19,994	994
Joint Development	6,039	6,601	8,000	7,000	(1,000)
Fiber Optics	14,566	15,634	14,500	16,000	1,500
Other	7,564	8,790	7,069	6,468	(601)
Interest	(44)	45	331	331	0
Grand Total	**$810,070**	**$853,633**	**$892,067**	**$946,033**	**$53,966**

Allocation of State and Local Support

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

Operating Budget

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

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

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

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

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

- Inter-jurisdictional routes are defined as regional. Defining characteristics of inter-jurisdictional routes:
    - Cross a jurisdictional (independent city, county, state) boundary;
    - Penetrate at least two jurisdictions by more than one-half mile in each; and
    - Operate "open door" (allows boarding and alighting) over at least a portion of the line in two or more jurisdictions

- If a route does not qualify as regional under the inter-jurisdictional definition, then it must meet at least two of the following three criteria to be regional:
    - Arterial Streets: Operates for a considerable distance on an arterial street and a substantial portion (usually a majority) of riders use stops on the arterial street. Routes which operate for a short distance on an arterial incidental to their service area are not included
    - Regional Activity Center: Serves one or more regional activity centers. A conservative definition of regional activity centers is used, including only those where there is virtually universal agreement as to their regional character. Routes which feed Metrorail stations, but which do not directly serve any regional activity center, are not considered to be regional

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

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

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

  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 it with the weighted population density (urbanized population divided by area). The formula prorates the urbanized population distribution by people per square mile.

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

- **Non-Regional Bus Subsidy Allocation**. The distribution of non-regional bus subsidy to the jurisdictions is computed as follows:

  1. Identify the costs of all Metrobus service, regional and non-regional
  2. Identify the costs which would accrue for regional Metrobus service if no non-regional bus service were provided
  3. Determine the costs of non-regional service by subtracting the regional Metrobus costs, as calculated in step two, from the costs of all Metrobus service
  4. Divide the costs of non-regional service as computed in step three by total platform hours for non-regional service
  5. Identify the non-regional platform hours for each jurisdiction
  6. Multiply the platform hours for each jurisdiction by the hourly rate
  7. Determine the revenue for each jurisdiction
  8. Subtract from costs the revenue as determined in step seven

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

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

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

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

- **Rail Base Subsidy Allocation**. The base subsidy allocation for Metrorail service is based on three elements in equal proportions:

  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 Approved Financial Plan, August of 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.

FY2015 Subsidy

Total FY2015 jurisdictional funding for the operating budget is $779 million, an increase of $44 million over the FY2014 subsidy budget (including preventive maintenance, debt service, and application of prior audit adjustment or surplus). This includes:

- FY2015 net operating subsidy for Metrobus, Metrorail, and MetroAccess of $778 million (including application of $31 million of preventive maintenance funding), an increase of $46 million from FY2014
- Debt service payment budget of $21 million, a decrease of $12 million from FY2014

Table 3.7

Jurisdictional Operating Subsidy

(millions)	Approved FY2012	Approved FY2013	Approved FY2014	**Approved FY2015**
Net Subsidy[1]	$622	$669	$732	**$778**
Year over year growth	8.7%	7.6%	9.5%	**6.2%**
Total Subsidy[2]	$671	$707	$735	**$779**
Year over year growth	8.1%	5.4%	3.9%	**6.0%**

[1] Excluding debt service and application of prior year audit adjustments

[2] Including debt service and application of prior year audit adjustments

Table 3.8

FISCAL YEAR 2015 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy									
Regional Bus Subsidy	**$348,024,486**	$146,931,050	$50,293,271	$59,627,805	$15,813,587	$26,922,176	$636,457	$46,535,031	$1,265,109
Non-Regional Bus Subsidy	**$80,379,859**	$35,513,765	$10,124,954	$23,266,230	$3,285,024	$1,376,003	$0	$6,813,883	$0
Subtotal	**$428,404,345**	$182,444,815	$60,418,226	$82,894,035	$19,098,611	$28,298,179	$636,457	$53,348,914	$1,265,109
Percent of Total	***100%***	*42.6%*	*14.1%*	*19.3%*	*4.5%*	*6.6%*	*0.1%*	*12.5%*	*0.3%*
Metrorail Operating Subsidy									
Base Allocation	**$236,910,427**	$80,621,900	$43,775,082	$38,678,460	$11,178,541	$23,154,657	$765,309	$38,021,501	$714,978
Max Fare Subsidy	**$7,093,110**	$680,217	$3,148,287	$1,442,987	$290,018	$184,673	$59,493	$1,249,456	$37,978
Subtotal	**$244,003,537**	$81,302,116	$46,923,369	$40,121,447	$11,468,559	$23,339,330	$824,802	$39,270,957	$752,956
Percent of Total	***100%***	*33.3%*	*19.2%*	*16.4%*	*4.7%*	*9.6%*	*0.3%*	*16.1%*	*0.3%*
MetroAccess Subsidy	**$105,644,663**	$27,239,686	$21,034,871	$41,766,520	$970,354	$880,464	$290,195	$13,367,392	$95,180
Percent of Total	***100%***	*25.8%*	*19.9%*	*39.5%*	*0.9%*	*0.8%*	*0.3%*	*12.7%*	*0.1%*
Net Operating Subsidy	**$778,052,545**	**$290,986,617**	**$128,376,466**	**$164,782,002**	**$31,537,525**	**$52,517,973**	**$1,751,454**	**$105,987,263**	**$2,113,245**
	100%	*37.4%*	*16.5%*	*21.2%*	*4.1%*	*6.7%*	*0.2%*	*13.6%*	*0.3%*
Metro Matters Debt Service	**$21,281,162**	$10,725,706	$4,969,151	$5,533,103	$0	$0	$0	$0	$53,203
Total Debt Service	**$21,281,162**	**$10,725,706**	**$4,969,151**	**$5,533,103**	**$0**	**$0**	**$0**	**$0**	**$53,203**
FY2013 Operating Surplus	**($20,000,000)**	($8,092,424)	($2,905,422)	($5,684,252)	($544,927)	($626,875)	($23,976)	($2,066,039)	($56,084)
Jurisdictional Operating Funding	**$779,333,707**	**$293,619,898**	**$130,440,195**	**$164,630,853**	**$30,992,598**	**$51,891,098**	**$1,727,478**	**$103,921,224**	**$2,110,363**

Capital Funding Sources

Metro's FY2015-2020 Capital Improvement Program (CIP) financial plan relies on a forecasted investment of more than $5.6 billion from the federal, state and local governments, and other sources. Of the $5.6 billion six-year plan: $2.8 billion comes from federal funding; state and local contributions total $2.1 billion; other sources constitute $63 million; planned long-term financing totals $591 million; and the FY2015 initial Metro 2025 investment totals $75 million.

Table 3.9
FY2015-2020 Capital Improvement Program (CIP) Funding Sources

(dollars in millions)

	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Forecast	FY2015 Budget	Six-Year Plan FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY15-20 Total	FY11-20 Total
Federal												
Federal Formula Programs	$ 160.9	$ 286.1	$ 248.6	$ 278.7	**$ 332.3**	$ 293.0	$ 293.0	$ 293.0	$ 293.0	$ 293.0	**$ 1,797.3**	**$ 2,771.6**
Federal PRIIA	118.5	112.3	169.5	171.1	**168.8**	159.6	150.0	150.0	150.0	150.0	**928.4**	**1,500.0**
Other Federal Grants	-	6.7	12.6	25.7	**15.6**	14.3	0.8	6.9	7.4	4.5	**49.6**	**94.6**
Subtotal Federal	279.5	405.2	430.7	475.5	**516.7**	466.9	443.8	449.9	450.4	447.5	**2,775.3**	**4,366.2**
State and Local												
Match to Federal Formula	40.2	71.5	62.1	69.4	**83.1**	73.3	73.3	73.3	73.3	73.3	**449.3**	**692.6**
System Performance	59.1	103.4	126.6	103.0	**148.7**	109.7	117.1	117.1	117.1	117.1	**726.8**	**1,118.8**
State and Local PRIIA	118.5	112.3	169.5	171.1	**168.8**	159.6	150.0	150.0	150.0	150.0	**928.4**	**1,500.0**
Other State and Local	-	1.5	2.2	1.9	**1.9**	3.6	0.2	1.7	1.8	1.1	**10.4**	**15.9**
Subtotal State and Local	217.8	288.7	360.5	345.4	**402.5**	346.1	340.6	342.1	342.2	341.5	**2,114.9**	**3,327.3**
Other Sources												
MetroMatters	113.7	39.4	19.2	12.4	-	-	-	-	-	-	-	**184.8**
Insurance Proceeds	0.1	8.3	22.8	1.9	**4.8**	-	-	-	-	-	**4.8**	**38.0**
Land Sale Proceeds	-	12.6	13.2	2.5	**1.5**	30.0	-	-	-	-	**31.5**	**59.8**
Miscellaneous	-	16.2	-	7.6	**15.0**	-	3.0	3.0	3.0	3.0	**27.0**	**50.8**
Subtotal Other Sources	113.9	76.5	55.2	24.5	**21.3**	30.0	3.0	3.0	3.0	3.0	**63.3**	**333.3**
Financing												
Interim Funding Sources	-	-	-	-	**30.3**	(30.3)	-	-	-	-	-	-
Planned Long-Term Financing	-	-	-	-	-	353.6	147.4	39.3	28.7	21.8	**590.8**	**590.8**
Subtotal Financing	-	-	-	-	**30.3**	323.4	147.4	39.3	28.7	21.8	**590.8**	**590.8**
Metro 2025 Investment												
Metro 2025 Investment	-	-	-	-	**75.0**	-	-	-	-	-	**75.0**	**75.0**
Subtotal Metro 2025	-	-	-	-	**75.0**	-	-	-	-	-	**75.0**	**75.0**
Total	**$ 611.2**	**$ 770.4**	**$ 846.3**	**$ 845.4**	**$ 1,045.9**	**$ 1,166.4**	**$ 934.8**	**$ 834.3**	**$ 824.3**	**$ 813.8**	**$ 5,619.4**	**$ 8,692.7**

State and Local Match & System Performance Funds

Metro's jurisdictional partners support the capital budget by providing the required local match for federal formula grants and by providing "system performance funds," which allows Metro to have a larger capital budget than otherwise possible with only federal funding and required local matching funding.

Under the terms of the Capital Funding Agreement (CFA), each jurisdiction's contribution, as determined by the formula used to compute the Metro FY2010 capital budget, will be recalculated every three years to reflect the then-current Approved Operating Budget subsidy allocation and applied prospectively to the three subsequent Annual Work Plans. The calculation is based on each Jurisdiction's percentage of the total operating subsidy and the percentage of the subsidy by mode. As per the CFA, the allocation was updated prior to the adoption of the FY2014 budget. The FY2014 Operations Allocation formula, which will be used to allocate jurisdictional capital contributions through FY2016, allocated Metrobus, Metrorail, MetroAccess, 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 MetroAccess 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 Metrorail, Metrobus, or MetroAccess
- 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

Metro2025 Investments

The FY2015-2020 CIP adopted in May 2014 included additional investments to advance the implementation of the seven initiatives identified in Metro 2025. These projects will benefit the region as a whole by ensuring the region has a transit system that will meet its future needs and allowing the region to sustain its economic competitiveness and quality of life. In March 2014, the Mayor of the District of Columbia and the Governors of the State of Maryland and the Commonwealth of Virginia jointly committed $75 million ($25 million per jurisdiction) in FY2015 as a "down payment" to advance the Metro 2025 projects. Additional investment levels in the Metro 2025 projects will be negotiated between WMATA and the Contributing Jurisdictions as part of the renewal of the Capital Funding Agreement that will cover the FY2016 to FY2021 period.

Table 3.10
FY2015-2020 CIP - Allocation of FY2015 State and Local Contributions

(dollars in millions)

	FY2011 Plan	FY2012 Plan	FY2013 Plan	FY2014 Forecast	FY2015 Budget: Forecast Carry-Over	FY2015 Budget: FY2015 Contribution	FY2015 Budget: FY2015 Total	Six-Year Plan: FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	**FY15-20 Total**	**FY11-20 Total**
Formula Match and System Performance														
District of Columbia	$ 37.2	$ 65.6	$ 70.8	$ 64.1	$ 10.9	$ 75.2	**$ 86.2**	$ 68.0	$ 70.7	$ 70.7	$ 70.7	$ 70.7	**$ 437.1**	**$ 674.8**
Montgomery County	17.3	30.4	32.8	29.4	5.0	34.5	**39.5**	31.2	32.5	32.5	32.5	32.5	**200.5**	**310.5**
Prince George's County	19.0	33.5	36.2	30.5	5.2	35.8	**41.1**	32.4	33.7	33.7	33.7	33.7	**208.3**	**327.5**
Maryland Subtotal	36.3	63.9	69.0	59.9	10.2	70.4	**80.6**	63.6	66.2	66.2	66.2	66.2	**408.8**	**638.0**
City of Alexandria	4.1	7.2	7.8	7.7	1.3	9.1	**10.4**	8.2	8.5	8.5	8.5	8.5	**52.8**	**79.5**
Arlington County	7.6	13.4	14.5	14.4	2.5	16.9	**19.3**	15.3	15.9	15.9	15.9	15.9	**98.2**	**148.1**
City of Fairfax	0.3	0.5	0.5	0.4	0.1	0.5	**0.6**	0.5	0.5	0.5	0.5	0.5	**3.0**	**4.7**
Fairfax County	13.5	23.8	25.7	25.3	4.3	29.7	**34.0**	26.8	27.9	27.9	27.9	27.9	**172.5**	**260.8**
City of Falls Church	0.3	0.5	0.5	0.5	0.1	0.6	**0.7**	0.6	0.6	0.6	0.6	0.6	**3.7**	**5.5**
Virginia Subtotal	25.8	45.4	49.0	48.4	8.3	56.8	**65.1**	51.3	53.4	53.4	53.4	53.4	**330.1**	**498.6**
Subtotal Formula Match & System Performance	99.3	174.9	188.7	172.4	29.4	202.4	**231.8**	182.9	190.4	190.4	190.4	190.4	**1,176.1**	**1,811.4**
State and Local PRIIA														
District of Columbia	39.5	37.4	56.5	57.0	6.0	50.3	**56.3**	53.2	50.0	50.0	50.0	50.0	**309.5**	**500.0**
State of Maryland	39.5	37.4	56.5	57.0	6.0	50.3	**56.3**	53.2	50.0	50.0	50.0	50.0	**309.5**	**500.0**
Commonwealth of Virginia	39.5	37.4	56.5	57.0	6.0	50.3	**56.3**	53.2	50.0	50.0	50.0	50.0	**309.5**	**500.0**
Subtotal State and Local PRIIA	118.5	112.3	169.5	171.1	18.0	150.9	**168.8**	159.6	150.0	150.0	150.0	150.0	**928.4**	**1,500.0**
Metro 2025 Investment														
District of Columbia	-	-	-	-	-	25.0	**25.0**	-	-	-	-	-	**25.0**	**25.0**
State of Maryland	-	-	-	-	-	25.0	**25.0**	-	-	-	-	-	**25.0**	**25.0**
Commonwealth of Virginia	-	-	-	-	-	25.0	**25.0**	-	-	-	-	-	**25.0**	**25.0**
Subtotal Metro 2025 Investment	-	-	-	-	-	75.0	**75.0**	-	-	-	-	-	**75.0**	**75.0**
Total	**$ 217.8**	**$ 287.2**	**$ 358.2**	**$ 343.5**	**$ 47.3**	**$ 428.3**	**$ 475.6**	**$ 342.5**	**$ 340.4**	**$ 340.4**	**$ 340.4**	**$ 340.4**	**$ 2,179.5**	**$ 3,386.4**

Grant Funding

Metro's FY2015 budget and six-year Capital Improvement Program (CIP) relies on a two-year federal transportation authorization for formula programs nationwide, Moving Ahead for Progress in the 21st Century Act (MAP–21) (P. L. 112–141). MAP-21 improves the efficiency of administering grant programs by consolidating several programs, and has resulted in Metro receiving an increase in formula funding.

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

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

Capital Grants

The CIP is funded by several federal programs. PRIIA continues to be a significant source of funding for the CIP. Formula grants, which require a local match, have been allocated to Metro primarily through federal formula allocations. Additional Federal support for the CIP comes from federal highway funds flexed to the Federal Transit Administration (FTA) on behalf of the Commonwealth of Virginia and from ongoing security project funding from the Department of Homeland Security (DHS).

Local Match Requirements

Matching funds requirements for grants vary by grantor, program, and purpose. FTA formula grants typically require matching funds for 20 percent of project cost and PRIIA grants require matching funds for 50 percent of project cost. Competitive grants from FTA require zero to 20 percent local match. Security grants, which fund both capital and operating activities, usually require no local share or match.

FTA GRANTS

Dedicated Funding

- **Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432)**
  - FY2015 is the fifth of a ten-year authorization. Metro's financial plans anticipate that Congress will continue to appropriate PRIIA funding to Metro at its authorized levels
  - Metro continues to place the highest priority on investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series railcars, installing guarded turnouts, purchasing equipment for wayside worker protection, and installation of rollback protection on rails cars lacking this upgraded safety feature

Formula Grants

- **Large Urbanized Area Formula Grant Program (Section 5307)**
  - Funding in this section will include funds that had been separately allocated to Job Access and Reverse Commute (JARC) (Section 5316) and to High Density and Growing States (Section 5340)
  - Capital Improvement Program activities include but are not limited to planning, engineering, bus and rail vehicle purchase and rehabilitation, construction of maintenance and passenger facilities, rail track, signals, communications acquisitions and upgrades, and preventive maintenance
  - At least one percent of the funding apportioned to each area must be used for "associated transit improvements" (i.e. historic preservation, landscaping, pedestrian access, bicycle access, signage, and enhanced access for persons with disabilities)

- **State of Good Repair (Section 5337)**
  - Section 5337 replaces the Fixed Guideway Modernization (Section 5309) program.
  - Capital improvement projects may include modernization and improvement of rail and bus fixed guideway systems (i.e. purchase and rehabilitation of rolling stock, track, line equipment, structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment, computer hardware and software, and preventive maintenance)

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

Competitive Grants

Competitive FTA grant programs are reduced under MAP-21. Metro had previously won national competitions for State of Good Repair (SOGR) and regional competitions for Job Access and Reverse Commute (JARC) and New Freedom funding. Under MAP-21, SOGR and JARC funds are being allocated by formulas that direct a portion of the funds to Metro.

- New Freedom (Section 5317)
  - Prior years federal funds provide for bus stop improvements throughout Metro's service area by building accessible pathways, improving lighting, providing better signage and information, installing new shelters and/or benches, and providing real-time information about when buses will arrive

- State of Good Repair (Section 5309)
    - Federal funds awarded in prior years provide for asset management planning and systems technology integration. Activities include determining asset condition, evaluation of life cycles, treatment of exceptions, quality control of the data, and the processes for updating and reporting the current asset state

SECURITY GRANTS

- Transit Security Grant Program (TSGP)
    - Funds capital enhancements for hardening critical infrastructure assets.
    - Projects are capital and operational in nature
    - New capital projects and funds are contained in the CIP. New funding is awarded through national competition and primarily supports operational and sustainment activities

- Urban Areas Security Initiative (UASI)
    - Funds warranties on goods purchased with prior DHS grants

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

Debt Service

In October 2003, Metro issued $163.5 million of Gross Revenue Transit Refunding Bonds, Series-2003, to refund the callable portion of Metro's outstanding Gross Revenue Transit Refunding Bonds, Series-1993. The final maturity for the 1993 bonds was in July 2010 and the final maturity for the 2003 bonds will be July 2014, with final payment included in the FY2014 budget; therefore, no debt service associated with these bonds is required in FY2015.

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

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

During FY2014 the Board authorized an increase in the capacity on Metro's lines of credit to support WMATA's capital programs and to address operating cash flow needs allowing WMATA to utilize its resources efficiently. As of June 30, 2014, the total line of credit capacity had increased from $150 million to $302.5 million, and the outstanding principal balance was $170 million.

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

- Metro must punctually pay principal and interest according to provisions in the bond document.
- Except for certain instances, Metro cannot sell, mortgage, lease or otherwise dispose of transit system assets without filing a certification by the General Manager/Chief Executive Officer and Treasurer with the Trustee and Bond Insurers that such action will not impede or restrict the operation of the transit system.
- Metro must at all times maintain certain insurance or self-insurance covering the assets and operations of the transit system.

Debt Policy/Metro's Borrowing Powers

As per Metro's Compact, Metro may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness are payable solely out of the properties of revenues of Metro. The bonds and other obligations of Metro, except as may be otherwise provided in the indenture

under which they were issued, are direct and general obligations of Metro and the full faith and credit of Metro are pledged for the prompt payment of the debt service.

New Capital Bonds

The Capital Improvement Program (CIP) is a $5.6 billion six-year program (FY2015-FY2020). Long term borrowing is planned as a funding source for the FY2015-2020 CIP.

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

Table 3.11
Gross Revenue Transit Bonds
(FY2015 Jurisdiction Funding)

	Principal	Interest	Total Due
Gross Revenue Transit Bonds: Series 2009A			
Due to Bondholders 1/1/2015	$ -	$ 5,385,753	$ 5,385,753
Due to Bondholders 7/1/2015	7,900,000	5,385,753	13,285,753
Total	$ 7,900,000	$ 10,771,506	$ 18,671,506
Gross Revenue Transit Bonds: Series 2009B[2]			
Due to Bondholders 1/1/2015	$ -	$ 1,251,250	$ 1,251,250
Due to Bondholders 7/1/2015	-	1,251,250	1,251,250
Total	$ -	$ 2,502,500	$ 2,502,500

[1]Series 2003 matured 7/1/2014

[2]Net of Build America Bond (BAB) credit

Table 3.12

Series 2009 A & B Debt Service Schedule

		Series 2009A Bonds			Series 2009B BABs				Aggregate
	Year Ending	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

* FY2015 Jurisdiction subsidy requirements include funds for debt service payments due on 1/1/2015 and 7/1/2015.

Table 3.13
Jurisdictional Share of Capital FY2015 to FY2020 Debt Issuances
(dollars in thousands)

(Dollars in Thousands)

	Annual Work Plan Year						
Projected Debt Issuances	**FY2015**	**FY2016**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2015-20**
Debt Issuance							
Par Value	$ -	$ 353,600	$ 147,400	$ 39,300	$ 28,700	$ 21,800	**$ 590,800**
Issuance Cost	$ -	$ 3,437	$ 1,962	$ 1,056	$ 967	$ 909	**$ 8,331**
Total Debt Issuance	**$ -**	**$ 357,037**	**$ 149,362**	**$ 40,356**	**$ 29,667**	**$ 22,709**	**$ 599,131**
Projected Jurisdictional Share of Debt*	**FY2015**	**FY2016**	**FY2017**	**FY2018**	**FY2019**	**FY2020**	**FY2015-20**
District of Columbia							
District of Columbia	$ -	$ 132,104	$ 55,264	$ 14,932	$ 10,977	$ 8,402	**$ 221,678**
Total District of Columbia	**$ -**	**$ 132,104**	**$ 55,264**	**$ 14,932**	**$ 10,977**	**$ 8,402**	**$ 221,678**
Maryland							
Montgomery County	$ -	$ 61,232	$ 25,616	$ 6,921	$ 5,088	$ 3,895	**$ 102,751**
Prince George's County	$ -	$ 63,731	$ 26,661	$ 7,204	$ 5,296	$ 4,054	**$ 106,945**
Total Maryland	**$ -**	**$ 124,963**	**$ 52,277**	**$ 14,125**	**$ 10,383**	**$ 7,948**	**$ 209,696**
Virginia							
Alexandria	$ -	$ 15,995	$ 6,691	$ 1,807.94	$ 1,329.08	$ 1,017.37	**$ 26,841**
Arlington County	$ -	$ 29,991	$ 12,546	$ 3,389.90	$ 2,492.03	$ 1,907.57	**$ 50,327**
City of Fairfax	$ -	$ 1,000	$ 418	$ 113.00	$ 83.07	$ 63.59	**$ 1,678**
Fairfax County	$ -	$ 51,985	$ 21,747	$ 5,875.82	$ 4,319.52	$ 3,306.46	**$ 87,233**
Falls Church	$ -	$ 1,000	$ 418	$ 113.00	$ 83.07	$ 63.59	**$ 1,678**
Total Virginia	**$ -**	**$ 99,970**	**$ 41,821**	**$ 11,300**	**$ 8,307**	**$ 6,359**	**$ 167,757**
Total Debt:	**$ -**	**$ 357,037**	**$ 149,362**	**$ 40,356**	**$ 29,667**	**$ 22,709**	**$ 599,131**

Debt Assumptions

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

Chapter IV. Operating Budget by Mode

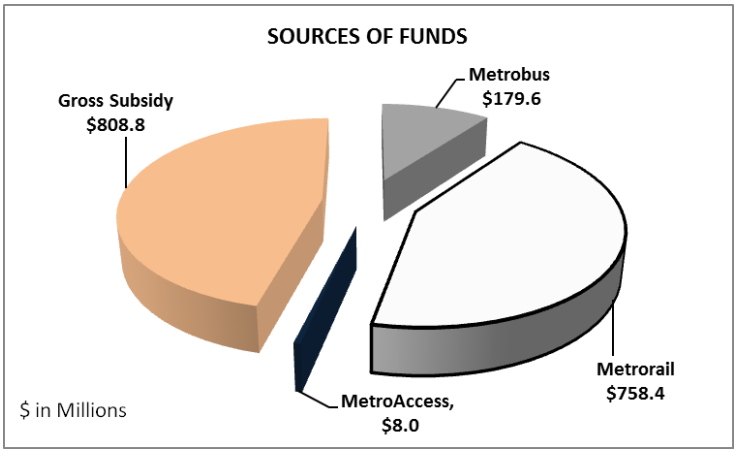
This chapter provides information on Metro's three primary services – Metrobus, Metrorail and MetroAccess. Operating expenses, anticipated revenues and subsidy are provided for each service. Operating expenses for each service include its share of administrative costs. More specific department-by-department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

Sources and Uses of Funds by Mode
Operating Budget
Fiscal Year 2015 Approved: $1.8 Billion

Where it Comes From

The largest source of funding comes from passenger revenue, $847.8 million or 48.3 percent, from MetroBus, MetroRail and MetroAccess. The second largest source of funding is from the gross subsidy of $808.8 million or 46.1 percent. The remaining $98.2 million comes from prior year budget surpluses, parking, advertising, fiber optic leases and other revenues.[1] Gross subsidy is total expenses less total revenues.

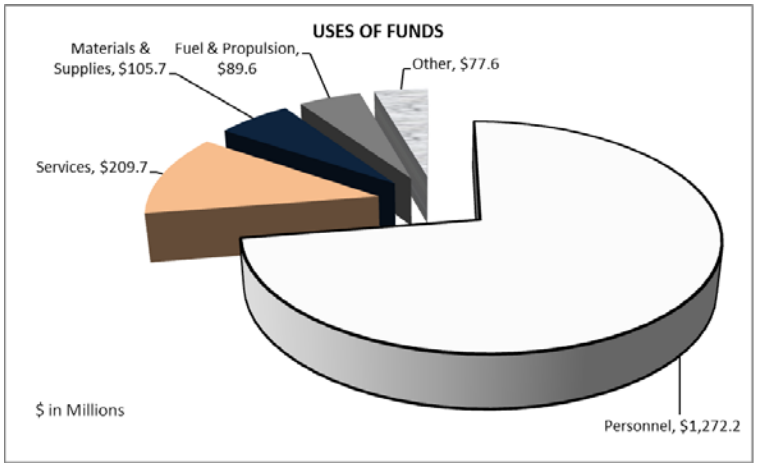
Figure 4.1



Where it Goes

The largest operating budget expenditure is personnel costs at $1,272.2 million or 72.5 percent followed by services with expenses totaling $209.7 million or 11.9 percent.

Figure 4.2



[1] Board resolution 2003-50 provides for the use of budget surplus

Note: Excludes Reimburseable Operating Projects
Table 4.1

OPERATING BUDGET
REVENUES AND EXPENSES

(Dollars in Thousands)	**Approved Budget FY2015**	**BUS Budget FY2015**	**RAIL Budget FY2015**	**ACCESS Budget FY2015**
REVENUES				
Passenger	$835,459	$155,675	$671,743	$8,041
Other Passenger	$12,372	$8,554	$3,818	$0
Parking	$48,410	$0	$48,410	$0
Advertising	$19,994	$13,361	$6,633	$0
Joint Development	$7,000	$0	$7,000	$0
Fiber Optics	$16,000	$0	$16,000	$0
Other	$6,468	$1,729	$4,739	$0
Interest	$331	$301	$30	$0
Total Revenues	$946,033	$179,619	$758,374	$8,041
EXPENSES				
Personnel	$1,272,169	$489,527	$773,533	$9,108
Services	$209,653	$37,972	$79,554	$92,127
Materials & Supplies	$105,702	$33,136	$62,118	$10,448
Fuel & Propulsion Power	$89,619	$34,406	$55,261	($49)
Utilities	$39,732	$8,429	$31,177	$127
Casualty & Liability	$29,568	$11,328	$17,664	$576
Leases & Rentals	$6,766	$1,919	$3,568	$1,280
Miscellaneous	$5,035	$2,099	$2,867	$68
Preventive Maint./Reimb.	($3,458)	($356)	($3,102)	$0
Total Expenses	$1,754,786	$618,461	$1,022,639	$113,686
GROSS SUBSIDY	$808,753	$438,842	$264,266	$105,645
Preventive Maintenance	($30,700)	($10,438)	($20,262)	$0
Net Local Subsidy	$778,053	$428,404	$244,004	$105,645
Cost Recovery Ratio	53.9%	29.0%	74.2%	7.1%

Table 4.2

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
REVENUE, EXPENSE & FUNDING SOURCES
SUBSIDIZED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change
Passenger	710,988	752,552	788,567	835,459	46,891
Other Passenger	7,121	7,638	7,600	12,372	4,772
Parking	45,554	45,640	47,000	48,410	1,410
Charter	0	0	0	0	0
Advertising	18,284	16,732	19,000	19,994	994
Joint Development	6,039	6,612	8,000	7,000	(1,000)
Other	7,442	8,635	6,919	6,318	(601)
Employee Parking	122	145	150	150	0
Interest	(44)	45	331	331	0
Fiber Optics	14,566	15,634	14,500	16,000	1,500
Total Revenues	810,071	853,633	892,067	946,033	$53,966
EXPENSES					
Personnel	1,022,161	1,078,701	1,182,018	1,272,169	90,151
Services	181,313	202,773	205,785	209,653	3,869
Materials & Supplies	80,851	96,411	93,473	105,702	12,229
Fuel & Propulsion Power	83,075	75,592	94,826	89,619	(5,207)
Utilities	31,719	33,066	42,039	39,732	(2,307)
Casualty & Liability	30,641	33,838	30,119	29,568	(551)
Leases & Rentals	4,842	4,802	6,283	6,766	484
Miscellaneous	4,294	5,643	5,865	5,035	(830)
Reimbursements/Other	(4,202)	(5,208)	(5,195)	(3,458)	1,736
Total Expenses	$1,434,694	$1,525,618	$1,655,211	$1,754,786	99,575
GROSS SUBSIDY	$624,623	$671,985	$763,144	$808,753	$45,609
Preventive Maintenance	($30,700)	($30,700)	($30,700)	($30,700)	$0
Net Local Subsidy	$593,923	$641,285	$732,444	$778,053	$45,609
Cost Recovery Ratio	56.5%	56.0%	53.9%	53.9%	54.2%

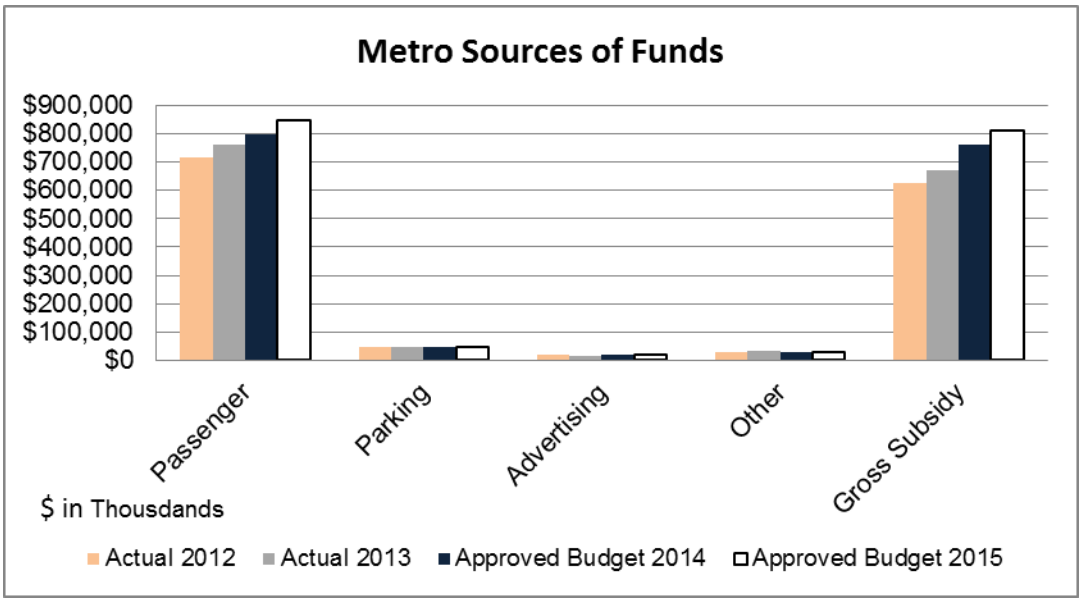
Table 4.3

OPERATING EXPENSE BUDGET
Authority-Wide

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
Salaries (Total)	**$214,999**	**$231,674**	**$246,970**	**$265,160**	**$18,191**	**7.4%**
Full-Time Salaries	$200,900	$217,827	$243,042	$261,426	$18,383	
Salary Lapse	$0	$0	($5,801)	($6,541)	($740)	
Overtime Salaries	$14,099	$13,848	$9,728	$10,275	$547	
Wages (Total)	**$504,224**	**$511,471**	**$551,604**	**$596,759**	**$45,155**	**8.2%**
Operator/StaMgr Wages	$212,637	$213,952	$237,584	$256,709	$19,125	
Operator/StaMgr Overtime	$44,589	$43,721	$37,741	$43,508	$5,767	
Full Time Wages	$221,289	$231,473	$270,307	$283,267	$12,961	
Wage Lapse	$0	$0	($7,287)	($7,868)	($581)	
Overtime Wages	$25,710	$22,325	$13,259	$21,143	$7,884	
TOTAL SALARIES AND WAGES	$719,223	$743,146	$798,574	$861,920	$63,346	**7.9%**
Fringes (Total)	**$302,937**	**$335,555**	**$383,444**	**$410,249**	**$26,805**	**7.0%**
TOTAL PERSONNEL COST	$1,022,161	$1,078,701	$1,182,018	$1,272,169	$90,151	**7.6%**
Services (Total)	**$181,313**	**$202,773**	**$205,785**	**$209,653**	**$3,869**	**1.9%**
Management Fee	$3,309	$1,697	$166	$166	$0	
Professional & Technical	$20,543	$25,668	$28,683	$29,803	$1,120	
Temporary Help	$2,691	$2,337	$2,650	$2,697	$47	
Contract Maintenance	$33,270	$44,180	$48,164	$48,436	$271	
Custodial Services	$9	$30	$133	$133	$0	
Paratransit	$95,377	$93,302	$85,983	$87,673	$1,690	
Other	$26,115	$35,558	$40,005	$40,746	$741	
Materials & Supplies (Total)	**$80,851**	**$96,411**	**$93,473**	**$105,702**	**$12,229**	**13.1%**
Fuel and Lubricants	$6,030	$5,628	$17,928	$18,685	$756	
Tires	$6,073	$5,442	$5,991	$6,735	$744	
Other	$68,748	$85,340	$69,553	$80,282	$10,729	
Fuel & Propulsion (Total)	**$83,075**	**$75,592**	**$94,826**	**$89,619**	**($5,207)**	**-5.5%**
Diesel Fuel	$29,656	$27,360	$34,159	$30,409	($3,750)	
Propulsion Power	$47,582	$48,347	$55,307	$56,755	$1,448	
Clean Natural Gas	$5,837	($115)	$5,360	$2,455	($2,905)	
Utilities (Total)	**$31,719**	**$33,066**	**$42,039**	**$39,732**	**($2,307)**	**-5.5%**
Electricity and Gas	$26,569	$27,949	$35,624	$32,478	($3,146)	
Utilities - Other	$5,150	$5,117	$6,415	$7,254	$839	
Casualty & Liability (Total)	**$30,641**	**$33,838**	**$30,119**	**$29,568**	**($551)**	**-1.8%**
Insurance	$14,570	$16,466	$17,709	$16,807	($902)	
Claims	$16,071	$17,373	$12,410	$12,761	$352	
Leases (Total)	**$4,842**	**$4,802**	**$6,283**	**$6,766**	**$484**	**7.7%**
Property	$2,503	$1,972	$2,341	$2,610	$269	
Equipment	$2,338	$2,830	$3,942	$4,157	$215	
Miscellaneous (Total)	**$4,294**	**$5,643**	**$5,865**	**$5,035**	**($830)**	**-14.2%**
Dues And Subscriptions	$325	$366	$458	$455	($3)	
Conferences and Meetings	$134	$114	$269	$242	($27)	
Business Travel/Public Hrg	$402	$320	$798	$779	($19)	
Interview & Relocation	$15	$586	$27	$24	($3)	
Advertising	$2,595	$2,624	$3,162	$2,495	($668)	
Other	$823	$1,633	$1,151	$1,039	($112)	
Reimbursements (Total)	**($4,202)**	**($5,208)**	**($5,195)**	**($3,458)**	**$1,736**	**-33.4%**
Reimbursements	($4,202)	($5,208)	($5,195)	($3,458)	$1,736	
TOTAL NONPERSONNEL COST	$412,533	$446,917	$473,193	$482,617	$9,424	**2.0%**
TOTAL COST	$1,434,694	$1,525,618	$1,655,211	$1,754,786	$99,575	**6.0%**

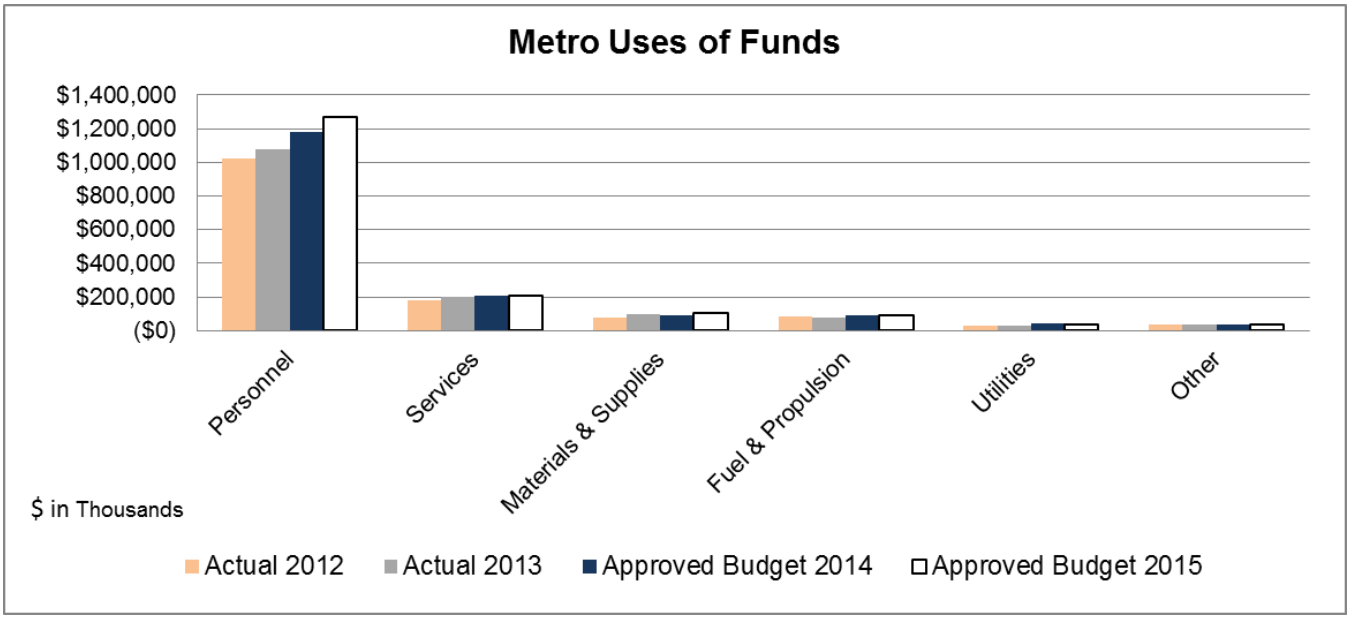
For the period from FY2012 to FY2015, passenger fares continue to be the main source of revenue, growing by $129.8 million or 18.1 percent. Gross subsidy increased by $47.2 million or 8 percent from FY2012 to FY2013 and is budgeted to grow by $45.6 million or 6 percent from FY2014 to FY2015.

Figure 4.3



FY2015 personnel costs for the operating budget are $1.3 billion, a projected increase of $90.2 million or 7.6 percent over FY2014. These cost increases are driven by a combination of service increases including the introduction of Silver Line service, new Bus Priority Corridors and enhancements to 36 routes as part of the Bus "State of Good Operations" initiative, benefit increases, as well as the fiscal impacts associated with new collective bargaining agreements between Metro and three unions whose combined membership represents the majority of Metro's employees. Benefits are budgeted to increase by $26.8 million or 7.0 percent. FY2015 service expenses for the operating budget are $209.7 million, an increase of $3.9 million, or 1.9 percent, over FY2014. This increase is mainly due to a change in bank service fees associated with debit/credit transactions as well as customer service activities.

Figure 4.4



Operating Budget by Mode: Metrobus

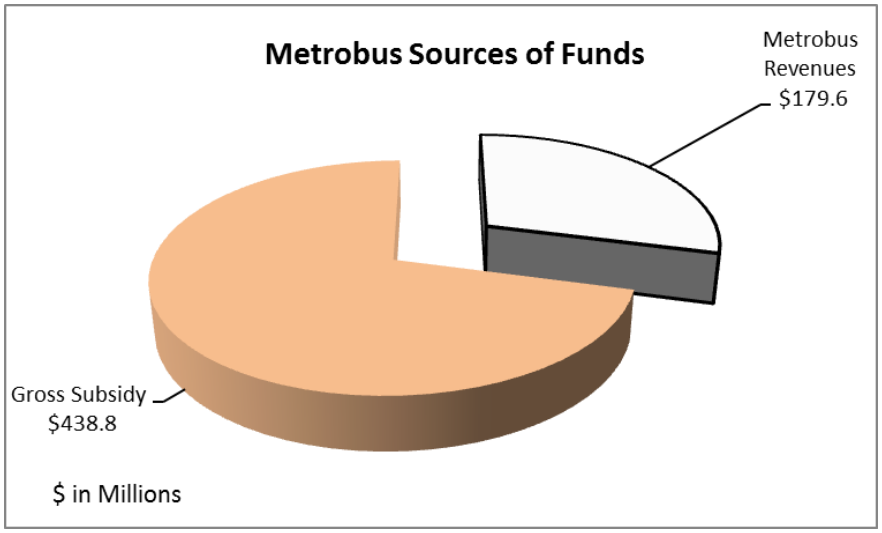
Metrobus

Fiscal Year 2015 Approved: $618 Million

Where it Comes From

For the FY2015 Approved Budget, Metrobus is funded mainly by gross subsidy of $438.8 million or 71.0 percent.

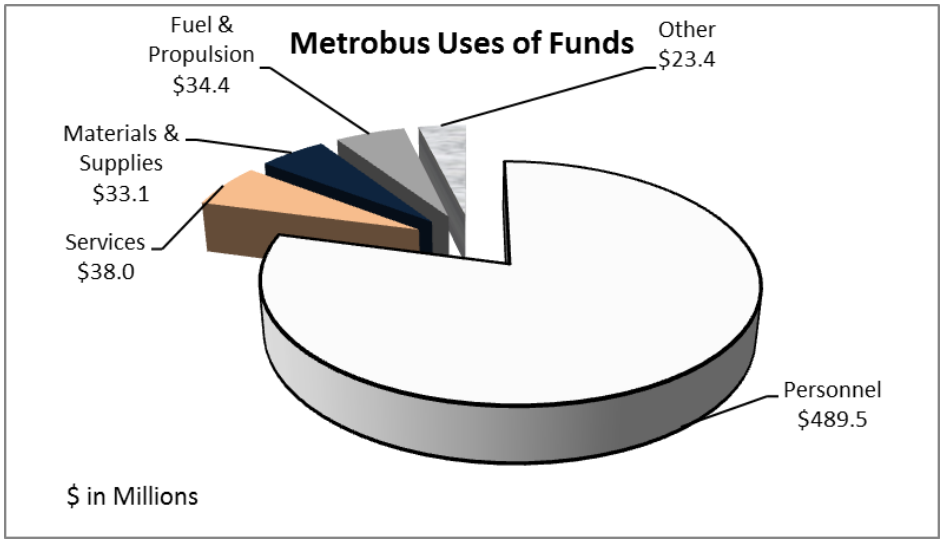
Figure 4.5



Where it Goes

Personnel expenses make up the largest portion of the budget at $489.5 million or 79.2 percent for FY2015.

Figure 4.6



Note: Excludes reimbursable operating projects

Table 4.4

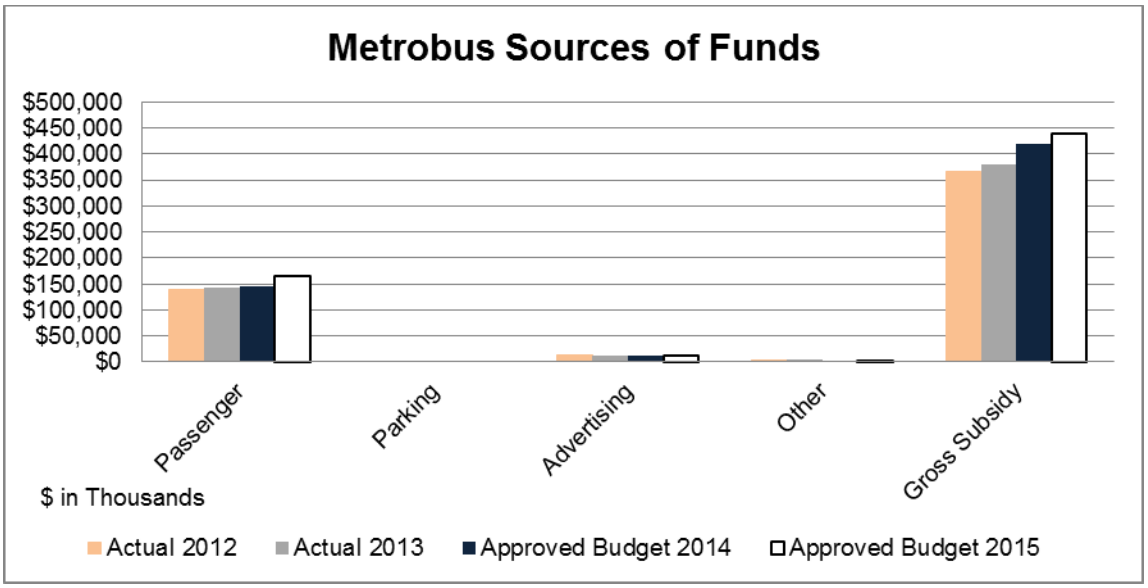
Revenue, Expenses and Funding Source
(Dollars in Thousands)

METROBUS BY ACCOUNT

	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change
REVENUES					
Passenger	$133,925	$138,734	$141,999	$155,675	$13,676
Other Passenger	$5,536	$3,262	$2,554	$8,554	$6,000
Parking	$0	$0	$0	$0	$0
Advertising	$12,251	$11,143	$12,730	$13,361	$631
Joint Development	$0	$11	$0	$0	$0
Fiber Optics	$0	$0	$0	$0	$0
Other	$1,821	$3,615	$2,330	$1,729	($601)
Interest	($11)	$33	$301	$301	$0
Total Revenues	$153,522	$156,799	$159,913	$179,619	$19,706
EXPENSES					
Personnel	$407,080	$425,338	$450,896	$489,527	$38,631
Services	$29,332	$31,905	$36,774	$37,972	$1,198
Materials & Supplies	$27,985	$28,166	$28,516	$33,136	$4,620
Fuel & Propulsion Power	$36,053	$27,231	$39,519	$34,406	($5,113)
Utilities	$6,321	$6,773	$9,306	$8,429	($877)
Casualty & Liability	$11,398	$14,617	$11,092	$11,328	$236
Leases & Rentals	$1,380	$1,191	$1,761	$1,919	$158
Miscellaneous	$1,920	$3,025	$2,195	$2,099	($95)
Reimbursements	($1,285)	($2,568)	($747)	($356)	$390
Total Expenses	$520,184	$535,679	$579,312	$618,461	$39,149
GROSS SUBSIDY	$366,661	$378,880	$419,399	$438,842	$19,443
Less: Preventive Maint	($10,438)	($10,438)	($10,438)	($10,438)	$0
Net Local Subsidy	$356,223	$368,442	$408,961	$428,404	$19,443
Cost Recovery Ratio	29.5%	29.3%	27.6%	29.0%	1.4%

Gross subsidy, the main source of funding for Metrobus, grew by $12.2 million or 3.3 percent to $378.9 million from FY2012 to FY2013 and is budgeted to grow by $19.4 million or 4.6 percent to $438.8 million from FY2014 to FY2015. Passenger revenue grew by $2.5 million or 1.8% to $142 million from FY2012 to FY2013 and is budgeted to grow by $19.7 million or 13.6% to $164 million from FY2014 to FY2015.

Figure 4.7



Personnel costs grew by $18.3 million or 4.5 percent from FY2012 to FY2013 and are projected to grow by $38.6 million or 9.0 percent from FY2014 to FY2015, primarily due to the introduction of the Bus Priority Corridors and service improvements related to implementation of State of Good Operations initiatives. Services grew by $2.6 million or 8.8 percent from FY2012 to FY2013 and are projected to grow by $1.2 million or 3.3 percent from FY2014 to FY2015. Materials and Supplies increased by $181 thousand or 0.6 percent from FY2012 to FY2013 and are projected to increase by $4.6 million or 16.0 percent from FY2014 to FY2015. Fuel and Propulsion cost decreased by $8.8 million or 24.5 percent from FY2012 to FY2013 and is projected to decrease by $5.1 million or 12.9 percent from FY2014 to FY2015. Other expenses remain relatively flat.

Figure 4.8

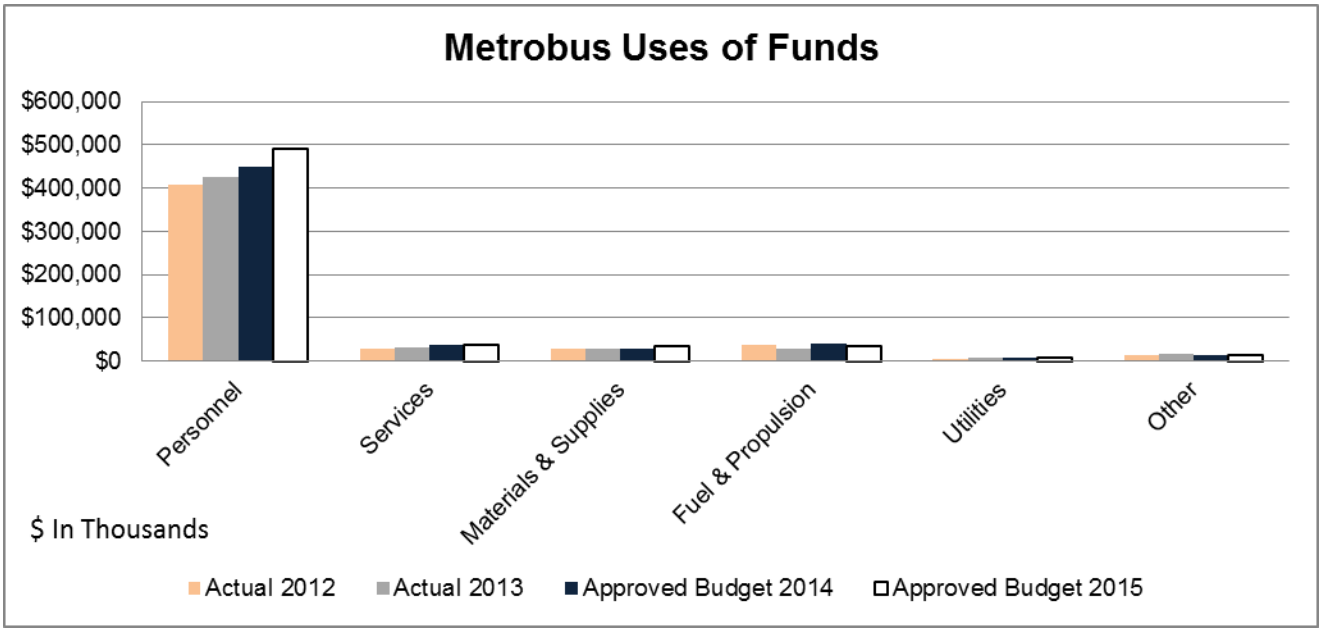


Table 4.5

OPERATING EXPENSE BUDGET
METROBUS MODE

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
Salaries (Total)	**$58,556**	**$62,029**	**$66,641**	**$74,857**	**$8,216**	12%
Full-Time Salaries	$57,288	$60,451	$66,735	$75,511	$8,775	
Salary Lapse	$0	$0	($1,648)	($2,201)	($552)	
Overtime Salaries	$1,268	$1,578	$1,554	$1,547	($7)	
Wages (Total)	**$227,749**	**$231,482**	**$237,652**	**$257,487**	**$19,835**	8%
Operator/StaMgr Wages	$141,665	$143,167	$147,837	$160,777	$12,940	
Operator/StaMgr Overtime	$23,979	$25,428	$24,038	$25,100	$1,062	
Full Time Wages	$56,762	$57,242	$62,574	$67,449	$4,875	
Wage Lapse	$0	$0	($1,805)	($2,273)	($468)	
Overtime Wages	$5,343	$5,645	$5,007	$6,435	$1,428	
TOTAL SALARIES AND WAGES	$286,305	$293,511	$304,293	$332,344	$28,051	9%
Fringes (Total)	**$120,775**	**$131,827**	**$146,603**	**$157,183**	**$10,580**	7%
Fringe Health	$20	$48	$60,102	$62,656	$2,554	
Fringe Pension	$1,530	$0	$53,483	$56,193	$2,710	
Other Fringe Benefits	$112,535	$125,230	$25,824	$28,774	$2,950	
Workers Compensation	$6,691	$6,549	$7,194	$9,560	$2,366	
TOTAL PERSONNEL COST	$407,080	$425,338	$450,896	$489,527	$38,631	9%
Services (Total)	**$29,332**	**$31,905**	**$36,774**	**$37,972**	**$1,198**	3%
Management Fee	$4	$0	$0	$0	$0	
Professional & Technical	$7,544	$9,696	$8,729	$8,953	$224	
Temporary Help	$570	$559	$825	$842	$17	
Contract Maintenance	$12,768	$16,740	$18,771	$19,488	$717	
Custodial Services	$2	$30	$133	$133	$0	
Paratransit	$0	$0	$0	$0	$0	
Other	$8,443	$4,880	$8,316	$8,556	$240	
Materials & Supplies (Total)	**$27,985**	**$28,166**	**$28,516**	**$33,136**	**$4,620**	16%
Fuel and Lubricants	$3,440	$2,971	$4,336	$4,942	$606	
Tires	$5,867	$5,267	$5,900	$6,602	$703	
Other	$18,679	$19,929	$18,280	$21,591	$3,311	
Fuel & Propulsion(Total)	**$36,053**	**$27,231**	**$39,519**	**$34,406**	**($5,113)**	-13%
Diesel Fuel	$29,638	$27,361	$34,159	$30,409	($3,750)	
Propulsion Power	$599	$80	$0	$0	$0	
Clean Natural Gas	$5,816	($210)	$5,360	$3,997	($1,363)	
Utilities (Total)	**$6,321**	**$6,773**	**$9,306**	**$8,429**	**($877)**	-9%
Electricity and Gas	$4,721	$5,107	$7,376	$6,197	($1,179)	
Utilities - Other	$1,600	$1,666	$1,930	$2,232	$302	
Casualty & Liability (Total)	**$11,398**	**$14,617**	**$11,092**	**$11,328**	**$236**	2%
Insurance	$3,909	$6,519	$6,589	$6,439	($150)	
Claims	$7,489	$8,098	$4,504	$4,889	$386	
Leases (Total)	**$1,380**	**$1,191**	**$1,761**	**$1,919**	**$158**	9%
Property	$1,037	$423	$778	$789	$11	
Equipment	$343	$768	$983	$1,130	$147	
Miscellaneous (Total)	**$1,920**	**$3,025**	**$2,195**	**$2,099**	**($95)**	-4%
Dues And Subscriptions	$130	$141	$178	$175	($3)	
Conferences and Meetings	$45	$28	$87	$77	($9)	
Business Travel/Public Hrg	$101	$70	$222	$208	($13)	
Interview & Relocation	$4	$229	$9	$8	($1)	
Tolls	$0	$0	$0	$0	$0	
Advertising	$1,420	$2,154	$1,315	$1,275	($40)	
Other	$220	$403	$384	$356	($29)	
Reimbursements (Total)	**($1,285)**	**($2,568)**	**($747)**	**($356)**	**$390**	-52%
Reimbursements	($1,285)	($2,568)	($747)	($356)	$390	
TOTAL NONPERSONNEL COST	$113,103	$110,340	$128,416	$128,934	$517	0%
TOTAL COST	$520,183.6	$535,679	$579,312	$618,461	$39,149	7%

Metrobus Revenue Vehicle Fleet Management Plan

The Metrobus Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected Metrobus revenue vehicle fleet size requirements and operating spare ratio. It includes a description of revenue service planned to accommodate growth in Metrobus ridership, as well as an assessment and projection of needs for bus vehicle maintenance. The information that follows reflects the most current data from the Federal Transit Administration Approved Plan. The most current Plan can be found on the Metro website at: http://www.wmata.com/pdfs/planning/2010_Bus_Fleet_Plan_07222010.pdf.

Table 4.6
Metrobus Statistics: FY2012 - FY2015

	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Approved
STATISTICS:				
Total Bus Miles (000s)	50,019	48,081	48,681	51,075
Revenue (budget) Bus Miles (000s)	39,015	38,080	38,555	40,451
Total Passengers (000s)	132,220	129,756	132,555	139,124
Bus Fleet Size (Year End)	1,470	1,481	1,481	1,507
Total Passenger Revenue ($000s)	$139,461	$141,996	$144,553	$164,228
Total Operating Revenue (000s)	$153,283	$156,799	$159,913	$179,619
Total Operating Expenses (000s)	$520,184	$564,993	$579,312	$618,461
Gross Subsidy (000s)	$366,706	$411,009	$419,399	$438,842
RATIOS:				
Cost Per Total Bus Mile	10.40	11.75	11.90	12.11
Passengers Per Bus	89.95	87.61	89.50	92.32
Passengers Per Scheduled Bus Mile	3.39	3.41	3.44	3.44
Cost Per Passenger	$3.93	$4.35	$4.37	$4.45
Subsidy Per Passenger	$2.77	$3.17	$3.16	$3.15
Average Passenger Fare *	$1.05	$1.09	$1.09	$1.18
Percentage of Operating Cost Recovered from Passenger Revenues	26.8%	25.1%	25.0%	26.6%
Percentage of Operating Cost Recovered from all Operating Revenues	29.5%	27.8%	27.6%	29.0%

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

Table 4.7

Active Bus Fleet: FY2014

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

Table 4.8

Average Age of Bus Fleet at End of FY2014

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

* Includes 25 strategic buses in accordance with fleet plan

Table 4.9

Bus Fleet Size by Garage: FY 2014

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

* Maximum scheduled fleet Includes 25 strategic buses

Table 4.10

Comparison of Bus Miles Operated: FY2012- FY2015

	FY2012 Approved	FY2013 Approved	FY2014 Approved	FY2015 Approved
Total Scheduled	49,309,732	47,381,294	47,850,260	49,740,260
Strategic	-	-	-	-
Bus Bridges	-	-	-	600,000
Special Service	100,000	100,000	100,000	100,000
Change-Offs	265,000	260,780	267,522	277,403
Yard Work	448,670	441,525	449,553	466,158
Missed Trips	(104,000)	(102,344)	(104,205)	(108,088)
Total Unscheduled	709,670	699,961	712,870	1,335,474
TOTAL MILES	**50,019,402**	**48,081,255**	**48,563,130**	**51,075,734**
Estimated miles of articulated bus included in above	2,597,000	2,487,344	1,900,948	1,900,948

Strategic mileage included in Scheduled Miles.
FY13 Actual Bus Bridge Mileage available for FY15 Estimates.
The reduction in articulated miles is a result of extended headways on the 70 Line.

Table 4.11
Bus Operator Payhours: FY2015

	FY2015 Bus Operator Wages		
Category	**Payhours**	**Average Hourly Rate**	**Budget**
Scheduled (straight + OT)*	5,137,586	$28.17	$144,704,524
Subtotal:	**5,137,586**		**$144,704,524**
Non-Scheduled OT/Special Event	263,933	$28.17	$7,433,900
Standing Extra	39,948	$28.17	$1,125,170
Utility	61,812	$28.17	$1,740,988
Training	183,504	$16.51	$3,030,489
Miscellaneous	189,711	$28.17	$5,343,373
Guarantees	92,430	$28.17	$2,603,370
Funeral Leave	7,160	$28.17	$201,668
Jury Duty	5,190	$28.17	$146,181
Vacation	389,672	$28.17	$10,975,447
Sick	227,360	$28.17	$6,403,790
Holiday	227,392	$28.17	$6,404,691
Subtotal:	**1,688,112**		**$45,409,067**
Grand Total:	**6,825,698**	**$27.85**	**$190,113,591**

* Pay hours for strategic buses are included in the FY15 Scheduled Pay Hours. Non-Scheduled OT includes funding for bus bridges, supporting Rail shutdowns, elevator shuttles.

Table 4.12
Metrobus Route Summary: FY2014

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

Regional and Non-Regional Metrobus Routes

Metrobus routes are designated as either regional or non-regional. The cost of providing Metrobus service on regional routes is allocated to all of the Metro contributing jurisdictions. Costs associated with non-regional are allocated to a greater degree to the jurisdiction receiving the benefit of the non-regional route.

The Metro Board of Directors approves the designation of regional or non-regional Metrobus routes. The factors used in making the determination of regional and non-regional routes are:

- alignment of inter-jurisdictional routes
- routes operating on arterial streets
- routes that serve specific regional activity centers and
- route cost effectiveness

Metrobus operating cost is measured in terms of cost per platform hour. Platform hours represent the amount of time between when a bus leaves its maintenance and storage facility and when it returns at the end of the day. For the approved FY2015 budget, the cost per platform hour for regional routes is $156.65; for non-regional routes the cost per hour platform is $119.10.

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

DC REGIONAL ROUTES - PLATFORM HOURS

Line #	Line Name	Routes	Sched Days	FY2012	FY2013	FY2013 (ADJ)	FY2014	FY2014 (ADJ)	FY2015	FY2015 (ADJ)
129	DC-Dulles	5A	W,Sa,Su	23,969	23,858	25,039	24,176	24,177	24,101	24,103
99	Wisconsin Avenue	31	W,Sa,Su	29,544	29,355	30,665	29,482	29,480	29,418	29,415
93	Pennsylvania Avenue	32,36	W,Sa,Su	112,688	111,750	117,081	113,158	116,722	112,906	120,039
58	Naylor Road	34	W,Sa,Su	21,958	23,942	25,237	25,134	25,134	25,092	25,092
100	Wisconsin Avenue Limited	37	W (Sat Hol)	6,401	9,250	9,557	9,287	9,287	9,213	9,213
42	Pennsylvania Avenue Limited	39	W (Sat Hol)	8,283	10,845	11,223	10,743	10,743	10,657	10,657
81	Mount Pleasant	42,43	W,Sa,Su	63,396	59,461	62,404	61,125	61,160	60,967	61,160
52	14th Street	52,53,54	W,Sa,Su	99,294	98,866	103,195	99,336	100,479	99,095	101,522
43	Fort Totten-Petworth	60,64	W,Sa,Su	42,299	40,761	42,611	40,743	40,743	40,630	40,630
59	Takoma-Petworth	62,63	W,Sa,Su	31,535	30,131	31,564	32,367	32,316	32,250	32,199
50	Petworth-11th St	66,68	W,Sa,Su	0	0	0	0	0	0	0
118	Georgia Avenue-7th Street	70	W,Sa,Su	0	73,631	76,914	72,146	74,017	72,106	75,814
118	Georgia Avenue-7th Street	70,71	W,Sa,Su	88,310	0	0	0	0	0	0
119	Convention Center- S.W. Waterfront	74	W,Sa,Su	0	23,353	24,609	23,620	23,620	23,562	23,562
107	Georgia Avenue Limited	79	W (Sat Hol)	37,181	37,033	40,219	44,407	47,661	44,312	50,707
86	North Capitol Street	80	W,Sa,Su	60,447	60,055	62,707	60,465	61,285	60,258	61,894
130	U Street-Garfield	90,92,93	W,Sa,Su	106,788	106,527	111,925	108,726	110,825	108,486	112,763
141	Stanton Road	94	W,Sa,Su	11,562	11,423	11,952	11,684	12,424	11,647	13,108
18	East Capitol Street-Cardozo	96,97	W,Sa,Su	59,962	58,788	61,563	62,252	62,250	62,108	62,108
581	Anacostia-Congress Heights	A2,6,7,8,42,46,48	W,Sa,Su	79,526	78,852	82,643	79,388	79,472	79,219	79,418
582	Anacostia-Fort Drum	**A4,W5**	**W,Sa,Su**	**25,212**	**24,330**	**25,517**	**24,301**	**35,008**	**36,729**	35,410
111	M.L. King Jr. Avenue Limited Line	A9	W (Sat Hol)	6,359	6,437	7,768	10,504	9,596	10,421	9,217
150	Bladensburg Road-Anacostia	B2	W,Sa,Su	55,324	59,040	61,553	59,614	59,615	59,479	59,507
55	Sibley Hospital - Stadium-Armory	D1,3,6	W,Sa,Su	55,317	0	0	0	0	0	0
22	Glover Park-Federal Triangle	D1	W (Sat Hol)	4,978	5,446	5,719	5,738	5,898	5,691	5,925
48	Ivy City-Dupont Circle	D3	W (Sat Hol)	6,317	5,796	6,048	5,908	5,822	5,861	5,766
37	MacArthur Boulevard-Georgetown	D5	W (Sat Hol)	4,192	4,312	4,514	4,796	4,782	4,756	4,756
55	Sibley Hospital - Stadium-Armory	D6	W,Sa,Su	0	55,341	57,880	55,777	55,737	55,596	55,554
77	Military Road-Crosstown	E2,3,4	W,Sa,Su	48,658	48,287	50,472	48,567	48,559	48,436	48,436
89	P Street-LeDroit Park	G2	W,Sa,Su	24,125	23,853	25,711	25,631	25,631	25,585	25,585
101	Rhode Island Avenue	G8	W,Sa,Su	34,653	37,829	39,574	38,100	37,858	37,997	37,732
62	Brookland-Potomac Park	H1	W (Sat Hol)	4,836	4,871	5,258	5,762	5,680	5,710	5,598
35	Crosstown	H2,3,4	W,Sa,Su	55,387	55,764	58,346	56,083	56,068	55,978	55,978
32	Connecticut Avenue	L1,2	W,Sa,Su	46,115	40,845	43,360	41,341	41,276	41,235	41,115
75	Massachusetts Avenue	N2,3,4,6	W,Sa,Su	43,676	41,765	43,505	41,575	41,577	41,386	41,425
98	Navy Yard Shuttle	N22	W	0	0	0	0	0	0	0
109	16th Street-Potomac Park	S1	W (Sat Hol)	12,031	12,079	12,613	12,269	12,278	12,164	12,202
108	16th Street	S2,4	W,Sa,Su	109,954	107,706	112,351	108,309	109,308	108,074	110,031
112	16th Street Limited	S9	W (Sat Hol)	18,720	20,492	23,391	24,839	24,757	24,645	24,652
134	Minnesota Avenue-Anacostia	U2	W, Sa	11,747	13,042	13,962	13,332	13,332	13,316	13,316
57	Fairfax Village-L'Enfant Plaza	V5	W (Sat Hol)	5,388	5,264	5,455	5,209	5,212	5,163	5,163
114	Minnesota Avenue-M Street	V7,8,9	W,Sa,Su	43,240	46,071	48,717	47,645	48,089	47,516	48,351
95	Deanwood-Alabama Avenue	W4	W,Sa,Su	46,138	47,082	48,630	52,056	52,058	51,990	52,015
587	South Capitol St. Limited	W9	W	0	0	0	0	3,149	0	4,171
151	Benning Road	X1,3	W (Sat Hol)	10,776	11,431	11,819	11,551	11,631	11,455	11,580
14	Benning Road-H Street	X2	W,Sa,Su	69,969	68,666	71,975	69,087	69,541	69,001	70,123
11	Benning Road-H St Express	X9	W	11,257	11,213	11,585	11,257	11,257	11,168	11,168
	SUBTOTAL Regional DC			**1,637,513**	**1,644,842**	**1,726,829**	**1,687,489**	**1,715,515**	**1,695,379**	**1,728,176**

Table 4.13
Metrobus Regional and Non-Regional Route Summary

DC NON-REGIONAL ROUTES - PLATFORM HOURS

Line #	Line Name	Routes	Sched Days	FY2012	FY2013	FY2013 (ADJ)	FY2014	FY2014 (ADJ)	FY2015	FY2015 (ADJ)
107	Georgia Avenue Metro Extra	79	W	0	0	0	0	0	0	0
23	Woodley Park-U Steet Loop	98	W,Sa,Su	0	0	0	0	0	0	0
49	Fort Lincoln Shuttle	B8,9	W (Sat Hol)	6,250	6,225	6,432	6,250	6,250	6,200	6,200
51	Glover Park-Dupont Circle	D2	W,Sa,Su	18,424	18,173	19,015	18,282	18,282	18,237	18,237
56	Ivy City-Franklin Square	D4	W,Sa,Su	18,408	18,284	19,169	18,404	18,404	18,376	18,376
45	Hospital Center	D8	W,Sa,Su	41,642	39,955	42,019	40,450	40,443	40,348	40,348
71	Chevy Chase	E6	W (Sat Hol)	5,827	5,804	5,997	5,827	5,827	5,781	5,781
34	Brookland-Fort Lincoln	H6	W,Sa,Su	19,430	19,278	20,124	19,336	19,336	19,293	19,293
91	Park Road-Brookland	H8,9	W,Sa,Su	32,817	31,439	32,881	31,748	31,734	31,698	31,689
551	Takoma-Walter Reed	K1	W (Sat Hol)	3,765	0	0	0	0	0	0
583	Takoma-Fort Totten	K2	W (Sat Hol)	4,143	4,048	4,170	4,821	4,813	4,798	4,798
64	Fairfax Village-Naylor Road	M2	W (Sat Hol)	1,849	1,842	1,903	1,849	1,849	1,834	1,834
84	Nebraska Avenue	M4	W (Sat Hol)	10,492	10,278	10,726	10,472	10,436	10,401	10,401
46	Fairfax Village	M6	W,Sa,Su	14,465	14,462	15,434	14,936	14,936	14,924	14,924
82	Congress Heights Shuttle	M8,9	W (Sat Hol)	7,739	7,752	8,007	7,798	7,798	7,736	7,736
79	Tenleytown-Glover Park	N8	W (Sat Hol)	4,728	0	0	0	0	0	0
544	Anacostia-Eckington	P6	W,Sa,Su	43,941	42,814	45,040	43,256	43,256	43,131	43,131
78	Sheriff Road-River Terrace	U4	W,Sa,Su	12,463	11,945	12,549	11,997	11,997	11,956	11,956
135	Mayfair-Marshall Heights	U5,6	W,Sa,Su	29,652	28,557	29,832	28,710	28,827	28,673	28,836
44	Capitol Heights-Benning Heights	U8	W,Sa,Su	35,708	34,873	36,555	34,955	34,955	34,878	**34,878**
158	United Medical Center-Anacostia	W2,3	W,Sa,Su	37,889	37,136	38,909	37,366	37,366	37,279	37,279
15	Garfield-Anacostia Loop	W6,8	W,Sa,Su	29,559	29,089	30,462	29,346	29,346	29,281	29,281
587	L'Enfant-Coast Guard	W9	W	-	-	-	-	0	3,465	0
25	Maryland Avenue	X8	W,Sa,Su	8,699	8,670	9,061	8,726	8,720	8,702	8,702
	Subtotal Schools	-------	W	8,785	6,419	6,368	6,279	6,237	6,383	6,423
	SUBTOTAL Non-Regional DC			**396,675**	**377,042**	**394,654**	**380,805**	**380,811**	**383,376**	**380,104**

Table 4.13
Metrobus Regional and Non-Regional Route Summary

MD REGIONAL ROUTES - PLATFORM HOURS

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

MD NON-REGIONAL ROUTES - PLATFORM HOURS

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

VA REGIONAL ROUTES - PLATFORM HOURS

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

VA NON-REGIONAL ROUTES - PLATFORM HOURS

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

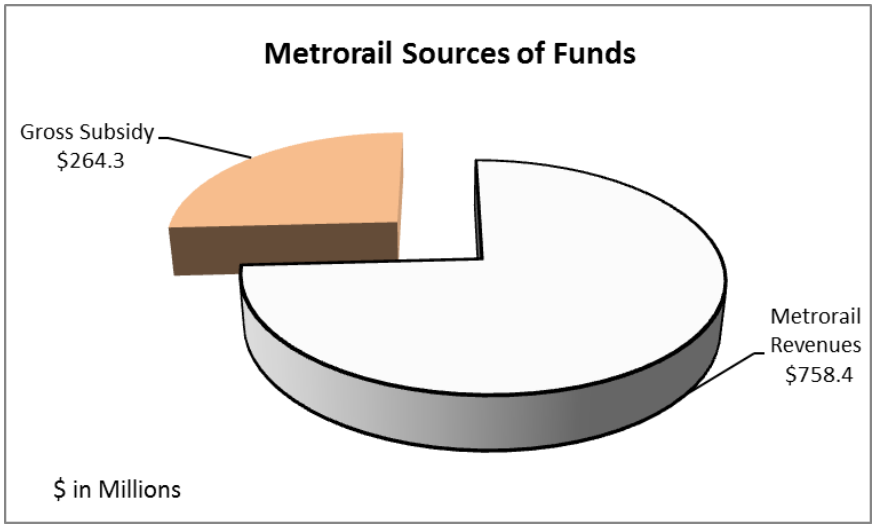
Operating Budget by Mode: Metrorail

Metrorail
Fiscal Year 2015 Approved: $1.0 Billion

Where it Comes From

Revenues from Metrorail of $758.4 million are the main source of funding, the largest of which is passenger fare revenues. The gross subsidy is $264.3 million or 25.8 percent of expenditures.

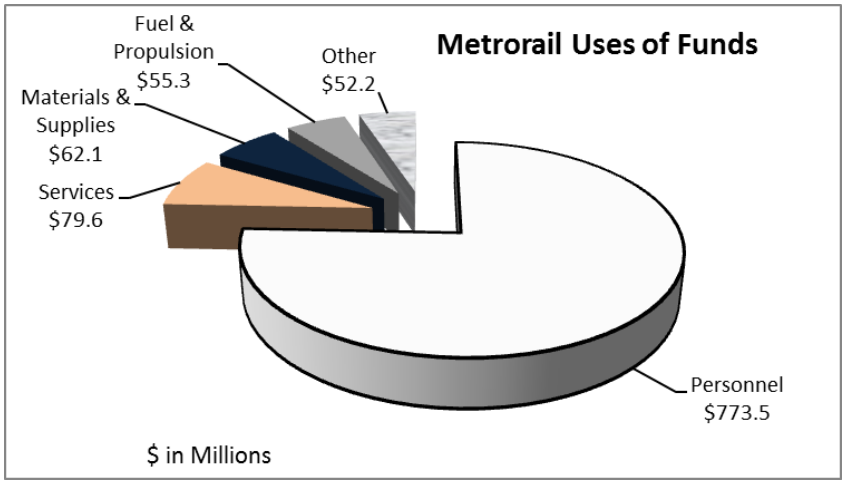
Figure 4.9



Where it Goes

Personnel expenses make up the largest portion of the budget at $773.5 million or 75.7 percent for FY2015.

Figure 4.10



Note: Excludes reimbursable operating projects

Table 4.6

Revenue, Expenses and Funding Source
(Dollars in Thousands)

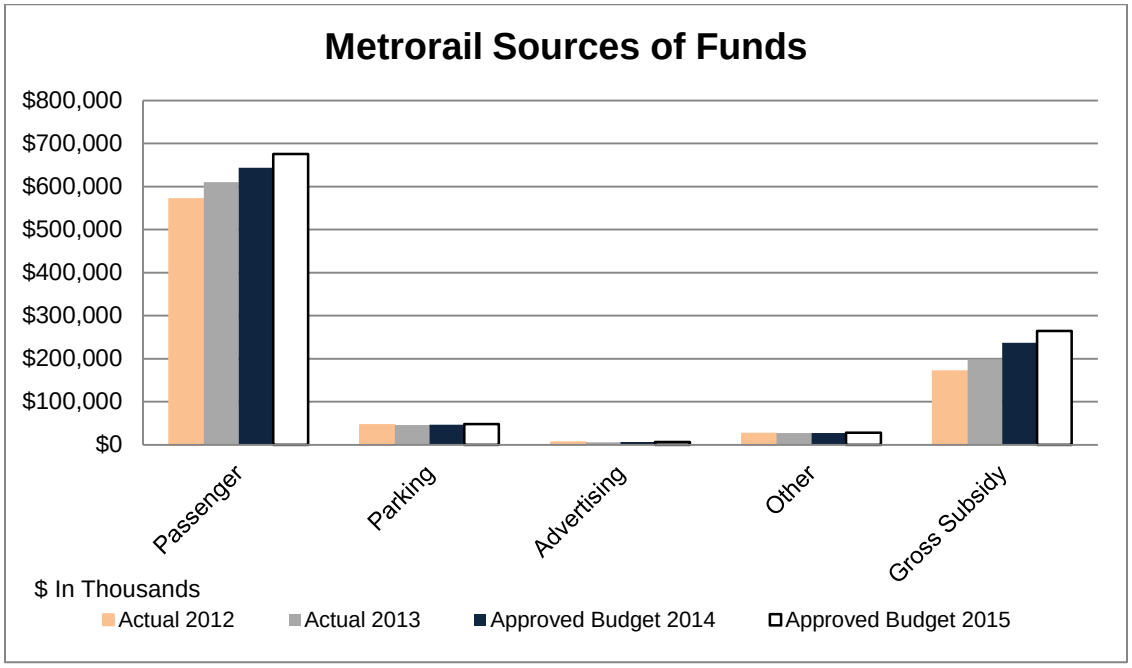
METRORAIL BY ACCOUNT

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change
REVENUES					
Passenger	$569,238	$605,538	$638,849	$671,743	$32,894
Other Passenger	$1,585	$4,376	$5,046	$3,818	($1,228)
Parking	$45,554	$45,640	$47,000	$48,410	$1,410
Advertising	$6,034	$5,589	$6,270	$6,633	$363
Joint Development	$6,039	$6,601	$8,000	$7,000	($1,000)
Fiber Optics	$14,566	$15,634	$14,500	$16,000	$1,500
Other	$5,148	$5,089	$4,739	$4,739	$0
Interest	($3)	$11	$30	$30	$0
Total Revenues	$648,158	$688,479	$724,435	$758,374	$33,939
EXPENSES					
Personnel	$609,367	$646,628	$722,071	$773,533	$51,462
Services	$54,800	$75,364	$77,616	$79,554	$1,938
Materials & Supplies	$52,451	$67,864	$54,511	$62,118	$7,607
Fuel & Propulsion Power	$47,022	$48,361	$55,307	$55,261	($46)
Utilities	$25,306	$26,203	$32,618	$31,177	($1,442)
Casualty & Liability	$19,145	$18,808	$16,994	$17,664	$671
Leases & Rentals	$2,858	$2,989	$3,463	$3,568	$105
Miscellaneous	$2,324	$2,561	$3,592	$2,867	($725)
Preventive Maint./Reimb.	($2,917)	($2,612)	($4,383)	($3,102)	$1,281
Total Expenses	$810,356	$886,165	$961,788	$1,022,639	$60,851
GROSS SUBSIDY	$162,197	$197,686	$237,353	$264,266	$26,912
Less: Preventive Maintenance	(20,262)	(20,262)	(20,262)	(20,262)	
Net Local Subsidy	$141,935	$177,424	$217,091	$244,004	$26,912
Cost Recovery Ratio	80.0%	77.7%	75.3%	74.2%	

*actuals include any charges to Joint Allocated and Non-regional Distribution operating units

Passenger fare revenue continues to be the main source of revenue, $675.6 million in FY2015. The projected gross subsidy for FY2015 is $264.3 million, an increase of $26.9 million over the FY2014 approved budget.

Figure 4.11



Personnel costs grew by $37.3 million or 6.1 percent from FY2012 to FY2013 and are projected to increase by $51.5 million or 7.2 percent from FY2014 to FY2015, primarily related to the introduction of Silver Line service, fatigue management and State Of Good Operations activities. Services grew by $20.6 million or 37.5 percent from FY2012 to FY2013 and are projected to increase by $1.9 million or 2.0 percent from FY2014 to FY2015. Materials and Supplies increased by $15.4 million or 29.4 percent from FY2012 to FY2013 and are projected to increase by $7.6 million or 14 percent from FY2014 to FY2015 in recognition of the increased parts and material costs associated with rail car maintenance.

Figure 4.12

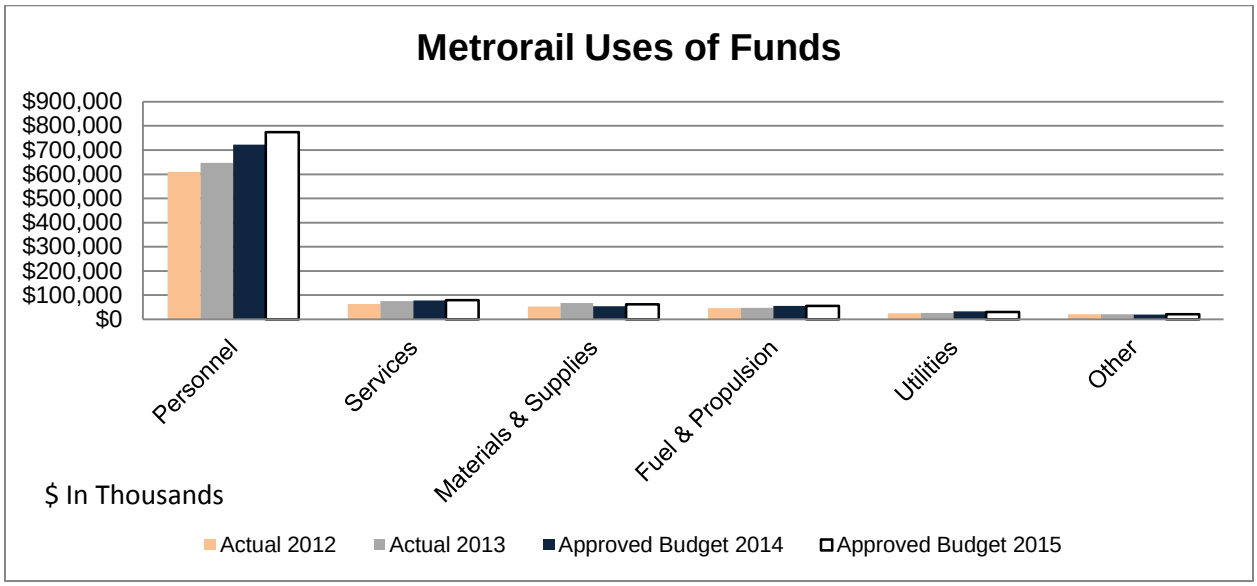


Table 4.7

OPERATING EXPENSE BUDGET
METRORAIL MODE

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
Salaries (Total)	**$152,628**	**$165,205**	**$174,481**	**$184,139**	**$9,658**	6%
Full-Time Salaries	$139,834	$152,962	$170,407	$179,691	$9,284	
Salary Lapse	$0	$0	($4,045)	($4,226)	($180)	
Overtime Salaries	$12,794	$12,244	$8,119	$8,674	$555	
Wages (Total)	**$276,409**	**$279,927**	**$313,800**	**$339,114**	**$25,313**	8%
Operator/StaMgr Wages	$70,972	$70,785	$89,745	$95,932	$6,187	
Operator/StaMgr Overtime	$20,610	$18,293	$13,703	$18,408	$4,705	
Full Time Wages	$164,464	$174,175	$207,585	$215,662	$8,077	
Wage Lapse	$0	$0	($5,479)	($5,591)	($112)	
Overtime Wages	$20,364	$16,675	$8,247	$14,703	$6,456	
TOTAL SALARIES AND WAGES	$429,037	$445,133	$488,281	$523,252	$34,971	7%
Fringes (Total)	**$180,330**	**$201,496**	**$233,790**	**$250,281**	**$16,491**	7%
Fringe Health	$112	$163	$96,442	$100,515	$4,073	
Fringe Pension	$2,695	$0	$85,821	$90,148	$4,326	
Other Fringe Benefits	$168,477	$191,620	$40,486	$45,194	$4,708	
Workers Compensation	$9,046	$9,714	$11,040	$14,424	$3,384	
TOTAL PERSONNEL COST	$609,367	$646,628	$722,071	$773,533	$51,462	7%
Services (Total)	**$54,800**	**$75,364**	**$77,616**	**$79,554**	**$1,938**	2%
Management Fee	$3,305	$1,697	$160	$160	$0	
Professional & Technical	$12,557	$15,214	$17,565	$18,105	$540	
Temporary Help	$2,110	$1,769	$1,820	$1,849	$29	
Contract Maintenance	$20,288	$27,149	$29,053	$28,582	($471)	
Custodial Services	$8	$0	$0	$0	$0	
Paratransit	($53)	$0	$0	$0	$0	
Other	$16,585	$29,535	$29,019	$30,858	$1,839	
Materials & Supplies (Total)	**$52,451**	**$67,864**	**$54,511**	**$62,118**	**$7,607**	14%
Fuel and Lubricants	$2,590	$2,658	$3,592	$3,592	$0	
Tires	$207	$176	$91	$133	$41	
Other	$49,655	$65,031	$50,827	$58,393	$7,566	
Fuel & Propulsion(Total)	**$47,022**	**$48,361**	**$55,307**	**$55,261**	**($46)**	0%
Diesel Fuel	$19	($1)	$0	$0	$0	
Propulsion Power	$46,983	$48,267	$55,307	$56,755	$1,448	
Clean Natural Gas	$20	$95	$0	($1,494)	($1,494)	
Utilities (Total)	**$25,306**	**$26,203**	**$32,618**	**$31,177**	**($1,442)**	-4%
Electricity and Gas	$21,787	$22,776	$28,159	$26,192	($1,967)	
Utilities - Other	$3,518	$3,427	$4,459	$4,984	$525	
Casualty & Liability (Total)	**$19,145**	**$18,808**	**$16,994**	**$17,664**	**$671**	4%
Insurance	$10,661	$9,638	$10,094	$10,040	($54)	
Claims	$8,483	$9,170	$6,900	$7,624	$724	
Leases (Total)	**$2,858**	**$2,989**	**$3,463**	**$3,568**	**$105**	3%
Property	$919	$971	$670	$670	$0	
Equipment	$1,939	$2,018	$2,792	$2,897	$105	
Miscellaneous (Total)	**$2,324**	**$2,561**	**$3,592**	**$2,867**	**($725)**	-20%
Dues And Subscriptions	$188	$218	$272	$272	($0)	
Conferences and Meetings	$83	$82	$173	$152	($21)	
Business Travel/Public Hrg	$288	$234	$540	$538	($2)	
Interview & Relocation	$11	$345	$17	$15	($2)	
Tolls	$0	$0	$0	$0	$0	
Advertising	$1,160	$457	$1,838	$1,215	($623)	
Other	$594	$1,226	$753	$676	($77)	
Reimbursements (Total)	**($2,917)**	**($2,612)**	**($4,383)**	**($3,102)**	**$1,281**	-29%
Reimbursements	($2,917)	($2,612)	($4,383)	($3,102)	$1,281	
TOTAL NONPERSONNEL COST	$200,988	$239,537	$239,717	$249,106	$9,389	4%
TOTAL COST	$810,356	$886,165	$961,788	$1,022,639	$60,851	6%

Table 4.16
Metrorail Statistics: FY 2012 - FY 2015

(in thousands)

	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Approved
STATISTICS:				
Total Railcar Miles	83,300	85,300	89,503	99,124
Total Revenue Service Miles	81,700	83,700	87,903	97,524
Total Passengers	220,734	208,969	219,300	222,868
Total Passenger Revenue	$569,238	$605,538	$638,849	$675,561
Total Operating Revenue	$648,128	$688,480	$724,435	$758,374
Total Operating Expense	$810,316	$886,166	$961,788	$1,022,639
Gross Subsidy	$162,188	$197,686	$237,353	$264,265
RATIOS:				
Passengers Per Revenue Service Mile	2.70	2.50	2.49	2.29
Cost Per Total Railcar Mile	$9.73	$10.39	$10.75	$10.32
Cost Per Passenger	$3.67	$4.24	$4.39	$4.59
Subsidy Per Passenger	$0.73	$0.95	$1.08	$1.19
Average Passenger Fare	$2.58	$2.90	$2.91	$3.03
Percentage of Operating Cost Recovered from Passenger Revenues	70.2%	68.3%	66.4%	66.1%
Percentage of Operating Cost Recovered from all Operating Revenues	80.0%	77.7%	75.3%	74.2%

Table 4.17
Payhours for Rail Operators and Station Managers: FY 2015

	FY2015 Train Operator Wages		
Category	**Payhours**	**Average Hourly Rate**	**Budget**
Scheduled F/T	1,119,126	$31.96	$35,767,267
Scheduled P/T (1)	46,800	$32.73	1,531,778
Car Testing/Start Up	24,960	$31.96	797,722
Interlocking Pay Hours	96,299	$38.84	3,740,248
Subtotal:	**1,287,185**		**$41,837,015**
NonScheduled Overtime/Special Event	213,424	$50.36	$10,748,052
Standing Extra	1,582	$31.96	$50,561
Utility	51,331	$36.27	$1,861,757
Training	63,682	$31.96	$2,035,265
Retraining	24,624	$31.96	$786,983
Misc.	7,179	$31.96	$229,441
Funeral/Other	1,731	$31.96	$55,323
Vacation	96,021	$31.96	$3,068,845
Sick	34,205	$31.96	$1,093,192
Holiday	43,673	$31.96	$1,395,791
Subtotal:	**537,452**		**$21,325,210**
Total:	**1,824,637**		**$63,162,225**

	FY2015 Station Manager Wages		
Category	**Payhours**	**Average Hourly Rate**	**Budget**
Scheduled F/T	1,023,440	$33.92	$34,715,085
Subtotal:	**1,023,440**		**$34,715,085**
NonScheduled Overtime/Special Event	134,268	$50.88	$6,831,545
Standing Extra	1,295	$33.92	$43,926
Utility	13,965	$38.42	$536,535
Training	45,175	$33.92	$1,532,336
Retraining	11,115	$33.92	$377,021
Misc.	4,856	$33.92	$164,716
Funeral/Other	2,266	$33.92	$76,863
Vacation	107,056	$33.92	$3,631,325
Sick	39,495	$33.92	$1,339,670
Holiday	43,045	$33.92	$1,460,086
Subtotal:	**402,536**		**$15,994,023**
Total:	**1,425,976**		**$50,709,108**

GRAND TOTAL **$113,871,333**

(1) Maximum 30 hours work week

Table 4.18
Rail Car Miles

	FY2012	FY2013	FY2014	FY2015
Red Line	27,542,791	27,915,168	27,921,100	27,916,500
Blue Line	14,555,678	14,626,741	12,438,200	12,848,700
Orange Line	14,711,360	15,405,908	15,742,200	14,595,100
Yellow Line	6,856,597	6,461,373	9,254,400	10,630,700
Green Line	12,033,424	12,069,838	11,991,300	12,276,900
Silver Line	-	-	7,998,000	16,698,700
Scheduled Revenue Service Miles	**75,699,850**	**76,479,028**	**85,345,200**	**94,966,600**
Verizon Arena	1,711,283	1,711,283	1,711,300	1,711,283
Gap Trains	300,000	300,000	360,000	360,000
National Baseball	486,000	486,000	486,000	486,000
Rush Plus		1,200,000	-	-
50% 8-car Train Program**	3,501,450	3,501,450	-	-
Sub-Total Revenue Service Miles	**81,698,583**	**83,677,761**	**87,902,500**	**97,523,883**
Start-Up/Car Testing	200,000	200,000	200,000	200,000
Revenue Collection	700,000	700,000	700,000	700,000
Other	700,000	700,000	700,000	700,000
Total Car Miles	**83,298,583**	**85,277,761**	**89,502,500**	**99,123,883**

**Includes miles for Red Line turn back and Yellow Line extension*

***Previously named "6000 / Metro Matters Car Deployment"*

Table 4.19
Rail Peak Period Service Levels: FY2012 - FY2015

Rail Lines	FY2012	FY2013	FY2014	FY2015
Red Line	Glenmont/Shady Grove Silver Spring/Grosvenor	Glenmont/Shady Grove Silver Spring/Grosvenor	Glenmont/Shady Grove Silver Spring/Grosvenor	Glenmont/Shady Grove Silver Spring/Grosvenor
Blue Line	Largo/Franconia-Springfield	Largo/Franconia-Springfield	Largo/Franconia-Springfield	Largo/Franconia-Springfield
Orange Line	New Carrollton/Vienna	New Carrollton/Vienna Largo/Vienna	New Carrollton/Vienna	New Carrollton/Vienna
Yellow Line	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq. Franconia-Springfield/Greenbelt	Huntington/Mt.Vernon Sq. Franconia-Springfield/Greenbelt	Huntington/Mt.Vernon Sq. Franconia-Springfield/Greenbelt
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.
Silver Line			Weihle-Reston East/Largo	Weihle-Reston East/Largo

RUSH HOURS TRAINS	FY2012	FY2013	FY2014	FY2015
Red Line	41	41	41	41
Blue Line	23	16	12	12
Orange Line	30	33	22	22
Yellow Line	10	17	21	21
Green Line	20	20	18	18
Silver Line			26	26
Gap	5	5	3	3
Start-up	1	1	1	1
TOTAL	**130**	**133**	**144**	**144**

Table 4.20
Rail Service Levels: FY2012 - FY2015

		FY2012	FY2013	FY2014	FY2015
RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS) BY LINE					
Red Line	Glenmont-Shady Grove	6	6	6	6
	Silver Spring-Grosvenor	6	6	6	6
Orange Line *	Vienna - New Carrollton	6	6	6	6
	Vienna - Largo		18		
Blue Line	Largo/Franconia-Springfield	6	6/12	12	12
Yellow Line	Huntington - Mt. Vernon Sq.	6	6	6	6
	Greenbelt - Franconia Springfield		18	12	12
Green Line *	Greenbelt/Branch Ave.	6	6	6	6
Silver Line	Weihle-Reston East/Largo			6	6

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

NON-RUSH HOUR HEADWAYS BY LINE (MIDDAY-WEEKDAY/SAT/SUN/LATE NIGHT)					
Red Line:	Glenmont-Shady Grove	12/12/15/15	12/12/15/15	12/12/15/15	12/12/15/15
	Silver Spring-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Orange Line	New Carrollton/Vienna	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Blue Line	Largo/Franconia-Springfield	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Yellow Line:	Huntington-Fort Totten	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Green Line	Greenbelt/Branch Ave.	12/12/15/20	12/12/15/20	12/12/15/20	12/12/15/20
Silver Line	Weihle-Reston East/Largo			12/12/15/20	12/12/15/20

AVERAGE COMBINED HEADWAYS FOR KEY SEGMENTS

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

Table 4.21
Rail Service Levels: FY2012 - FY2015

	FY2012	FY2013	FY2014	FY2015
PEAK SCHEDULED RAILCARS				
Red Line	288	288	288	288
Blue Line	138	96	84	84
Orange Line	204	222	154	154
Yellow Line	60	102	126	126
Green Line	140	140	128	128
Silver Line			156	156
50% 8-Car Train Program*	52	34	-	-
Option Cars	-	-	-	-
Gap	30	30	18	18
Total Scheduled Car	**912**	**912**	**954**	**954**
Spares (20%)	182	182	146	146
Revenue Collection	4	4	4	4
Total Car Requirement	**1,098**	**1,098**	**1,104**	**1,104**
HOURS OF OPERATION				
Weekday (Mon-Thur)	19	19	19	19
Friday	22	22	22	22
Saturday	20	20	20	20
Sunday	17	17	17	17
DAYS OF OPERATION				
Weekday	251	251	252	251
Saturday	58	58	56	57
Sunday	57	56	57	57

**Note: previously "6000 series"*

Table 4.22
Rail Service Levels: FY2012 - FY2015

	FY2012	FY2013	FY2014	FY2015
CARS PER TRAIN RUSH HOUR				
Red Line	20-6's/21-8's	20-6's/21-8's	20-6's/21-8's	20-6's/21-8's
Blue Line	23-6's	16-6's	6-6's/6-8's	6-6's/6-8's
Orange Line	18-6's/12-8's	21-6's/12-8's	11-6's/11-8's	11-6's/11-8's
Yellow Line	10-6's	17-6's	21-6's	21-6's
Green Line	10-6's/10-8's	10-6's/10-8's	8-6's/10-8's	8-6's/10-8's
Silver Line			26-6's	26-6's
Gap	5's-6's	5's-6's	3's-6's	3's-6's
CARS PER TRAIN WEEKDAY BASE/NIGHT (AFTER 8 P.M.)				
Red Line	6/6	6/6	6/6	6/6
Blue Line	6/6	6/6	6/6	6/6
Orange Line	6/6	6/6	6/6	6/6
Yellow Line	6/6	6/6	6/6	6/6
Green Line	6/6	6/6	6/6	6/6
Silver Line			6/6	6/6

Table 4.23
Railcar Fleet Profile

Manufacturer	Series	Number Owned	Years Purchased	Number for Service*
Rohr Industries	1000	300	1974-1978	278
Breda Construzioni Ferroviarie	2000/3000	76/290	1983-1988	358
	4000	100	1992-1994	100
Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF)	5000	192	2001-2004	184
Alstom	6000	184	2006-2008	184
Kawasaki	7000	64	2014	64
Total		**1,206**		**1,168**

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

*The full complement of 64 7000 series cars will not be reached until the end of the fiscal year.

Table 4.24
Rail Car Fleet Storage Capacity

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

Table 4.25

WMATA PARK AND RIDE
BASE AND SURCHARGE FEES
As of July 1, 2014

Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
MONTGOMERY COUNTY				
Grosvenor	1,894	$5.10	$3.75	$1.35
White Flint	1,270	$5.10	$3.75	$1.35
White Flint-Non-Metro		***$8.60***	***$7.50***	***$1.10***
Twinbrook	1,097	$5.10	$3.75	$1.35
Twinbrook-Non-Metro		***$8.60***	***$7.50***	***$1.10***
Rockville	524	$5.10	$3.75	$1.35
Shady Grove	5,745	$5.10	$3.75	$1.35
Glenmont	2,998	$5.10	$3.75	$1.35
Wheaton	977	$4.35	$3.75	$0.60
Forest Glen	596	$5.10	$3.75	$1.35
PRINCE GEORGE'S COUNTY				
New Carrollton	3,519	$5.10	$4.00	$1.10
New Carrollton-Non Metro		***$8.85***	***$8.00***	***$0.85***
Landover	1,866	$4.60	$4.00	$0.60
Cheverly	500	$5.10	$4.00	$1.10
Addison Road	1,268	$5.10	$4.00	$1.10
Capitol Heights	372	$5.10	$4.00	$1.10
Greenbelt	3,399	$5.10	$4.00	$1.10
College Park	1,820	$5.10	$4.00	$1.10
P.G. Plaza	1,068	$5.10	$4.00	$1.10
West Hyattsville	453	$5.10	$4.00	$1.10
Southern Avenue	1,980	$5.10	$4.00	$1.10
Naylor Road	368	$5.10	$4.00	$1.10
Suitland Garage	1,890	$5.10	$4.00	$1.10
Branch Avenue	3,072	$5.10	$4.00	$1.10
Morgan Blvd.	608	$5.10	$4.00	$1.10
Largo	2,200	$5.10	$4.00	$1.10
DISTRICT OF COLUMBIA				
Deanwood	194	$4.60	$4.60	
Minnesota Ave.	333	$3.60	$3.60	
Rhode Island Ave.	221	$4.60	$4.60	
Fort Totten	408	$4.60	$4.60	
Anacostia Garage	808	$4.60	$4.60	
Northern Virginia				
Huntington	3,617	$4.85	$3.75	$1.10
West Falls Church	2,009	$4.85	$4.00	$0.85
Dunn Loring	1,326	$4.85	$3.75	$1.10
Vienna	5,169	$4.85	$3.75	$1.10
Franconia	5,069	$4.85	$3.75	$1.10
Van Dorn	361	$4.85	$4.50	$0.35
East Falls Church	422	$4.85	$4.00	$0.85
System Total	59,421			

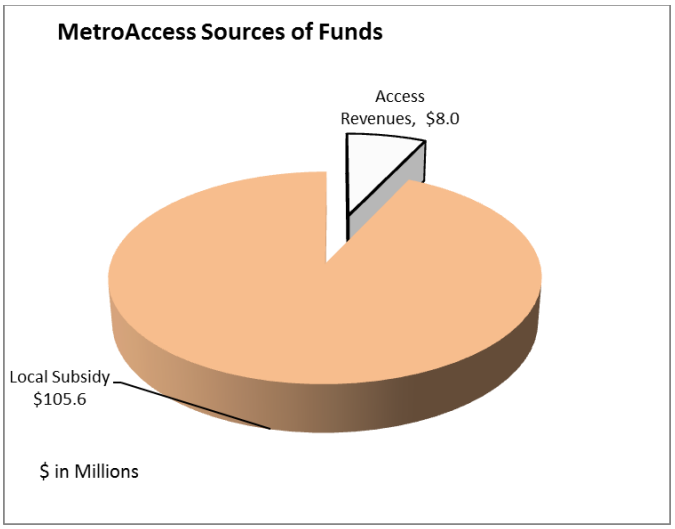
Operating Budget by Mode: MetroAccess

MetroAccess
Fiscal Year 2015 Approved: $113.7 Million

Where it Comes From

For FY2015, MetroAccess is funded mainly by gross subsidy of $105.6 million or 92.9 percent.

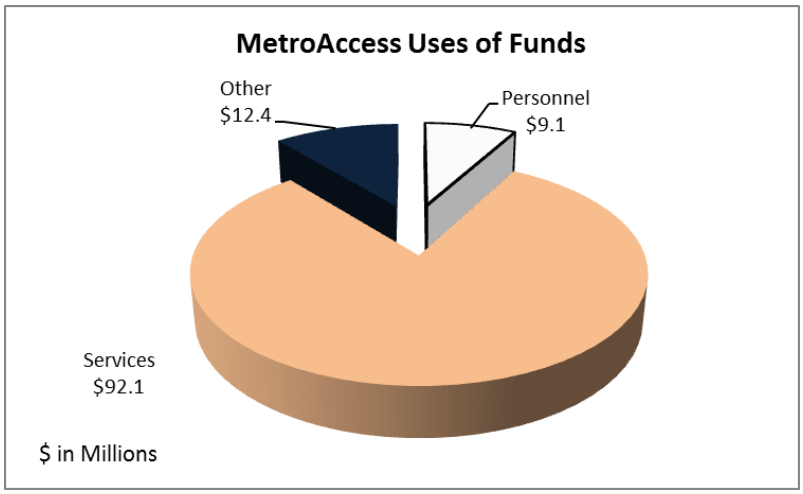
Figure 4.13



Where it Goes

For FY2015, the majority of the budget supports the paratransit services contract. Services are expected to be $92.1 million or 81.0 percent of the budget.

Figure 4.14



Note: Excludes reimbursable operating projects

Table 4.8

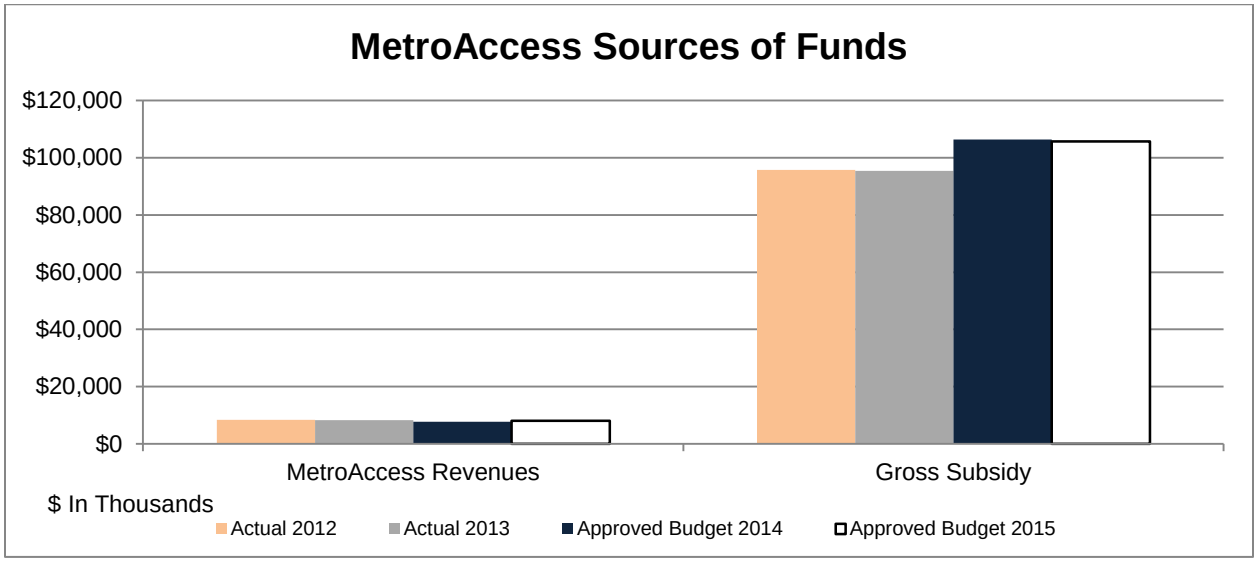
Revenue, Expenses and Funding Source
(Dollars in Thousands)

METROACCESS BY ACCOUNT

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change
REVENUES					
Passenger	$7,825	$8,280	$7,720	$8,041	$321
Other Passenger	$0	$0	$0	$0	$0
Parking	$0	$0	$0	$0	$0
Advertising	$0	$0	$0	$0	$0
Joint Development	$0	$0	$0	$0	$0
Fiber Optics	$0	$0	$0	$0	$0
Other	$595	$76	$0	$0	$0
Interest	$0	$0	$0	$0	$0
Total Revenues	$8,420	$8,356	$7,720	$8,041	$321
EXPENSES					
Personnel	$5,713	$6,734	$9,051	$9,108	$57
Services	$97,182	$95,504	$91,394	$92,127	$733
Materials & Supplies	$415	$380	$10,446	$10,448	$2
Fuel & Propulsion Power	$0	($0)	$0	($49)	($49)
Utilities	$93	$90	$115	$127	$12
Casualty & Liability	$99	$414	$2,033	$576	($1,457)
Leases & Rentals	$604	$622	$1,059	$1,280	$221
Miscellaneous	$50	$57	$78	$68	($10)
Reimbursements	$0	($28)	($65)	$0	$65
Total Expenses	$104,156	$103,774	$114,111	$113,686	($425)
GROSS SUBSIDY	$95,736	$95,419	$106,391	$105,645	($747)
Less: Preventive Maint	$0	$0	$0	$0	$0
Net Local Subsidy	$95,736	$95,419	$106,391	$105,645	($747)
Cost Recovery Ratio	8.1%	8.1%	6.8%	7.1%	0.3%

Gross subsidy decreased by $317,000 or 0.3 percent from FY2012 to FY2013 and is projected to decrease by $747 thousand or 1.0 percent from FY2014 to FY2015. Passenger revenue is expected to increase by 4.2 percent in FY2015 keeping with ridership projections.

Figure 4.15



Paratransit service contract expenses decreased by $1.7 million or 1.8 percent from FY2012 to FY2013 and are projected to increase by $733 thousand or 1.0 percent from FY2014 to FY2015.

Figure 4.16

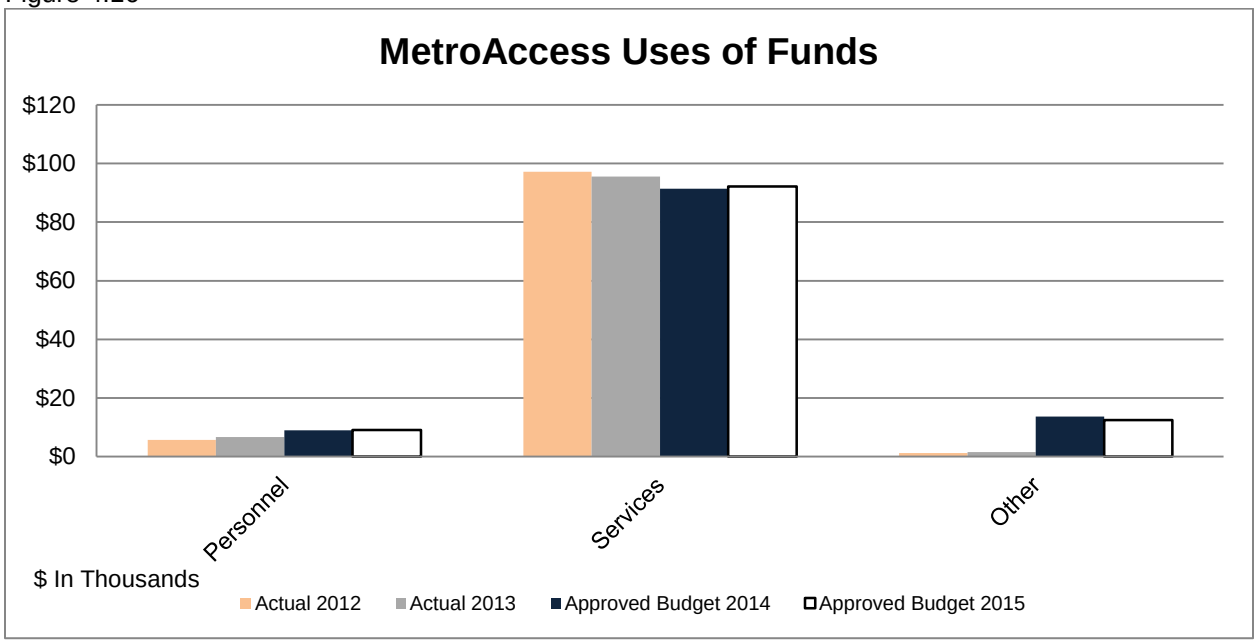


Table 4.9

OPERATING EXPENSE BUDGET
METROACCESS MODE

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
Salaries (Total)	**$3,815**	**$4,440**	**$5,848**	**$6,165**	**$317**	5%
Full-Time Salaries	$3,778	$4,414	$5,900	$6,224	$324	
Salary Lapse	$0	$0	($108)	($114)	($7)	
Overtime Salaries	$37	$26	$55	$55	($1)	
Wages (Total)	**$66**	**$62**	**$151**	**$159**	**$7**	5%
Operator/StaMgr Wages	$0	$0	$1	$0	($1)	
Operator/StaMgr Overtime	$0	$0	$0	$0	$0	
Full Time Wages	$63	$56	$148	$156	$9	
Wage Lapse	$0	$0	($3)	($4)	($0)	
Overtime Wages	$3	$6	$6	$6	($0)	
TOTAL SALARIES AND WAGES	$3,881	$4,502	$5,999	$6,323	$324	5%
Fringes (Total)	**$1,832**	**$2,233**	**$3,051**	**$2,785**	**($266)**	-9%
Fringe Health	$1	$1	$1,185	$1,189	$4	
Fringe Pension	$192	$0	$1,054	$1,067	$12	
Other Fringe Benefits	$1,508	$1,919	$473	$514	$41	
Workers Compensation	$132	$314	$339	$15	($323)	
TOTAL PERSONNEL COST	$5,713	$6,734	$9,051	$9,108	$57	1%
Services (Total)	**$97,182**	**$95,504**	**$91,394**	**$92,127**	**$733**	1%
Management Fee	$0	$0	$6	$6	$0	
Professional & Technical	$442	$758	$2,389	$2,746	$356	
Temporary Help	$10	$9	$5	$5	$1	
Contract Maintenance	$213	$292	$341	$366	$25	
Custodial Services	$0	$0	$0	$0	$0	
Paratransit	$95,429	$93,302	$85,983	$87,673	$1,690	
Other	$1,087	$1,143	$2,670	$1,332	($1,338)	
Materials & Supplies (Total)	**$415**	**$380**	**$10,446**	**$10,448**	**$2**	0%
Fuel and Lubricants	$0	$0	$10,000	$10,150	$150	
Tires	$0	$0	$0	$0	$0	
Other	$415	$380	$446	$298	($148)	
Fuel & Propulsion(Total)	**$0**	**($0)**	**$0**	**($49)**	**($49)**	
Diesel Fuel	$0	($0)	$0	$0	$0	
Propulsion Power	$0	$0	$0	$0	$0	
Clean Natural Gas	$0	$0	$0	($49)	($49)	
Utilities (Total)	**$93**	**$90**	**$115**	**$127**	**$12**	10%
Electricity and Gas	$61	$65	$89	$89	($0)	
Utilities - Other	$32	$24	$26	$38	$12	
Casualty & Liability (Total)	**$99**	**$414**	**$2,033**	**$576**	**($1,457)**	-72%
Insurance	$0	$309	$1,027	$327	($699)	
Claims	$99	$105	$1,007	$249	($758)	
Leases (Total)	**$604**	**$622**	**$1,059**	**$1,280**	**$221**	21%
Property	$548	$579	$892	$1,150	$258	
Equipment	$56	$43	$167	$130	($37)	
Miscellaneous (Total)	**$50**	**$57**	**$78**	**$68**	**($10)**	-12%
Dues And Subscriptions	$6	$7	$9	$9	$0	
Conferences and Meetings	$6	$4	$9	$12	$4	
Business Travel/Public Hrg	$13	$16	$37	$33	($3)	
Interview & Relocation	$0	$11	$0	$0	($0)	
Tolls	$0	$0	$0	$0	$0	
Advertising	$15	$14	$10	$5	($4)	
Other	$9	$5	$14	$8	($6)	
Reimbursements (Total)	**$0**	**($28)**	**($65)**	**$0**	**$65**	
Reimbursements	$0	($28)	($65)	$0	$65	
TOTAL NONPERSONNEL COST	$98,443	$97,040	$105,060	$104,577	($483)	0%
TOTAL COST	$104,156	$103,774	$114,111	$113,686	($425)	0%

MetroAccess Revenue Vehicle Fleet Management Plan

The MetroAccess Revenue Vehicle Fleet Management Plan is a tool that provides information, analysis, and recommendations about the anticipated growth in paratransit ridership, and the current and projected revenue vehicle requirements for MetroAccess to meet the demand as well as an assessment and projection of needs for paratransit vehicle maintenance. The information that follows reflects the most current data from the Federal Transit Administration Approved Plan. The most current plan can be found on the Metro website at: http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20(4%2029%202009l)final.pdf - 2010-02-09.

Table 4.27
MetroAccess Statistics: FY2012 - FY2015

	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Approved
STATISTICS:				
Total # of:				
MetroAccess - Dedicated Fleet:	600	600	600	600
Total Passengers	2,082,882	2,035,192	1,985,000	2,123,000
Total Passenger Revenue (000s)	$7,824	$8,280	$7,720	$8,241
Total Revenue (000s)	$8,419	$8,356	$7,720	$8,241
Total Operating Expense (000s)	$104,224	$114,727	$114,111	$113,292
RATIOS:				
Cost Per Passenger	$50.04	$56.37	$57.49	$53.36
Subsidy Per Passenger*	$46.28	$52.30	$53.60	$49.48
Percentage of Operating Cost Recovered from Passenger Revenues	7.5%	7.2%	6.8%	7.3%

* MetroAccess Services policy allows for a complimentary round trip for every instance in which the scheduled pick-up window was not met. Personal care assistants ride free, so the calculation will only apply to fare paying customers.

Table 4.28
MetroAccess Statistics: FY2012 - FY2015

	FY2012 Actual	FY2013 Actual	FY2014 Approved	FY2015 Approved
Total # of Vans in Fleet	582	582	582	582
Total # of Low Floor Vans in Fleet	16	16	16	16
Total # of Shuttles in Fleet	2	2	2	2
	600	600	600	600

Data as of the END of each Fiscal Year

Table 4.29
MetroAccess Statistics

Active Proposed Fleet: FY2015

	Max Scheduled Fleet	Total Active Fleet	Vans/Low Floor Van/Shuttles
FY2012 Year-End (6/30/2012)	600	600	582 / 16 / 2
FY2013 Year-End (6/30/2013)	600	600	582 / 16 / 2
FY2014 Year-End (Projection)	600	600	582 / 16 / 2
FY2015 Year-End (Projection)	600	600	582 / 16 / 2

Table 4.30
MetroAccess Statistics: FY2012 - FY2015

Average age of fleet at end of FY2015 will be **1.35** Years

Manufacturer	Year Entered Service	Number of Vans/Cars	Vehicle Type
FORD	2015	221	Vans
FORD	2014	45	Vans
FORD	2013	114	Vans
FORD	2012	0	Shuttle
FORD	2012	204	Vans
MV1/VPG	2012	16	Sedans
Total Fleet Vehicles at End of FY2015		**600**	

Reimbursable Operating Budget
Fiscal Year 2015 Approved Budget: $54.0 Million

Reimbursable projects are those unique services, programs or projects for which separate funding has been arranged. The most common projects are expanded bus services.

Table 4.31

Reimbursable Operating Projects: FY2015 (dollars in Thousands)	FY2014 Approved Budget	FY2015 Approved Budget	change
State & Local Funding			
• DC Circulator [1]	16,251	19,447	3,197
Federal Grant Funding			
• Safety & Security grants	22,027	17,160	(4,867)
• Bus Bridges/Transit Works	795	1,383	588
Other Sources of Funding			
• DC Circulator - Passenger fare revenue	3,394	3,394	-
• Neutral Host agreement with Carrier team	12,458	6,172	(6,286)
• Joint Development & Adjacent Construction proje	1,621	6,432	4,811
Total Expenditures	**$56,545**	**$53,988**	(2,557)

[1] Local funding equals expenditures less passenger revenue

DC Circulator

The FY2015 expense budget is $22.8 million and a projected $3.4 million in revenue, resulting in an annual subsidy of $19.5 million. The DC Circulator is a partnership between the District Department of Transportation, Washington Metropolitan Authority Transit Authority and DC Surface Transit Inc. Metro serves as the contract manager, verifying provisions of service, and providing technical advice. The cost for operating and managing the contract service are fully reimbursed by the District of Columbia.

Safety and Security Grants

Security grants for FY2015 are a combination of Transit Security Grant Program (TSGP) and National Explosive Detection Canine Team Program (NEDCTP) funding by the Department of Homeland Security. These grants provide funding for capital and operational security activities. Such funding enhances the ability of the Metro Transit Police Department to detect and deter potential attacks of terrorism through increased visibility, unpredictable presence, identification of areas for critical infrastructure hardening, and employee and public awareness.

Transit Works Grant

The goals of this project are: 1) to provide veterans and under-represented adults in the labor pool with skills training and transitioning to successful participation in WMATA's Bus Maintenance Apprenticeship programs; and 2) to introduce high school students to transit trade occupations and to equip them with adequate preparation in mechanical, electrical and electronics training to enter a Transit Technical Skills Program.

Neutral Host

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

Joint Development and Adjacent Construction Projects

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

Table 4.32

OPERATING COST BY MODE
APPROVED FY2015 REIMBURSABLE BUDGET

(Dollars in Thousands)	TOTAL	MTPD	BUS	CIO	DGMO
Salaries (Total)	**$9,461**	**$8,006**	**$288**	**$0**	**$1,166**
Full-Time Salaries	$8,258	$6,803	$288	$0	$1,166
Salary Lapse	$0	$0	$0	$0	$0
Overtime Salaries	$1,203	$1,203	$0	$0	$0
Wages (Total)	**$7,903**	**$0**	**$865**	**$3,950**	**$3,088**
Operator/StaMgr Wages	$0	$0	$0	$0	$0
Operator/StaMgr Overtime	$750	$0	$750	$0	$0
Full Time Wages	$2,020	$0	$0	$2,020	$0
Wage Lapse	-$81	$0	$0	-$81	$0
Overtime Wages	$5,214	$0	$115	$2,011	$3,088
TOTAL SALARIES AND WAGES	$17,364	$8,006	$1,153	$3,950	$4,255
Fringes (Total)	**$7,693**	**$3,547**	**$511**	**$1,750**	**$1,885**
Fringe Health	$3,299	$1,521	$219	$751	$808
Fringe Pension	$2,959	$1,364	$197	$673	$725
Other Fringe Benefits	$1,393	$642	$93	$317	$341
Workers Compensation	$42	$19	$3	$10	$10
TOTAL PERSONNEL COST	$25,057	$11,554	$1,664	$5,700	$6,139
Services (Total)	**$21,378**	**$1,167**	**$20,175**	**$0**	**$37**
Management Fee	$0	$0	$0	$0	$0
Professional & Technical	$1,167	$1,167	$0	$0	$0
Temporary Help	$0	$0	$0	$0	$0
Contract Maintenance	$20,111	$0	$20,111	$0	$0
Custodial Services	$0	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0	$0
Other	$101	$0	$64	$0	$37
Materials & Supplies (Total)	**$377**	**$0**	**$97**	**$280**	**$0**
Fuel and Lubricants	$0	$0	$0	$0	$0
Tires	$48	$0	$48	$0	$0
Other	$330	$0	$50	$280	$0
Fuel & Propulsion (Total)	**$2,287**	**$0**	**$2,287**	**$0**	**$0**
Diesel Fuel	$2,269	$0	$2,269	$0	$0
Propulsion Power	$0	$0	$0	$0	$0
Clean Natural Gas	$18	$0	$18	$0	$0
Utilities (Total)	**$145**	**$0**	**$0**	**$145**	**$0**
Electricity and Gas	$0	$0	$0	$0	$0
Utilities - Other	$145	$0	$0	$145	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0	$0
Claims	$0	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0	$0
Equipment	$0	$0	$0	$0	$0
Miscellaneous (Total)	**$4,742**	**$4,440**	**$0**	**$47**	**$256**
Dues And Subscriptions	$0	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0	$0
Business Travel/Public Hrg	$1,207	$1,167	$0	$0	$40
Interview & Relocation	$0	$0	$0	$0	$0
Tolls	$0	$0	$0	$0	$0
Advertising	$0	$0	$0	$0	$0
Other	$3,536	$3,273	$0	$47	$216
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$28,931	$5,606	$22,560	$472	$292
TOTAL COST	$53,988	$17,160	$24,224	$6,172	$6,432

Chapter V. Department Budgets

The approved FY2015 operating and capital budgets and multi-year plans support the agency's recently endorsed Strategic Plan by funding key Business Plan priorities and actions including:

- Final preparation and implementation of Silver Line revenue service
- Continuation of rail frequency as defined in the Board approved Rail service standards
- Continued aggressive rehabilitation of the Red, Orange and Blue rail line segments
- Continued implementation of the Bus Priority Corridor Network (PCN) and State of Good Operations (SOGO)
- Continued implementation of new paratransit business model and establishment of paratransit alternatives throughout the region
- Replacement of the oldest buses and rail cars

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

The General Manager's (GM/CEO) Business Plan establishes the direction Metro will take to make progress towards the agency's four goals included in Metro's strategic plan, Momentum. The GM/CEO's Business Plan provides key performance indicators to monitor results, defines success through targets and identifies multi-year investments that will deliver improvements in the next three years. The Board of Directors track, the agency's KPIs on a quarterly basis and evaluates the GM/CEO at year end based on Metro's performance results. Customers and stakeholders can monitor Metro's performance via the wmata.com Scorecard.

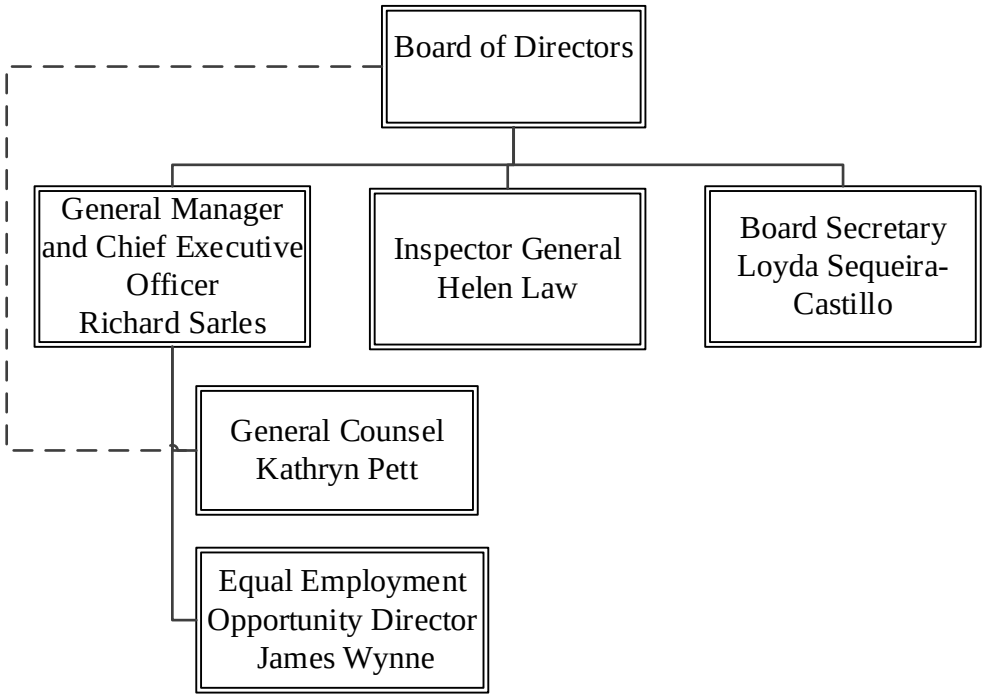
The Business Plan provides the organization with a framework to link employees' day-to-day activities with agency goals and aligns their actions with the strategies and initiatives of their Departmental Business Plans.

Departmental Business Plans lay out short-term tactical plans for strategic plan implementation. They identify executable actions to achieve specific performance targets within a set timeframe. The plans are revisited at least annually to assess whether they have been successful in moving the department closer to achieving the goals of the strategic plan.

The department highlights in this chapter reflect the efforts and accomplishments of the departments in support of the Authority-wide strategic goals and the GM/CEO's business plan.

Historical data for FY2012-FY2013 presented in the tables that follow may not accurately reflect each department's previous budget/actual due to reorganization within Metro. This does not affect the authority-wide overall total. Departmental organization charts in this chapter are as of May 22, 2014.

Independent Offices



General Manager and Chief Executive Officer

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$665	$853	$854	$842	($12)	**-1.4%**
NONPERSONNEL COST	$224	$59	$79	$73	($6)	**-8.1%**
TOTAL COST	$889	$912	$933	$915	($18)	**-1.9%**
BUDGETED POSITIONS	8	5	4	5	1	25.0%

The General Manager/Chief Executive Officer (GM/CEO) oversees the safe and reliable operation of the second largest rail transit system, sixth largest bus network and fourth busiest paratransit service in the United States, providing more than 1.2 million passenger trips a day across 1,500 square miles of our nation's capital region. Leading the workforce of over 12,600 men and women, the GM/CEO ensures that the region's residents and visitors can rely on Metro for transportation, as well as the role it plays in sustaining the region's economic prosperity.

Under the leadership of the GM/CEO over the last year, the Authority has achieved the following milestones and accomplishments:

- Introduction of new 7000 rail cars to replace the system's oldest cars in the system and in preparation for the launch of the Silver Line - an 11.4 mile extension with five stations, the largest expansion since the system was built in 1976.

- Expansion of bus service through the Better Bus Program that added new buses and improved route performance throughout the region.
- Continued focus on safety with the closure of National Transportation Safety Board recommendations, introduction of the transit industry's first close call program and initiation of a fatigue management program.
- Continued rebuilding of the system—
    - Escalators are being fixed rapidly and maintained better – Escalator availability has been above 92 percent, up three points from the previous year and the best performance in nearly five years. And in the first quarter of 2014, escalator availability topped 93 percent.
    - Stations are being renovated – including busy ones such as Judiciary Square, Shady Grove, Rockville, White Flint, Twinbrook, and Union Station.
- Over 600 new or rehabilitated buses are in service since 2011 with 100 brand new and 100 rehabilitated buses to be added to the fleet annually.
- Awarded the American Public Transportation Association's (APTA) Gold Award for Safety for the Rail Roadway Worker Protection program and a Certificate of Merit for the Bus Safety Measurement System.
- Recognized as "Military Friendly Employer" and the "Military Spouse Friendly Employer" by Victory Media.

CY2014 to CY2016 BUSINESS PLAN ACTIONS

To continue the path of improvement, the GM/CEO's Business Plan focuses Metro's operating budget, capital program and business actions to safely improve service for customers and deliver on the goals and strategies established in the Momentum Strategic Plan. The Business Plan is updated annually and includes key actions and performance measures for CY2014 to CY2016. The GM/CEO Business Plan aligns with Department-level Business Plans that define specific performance measures and targets with accountabilities for each action and required partnerships. The CY2014 to CY2016 GM/CEO Business Plan actions for each of the four Strategic Goals:

Strategic Goal:	Actions:
Build and maintain a premier safety culture and system	Safety • Build and maintain a premier safety culture and system • Resolve 10 corrective action plans per month to prevent injury, illness and loss of life • Develop and implement Fatigue Risk Management System (FRMS) • Conduct monthly inspections to identify and eliminate safety hazards • Improve training curriculum to address employees' injuries, records, and compliance • Continue safety awareness campaigns for customers and employees • Conduct an Enterprise Risk Assessment and develop actions to mitigate and manage risk

	Security • Identify tactics and target specific areas for crime prevention through MetroStat • Hire and train police officers to add bus patrols and prepare for Silver Line • Reorganize MTPD to match resources to current challenges • Improve management efficiency and policing resources, including new police facilities
Meet or exceed customer expectations by consistently delivering quality service	Customer Care • Create an enterprise wide customer care program • Develop common definitions, standards, policies and processes for all employees • Provide training, tools and accountabilities that result in higher customer satisfaction • Empower front line employees with better information • Focus the organization on the customer experience while maintaining Metro's strong safety culture Bus Service • Implement four new Bus Priority Corridor Networks • Continue to implement State of Good Operations to better connect communities through enhanced bus service • Complete studies for 10 Priority Corridor Network and Service Evaluation Study lines throughout all three jurisdictions • Complete Traffic Signal Priority (TSP) criteria selection and TSP procurement implementation • Replace 100 buses per year • Continue bus stop improvements Rail Service • Complete safety analysis for return to automatic train operation (ATO) • Begin Silver Line service on July 26, 2014 • Begin acceptance of new railcars called the "7000 series" • Improve training of operators to include more supervised "road" time • Begin Phase II Red Line station rehabilitations and Orange Line railroad rebuilding • Begin power improvements for 8-car trains Escalators and Elevators • Improve outage response time and increase accountability by deploying mechanics by regions. • Rebuild vertical transportation system through replacement and modernization (128 escalators by 2020) • Engineer long-term solutions to persistent problems

	Fare Collection • Upgrade 444 Express Vending Machines to dispense SmarTrip cards instead of paper fare cards • Discontinue use of paper fare cards • Eliminate negative value upon exit • Launch pilot for new fare payment system (NEPP)
Improve regional mobility and connect communities	System Improvements • Approve designs and plans for Phase II of the Silver Line (through 2018) • Lead development of the Regional Transit System Plan • Purchase 20 expansion buses per year to implement Priority Corridor Network (PCN) service • Advance Momentum improvements to core stations, add more buses to implement PCN service, and begin adding infrastructure (pocket tracks, connections) to improve performance
Ensure fiscal stability and invest in our people and assets	MetroAccess • Initiate pilot with human services agencies to provide less costly and more effective service • Leverage taxi resources (DC) to provide less costly and more effective service • Augment regional travel training for Metro customers with disabilities to maximize travel options Investment in Employees • Strengthen employee engagement • Implement succession plan program and pilot • Modernize job descriptions and realign job functions and categories to reflect current needs • Continue proactive sourcing strategies to broaden employee talent pool • Rebuild Metro bench strength at supervisory, mid-level management and executive levels through leadership development training, coaching and mentoring • Begin to implement MetroConnect, Human Capital Management system upgrade Investment in Assets • Develop an agency wide asset management framework • Integrate asset management practices into one coordinated, organizational strategy • Provide the base for continually improving asset management practices

Inspector General

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$3,278	$3,255	$3,217	$3,168	($50)	**-1.5%**
NONPERSONNEL COST	$406	$386	$686	$508	($178)	**-25.9%**
TOTAL COST	$3,684	$3,642	$3,903	$3,676	($227)	**-5.8%**
BUDGETED POSITIONS	35	32	34	34	0	0.0%

Purpose

The Office of Inspector General (OIG) is an independent office that reports to the Metro Board of Directors. OIG is modeled after the federal Offices of Inspectors General to advance Metro's accountability and transparency.

Responsibilities

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

OIG FY2014 Accomplishments

- OIG's audit component completed five performance audits and made value-added recommendations to promote economy, efficiency, and effectiveness of Metro programs and operations.
- OIG also reviewed 9 contractor proposals for reasonableness of cost/pricing information and suggested about $5.4 million in net adjustments to the Office of Procurement for use in contract negotiations. In addition, the office issued 22 other attestation reports for billing rate and pre-award reviews.
- OIG's audit component "passed" a peer review conducted by the Association of Local Government Auditors.
- OIG successfully supervised Metro's annual independent audit of financial accounts to ensure timely reporting to bondholders.
- OIG's investigations component received 394 complaints and issued 16 Reports of Investigations (ROIs). Findings were sustained on 7 of the 16 ROIs.
- Upon request, OIG provided a total of 16 sessions of internal control and/or fraud awareness training to contract technical representatives and other Metro department/office personnel.
- OIG conducted an audit risk assessment that fed into OIG's (Board approved) Calendar Year 2014 Work Plan.

OIG Planned FY2015 Accomplishments

- OIG's audit component will conduct risk-based performance audits and evaluations to promote economy, efficiency, and effectiveness of Metro programs, operations, and activities.
- At the request of the Office of Procurement, OIG will perform reviews and analyses of contractor proposals to determine reasonableness of cost/pricing information.
- OIG will also supervise Metro's annual independent audit of financial accounts, conducted by external auditors.
- OIG's investigations component will provide quick reviews of hotline complaints and issue confidential reports of investigation involving waste, fraud and abuse.
- OIG's investigation component will lead coordination of investigations with outside agencies and/or the MTPD.
- OIG will provide internal controls and fraud awareness training to Metro departments and offices upon request.

General Counsel

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$4,691	$4,633	$4,552	$5,201	$649	**14.3%**
NONPERSONNEL COST	$914	$689	$1,166	$1,591	$425	**36.5%**
TOTAL COST	$5,606	$5,322	$5,718	$6,792	$1,074	**18.8%**
BUDGETED POSITIONS	41	42	41	48	7	17.1%

Purpose

The Office of General Counsel (COUN) protects the Authority's legal interests. The General Counsel serves as legal advisor to the Authority in an individual professional capacity, and serves as Ethics Officer for the Board of Directors. As a part of Metro's executive team, the General Counsel serves as a partner in the business process by providing legal and strategic advice for business transactions and policy initiatives. With Section Chiefs leading in key client services areas – including Contracts & Procurement, Customer Service & Regulatory Affairs, Finance & Administration, Governance & Human Resources, Real Estate & Joint Development, Metro Transit Police, Litigation and Workers' Compensation – COUN partners with senior managers to develop agreements with third parties, advise on procurements, assist with real estate and joint development activities, represent the Authority in trials and appeals, and provide advice on risk and representational matters.

Responsibilities

The Office of General Counsel is responsible for planning, directing and providing substantially all of the legal services provided to the Authority, and supervising outside counsel when specialized legal expertise is required. Among other things, COUN:

- Provides day-to-day legal advice to the Board of Directors, Metro's General Manager, officers, and managers
- Defends Metro in litigation and pursues claims on Metro's behalf
- Interprets Metro's Compact
- Administers Metro's Public Access to Records and Privacy Policy programs
- Counsels Metro's employees on a range of general law matters

COUN FY2014 Accomplishments

- Negotiated favorable settlement of False Claims Act litigation
- Substantial completion of the COUN re-organization, including hiring four new attorneys
- Hosted meetings with the FTA and Metro staff on real estate, joint development issues and NEPA
- Substantial reduction in backlogged PARP responses
- Closed-out the Red Line collision lawsuits
- Developed and implemented a PARP tracking system
- Completed law library construction and relocation
- Began development of COUN client satisfaction survey
- Began significant re-write of procurement policies and procedures

COUN Planned FY2015 Accomplishments

- Complete re-write of procurement policies and procedures
- Complete re-organization of COUN procurement section, including recruiting new attorneys
- Host additional FTA meetings/training sessions
- Complete procurement of office furniture and realignment of COUN space to accommodate new staff
- Develop and implement procurement matter tracking system
- Complete and launch COUN client satisfaction survey
- Complete analysis of PARP tracking data and make recommendations for improvement to the GM
- Complete revision to Board Ethics Code and update disclosure form documents

Board Secretary

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$434	$443	$425	$433	$8	**1.9%**
NONPERSONNEL COST	$220	$639	$146	$194	$47	**32.2%**
TOTAL COST	$654	$1,082	$572	$627	$55	**9.7%**
BUDGETED POSITIONS	5	5	5	5	0	0.0%

Purpose
The Office of the Secretary (SECT) is an independent office that reports to the Board of Directors. SECT serves as a resource to advance the Board's goals and policies, and Metro's strategic plan.

Responsibilities
The Board Secretary's Office works proactively with the General Manager and his staff to carry out the policies, goals and initiatives of the Metro Board; and serves as liaison between the Board, the agency, and its advisory bodies and riders. Other responsibilities include the coordination, review and distribution of Metro Board materials; recording and maintaining official records of Board actions and resolutions at meetings; publishing legal notices and arranging public hearings approved by the Board, as well as providing policy and logistical support for the Riders' Advisory Council.

SECT FY2014 Accomplishments
- Successful completion of twelve Compact public hearings under new Title VI guidelines
- Implemented digital distribution of all Board materials
- Supported the effort of online public access to Board Resolutions database
- Provided joint Committee Coordination for Governance
- Managed the successful conduct of all Board and Committee meetings

SECT Planned FY2015 Accomplishments
- Continue acting as a vital bridge between executive leadership, the public, and the Board
- Facilitate continued Board efficiency and Governance best practices
- Continue support of Board goals, initiatives and policies

Equal Employment Opportunity

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$977	$1,165	$1,222	$1,223	$0	**0.0%**
NONPERSONNEL COST	$161	$247	$467	$492	$25	**5.3%**
TOTAL COST	$1,138	$1,412	$1,689	$1,714	$25	**1.5%**
BUDGETED POSITIONS	0	0	0	11	11	

Purpose
The Office of Equal Employment Opportunity (OEEO) implements and manages Metro's commitment to the principles of equal employment opportunity, affirmative action, and equal access through the development and promotion of a diverse, inclusive and discrimination-free work environment.

Responsibilities

Equal Opportunity Branch:

Equal Opportunity

Handles equal employment opportunity (EEO) and Dispute Resolutions. OEEO is responsible for ensuring adherence to Washington Metropolitan Area Transit Authority (WMATA) policy and applicable federal laws regarding non-discrimination in all phases of the employment process through investigating and resolving formal and informal Title VII related complaints using effective, fair and alternative methods of resolution. The EO Branch provides proactive management consultation/training and employee counseling and conducts workplace violence prevention training.

Workplace Violence

Responsible for the administration, application and implementation of the workplace violence policy, providing guidance to departments on recommended disciplinary actions resulting from Incidents. OEEO will determine the circumstances when the Workplace Violence Prevention Coordinator will conduct Workplace Violence investigation.

Workforce Diversity and Compliance Branch:

Diversity

Metro interprets diversity in its broadest sense. While Metro is of course, an equal employment employer, the Authority welcomes a broad mix of unique characteristics in the employee population. Diversity refers to the ways people differ from each other. Metro staff members display a wide variety of personal and professional characteristics. Culturally, we vary in gender, age, ethnicity, race, sexual orientation, and language facility, to name a few. Functionally, we vary in the way we think, process information, learn, respond to authority, etc. Our upbringing affects our interpersonal skills and relationships, our perspective and even our political outlook. Many of these characteristics are generally invisible, yet they influence our professional expectations, work and life experience.

Metro believes valuing diversity makes good business sense and encourages an environment that welcomes a healthy exchange of ideas and different viewpoints. Metro regards diversity as the cornerstone of institutional greatness and as something that must be developed and cultivated. Metro must straddle two fronts: the dynamically changing demographics of the population for which it serves and a reflective diversity for the people it employs. The Washington, DC Metropolitan area is a richly diverse environment offering a multiplicity of ideas. Thus, diversity is all-inclusive; it does not leave out anyone.

Affirmative Action Planning and Implementation

In order to value diversity, Metro must ensure that the Authority is truly diverse at every level in terms of employees' primary identification, race and gender. Metro's affirmative action program aims to close any gaps by setting targets to change the race/gender profile in specific job

categories where women and minorities are underrepresented. These gaps are identified when the office compared employee population with the mosaic of races, ethnicities, and genders found in Metro's labor market.

Workforce Diversity and Policy Compliance is responsible for the design, development, implementation, updating, enforcement and monitoring of the Affirmative Action Plan in accordance with Federal Transit Administration and Equal Employment Opportunity Commission guidelines.

Title VI Compliance

Metro is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. Title VI states that, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI allows persons to file administrative complaints with federal departments and agencies alleging discrimination by financial assistance recipients. OEEO has the responsibility to process and review Title VI administrative complaints.

OEEO FY14 Accomplishments

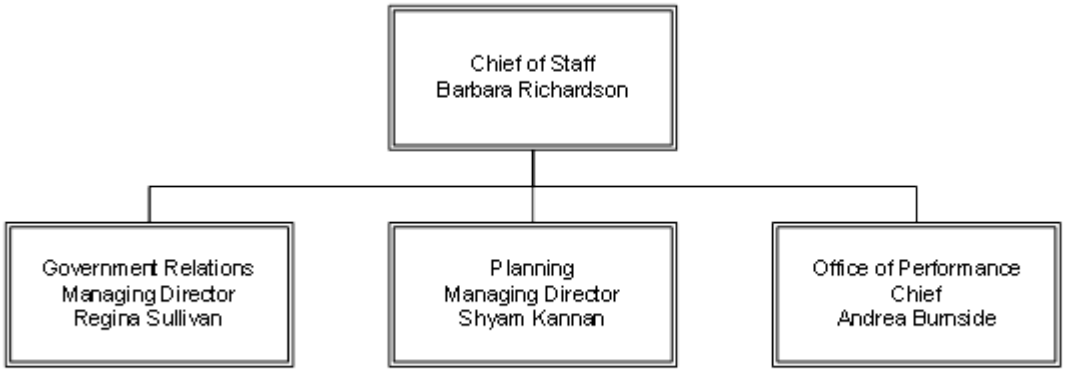
- Co-project leader for public outreach for Silver Line
- Day long training leader for Metro staff (Planning, Communications, Budget, Government, Operations) on new Title VI Circular
- Provided language assistance training for over 425 new Bus Operators
- Expanded database to over 300 Community Based Organizations
- Achieved over 50% of Affirmative Action Goals
- Co-led effort in establishing Metro's Title VI "Disparate Impact and Disproportionate Burden Thresholds"
- Delivered a computer based training module to all hiring managers
- Submitted 2014 – 2017 Affirmative Action Plan to FTA

OEEO Planned FY15 Accomplishments

- Submit 2014 – 2017 Title VI Plan to FTA
- Diversity and Inclusion Week tribute
- Increase the representation of women in underrepresented positions
- Decrease the number of underutilized job groups
- Partner with Talent Acquisition to achieve and track new OFCCP goals for the disabled and veterans
- Work with Employee Relations team to prevent bullying and harassment allegations
- Partner with all operational organizations to ensure Title VI guidance is administered (when required) as new business initiatives are introduced

Chief of Staff

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$2,728	$3,395	$3,585	$3,724	$138	**3.9%**
NONPERSONNEL COST	$334	$577	$694	$632	($62)	**-8.9%**
TOTAL COST	$3,062	$3,972	$4,279	$4,356	$77	**1.8%**
BUDGETED POSITIONS	0	32	32	32	0	0.0%



Purpose

The Office of the Chief of Staff (CHOS) leads major departmental projects and initiatives, directs the agency's short and long-term strategic planning process, oversees performance in achieving organizational goals and immediate priorities, including the Authority's Momentum strategic plan and builds and maintains stakeholder relationships, and oversees management's Board communications. In addition, CHOS serves as Management's liaison to the Board of Directors and leads the Executive Leadership Team in implementing agency-wide initiatives, such as the Employee Engagement Program, Succession Plan Program and Facilities Management Board.

Responsibilities

Responsibilities include regional and strategic planning, corridor planning and development, access planning and policy analysis, capital systems planning, sustainability, business plan development and tracking, government relations and policy, Board communications, performance management and reporting. CHOS has oversight of four offices: Office of Government Relations, Office of Performance, Office of Planning, and Office of Strategic Communications.

Other responsibilities of CHOS include:

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

- Enhancing Metro's image among stakeholders through strategic outreach
- Reviewing and approving procurement and personnel actions
- Overseeing communications to Board of Directors and stakeholders as well as reviewing and approving correspondence addressed to the GM/CEO and Board
- Maintaining Metro's Policy/Instruction Manual and coordinating necessary updates
- Overseeing the Metro Electronic Action Document (MEAD) system which is directly related to board actions and databases
- Reviewing responses to Public Access to Records Policy (PARP) requests including hearings on PARP request appeals

CHOS FY2014 Accomplishments

- Oversaw strategy implementation that resulted in the necessary regional support of Momentum, culminating in an initial investment of $75M from local jurisdictions
- Through extensive outreach grew Metro 2025 endorsements to 73 champions, 60 business allies and more than 10,000 individual endorsements. Advanced Momentum through submission of Metro 2025 projects for consideration to be included in the region's transportation plan of TPB
- Supported introduction of Silver Line service by involving local elected officials and area business groups, and leading public outreach to finalize the Metrorail System Map
- Received first place in the 2014 APTA Ad Wheel Awards for updating the iconic Metrorail map
- Launched employee engagement initiatives, including the Years of Service Recognition Program
- Successfully achieved key regional legislative milestones including the retention of PRIIA and jurisdictional funding, and the passage of Virginia legislation to allow enforcement of off-board fare collection by civilian fare enforcement inspectors, providing a more efficient use of Metro's resources

The planned initiatives for FY2015 include recommending creative funding/financing solutions for Metro 2025 and continued work with stakeholders and community groups to further build support, and facilitate discussions between jurisdictions to reach the next Capital Funding Agreement; providing regional transit planning leadership by advancing the long range regional transit system plan, and leading the Talent Management Council as it guides the implementation of Metro's Succession Plan Program.

CHOS Business Plan

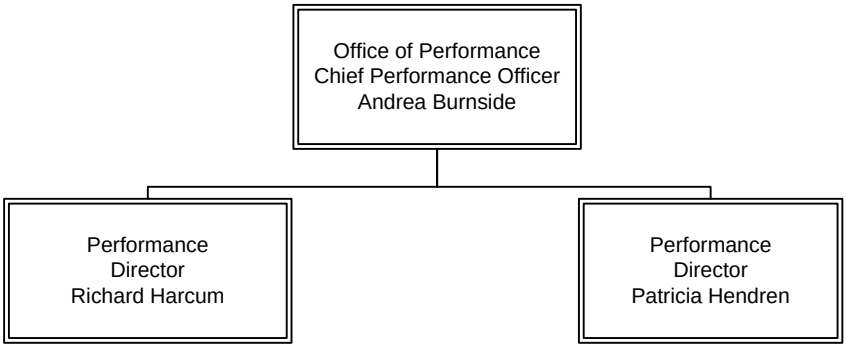
The Office of the Chief of Staff Business Plan identifies how CHOS's day-to-day actions help Metro make progress towards the agency's four strategic goals. The actions outlined in the CHOS Business Plan include but are not limited to those listed below and contribute to achievement of the four goals.

Goal:	Actions:
Build and maintain a premier safety culture and system	• Participate in Executive Safety Committee meetings • Participate in actions and committees related to Fatigue Management and Agency Risk Management

	• Ensure development and subsequent communication of polices to support the safety program
Meet or exceed customer expectations by consistently delivering quality service	• Support efforts in momentum and Metro 2025 • Provide support to finalize operating plans related to Phase II of the Silver Line service • Support Customer Care Initiative by ensuring trends are elevated to the Executive Steering Committee and CHOS team incorporated initiatives in business plans • Provide internal customer service to staff working with them to prepare materials for the board • Support the Board in smooth transition of the new General Manager and board members.
Improve regional mobility and connect communities	• Advance the long range plan to the Board for consideration by incorporating public outreach findings • Support the Board with KPIs for connecting communities by reaching out to jurisdictions on land use and measurement, working with the Board Planning Committee to advance the KPIs, monitoring and reporting on the progress of the related performance
Ensure fiscal stability and invest in our people and assets	• Direct the overall strategy to advance the implementation and funding of Momentum, including incorporating plan strategies and initiatives including Board committee annual agendas; leading stakeholder involvement amongst the business, community and support groups; support of Board funding efforts; and consideration and adoption of the 2040 long range plan. • Oversee Facilities Management Board to ensure equitable and efficient implementation of the facilities workspace management policy • Lead key authority-wide initiatives, including Employee Engagement initiatives, and Talent Management Council

Office of Performance

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$1,031	$1,003	$1,017	$977	($40)	**-3.9%**
NONPERSONNEL COST	$320	$429	$599	$573	($26)	**-4.3%**
TOTAL COST	$1,350	$1,432	$1,617	$1,551	($66)	**-4.1%**
BUDGETED POSITIONS	17	7	7	7	0	0.0%



Purpose

The Office of Performance (CPO) uses performance information to guide actions, promote Metro's benefits in the region and to unify employees to accomplish Metro's strategic goals.

Responsibilities

CPO's contribution to Metro's goals is reflected in all of the performance measures in the GM/CEO Business Plan. CPO's collaborative work across the agency to turn performance data into information supports informed decision-making that improves Metro's service and program delivery. CPO also advances the agency towards its goals by developing a wide array of performance tools. CPO leads the development, implementation and tracking of the GM/CEO Business Plan and guides the supporting department-level Business Plans. CPO produces the Vital Signs Report to document performance trends, describe why performance changed and outline future actions to improve performance. As needed or requested by the Board, executives and departments, CPO conducts various performance analyses and provides guidance on how to strategically prioritize work.

CPO Business Plan

CPO's Business Plan includes actions to collect agency-wide performance measures and work with departments to analyze trends, ask questions on why performance changed and gain input/consensus on actions to improve performance.

CPO FY2014 Accomplishments

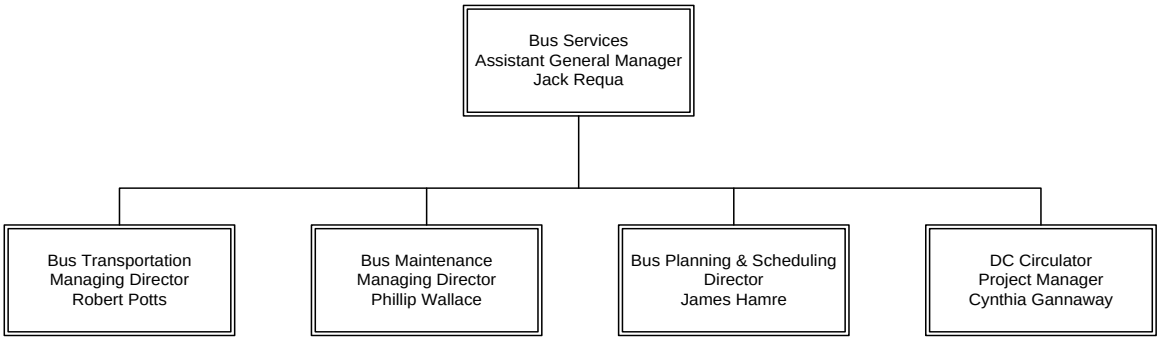
- Continued production of regular Vital Signs Reports to document Metro's performance leading to enhanced communication with the Board and public
- Guided continual improvement and expanded use of departmental business plans
- Enhanced agency ability to use performance information to plan and manage work
- Strengthened linkage between business planning and budgets
- Worked with transit partners to prepare for measuring "State of Good Repair" and setting targets as required by MAP-21
- In partnership with Chief Policy Officer, guided an assessment of how Metro manages critical organizational risks
- Led agency-wide executive initiative designed to improve employee engagement

CPO Planned FY2015 Accomplishments

- Continue publishing Vital Signs Reports to document Metro's performance
- Demonstrate how to use data to inform and improve decision making
- Establish a plan to implement enterprise risk management
- Update departmental business plans to reflect accomplishments and challenges
- Benchmark Metro's performance against peer agencies
- Develop new, more useful key performance indicators with a focus on customers

Department of Bus

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$345,163	$360,874	$385,792	$414,794	$29,003	**7.5%**
NONPERSONNEL COST	$74,847	$70,384	$78,190	$80,117	$1,927	**2.5%**
TOTAL COST	$420,010	$431,258	$463,982	$494,912	$30,930	**6.7%**
BUDGETED POSITIONS	3,954	3,995	4,138	4,177	39	0.9%



Purpose

The Department of Bus Services is committed to being an integral part of the Washington metropolitan area by ensuring the safest, cleanest, most reliable, cost effective and responsive bus service, by promoting regional mobility and by contributing towards the social, economic and environmental well-being of the community.

Responsibilities

The Department of Bus Services is responsible for the maintenance, operation, scheduling and planning of Metrobus routes in the District of Columbia, Virginia, and Maryland. This is currently accomplished with approximately 1,507 buses, 318 routes, 175 lines and 4,177 employees. Additionally, Bus Services is responsible for the maintenance of Metro's 1,823 service vehicles and manages the DC Circulator Contract (a reimbursable project). Bus Service is the transportation provider for more than 132 million customers each year.

Bus Services Business Plan

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

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

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

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

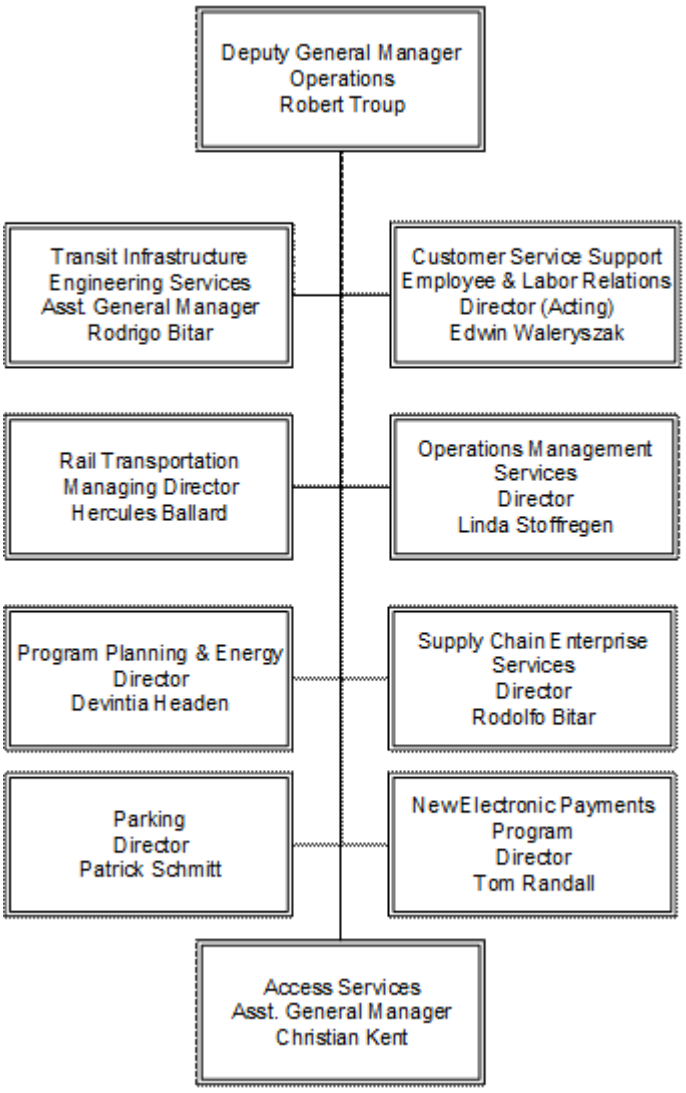
BUS Program Highlights

- In FY2013 Bus Services launched the "Better Bus Program" to improve on-time performance and reliability while reducing crowding
- Metro also added new buses with low floors for better access and hybrid technology

- In FY2014, Bus Services will implement four new "Priority Corridor Networks" (PCN) and continue to implement "State of Good Operations" (SOGO) to better connect communities through enhanced bus service
- Bus On-Time Performance has improved to nearly 80% in 2013 and Bus Fleet Reliability, measured by Mean Distance Between Failure, has improved from 82% to 85% in CY2013

Department of Operations

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$501,665	$531,083	$594,129	$642,807	$48,678	**8.2%**
NONPERSONNEL COST	$249,297	$272,992	$285,128	$290,643	$5,515	**1.9%**
TOTAL COST	$750,962	$804,075	$879,257	$933,450	$54,193	**6.2%**
BUDGETED POSITIONS	5,583	6,522	6,683	6,806	123	1.8%

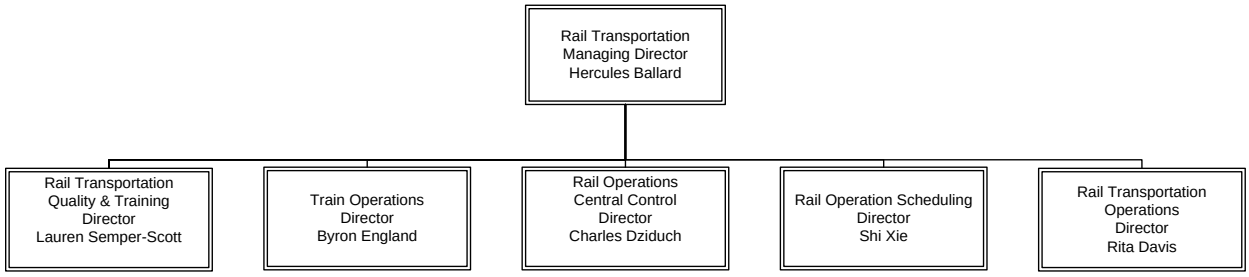


The Deputy General Manager of Operations (DGMO) directs the daily operations and maintenance of the Metrorail system covering 117.5 miles of track, 91 stations, vertical transportation system (618 escalators/315 elevators), 1,100+ railcars, nine rail yards, Metro's supply facility, and all additional administrative facilities. The DGMO manages an annual operating budget that exceeds $800M, executes an annual capital budget of $800M that is focused on rebuilding Metro to a state of good repair, as well as providing labor relations management, technical skills training and return to work programs for employees.

The business plans that detail the actions, targets and measures for the delivery of rail service and all of its supporting functions are developed at the organizational level. There are 11 business plans that support the DGMO's successful delivery of Operations programs. These contain the actions, measures, targets and identify the dependencies with other organizations that will enable the DGMO to deliver safe, secure, reliable and efficient service.

Rail Transportation

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$164,302	$167,858	$191,442	$207,750	$16,307	**8.5%**
NONPERSONNEL COST	$1,302	$1,311	$1,762	$1,736	($26)	**-1.5%**
TOTAL COST	$165,604	$169,169	$193,205	$209,486	$16,281	**8.4%**
BUDGETED POSITIONS	1,499	1,552	1,623	1,663	40	2.5%



Purpose

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

Responsibilities

The Office of Rail Transportation provides rail service across 117.5 miles of track and 91 rail stations, 40 of which are in DC, 26 in Maryland and 25 in Virginia. RTRA is responsible for all facets of rail operations including station and train operations, rail operations control center including maintenance operations center, rail operations training and planning/scheduling.

RTRA Business Plan

The Office of Rail Transportation's Business Plan identifies how RTRA's day-to-day actions help Metro make progress towards the agency's four strategic goals (Safety, Quality, Connectivity and Assets). RTRA's Business Plan details the actions it will take to achieve the priorities of the GM/CEO Business Plan and positively influence the following performance measures:

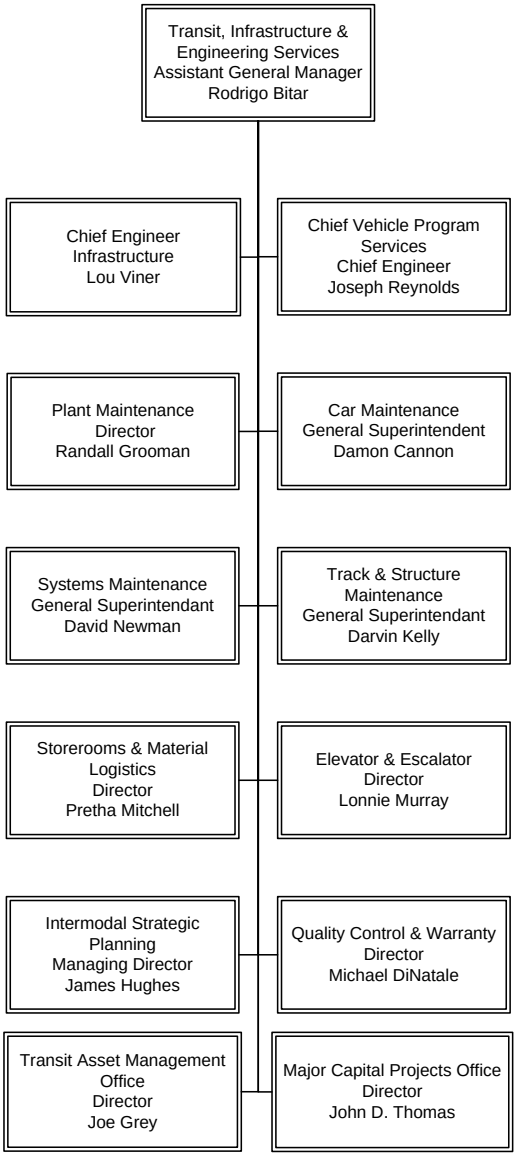
- Employee Injury Rate
- Customer Injury Rate
- Rail On-Time Performance
- Average Persons per Car
- Customer Commendation/Complaint Rate
- ADA Compliance
- Operating Budget Compliance
- Percentage of Employees Certified
- Percentage of Employees Engaged
- Vacancy Rate

CY2013 Performance Highlights

Metrorail weekday rail on-time performance (OTP) continued to improve in CY2013, up almost 1% from CY2012 and above target for the year. Metro accomplished these results by balancing the need to improve OTP against the need to do track work, managing train spacing and improving railcar reliability. RTRA improved the maintenance of train spacing by holding and expressing trains as needed. In addition, the installation of clocks at the terminals enabled all levels of Rail Transportation (Train Operators, Supervisors and Controllers) to work in sync, focusing on timely departures. When delays occurred, headways (time between trains) were lengthened slightly to reduce large gaps between trains and minimize platform crowding. Rush+ was successfully implemented in June 2012 in preparation for the Silver Line service.

Transit Infrastructure and Engineering Services

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$323,619	$346,593	$377,126	$408,773	$31,646	**8.4%**
NONPERSONNEL COST	$69,733	$93,554	$81,906	$90,108	$8,202	**10.0%**
TOTAL COST	$393,352	$440,147	$459,032	$498,880	$39,848	**8.7%**
BUDGETED POSITIONS	3,882	4,731	4,837	4,868	31	0.6%



Purpose

The Department of Transportation Infrastructure and Engineering Services (TIES) strives to provide a positive daily commute for Metro's customers by providing a safe and reliable rail

system through comprehensive engineering, inspection, maintenance, and rehabilitation programs that enhance the condition of the Metrorail system, Metrobus and Metrorail facilities, shops, rail yards and railcars. TIES is comprised of the following offices:

- Chief Engineer Infrastructure (CENI)
- Chief Engineer Vehicles (CENV)
- Rail Car Maintenance (CMNT)
- Elevator and Escalator (ELES)
- Intermodal Strategic Planning (IPLN)
- Plant Maintenance (PLNT)
- Quality Assurance and Warranty (QAAW)
- Systems Maintenance (SMNT)
- Storerooms and Material Logistics (SRML)
- Track and Structures (TRST)
- Chief Asset Management Office (CAMO)

Responsibilities

Transportation Infrastructure and Engineering Services provides:

- Engineering, project management and construction management for the Capital Program ensuring that the proper capital investments are made to support safe operations of the Metro System.
- Leads and coordinates hands–on technical support with the delivery and acceptance of railcars and rail vehicles required for maintenance of the system.
- Comprehensive maintenance program for a fleet of 1100+ railcars, 266 rolling stock track maintenance vehicles and 955 pieces of support equipment. Provide a daily service requirement of 954 railcars.
- Maintain in state of good repair Metro's vertical transportation system, including 613 escalators (in stations) and 315 elevators (in stations, parking garages and maintenance facilities).
- Manage and maintain all of Metro's facilities and mechanical equipment systems in support of Metrorail and Metrobus operations that includes 91 Metrorail stations, 24 parking garages, nine rail yards, 10 bus garages, 26 administrative facilities covering a 1,500 square mile area.
- Provide independent and objective quality assurance services designed to add value and to improve the organization's operations and procurement.
- Enhance the safety and reliability of Metro operations through comprehensive maintenance programs for Automatic Fare Collection (AFC), Automatic Train Control (ATC), Communications Systems (COMM), Lighting, Low Voltage Systems and the Rail Traction Power Distribution Systems (POWR), Shops and Material Support (SAMS) and support to CENI for capital rebuilding.

- Manage inventory and processes needed to support and maintain all systems/equipment in the Department of Transit Infrastructure & Engineering Services (TIES) operating 11 storerooms with inventory valued at over $30 million.
- Inspection, maintenance and rehabilitation of all revenue and yard tracks as well as all aerials, bridges, retaining walls and tunnels.
- Replacement of track components such as switches, fasteners, running rail, cross-ties, and insulators on ballast and direct fixation track throughout the Metrorail System.
- Maintenance and inspection of Metro's right-of-way structures, fence line and parking garages, and providing inspection reports for 432 mainline miles of track, 171 mainline switches, and 354 yard switches.
- CAMO is a newly formed office responsible for the management of assets.

TIES Business Plan

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

- Employee Injury Rate
- Customer Injury Rate
- Rail On-Time Performance
- Average Persons per Car
- Customer Commendation/Complaint Rate
- ADA Compliance
- Operating Budget Compliance
- Percentage of Employees Certified
- Percentage of Employees Engaged
- Vacancy Rate

CY2013 Performance Highlights

- CENI: Awarded contracts for: corrosion control services and replacement of shop equipment that has reached the end of its useful life, including the installation of wheel truing machines. Installed CCTV cameras with video analytic capability that detects intrusions and suspicious activities. Completed CCTV upgrades to increase capacity of data/images and provide latest viewing capabilities at 45 Metrorail stations (SEC0004).

- CENV: Completed the following for the new 7000 series railcars (final design reviews, qualification, FAI of components, manufacturing of prototype and pilot railcars, exercised options for 164 additional railcars). Finalized acceptance of Track Geometry Vehicle and achieved project closeout of the 6000 series railcars.

- CMNT: Increased daily car requirement to 896 and completed several maintenance campaigns that resulted in the improvement of Mean Distance Between Failures by 4.5%.

- CPDO: Continuing to expand on the foundation of safety and reliability, Metro has realigned some of the project delivery staff into a newly created Office of Capital Program Delivery (CPDO) reporting directly to the AGM-TIES. Under this realignment, the office of Infrastructure Renewal Programs (IRPG) was divided into two groups: IRPG and SRPG (Office of System Renewal Program). In addition, a new Office of Track Allocation and Support Services (TASS) has been created to consolidate escort support functions and mobile command operations.

- ELES: Increased preventive maintenance resulted in escalator availability improving 3% in CY2013, exceeding the target of 89%. Improved escalator reliability for customers included new units at Foggy Bottom and DuPont Circle. Elevator availability improved (to 92.2%) in CY2013 as the number of, and the time to fix, unscheduled outages declined due to the addition of dedicated elevator mechanics (FY2013 Budget Initiative) and improved preventive maintenance.

- MCAP: Completed 8-car train report study, which will serve as a foundation for implementation plan to transition to 8-car trains by 2025. Completed construction of MTPD's District II training facility and completed renovation of MTPD's Special Operations Division which became a permanent location for MTPD's Transit Police Special Operations Divisions to include Special Response Team, the Transit Anti-Crime Team the Auto Theft Unit, K-9 Teams, the Explosive Ordinance Disposal Team and the Motorcycle Unit. Completed construction of the Commissioning Facility at Greenbelt Yard. Awarded contract to construct a new (replacement of the current Southern Ave Bus Garage) Bus Garage for 175 buses, including Heavy Repair & Overhaul Facility for Metro's entire bus fleet, Maintenance and service shop for non-revenue vehicles and Bus Engineering Shop.

- PLNT: Performed better than the target for employee injuries (no more than 3.21 injuries per 200,000 work hours); achieved a rate of 3.04 and completed 114% of safety conversations. Completed 12 major and 12 mini rehabs to restore the appearance of rail stations and several major signage projects: fabricated and installed 1,200 Rush+ signs and 308 suicide prevention signs for the Metrorail system; fabricated 2,500 decals to install on cover boards in roadway that provide warning of 750 volts; and fabricated/installed signs at the Pentagon station for the realignment of bus service. Replaced the elevator cabs/controls for the four passenger and three freight elevators at the Jackson Graham Building. Repaired and painted the external facade of the Jackson Graham Building. Initiated program to have Landscape Supervisors acquire state certification as Pesticide Applicators. Implemented new training programs on maintenance of drainage pumping stations and certification for General Equipment Mechanics.

- QAAW: Established an Incoming Inspection process and Material Review Board to ensure that parts purchased for railcars are correct and meet all required specifications. Updated and strengthened the Internal Audit Procedure to establish standards for scheduling, performing, evaluating, recording the results, reporting and follow up of all audits conducted by QAAW. Commenced review and approval of all documentation submitted by Kawasaki for the 7000 series railcars.

- SMNT: Achieved an injury rate of 1.72 injuries/200,000 work hours and completed 35,223 Safety Observations, for a 101% completion rate. In support of capital rebuilding, SMNT provided Red Tag and ATC Traffic re-configurations for 107 shutdowns and single track events, and 469 early out events in CY13. Executed 3,805 Red Tag events, ranging in durations from several hours to several days in CY13.

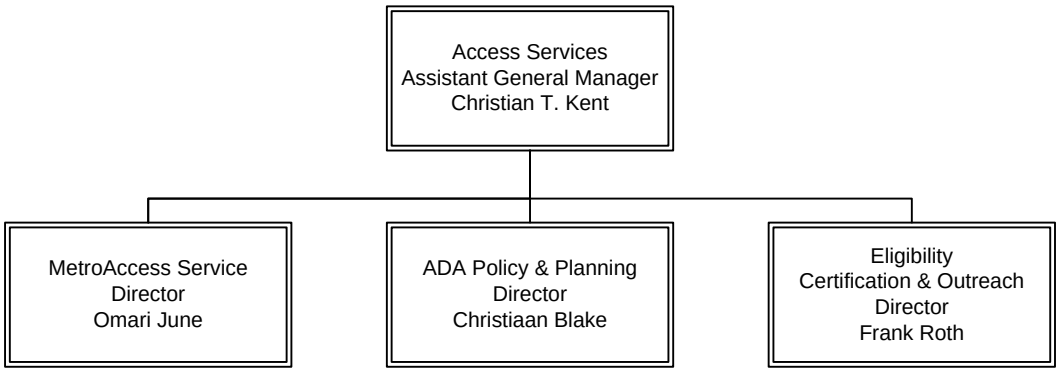
- SRML: Reduced excess material in storerooms by $5 million. Installed Vertical Storage Units at Alexandria and Greenbelt Storerooms to optimize storage space and improved material availability by 46% at all storerooms.

- TAMO: Kicked off an authority wide Transit Asset Management improvement program to develop a framework that that will integrate Metro`s asset management practices into one, coordinated, organizational strategy, and provide the basis for continually improving asset management practices at Metro. Developed an authority wide asset management policy and strategy which aligns asset management decision making to the strategic goals of the authority. Designed and tested a prototype mobile system for performing and recording asset condition assessments.

- TRST: Completed installation of: 32 Yard Switches, 18,000 Cross-Ties, 12.5 miles of Running Rail, 30,000 Fasteners, 7000 Insulators, 1,000 Flash-Butt Welds, 1,500 ROW Signage Replacement, 40 miles of Tamping. Completed rehabilitation of: 750' Floating Slabs, 2,150 Leaks, and 8,000 Grout Pads.

Access Services

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$4,220	$4,865	$6,087	$6,731	$645	**10.6%**
NONPERSONNEL COST	$96,856	$95,577	$101,681	$102,731	$1,050	**1.0%**
TOTAL COST	$101,077	$100,442	$107,768	$109,462	$1,694	**1.6%**
BUDGETED POSITIONS	40	42	54	56	2	3.7%



Purpose

The Department of Access Services (ACCS) ensures that Metro provides safe, reliable, and accessible transit service to senior citizens and people with disabilities and demonstrates leadership in the coordination of regional resources to meet the demand for specialized transportation.

Responsibilities

Through its three program offices, (ADA Policy & Planning, Eligibility Certification & Outreach, and MetroAccess Service), ACCS ensures the continuous improvement of all Metro's accessible services and facilities. ACCS is responsible for:

- MetroAccess service delivery
- Metro accessibility policy leadership
- Ensure ADA and FTA compliance
- Accessibility planning and design support
- Accessibility Advisory Committee staffing and support
- Customer eligibility determination for MetroAccess and Reduced (Half) Fare Program
- Outreach and travel training to provide the most independent travel choices to customers with disabilities

ACCS Business Plan

The ACCS Business Plan identifies how its work activities and initiatives help Metro progress toward the agency's four Strategic Goals. ACCS's contribution toward agency goals is tracked through the following GM/CEO Business Plan performance measures:

- Employee Injury Rate
- Customer Injury Rate
- MetroAccess On-Time Performance
- Customer Commendation/Complaint Rate
- Operating Expense on Budget
- Capital Funds Invested
- Vacancy Rate

ACCS Program Highlights

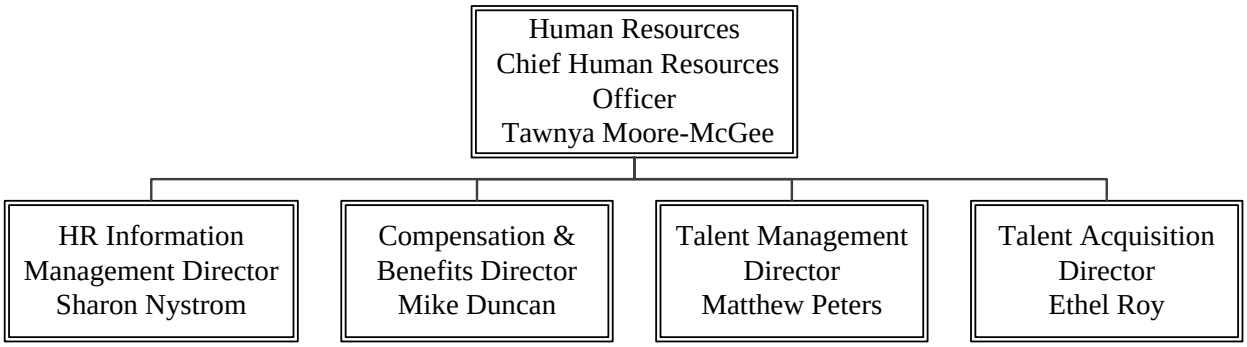
ACCS successfully planned and executed a $1 billion procurement in combined contracts to deliver MetroAccess paratransit service. ACCS designed the new multi-contractor performance-based business model from lessons learned and robust stakeholder input. This business model unbundles services previously provided by one prime contractor into five separate contracts: service delivery (three contractors); call center operations; and quality assurance (QA). The result is improved customer service by leveraging competition and incorporating higher performance standards; greater efficiency by separating scheduling from service delivery; and lower cost from value pricing of components that were previously bundled. The model is also scalable, empowering Metro to add or change service providers as required to address fluctuations in demand or performance. The QA function will be developed over time into the paratransit industry's first Six Sigma standard for service quality.

The operational transition to the new business model was in itself an achievement because of the seamless manner in which it was executed. The 600-vehicle fleet was transferred to three new service delivery contractors in phases, thereby minimizing customer impact in each phase. The transition was completed in seven weeks, and the performance standards for safety and customer service were met throughout this period.

ACCS will further ensure the sustainability of MetroAccess by advancing regional partnerships with other entities that can perform specialized transportation service to substitute or supplement MetroAccess. The first of these is a pilot program with the State of Maryland known as "Coordinated Alternative to Paratransit Service" (CAPS). A taxi voucher program in the District of Columbia and a coordination study for Virginia are expected to follow. There will also be a greater focus on community outreach via a regionally accredited travel training program. ACCS, in cooperation with RAIL and BUS, will also look to explore and develop feeder services, fixed-route deviation, and community transit models to provide additional independent alternatives to paratransit for Metro's customers with disabilities.

Human Resources

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$9,955	$11,280	$11,386	$11,515	$129	**1.1%**
NONPERSONNEL COST	$5,365	$6,018	$5,711	$5,421	($291)	**-5.1%**
TOTAL COST	$15,320	$17,298	$17,098	$16,936	($162)	**-0.9%**
BUDGETED POSITIONS	123	131	138	129	-9	-6.5%



Purpose

The Department of Human Resources (HR) is comprised of the Offices of Talent Acquisition, Talent Management, Compensation/Benefits, and Information Management. HR develops and sustains programs, policies, and strategies which enhance organizational effectiveness and maximize the potential of the organization and employees to advance the mission and goals of Metro. HR supports and promotes a workplace that fosters respect, trust, equity, diversity, career and professional development, and collaboration.

Responsibilities

- **Talent Acquisition** designs and implements proactive sourcing and recruitment strategies in support of Metro's workforce requirements, enabling a stable vacancy rate and deploying multicultural outreach strategies in support of Metro's Affirmative Action Plan.
- **Talent Management** establishes strategic training and development programs that are linked to career goals and identifies high-performing employees. Talent Management promotes a performance-based culture to motivate and retain employees and builds bench strength through succession planning and leadership development programs.
- **Compensation and Benefits** designs and implements compensation and benefits programs that are externally competitive and internally equitable. The Employee

Wellness Program develops strategies to communicate and address common employee health risks.

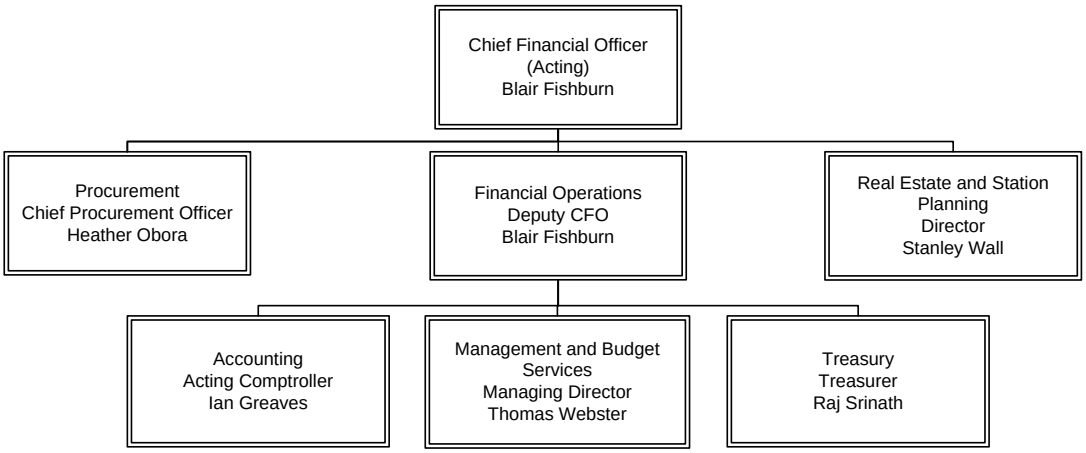
- **Information Management** administers and manages PeopleSoft 9.1 data, systems, reporting and personnel transaction processing.
- **Employee Relations** improves employee retention and employee/management relationships through proactive consultation and resolution strategies for workplace issues.

HR Program Highlights CY2014 Accomplishments/Initiatives:

- Exceeded recruitment goals by 11%
- Achieved Affirmative Action Plan goals in bus operator, laborer and technical fields
- Implemented the Principles of Supervision, a mandatory course focused on Metro leadership tools and processes
- Completed design for the Succession Planning Program
- Deployed the Years of Service Recognition Program to recognize employees' career milestones at 5-year increments
- Developed a comprehensive job-based Leadership Development Program.
- Implemented 457 Plan Enhancements
- Implemented Metro Wellness Program
- Implemented Human Capital Management, PeopleSoft 9.1 upgrade

Financial Operations

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$49,128	$49,116	$49,671	$54,487	$4,816	**9.7%**
NONPERSONNEL COST	$51,338	$61,549	$53,521	$57,192	$3,672	**6.9%**
TOTAL COST	$100,466	$110,665	$103,191	$111,679	$8,488	**8.2%**
BUDGETED POSITIONS	382	382	346	353	7	2.0%



Purpose

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

Responsibilities

ACCT

- General Ledger analyzes, reconciles, maintains, journalizes and reports accounts receivable, jurisdiction subsidy, inventory, prepaid assets, health and welfare contributions, pension contributions, workers compensation, retirement accounts, cash accounts, investments, debts, operating revenue and expense reports for the National Transit Database, other financial transactions and specific footnotes to the financial statements.
- Payroll ensures that pay checks are processed and distributed in a timely manner by accurately calculating gross wages, tax, garnishment withholdings and other deductions. The office ensures the accurate reporting of operating and capital labor expense for the Authority and supports reporting for safety, fatigue, and overtime control.

- Accounts Payable ensures that all payments to vendors, third parties, jurisdictions and reimbursements to employees are processed timely, accurately, efficiently and in compliance with the Authority, Jurisdictional and Federal policies and regulations.
- Financial Analysis analyzes and evaluates costs charged to capital, reimbursable and new service projects, reconcile funds control in project costing to general ledger and to provide financial reports to Federal, State and Local Jurisdictions in accordance with general accepted accounting principles. Coordinates reporting to the National Transit Database, and is responsible for the preparation of the quarterly financial statements including the Statement of Net Position, Statement of Revenues, Expenses, and Changes in Net Position, and Statement of Cash Flow. Coordinates Metro's audits, and is responsible for the preparation of the Schedule of Expenditures of Federal Awards (SEFA).
- Financial Systems and Reporting (FSR) performs validation of transactions, bundle/upgrade testing, system configuration and maintenance updates. FSR maintains the monthly allocation process and provides financial/budget variance reporting for the Office of Accounting and its external customers. FSR also provides direct support for PeopleSoft external interfaces affecting the modules supported by the office, coordinates equipment and software requests for the office and provides Intranet support and server maintenance.
- Project Costing provides functional support by leveraging the knowledge of financial and reporting systems, transaction flows, cross-system impacts in order to insure data integrity. Performs on-going review for quality assurance to insure that financial information is accurately reported and conveyed in the PeopleSoft Financial Systems.
- Asset Management ensures all of Metro's assets are appropriately tracked for financial and internal control, ensures complete information is interfaced to MAXIMO for inventory and service maintenance purposes, manages the biennial physical inventory and provides accurate information for external reporting purposes.
- The Internal Control Office (ICO) fosters a greater awareness of risk management and internal controls by providing internal control guidance and training, as well as by providing objective, value-added assessments of financial reporting, regulatory, compliance and operational risks and control effectiveness to Metro's management. The ICO also partners with departments to review and evaluate the efficiency and effectiveness of business processes and implementation of "best practices".

OMBS

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

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

PRMT

- Executes and facilitates all procurement actions on behalf of the Authority for goods and services.
- Manages the Disadvantaged Business Enterprise (DBE) function and the Small Business and Local Preference Program (SBLPP).

TRES

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

LAND

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

Financial Operations Business Plans

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

- Employee Injury Rate
- Customer Injury Rate

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

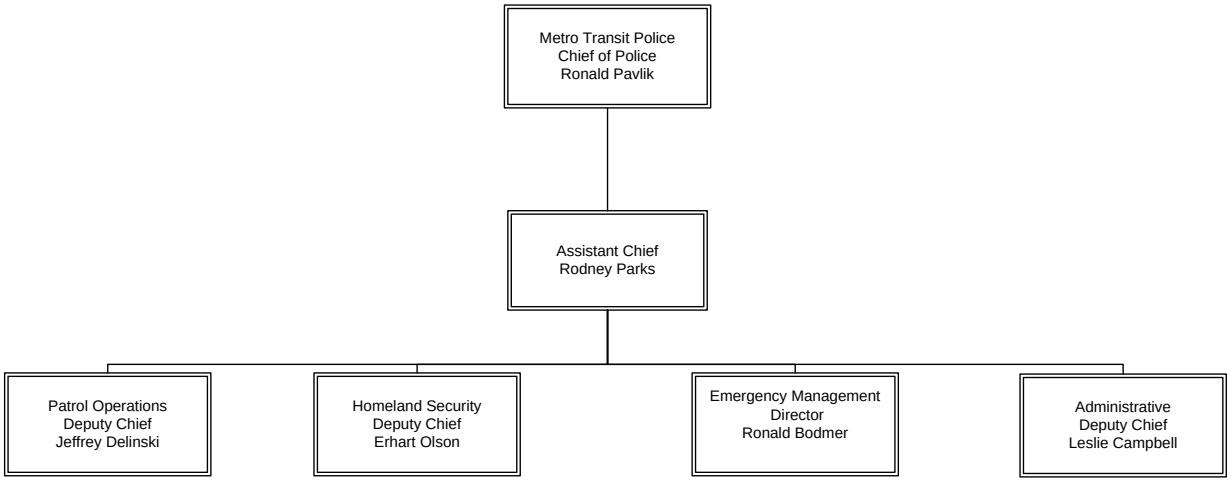
Financial Operations Accomplishments

- Completed audited financial statements on schedule with unmodified opinion.
- Cleared all prior year Single Audit findings; no repeat findings.
- Coordinated FMO Review and Asset Management Internal Control Review.
- Instituted quarterly financial statements.
- Successfully met monthly schedule, closing the General Ledger on the fifth business day.
- Outsourced Garnishment and Payroll Tax processing; offsetting costs with related fees; and utilizing related staff time to support HCM upgrade.
- Successfully planned and executed payment of the L689, L2 and L922 wage increases including any retroactive pay.
- Implemented mandatory ePay Statement enrollment for all non-represented employees and new hires.
- Implemented overtime control initiatives to be rolled out company-wide to immediately warn time reporters when hours worked exceed 14 in a day; to require operating job number for all overtime, double time, and compensatory time entered; and to report to management employees exceeding 14 hours worked in a day.
- Presented updated COSO Framework To DGMA/CFO Senior Management and conducted Internal Control Training for the Office of Accounting in conjunction with OIG to foster a greater awareness of internal controls and risk management.
- Supported close of FTA grants with a cross functional team; aligned the PeopleSoft conversion data to the funding source.
- Initiated development of the PeopleSoft project costing sub-system reconciliation report for FY2013 and FY2014.
- Developing and implementing two initiatives to automate AP processing for FY2013 and FY2014.
- Processing the intake of Silver Line transferred assets budgeted at $2.9 Billion for FY2013 and FY2014.
- Developing and implementing organization plan to improve structure and support employee development for FY2013 and FY2014.
- Supported HCM upgrade across fiscal years FY2013 and FY2014.
- Supported collection of safety and fatigue punch time data by collecting punch time for a limited group in anticipation of expansion to all garage facilities in FY2014 and FY2015.
- Developed and implemented Internal Control Strategy designed to deliver objective, value-added assessments of financial reporting, regulatory, compliance and operational risks and control effectiveness for FY2014.

- Partnered with Departments throughout the Organization to review and evaluate the Efficiency and Effectiveness of Business Processes and Related Controls, including the Consideration and Implementation of "Best Practices".
- Participated in Metro's Enterprise Wide Risk Assessment Project during FY2014.
- Installed SmarTrip card dispensers on all Metrorail mezzanines.
- Migrated all Metrorail pass products to SmarTrip.
- Deployed Auto-load and Auto-Reload functionality to self-service website.
- Increased Metrorail SmarTrip usage from 78% in FY2011 to 86% in FY2013.
- Successfully implemented FY2013 fare increase.
- Completed a successful close out of the Single Platform contract with Cubic, resolving all outstanding issues and contractual disputes in a manner favorable to Metro.
- Member of the management team, which successfully negotiated a new labor agreement with the Local Union 689 of the Amalgamated Transit Union.
- Hedged 75% of diesel fuel consumption for FY2013 at $2.84/gallon, an amount well below the average market fuel price of $3.05/gallon.
- Obtained hedge on 50% of diesel volume in FY2014 to mitigate the risk to expenses caused by fuel price fluctuations.
- Completed a comprehensive revamping of the Revenue Control processes and implemented new procedures to eliminate fraud and improve accountability.
- Expanded banking relationship to include a local community bank, Eagle Bank.
- FY2014 coordinated the fare collection project for the Silver Line.

Metro Transit Police

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$62,613	$68,933	$74,445	$76,280	$1,835	**2.5%**
NONPERSONNEL COST	$2,937	$2,995	$3,257	$3,447	$190	**5.8%**
TOTAL COST	$65,550	$71,929	$77,702	$79,727	$2,025	**2.6%**
BUDGETED POSITIONS	635	704	749	745	-4	-0.5%



Purpose

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

Responsibilities

The Metro Transit Police Department is responsible for the protection of customers, personnel, and transit facilities of the 1,500 square mile Transit Zone, comprised of the Commonwealth of Virginia, District of Columbia, and the State of Maryland. The Department is composed of both uniformed and plainclothes officers charged with the duty of enforcing the laws of the signatories, and the laws, ordinances and regulations of the political subdivisions, and the rules and regulations of the Authority. There are more than 160 civilian Special Police Officers who are responsible for physical security at rail yards, bus divisions, and other Metro properties. The civilian Office of Emergency Management plan, train, and provide on-scene assistance for both natural and man-made emergencies. They are also responsible for digital video management and radio communications. The other civilian employees are responsible for crime analysis, records management, and various administrative support functions.

MTPD Business Plan

The Metro Transit Police Department Business Plan identifies how MTPD's long range plans and day-to-day actions help Metro make progress towards the agency's four strategic goals.

MTPD's contribution towards agency goals is tracked through the following GM/CEO Business Plan performance measures:

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

MTPD Program Highlights

In FY2014, the MTPD enhanced Departmental efficiency by conducting command structure and manpower assessments, and as a result implemented the following changes:

- Departmental reorganization
- Appointed a second-in-command, Assistant Chief of Police
- Reduced the number of bureaus from six to four
- Initiated asset recovery by replacing administrative positions with civilian employees
- Launched succession development through first line supervisor training opportunities

Police patrols were increased at parking facilities to reduce property thefts. As a result, there was a 77% reduction in thefts of vehicles over the past 10 years.

Joint Supervisory Training program was initiated to improve incident response and improve customer communications during an unusual/emergency event.

Three separate awareness campaigns were launched to reduce bicycle theft, prevent sexual harassment and a youth outreach campaign themed "Respect Your Ride".

- Bicycle thefts have become a prime target for thefts in the National Capital Region. The MTPD utilized traditional law enforcement tactics and collaborated with other Metro (for consistency) departments to initiate bicycle theft prevention strategies, such as a free online bicycle registration program, and customer outreach activities featuring bike lock give-aways to help reduce thefts from Metro properties.

- The MTPD began tracking sexual harassment complaints in 2011 and conducted outreach activities in conjunction with community groups and Metro offices to raise awareness. An online reporting system was created, and for complaints classified as criminal, the MTPD Criminal Investigation Division follows up with a comprehensive investigation.

- The Respect Your Ride youth outreach campaign was launched in 2013 in collaboration with Metro Customer Service, Communications and Marketing, Rail Operations, Bus Operations, and District of Columbia Public Schools. The successful outreach program was designed to promote safe behavior among young riders. The objectives of the outreach program are: Inform students and parents of laws and consequences, provide interactive safety programs to students, and strengthen relationships with schools to reduce youth disorder.

WiFi hand-held computer tablets were assigned to each police officer, providing the capability to create police reports in the field and have access to policies, procedures, laws and other reference materials. The tablets also have cameras for crime scene, and the internet to further enhance investigative capabilities.

The MTPD acquired property and began a comprehensive reconstruction project to develop a multi-function Security Operations Control Center (SOCC). The SOCC will house Closed Circuit Television viewing and digital recording, radio communications, incident command, among other technological capabilities.

Construction commenced for a state-of-the-art range training facility and district substation near the Franconia-Springfield Metro Station. The Emergency Response Training Facility at Carmen Turner Facility (CTF) was completely renovated to improve space usage, technology and equipment to train MTPD, other departments, and external stakeholders.

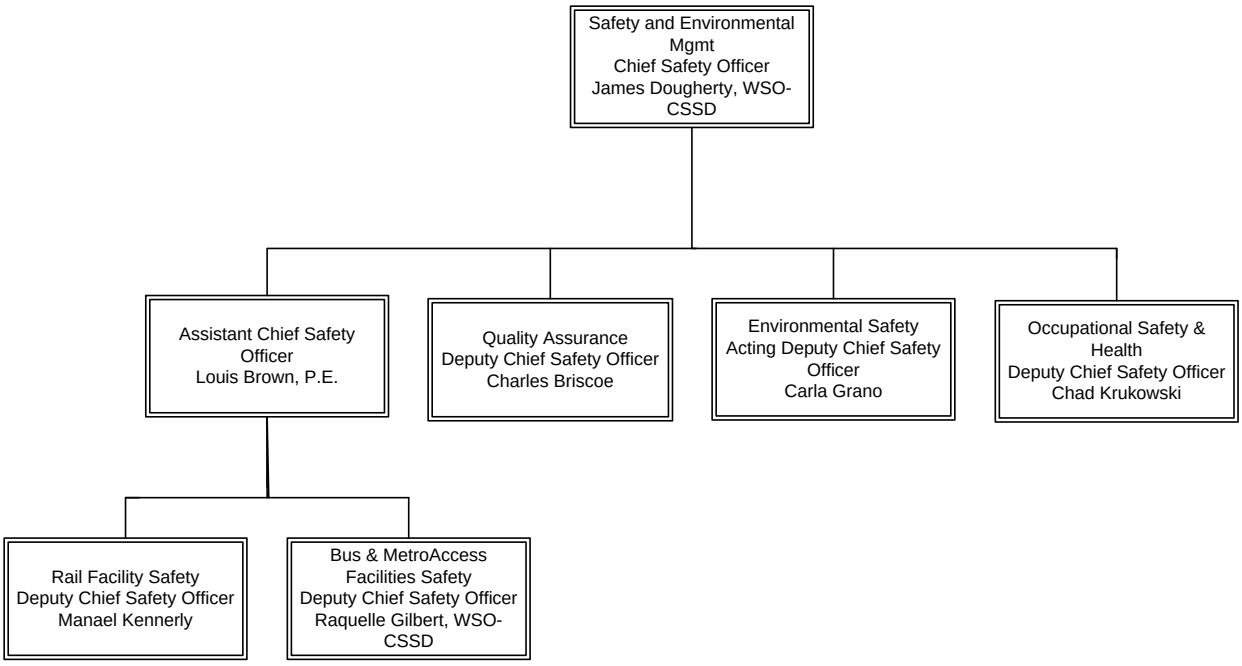
Multiple Transit Security Grant Programs (TSGP) and Urban Area Security Initiatives (UASI) grant-funded projects were continued or completed throughout the year including:

- Hardening security at bus garages and rail yards
- Bus security technology
- Intrusion detection in tunnels and shafts
- Access control for station platforms at 56 underground stations
- CCTV installed at 52 station interiors
- Emergency planning and training
- K-9 Explosive Ordinance Teams (EOD)
- Anti-terrorism Teams
- Special event overtime
- Emergency preparedness exercises and drills

The MTPD provided security management of the Silver Line construction, development and future deployment of police officers, safety and security certification, first responder emergency training and other security support capabilities for the anticipated opening in July 2014.

Department of Safety & Environmental Management

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$7,089	$7,258	$6,953	$6,800	($152)	**-2.2%**
NONPERSONNEL COST	$8,830	$9,589	$9,453	$9,431	($22)	**-0.2%**
TOTAL COST	$15,918	$16,847	$16,405	$16,231	($174)	**-1.1%**
BUDGETED POSITIONS	59	61	61	66	5	8.2%



Purpose

The purpose of the Safety & Environmental Management Department (SAFE) is to ensure that Metro's Bus, Rail, and Access systems and other facilities are operationally safe and environmentally sound for all of Metro's employees, customers and surrounding communities. The overall goal is always zero accidents, injuries and fatalities. In striving to accomplish that goal, SAFE in collaboration with all other departments is promoting a corporate safety culture involving all levels, from the Board of Directors to every employee regardless of position or location.

Responsibilities

Overall SAFE responsibilities include the management and/or compliance of: policies and procedures in the areas of system safety, occupational safety and health, accident and incident investigation, the continuous hazard management process, internal safety audit process, oversight of construction safety, safety and security certification, environmental management, safety data and analysis, industrial hygiene, safety training, corporate safety programs, and corporate quality assurance.

SAFE Business Plan

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

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

SAFE Accomplishments

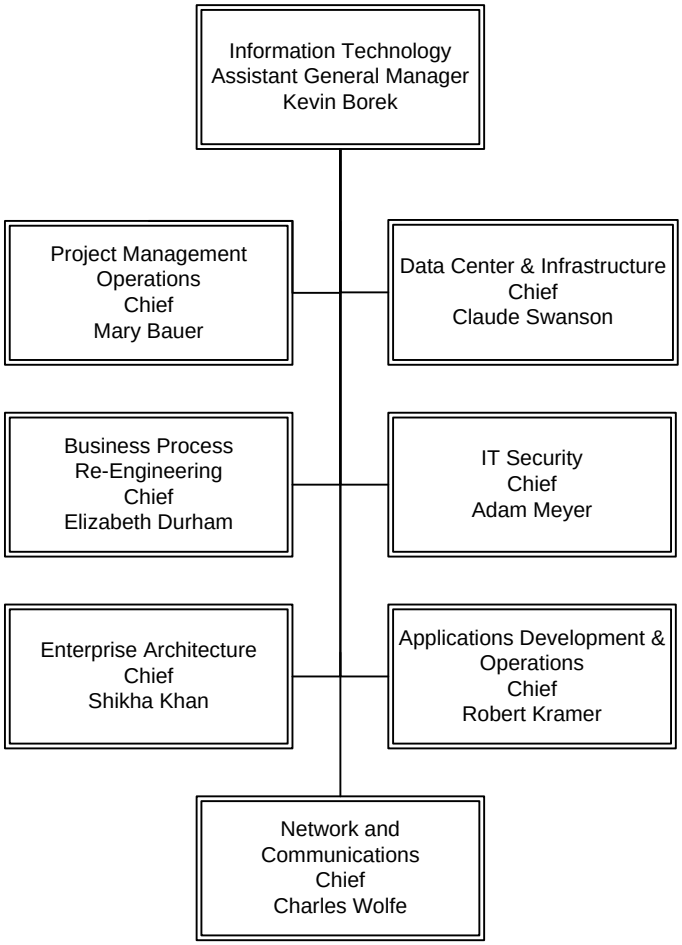
- Closed 24 out of 29 NTSB recommendations.
- Closed over 100 Corrective Action Plans (CAPs).
- Reduced employee injury rate in 2013 by 1 percent compared to Calendar Year 2012; third consecutive year of EIR reduction.
- Customer injury rate is lower than it was three years ago (1.92 vs 2.09), but higher than last year rate and established target.
- 2014 APTA Heavy Rail, Gold Award for Safety recipient.
- Updated the System Safety Program Plan, a document required by both FTA Title 49 CFR Part 659 and the Tristate Oversight Committee's (TOC) Program Standards and Procedures. The Plan now focuses on hazard identification and management, regulatory compliance and other matters and governs how Metro implements its overall system safety programs. The document is approved by the Metro Board and TOC and is communicated across all departments with the goal of ensuring that Metro is fully compliant with all FTA and OSHA federal requirements.
- Held 4th Annual the "Champions of Safety" program to recognize employees who maintain safe work practices.
- Hosted U.S. Department of Transportation, Transportation Safety Institute courses as well as provided occupational safety training to over 4,500 employees in the field.
- Continue implementation of the safety measurement system (SMS) database that functions as an umbrella system that pulls together and consolidates information from various data systems within Metro, including: central control, maintenance and human resources. The system is a single data entry input for personnel to enter new events and permits authorized users to track, update and close out actions through workflow processes. This one-stop, single source database allows the Safety Department to have a

central repository of all incidents and accidents with all documentation and actions – including any analysis, reviews and reports – taken to resolve issues. The centralized system will lead to greater overall efficiency in managing and resolving safety matters across all modes.

- Instituted incident and accident investigation policy and procedures that establish notification, response, investigation, documentation and follow-up protocols in order to avoid the recurrence of unsafe practices. The new policy defines staff roles depending on the severity of the accident/incident and recognizes the Safety Department as the lead department in investigating major accidents.
- Developed computer-based training modules to help employees comply with EPA requirements governing storm water, spill prevention and recycling matters.
- Implemented the Confidential Close Call Reporting System similar to the Federal Railroad Administration's (FRA) Confidential Close Call Reporting System (C3RS).
- Initiated SafeStat program, a management tool for trending and analysis that will provide information to safety managers to allocate resources and mitigate hazards.
- Over 50 percent of Metro's safety staff have earned Transit Safety and Security certification by the U.S. Department of Transportation's Transit Safety Institute (TSI), which instructs transit staff in key topics. Six staff members have passed the American Society of Quality's (ASQ) certification and two have passed proficiency exams – one earned the Certified Safety Professional designee and the other the Certified Industrial Hygienist designee.
- Continue implementing a Fatigue Risk Management System with a focus on safety-critical (Metro defined) occupations within Bus, Rail and MetroAccess. Continued to work closely with TOC to review policies, perform a Fatigue Hazard Assessment and implement fatigue countermeasures.

Information Technology

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$21,315	$23,924	$28,529	$33,087	$4,557	**16.0%**
NONPERSONNEL COST	$17,282	$22,046	$23,337	$26,914	$3,577	**15.3%**
TOTAL COST	$38,597	$45,970	$51,867	$60,001	$8,135	**15.7%**
BUDGETED POSITIONS	288	288	322	357	35	10.9%



Purpose
The Department of Information Technology ensures that Metro has the technical infrastructure required to support continuous safety and operational improvements, as well as the tools to communicate more effectively with Metro's riders.

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

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

IT Program Highlights

CAD/RMS (Computer-Aided Dispatch and Records Management System)
MTPD and the IT are in the validation stage of the delivery of the Computer Aided Dispatch (CAD) system, the first delivery of Motorola's PremierOne system. Throughout the year, Motorola, MTPD, and IT have been working extensively to install, configure, and provision the system to ensure it meets the needs of Metro and MTPD. Along with the CAD delivery, Metro is in the final stages of the AVL procurement, which will install vehicle locator equipment in the MTPD police fleet to allow enhanced command and control of its patrols. Additionally, and in preparation for the delivery of PremierOne, Metro has successfully transitioned MTPD's second generation of mobile devices that will support the new system. MTPD and IT have been working closely to create innovative and efficient solutions to allow MTPD to operate a multitude of mobile applications and devices at a fraction of the cost, and is expected to save Metro hundreds of thousands of dollars, and provide MTPD with services that would not otherwise be affordable. Upon successful delivery in March 2015, MTPD and IT will begin the validation of the second delivery, the Records Management System (RMS). As PremierOne proceeds on schedule toward delivery, IT has established a production support team that is embedded with MTPD to provide superior quality services to them; they have now been working directly with MTPD for over a year, and have been working in earnest to understand the unique needs of MTPD. Finally, IT continues to support MTPD with its Business Intelligence platform, by providing them with insightful reports and continually suggesting ideas to increase their understanding of the data.

SMS (Safety Measurement System)
Over the course of the last year, SAFE and IT have worked collaboratively to support Metro's strategic position in safety. Metro has seen a significant increase in the use of the Safety Observations System, as many organizations have adopted it into their culture, replacing the obsolete WorkSafe tool. Metro has also adopted SMS as its platform for environmental management by integrating many of the analog processes and systems used to manage chemicals and chemical incidents and their lifecycles into the EMIH module of SMS. In parallel with IT efforts, SAFE has fully integrated with the Cognos Business Intelligence tool to provide enhanced reporting capabilities, and transitioned its dashboard interfaces to Cognos and the

Safety Data Mart. SAFE now has select members of its organizations who are trained to use Cognos as a means to foster a BI mindset, which is necessary for BI organizations to understand data and its potential. The SAFE/IT collaboration was integral for the recent release of the Fatigue Risk Management System, and will continue to be for future fatigue risk-related deliverables. SAFE has also undergone some enterprise changes to accommodate Metro's progress; these activities include updating the system for the Silver Line and the new PeopleSoft HCM implementation. As Metro completes the year and moves into 2015, SAFE will see upgrades to its mobile applications to align them with industry best practices, integration of GIS services into existing tools, standardization of data sets to provide more complete and more accurate reporting services, continued improvements to its existing modules, and a complete system platform upgrade.

Network and Communications Program
Last year Wi-Fi was installed in all of JGB and a Guest Wireless network was created for visitors and meeting participants. Phase I of the Metronet Enhancement Project was completed with the upgrade of the JGB Data Center with new high speed switches and fiber infrastructure. FY2015 plans include the installation of Phase I Wi-Fi wireless in 30 Rail Stations. This infrastructure will support the operational and maintenance activities of various business units within Metro. Phase II of the Metronet Enhancement Project will begin with upgraded network electronics for the core.

Business Intelligence Program
In FY2014, the Program continued its support for Finance with the addition of Project Costing reporting and analysis, and enhancements to existing accounting and budget reporting. Using Payroll data, the team also provided continuous support for overtime reporting and analysis. For Bus Planning, IT provided Customer Comment reporting and analysis that integrates CRM information with Maximo tickets. MTPD's data mart was designed and case management reports delivered. For SAFE, the Safety Data Mart, which enables more flexible analytic capability, went into production. For Metro Access, IT delivered Phase 1 of a multi-phase reporting effort. In FY2015, major objectives include Grants Management reporting for Finance; MTPD crime maps; automation of the Employee Injury Rate for the Office of Performance; enhanced reporting for Safety including Fatigue Management and Environmental Management/Industrial Hygiene; continued enhancements to analytic and dashboard capability for Bus Planning; reports and dashboards for CENV/REPA; SmarTrip data analysis; and the integration of ridership and weather data into existing reports. Much of Metro's effort involves resolving data quality issues and making decisions about how best to source the data required.

Asset Management Program
The Asset Management Program has completed three of five phases of the software support for the Salient Characteristics/Qualified Parts List ("QPL") initiative:

- Parts induction and data cleansing for simple parts;
- Parts induction and data cleansing for complex parts;
- Basic integrations of parts data to Maximo and PeopleSoft to support more competitive procurement processes.

The remaining portions of QPL, authorized vendor list and authorized manufacturer list integration and parts change management will be delivered in the third and fourth quarters of FY2015, along with the first induction of a full asset (a bus), process implementation for configuration management for that asset, and induction of legacy engineering records. In FY2015, the program will expand its Asset Induction and Configuration Management efforts to other asset classes.

Human Capital Management 9.1 Project

FY14 accomplishments include development, testing, training and implementation of PeopleSoft Human Capital Management (HCM) 9.1 modules to include Talent Acquisition Management, Candidate Gateway, Core Human Resources, Benefits, Time & Labor, Absence Management, ePerformance, Employee and Manager Self Service, and Enterprise Learning Management. In April 2014, began post-production support to resolve defects, conduct ongoing data cleansing, assign security and update user roles, provide communications for time and absence approvals, redesign the timesheet, change time approval email notifications, support delegate actions, manage payroll exceptions, and implement customer enhancements. FY2015 activities include the completion of post-production support in December 2015.

Information Security Program

The Office of Metro IT Security is charged with protecting the Confidentiality, Integrity and Availability of Metro's digital information. During FY2014, Metro IT Security successfully completed reorganization into defined cyber security services to be aligned with industry best practice as well as placing emphasis on capability maturity. The cyber security services include but are not limited to, Application Security, Risk Management, Cyber Security Operations, Incident Response and Enterprise Monitoring & Defense. In FY2015 the Office of Metro IT Security will develop and complete projects that are focused on the core aspects of secure application development as well as projects that increase Metro's capability resulting in enhanced Authentication & Authorization services for Metro IT users and industry partners.

Web Applications Program

FY2014 accomplishments include implementing auto-reload functionality for SmarTrip account holders, enabling the sale of DC Student passes and DC Senior cards via the website, automation of the employee assignment process (known as the PICK process) for Bus garage employees, and re-platforming of the Metro Electronic Action Document (MEAD) system to reduce maintenance costs and improve usability.

FY2015 major activities include substantial enhancement of the General Orders Track Rights System (GOTRS) to provide more flexibility in granting track access for ongoing track maintenance work, and to improve management oversight of costs associated with track access usage; implementation of a redesigned web store for bulk fare purchases and fulfillment management; implementation of enhancements to the Metro SmarTrip application to enable payment for pass products using Smart Benefit accounts; and implementation of a PICK application for the Plant department.

Geographic Information Services Program

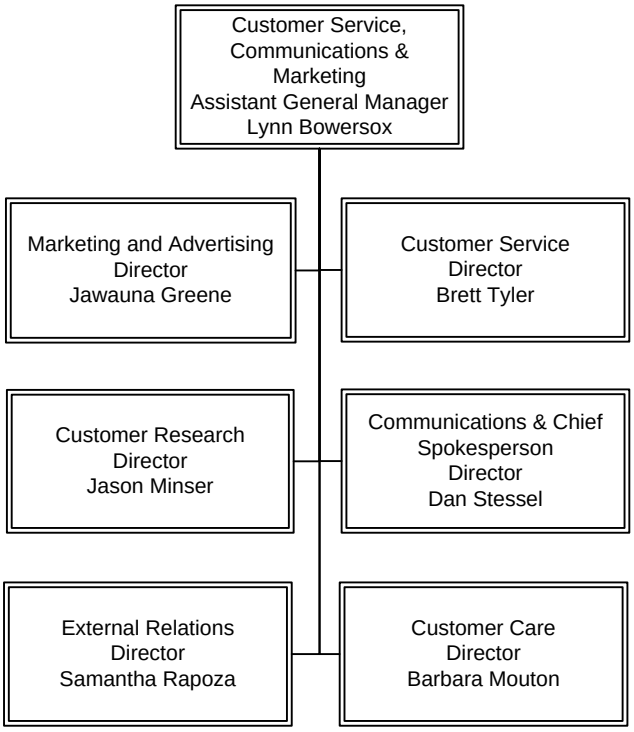
FY2014 accomplishments for this program include publishing bus stop maps and accessibility data to wmata.com; mapping real-time bus and train positions; reengineering the GIS system architecture to support high availability; providing web services and core data sets to SMS, Cognos, Maximo, Hastus, and CAD/RMS systems; and maintaining bus stop and route data through all schedule changes. FY2015 major activities will build on prior achievements by extending the rail station mapping work to include mapping of rail yard, bus garage, and administrative buildings; providing 3-D map displays; and expanding the bus stop geodatabase into a regional bus stop inventory that includes accessibility data on stops of other local transit agencies in the Metro service area.

Rail Operations Control Center (ROCC)

The Office of Application Development and Operations is scheduled to begin an upgrade of the Rail Operations Control Center (ROCC) software. The new software will make the rail system safer for customers and employees, provide improved customer satisfaction through more reliable and efficient operation, increase fault tolerance by minimizing equipment configurations, and provide a platform that will allow Metro to utilize new advances in technology.

Customer Service, Communications and Marketing

(Dollars in Thousands)	Actual 2012	Actual 2013	Approved Budget 2014	Approved Budget 2015	Change	Variance
PERSONNEL COST	$11,490	$11,486	$13,241	$13,331	$90	**0.7%**
NONPERSONNEL COST	$2,947	$4,022	$5,607	$6,185	$577	**10.3%**
TOTAL COST	$14,437	$15,508	$18,848	$19,515	$668	**3.5%**
BUDGETED POSITIONS	139	126	129	130	1	0.8%



Purpose

The Customer Service Communications and Marketing (CSCM) department supports all of Metro's strategic goals and builds trust, confidence, credibility and loyalty in the Metro brand.

Responsibilities

CSCM is responsible for communicating, marketing and informing customers, employees and stakeholders about Metro's services, programs and policies. CSCM also serves as the customer advocate within Metro by seeking input from customers and ensuring that feedback is considered in decision making throughout the Authority. CSCM carries out its responsibilities through the following offices:

- Media Relations (MREL)

- External Relations (EREL)
- Employee Communications (EMPL)
- Marketing and Advertising (MKTG)
- Customer Service (CSVC)
- Customer Research (RESR)

CSCM FY2014 Accomplishments

- Safety: Created an internal safety message campaign and enhanced the promotion of Metro's Champions of Safety awards, which together contributed to a lowered employee injury rate. Also developed and launched new customer safety campaign, including radio ads with new Metro jingles to help raise awareness of escalator hazards.
- Silver Line: Conducted research to gain insight into regional awareness of the new Silver Line rail service and developed targeted marketing and communications plans to increase awareness and drive ridership. Launched silverlinemetro.com and developed informational brochures about the Silver Line; attended festivals and community events to promote the new service; coordinated street teams to hand out information in rail stations; conducted weekly press conference calls to provide regular updates leading up to the start of service; and developed humorous and memorable TV, radio and print advertisements to increase public awareness.
- Customer Service: Formed an interdepartmental working group that developed an Authority-wide Customer Care initiative.
- Momentum: Conducted public outreach about Metro's strategic plan for 2025 and received 4,500 endorsements from customers and businesses for the strategic plan and its funding.
- Employee engagement: Developed and launched Respect in Motion campaign to promote employee professionalism and reduced profanity in the workplace.

CSCM Business Plan

The CSCM Business Plan identifies day-to-day actions that help Metro make progress towards the agency's four Strategic Goals and the GM/CEO Business Plan performance measures. For selected performance measures, CSCM actions include the following:

<u>Employee Injury Rate</u>

- Fatigue management education campaign
- Employee safety awareness campaign

<u>Customer Injury Rate</u>

- Customer safety awareness campaign

<u>Crime Rate</u>

- Sexual harassment awareness campaign
- "Respect Your Ride" campaign to reduce rowdy youth behavior

<u>Customer Satisfaction Rate</u>

- Measure and track customer satisfaction
- Share customer commendations and complaints with managers
- Conduct customer focus groups, interviews and surveys

<u>Customer Service Standards</u>

- Set standards and monitor performance of call center

- Set standards and monitor performance for responding to complaints

Transit Service Information

- Publish monthly customer newsletter in the Washington Post Express paper
- Enhance customer communications online and in stations
- Provide bus travel information via all channels
- Increase Metro Alerts subscriptions

Support for Momentum

- Continue stakeholder outreach to build support for Momentum

New Rail Service

- Launch integrated communications and marketing plan for Silver Line service

New Bus Service

- Develop "better bus" campaign for customers and stakeholders

Ridership

- Build off-peak ridership through partnerships with local businesses and attractions

Metro Forward

- Communicate Metro Forward progress to ensure continued customer and stakeholder support

CSCM Planned FY2015 Accomplishments

- Title VI Outreach: Expansion of communication and marketing efforts to ensure that information about planned changes to transit service is accessible to all including minority, low-income, and Limited-English-Proficiency individuals and communities.
- Silver Line: Continue promotion of Silver Line after it opens to encourage ridership.
- Origin-Destination (O-D) Surveys: Provide support to Bus for ongoing bus system O-D surveys. Work with Rail and conduct O-D survey of the rail system in spring 2015.
- Customer Care: The new Director of Customer Care will lead an enhanced Metro-wide effort to improve the customer experience. The Director will define customer care policies and standards for customer-facing activities in all modes, lead the development of training and tools for customer-facing employees, and provide support to operating departments in implementing improvements.

Ronald Reagan Washington National Airport sation

Chapter VI. Capital Program

Introduction

This chapter provides information on the Washington Metropolitan Area Transit Authority's (Metro) approved Fiscal Year 2015 capital budget and planned six-year capital program. The Capital Program includes the Capital Improvement Program (CIP) and the Capital Reimbursable Projects Program. The primary focus of the chapter is on investments in the CIP.

Metro's approved FY2015-2020 Capital Improvement Program (CIP) is a $5.6 billion capital investment plan focused on safety improvements, rebuilding of the Metro system, increasing system capacity, and improving the effectiveness of the current rail and bus networks. Metro is advancing the most aggressive program of capital investments since the construction of the Metro system – more than $5.0 billion of the planned investment advances the safety, rehabilitation, and replacement of Metro's infrastructure, facilities, equipment, systems, railcars, buses, and MetroAccess vehicles. In addition to continuing the work to rebuild and maintain the system, Metro plans to make an investment - over $1.4 billion in the six-year period , and over $2.9 billion in the eleven-year period - in the seven Metro 2025 capital initiatives identified in Momentum. Metro 2025 capital initiatives include: Eight-car Trains, Station Improvements, Metrobus Priority Corridor Network, Metrobus Fleet Expansion, Next Generation Customer Communications, special track infrastructure to provide operational flexibility, and New Blue Line Connections.

The FY2015 approved budget presents the fifth year of Metro's rolling six-year CIP established by the Capital Funding Agreement (CFA) between Metro and the contributing jurisdictions. The CFA, which covers the initial six-year CIP for FY2011-2016, allows for annual adjustments to the six-year program of projects to meet Metro's ongoing and updated capital needs. This document presents the approved FY2015 budget as well as the planned CIP investments through FY2020.

Approved FY2015-2020 Capital Improvement Program Investments

The approved FY2015-2020 CIP reflects updated project delivery assumptions and cost estimates. The six-year program is balanced against the forecasted capital funding.

<u>Rebuilding the System</u>

The approved CIP continues to place the highest priority on investing resources in projects that improve safety and reliability. Major planned safety, rehabilitation, and replacement investments in the FY2015-2020 CIP include:

- Safety improvements and implementation of NTSB recommendations, including, but not limited to the examination and replacement of track circuits, the upgrade of train control software system, and the replacement of power cables
- Comprehensive rehabilitation and replacement of track and rail structures to achieve a state of good repair and a steady state of maintenance

- Replacement, rehabilitation, and repair of railcars
  - Replacement of the 1000 Series Railcars (300 railcars)
  - Replacement of the 4000 Series Railcars (100 railcars)
  - Initiate replacement of the 2000/3000 series railcars (beginning in FY2019)
  - Initiate rehabilitation of 5000 series railcars (beginning in FY2017)
- Replacement, rehabilitation, and repair of buses
  - Replacement of approximately 100 buses per year
  - Rehabilitation of approximately 100 buses per year
- Replacement of MetroAccess vehicles – approximately 150 vehicles per year
- Completion of the new District 2 police substation and training facility, and the special operations division facility
- Rehabilitation of rail line segment infrastructure
  - Red Line Rehabilitation: Stage 2
  - Orange/Blue Line Rehabilitation: Stage 1
- Replacement of Southern Avenue and Royal Street bus facilities
- Rehabilitation of rail yards (Alexandria, Brentwood, and New Carrollton) and bus facilities (Western, Northern, and Landover)
- Modernization of Metro's fare collection infrastructure and technology
- Replacement of escalators – approximately 128 escalators
- Rehabilitation of escalators – approximately 144 escalators
- Rehabilitation of elevators – approximately 190 elevators

The approved FY2015-2020 CIP also includes approximately $151 million for the replacement and upgrade of Metro's radio system infrastructure to comply with an unfunded Federal Communications Commission (FCC) mandate that requires Metro to relocate to a new radio frequency band. The proposal includes approximately $151 million in additional long-term financing to support the project, pending the identification of another funding source.

Preparing for the Future - Metro2025

While the focus of the FY2015-2020 investment plan continues to be on safety improvements and the rebuilding and replacement of the existing system, Metro is also planning and preparing for the future by planning for investments in Metro 2025 capital initiatives. The FY2015-2020 approved CIP includes a number of significant investments to identify, plan, and initiate Metro 2025 projects:

- Initial investments to initiate the acquisition of over 220 expansion 7000 series railcars to expand the Metrorail fleet to support 8-car train operations
- Investment in power system infrastructure upgrades to support future 8-car train operation
- Planning for rail-yard Capacity Improvements at New Carrollton to support 8-car train operation
- Planning for a new Heavy Repair and Overall Facility

- Station capacity and access improvements at two of Metro's busiest stations
    - Improvements at Union Station and Gallery Place are scheduled to be completed by 2020.
- Early investment in a Next Generation Communications System
- Purchase of approximately 85 additional buses to support the implementation of the Bus Priority Corridor Network Plan
- Implementation of Metrobus Corridor Improvements that will increase capacity, improve performance, and enhance the customer experience
- Continued investment in long range planning and studies for system capacity needs as well as project development for major capital projects

Planned Investments by CIP Category

Consistent with the CFA, the approved FY2015-2020 projects within the approved CIP are grouped into several CIP investment categories, which are summarized in the chart below and presented in detail in Table 6.3 of this report.

Table 6.1

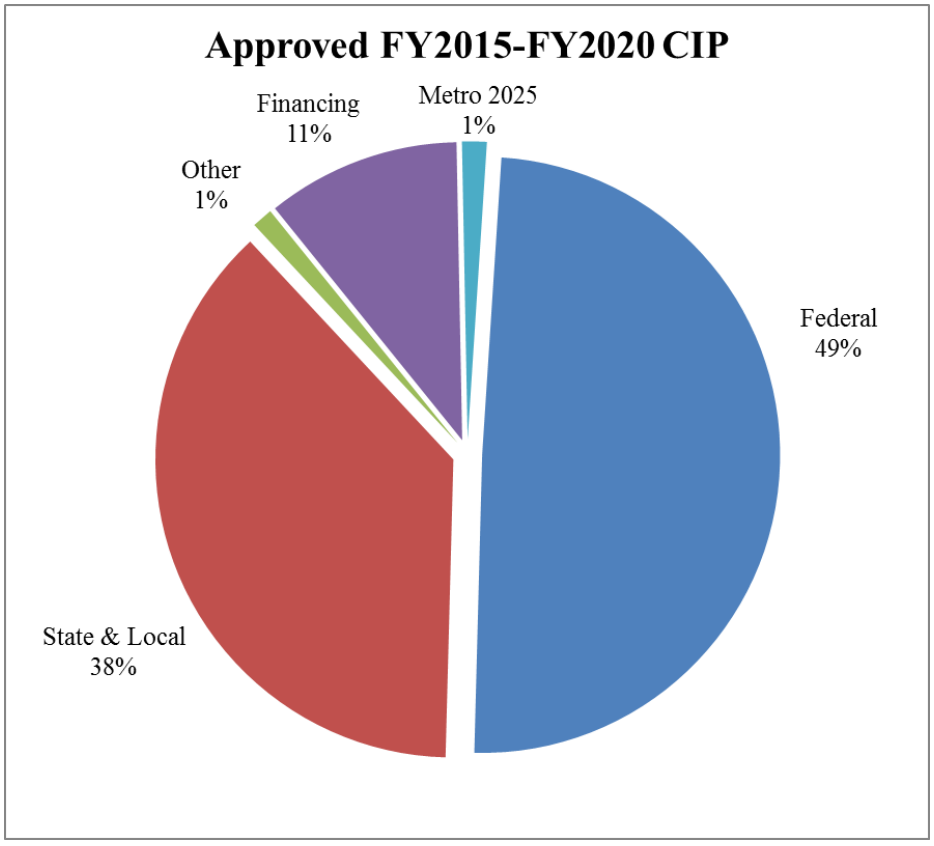
Adopted FY2015-2020 CIP Investments (Uses)
(dollars in millions)

		Forecast FY2014	Budget FY2015	Plan FY2016	Plan FY2017	Plan FY2018	Plan FY2019	Plan FY2020	**FY2015-20 Total**
A	Vehicles/ Vehicle Parts	$199.5	$320.0	$527.4	$413.8	$371.1	$369.3	$393.6	$2,395.3
B	Rail System Infrastructure Rehabilitation	$100.8	$81.3	$80.2	$75.7	$49.6	$50.6	$64.6	$402.0
C	Maintenance Facilities	$149.4	$173.3	$119.3	$76.5	$58.6	$32.4	$25.5	$485.5
D	Systems and Technology	$92.9	$171.8	$117.7	$91.1	$80.3	$101.3	$97.7	$659.8
E	Track and Structures	$62.8	$68.9	$68.6	$71.3	$79.1	$81.6	$85.3	$454.8
F	Passenger Facilities	$117.2	$141.6	$147.3	$98.3	$126.3	$129.0	$109.0	$751.4
G	Maintenance Equipment	$88.6	$58.3	$84.2	$86.2	$48.7	$45.3	$28.0	$350.8
H	Other Facilities	$33.0	$27.4	$18.1	$18.3	$17.2	$10.8	$6.1	$97.9
I	Project Management and Support	$1.3	$3.3	$3.5	$3.5	$3.5	$4.0	$4.0	$21.8
Total		$845.4	$1,045.9	$1,166.4	$934.8	$834.3	$824.3	$813.8	**$5,619.4**

Approved FY2015-2020 CIP Financial Plan

Metro's approved FY2015-2020 CIP financial plan relies on a forecasted investment of more than $5.6 billion from the federal government, state and local governments, and other sources. Of the $5.6 billion six-year plan: $2.7 billion comes from federal funding; state and local contributions total $2.1 billion; other sources constitute $63 million; planned long-term financing total $591 million; and Metro 2025 investments total $75 million.

Figure 6.1



Metro's CIP financial plan in Table 6.4 displays funding sources in the year in which the source is anticipated to be expended, consistent with expenditure based budgeting and the CFA. The financial plan for the FY2015-2020 CIP is based on the assumptions described below.

Federal Formula Programs

Metro's approved FY2015-2020 CIP financial plan forecasts a total of $1.8 billion from federal formula programs over the six year period, $332 million of which is planned for investment during FY2015. Annual federal formula program funding is subject to federal authorization and appropriation and the award of grants from the Federal Transit Administration (FTA).

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

MAP-21 was authorized as a two year program. As such, the program needs to be reauthorized before it expires on October 1, 2014. Metro will continue to monitor the reauthorization process as it approaches and will revisit our funding assumptions periodically as we receive new information.

Federal Passenger Rail Investment and Improvement Act

Metro's approved FY2015-2020 CIP financial plan includes a total of $928 million from the federal government through the Passenger Rail Investment and Improvement Act (PRIIA), $169 million of which is planned for investment during FY2015.

State and Local Match to Federal Formula Programs

The approved FY2015-2020 CIP financial plan includes a total of $449 million of state and local match to federal formula programs, $83 million of which is planned for investment during FY2015. Local match is estimated at 20 percent of the forecasted federal formula funding in each year of the plan.

State and Local Passenger Rail Investment and Improvement Act

The FY2015-2020 CIP financial plan assumes that the District of Columbia, the State of Maryland, and the Commonwealth of Virginia will contribute a total of $928 million, an average of $155 million per year, consistent with the jurisdictional commitment to fund the safety, state of good repair, and preventive maintenance needs of the Metro system.

System Performance

The approved FY2015-2020 CIP financial plan includes a total of $727 million from state and local system performance funding, $149 million of which is planned for investment during FY2015. Established by the CFA, system performance funding is contributed by the jurisdictions to advance additional capital investments beyond those funded by federal grants and match.

Metro 2025 Investments

The FY2015-2020 approved CIP includes a package of additional investments to advance the implementation of the seven initiatives identified in Metro 2025. These projects will benefit the region as a whole by ensuring the region has a transit system that will meet its future needs and allowing the region to sustain its economic competitiveness and quality of life. The FY2015-2020 financial plan assumes these investments will be split evenly between the State of Maryland, the Commonwealth of Virginia, and the District of Columbia. The FY2015 financial plan anticipates $75 million ($25 million per jurisdiction) in Metro2025 investments.

Financing/Debt Strategy

The approved FY2015-2020 CIP financial plan includes a total of $591 million of planned long-term debt, $30 million of which is planned in FY2015.

The initial financial plan included in the CFA forecasted $440 million of long-term debt to support the FY2011-2016 CIP. This budget is consistent with that forecast. Pending the identification of a funding source, an additional $151 million of potential long term debt is included in the six-year funding plan to replace Metro's radio system infrastructure. This project is in response to an unfunded federal mandate requiring that Metro relocate to a new radio frequency band.

In accordance with the terms of the CFA, Metro will notify the jurisdictions at least 120 days in advance of any long-term debt issuance planned in future budget years.

Table 6.2

Approved FY2015-2020 Capital Improvement Program
Planned Financing Strategy
(dollars in millions)

	Forecast FY2014	Budget FY2015	Plan FY2016	Plan FY2017	Plan FY2018	Plan FY2019	Plan FY2020	**FY2015-20 Total**
Interim Funding Sources	-	30.3	(30.3)	-	-	-	-	-
Planned Long-Term Financing	-	-	353.6	147.4	39.3	28.7	21.8	590.8
Total	-	30.3	323.4	147.4	39.3	28.7	21.8	590.8

Jurisdictional Allocated Contributions

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

In accordance with the CFA, the jurisdictional allocated contribution is recalculated every three years based on the then-current approved operating budget allocation. The allocation was updated prior to the adoption of the FY2014 budget. The allocations included in Table 6.5 of this report are based on the FY2014 operating subsidy allocation and approved FY2015-2020 program of projects and will be revised prior to budget adoption.

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

FY2015 Approved Capital Improvement Program Investments

The approved FY2015 capital budget is the first year of the adopted six-year Capital Improvement Program. The approved FY2015 budget totals $1.05 billion. The approved FY2015

budget is focused on safety improvements, the rebuilding of the Metro system, increasing system capacity, and improving the effectiveness of the current rail and bus networks.

FY2015 Approved Investments

Significant investments planned for FY2015 include, but are not limited to:

- Continued investment in projects that address NTSB findings including the examination and replacement of track circuits and the replacement power cables and train control software system upgrades
- Continued progress on the 7000 Series railcars to replace all 300 of the 1000 Series railcars
- Completion of the railcar test track at Greenbelt
- Continued rail line segment rehabilitation on the Red Line and Orange/Blue Lines
- Aggressive rehabilitation of track and structures
- Continued rehabilitation of Alexandria, Brentwood, and New Carrollton rail yards
- Full rehabilitation of 12 Metro stations and smaller scale rehabilitations of another 12 Metro stations
- Replacement of 14 escalators and rehabilitation of 37 more
- Rehabilitation of 12 elevators
- Continued development of New Electronics Payment Program
- Replacement of approximately 100 Metro buses and the rehabilitation of 100 more
- Beginning of the replacement of Southern Avenue bus garage and continue rehabilitations at Western, Northern, Landover, and Bladensburg bus facilities
- Replacement of 150 MetroAccess vehicles

In addition to these investments, Metro is prepared to make initial investments in Metro 2025 capital projects. These investments include the procurement of 20 expansion buses to support expansion of bus priority corridor service, upgrading traction power systems, installing new power cables, and beginning activities to add capacity at rail yards in preparation for future 8-car train operations.

Approved FY2015 CIP investments are summarized in Table 6.3.

Table 6.3
Multi-Year CIP Investments: FY2011-2020
(dollars in millions)

	Estimate FY2011	Estimate FY2012	Estimate FY2013	Forecast FY2014	**Budget FY2015**	Plan FY2016	Plan FY2017	Plan FY2018	Plan FY2019	Plan FY2020	**FY2015-20 Total**	**FY2011-20 Total**
A Vehicles/ Vehicle Parts												
Replacement of Rail Cars	$79.3	$8.9	$24.8	$1.1	**$70.7**	$259.5	$209.8	$150.8	$99.9	$80.7	**$871.3**	**$985.4**
Replacement of Buses	$65.6	$110.4	$70.5	$61.4	**$92.7**	$64.4	$68.6	$67.9	$99.7	$102.6	**$495.8**	**$803.7**
Rehabilitation of Rail Cars	$69.0	$52.1	$45.9	$43.0	**$48.7**	$48.6	$44.8	$47.4	$60.0	$97.6	**$347.1**	**$557.2**
Rehabilitation of Buses	$49.2	$52.1	$51.0	$57.6	**$68.0**	$63.3	$64.7	$67.0	$69.0	$70.0	**$401.9**	**$611.7**
Replacement of MetroAccess Vehicles	$11.6	$11.4	$7.5	$7.8	**$11.4**	$13.7	$13.5	$14.2	$14.7	$15.5	**$83.1**	**$121.4**
Replacement of Service Vehicles	$0.1	$4.7	$9.9	$8.5	**$8.7**	$7.2	$8.4	$8.7	$9.6	$9.6	**$52.2**	**$75.4**
Rail Car Fleet Expansion	$4.0	$2.4	$2.3	$0.8	**$0.0**	$53.1	$0.0	$0.0	$0.0	$0.0	**$53.1**	**$62.5**
Bus Fleet Expansion	$0.0	$0.0	$0.0	$0.1	**$15.1**	$15.4	$0.0	$12.0	$13.1	$12.9	**$68.5**	**$68.6**
Bus Enhancements	$2.5	$7.0	$18.9	$19.2	**$4.8**	$2.3	$4.1	$3.0	$3.4	$4.7	**$22.3**	**$69.9**
Subtotal	$281.3	$249.0	$230.8	$199.5	**$320.0**	$527.4	$413.8	$371.1	$369.3	$393.6	**$2,395.3**	**$3,355.9**
B Rail System Infrastructure Rehabilitation												
Rail Line Segment Rehabilitation	$78.5	$118.5	$137.4	$100.8	**$81.3**	$80.2	$75.7	$49.6	$50.6	$64.6	**$402.0**	**$837.2**
Subtotal	$78.5	$118.5	$137.4	$100.8	**$81.3**	$80.2	$75.7	$49.6	$50.6	$64.6	**$402.0**	**$837.2**
C Maintenance Facilities												
Rehabilitation and Replacement of Bus Garages	$11.4	$8.5	$2.9	$28.8	**$57.3**	$72.7	$47.9	$38.0	$19.5	$8.0	**$243.4**	**$295.0**
Maintenance of Bus Garages	$12.7	$28.6	$23.4	$24.0	**$13.0**	$0.0	$0.0	$0.0	$0.0	$0.0	**$13.0**	**$101.7**
Maintenance of Rail Yards	$0.3	$13.4	$21.4	$24.5	**$29.0**	$31.7	$21.6	$13.2	$0.0	$0.0	**$95.4**	**$155.1**
Rail Maintenance Facilities	$1.3	$4.3	$25.9	$42.3	**$49.7**	$5.2	$0.4	$0.0	$0.0	$0.0	**$55.2**	**$129.0**
Environmental Compliance Projects	$2.2	$4.7	$4.5	$6.6	**$7.5**	$6.6	$3.6	$3.7	$3.7	$4.8	**$29.9**	**$47.8**
Maintenance Bus and Rail Facilities	$4.2	$3.3	$12.3	$20.2	**$13.4**	$3.2	$3.1	$3.6	$4.1	$4.2	**$31.6**	**$71.7**
Expansion of Bus Garages	$1.5	$4.0	$2.8	$3.0	**$3.5**	$0.0	$0.0	$0.0	$5.0	$8.5	**$17.0**	**$28.4**
Subtotal	$33.5	$66.8	$93.3	$149.4	**$173.3**	$119.3	$76.5	$58.6	$32.4	$25.5	**$485.5**	**$828.5**
D Systems and Technology												
Power System Upgrades - Rail	$4.1	$0.2	$1.1	$5.8	**$55.9**	$12.9	$7.3	$6.9	$9.3	$0.0	**$92.2**	**$103.3**
Operations Support Software	$26.7	$31.7	$34.0	$39.0	**$45.3**	$37.1	$28.8	$26.6	$31.1	$33.6	**$202.6**	**$334.0**
Business Support Software & Equipment	$20.0	$27.8	$31.5	$34.5	**$36.8**	$20.4	$18.0	$16.4	$16.4	$13.9	**$121.9**	**$235.7**
Rail Fare Equipment	$7.1	$12.3	$17.0	$13.6	**$33.8**	$47.3	$37.1	$30.4	$44.5	$50.1	**$243.2**	**$293.3**
Subtotal	$57.8	$72.1	$83.5	$92.9	**$171.8**	$117.7	$91.1	$80.3	$101.3	$97.7	**$659.8**	**$966.2**
E Track and Structures												
Track Rehabilitation	$53.1	$76.3	$69.4	$60.5	**$65.2**	$64.3	$66.4	$73.6	$75.9	$79.5	**$424.8**	**$684.1**
Station/Tunnel Rehabilitation	$3.4	$3.5	$3.5	$2.2	**$3.7**	$4.2	$5.0	$5.5	$5.7	$5.8	**$30.0**	**$42.6**
Subtotal	$56.5	$79.8	$72.9	$62.8	**$68.9**	$68.6	$71.3	$79.1	$81.6	$85.3	**$454.8**	**$726.8**
F Passenger Facilities												
Elevator/Escalator Facilities	$9.1	$24.1	$31.6	$39.5	**$52.0**	$57.2	$45.4	$56.1	$55.3	$60.5	**$326.5**	**$430.9**
Maintenance of Rail Station Facilities	$63.1	$54.3	$71.9	$59.6	**$57.3**	$44.6	$22.9	$23.0	$28.2	$25.4	**$201.3**	**$450.3**
Bicycle & Pedestrian Facilities	$0.5	$1.5	$1.7	$1.5	**$3.1**	$2.2	$1.7	$1.7	$1.7	$2.9	**$13.4**	**$18.6**
Rail Station: Capacity/Enhancements	$5.0	$7.5	$3.4	$10.6	**$18.5**	$33.4	$28.2	$45.3	$43.5	$19.9	**$188.8**	**$215.2**
Bus Priority Corridor Improvements	$1.1	$3.2	$4.0	$5.8	**$10.4**	$9.6	$0.0	$0.0	$0.0	$0.0	**$20.0**	**$34.1**
Rail Station Equipment	$0.1	$0.7	$0.5	$0.2	**$0.2**	$0.3	$0.2	$0.2	$0.2	$0.2	**$1.4**	**$2.8**
Subtotal	$78.9	$91.3	$113.1	$117.2	**$141.6**	$147.3	$98.3	$126.3	$129.0	$109.0	**$751.4**	**$1,151.9**
G Maintenance Equipment												
Rail Maintenance Equipment	$18.0	$66.1	$91.7	$83.2	**$54.7**	$80.2	$82.5	$44.9	$41.5	$24.0	**$327.8**	**$586.8**
Bus Repair Equipment	$2.3	$5.3	$3.8	$3.2	**$3.1**	$3.8	$3.5	$3.7	$3.6	$3.9	**$21.7**	**$36.3**
Business Facilities Equipment	$0.3	$0.8	$6.7	$2.2	**$0.5**	$0.2	$0.2	$0.2	$0.2	$0.2	**$1.3**	**$11.3**
Subtotal	$20.6	$72.1	$102.2	$88.6	**$58.3**	$84.2	$86.2	$48.7	$45.3	$28.0	**$350.8**	**$634.4**
H Other Facilities												
Business Support Facilities	$1.1	$8.8	$7.0	$5.2	**$12.4**	$17.5	$18.3	$17.2	$10.8	$6.1	**$82.3**	**$104.4**
MTPD Support Facilities	$0.4	$11.0	$5.7	$27.7	**$15.0**	$0.6	$0.0	$0.0	$0.0	$0.0	**$15.6**	**$60.5**
Subtotal	$1.6	$19.9	$12.7	$33.0	**$27.4**	$18.1	$18.3	$17.2	$10.8	$6.1	**$97.9**	**$165.0**
I Project Management and Support												
Credit Facility	$2.5	$1.0	$0.4	$1.3	**$2.5**	$2.5	$2.5	$2.5	$2.5	$2.5	**$15.0**	**$20.1**
Planning	$0.0	$0.0	$0.0	$0.0	**$0.8**	$1.0	$1.0	$1.0	$1.5	$1.5	**$6.8**	**$6.8**
Subtotal	$2.5	$1.0	$0.4	$1.3	**$3.3**	$3.5	$3.5	$3.5	$4.0	$4.0	**$21.8**	**$26.9**
Total	$611.2	$770.4	$846.3	$845.4	**$1,045.9**	$1,166.4	$934.8	$834.3	$824.3	$813.8	**$5,619.4**	**$8,692.7**

Table 6.4
FY2015-2020 Capital Improvement Program (CIP)
Financial Plan
(dollars in millions)

					Six-Year Plan							
	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Forecast	**FY2015 Budget**	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	**FY15-20 Total**	**FY11-20 Total**
Federal												
Federal Formula Programs	$ 160.9	$ 286.1	$ 248.6	$ 278.7	**$ 332.3**	$ 293.0	$ 293.0	$ 293.0	$ 293.0	$ 293.0	**$ 1,797.3**	**$ 2,771.6**
Federal PRIIA	118.5	112.3	169.5	171.1	**168.8**	159.6	150.0	150.0	150.0	150.0	**928.4**	**1,500.0**
Other Federal Grants	-	6.7	12.6	25.7	**15.6**	14.3	0.8	6.9	7.4	4.5	**49.6**	**94.6**
Subtotal Federal	279.5	405.2	430.7	475.5	**516.7**	466.9	443.8	449.9	450.4	447.5	**2,775.3**	**4,366.2**
State and Local												
Match to Federal Formula	40.2	71.5	62.1	69.4	**83.1**	73.3	73.3	73.3	73.3	73.3	**449.3**	**692.6**
System Performance	59.1	103.4	126.6	103.0	**148.7**	109.7	117.1	117.1	117.1	117.1	**726.8**	**1,118.8**
State and Local PRIIA	118.5	112.3	169.5	171.1	**168.8**	159.6	150.0	150.0	150.0	150.0	**928.4**	**1,500.0**
Other State and Local	-	1.5	2.2	1.9	**1.9**	3.6	0.2	1.7	1.8	1.1	**10.4**	**15.9**
Subtotal State and Local	217.8	288.7	360.5	345.4	**402.5**	346.1	340.6	342.1	342.2	341.5	**2,114.9**	**3,327.3**
Other Sources												
MetroMatters	113.7	39.4	19.2	12.4	**-**	-	-	-	-	-	**-**	**184.8**
Insurance Proceeds	0.1	8.3	22.8	1.9	**4.8**	-	-	-	-	-	**4.8**	**38.0**
Land Sale Proceeds	-	12.6	13.2	2.5	**1.5**	30.0	-	-	-	-	**31.5**	**59.8**
Miscellaneous	-	16.2	-	7.6	**15.0**	-	3.0	3.0	3.0	3.0	**27.0**	**50.8**
Subtotal Other Sources	113.9	76.5	55.2	24.5	**21.3**	30.0	3.0	3.0	3.0	3.0	**63.3**	**333.3**
Financing												
Interim Funding Sources	-	-	-	-	**30.3**	(30.3)	-	-	-	-	**-**	**-**
Planned Long-Term Financing	-	-	-	-	**-**	353.6	147.4	39.3	28.7	21.8	**590.8**	**590.8**
Subtotal Financing	-	-	-	-	**30.3**	323.4	147.4	39.3	28.7	21.8	**590.8**	**590.8**
Metro 2025 Investment												
Metro 2025 Investment	-	-	-	-	**75.0**	-	-	-	-	-	**75.0**	**75.0**
Subtotal Metro 2025	-	-	-	-	**75.0**	-	-	-	-	-	**75.0**	**75.0**
Total	**$ 611.2**	**$ 770.4**	**$ 846.3**	**$ 845.4**	**$ 1,045.9**	**$ 1,166.4**	**$ 934.8**	**$ 834.3**	**$ 824.3**	**$ 813.8**	**$ 5,619.4**	**$ 8,692.7**

Table 6.5
FY2015-2020 Approved Capital Improvement Program (CIP)
Financial Plan - Allocation of State and Local Contributions
(dollars in millions)

					FY2015 Budget			Six-Year Plan						
	FY2011 Estimate	FY2012 Estimate	FY2013 Estimate	FY2014 Forecast	Forecast Carry-Over	FY2015 Contribution	FY2015 Total	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	**FY15-20 Total**	**FY11-20 Total**
Formula Match and System Performance														
District of Columbia	$ 37.2	$ 65.6	$ 70.8	$ 64.1	$ 10.9	$ 75.2	**$ 86.2**	$ 68.0	$ 70.7	$ 70.7	$ 70.7	$ 70.7	**$ 437.1**	**$ 674.8**
Montgomery County	17.3	30.4	32.8	29.4	5.0	34.5	**39.5**	31.2	32.5	32.5	32.5	32.5	**200.5**	**310.5**
Prince George's County	19.0	33.5	36.2	30.5	5.2	35.8	**41.1**	32.4	33.7	33.7	33.7	33.7	**208.3**	**327.5**
Maryland Subtotal	36.3	63.9	69.0	59.9	10.2	70.4	**80.6**	63.6	66.2	66.2	66.2	66.2	**408.8**	**638.0**
City of Alexandria	4.1	7.2	7.8	7.7	1.3	9.1	**10.4**	8.2	8.5	8.5	8.5	8.5	**52.8**	**79.5**
Arlington County	7.6	13.4	14.5	14.4	2.5	16.9	**19.3**	15.3	15.9	15.9	15.9	15.9	**98.2**	**148.1**
City of Fairfax	0.3	0.5	0.5	0.4	0.1	0.5	**0.6**	0.5	0.5	0.5	0.5	0.5	**3.0**	**4.7**
Fairfax County	13.5	23.8	25.7	25.3	4.3	29.7	**34.0**	26.8	27.9	27.9	27.9	27.9	**172.5**	**260.8**
City of Falls Church	0.3	0.5	0.5	0.5	0.1	0.6	**0.7**	0.6	0.6	0.6	0.6	0.6	**3.7**	**5.5**
Virginia Subtotal	25.8	45.4	49.0	48.4	8.3	56.8	**65.1**	51.3	53.4	53.4	53.4	53.4	**330.1**	**498.6**
Subtotal Formula Match & System Performance	99.3	174.9	188.7	172.4	29.4	202.4	**231.8**	182.9	190.4	190.4	190.4	190.4	**1,176.1**	**1,811.4**
State and Local PRIIA														
District of Columbia	39.5	37.4	56.5	57.0	6.0	50.3	**56.3**	53.2	50.0	50.0	50.0	50.0	**309.5**	**500.0**
State of Maryland	39.5	37.4	56.5	57.0	6.0	50.3	**56.3**	53.2	50.0	50.0	50.0	50.0	**309.5**	**500.0**
Commonwealth of Virginia	39.5	37.4	56.5	57.0	6.0	50.3	**56.3**	53.2	50.0	50.0	50.0	50.0	**309.5**	**500.0**
Subtotal State and Local PRIIA	118.5	112.3	169.5	171.1	18.0	150.9	**168.8**	159.6	150.0	150.0	150.0	150.0	**928.4**	**1,500.0**
Metro 2025 Investment														
District of Columbia	-	-	-	-	-	25.0	**25.0**	-	-	-	-	-	**25.0**	**25.0**
State of Maryland	-	-	-	-	-	25.0	**25.0**	-	-	-	-	-	**25.0**	**25.0**
Commonwealth of Virginia	-	-	-	-	-	25.0	**25.0**	-	-	-	-	-	**25.0**	**25.0**
Subtotal Metro 2025 Investment	-	-	-	-	-	75.0	**75.0**	-	-	-	-	-	**75.0**	**75.0**
Total	**$ 217.8**	**$ 287.2**	**$ 358.2**	**$ 343.5**	**$ 47.3**	**$ 428.3**	**$ 475.6**	**$ 342.5**	**$ 340.4**	**$ 340.4**	**$ 340.4**	**$ 340.4**	**$ 2,179.5**	**$ 3,386.4**

Table 6.6

Capital Reimbursable Projects: FY2015

(dollars in Millions)

		FY2015 Approved Budget
Virginia	$	85.9
• *Project Development*	*$*	*0.8*
• *MWAA*	*$*	*85.1*
District of Columbia	$	1.1
• *Project Development*	*$*	*1.1*
Maryland	$	1.1
• *Project Development*	*$*	*1.1*
All Jurisdictional and Other Partners	$	-
Total	$	88.1

Appendices

Appendix A. Capital Program A-1

Appendix B. Resolutions of the Board of Directors B-1

Appendix C. Office Budgets C-1

Appendix D. Key Performance Indicators D-1

Appendix E. Glossary of Acronyms and Abbreviations E-1

Appendix F. Glossary of Terms F-1

Appendix A.

Capital Program Details.....A-1

Capital Improvement Program

Project ID: CIP0002 Project Name: Automatic Vehicle Location Equipment Replacement

Department: BMNT Project Type: BUS Project Manager: Jonathan Walker

Project Description:

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

FY2015 Project Deliverables:

Complete the installation of a yard management system and upgrade an additional 44 buses under this project. Complete the Traffic Signal Priority (TSP) and Bus Security Technology (BST) projects under this project.

6-Year Project Deliverables:

Continue software upgrades to enhance the overall system based on performance issues.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$49,955.3
Approved Budget (FY2011-20)	45,039.3
Change	($4,916.0)

Description of Significant Changes:

The planned investment for this equipment updated to align with current cost estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$45,039.3	$25,552.9	$18,635.4	$850.9	-	-	-	-	-	$850.9

Capital Improvement Program

Project ID: CIP0003 Project Name: Bus Fleet Expansion

Department: BMNT Project Type: BUS Project Manager: Robert Golden

Project Description:

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

FY2015 Project Deliverables:

Procure and place in service 20 hybrid electric/diesel buses.

6-Year Project Deliverables:

Procure and place in service an additional 85 forty-foot hybrid electric/diesel buses. The current funding level provided for twenty expansions buses in FY15 and FY16 and fifteen expansions buses each year from FY18 to FY20.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$75,276.6
Approved Budget (FY2011-20)	68,609.9
Change	($6,666.7)

Description of Significant Changes:

Reduction to align with updated project scope (85 buses).

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$68,609.9	-	$100.0	$15,083.7	$15,377.6	-	$12,017.5	$13,119.3	$12,911.8	$68,509.9

Capital Improvement Program

Project ID: CIP0004 Project Name: Bus Repair Equipment

Department: BMNT Project Type: BUS Project Manager: Darin Welt

Project Description:

This project replaces existing equipment that is past its useful life and provides new equipment which is used by personnel and support staff for repair and maintenance of the bus and non-revenue fleets to improve performance and safety needs. Examples include, but are not limited to: forklifts, bus lifts, battery charging equipment, bus parts washers, diagnostic carts, engineering software and tools, welding tools, fall protection, and specialized training equipment. This project also provides support for all Bus Services training equipment, special needs, and capital projects needed to support Bus Services. Minor construction projects and scheduled replacement of major equipment such as portable bus lifts and storeroom modernization. This project supports all Bus Services equipment and work area needs.

FY2015 Project Deliverables:

Major items include storeroom modernization and improvements, replacement of portable bus lifts past there useful life, purchase of mechanics toolbox and standardization. Minor construction needs for Bus Operator break areas, Bus Services training renovations, garage enhancements to include improved lighting for visibility, and enhanced work areas. Replacement and upgrade of specialized diagnostic equipment and Information Technology requirements.

6-Year Project Deliverables:

Continue purchase of equipment required to support bus services. Replacement, modernization and upgrades of equipment, bus specific Information Technology requirements, minor construction needs to support safe, clean, and the modernization of work areas.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$32,610.4
Approved Budget (FY2011-20)	36,310.4
Change	$3,700.0

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing vehicle equipment replacement project. Six year plan updated to align with current cost estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$36,310.4	$11,425.3	$3,158.7	$3,144.8	$3,841.3	$3,548.6	$3,664.7	$3,627.0	$3,900.0	$21,726.4

Capital Improvement Program

Project ID: CIP0005 Project Name: Bus Rehabilitation Program

Department: BMNT Project Type: BUS Project Manager: David Michels

Project Description:

This program will maintain the 1,500 plus bus fleet in a state of good repair. The Bus Rehabilitation Program is a commitment to good maintenance, maximizes capital investments, and is comprised of six programs performed by 190 WMATA employees at two major maintenance facilities. Under this project, a comprehensive rehabilitation on 100 buses per year is performed, at approximately 7.5 years of age and provides for the complete rehabilitation of bus mechanical, electrical, and structural systems including a major interior and exterior cosmetic makeover. The Fleet Improvement Project enhances overall safety, reliability and performance.

FY2015 Project Deliverables:

Rehabilitation of approximately 100 buses, 125 engines, 180 transmissions, electronic components and small components.

6-Year Project Deliverables:

Rehabilitation of approximately 600 buses, 750 engines, 1080 transmissions, electronic components, and small components.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$301,016.1
Approved Budget (FY2011-20)	368,799.0
Change	$67,783.0

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing vehicle rehabilitation project. Six-year plan updated to align with current cost estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$368,799.0	$84,759.4	$38,279.1	$38,516.2	$37,837.9	$39,757.4	$41,599.2	$43,524.9	$44,525.0	$245,760.6

Capital Improvement Program

Project ID: CIP0006 Project Name: Bus Replacement

Department: BMNT Project Type: BUS Project Manager: Robert Golden

Project Description:

This project replaces an average of 100 buses per year in order to maintain an average fleet age of 7.5 years and no buses over 15 years of age. This based on a fleet size of approximately 1,500 buses that range in size from 26 to 62 feet. Metro will continue to procure buses that utilize clean fuel technologies to reduce emissions and lower fuel costs. This project supports Metro's long term goal of a fleet composition of 50 percent hybrid/electric diesel and 50percent Compressed Natural Gas (CNG).

FY2015 Project Deliverables:

Procure, deliver and place into service 80 forty-foot hybrid/electric heavy duty transit buses and 21 sixty-foot articulated hybrid/electric heavy duty transit buses.

6-Year Project Deliverables:

Procure, deliver and place into service the following types of buses: approximately 159 hybrid/electric forty-foot heavy duty transit buses; 21 articulated sixty-foot heavy duty transit buses for use on high capacity bus routes; and 414 CNG forty-foot heavy duty transit buses,

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$685,665.0
Approved Budget (FY2011-20)	803,705.3
Change	$118,040.3

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing Metrobus replacement project. Six-year plan updated to align with current cost estimates to maintain average fleet age of 7.5 years.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$803,705.3	$246,491.1	$61,371.8	$92,705.3	$64,389.5	$68,596.0	$67,885.3	$99,694.3	$102,572.0	$495,842.4

Capital Improvement Program

Project ID: CIP0007 Project Name: Bus Camera Installation & Replacement

Department: BMNT Project Type: BUS Project Manager: Larry Skelton

Project Description:

This project provides for the scheduled replacement of the closed-circuit television (CCTV) system onboard all buses, the necessary support equipment, and IT infrastructure systems. Camera systems reduce the detrimental impact of fraudulent claims and vandalism, deter crime, assist in criminal prosecutions, and help employees resolve customer concerns and complaints. All buses in the WMATA fleet are equipped with a CCTV system. Each CCTV systems has a useful life of six years and this program provides for the scheduled replacement after seven years of active use on the bus. Each individual bus systems includes a Digital Video Recorder (DVR) and 5 to 7 cameras with wireless capabilities.

FY2015 Project Deliverables:

Replace bus camera systems scheduled for replacement. Each system include a wireless DVR with 5 to 7 cameras, and enhanced software with specialized viewing and recording capabilities.

6-Year Project Deliverables:

Scheduled replacements include approximately 1,500 bus camera systems and support systems: FY2015 - 100 bus camera systems, FY2016 - 148 bus camera systems, FY2017 - 100 bus camera systems and 50 police vehicle camera systems, FY2018 - 419 bus camera systems, FY2019 - 212 bus camera systems, FY2020 - 171 bus camera systems.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$22,165.2
Approved Budget (FY2011-20)	24,895.6
Change	$2,730.4

Description of Significant Changes:

Addition of FY2020 planned investments to establish an ongoing Metrobus camera system replacement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$24,895.6	$2,921.4	$530.9	$3,936.5	$2,311.0	$4,058.7	$3,046.2	$3,360.7	$4,730.2	$21,443.3

Capital Improvement Program

Project ID: CIP0008 Project Name: Bus Repairables

Department: BMNT Project Type: BUS Project Manager: Gerald Verno

Project Description:

This project provides bus components that have reached the end of their useful life and cannot be overhauled or repaired. The components have a value of $500 or greater and a useful life of at least one year. These purchases are used to replenish inventory and add new parts required to keep the bus fleet in a state of good repair. The components are needed to replace items such as farebox assemblies, radiator assemblies, alternators, and driver seats when the core is beyond economical repair or when the composition of the fleet changes. Additionally, the components are needed for engines and transmissions when technical changes are mandated by Environmental Protection Agency regulations. Examples of Bus Repairables include; Air-conditioning units, axles, radiator assemblies, seats, wheel chair ramps, rocker arms, injectors, EMP fans, hybrid/electric batteries, advanced electronic systems, etc.

FY2015 Project Deliverables:

Replace bus components that are no longer repairable or past their useful life that have a value of $500 or greater and a useful life of at least one year. Examples include, but are not limited to: alternators, transmissions, coolers, driver's seats, radiator assemblies, cylinder heads, door and fan motors. This project also includes replacement engines, destination signs, hybrid/electric batteries, and soot filters.

6-Year Project Deliverables:

Continue to replace bus components that are no longer repairable or past their useful life, have a value of $500 or greater and a useful life of at least one year. Examples include, but are not limited to: alternators, transmissions, coolers, driver's seats, radiator assemblies, cylinder heads, door and fan motors. This project also includes replacement engines, destination signs, hybrid/electric batteries, and soot filters.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$126,623.2
Approved Budget (FY2011-20)	127,299.0
Change	$675.8

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing vehicle rehabilitation project. Six-year plan updated to align with current cost estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$127,299.0	$24,896.6	$8,920.3	$19,000.2	$15,000.0	$14,481.2	$15,000.3	$15,000.2	$15,000.2	$93,482.1

Capital Improvement Program

Project ID: CIP0009 Project Name: Service Vehicle Replacement

Department: BMNT Project Type: BUS/RAIL Project Manager: Kevin Newman

Project Description:

This project directly impacts keeping support vehicles in a good state of repair by replacing them at the end of their useful life, which varies by vehicle type. Service vehicles are used in critical maintenance and law enforcement functions. The current replacement standard is 100,000 miles or 8 years for a vehicle used in light duty service, 100,000 miles or 12 years on heavy duty vehicles, and 100,000 miles or 5 years on law enforcement vehicles. These standards were recently changed based on a 2013 evaluation to improve the efficient of the support fleet. This study resulted in a longer useful life and costs savings in FY2016-17 of approximately $1,000,000 which is reflected in the below plan.

FY2015 Project Deliverables:

Procure and deliver vehicles to replace approximately 150-200 service vehicles in the categories of light, heavy duty and law enforcement vehicles. These vehicles have exceeded the useful life either through mileage or years of service.

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$67,195.4
Approved Budget (FY2011-20)	75,381.0
Change	$8,185.6

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing service vehicle replacement project. Six year plan updated to align with current cost estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$75,381.0	$14,699.8	$8,489.2	$8,692.6	$7,166.2	$8,409.4	$8,685.8	$9,619.0	$9,619.0	$52,192.0

Capital Improvement Program

Project ID: CIP0010 Project Name: Environmental Compliance Project

Department: SAFE Project Type: BUS/RAIL Project Manager: Carla Grano

Project Description:

This project designs and constructs upgrades and/or replaces equipment and facilities in order to maintain compliance with environmental regulations, to respond to directives from environmental regulatory agencies, and to minimize risk, civil and criminal citations, and fines. The scope of this project includes, but is not limited to, storage tank systems and tank monitoring systems, wastewater pretreatment systems, storm water pretreatment systems, remediation systems, and air emission sources.

FY2015 Project Deliverables:

Remedial actions and investigations at the New Hampshire Avenue Chiller Plant. Install gray water storage system at the Bladensburg Bus Division. Upgrade the wastewater pretreatment systems at the Carmen Turner Facility and the Huntington station. Repair vacuum discharge line at Largo. Install remote monitoring for pretreatment system at Mississippi Avenue. Closure activities at the Royal Street Bus Division.

6-Year Project Deliverables:

Remedial actions to include New Hampshire Avenue Chiller Plant, Western Bus Division and Northern Bus Division. Upgrade air emission control systems identified by air inventory. Upgrade rail car wash pretreatment systems. Upgrade pond monitoring systems at Franconia-Springfield and West Falls Church. Upgrade wastewater pretreatment systems to include the Heavy Overhaul Maintenance Shop. Upgrade storage tank systems and complete minor repairs, when required.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$10,610.4
Approved Budget (FY2011-20)	12,896.1
Change	$2,285.7

Description of Significant Changes:

Increased need to meet regulatory requirements and addition of FY2020 planned investment to ongoing environment compliance improvements.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$12,896.1	$2,237.5	$2,635.8	$2,278.5	$996.0	$813.4	$840.0	$945.0	$2,150.0	$8,022.8

Capital Improvement Program

Project ID: CIP0011 Project Name: Underground Storage Tank Replacement

Department: SAFE Project Type: BUS Project Manager: Carla Grano

Project Description:

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

FY2015 Project Deliverables:

Upgrade seven UST systems at the Bladensburg Bus Division. Upgrade one UST system at the Shady Grove Rail Yard. Replace two UST systems at the Forest Glen Metrorail Station. Engineering services to provide FY15 construction support and design tasks for construction in FY16.

6-Year Project Deliverables:

Provide design and construction support for systematic upgrade and replacement of storage tank systems. Replace USTs at Forest Glen station. Replace two USTs and one AST at the New Carrollton Rail Yard. Replace four USTs and one AST at the Alexandria Rail Yard. Upgrade two USTs and replace two ASTs at the Greenbelt Rail Yard. Replace two USTs and two ATs at the Branch Avenue Rail Yard. Replace eight USTs and five ASTs at the Four Mile Run Bus Division. Replace one UST at the Franconia-Springfield station. Install dispensing systems for Diesel Exhaust Fluid (DEF), where required.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$26,793.1
Approved Budget (FY2011-20)	28,561.5
Change	$1,768.4

Description of Significant Changes:

Addition of FY2020 planned investment for ongoing upgrades and replacements of storage tank systems. Six-year plan updated to align with current cost estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$28,561.5	$9,105.9	$2,368.1	$2,496.6	$3,488.9	$2,813.0	$2,889.0	$2,800.0	$2,600.0	$17,087.5

Capital Improvement Program

Project ID: CIP0015 Project Name: MetroAccess Fleet Replacement

Department: ACCS Project Type: ACCESS Project Manager: Sherrie Collings

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

Initiate and award contracts in accordance with the MetroAccess fleet plan for production of approximately 500 replacement vehicles and ancillary equipment which have exceeded their useful life.

Operating Impact:

Cyclical replacement of equipment will maintain steady operational costs.

Total Project Budget:

Previous Approved (FY2011-19)	$106,705.8
Approved Budget (FY2011-20)	121,440.3
Change	$14,734.5

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing paratransit vehicle replacement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$121,440.3	$30,547.3	$7,834.0	$11,415.0	$13,695.0	$13,528.0	$14,221.0	$14,700.0	$15,500.0	$83,059.0

Capital Improvement Program

Project ID: CIP0017 Project Name: Station Platform Safety Improvement (Truncated Domes)

Department: CENI Project Type: ACCESS Project Manager: Chen Zhou

Project Description:

Install truncated dome, platform edge warning strips in 11 stations still lacking this critical aid for customers with limited vision. There are 18 remaining stations that require truncated dome installation. Installation at five stations are included under the Orange/Blue Line Rehabilitation project (CIP0110) and installation at the last two stations is included under the System-wide Infrastructure Rehabilitation project (CIP0138). The design of a permanent long-term solution for the five above ground stations for which a temporary solution was installed through this project.

FY2015 Project Deliverables:

Completion of all installation. Design of long-term solution for 5 above ground platforms.

6-Year Project Deliverables:

Completion of all installation and close-out of the project.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$5,000.0
Approved Budget (FY2011-20)	3,915.0
Change	($1,085.0)

Description of Significant Changes:

The estimated cost to complete the 11 stations was lower than previously anticipated.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,915.0	-	$3,200.0	$715.0	-	-	-	-	-	$715.0

Capital Improvement Program

Project ID: CIP0018 Project Name: Track Welding Program

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

Complete 7,200 welds (1,200 annually)

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$28,436.9
Approved Budget (FY2011-20)	35,681.5
Change	$7,244.6

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing track welding rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$35,681.5	$5,855.5	$2,498.4	$5,728.1	$3,989.0	$4,188.5	$4,483.1	$4,618.3	$4,320.8	$27,327.6

Capital Improvement Program

Project ID: CIP0019 Project Name: Track Floating Slab Rehabilitation

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

Replace approximately 750 linear feet of floating slab and procure approximately 1,080 isolator pads.

6-Year Project Deliverables:

Replace approximately 4,500 linear feet of floating slab (750 annually), and procure approximately 6,480 isolator pads (1,080 annually).

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$15,464.5
Approved Budget (FY2011-20)	18,196.6
Change	$2,732.0

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing track floating slab rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$18,196.6	$4,338.8	$1,217.0	$1,600.0	$1,903.9	$1,999.1	$2,309.3	$2,378.5	$2,450.0	$12,640.8

Capital Improvement Program

Project ID: CIP0020 Project Name: Replacement of Rail Track Signage

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

Fabricate and install approximately 1,500 roadway signs.

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$11,131.5
Approved Budget (FY2011-20)	12,943.0
Change	$1,811.4

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing Metrorail track signage replacement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$12,943.0	$3,448.7	$867.8	$1,235.2	$1,406.0	$1,448.2	$1,491.6	$1,536.0	$1,509.4	$8,626.4

Capital Improvement Program

Project ID: CIP0021 Project Name: Track Grout Pad Rehabilitation

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$25,487.8
Approved Budget (FY2011-20)	28,748.8
Change	$3,261.0

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing track pad and shock absorber rehabilitation project. Project name changed to "Track Grout Pad Rehabilitation" from "Track Pad/Shock Absorber Rehabilitation" to better reflect the project scope of work. This project removes and replaces the permanent support structure for the track fasteners.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$28,748.8	$8,378.2	$1,972.6	$2,389.0	$2,814.2	$2,955.3	$3,640.1	$3,749.3	$2,850.1	$18,397.9

Capital Improvement Program

Project ID: CIP0022 Project Name: Track Structural Rehabilitation

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$30,190.9
Approved Budget (FY2011-20)	37,686.5
Change	$7,495.6

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing track structural rehabilitation project. The increase in funding is for bridge aerial structure repairs.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$37,686.5	$9,614.9	$1,493.0	$1,956.9	$2,123.9	$2,230.1	$6,513.9	$6,709.4	$7,044.5	$26,578.6

Capital Improvement Program

Project ID: CIP0023 Project Name: Third Rail Rehabilitation and Replacement

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

This project replaces the original steel third rail (120 miles as of July 1, 2013) with new aluminum and steel composite third rail, increasing power efficiency and reducing stray currents which lead to accelerated deterioration of track and third rail components. Original third rails have become worn throughout the Metrorail system.

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

Annually procure and replace five miles of original steel third rail with aluminum and steel composite third rail and installation of components.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$38,672.5
Approved Budget (FY2011-20)	49,510.9
Change	$10,838.3

Description of Significant Changes:

Six-year planned investments increased, including the addition of FY2020, to support the ongoing third rail rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$49,510.9	$9,348.0	$4,910.6	$5,156.5	$5,446.7	$5,719.0	$6,005.2	$6,304.4	$6,620.5	$35,252.3

Capital Improvement Program

Project ID: CIP0024 Project Name: Track Rehabilitation

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

Replace approximately 10 miles of running rail, 27,000 direct fixation fasteners, 18,000 cross ties, 7,000 third rail insulators and tamp 40 miles of ballasted track and 8 switches throughout the Metrorail system; Procure various track critical components such as 78 foot running rail, direct fixation fasteners, crossties and switches.

6-Year Project Deliverables:

Replacement of approximately 60 miles of running rail, 162,000 direct fixation fasteners, 108,000 cross ties, 42,000 third rail insulators and tamp 240 miles of ballasted track and 48 switches throughout the Metrorail system; Procure various track critical components such as 78 foot running rail, direct fixation fasteners, crossties and switches.

Operating Impact:

Well maintained tracks maximize customers' satisfaction through convenient and comfortable rail services and minimize disruptions and service delays. Newer equipment reduces maintenance costs and the probability of breakdowns on mainline.

Total Project Budget:

Previous Approved (FY2011-19)	$421,747.6
Approved Budget (FY2011-20)	478,039.7
Change	$56,292.1

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing track rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$478,039.7	$130,678.6	$48,445.4	$46,837.0	$47,558.9	$49,276.8	$50,627.6	$52,138.5	$52,476.9	$298,915.7

Capital Improvement Program

Project ID: CIP0025 Project Name: Track Maintenance Equipment

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

No FY2015 deliverables

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$68,012.7
Approved Budget (FY2011-20)	68,702.7
Change	$690.0

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing track maintenance equipment project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$68,702.7	$36,353.7	$15,659.1	-	-	-	-	$7,000.0	$9,690.0	$16,690.0

Capital Improvement Program

Project ID: CIP0026 Project Name: Station/Tunnel Leak Mitigation

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

Station and tunnel water leaks create slipping hazards for Metro's passengers and employees. In addition, water leaks deteriorate vital wayside system that leads to disruptions and service delays.

Total Project Budget:

Previous Approved (FY2011-19)	$36,648.7
Approved Budget (FY2011-20)	42,638.8
Change	$5,990.1

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing station/tunnel leak project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$42,638.8	$10,418.2	$2,217.8	$3,736.1	$4,241.6	$4,952.4	$5,539.3	$5,705.4	$5,828.1	$30,002.9

Capital Improvement Program

Project ID: CIP0027 Project Name: Switch Machine Rehabilitation Project

Department: SMNT Project Type: RAIL Project Manager: Judy Mewbom

Project Description:

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

FY2015 Project Deliverables:

Remove, rehabilitate and replace approximately 20 mainline switch machines throughout the Metrorail System. In FY2015, 41 yard replacement yard switch machines will be procured and installed.

6-Year Project Deliverables:

Remove, rehabilitate and replace 120 mainline switch machines throughout the Metrorail System. Procure and install 143 replacement yard switch machines for the Alexandria, Brentwood, New Carrollton and West Falls Church Yards.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$12,316.3
Approved Budget (FY2011-20)	15,793.0
Change	$3,476.7

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing switch machine rehabilitation project. Six-year plan increased to align with contract costs.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$15,793.0	$2,702.9	$1,790.4	$1,898.3	$2,881.1	$2,384.3	$2,135.1	$976.0	$1,024.9	$11,299.7

Capital Improvement Program

Project ID: CIP0028 Project Name: Materials Handling Equipment

Department: CENI Project Type: BUS/RAIL Project Manager: Author Noyes

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$1,377.4
Approved Budget (FY2011-20)	1,552.6
Change	$175.3

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing equipment replacement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$1,552.6	$420.4	$134.4	$152.2	$178.6	$171.0	$158.0	$163.0	$175.0	$997.8

Capital Improvement Program

Project ID: CIP0029 Project Name: Warehouse Vertical Storage Unit

Department: CENI Project Type: BUS/RAIL Project Manager: Author Noyes

Project Description:

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

FY2015 Project Deliverables:

Complete installation of bar code system equipment throughout the WMATA Supply Systems. Close out project.

6-Year Project Deliverables:

Complete installation of bar code systems throughout the WMATA Supply System.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$9,425.1
Approved Budget (FY2011-20)	9,725.1
Change	$300.0

Description of Significant Changes:

Actual costs for installation of the storage systems are higher than previous estimates.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$9,725.1	$7,371.0	$2,054.1	$300.0	-	-	-	-	-	$300.0

Capital Improvement Program

Project ID: CIP0031 Project Name: Debit/Credit Processing Requirements

Department: TRES Project Type: BUS/RAIL Project Manager: Jim Bongiorno

Project Description:

This project replaces or upgrades software and equipment required to satisfy the Payment Card Industry (PCI) security standards for payment card processing. Non-compliance may result in severe fines and penalties. The penalties may include revocation of the privilege to process payment card transactions.

FY2015 Project Deliverables:

Upgrade Windows XP workstations to Windows 7 before the extended Windows XP support ends.

6-Year Project Deliverables:

Replace the existing ACI ISD Payment switch directly or via the NEPP project and perform other equipment and software upgrades as needed to maintain PCI compliance.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$3,005.6
Approved Budget (FY2011-20)	3,005.4
Change	($.1)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,005.4	$1,329.8	$68.0	$180.7	$260.0	$257.0	$240.0	$240.0	$430.0	$1,607.7

Capital Improvement Program

Project ID: CIP0033 Project Name: Revenue Facility Equipment

Department: TRES Project Type: BUS/RAIL Project Manager: Travis Davidson

Project Description:

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

FY2015 Project Deliverables:

Award a contract for the fabrication and delivery of 228 revenue carts. Accept delivery of 56 revenue carts.

6-Year Project Deliverables:

Replacement of 228 revenue collection carts.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$2,318.0
Approved Budget (FY2011-20)	2,754.8
Change	$436.8

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$2,754.8	$57.0	$319.8	$1,534.0	$844.0	-	-	-	-	$2,378.0

Capital Improvement Program

Project ID: CIP0034 Project Name: Revenue Collection Facility

Department: TRES Project Type: BUS/RAIL Project Manager: Travis Davidson

Project Description:

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

FY2015 Project Deliverables:

Renovation of 21 offices, replacement of the coin room floor, replacement of three boilers, installation of a back up generator and the upgrade of the elevator.

6-Year Project Deliverables:

Completion of office renovations, replacement of coin room floor, replacement of boilers and other mechanical equipment, rehabilitation of elevators and service bay area, and replacement of air conditioning units.

Operating Impact:

Increased operational support for expanded service.

Total Project Budget:

Previous Approved (FY2011-19)	$3,255.0
Approved Budget (FY2011-20)	3,232.9
Change	($22.1)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,232.9	$813.3	$1,065.9	$769.7	$584.1	-	-	-	-	$1,353.7

Capital Improvement Program

Project ID: CIP0035 Project Name: Bicycle & Pedestrian Facilities: Capacity Improvements

Department: PARK Project Type: RAIL Project Manager: Gail Tait-Nouri

Project Description:

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

FY2015 Project Deliverables:

Complete final design of three Bike & Ride facilities at Takoma, Twinbrook, and NoMa-Gallaudet U. Initiate construction of two Bike & Ride facilities. Design, construct, and install the following at various locations: security cameras, lighting, lockers, bikeways, bike racks, signs, and ADA compliant sidewalks, and miscellaneous improvements that support the increase of bike capacity and improve pedestrian and bike connections.

6-Year Project Deliverables:

Continue design and construction of bicycle parking facilities and implementation of priority pedestrian and bicycle improvements. Complete design and construction of Bike & Ride facilities at Fort Totten, King Street and Silver Spring stations.

Operating Impact:

Minor increase in maintenance will be necessary.

Total Project Budget:

Previous Approved (FY2011-19)	$15,664.1
Approved Budget (FY2011-20)	18,604.1
Change	$2,940.0

Description of Significant Changes:

Six year plan revised based on updated project schedule. Addition of FY2020 planned investment to ongoing bicycle and pedestrian facility improvement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$18,604.1	$3,706.5	$1,458.7	$3,117.9	$2,200.0	$1,713.0	$1,727.0	$1,741.0	$2,940.0	$13,438.9

Capital Improvement Program

Project ID: CIP0037 Project Name: Bus Priority Corridor & Network

Department: BPLN Project Type: BUS Project Manager: James Hamre

Project Description:

This project advances a broad range of Metrobus-related planning, project development, technology system design, customer facility and capital construction projects to implement the Priority Corridor Network (PCN) Program and other Metrobus service enhancements, expansions and improvements. Working with area departments of transportation and other transit providers, WMATA staff and consultants plan, design and construct projects in support of Metrobus, MetroExtra and MetroWay service implementation, customer information, bus stops and transit centers, transit operations, traffic operations and fare collection.

FY2015 Project Deliverables:

Implementation of Tiger Grant Funded projects during FY2015 will include installation of 169 Customer Information Electronics Display Signs (CIEDS) at bus stop shelters where electrical power is available in the District, Maryland and Virginia. The Traffic Signal Priority Project on VA-7 (Leesburg Pike) will be completed as will detailed design development of additional bus bays and safety and access improvements at the Franconia-Springfield Metro Station. Construction of 17 improvements at the Pentagon Transit Center will be completed as will final design for a new bus station on Army-Navy Drive.Livable Communities and New Freedom grant-funded projects will complete accessibility improvements at approximately 40 bus stops.

6-Year Project Deliverables:

The total program of work is to be completed by September 2016 to implement all projects for the ARRA Priority Bus Transit in the National Capitol Region TIGER grant and to complete bus stop access and amenity improvements at approximately 75 to 90 for the New Freedom and Livable Communities grants. The FY2016 work plan will complete construction work at Franconia Springfield Metro Station and the final portion of work for the New Freedom and Livable Communities bus stop project. WMATA will also foster and support TIGER project implementation by MDOT and DDOT, including customer information electronic display and transit signal priority project implementation, to complete the regional scope of work.

Operating Impact:

Operational savings via more efficient, reliable and timely bus services, enhanced customer safety, improved bus stop accessibility to fixed-route transit for the general public and MetroAccess clients and more effective and timely customer information. Communication and maintenance costs will be incurred.

Total Project Budget:

Previous Approved (FY2011-19)	$35,833.4
Approved Budget (FY2011-20)	34,133.9
Change	($1,699.4)

Description of Significant Changes:

Addition of the Metro 2025 investment.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$34,133.9	$8,357.9	$5,786.0	$10,410.0	$9,580.0	-	-	-	-	$19,990.0

Capital Improvement Program

Project ID: CIP0039 Project Name: Core & System Capacity Project Development

Department: PLAN Project Type: BUS/RAIL Project Manager: John Dittmeier

Project Description:

This project conducts near-term and long-range planning studies and produces financial and implentation plans for core capacity enhancements in order to improve travel time, customer comfort, pedestrian flow, vertical transportation, line or route operations, and station access.

FY2015 Project Deliverables:

Develop implementation and funding strategies for the 2040 Regional Transit System Plan; analyze the impact of the Constrained Long Range Plan on the Metrorail core; conduct capacity analyses of five Metrorail stations (Foggy Bottom, McPherson Square, Dupont Circle, Vienna, and New Carrollton); prioritize the improvements of all stations; analyze the capacity of the Metrorail core stations and lines due to regional development growth; assign the 528 Metrorail cars of the 7000-series to lines and yards; develop an implementation strategy for the Metrobus network effectiveness study; and, update the data collection method for station area mode share.

6-Year Project Deliverables:

Evaluate the region's two joint-use bus garages (West Ox and Central Maryland); update the Metrorail line load application; develop standards for integration of local transit systems with Metro; evaluate Next Generations Communications infrastructure; study the relocation of CSX from the core and the re-use of the former CSX rights-of-way for transit; balance the loading of the Metrorail system through supportive land uses; update the Metrorail and Metrobus fleet management plans and analze further station access and capacity.

Operating Impact:

This project may require additional operating costs.

Total Project Budget:

Previous Approved (FY2011-19)	$18,162.1
Approved Budget (FY2011-20)	22,045.1
Change	$3,883.0

Description of Significant Changes:

Six-year planned investments increased to support the development of a pipeline of core and system capacity projects. Addition of FY2020 planned investment.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$22,045.1	$4,572.6	$1,800.0	$2,916.4	$2,618.7	$2,483.4	$2,393.2	$2,494.2	$2,766.6	$15,672.5

Capital Improvement Program

Project ID: CIP0042 Project Name: Bus & Rail Asset Management Software

Department: IT Project Type: BUS/RAIL Project Manager: Lola Stefanelli

Project Description:

This project funds upgrades and enhancements to Maximo, Metro's Asset and Work Management Tracking System that is critical to the functions of rail and bus.

FY2015 Project Deliverables:

Complete the following: Maximo asset management functional enhancements; railway maintenance software upgrade; integration of the Geographical Information System with the Maximo asset management system, Phase III of the Maximo high availability project, Phase I of warehouse management pilot, integration pilot of Service Oriented Architecture between Maximo and the software that supports Product Lifecycle Management; initiate analysis to establish more robust Change Management, Release Management, and Knowledge Management processes for Maximo related activities; and initiate analysis of current reporting and forecasting activities.

6-Year Project Deliverables:

Complete the following: implementation and roll-out of Phase II of warehouse management; implementation and roll-out of Mobile Asset, Work, and Inventory Management; implementation of Illustrated Parts Catalog solution and integrate with Maximo; Maximo integration with Business Intelligence solutions; development of Decision Support System dashboard; Maximo Data Warehouse development; procurement of additional licenses for user expansion; Maximo and necessary software upgrades; expansion of asset and work management tracking system; deployment of integrated mobile solutions; and establishment of knowledge portals that will enhance users' experience and expertise.

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$34,592.4
Approved Budget (FY2011-20)	37,187.9
Change	$2,595.5

Description of Significant Changes:

Six-year plan revised based on updated project schedule. Addition of FY2020 planned investments for the ongoing asset management system update program.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$37,187.9	$8,088.4	$4,102.4	$4,744.0	$4,938.0	$3,316.0	$3,137.0	$5,362.1	$3,500.0	$24,997.1

Capital Improvement Program

Project ID: CIP0043 Project Name: Bus Operations Support Software

Department: IT Project Type: BUS Project Manager: Brian Fisher

Project Description:

This project deploys centralized, field, and on-board bus applications, such as Automatic Vehicle Maintenance (AVM), Automatic Vehicle Location (AVL), Automated Passenger Counting (APC), Bus Scheduling, and Computer Aided Dispatch systems as well as integrates all data that is required to meet customer information needs.

FY2015 Project Deliverables:

Establish an integrated bus data warehouse to consolidate new bus systems data including AVL, APC, Bus Scheduling and Fare Collection; fully integrate the new bus systems with existing Metro business systems; complete phased rollout of new integrated bus systems across bus depots; and improve high availability and disaster recovery capabilities

6-Year Project Deliverables:

Perform Phase II enhancements to the integrated bus data warehouse; consolidate bus systems data including APC, AVM, AVL, Transit Yard Maintenance, Scheduling, and Fare Collection; enhance bus operation software and integrated applications; and implement and integrate new scheduling application

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$23,843.1
Approved Budget (FY2011-20)	27,519.1
Change	$3,676.0

Description of Significant Changes:

Addition of FY2020 planned investments to procure and develop software for bus operations applications.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$27,519.1	$6,116.2	$2,292.5	$4,612.0	$2,899.8	$2,899.7	$2,900.0	$2,898.9	$2,900.0	$19,110.4

Capital Improvement Program

Project ID: CIP0044 Project Name: IT Capital Program Business Process Reengineering and Program Support

Department: IT Project Type: BUS/RAIL Project Manager: Mary Bauer

Project Description:

This project provides business process support to IT Capital projects in which expertise in reviewing and documenting current state and providing input into future state business processes as well as evaluating future state change management planning is required.

FY2015 Project Deliverables:

Implement portfolio and project management and business intelligence tools; reengineer business processes to enterprise wide programs supporting bus, rail, access, and administrative functions; define conformed dimensions for business intelligence data marts; coordinate definitions with ongoing Service Oriented Architecture (SOA) activities, assist with enterprise data warehouse planning, stabilize Application Program Interface (API) environment across all data sources; and define support strategy for SOA implementation and quality management framework processes

6-Year Project Deliverables:

Reengineering business processes to enterprise wide programs supporting bus, rail, access, and administrative functions; planning of change management for major system implementations, upgrades, and future state for capital projects. Develop API functions in connection with the SOA implementation and monitor and modernize API functions in connection with multi-platform implementations

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$42,036.4
Approved Budget (FY2011-20)	48,894.2
Change	$6,857.9

Description of Significant Changes:

Six-year planned investments increased to modernize and integrate customer and regional communication systems. Addition of FY2020 planned investments to modernize and integrate customer and regional communication systems.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$48,894.2	$17,700.9	$4,091.2	$7,171.3	$5,471.0	$4,803.9	$2,656.0	$3,500.0	$3,500.0	$27,102.2

Capital Improvement Program

Project ID: CIP0045 Project Name: Data Centers and Infrastructures

Department: IT Project Type: BUS/RAIL Project Manager: Chaudhry, Lee, Jehangir

Project Description:

This project updates the data center infrastructure, including an upgrade of the data center facility and computer rooms, transition of enterprise platforms from mainframe to client-server, enterprise storage, and the consolidation of redundant and inefficient server infrastructure.

FY2015 Project Deliverables:

Improve data center power and access control; Mobile Device Management standardization; continuous conformance; automation of business continuity and disaster recovery solution for top 10 key business critical applications; deployment of converged infrastructure for 1000 virtual desktops; deployment of converged infrastructure for 10 percent of the enterprise database solutions; infusion of cloud-based technologies and integration with on premise storage and server infrastructure.

6-Year Project Deliverables:

Enterprise-wide end-point device standardization and management; cloud-based hosting of a large number of business applications; highly virtualized environment; achieve 100 percent conformance of servers environment; server and storage hardware/software refresh; large scale virtual desktop deployment; infusion of cost-effective appliance based infrastructure technologies; data center capacity enhancements

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$52,437.6
Approved Budget (FY2011-20)	58,217.8
Change	$5,780.3

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing data centers and infrastructure project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$58,217.8	$19,471.4	$6,104.2	$5,452.4	$5,302.9	$5,300.0	$4,160.7	$5,361.0	$7,065.2	$32,642.2

Capital Improvement Program

Project ID: CIP0046 Project Name: Document Management System

Department: IT Project Type: BUS/RAIL Project Manager: Robert Dunham

Project Description:

This project provides for enterprise-wide document management, integration of the document management system with major enterprise systems, such as PeopleSoft and Maximo, and compliance with Metro's proposed enterprise wide document retention. This project will also support moving many manual paper based processes to electronic processes by enabling enterprise applications such as PeopleSoft and Maximo to easily be linked to electronic records and forms as well as enhance the ability to respond to information requests.

FY2015 Project Deliverables:

Scanning and automation of labor, payroll, and medical Records information. Upgrade of Documentum (WMATA's application for storing and managing official records) from version 6.6 to 7.0.

6-Year Project Deliverables:

Plan and design the document management system and assist moving manual paper-based processes to electronic processes

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$25,228.1
Approved Budget (FY2011-20)	25,184.0
Change	($44.1)

Description of Significant Changes:

Six-year planned investments decreased based on updated project schedule. Addition of FY2020 planned investment to ongoing project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$25,184.0	$4,710.7	$3,231.2	$4,317.0	$3,850.0	$3,154.0	$2,347.6	$3,073.5	$500.0	$17,242.1

Capital Improvement Program

Project ID: CIP0047 Project Name: Enterprise Geographic Information System

Department: IT Project Type: BUS/RAIL Project Manager: Edwin Wells

Project Description:

This project creates a single, company-wide enterprise Geographic Information System (GIS) to support integrated mapping and data. The GIS will make information consistent and easily accessible through the authority. This project will also integrate key maps, drawings, asset records, and emergency access locations that are critical for timely emergency responses.

FY2015 Project Deliverables:

Provide 3-D spatial data to support kiosk wayfinding. Combine bus, rail, and rail station networks to create a complete WMATA intermodal transit network to support MetroAccess accessible trip planner. Support other systems and projects requiring WMATA spatial data, including scheduling, on-board bus systems, emergency mapping, and camera mapping.

6-Year Project Deliverables:

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

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$18,038.7
Approved Budget (FY2011-20)	17,386.2
Change	($652.5)

Description of Significant Changes:

Six-year planned investments decreased based on updated project schedule. Addition of FY2020 planned investment to ongoing agency-wide integration of geographic information system mapping.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$17,386.2	$4,181.3	$2,238.9	$2,920.0	$1,950.0	$1,443.0	$2,072.0	$1,581.0	$1,000.0	$10,966.0

Capital Improvement Program

Project ID: CIP0048 Project Name: Sensitive Data Protection Technology

Department: IT Project Type: BUS/RAIL Project Manager: Adam Meyer

Project Description:

This project provides a comprehensive company-wide security architecture that will reduce the risk of malicious attacks and cyber-terrorism as well as fraud and waste while achieving and maintaining regulatory compliance.

FY2015 Project Deliverables:

Establish a comprehensive cyber security program that is based on distinct Communities of Interest (COI) aligned to organizational services i.e. safety (critical infrastructure), financial, law enforcement, people, and customer. Each COI will have a tailored cost effective risk management program instituted based on the unique needs of that business unit. Capabilities intended to be deployed include: two factor authentication, the computer emergency response team- resilience management model, finalization of single sign on deployment, finalization of Role Based Access Control (RBAC) and the beginning of enterprise encryption for data at rest and data in transit.

6-Year Project Deliverables:

Establish comprehensive enterprise security program and various security zones, such as Payment Card Industry (PCI); deploy database monitoring software; enable single sign on, other services, and systems; integrate access management into physical security; preserve security incident event logging, event correlation, and security zones for internal business units and external partners

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$28,744.6
Approved Budget (FY2011-20)	30,388.0
Change	$1,643.5

Description of Significant Changes:

Six-year plan increased to align with updated requirements and cost estimate. Addition of FY2020 planned investments to ongoing development of system wide sensitive data protection technology.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$30,388.0	$14,132.4	$3,253.6	$3,002.0	$2,000.0	$2,000.0	$2,000.0	$2,000.0	$2,000.0	$13,002.0

Capital Improvement Program

Project ID: CIP0049 Project Name: Management Support Software

Department: IT Project Type: BUS/RAIL Project Manager: Naheed Monower

Project Description:

This project replaces and/or updates software that supports corporate and financial control of operations such as treasury, budget, cash management, Human Capital Management (HCM), procurement, asset management, Service Oriented Architecture (SOA), and vendor management functions. This project is essential for Metro to maintain sufficient fiscal controls to manage its corporate operations.

FY2015 Project Deliverables:

Asset Management: initial design and implementation through a Product Data Management tool (PDM); Contract Lifecycle Management: system implementation to include solicitation management and contract management phases; HCM: upgrade and implementation; SOA: conversion of existing interfaces between various systems; and contract digitization implementation

6-Year Project Deliverables:

Integration of the PDM tool with key WMATA systems; improvements to PeopleSoft technology infrastructure due to continued investment in hardware; upgrades to next generation of Enterprise Resource Planning system; complete SOA integration infrastructure and transition; implementation of asset management tools in both facilities and bus groups.

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$75,410.5
Approved Budget (FY2011-20)	96,062.0
Change	$20,651.5

Description of Significant Changes:

Six-year plan increased to support the software update for the corporate and financial enterprise system. This includes $1.8 million for time-keeping interface and 9.1 upgrade to HCM implementation, $7 million for SOA, and $13 million for the Asset Management Project. Addition of FY2020 planned investments to ongoing management support software projects.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$96,062.0	$32,429.2	$16,631.8	$16,301.0	$6,700.0	$5,000.0	$6,500.0	$6,500.0	$6,000.0	$47,001.0

Capital Improvement Program

Project ID: CIP0050 Project Name: Metro IT One Stop and Office Automation

Department: IT Project Type: BUS/RAIL Project Manager: Williams-Hall, Terrian

Project Description:

This project implements a new enterprise level problem management system and enterprise level knowledgebase, and executes a personal computer replacement program.

FY2015 Project Deliverables:

Replace approximately 750 desktop computers and infuse inventory with virtual desktop devices; consolidate helpdesk support levels; develop a more transparent robust problem-to-resolution model; standardize the current imaging process and limit the number of images needed for deployment; develop a comprehensive application and driver package to be deployed with standard image; and increase the efficiency of the desktop deployment

6-Year Project Deliverables:

Replace approximately 2,500 desktop computers, enhance knowledge base and desktop technology infusion programs.

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$16,228.7
Approved Budget (FY2011-20)	18,228.8
Change	$2,000.1

Description of Significant Changes:

Six-year plan increased to align with updated requirements to update software and enhance desktop service center. Addition of FY2020 planned investments to ongoing office automation.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$18,228.8	$8,045.3	$1,003.4	$1,080.0	$1,000.0	$1,659.5	$1,538.6	$1,902.0	$2,000.0	$9,180.1

Capital Improvement Program

Project ID: CIP0051 Project Name: Police Dispatch and Records Management

Department: IT Project Type: BUS/RAIL Project Manager: John Bercher

Project Description:

This project replaces the current 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.

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

Replace or upgrade MTPD dispatching and crime tracking system.

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$12,247.5
Approved Budget (FY2011-20)	14,267.7
Change	$2,020.2

Description of Significant Changes:

Six-year plan increased to support replacement of MTPD records management system, including Mobile Field Reporting. Addition of FY2020 planned investments to ongoing police dispatch and records management.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$14,267.7	$990.6	$3,737.2	$4,550.0	$500.0	$500.0	$500.0	$500.0	$2,990.0	$9,540.0

Capital Improvement Program

Project ID: CIP0052 Project Name: Network and Communications

Department: IT Project Type: BUS/RAIL Project Manager: Al Pegram

Project Description:

This project fulfills Metro's needs for a communications network that supports its current and future operational needs. It will provide a multi-protocol high bandwidth wired and wireless network, and includes the continued adaptive and preventive maintenance of the network components. The communications network enables resource and information sharing for functions such as voice communications, email, internet access, rail and bus operations and monitoring, surveillance systems and administrative business systems.

FY2015 Project Deliverables:

Migrate data center application servers to the new gigabit fiber optic network infrastructure; upgrade of current Rail Stations network routers; deploy wireless in 4 Rail Yards; and replace end-of-life network components

6-Year Project Deliverables:

Upgrade the distribution-headend network components; complete wireless network infrastructure in all rail yards, bus stations, and administrative facilities; design and implement a Supervisory Control And Data Acquisition; replace end-of-life network components; implement technology adaptations and decommission old data networks and cables; and upgrade end-of-line network equipment and infrastructure

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$39,875.9
Approved Budget (FY2011-20)	45,926.4
Change	$6,050.5

Description of Significant Changes:

Six-year plan revised based on updated project schedule. Addition of FY2020 planned investments to ongoing project to replace and update communications network.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$45,926.4	$13,476.6	$3,832.2	$4,081.7	$5,430.9	$3,270.0	$4,886.0	$4,948.9	$6,000.0	$28,617.6

Capital Improvement Program

Project ID: CIP0053 Project Name: Metro Enterprise Monitoring Center (MEMC)

Department: IT Project Type: BUS/RAIL Project Manager: Kazmi, Tahir

Project Description:

This project implements a monitoring center to monitor and manage Metro's network and associated infrastructure to prevent or isolate any type of critical event. This project delivers a 24-7 Enterprise Monitoring Center offering network and sophisticated toolset monitoring to determine warnings and critical threshold events.

FY2015 Project Deliverables:

Implement Change Control Software; integrate Change Control System with Enterprise Monitoring System; implement event-correlation and dependencies; expand Enterprise Monitoring System to cover additional devices in the enterprise; integrate application performance management and customer experience management capabilities; and Phase I of elevators and escalators monitoring

6-Year Project Deliverables:

Replace aging infrastructure for monitoring system servers; integrate additional critical business systems monitoring into the monitoring suite; implement customer experience monitoring for end user interfaces; service level agreements for Metro's 10 most critical business systems; implement Phase II of elevators and escalators m; and implement Service Desk Incident Closed Loop Solution

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$11,802.6
Approved Budget (FY2011-20)	13,459.9
Change	$1,657.3

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing enterprise network monitoring system project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$13,459.9	$2,525.3	$1,383.7	$1,762.7	$1,700.4	$1,486.5	$1,467.7	$1,476.0	$1,657.6	$9,550.9

Capital Improvement Program

Project ID: CIP0054 Project Name: Customer Electronic Communications & Outreach

Department: IT Project Type: BUS/RAIL Project Manager: Mary Kaye Vavasour

Project Description:

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

FY2015 Project Deliverables:

Provide ongoing enhancements to internal and public-facing websites and internal web applications such as General Orders and Track Rights System (GOTRS), Metro Electronic Action Document (MEAD), Pick, and Rail mobile applications. Expand the delivery of digital communications through cross-channel design on web, mobile, and interactive/touch screen platforms. Establish content management system to administer data across a variety of delivery systems.

6-Year Project Deliverables:

Facilitate external and internal access to communications and web-based services; enhance internet and intranet performance and navigation; expand the delivery of web-based content by providing on-demand access through a variety of digital devices and formats; develop internal business activities; and execute application and platform upgrades for GOTRS, public-facing website, and SmarTrip web application

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$16,191.1
Approved Budget (FY2011-20)	18,403.0
Change	$2,211.9

Description of Significant Changes:

Six-year plan increased based on updated project schedule. Addition of FY2020 planned investments to ongoing project to support development of electronic customer communication platforms.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$18,403.0	$7,289.9	$2,056.1	$2,148.1	$949.8	$1,370.3	$2,078.8	$1,010.0	$1,500.0	$9,057.0

Capital Improvement Program

Project ID: CIP0056 Project Name: Rail Operations Support Software

Department: IT Project Type: RAIL Project Manager: Albert Fehrens

Project Description:

This project provides software application support for the Rail Operations Control Centers and other rail operation areas in order to receive vendor support and operate the rail system.

FY2015 Project Deliverables:

Redesign graphical user interface for the Rail Performance Management System (RPM); provide external and internal training, execute performance monitoring, and install hardware upgrades to the Passenger Information Display System (PIDS); document and install the Disaster Recovery System; purchase Liquid Crystal Display (LCD) signs, software services, installation services, and equipment; complete enterprise architecture documentation, document existing functionality, and install upgrades.

6-Year Project Deliverables:

Replace aging server, workstation, and software in support of Metrorail system; migrate to a full LCD technology base systemwide for PIDS; develop new PIDS predicator to include single tracking support and automated schedule input; implement new releases of RPM and Dulles Phase II; upgrade AIM to current release; migrate all Rail Operations Control applications (PIDS, AIM) to Data Center Infrastructure virtual environment.

Operating Impact:

This project may require additional operating budget.

Total Project Budget:

Previous Approved (FY2011-19)	$31,382.1
Approved Budget (FY2011-20)	36,151.6
Change	$4,769.5

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing project to provide software applications for rail operations control centers.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$36,151.6	$5,229.7	$4,636.7	$4,270.0	$4,531.8	$4,646.1	$4,052.4	$4,785.0	$4,000.0	$26,285.3

Capital Improvement Program

Project ID: CIP0057 Project Name: 1000 Series Rail Car Replacement

Department: CENV Project Type: RAIL Project Manager: Debo Ogunrinde

Project Description:

This project replaces all 300 of the 1000 Series railcars, which were purchased between 1974 and 1978, with new 7000 Series railcars. This project is one component of a combined program plan structured to avoid repetitive developmental cost associated with a new car design and procurement. The total estimated cost of this project is approximately $787 million. The FY2011-2020 project plan includes $697 million, consistent with the current project schedule. The remaining $90 million is planned beyond FY2020.

FY2015 Project Deliverables:

Begin delivery and testing of new 7000-Series railcars.

6-Year Project Deliverables:

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

Operating Impact:

New railcars improve reliability.

Total Project Budget:

Previous Approved (FY2011-19)	$691,588.5
Approved Budget (FY2011-20)	697,939.3
Change	$6,350.8

Description of Significant Changes:

Six-year plan revised to align with updated cash-flow schedule. Additional investment is required beyond FY2020 to complete the project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$697,939.3	$90,274.0	$1,106.1	$70,718.0	$259,460.0	$209,769.0	$40,723.0	$17,540.0	$8,349.2	$606,559.2

Capital Improvement Program

Project ID: CIP0059 Project Name: 2000/3000 Series Rail Car Replacement

Department: CENV Project Type: RAIL Project Manager: Debo Ogunrinde

Project Description:

This project replaces all 366 of the 2000 and 3000 Series railcars, which were purchased between 1983 and 1988, with new 8000 Series railcars. The total estimated cost of this project is approximately $1.4 billion. The FY2011-2020 project plan includes $35 million, consistent with the current project schedule. The remaining $1.4 billion is planned beyond FY2020.

FY2015 Project Deliverables:

No deliverables in FY2015.

6-Year Project Deliverables:

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

Operating Impact:

New railcars improve reliability.

Total Project Budget:

Previous Approved (FY2011-19)	$34,997.7
Approved Budget (FY2011-20)	34,934.0
Change	($63.8)

Description of Significant Changes:

Six-year plan revised to align with updated cash-flow schedule. Significant additional investment is required beyond FY2020 to complete the project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$34,934.0	-	-	-	-	-	-	$4,316.0	$30,618.0	$34,934.0

Capital Improvement Program

Project ID: CIP0060 Project Name: 4000 Series Rail Car Replacement

Department: CENV Project Type: RAIL Project Manager: Debo Ogunrinde

Project Description:

This project replaces all 100 of the 4000 Series railcars, which were purchased during 1992-1994, in order to meet current safety standards. To meet current safety standards and based on pricing, it is more economical to replace the 4000 Series railcars than to do a mid-life rehabilitation. In order to gain economies of scale and improve quality, this work is to be done through an option on the 7000 Series railcar contract. The total estimated cost of this project is approximately $274 million. The FY2011-2020 project plan includes $252 million, consistent with the current project schedule. The remaining $22 million is planned beyond FY2020.

FY2015 Project Deliverables:

No deliverables in FY2015.

6-Year Project Deliverables:

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

Operating Impact:

Newer railcars will improve reliability.

Total Project Budget:

Previous Approved (FY2011-19)	$237,763.7
Approved Budget (FY2011-20)	252,519.2
Change	$14,755.5

Description of Significant Changes:

Six-year plan revised to align with updated cash-flow schedule. Additional investment is required beyond FY2020 to complete the project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$252,519.2	$22,695.4	-	-	-	-	$110,050.3	$78,013.0	$41,760.5	$229,823.8

Capital Improvement Program

Project ID: CIP0061 Project Name: 5000 Series Rail Car Mid-Life Rehabilitation

Department: CENV Project Type: RAIL Project Manager: Debo Ogunrinde

Project Description:

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

FY2015 Project Deliverables:

No deliverables in FY2015.

6-Year Project Deliverables:

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

Operating Impact:

Rehabilitated railcars are more reliable and require less routine maintenance.

Total Project Budget:

Previous Approved (FY2011-19)	$19,858.8
Approved Budget (FY2011-20)	74,721.4
Change	$54,862.6

Description of Significant Changes:

Six-year plan revised to align with updated cash-flow schedule. Significant additional investment is required beyond FY2020 to complete the project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$74,721.4	-	-	-	-	$1,031.8	$4,046.9	$16,541.6	$53,101.0	$74,721.4

Capital Improvement Program

Project ID: CIP0063 Project Name: Railcar Rehabilitation Program

Department: CMNT Project Type: RAIL Project Manager: Damon Cannon

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

These components keep railcars in service.

Total Project Budget:

Previous Approved (FY2011-19)	$182,073.2
Approved Budget (FY2011-20)	203,838.3
Change	$21,765.1

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing railcar rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$203,838.3	$55,323.3	$17,257.3	$20,640.8	$23,836.9	$21,484.7	$21,765.1	$21,765.1	$21,765.0	$131,257.6

Capital Improvement Program

Project ID: CIP0065 Project Name: Geometry Vehicle

Department: CENV Project Type: RAIL Project Manager: Dennis Lemke

Project Description:

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

FY2015 Project Deliverables:

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

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$13,113.4
Approved Budget (FY2011-20)	12,928.1
Change	($185.3)

Description of Significant Changes:

Six-year plan revised to align with updated project schedule.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$12,928.1	$10,426.0	$2,044.1	$458.1	-	-	-	-	-	$458.1

Capital Improvement Program

Project ID: CIP0066 Project Name: Rail Shop Repair Equipment

Department: CENI Project Type: RAIL Project Manager: Author Noyes

Project Description:

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

FY2015 Project Deliverables:

Complete installation of a WTM at Shady Grove rail yard. Purchase and install a WTM at the New Carrollton rail yard. Purchase and install additional Rail Shop Equipment as required and as the budget allows. Install the foundation for the Vertical Turret Lathe at the Greenbelt facility.

6-Year Project Deliverables:

Complete installation of a WTM at Shady Grove rail yard. Purchase and install a WTM at the New Carrollton rail yard. Purchase and install additional Rail Shop Equipment as required and as the budget allows.

Operating Impact:

Newly purchased wheel truing equipment will replace older, unreliable equipment. Other items will replace older, less capable non-automated machining equipment, and wash tanks as necessary for on-going transit truck overhaul.

Total Project Budget:

Previous Approved (FY2011-19)	$27,200.3
Approved Budget (FY2011-20)	27,200.3
Change	$.0

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$27,200.3	$5,777.8	$13,500.0	$7,922.5	-	-	-	-	-	$7,922.5

Capital Improvement Program

Project ID: CIP0067 Project Name: Rail Car Safety & Reliability Enhancements

Department: CENV Project Type: RAIL Project Manager: Kenneth Morford

Project Description:

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

FY2015 Project Deliverables:

Resolve safety, reliability and compatibility issues across the various fleets. The following deliverables will be implemented across different fleets as needed: install emergency exterior door releases, install wrong side door openings, install communications control panels, install railcar rollback prevention and precision stopping, install LED lighting and resilient flooring, and complete the improvements to the HVAC systems for the 5000 series railcars. In addition to these deliverables, this project is utilized to perform engineering analysis, diagnostics, and testing on WMATA's fleet as necessary throughout the year.

6-Year Project Deliverables:

Resolve safety, reliability and compatibility issues across the various fleets. The following deliverables will be implemented across different fleets as needed: install emergency exterior door releases, install wrong side door openings, install communications control panels, install railcar rollback prevention and precision stopping, install LED lighting and resilient flooring, and complete the improvements to the HVAC systems for the 5000 series railcars. In addition to these deliverables, this project is utilized to perform engineering analysis, diagnostics, and testing on WMATA's fleet as necessary throughout the year.

Operating Impact:

This project will result in greater efficiency and productivity.

Total Project Budget:

Previous Approved (FY2011-19)	$33,793.2
Approved Budget (FY2011-20)	36,204.8
Change	$2,411.6

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing railcar safety and reliability improvement project. Six-year plan updated based on revised cost estimates and schedule.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$36,204.8	$18,547.4	$3,844.6	$5,112.4	$2,015.3	$1,804.6	$1,354.5	$1,426.1	$2,100.0	$13,812.9

Capital Improvement Program

Project ID: CIP0068 Project Name: Railcar Fleet Expansion - 7000 Series

Department: CENV Project Type: RAIL Project Manager: Debo Ogunrinde

Project Description:

This project will expand the railcar fleet by adding 220 railcars in order to meet projected growth in rail ridership. The total estimated cost of this project is $615 million. The FY2011-2020 project plan includes $53 million, consistent with the current project schedule.

FY2015 Project Deliverables:

No deliverables in FY2015.

6-Year Project Deliverables:

Milestone payment for 220 railcars. The railcars will be delivered and placed into service after the FY2015-2020 six-year period.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$53,080.6
Approved Budget (FY2011-20)	53,080.6
Change	-

Description of Significant Changes:

Addition of new planned investment in 220 Metrorail cars to increase Metrorail system capacity to reduce crowding and accommodate ridership. Significant investments required beyond FY2020. This project supports the Metro 2025 8-car train initiative.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$53,080.6	-	-	-	$53,080.6	-	-	-	-	$53,080.6

Capital Improvement Program

Project ID: CIP0071 Project Name: Test Track & Railcar Commissioning Facility

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

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

FY2015 Project Deliverables:

Complete construction of the test track.

6-Year Project Deliverables:

Complete construction of the test track.

Operating Impact:

Additional operating and maintenance will be required for the facility and test track, however testing will no longer interfere with the revenue rail system. The new track infrastructure and building will add new facilities that must be maintained and will increase utility costs.

Total Project Budget:

Previous Approved (FY2011-19)	$87,871.3
Approved Budget (FY2011-20)	93,871.3
Change	$5,999.9

Description of Significant Changes:

Budget aligned with current schedule and updated cost estimate.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$93,871.3	$29,493.6	$40,814.7	$23,563.0	-	-	-	-	-	$23,563.0

Capital Improvement Program

Project ID: CIP0072 Project Name: Elevator Rehabilitation

Department: ELES Project Type: RAIL Project Manager: Cedric Watson

Project Description:

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

FY2015 Project Deliverables:

Rehabilitate 12 elevators.

6-Year Project Deliverables:

Rehabilitate 90 elevators.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$39,244.5
Approved Budget (FY2011-20)	47,627.4
Change	$8,382.9

Description of Significant Changes:

Addition of FY2020 planned investments for the ongoing elevator rehabilitation project. Six-year plan increased to rehabilitate additional elevators.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$47,627.4	$8,842.7	$4,456.8	$6,787.9	$7,601.8	$5,338.4	$5,338.4	$5,337.2	$3,924.4	$34,327.9

Capital Improvement Program

Project ID: CIP0073 Project Name: Escalator Rehabilitation

Department: ELES Project Type: RAIL Project Manager: Cedric Watson

Project Description:

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

FY2015 Project Deliverables:

Rehabilitate approximately 27 escalators, including the following but not limited to: Stadium-Armory, National Airport, Capitol South, L'Enfant Plaza, McPherson Square, Crystal City and Smithsonian stations.

6-Year Project Deliverables:

Rehabilitate approximately 144 escalators.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$80,452.3
Approved Budget (FY2011-20)	131,486.3
Change	$51,034.1

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing escalator rehabilitation project. Six-year plan increased to rehabilitation additional escalators.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$131,486.3	$31,722.4	$14,582.8	$17,107.0	$16,515.4	$12,077.7	$15,322.3	$11,836.4	$12,322.2	$85,181.1

Capital Improvement Program

Project ID: CIP0074 Project Name: Installation of Parking Lot Credit Card Readers - Parking Automation

Department: PARK Project Type: RAIL Project Manager: Patrick Schmitt

Project Description:

This project installs equipment that automates and improves the efficiency of the parking access and revenue control equipment at pay-on-exit parking garages and surface parking lots as well as rehabilitates and replaces equipment at the end of useful life. Additionally, this project automates parking access and revenue control by providing remote communication between payment lanes and the Parking Operations Control Center.

FY2015 Project Deliverables:

There are no planned deliverables for FY2015.

6-Year Project Deliverables:

Rehabilitation and replacement of credit card readers and related parking access and revenue collection equipment.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$13,010.9
Approved Budget (FY2011-20)	13,968.8
Change	$957.9

Description of Significant Changes:

Six-year plan revised based on updated project schedule. Addition of FY2020 planned investments to replace equipment that will be beyond the end of useful life.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$13,968.8	$10,968.8	-	-	-	-	$1,000.0	$1,000.0	$1,000.0	$3,000.0

Capital Improvement Program

Project ID: CIP0076 Project Name: Traction Power and Tie Breaker Improvements

Department: CENI Project Type: RAIL Project Manager: Steven Yang

Project Description:

This project incrementally improves the traction-power system to increase power supply capacity to support the future expanded use of eight car trains. The increase from six to eight cars increases power requirements of each train as well as the load put on the traction-power system.

FY2015 Project Deliverables:

Perform structural improvements and power upgrades at 2 Traction Power Substations (TPSS) and perform structural improvements and capacity upgrades to 13 Tie Breaker Stations (TBS).

6-Year Project Deliverables:

Improve and upgrade 4 Traction Power Substations at 3 mainline locations and 1 yard locations. Improve and upgrade 26 Tie Breaker Stations necessary to prepare for expanded use of eight car trains.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$43,507.8
Approved Budget (FY2011-20)	79,656.5
Change	$36,148.6

Description of Significant Changes:

Addition of the Metro 2025 initiative and the FY2020 planned investments to continue the upgrade of the rail power systems in preparation for additional eight car trains. This project's name changed from "100% 8-Car Train Power Upgrade" to "Traction Power and Tie Breaker Improvements."

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$79,656.5	$896.3	$5,770.6	$36,654.0	$12,930.9	$7,263.0	$6,871.7	$9,270.0	-	$72,989.6

Capital Improvement Program

Project ID: CIP0078 Project Name: Bladensburg Bus Facility Rehabilitation & Reconfiguration

Department: CENI Project Type: BUS Project Manager: Author Noyes

Project Description:

This project will perform rehabilitation activities that will place Bladensburg (T04 – Heavy Overhaul Shop and T05 – Bus Division) in a safe, functional, and reliable condition during the transition period leading up to full facility replacement. The work includes rehabilitation of the: Compressed Natural Gas (CNG) fueling system; the bus wash system; paint booths; fire alarm system; methane gas detection system; electrical room rehabilitation; sump and sewage ejector pump system; the ventilation system components; interior lighting equipment; and selected electrical, mechanical, and structural rehabilitation tasks.

FY2015 Project Deliverables:

Perform mid life rehabilitation work on the bus wash system, and other systems to keep the facility in a state of good repair. Complete installation of one replacement CNG Compressor. Purchase and install a second replacement CNG compressor, the CNG plant dispenser and gas recovery system. Rehabilitate the existing fire alarm system to keep it in good working condition for the next 4-5 years.

6-Year Project Deliverables:

Perform mid life rehabilitation work on the bus wash system, and other systems to keep the facility in a state of good repair. Complete installation of one replacement CNG Compressor. Purchase and install a second replacement CNG compressor, replace the CNG plant dispensers, gas dryer, and gas recovery system. Rehabilitate the existing fire alarm system to keep it in good working condition for the next 4-5 years.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$23,050.5
Approved Budget (FY2011-20)	14,469.0
Change	($8,581.6)

Description of Significant Changes:

The estimated cost to complete the rehabilitation activities is lower than previously estimated.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$14,469.0	$7,969.0	$3,000.0	$3,500.0	-	-	-	-	-	$3,500.0

Capital Improvement Program

Project ID: CIP0080 Project Name: Building Infrastructure & Systems Renewal

Department: CENI Project Type: BUS/RAIL Project Manager: Thomas Robinson

Project Description:

This project rehabilitates, replaces, and updates existing infrastructure, systems, and other building assets including, but not limited to building exterior envelope, HVAC, plumbing and electrical systems. The main goal of the project is to improve the utilization of work and support space and incorporate new technologies to improve efficiency in building operation. Investment locations include the Jackson Graham Building (JGB) and other facilities as needed for temporary staff relocation during construction (swings space).

FY2015 Project Deliverables:

Finish design and begin implementation of system rehabilitation and upgrades and other improvements at JGB and additional locations as needed.

6-Year Project Deliverables:

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

Operating Impact:

Renovated workspace will better accommodate current and projected space needs. Rehabilitated infrastructure will require less routine maintenance and upgraded systems will be more efficient.

Total Project Budget:

Previous Approved (FY2011-19)	$59,530.0
Approved Budget (FY2011-20)	58,796.6
Change	($733.4)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$58,796.6	$15,390.0	$1,980.0	$3,795.0	$9,669.7	$11,612.4	$11,349.5	$5,000.0	-	$41,426.6

Capital Improvement Program

Project ID: CIP0084 Project Name: Southern Avenue Bus Garage Replacement

Department: MCAP Project Type: BUS Project Manager: John Thomas

Project Description:

This project will replace the existing Southern Avenue Bus Garage with a fully modern Leadership in Energy and Environmental Design (LEED) Silver facility that can hold 170 buses. The existing facility is over 90 years old. This project also includes the construction of a new heavy repair and overhaul facility.

FY2015 Project Deliverables:

Complete final design; obtain permits; and begin mobilization activities.

6-Year Project Deliverables:

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

Operating Impact:

The larger facility will likely consume more utilities than the existing facility.

Total Project Budget:

Previous Approved (FY2011-19)	$96,294.4
Approved Budget (FY2011-20)	198,583.3
Change	$102,288.9

Description of Significant Changes:

Project budget is increased in accordance with the plan to now include a heavy repair and overhaul facility in this project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$198,583.3	$5,135.6	$20,297.7	$20,359.6	$50,898.0	$38,086.0	$36,306.4	$19,500.0	$8,000.0	$173,150.0

Capital Improvement Program

Project ID: CIP0085 Project Name: Royal Street Bus Garage Replacement (Cinder Bed Road)

Department: MCAP Project Type: BUS Project Manager: John Thomas

Project Description:

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

FY2015 Project Deliverables:

Ongoing construction of bus garage.

6-Year Project Deliverables:

Complete construction and commissioning of the new facility in 2016 and begin bus revenue operations out of the new garage.

Operating Impact:

Upon opening, the Cinder Bed Road bus garage will increase WMATA's inventory of facilities that require maintenance and utilities, albeit minor in the case of a new facility.

Total Project Budget:

Previous Approved (FY2011-19)	$84,353.3
Approved Budget (FY2011-20)	84,493.3
Change	$140.0

Description of Significant Changes:

Six-year plan revised based on project delays. Total project budget reduced based on current cost estimate.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$84,493.3	$15,760.0	$8,477.2	$36,564.9	$18,911.3	$4,780.0	-	-	-	$60,256.2

Capital Improvement Program

Project ID: CIP0086 Project Name: Shepherd Parkway Bus Facility

Department: MCAP Project Type: BUS Project Manager: John Thomas

Project Description:

This project is to install CNG fueling equipment at Shepherd Parkway Bus Garage.

FY2015 Project Deliverables:

Initiate design and contract package documents.

6-Year Project Deliverables:

Installation and commissioning of CNG equipment.

Operating Impact:

Installation and commissioning of CNG equipment is scheduled to be completed.

Total Project Budget:

Previous Approved (FY2011-19)	$1,890.0
Approved Budget (FY2011-20)	11,882.0
Change	$9,992.0

Description of Significant Changes:

Project budget is increased by $10 million to accommodate installation of CNG fueling equipment.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$11,882.0	$1,890.0	-	$377.0	$2,880.0	$5,000.0	$1,735.0	-	-	$9,992.0

Capital Improvement Program

Project ID: CIP0087 Project Name: Station Rehabilitation Program

Department: PLNT Project Type: RAIL Project Manager: Sherri Eley

Project Description:

This project enhances station concrete and architectural features, rehabilitation of doors and railings, and repair of paver tile and granite on a periodic basis. Work also includes painting, spot tile and sign replacements, rehabilitation of all metal surfaces (machines, railing, benches, bus bay shelters, and poles), station graphics repair, and hydro-pressure washing of all masonry surfaces. Twelve full station rehabilitations and twelve mini station rehabilitations will be performed on an annual basis.

FY2015 Project Deliverables:

Rehabilitation work includes heavy maintenance, painting, spot tile replacement, and other maintenance for 12 major and 12 minor rehabilitations in rail stations on an annual basis. Hydro-pressure wash all masonry surfaces in 24 rail stations. Repair and paint all metal surfaces and repair and replace worn station graphics and signs.

6-Year Project Deliverables:

Continue 12 full station enhancements and 12 mini station enhancements on an annual basis. Work includes heavy maintenance, painting, spot tile replacement, and other maintenance for 12 major and 12 minor rehabilitations in rail stations on an annual basis. Hydro-pressure wash all masonry surfaces in 24 rail stations. Repair and paint all metal surfaces and repair and replace worn station graphics and signs.

Operating Impact:

Station enhancements lower regular maintenance costs.

Total Project Budget:

Previous Approved (FY2011-19)	$93,993.1
Approved Budget (FY2011-20)	106,659.2
Change	$12,666.1

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing station rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$106,659.2	$29,106.7	$7,109.9	$10,247.0	$12,178.0	$11,341.0	$11,712.0	$12,298.0	$12,666.6	$70,442.6

Capital Improvement Program

Project ID: CIP0088 Project Name: Station Entrance Canopies

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project is to install canopies over 11 station entrances with exposed escalators to protect both riders and escalators from weather.

FY2015 Project Deliverables:

Completion of design, commence and complete procurement.

6-Year Project Deliverables:

Complete installation of 16 canopies.

Operating Impact:

Canopies may reduce weather-related maintenance needs of escalators.

Total Project Budget:

Previous Approved (FY2011-19)	$26,166.9
Approved Budget (FY2011-20)	37,846.9
Change	$11,680.0

Description of Significant Changes:

Budget aligned with current schedule.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$37,846.9	-	$1,000.0	$3,597.4	$8,582.2	$8,649.6	$10,437.8	$5,580.0	-	$36,846.9

Capital Improvement Program

Project ID: CIP0093 Project Name: Integrating regional NEXTFARE System

Department: TRES Project Type: BUS/RAIL Project Manager: Jim Bongiorno

Project Description:

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

FY2015 Project Deliverables:

Purchase and installation of additional equipment for the offsite disaster recovery system, installation and support of the CPOS units and NextFare regional and SmarTrip web store project management.

6-Year Project Deliverables:

Active offsite disaster recovery system, installation and support of the CPOS units and NextFare regional and SmarTrip web store project management. The budget anticipates that the New Electronic Payment Program (NEPP) will start to rollout by 2017 and that, consequently, the use of Nextfare will diminish.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$23,242.2
Approved Budget (FY2011-20)	27,151.1
Change	$3,908.9

Description of Significant Changes:

In FY2014 an additional 3,000 SmarTrip Card readers were purchased for installation at exitfare machines and faregates along with increased personnel and consultant costs and an additional 50 SmarTrip card dispensers were purchased for installation predominately at mezzanines with only one SmarTrip card dispenser. Addition of the FY2020 planned investments to ongoing NextFare system costs.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$27,151.1	$16,703.0	$5,779.2	$2,671.9	$1,228.0	$443.0	$242.0	$28.0	$56.0	$4,668.9

Capital Improvement Program

Project ID: CIP0097 Project Name: New Electronic Payments Program

Department: NEPP Project Type: BUS/RAIL Project Manager: Greg Garback

Project Description:

The new electronic payment program (NEPP) will replace the existing fare collection systems for Metrorail, Metro-operated parking facilities, Metrobus and MetroAccess services. The new system will be designed to provide a state of the art system for Metro customer that enables them to continue to use current generation SmarTrip cards, while expanding fare payment to other chip-enabled credit cards, federal government ID cards, and mobile phones using near field communications (NFC). Travel transactions and fare calculations will be performed by a central data system which is easier to maintain and manage. In addition, a sophisticated equipment monitoring system to manage maintenance and repair functions will support higher equipment up-time for customers. When fully deployed, customers will see approximately 1,000 faregates including ADA faregates, 450 fare vending machines, approximately 1,500 bus payment targets, approximately 160 new payment targets at parking exit lanes, and approximately 600 NEPP-compatible smartphones for MetroAccess operators. The new system will not accept paper tickets and Metro will continue the gradual phasing out of paper fare media. The total estimated cost of this project is approximately $292 million. The FY2011 - 2020 project plan includes $250 million, consistent with the currrent project schedule. The remaining $42 million is planned beyond FY2020.

FY2015 Project Deliverables:

Final acceptance of conceptual design documents for bus, rail, parking and access services systems and applications for the pilot phase. Completion of NEPP test facility and installation of test devices. Delivery and implementation of the central data system for the pilot phase. Installation of pilot phase equipment: 10 gates, 50 buses, 2 parking lanes. Pre-pilot functional testing and training. Completion of NEPP pilot phase and submission of pilot phase test results. Completion of 60% of power and communications rail system infrastructure improvements to support NEPP equipment and systems. Strategic integration planning with Regional Operators. Initiate migration planning for legacy payment systems.

6-Year Project Deliverables:

Completion of the pilot phase and submission of the pilot phase report. Completion of conceptual, preliminary and final design review and first article testing. Delivery of central data system, and final engineering documents. Deployment of systems in rail, bus, parking and access services. Submission of as-built drawings; delivery of software licenses; start of regional partner deployments, and start of warranty. Continued system warranty and continued integration of regional partners.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$124,638.0
Approved Budget (FY2011-20)	250,378.8
Change	$125,740.7

Description of Significant Changes:

Six-year plan increased to align with updated cost estimate.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$250,378.8	$7,676.6	$5,774.3	$30,937.3	$45,827.9	$36,360.8	$29,907.7	$44,271.6	$49,622.7	$236,927.9

Capital Improvement Program

Project ID: CIP0099 Project Name: Police Emergency Management Equipment

Department: MTPD Project Type: RAIL Project Manager: Peter LaPorte

Project Description:

This project replaces damaged or obsolete rescue and recovery equipment and vehicles used to train and improve emergency management.

FY2015 Project Deliverables:

Planning and design of interior reconfiguration for the training demo railcar.

6-Year Project Deliverables:

Continue replacing damaged or obsolete rescue and recovery equipment and vehicles used to train and improve emergency management as needed.

Operating Impact:

Additional equipment will require increased operational support.

Total Project Budget:

Previous Approved (FY2011-19)	$2,586.9
Approved Budget (FY2011-20)	2,811.8
Change	$224.8

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing emergency management equipment replacement and upgrade project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$2,811.8	$1,241.1	$198.8	$206.0	$298.0	$210.0	$212.0	$220.8	$225.0	$1,371.8

Capital Improvement Program

Project ID: CIP0101 Project Name: Police Substation- New District 2/Training Facility

Department: MCAP Project Type: BUS/RAIL Project Manager: John Thomas

Project Description:

This project is for the design and construction of a new substation for MTPD District II as well as a Police Training Facility with indoor firing range, and an adjacent parking lot on WMATA owned property at Franconia-Springfield Metro Station.

FY2015 Project Deliverables:

Complete construction activities and commence close-out of contract.

6-Year Project Deliverables:

Complete construction activities and commence close-out of contract.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$30,850.2
Approved Budget (FY2011-20)	30,850.2
Change	$.0

Description of Significant Changes:

Project budget aligned with current schedule.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$30,850.2	$5,917.8	$15,417.0	$9,515.4	-	-	-	-	-	$9,515.4

Capital Improvement Program

Project ID: CIP0102 Project Name: Police Substation (Northern Virginia)

Department: MCAP Project Type: BUS/RAIL Project Manager: TBD

Project Description:

This project will begin the planning and design of a new police substation in Northern Virginia to provide police coverage primarily for the Silver Line.

FY2015 Project Deliverables:

No deliverables in FY2015.

6-Year Project Deliverables:

Begin planning, design, and reaching the conclusion on the location of the new facility.

Operating Impact:

Start planning, design and environmental review process.

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	1,000.0
Change	$1,000.0

Description of Significant Changes:

New project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$1,000.0	-	-	$400.0	$600.0	-	-	-	-	$1,000.0

Capital Improvement Program

Project ID: CIP0103 Project Name: Police Portable Radio Replacement

Department: MTPD Project Type: BUS/RAIL Project Manager: Ronald Pavlik

Project Description:

This project replaces police radios for life cycle replacement due to damages or department growth.

FY2015 Project Deliverables:

Purchase police radios

6-Year Project Deliverables:

Continue purchasing police radios as needed

Operating Impact:

Cyclical replacement of equipment will maintain steady operational costs.

Total Project Budget:

Previous Approved (FY2011-19)	$4,282.3
Approved Budget (FY2011-20)	4,782.0
Change	$499.8

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing police radio replacement and upgrade project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$4,782.0	$1,925.1	$78.8	$14.0	$835.0	$876.0	$920.0	$80.2	$53.0	$2,778.2

Capital Improvement Program

Project ID: CIP0106 Project Name: Special Operations Division Facility

Department: MCAP Project Type: BUS/RAIL Project Manager: John Thomas

Project Description:

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

FY2015 Project Deliverables:

Complete construction activities and commence contract close-out.

6-Year Project Deliverables:

Complete construction activities and close contract.

Operating Impact:

Operating impact of the new facilities will be determined upon completion of the design. Utility consumption, routine maintenance and personnel cost will increase (three new buildings).

Total Project Budget:

Previous Approved (FY2011-19)	$25,975.8
Approved Budget (FY2011-20)	28,675.8
Change	$2,700.0

Description of Significant Changes:

Project budget is increased to provide for increased cost of equipment and to account for costs incurred due to delays in permitting process.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$28,675.8	$11,252.0	$12,323.5	$5,100.4	-	-	-	-	-	$5,100.4

Capital Improvement Program

Project ID: CIP0107 Project Name: Red Line Rehabilitation Stage One

Department: CENI Project Type: RAIL Project Manager: Hitendra Patel

Project Description:

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

FY2015 Project Deliverables:

Contract close out.

6-Year Project Deliverables:

Contract close out.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$235,754.2
Approved Budget (FY2011-20)	257,554.2
Change	$21,800.0

Description of Significant Changes:

Six-year plan increased to align with current cost estimate to complete the project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$257,554.2	$204,857.9	$42,896.3	$9,800.0	-	-	-	-	-	$9,800.0

Capital Improvement Program

Project ID: CIP0108 Project Name: Red Line Rehabilitation Stage Two

Department: CENI Project Type: RAIL Project Manager: Hitendra Patel

Project Description:

This project is the second stage of a comprehensive rehabilitation of the Red Line and will focus on rebuilding systems and infrastructure to extend useful life and improve reliability. The total estimated cost of this project is approximately $287 million. The FY2011 - FY2020 project plan includes $195 million, consistent with the current project schedule. The remaining $92 million is planned beyond FY2020.

FY2015 Project Deliverables:

Continue planning, design, engineering and contract procurement. Start preparation work for the waterproofing at Medical Center, Grosvenor Ariel Structure retrofit, and Red Line 2.1 contract activities. Completion of the Red Line stage one rehabilitation: traction power equipment replacement work at tie breaker and traction power substations, also electrical in AC switchboard rooms, upgrade and replacement of emergency trip stations, public address, and CCTV system upgrades.

6-Year Project Deliverables:

Waterproofing at Medical Center crossover; Retrofit piers of Grosvenor aerial structure; upgrade & enlarge kiosks at various stations; upgrade station signage; upgrade station and tunnel lighting; renovate station restrooms, interiors, and resurface parking lot areas; equipment replacement in AC switchboard rooms, upgrade and replacement of emergency communications systems; repair concrete leaks and deterioration in tunnel; rehab cable supports in tunnel; replace station air conditioning systems; repair tunnel ventilation systems; repair platform slabs and upgrade/replace tiles. Completion of the Red Line stage one rehabilitation: traction power equipment replacement work at tie breaker and traction power substations, also electrical in AC switchboard rooms, upgrade and replacement of emergency trip stations, public address, and CCTV system upgrades. Survey and design second contract documents of three contracts of Red Line Stage two for station rehab work between Woodley Park and Friendship Heights.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$257,864.9
Approved Budget (FY2011-20)	195,129.1
Change	($62,735.8)

Description of Significant Changes:

Addition of FY2020 planned investment and a total reduction in the estimated cost of the project between FY2015 and FY2020 due to the extension of the project timeline beyond FY2020. Future investments beyond FY2020 will be required to complete all rehabilitation components.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$195,129.1	$355.4	$2,593.1	$8,000.0	$22,086.5	$24,285.8	$22,582.0	$50,594.5	$64,631.8	$192,180.6

Capital Improvement Program

Project ID: CIP0110 Project Name: Orange/Blue Line Rehabilitation Stage One

Department: CENI Project Type: RAIL Project Manager: Robert LeConte

Project Description:

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

FY2015 Project Deliverables:

Rehabilitation of ceilings, tunnels, domes; rehabilitation of equipment in AC switchgear rooms; work at traction power substations; platform panel replacement; replacement of tiebreakers; rehabilitation of escalators and elevators. Additionally, construction will begin to elevate vent shafts on the National Mall to a higher flood plain and National Airport pocket track rehabilitation.

6-Year Project Deliverables:

Rehabilitation of stations to include: upgrades to kiosks; elevator and escalator rehabilitation and replacement; platform slab replacement and installation of concrete pavers at Minnesota Ave; complete platform rehabilitation at Deanwood station; station signage upgrade; traction power system upgrades; electrical upgrades in AC switchboard rooms; upgrade and replacement of emergency trip stations; upgrades to tunnel ventilation; air condition replacements; canopy roof replacements; public address improvements; and CCTV system upgrades.

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$420,034.2
Approved Budget (FY2011-20)	384,565.9
Change	($35,468.2)

Description of Significant Changes:

The estimated cost to complete is lower than previously anticipated.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$384,565.9	$129,208.5	$55,332.1	$63,496.2	$58,144.5	$51,384.6	$27,000.0	-	-	$200,025.4

Capital Improvement Program

Project ID: CIP0116 Project Name: Rail Yard Facility Repairs

Department: CENI Project Type: RAIL Project Manager: Mark Magnussen

Project Description:

This project is a rail yard rehabilitation of Alexandria, Brentwood, and New Carrollton Rail Yards that were put into service between 1976 and 1983. The scope of work will depend on the specific facility and rehabilitation will include all systems and infrastructure to increase overall efficiency.

FY2015 Project Deliverables:

Completion of design and commencement of principal construction at Alexandria and New Carrollton Yards.

6-Year Project Deliverables:

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

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	$155,675.8
Approved Budget (FY2011-20)	155,075.8
Change	($600.0)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$155,075.8	$35,141.5	$24,500.0	$28,970.0	$31,665.0	$21,568.2	$13,231.1	-	-	$95,434.3

Capital Improvement Program

Project ID: CIP0119 Project Name: Bus Garage Facility Repairs

Department: CENI Project Type: BUS Project Manager: Author Noyes

Project Description:

This project is a bus and auxiliary facility rehabilitation of Western, Northern, and Landover bus garages, Metro Supply Facility, Landover Open Storage and other bus and auxiliary facilities. Rehabilitation will include all systems and infrastructure design and construction work to increase overall efficiency, replace worn or obsolete equipment, improve safety, improve employee productivity, repair structures, and add capacity and capabilities to maintain buses. The project also improves security structures, systems, and components at bus and auxiliary facilities.

FY2015 Project Deliverables:

Completion of the Landover bus division (Phase III) and the Metro supply facility and Open Material Storage Facility (Phase IV) rehabilitation.

6-Year Project Deliverables:

Completion of phase III and IV at the Landover bus garage and project close out.

Operating Impact:

Operating costs will be reduced as a result of facility rehabilitation. Capacity, personnel safety, and security will be enhanced as a result of the rehabilitation work.

Total Project Budget:

Previous Approved (FY2011-19)	$111,849.3
Approved Budget (FY2011-20)	101,694.8
Change	($10,154.5)

Description of Significant Changes:

Estimated cost to complete the bus garage facility repairs is lower than previously anticipated.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$101,694.8	$64,694.8	$24,000.0	$13,000.0	-	-	-	-	-	$13,000.0

Capital Improvement Program

Project ID: CIP0126 Project Name: Financial Planning, Project Administration, and System Wide Infrastructure Upgrades

Department: OMBS Project Type: BUS/RAIL Project Manager: Stacy Noblitt

Project Description:

This project provides support for capital program management and grant administration improvements.

FY2015 Project Deliverables:

Capital program management, financial system technical support, and grant administration support and program improvements.

6-Year Project Deliverables:

Capital program management, financial system technical support, and grant administration support and improvements.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$13,059.7
Approved Budget (FY2011-20)	15,020.3
Change	$1,960.6

Description of Significant Changes:

Six-year planned investments increased to support ongoing financial planning and project administration. Addition of FY2020 planned investments to ongoing financial planning and project administration project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$15,020.3	$3,058.6	$1,662.8	$2,358.7	$1,646.5	$1,623.8	$1,000.0	$1,790.2	$1,879.7	$10,298.9

Capital Improvement Program

Project ID: CIP0127 Project Name: Support Equipment - MTPD

Department: MTPD Project Type: BUS/RAIL Project Manager: Ronald Pavlik

Project Description:

This project replaces damaged and/or obsolete law enforcement equipment as well as supports the planning, design, and installation of facility improvements for law enforcement equipment.

FY2015 Project Deliverables:

Replace chemical sensors and upgrade security at various support facilities.

6-Year Project Deliverables:

Continue upgrading storage and training facilities that house law enforcement equipment and repairing or replacing damaged or obsolete equipment used to support law enforcement.

Operating Impact:

Additional equipment will require increased operational support.

Total Project Budget:

Previous Approved (FY2011-19)	$12,572.2
Approved Budget (FY2011-20)	13,772.7
Change	$1,200.5

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing equipment replacement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$13,772.7	$5,718.5	$1,341.1	$1,045.0	$1,207.0	$1,082.0	$1,063.0	$1,116.0	$1,200.0	$6,713.0

Capital Improvement Program

Project ID: CIP0128 Project Name: Data Governance and Business Intelligence

Department: IT Project Type: BUS/RAIL Project Manager: Beth Durham

Project Description:

This project implements business intelligence reporting and analysis that includes historical trending and graphical capabilities for viewing data and integrating data to permit reporting and analysis across different data sources. This project also establishes policies and processes for achieving data governance that involves the business control of key data elements and how enterprise metrics are computed.

FY2015 Project Deliverables:

Reporting and analytics for Rail and Bus Availability, Revenue & Ridership, Safety, and MTPD; enhance Overtime & Fatigue and Financial reporting and analysis; produce data integration strategy; and continue data integration efforts

6-Year Project Deliverables:

Execute the strategic data integration strategy. Extend business intelligence to include Rail Operations, Trapeze, and other key data sources with ability to support analytics and dashboards for the total range of performance indicators and analytic needs.

Operating Impact:

This project may require additional operating budget support.

Total Project Budget:

Previous Approved (FY2011-19)	$8,858.6
Approved Budget (FY2011-20)	10,950.2
Change	$2,091.6

Description of Significant Changes:

Six year plan increased based on updated project schedule. Addition of FY2020 planned investments to ongoing project to support development of comprehensive program for data management, data quality, and data reporting

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$10,950.2	$2,601.1	$1,517.4	$1,835.6	$1,395.1	$1,125.4	$780.0	$695.6	$1,000.0	$6,831.7

Capital Improvement Program

Project ID: CIP0131 Project Name: Credit Facility

Department: TRES Project Type: BUS/RAIL Project Manager: Melissa Lee

Project Description:

This project funds the lines of credit to finance capital program cash flow needs.

FY2015 Project Deliverables:

Not applicable - Line of Credit

6-Year Project Deliverables:

Not applicable - Line of Credit

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$16,401.1
Approved Budget (FY2011-20)	17,651.1
Change	$1,250.0

Description of Significant Changes:

Project budget reduced based on updated cost estimate. Addition of FY2020 planned investments.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$20,050.0	$3,800.0	$1,250.0	$2,500.0	$2,500.0	$2,500.0	$2,500.0	$2,500.0	$2,500.0	$15,000.0

Capital Improvement Program

Project ID: CIP0132 Project Name: Elevator/Escalator Repairables

Department: ELES Project Type: RAIL Project Manager: Ron Pittman

Project Description:

This project provides the capital repairs, upgrades, and replacement components for elevators and escalators.

FY2015 Project Deliverables:

Refurbish approximately 6,200 steps, 170 speed reducers, and 240 brake boards and purchase 600 sections of racks and axles. Degrease, clean & deodorize approximately 300 escalators/wellways and 100 elevators/hoistways. Purchase approximately 3,200 new escalator steps.

6-Year Project Deliverables:

Refurbish approximately 37,000 steps, 1,020 speed reducers, and 1,440 brake boards and purchase 3,600 racks and axles. Degrease, clean & deodorize approximately 3,552 escalator/wellways and 1,248 elevator/hoistways. Purchase approximately 10,200 new escalator steps.

Operating Impact:

Project will enhance warehouse inventory and allow vertical transportation equipment to return to service with less delay due to parts acquisition.

Total Project Budget:

Previous Approved (FY2011-19)	$60,933.8
Approved Budget (FY2011-20)	72,326.4
Change	$11,392.6

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing elevator and escalator repair project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$72,326.4	$18,883.7	$5,915.5	$9,508.7	$8,424.0	$7,476.3	$7,060.4	$7,476.3	$7,581.6	$47,527.2

Capital Improvement Program

Project ID: CIP0133 Project Name: Wayside Work Equipment

Department: CENI Project Type: RAIL Project Manager: Douglass Simkins

Project Description:

This project will install a safety signaling system at rail portals and other locations to alert personnel to approaching trains. This project will also develop an Amber Light warning system to alert train operators about the presence of workers on the wayside. An Amber Light warning system is being evaluated.

FY2015 Project Deliverables:

The Portal Approach Warning System will be installed at all portal locations on the Green Line: West Hyattsville and other portals. Begin installation of amber lights at the station platforms.

6-Year Project Deliverables:

Installation of the Portal Approach Warning System at all portals in the WMATA system.

Operating Impact:

Additional system components will require maintenance support.

Total Project Budget:

Previous Approved (FY2011-19)	$14,169.7
Approved Budget (FY2011-20)	13,065.7
Change	($1,104.0)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$13,065.7	$5,903.2	$1,096.0	$3,288.0	$2,778.5	-	-	-	-	$6,066.5

Capital Improvement Program

Project ID: CIP0135 Project Name: Train Control Signal and Traction Power System Interface

Department: CENI Project Type: RAIL Project Manager: Ashton Robinson

Project Description:

This project funds engineering support and modifications as needed for the train control signaling and traction power system interface. To date the following deliverable have been completed: Traction Power Computer simulation to determine the capacity upgrade for mainline substations; Determine the quantity of cabling necessary to support the upgraded substations; Determine the quantity of High current Impedance Bonds necessary to support the upgrade substations. Engineering design to replace electro-mechanical relays with microprocessor controlled relays.

FY2015 Project Deliverables:

Continuation of engineering to analyze the train control signaling system, construct and test the interface system, continue the establishment of a baseline track to earth resistance of direct fixation track, stray current evaluation of interlockings, and thermal monitoring of track circuits.

6-Year Project Deliverables:

Outside engineering to analyze train control signaling system. Construct and test interface system. The establishment of a baseline track to earth resistance of direct fixation track. Evaluation of interlockings and thermal monitoring of track circuits.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$8,238.0
Approved Budget (FY2011-20)	5,006.0
Change	($3,232.0)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$5,006.0	$2,754.0	$800.0	$1,160.0	$292.0	-	-	-	-	$1,452.0

Capital Improvement Program

Project ID: CIP0136 Project Name: Radio Infrastructure Replacement - T-Band Relocation

Department: CENI Project Type: RAIL Project Manager: Nicolas Dimitracopoulos

Project Description:

This project will replace the existing WMATA Comprehensive Radio Communications System (CRCS) operating in 450-490 MHz frequency band (also referred to as T-Band) with a new system operating in the 700 MHz band, as required by the new Federal Communications Commission (FCC) T-Band relocation requirement that affects the agency's Ultra High Frequency (UHF) radio system. This project will require coordination with the FCC, DC Office of Unified Command (DC-OUC) and Region 20 to secure 700 MHz frequencies.

FY2015 Project Deliverables:

Obtain FCC approval for the use of sixteen 700 MHz frequency channels for the new WMATA radios system. Complete RFP package for competitive procurement of new 700 MHz radio system. Award contracts for the procurement and implementation of new 700 MHZ radio system infrastructure and subscriber radios. Complete replacement of the Master Site Zone Controller of the existing WMATA radio system.

6-Year Project Deliverables:

In accordance with the Congressional mandate WMATA will replace the entire existing Comprehensive Radio Communications System (CRCS) system with a new system operating in the 700 MHz frequency range allocated for Public Safety radio communications. This project requires replacement of the above ground radio infrastructure, the replacement of the below ground distributed antenna system and the replacement of all mobile and portable radios used in the current WMATA Comprehensive Radio Communications System.

Operating Impact:

Maintenance costs may increase due to greater number of above ground antenna sites.

Total Project Budget:

Previous Approved (FY2011-19)	$158,527.5
Approved Budget (FY2011-20)	158,583.3
Change	$55.9

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$158,583.3	$2,598.6	$1,768.3	$5,954.5	$21,282.0	$41,950.0	$41,270.0	$32,030.0	$11,730.0	$154,216.5

Capital Improvement Program

Project ID: CIP0138 Project Name: System-wide Infrastructure Rehabilitation

Department: CENI Project Type: RAIL Project Manager: Hitendra Patel

Project Description:

This project includes completion of various system infrastructure rehabilitation contracts currently underway. This project also includes, but is not limited to, station air conditioning system replacement, Parking Garage structural and parking lot repairs, urgent system repairs, correct standpipes as needed to meet pressure and flow requirements, and various engineering studies.

FY2015 Project Deliverables:

Includes continuation and completion of various system infrastructure rehabilitation contracts currently underway and close-out of those contracts. This project will also issue procurement contracts including, but not limited to: urgent structural and system repairs and various engineering studies.

6-Year Project Deliverables:

Includes continuation and completion of various system infrastructure rehabilitation contracts currently underway and close-out of those contracts. This project will also issue procurement contracts including, but not limited to: urgent structural and system repairs and various engineering studies.

Operating Impact:

Modest increase of infrastructure maintenance is offset by expected reduction of breakdowns and repair costs

Total Project Budget:

Previous Approved (FY2011-19)	$188,551.3
Approved Budget (FY2011-20)	188,162.0
Change	($389.3)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$188,162.0	$133,935.2	$27,000.0	$19,000.0	$8,226.8	-	-	-	-	$27,226.8

Capital Improvement Program

Project ID: CIP0139 Project Name: National Transportation Safety Board Recommendations

Department: CENI Project Type: RAIL Project Manager: Hitendra Patel

Project Description:

This project implements National Transportation Safety Board (NTSB) recommended safety improvements, corrective action plans, assessments, and testing for systemwide implementation.

FY2015 Project Deliverables:

Continue implementation of NTSB recommended safety improvements, corrective action plans, assessments, and testing for system-wide implementation and address other urgent safety needs.

6-Year Project Deliverables:

Complete NTSB recommended safety improvements.

Operating Impact:

Improved safety.

Total Project Budget:

Previous Approved (FY2011-19)	$281,368.5
Approved Budget (FY2011-20)	240,569.1
Change	($40,799.4)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$231,840.3	$105,850.0	$45,698.2	$27,832.0	$30,758.9	$21,701.2	-	-	-	$80,292.1

Capital Improvement Program

Project ID: CIP0140 Project Name: Rail Mileage Based Asset Management

Department: CENV Project Type: RAIL Project Manager: Michael Smith

Project Description:

This project funds the rail mileage based asset management system.

FY2015 Project Deliverables:

Install and implement Asset Configuration Manager and Mobile Maximo for inventory in Maximo along with various testing and production environments.

6-Year Project Deliverables:

Develop, document, validate, and verify requirements for all areas of the project. Perform Business Process Reengineering for railcar Configuration Management and Storeroom Operations Processes. Install/Implement Asset Configuration Manager and Mobile Maximo for inventory in Maximo along with various testing and production environments. Conduct User Acceptance Testing for Asset Configuration Manager and Mobile Maximo for Inventory applications. Conduct user training on mileage-based maintenance functionality. Install the as-designed and test wireless mileage capture solution. Install 368 ruggedized mobile computers in the 2000/3000, 5000 and 6000 Series rail fleet (18 months in duration). Transition each modified railcar into the established mileage based maintenance program.

Operating Impact:

This tool will improve railcar reliability based on the ability of maintenance managers and engineers to adequately manage and analyze railcar component configurations.

Total Project Budget:

Previous Approved (FY2011-19)	$10,558.3
Approved Budget (FY2011-20)	10,790.1
Change	$231.8

Description of Significant Changes:

Planned six-year investment revised to align with current cost estimate.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$10,790.1	$8,320.6	$1,554.8	$914.8	-	-	-	-	-	$914.8

Capital Improvement Program

Project ID: CIP0142 Project Name: Rail Lifecycle Overhaul

Department: CENV Project Type: RAIL Project Manager: Linda Stoffregen

Project Description:

This project provides upgrades, repairs, and maintenance to rail capital assets that have a useful life of over one year.

FY2015 Project Deliverables:

Labor and the procurement and installation of the parts required to maintain railcars.

6-Year Project Deliverables:

Labor and the procurement and installation of the parts required to maintain railcars.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$182,607.6
Approved Budget (FY2011-20)	203,226.9
Change	$20,619.3

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing Metrorail repair project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$203,226.9	$61,035.6	$20,262.0	$20,262.0	$20,261.6	$20,261.7	$20,262.0	$20,262.0	$20,620.0	$121,929.3

Capital Improvement Program

Project ID: CIP0143 Project Name: Bus Lifecycle Overhaul

Department: BMNT Project Type: BUS Project Manager: Darin Welt

Project Description:

This project upgrades, repairs, and maintains bus capital assets that have a life of over one year.

FY2015 Project Deliverables:

Repair, upgrade and maintenance of bus capital assets including but not limited to replacement of bus body parts, tires, wheel chair lifts, and destination signs.

6-Year Project Deliverables:

Annually repair, upgrades and maintenance of bus capital assets including but not limited to replacement of bus body parts, tires, wheel chair lifts, and destination signs.

Operating Impact:

Cost to maintain new equipment should be the same as maintaining existing equipment.

Total Project Budget:

Previous Approved (FY2011-19)	$93,773.5
Approved Budget (FY2011-20)	104,210.1
Change	$10,436.6

Description of Significant Changes:

Addition of FY2020 planned investment to ongoing Metrobus repair project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$104,210.1	$31,145.5	$10,438.0	$10,437.5	$10,437.7	$10,437.7	$10,438.0	$10,438.0	$10,437.7	$62,626.6

Capital Improvement Program

Project ID: CIP0145 Project Name: Rail Yard Hardening and Bus Security

Department: CENI Project Type: BUS/RAIL Project Manager: Nicolas Dimitracopoulos

Project Description:

This project will provide for the hardening of various rail yards and enhance bus security. A portion of the funding for this project is provided by a dedicated Federal security grant.

FY2015 Project Deliverables:

Complete installation of rail yard hardening measures including fencing, lighting, access control, etc., at Brentwood, New Carrollton and Alexandria Rail Yards. Complete installation and commencement of operation of cameras at the platforms and mezzanines of various rail stations. Complete installation and place into operation end of platform gates for underground and end of line stations.

6-Year Project Deliverables:

Complete installation and place into operation of cameras at the platforms and mezzanines of various rail stations.

Operating Impact:

Improved Metro system safety and security. Increased maintenance costs.

Total Project Budget:

Previous Approved (FY2011-19)	$41,243.5
Approved Budget (FY2011-20)	41,396.8
Change	$153.3

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$41,396.8	$14,016.4	$16,767.0	$10,613.4	-	-	-	-	-	$10,613.4

Capital Improvement Program

Project ID: CIP0148 Project Name: Repair of Damaged Railcars

Department: CENV Project Type: RAIL Project Manager: Kenneth Morford

Project Description:

Repair of railcars damaged in accidents, including the repair of Metro railcars that were involved in an accident at the West Falls Church rail yard and railcars damaged in the June 22, 2009, Red Line accident. Non-repairable railcars are to be scrapped.

FY2015 Project Deliverables:

Award contract and begin repair of damaged railcars.

6-Year Project Deliverables:

Complete repair of damaged railcars.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$5,066.0
Approved Budget (FY2011-20)	6,610.6
Change	$1,544.6

Description of Significant Changes:

Project budget increased to align with updated cost estimate.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$6,610.6	$355.9	$844.0	$2,670.0	$2,527.2	$213.6	-	-	-	$5,410.8

Capital Improvement Program

Project ID: CIP0150 Project Name: Fire Systems

Department: CENI Project Type: RAIL Project Manager: Nicolas Dimitracopoulos

Project Description:

This project upgrades existing fire alarm systems in auxiliary facilities and provides a central monitoring system. This project includes but is not limited to the removal and replacement of Halon Suppression System, development of a Fire and Intrusion Alarm (FIA) training lab, repair and replacement of the existing standpipe system including in parking garages.

FY2015 Project Deliverables:

Complete installation of an upgraded fire alarm system at the Alexandria and West Falls Church Rail Yards, the Telegraph Road facilities and the Franconia-Springfield, Huntington, and New York Avenue Metro stations. Complete upgrade of fire suppression system (sprinklers) at Alexandria Yard and West Fall Church. Start upgrade of fire alarm systems at CTF, Greenbelt and Branch Ave Yards; Relocate fire department connections to provide more accessible locations for firefighting access, replace station dry standpipes and perform hydrostatic and flow tests to ensure proper quality and safety, and replace dampers and actuators.

6-Year Project Deliverables:

Installation of an upgraded fire alarm system at the Alexandria, West Falls Church, and Branch Ave Yards; the Telegraph Road facilities; and the Franconia-Springfield, Huntington, and New York Avenue Metro stations, CTF, as well as Green Belt , Branch Avenue, Shady Grove and Glenmont Yards. Upgrade fire alarm hardware and software. Continue relocation of fire department connections, replace station dry standpipes and perform hydrostatic and flow tests to ensure proper quality and safety, and replace dampers and actuators.

Operating Impact:

Improved Metro system safety and security. Increased maintenance costs.

Total Project Budget:

Previous Approved (FY2011-19)	$37,548.4
Approved Budget (FY2011-20)	37,630.5
Change	$82.1

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$37,630.5	$6,539.2	$8,255.7	$11,516.5	$10,853.2	$466.0	-	-	-	$22,835.7

Capital Improvement Program

Project ID: CIP0151 Project Name: Station Cooling Program

Department: CENI Project Type: RAIL Project Manager: Mark Magnussen

Project Description:

This project funds the rehabilitation of station air conditioning systems including but not limited to rehabilitation/replacement of chiller plants, cooling towers and air handling units and ductwork. The lifecycle of station cooling system is to overhaul at 7 to 14 years and replace at 20 years.

FY2015 Project Deliverables:

Replace five Chillers, complete the fan coil and chilled water air conditioning unit replacements at five stations, and begin overhauls on units that are 7 to 14 years old.

6-Year Project Deliverables:

Replace various cooling towers and air conditioning units throughout the system.

Operating Impact:

Project is designed to keep cooling systems functioning properly and improve the customer experience.

Total Project Budget:

Previous Approved (FY2011-19)	$53,268.3
Approved Budget (FY2011-20)	61,414.3
Change	$8,146.0

Description of Significant Changes:

Addition of the FY2020 planned investments to the ongoing station cooling systems rehabilitation project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$61,414.3	$14,782.4	$10,109.3	$10,249.6	$4,025.0	$1,454.5	$5,015.7	$9,811.4	$5,966.4	$36,522.6

Capital Improvement Program

Project ID: CIP0152 Project Name: Parking Garage Rehabilitation

Department: CENI Project Type: RAIL Project Manager: Author Noyes

Project Description:

This project will rehabilitate parking structures including repair of horizontal concrete surfaces, slabs, soffits, beams, columns, walls; repair or replacement of post-tensioning anchorages, tendons, sheathing and expansion joints; application of traffic markings and traffic bearing membrane. Rehabilitation includes: structural repairs to defective concrete sections of the structure, repairs to defective "T Beam" joints, repair/replacement of defective electric/mechanical components that are critical to safe operation of the garage, and repair/replacement of protective surface coating on exposed (uncovered) portions of the parking deck. The 21 garages in the system should be rehabilitated at mid-life after 7-10 years and at full-life after 15-18 years to maintain safe operations and prevent future major repair costs.

FY2015 Project Deliverables:

Complete rehabilitation at Southern and Suitland parking garages and start rehabilitation of the Vienna South parking garage.

6-Year Project Deliverables:

Rehabilitation of the Southern, Suitland, Vienna (South) parking garages and nine other garages. Remaining schedule to be determined.

Operating Impact:

Maintenance costs will be reduced as a result of rehabilitation.

Total Project Budget:

Previous Approved (FY2011-19)	$44,250.2
Approved Budget (FY2011-20)	42,915.1
Change	($1,335.1)

Description of Significant Changes:

Project budget reduced due to the average rehabilitation cost per garage being lower than previously estimated.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$42,915.1	$1,415.1	$4,000.0	$5,375.0	$6,550.0	$6,550.0	$6,250.0	$6,050.0	$6,725.0	$37,500.0

Capital Improvement Program

Project ID: CIP0153 Project Name: Accessible Station Signage

Department: ACCS Project Type: ACCESS Project Manager: Sherrie Collings

Project Description:

This project will fund accessibility and wayfinding signage, such as elevator headhouses with station names and connecting rail lines at various Metrorail stations.

FY2015 Project Deliverables:

Design, production, coordination, and installation of signs at approximately 10 to 15 stations.

6-Year Project Deliverables:

Complete design, production, coordination, and installation of signs at approximately 15 stations.

Operating Impact:

This project may require additional operating costs.

Total Project Budget:

Previous Approved (FY2011-19)	$819.7
Approved Budget (FY2011-20)	420.0
Change	($399.7)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$420.0	$58.3	$75.0	$120.0	$166.7	-	-	-	-	$286.7

Capital Improvement Program

Project ID: CIP0155 Project Name: Rehabilitation of Backlick Road Facility

Department: ACCS Project Type: ACCESS Project Manager: Sherrie Collings

Project Description:

The project performs necessary rehabilitation improvements to the Metro-owned property located at Backlick and Industrial Roads in Springfield, VA needed to satisfy requirements for occupancy and initial use. Improvements include repaving, fencing, lighting, and utilities. The property is divided between ACCS and TIES. ACCS operates approximately 50 MetroAccess vehicles from this site. TIES is using their portion of the property to store track equipment. This project will also perform facilities assessment/plan for MetroAccess to own paratransit yards/garages with backup Operational Control Center onsite.

FY2015 Project Deliverables:

Completion of MetroAccess facility assessment plan.

6-Year Project Deliverables:

None.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$499.8
Approved Budget (FY2011-20)	499.8
Change	($.0)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$499.8	$118.3	$117.5	$264.0	-	-	-	-	-	$264.0

Capital Improvement Program

Project ID: CIP0170 Project Name: Roof Rehabilitation and Replacement

Department: CENI Project Type: BUS/RAIL Project Manager: Author Noyes

Project Description:

This project will replace and perform major rehabilitation of roofs on all types of Metro facilities.

FY2015 Project Deliverables:

Condition assessment of more than 600 roofs; compile a comprehensive database with detailed engineering drawings for each roof; prioritize a repair or replacement strategy and create cost estimates for work to be done in FY2016 and beyond. Begin replacement of roofs based on condition assessment.

6-Year Project Deliverables:

Complete condition assessment of all facility roofs and develop a roof management program to include a comprehensive database with detailed engineering drawings for each roof. Replacement and rehabilitation of the highest priority roofs based on the condition assessment.

Operating Impact:

There is a potential for rail system failure if repair or replacement of roofs is deferred on key facilities such as Traction Power Substations, Tie Breakers and Automatic Train Control rooms caused by water damage to mission critical equipment.

Total Project Budget:

Previous Approved (FY2011-19)	$24,000.0
Approved Budget (FY2011-20)	29,000.0
Change	$5,000.0

Description of Significant Changes:

Addition of FY2020 planned investments to continue roof replacement and rehabilitation.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$29,000.0	-	$600.0	$3,050.0	$5,350.0	$5,000.0	$5,000.0	$5,000.0	$5,000.0	$28,400.0

Capital Improvement Program

Project ID: CIP0178 Project Name: Union Station Access & Capacity Improvements

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project will provide the preliminary engineering, design, and construction of improvements to enhance the capacity at Union Station. The work will be performed in two Phases. Phase 1 to include relocated first street entrance, three new fare gates, relocated fare card machines to allow more queue distance, new staircase to Amtrak concourse from mezzanine. Phase 2 to include expanded mezzanine to platform access (new passageway and two new mezzanine to platform elevators, replace existing elevator with new staircase from platform to mezzanine, net increase in one elevator) and H Street passageway and entrance (completion of passageway, three new elevators and emergency stairs to H Street/up to parking deck/intercity buses).

FY2015 Project Deliverables:

Start and complete procurement of a Phase 1 contract; award contract.

6-Year Project Deliverables:

Phase 1 to include relocated first street entrance, three new fare gates, relocated fare card machines to allow more queue distance, new staircase to Amtrak concourse from mezzanine. Phase 2 to include expanded mezzanine to platform access (new passageway and two new mezzanine to platform elevators, replace existing elevator with new staircase from platform to mezzanine, net increase in one elevator) and H Street passageway and entrance (completion of passageway, three new elevators and emergency stairs to H Street/up to parking deck/intercity buses).

Operating Impact:

Operating impact will be determined upon completion of the design phase. Utility consumption, routine maintenance and personnel cost will increase.

Total Project Budget:

Previous Approved (FY2011-19)	$35,750.0
Approved Budget (FY2011-20)	35,750.0
Change	-

Description of Significant Changes:

Project budget aligned with current schedule.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$35,750.0	-	-	$935.8	$4,463.6	$2,000.6	$10,505.3	$10,884.7	$6,960.0	$35,750.0

Capital Improvement Program

Project ID: CIP0179 Project Name: Gallery Place Access & Capacity Improvements

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project will provide the engineering, design, and construction of improvements to enhance capacity at the Gallery Place–Chinatown station.

FY2015 Project Deliverables:

Start procurement.

6-Year Project Deliverables:

Prepare design documents and contract package, select contractor, and initiate construction of diagonal passageway. Construction of diagonal passageway between westbound Red Line platform and mezzanine to the Green and Yellow Lines on the lower platform, construct entrance (including elevators and fare gates) between the new tunnel and surface at G & 7th Streets, NW.

Operating Impact:

Expanded facilities will require additional operating and maintenance support.

Total Project Budget:

Previous Approved (FY2011-19)	$32,587.0
Approved Budget (FY2011-20)	32,587.0
Change	-

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$32,587.0	-	-	$907.8	$509.1	$3,760.9	$10,849.8	$16,559.4	-	$32,587.0

Capital Improvement Program

Project ID: CIP0185 Project Name: Escalator Replacement

Department: ELES Project Type: RAIL Project Manager: Cedric Watson

Project Description:

This project will replace the oldest and poorest performing escalators in the system as needed to maintain escalator safety, availability, and reliability. The new escalators will be equipped with more energy efficient devices and capabilities. This program will result in the replacement of approximately 128 escalators at 34 stations.

FY2015 Project Deliverables:

Replace approximately 14 escalators including but not limited to Georgia Avenue, Bethesda, Glenmont and Metro Center.

6-Year Project Deliverables:

Replace approximately 128 escalators.

Operating Impact:

Newer equipment will be less maintenance intensive. Project will streamline the systemwide inventory of equipment makes and models. Metro will realize benefits from stocking fewer spare parts. New equipment should provide greater energy efficiency.

Total Project Budget:

Previous Approved (FY2011-19)	$141,853.2
Approved Budget (FY2011-20)	179,419.4
Change	$37,566.2

Description of Significant Changes:

Addition of FY2020 planned investments to ongoing escalator replacement project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$179,419.4	$5,331.9	$14,583.5	$18,621.8	$24,650.0	$20,459.0	$28,407.0	$30,670.2	$36,696.0	$159,504.0

Capital Improvement Program

Project ID: CIP0187 Project Name: Roadway Drain Rehabilitation

Department: TRST Project Type: RAIL Project Manager: Kambezy Forster

Project Description:

This project rehabilitates the drainage systems, in tunnels and aerial structures to prevent flooding and provide adequate run-off to system pumping stations and local storm drainage. Roadway drainage rehabilitation minimizes accelerated corrosion of track and system components.

FY2015 Project Deliverables:

None.

6-Year Project Deliverables:

Rehabilitate approximately 900,000 linear feet of track surface and drainage (150,000 annually).

Operating Impact:

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

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	3,719.7
Change	$3,719.7

Description of Significant Changes:

New project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,719.7	-	-	-	-	-	-	-	$3,719.7	$3,719.7

Capital Improvement Program

Project ID: CIP0195 Project Name: Radio Project - Additional Coverage

Department: CENI Project Type: RAIL Project Manager: Nicolas Dimitracopoulos

Project Description:

This project implements the Comprehensive Radio Communication System (CRCS). The CRCS system must remain operational until the new 700 MHz system is completed and commissioned. When the 700 MHz system is commissioned in approximately 5 to 6 years, the CRCS system will be turned off and removed.

FY2015 Project Deliverables:

Complete installation of the cables, antennas and Bi-directional Amplifier (BDA) equipment required for enhancement of CRCS radio coverage in 30 below ground Metro stations and the first basement (B-1) level of the Jackson Graham Building.

6-Year Project Deliverables:

Installation of the cables, antennas and BDA equipment required for enhancement of CRCS radio coverage in 30 below ground Metro stations and the 1st basement (B-1) level of the Jackson Graham Building. The project is scheduled to be completed in FY15.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$6,637.6
Approved Budget (FY2011-20)	6,637.6
Change	($.0)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$6,637.6	$2,623.0	$2,355.7	$1,659.0	-	-	-	-	-	$1,659.0

Capital Improvement Program

Project ID: CIP0196 Project Name: Safety Measurement System

Department: SAFE Project Type: BUS Project Manager: Chad Krukowski

Project Description:

This project will develop an automated and centralized safety management system that will capture information from accidents and incidents that occur at Metro, to include Metro facilities and all Metro vehicles, including MetroAccess, Metrobus, and Metrorail vehicles. This system will give Metro a single, repository of safety data and will be capable of generating reports.

FY2015 Project Deliverables:

Safety Compliance, Mobile Applications, Fatigue Management, Spill Log.

6-Year Project Deliverables:

Safety Compliance, Mobile Applications, Fatigue Management Safety Certifications and System Optimization.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$10,092.3
Approved Budget (FY2011-20)	9,952.0
Change	($140.3)

Description of Significant Changes:

Six-year plan updated to align with current schedule.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$9,952.0	$2,421.6	$2,849.1	$3,620.9	$1,060.4	-	-	-	-	$4,681.3

Capital Improvement Program

Project ID: CIP0197 Project Name: Rehabilitation of Non-Revenue Facilities

Department: PLNT Project Type: BUS/RAIL Project Manager: Sherri Eley

Project Description:

This project will implement various infrastructure improvements to rehabilitate non-revenue facilities. Rehabilitation of HVAC components, electrical enhancements, structural components and other related mechanical systems to support mission critical functions. Failure to restore these critical components could result in loss of power, HVAC and other critical data/communications systems. Facilities to be rehabilitated include, but are not limited to: police facilities, Carmen Turner Facility (CTF), Stone Straw, and 3421 Pennsy Drive.

FY2015 Project Deliverables:

Purchase new equipment to include communications devices for Landover location at CTF; Enhance sprinkler system, upgrade electrical wiring, rehabilitate flooring and bathroom components, replace old carpet, rehabilitate all drain pits, replace HVAC units, and purchase new equipment to include electric heater, fan coil units, gas heaters, heating ventilation units, and package air conditioning at Pennsy Drive.

6-Year Project Deliverables:

CTF: continue purchasing HVAC equipment as well as roof replacement and repairs to exhaust fans and water source heat pump; 3421 Pennsy Dr.: replace HVAC systems, roof, spouts, and gutters as well as pressure washing system units and sealing concrete pavement joints; Stone Straw: replace heat pump, steam humidifier, and lighting protection

Operating Impact:

Upgraded facility infrastructure and systems could potentially reduce future operating and maintenance costs.

Total Project Budget:

Previous Approved (FY2011-19)	$6,603.5
Approved Budget (FY2011-20)	7,662.2
Change	$1,058.7

Description of Significant Changes:

Six-year planned investments increased to support ongoing Metro facility systems replacement and upgrade project. Addition of FY2020 planned investments to ongoing Metro facility systems replacement and upgrade project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$7,662.2	$699.9	$861.8	$622.0	$1,070.0	$1,657.0	$813.0	$838.5	$1,100.0	$6,100.5

Capital Improvement Program

Project ID: CIP0204 Project Name: 7000 Series Rail Car HVAC Maintenance Facility

Department: CENI Project Type: RAIL Project Manager: Author Noyes

Project Description:

This project will construct elevated platforms at rail yard facilities to allow for the maintenance of the new 7000 series rail car HVAC maintenance system. The HVAC system of the new 7000 series rail cars is located on top of the cars and WMATA currently does not have the capability to maintain the new HVAC units in a safe and efficient manner.

FY2015 Project Deliverables:

Completion of the designs for seven rail yards. Start construction of the elevated platforms at the New Carrollton and West Falls Church Rail Yards.

6-Year Project Deliverables:

Complete designs for elevated platforms at seven rail yards. Construction of elevated platforms at the New Carrollton and West Falls Church Rail Yards.

Operating Impact:

The new platforms will allow for the maintenance of the new 7000 series railcar HVAC systems to be more sage and efficient.

Total Project Budget:

Previous Approved (FY2011-19)	$21,000.0
Approved Budget (FY2011-20)	8,589.1
Change	($12,410.9)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$8,589.1	-	$450.0	$2,586.5	$5,201.0	$351.7	-	-	-	$8,139.1

Capital Improvement Program

Project ID: CIP0205 Project Name: Bush Hill Aerial Structure Rehabilitation

Department: CENI Project Type: RAIL Project Manager: Thomas Robinson

Project Description:

This project will rehabilitate the Bush Hill bridge in order to maintain structural integrity. This bridge was originally constructed in the late 1990's and has been identified for rehabilitation through an annual inspection. The Bush Hill Bridge is located on the Blue line between the King St. Old Town and Franconia-Springfield metro stations (the J-route) and is used by Metrorail daily.

FY2015 Project Deliverables:

Start and complete design of the needed repairs and begin implementation of the repairs.

6-Year Project Deliverables:

Rehabilitation of the Bush Hill Bridge.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$1,500.0
Approved Budget (FY2011-20)	2,000.0
Change	$500.0

Description of Significant Changes:

The estimated cost to design and repair the bridge has increased from the original estimate produced in FY2012.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$2,000.0	-	-	$1,500.0	$500.0	-	-	-	-	$2,000.0

Capital Improvement Program

Project ID: CIP0206 Project Name: Carmen Turner Facility Electrical Distribution Upgrade

Department: CENI Project Type: BUS/RAIL Project Manager: Author Noyes

Project Description:

This project will provide a more reliable power source for WMATA-critical functions at Carmen Turner Facility (CTF) such as Rail and Bus Operations Control Centers, Maintenance Operations Center, Metro Transit Police Communication Center, and Computer Servers at CTF. The project also reconfigures and realigns portions of the electrical distribution system to make it more robust.

FY2015 Project Deliverables:

Installation of the UPS units and battery banks at CTF.

6-Year Project Deliverables:

Installation of the UPS units and battery banks at CTF.

Operating Impact:

The power system upgrades will improve reliability of WMATA critical functions that operate out of CTF.

Total Project Budget:

Previous Approved (FY2011-19)	$1,500.0
Approved Budget (FY2011-20)	3,000.0
Change	$1,500.0

Description of Significant Changes:

The installation costs of the UPS units and battery banks increased from the initial estimate.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,000.0	-	$400.0	$2,600.0	-	-	-	-	-	$2,600.0

Capital Improvement Program

Project ID: CIP0210 Project Name: Pollution Prevention for Track Fueling Areas

Department: SAFE Project Type: BUS/RAIL Project Manager: Carla Grano

Project Description:

This project designs and implements modifications to track fueling areas including, but not limited to, systems to capture, contain and pretreat diesel fuel spills prior to discharge to storm sewer system.

FY2015 Project Deliverables:

Site-specific design packages for the Alexandria and Shady Grove Rail Yards to initiate and award a construction contract to implement pollution prevention at Metrorail Yards.

6-Year Project Deliverables:

Install pollution prevention modifications at one rail yard.

Operating Impact:

Modifications for fueling areas will help to ensure compliance with environmental regulations and will reduce environmental pollution, thereby reducing risk for associated penalties, fines and citations and cleanup costs.

Total Project Budget:

Previous Approved (FY2011-19)	$1,200.0
Approved Budget (FY2011-20)	3,240.0
Change	$2,040.0

Description of Significant Changes:

Additions in FY2015 and FY2016 to provide installation at one rail yard.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,240.0	-	$400.0	$740.0	$2,100.0	-	-	-	-	$2,840.0

Capital Improvement Program

Project ID: CIP0211 Project Name: Storm Water Facility Assessment

Department: SAFE Project Type: BUS/RAIL Project Manager: Carla Grano

Project Description:

This project conducts a survey to identify existing storm water management practices and evaluates the potential for upgrades that will be necessary to comply with more stringent federal and local environmental requirements.

FY2015 Project Deliverables:

Finalize survey and assessment report. Develop recommendations and determine priority activities. Recommend designs, cost estimates and implementation schedule for best management practices resulting in storm water management improvements.

6-Year Project Deliverables:

Continue to survey and augment assessment report. Continue to develop recommendations and determine priority activities. Recommend designs, cost estimates and implementation schedule for best management practices resulting in storm water management improvements.

Operating Impact:

Future design and installation of storm water BMPs may reduce operational impact of impervious surface fees currently in place and proposed by local jurisdictions.

Total Project Budget:

Previous Approved (FY2011-19)	$800.0
Approved Budget (FY2011-20)	1,100.0
Change	$300.0

Description of Significant Changes:

Addition of FY2015 planned investment to complete assessment.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$1,100.0	-	$160.0	$940.0	-	-	-	-	-	$940.0

Capital Improvement Program

Project ID: CIP0212 Project Name: Sustainability Investments - Pilot Program

Department: PLAN Project Type: BUS/RAIL Project Manager: Rachel Healy

Project Description:

This project will identify and pilot new technologies and practices to reduce operating costs, consumption of natural resources, and pollution while continuing to improve service.

FY2015 Project Deliverables:

Explore new technologies and practices to include utility monitoring across facilities, improved exterior lighting, clean renewable energy initiatives, sustainability outreach and education program, and sustainable investments at Metro stations and facilities undergoing infrastructure and systems renewal.

6-Year Project Deliverables:

Continue with new technologies and practices to include utility monitoring across facilities, improved exterior lighting, clean renewable energy initiatives, sustainability outreach and education program, and sustainable investments at Metro stations and facilities undergoing infrastructure and systems renewal.

Operating Impact:

This project is intended to provide operational savings and efficiencies.

Total Project Budget:

Previous Approved (FY2011-19)	$1,000.0
Approved Budget (FY2011-20)	2,000.0
Change	$1,000.0

Description of Significant Changes:

Planned investments increased to support year two of the sustainability pilot project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$2,000.0	-	$1,000.0	$1,000.0	-	-	-	-	-	$1,000.0

Capital Improvement Program

Project ID: CIP0215 Project Name: Rail Scheduling System Upgrade

Department: RPLN Project Type: RAIL Project Manager: Shi Xie

Project Description:

This project focuses on business process improvement in rail service planning and scheduling, and daily operations of Metrorail service delivery. The expanding Metrorail system and complex track-maintenance work requires a comprehensive transit scheduling application. Optimized and effective usage of the limited resources will be core to solving challenges such as the maintenance of aging infrastructure and the commitment of providing reliable and safe service to our customers. This project will be completed in two phases. The first phase will install the resource scheduling component and the second phase will install the daily operation management component.

FY2015 Project Deliverables:

Begin and complete the installation of the resource scheduling component.

6-Year Project Deliverables:

Purchase and installation of a comprehensive transit scheduling application through the completion of phase 1, scheduling component and phase 2, daily operation management component.

Operating Impact:

Improved operational efficiency.

Total Project Budget:

Previous Approved (FY2011-19)	$7,000.0
Approved Budget (FY2011-20)	7,000.0
Change	-

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$7,000.0	-	$1,000.0	$3,000.0	$3,000.0	-	-	-	-	$6,000.0

Capital Improvement Program

Project ID: CIP0216 Project Name: Farragut North Beam Rehabilitation

Department: CENI Project Type: RAIL Project Manager: Kenneth Spain

Project Description:

This project reinforces a second structural beam at the Farragut North station. The Farragut North station was constructed as part of the first Metrorail line in 1976.

FY2015 Project Deliverables:

Complete evaluation of beam restoration alternatives that are less disruptive to customers.

6-Year Project Deliverables:

Complete restoration of a second beam.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	$4,500.0
Approved Budget (FY2011-20)	6,864.0
Change	$2,364.0

Description of Significant Changes:

Estimated cost to complete beam restoration increased based on a more complete design.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$6,864.0	-	$400.0	$800.0	$2,564.0	$3,100.0	-	-	-	$6,464.0

Capital Improvement Program

Project ID: CIP0218 Project Name: Station Upgrades

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project will provide station upgrades to include new design criteria for future station improvements.

FY2015 Project Deliverables:

Commence with construction of model station enhancements at Bethesda Station.

6-Year Project Deliverables:

Complete construction activities and commence with construction close-out.

Operating Impact:

Operating impact will be determined upon completion of the design phase. Utility consumption and routine maintenance are likely to increase.

Total Project Budget:

Previous Approved (FY2011-19)	$15,000.0
Approved Budget (FY2011-20)	15,000.0
Change	($.0)

Description of Significant Changes:

None.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$15,000.0	-	$550.4	$3,424.3	$8,765.2	$2,260.0	-	-	-	$14,449.5

Capital Improvement Program

Project ID: CIP0219 Project Name: Station Lighting Improvements

Department: CENI Project Type: RAIL Project Manager: Kelly Reahl

Project Description:

This project improves the lighting and illumination levels at mezzanines lower level platforms and track beds at select Metrorail stations.

FY2015 Project Deliverables:

Complete light installation at 25 mezzanine locations at 21 stations. This will close-out underground Mezzanine lighting upgrades. Complete designs, advertise and award the underground platform area furnish & install lighting contract.

6-Year Project Deliverables:

Complete lighting upgrades at select Metrorail stations to include: mezzanine locations, trackbeds, and platforms.

Operating Impact:

The project is designed to improve illumination at various Metrorail stations to enhance the safety and security of passengers, operations, infrastructure and other assets.

Total Project Budget:

Previous Approved (FY2011-19)	$53,000.0
Approved Budget (FY2011-20)	53,800.0
Change	$800.0

Description of Significant Changes:

The addition of the FY2020 planned investments and a decrease in the estimated cost of light installation per location.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$53,800.0	-	$4,000.0	$6,000.0	$8,500.0	$9,000.0	$10,100.0	$7,000.0	$9,200.0	$49,800.0

Capital Improvement Program

Project ID: CIP0220 Project Name: Bus Planning

Department: BPLN Project Type: BUS Project Manager: Julie Hershorn

Project Description:

This program advances a broad range of Metrobus-related planning projects necessary to sustain the Metrobus network of services and facilities such as customer information, bus stop accessibility, transit operations, traffic operations and fare collection. The included projects foster continuous regional customer engagement, service evaluation and market assessment working with area departments of transportation and other transit providers. Work activities result in interagency policy and financial strategies and support service coordination, development and deployment for State of Good Operations (SOGO) investments provided by the WMATA Board. Efforts will also sustain service scheduling processes and implement Business Process Reviews to improve service safety, efficiency and effectiveness through use of support technologies. Studies and reports are prepared to comply with FTA requirements for adoption of fleet and facility plans and Title VI customer data.

FY2015 Project Deliverables:

Four (4) Service Evaluation Studies; one (1) Corridor Study; Metrobus Passenger Survey; Metrobus Fleet Management Plan and preparation of a Metrobus Facility Plan in response to FTA requirements.

6-Year Project Deliverables:

Completed Metrobus related planning projects necessary to support a bus network of 177 lines of service, providing across 10 operating divisions utilizing 1,516 buses driven by 2,555 bus operators.

Operating Impact:

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	6,750.0
Change	$6,750.0

Description of Significant Changes:

New project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$6,750.0	-	-	$750.0	$1,000.0	$1,000.0	$1,000.0	$1,500.0	$1,500.0	$6,750.0

Capital Improvement Program

Project ID: CIP0221 Project Name: Bus Customer Facility Improvements

Department: BMNT Project Type: BUS Project Manager: Krys Ochia

Project Description:

Projects to sustain, replace or renovate Metrobus customer information, facilities and amenities to achieve a State of Good Repair and implement enhancements to reflect safety requirements and industry best practices. Projects will also enhance safe customer experience at bus stops.

FY2015 Project Deliverables:

Update 250 shelter and mezzanine maps, and Regional Bus Maps for each of the four (4) Metrobus Regions - The District of Columbia, Montgomery County, Prince George's County and Northern Virginia. Under the Bus Stop Enhancement Program, install 3,000 bus poles and flags, and 2,500 information cases. Program will also install 2,500 Braille/Tactile Plates at bus stops.

6-Year Project Deliverables:

The annual updates of bus stop information panels (8,000 per year) and shelter maps (1,000 per year) will be sustained. Additionally, as project funding is made available additional work will enhance: Customer Information & Maps; provide for Bus Flags, Poles & Info Case Renewal; repair and replacement of Customer Information Electronic Displays; implementation of the Bus Stop Shelter Replacement Program (20 per year); update and upgrade of Facility & Terminal Improvements; provision of Bus Stop Access & Improvements; and, creation of Bus Operator Rest Facility Projects.

Operating Impact:

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	14,000.0
Change	$14,000.0

Description of Significant Changes:

New project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$14,000.0	-	-	$1,500.0	$2,000.0	$2,000.0	$2,500.0	$3,000.0	$3,000.0	$14,000.0

Capital Improvement Program

Project ID: CIP0222 Project Name: Rail Operations Upgrade

Department: CENI Project Type: RAIL Project Manager: Marshall Epler

Project Description:

This project will replace the software in Rail Operational Control Center (OCC) used to monitor and control train movement. This software is being replaced with the latest generation of commercial off the shelf (COTS) software to make the software more robust, reliable, expandable, and easier to maintain. Additionally, this software shall provide a tighter integration to related software packages and reduce the operator workload. The Rail Operational Control Center (OCC) at the Jackson Graham Building (JGB) will be rehabilitated and updated. As part of this upgrade, an additional console shall be provided for the Dulles Extension and upgrades to the electrical, networking, and HVAC infrastructure shall be performed. Provisions shall be made to operate both the old and new Rail OCC software at the same time.

FY2015 Project Deliverables:

Advertise and award the Rail OCC Software replacement. Develop an IFB for the rehab of JGB Rail OCC.

6-Year Project Deliverables:

Design and development of 8000 series rail cars.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	40,799.5
Change	$40,799.5

Description of Significant Changes:

New Metro 2025 Project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$40,799.5	-	-	$5,000.0	$20,799.5	$15,000.0	-	-	-	$40,799.5

Capital Improvement Program

Project ID: CIP0223 Project Name: 8-Car Train Power Cable Upgrades

Department: CENI Project Type: RAIL Project Manager: Kelly Reahl

Project Description:

The project installs additional power cables to support the 100 percent eight car train operations. The increase in train loading that will result from the eight car train operations will require additional cables to sufficiently supply power from the upgraded Traction Power Substations (TPSS) and Tie Breaker Stations (TBS). This project will provide additional positive feeder cables, which supply power directly to the third rail and negative return cables, which complete the electrical circuit back to the substations.

FY2015 Project Deliverables:

Procure and install 1000kcmil (positive and negative) return cables and 1500kcmil cables required at TPSS and TBS locations on the Orange and Red lines.

6-Year Project Deliverables:

Complete installation of all additional 1000kcmil and 1500kcmil cables required at TPSS and TBS locations on the Orange, Blue, Red, Yellow and Green lines in support of a 100 percent continuous eight car train operation.

Operating Impact:

None.

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	16,110.0
Change	$16,110.0

Description of Significant Changes:

New Metro 2025 Project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$16,110.0	-	-	$16,110.0	-	-	-	-	-	$16,110.0

Capital Improvement Program

Project ID: CIP0224 Project Name: New Carrollton Yard Capacity Improvements

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project includes engineering, design and construction of storage and maintenance capacity improvements at the New Carrollton Yard. Improvements include: providing space for storage of additional rail cars, resulting in a new total storage capacity of 192 rail cars at the yard, replace track equipment maintenance service and inspection shop with eight-bay service and inspection shop, adding maintenance of way storage tracks and a new shop, adding a parking structure to replace the existing parking displaced by construction, and adding one new administrative building and one new operations building.

FY2015 Project Deliverables:

Continue with environmental review.

6-Year Project Deliverables:

Complete environmental review; advertise and award contract; commence and complete construction.

Operating Impact:

This project will require additional operating budget to support the expanded facility.

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	4,200.0
Change	$4,200.0

Description of Significant Changes:

New Metro 2025 Project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$4,200.0	-	-	$4,200.0	-	-	-	-	-	$4,200.0

Capital Improvement Program

Project ID: CIP0225 Project Name: Railcar Heavy Repair and Overhaul Facility

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project will include the environmental documentation, engineering, design and construction of a new maintenance facility at a yet to be determined location. The facility will be a heavy repair and overhaul facility (HR&O) with 60 bays.

FY2015 Project Deliverables:

Continue with environmental review for HR&O facility.

6-Year Project Deliverables:

Completion of environmental evaluation; completion of procurement and begin construction.

Operating Impact:

This project will require additional operating budget to support the new facility

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	4,324.0
Change	$4,324.0

Description of Significant Changes:

New Metro 2025 Project. In order to complete the scope defined in Metro 2025 an additional required funding of $322.7 million is estimated to be needed between FY2016 and FY2020.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$4,324.0	-	-	$4,324.0	-	-	-	-	-	$4,324.0

Capital Improvement Program

Project ID: CIP0230 Project Name: Wireless Communication Infrastructure

Department: IT Project Type: RAIL Project Manager: Chuck Wolfe

Project Description:

This project will include the engineering, design and construction of a wireless infrastructure network in all rail stations to support ongoing operational activities.This project will also provide Metro personnel mobile access to internal applications.

FY2015 Project Deliverables:

Deploy wireless in 30 Rail stations

6-Year Project Deliverables:

Continue with deploying wireless capability in all Rail stations

Operating Impact:

This project may require additional operating budget to maintain the network

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	6,953.2
Change	$6,953.2

Description of Significant Changes:

New Metro 2025 Project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$6,953.2	-	-	$2,316.6	$2,316.6	$2,320.0	-	-	-	$6,953.2

Capital Improvement Program

Project ID: CIP0231 Project Name: Relocation of Maintenance Departments from Rail Yards

Department: MCAP Project Type: RAIL Project Manager: John Thomas

Project Description:

This project will include the purchase of up to three existing warehouses or yard spaces to provide dedicated space for relocated maintenance departments displaced by rail yard projects and that are not required to be located in an active Metrorail yard.

FY2015 Project Deliverables:

Property acquisition.

6-Year Project Deliverables:

Property acquisitions.

Operating Impact:

N/A

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	15,000.0
Change	$15,000.0

Description of Significant Changes:

New Metro 2025 Project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$15,000.0	-	-	$15,000.0	-	-	-	-	-	$15,000.0

Capital Improvement Program

Project ID: CIP0232 Project Name: Automatic Train Control System Upgrades

Department: CENI Project Type: RAIL Project Manager: Nicholas Croce

Project Description:

This project will upgrade Automatic Train Control (ATC) components (impendence bonds) in support of continuous eight car train operations. An increase in system capacity will require upgrades to ATC components that were designed for continuous four car operations. An analysis was done that determined enhancements needed throughout the Metrorail system to support future continuous eight car train operations.

FY2015 Project Deliverables:

Installation of high current impedance bonds between the Medical Center and Shady Grove stations; the Metro Center and Huntington stations; and the Rosslyn and Vienna stations.

6-Year Project Deliverables:

Installation of high current impedance bonds between the Medical Center and Shady Grove stations; the Metro Center and Huntington stations; and the Rosslyn and Vienna stations.

Operating Impact:

Additional infrastructure maintenance will offset by decreased frequency of breakdowns.

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	3,107.0
Change	$3,107.0

Description of Significant Changes:

New Metro 2025 Project.

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Budget	$3,107.0	-	-	$3,107.0	-	-	-	-	-	$3,107.0

Capital Improvement Program

Project ID: CIP0240 Project Name: Bladensburg Bus Garage

Department: MCAP Project Type: BUS Project Manager: John Thomas

Project Description:

This project will enhance the engineering, design and construction of a new 400-bus garage facility to replace the current Bladensburg and Northern Bus Garages. This project will require significant additional investment beyond FY2020.

FY2015 Project Deliverables:

No deliverables in FY2015.

6-Year Project Deliverables:

Commencement of planning and final design of the replacement bus garage

Operating Impact:

This project may require additional operating budget

Total Project Budget:

Previous Approved (FY2011-19)	-
Approved Budget (FY2011-20)	13,500.0
Change	$13,500.0

Description of Significant Changes:

Planned Investments:

	Total Budget	Prior Year Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total
Total Budget	$13,500.0	-	-	-	-	-	-	$5,000.0	$8,500.0	$13,500.0

Appendix B.

Resolutions of the Board..... B-1

Appendix B. Resolutions of the Board of Directors

This appendix includes resolutions of the WMATA Board of Directors that are pertinent to the development of the Approved Fiscal Year 2015 Annual Budget.

Index of Board Resolutions

Resolution No.		Page
2013-20	Rail Service Standards	B-3
2013-21	Request Board of Directors Approval for Public Hearings on Bus Service Changes	B-5
2013-30	Approval of Proposed Bus Service Adjustments and Tariff Changes	B-10
2013-33	Approval of Amendment to Fiscal year 2014 Operating Budget	B-18
2013-34	Public Hearings on Proposed FY2015 Fare Changes and Capital Improvement Program	B-21
2014-01	Indemnifying the Commonwealth of Virginia for Permits Issued to WMATA for Work on Dulles Phase I Facilities	B-25

2014-08	Northern Virginia Transportation Authority Contributions to Metro 2025	B-27
2014-10	FISCAL Year 2015 Lines of Credit	B-29
2014-14	Amend the Fiscal 2014 Capital Reimbursable Budget for the DC Downtown Circulator Buses Project	B-31
2014-15	Approval of the Fiscal Year (FY) 2015 Fare Changes with Accompanying Public Hearing Report and Title VI Equity Analysis, and Adoption of the Fiscal Year 2015 Operating Budget	B-33
2014-22	Amend the Fiscal Year 2015 Reimbursable Operating Budget for the DC Circulator Bus Project	B-66
2014-28	Adoption of the Fiscal Year 2015 Capital Budget and Six Year Capital Improvement Program	B-68
2014-29	Fiscal Years 2014 and 2015 Additional Lines of Credit	B-83

PRESENTED AND ADOPTED: July 25, 2013

SUBJECT: RAIL SERVICE STANDARDS

2013-20

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

WHEREAS, The Bylaws of the WMATA Board of Directors require the Board to adopt and review key performance and service standards to provide policy and guidance regarding the quantity and quality of service in Article II.C.4; and

WHEREAS, The Board of Directors enacted standards defining the scope of regional Metrobus operations in Resolution #1998-27; and

WHEREAS, The Board of Directors enacted standards guiding the decision-making process involving increasing or decreasing the amount of regional Metrobus service provided in Resolution #2000-10; and

WHEREAS, The Board of Directors enacted standards in Resolution #2012-29 covering Metrorail hours of operation, weekday rush period train frequency known as headways, and weekday rush period passengers-per-car; and

WHEREAS, The Board of Directors has expressed a desire to enact weekday, non-rush Metrorail service standards; now, therefore be it

RESOLVED, That the Board of Directors approves normal schedule, non-rush period headways as a Metrorail service standard, and establishes that these headways will be up to the following maximums:

- During weekday mid-day, headways will be up to six minutes on core interlined segments and up to 12 minutes on all other segments;

- During weekday evenings, headways will be up to 15 minutes on core interlined segments and up to 20 minutes on all other segments; and be it further

RESOLVED, That the Board of Directors approves the standard for passengers-per-car to be the same during normal schedule rush and non-rush weekday periods, which is, as a general operating practice, a minimum of 80 and maximum of 120 passengers-per-car, with an optimal occupancy being 100 passengers-per-car, at locations in the system where the vehicle passenger loads are the greatest; and be it further

Motioned by Mrs. Hudgins, seconded by Mr. Acosta
Ayes: 8 - Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board of Directors will receive quarterly reporting that documents how well Metro adheres to these standards and management will recommend actions accordingly; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure Nos.:
20.5.1 Rail Scheduling

PRESENTED AND ADOPTED: July 25, 2013

SUBJECT: REQUEST BOARD OF DIRECTORS APPROVAL FOR PUBLIC HEARINGS ON BUS SERVICE CHANGES

2013-21
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Metrobus has established criteria to determine service effectiveness, including average ridership per day, passengers per revenue trip, passengers per revenue mile, subsidy per passenger, and cost recovery; and

WHEREAS, Service adjustments to provide more efficient service are periodically needed, including additional trips on crowded routes, additional service to new markets, additional running time on trips that are consistently late, and additional weekend service; and

WHEREAS, Staff is proposing an approach to service realignment that would not impact the Fiscal Year 2014 budget and not require additional buses, but would increase ridership, increase the fare box recovery ratio, and maintain or improve overall on-time performance and customer satisfaction; and

WHEREAS, Approval of the Customer Service and Operations Committee and Board of Directors is necessary to take actions, including meeting public hearing requirements to modify bus services to improve service efficiency and customer satisfaction; now, therefore be it

RESOLVED, That the State of Good Operations service adjustments, as detailed in Attachment A of this Resolution, will be presented for customer input at public hearings in accordance with Section 62 of the WMATA Compact; and be it further

RESOLVED, That the Board of Directors authorizes staff to conduct a series of public hearings of the bus service changes shown on Attachment A; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer to report on the findings on the public hearings and the Board shall consider these findings and public comments in their deliberations on any proposed changes in bus service; and be it finally

Motioned by Mrs. Hudgins, seconded by Mr. Acosta
Ayes: 8 - Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure Nos.:
6.6.4 Bus Route and Service Planning
18.8 Public Hearings and Meetings

Attachment A: Metrobus State of Good Operations Fiscal Year 2014

All Jurisdictions	Amendment to the Washington Metropolitan Area Transit Authority tariff to make it explicit that smoking is prohibited at WMATA owned and WMATA controlled bus bays, and all bus stops controlled by WMATA.

	Route	Name	Proposed Change
DC	30's	Wisconsin Ave/ Pennsylvania Ave	Improve service to Southeast; break some trips in the downtown area for improved performance
	5A	DC - Dulles	Eliminate (as requested by District Department of Transportation).
	M2	Fairfax Village – Naylor Road	Eliminate
	D6	Sibley Hospital – Naylor Road	Improve performance; add more short trips
	E6	Chevy Chase	Start service one hour later in the morning.
	M8 and M9/ W1	Congress Hgts Shuttle/Bellevue-Shipley Terrace	Eliminate M8 and M9; add W1
	74	Convention Ctr – Natls Park	Reduce Service, particularly late night and weekends. Reroute V8 to provide alternate service (as requested by District Department of Transportation.)
	V8	Minnesota Ave - M Street	Reroute to replace some late night and weekend 74 service.
	V7,9	Minnesota Ave - M Street	Redirect service away from Bureau of Engraving and to Archives – Convention Center
	80's	N Capitol Street	Cut every other trip to the Kennedy Center; terminate these trips at McPherson Square.
	96/97	E Capitol Street-Cardozo	Restructure, retaining some linkage to Tenleytown
	E 2,3,4 /D3, D4	Military Road – Crosstown/ Ivy City - Franklin	Possible restructure. (Public hearings for service changes proposed in Fall 2012 are now out of date.)

Attachment A: Metrobus State of Good Operations Fiscal Year 2014

	Route	Name	Proposed Change
VA	1F	Wilson Boulevard	Extend to Vienna, Sunday and late nights
	1C /2B	Wilson Blvd/ Washington Blvd	Change western segment of routes to operate 1C via Government Center Parkway and 2B via Random Hills Road
	5A	DC Dulles	Eliminate (as requested by District Department of Transportation). Service provided by Metrorail Silver line to Wiehle Avenue and Fairfax Connector and Dulles Flyer from Wiehle to the airport .
	7Y	Lincolnia -N. Fairlington	Relocate terminus in the District from Federal Triangle to Farragut, McPherson, or other downtown location, depending on customer feedback at Public Hearings.
	9/10	Huntington/ Hunting Point	Restructure to complement CCPY service.
	13F, G	National Airport-Pentagon-DC	Discontinue the 13F,G, extend the 52 to National Airport in its place for those same times and travel paths
	23A,T	Leesburg Pike	Reroute from Chain Bridge Road to Route 123 in McLean. Fairfax Connector will serve Chain Bridge Road.
	25B	Landmark - Ballston	Reduce weekday running time to improve schedule adherence
	25E	Ballston- Bradlee-Pentagon	Reroute to remove ParkFairfax loop (DASH AT 9 service will replace it)
	29K,N	Alexandria - Fairfax	Cut at King Street Metrorail station. Reroute 29N to Vienna Metrorail station. Run existing route as limited stop along parts of Duke Street. Remove loop through Landmark Mall.
	4A	Pershing Drive-Arlington Blvd	Cut service to Culmore with route terminating at Seven Corners
	26A	East Falls Church-Annandale	New route to connect East Falls Church Metrorail with Annandale via Culmore, all day span, 60-minute headway.
	3T	Pimmit Hills	Terminate at East Falls Church (not Seven Corners as proposed at Fall 2012 public hearings)
	CCPY	Crystal City Potomac Yard	Begin new CCPY service (currently designated as 9X); extend 9S service. Reroute 9A.
	15M	George Mason-Tysons Corner	Extend through GMU to Burke Centre VRE station; reroute in vicinity of Vienna Metrorail station
	18E,F	Springfield	Widen headways for running time adjustments to improve on time performance.
	18P/18S	Burke Center	Reroute via Burke Centre VRE station; reschedule as needed.

Attachment A: Metrobus State of Good Operations Fiscal Year 2014

	Route	Name	Proposed Change
MD	B30	Greenbelt - BWI	Reroute to service Arundel Mills; extend span of service; shorten some headways
	B21, 22; B24,25; B27; B29,31	Bowie/ Crofton	Restructure some service into hub and spoke; increase some spans; reduce some headways per Study recommendations.
	C2, C4	Greenbelt - Twinbrook	Minor schedule and service adjustments
	NH1	National Harbor	Reroute to service National Harbor and King Street Metrorail station; eliminate service to Branch Avenue Metrorail station (Prince Georges' County service on *The Bus* 35 will service Branch Avenue Metrorail)
	C12,14/W15	Hillcrest Heights/ Camp Springs-Indian Head Hwy	Restructure service. Time between buses would be five minutes more on all routes. W15 rerouted to Branch Avenue Station, providing a new connection between Camp Springs and the station. (Other routes serve removed route segments.) Changes provide more efficient service with fewer buses.
	R3	Greenbelt-Prince Georges' Plaza	Eliminate. Service to be provided by Prince Georges' County *TheBus*
	87,88; 89, 89M	Laurel	Restructure per Study recommendations.
	K6 / K9	New Hampshire Avenue	Shorten some K6 trips at Northwest Park, extend K9 to White Oak
	Y5,7,8,9	Georgia Avenue-Maryland	Minor schedule and service adjustments

PRESENTED AND ADOPTED: November 21, 2013

SUBJECT: APPROVAL OF PROPOSED BUS SERVICE ADJUSTMENTS AND TARIFF CHANGES

2013-30

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

WHEREAS, Metrobus has established criteria to determine service effectiveness, including average ridership per day, passengers per revenue trip, passengers per revenue mile, subsidy per passenger, and cost recovery; and

WHEREAS, Service improvements to provide more efficient service are periodically needed, including additional trips on crowded routes, additional running time on trips that are consistently late, and additional service to areas with the greatest demand; and

WHEREAS, Some service improvements can be made using existing resources by redirecting resources to areas of greatest need; and

WHEREAS, This approach to service realignment would not increase the operating budget, but would increase ridership, increase the farebox recovery ratio, and maintain or improve overall on-time performance and customer satisfaction; and

WHEREAS, The Board of Directors approved holding public hearings on the proposed service realignment on July 25, 2013; and

WHEREAS, Six public hearings in three jurisdictions were held to solicit customer reaction to proposed modifications to bus service; and

WHEREAS, The Federal Transit Administration issued revised regulations concerning Title VI concerns; and

WHEREAS, Staff has conducted public outreach as required by the Title VI regulations soliciting input from minorities and low-income groups; and

WHEREAS, Staff has performed a Service Equity Analysis on the proposed services to determine whether there is a disparate impact or disproportionate burden on minority or low-income populations; and

WHEREAS, Staff has briefed the Board of Directors on the service changes and the equity impacts; and

Motioned by Mrs. Hudgins, seconded by Mr. Dyke
Ayes: 7 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Acosta and Mr. Goldman
Nayes: 1 – Ms. Bowser

WHEREAS, Comments on the recommended changes to improve service effectiveness and customer satisfaction were generally favorable; and

WHEREAS, Proposed changes were modified to reflect customer needs as highlighted in the public hearing process; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report and Recommendations to adopt the tariff changes and adjustments to existing service, as amended and shown on Attachment A; and be it further

RESOLVED, That specific service adjustments, as detailed in Attachment A of this Resolution, will efficiently meet customer requirements for service; and be it further

RESOLVED, That these specific service adjustments when executed, will be budget neutral; and be it further

RESOLVED, That these service adjustments will redirect existing resources to areas of greatest need; and be it further

RESOLVED, That the Board of Directors has considered and approves the Staff Report dated November 1, 2013, including the results of the required Service Equity Analysis, which show that the proposed changes do not have a disparate impact or disproportionate burden on either minority or low-income populations; and be it further

RESOLVED, That the service changes will begin to take effect on December 29, 2013, and be phased in through September 2014; and be it further

RESOLVED, That implementation of service adjustments scheduled for June, 2014 or September, 2014 are subject to final approval of the Fiscal Year 2015 Operating Budget and the availability of funds; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure No.:
6.6.4 Bus Route and Service Planning
9.12.9 Tariff (WMATA Fare Structure)

Attachment A

DISTRICT OF COLUMBIA
Page 1 of 2

Route	Name	Service Recommendation	Effective Date
30's	Wisconsin Ave/ Pennsylvania Ave	Rename existing crosstown routes from Southern Avenue and Naylor Road to Friendship Heights. Reconfigure patterns and frequency of other routes in the corridors to match travel patterns and demand. Do not implement options for routes bypassing downtown. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	June 2014*
5A	DC - Dulles	No service adjustments at this time; re-evaluate line performance after Phase I Silver line ridership patterns are established. Relocate terminal stand location at L'Enfant Plaza for easier weekend access to Metrorail. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	NA June 2014*
M2	Fairfax Village – Naylor Road	Discontinue service as proposed.	March 2014
D6	Sibley Hospital – Stadium-Armory	No changes.	NA
E6	Chevy Chase	No changes.	NA
M8 and M9/ W1	Congress Heights Shuttle/ Bellevue-Shipley Terrace	Replace the M8, M9 line, with a new W1 line, with proposed W1 routing modified so route travels via Mississippi Avenue, 6th Street SE, Savannah Street, and 4th Street SE.	March 2014
74	Convention Center – Nationals Park	Maintain current service.	NA
V7, V8	Minnesota Ave – M Street	Maintain current service.	NA
V9	Minnesota Ave - M Street	Turn back V9 service at Potomac Avenue Station	March 2014

Attachment A

DISTRICT OF COLUMBIA
Page 2 of 2

Route	Name	Service Recommendation	Effective Date
80	North Capitol Street	Turn-Back every-other trip between McPherson Square and Kennedy Center. Maintain 20 minute peak and 30 minute off-peak frequency west of McPherson Square.	March 2014
96/97	E Capitol Street-Cardozo	Operate daily service at all times on Route 96 between Capitol Heights Station and Duke Ellington Bridge, with route modification as proposed between East Capitol Street and Union Station. Create new Route 98 to operate between U Street Station and Tenleytown Station. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	June 2014*
E 2,3,4	Military Road – Crosstown	Operate E4 between Riggs Park and Friendship Heights via current routing. Operate E2 between Ivy City and Fort Totten via current routing. Add short E4 trips between Fort Totten and Friendship Heights to replace E2 trips in that segment. No changes to routes D3, D4 or 60. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	June 2014*
H1,2,3,4 ,8,9/ 42	Crosstown / Mt. Pleasant	Maintain current service pattern at this time. Seek further community input on service improvement strategies.	NA

Attachment A

VIRGINIA
Page 1 of 2

Route	Name	Service Recommendation	Effective Date
1F	Wilson Boulevard	Extend all 1F trips from Seven Corners Transit Center to Vienna Station to operate as 1A trips, as proposed.	December 2013
1C /2B	Wilson Blvd/ Washington Blvd	Change western segment of routes to operate 1C via Government Center Parkway and 2B via Random Hills Road.	December 2013
5A	DC Dulles	No service adjustments at this time; re-evaluate line performance after Phase I Silver line ridership patterns are established. Relocate terminal stand location at L'Enfant Plaza for easier weekend access to Metrorail. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	NA June 2014*
7Y	Lincolnia -N. Fairlington	Reroute within DC to serve Farragut Square, McPherson Square and Franklin Square, instead of Federal Triangle.	March 2014
9E	Huntington/ Pentagon	Operate southbound from Rosslyn, bypassing Pentagon Station, as alternative to Blue line; use Crystal City Potomac Yard transitway for travel time improvement.	March 2014
9S	Crystal City - Potomac Yard Shuttle	Replace every-other 9S trip in peak periods, and every trip in off-peak periods, with new 9X service.	March 2014
10A, 10E	Hunting Point – Pentagon	Terminate 10E at Pentagon and convert peak period, peak direction 10A trips to 10R trips continuing to Rosslyn from Crystal City (bypass Pentagon Station)	March 2014
10B	Hunting Point - Ballston	Remove service in Arna Valley (26th Rd. S., Adams, 26th and 28th Sts. S., Meade St.). Maintain current routing in Parkfairfax (Martha Custis Dr.), Nauck (S. Kenmore St.) and on Walter Reed Dr. and 2nd St. S.	March 2014
10X	Hunting Point – Ballston Limited Stop	Make no changes at this time; get additional feedback and concept evaluation.	NA
13F, G	National Airport-Pentagon-DC	Reroute service to Union Station via 14th Street bridge and adjust schedule to begin and end service one hour earlier.	March 2014
23A,T	McLean-Crystal City	Reroute service from Chain Bridge Road to Dolley Madison Boulevard, remaining on Old Dominion Drive to Dolley Madison Boulevard.	March 2014
25B	Landmark - Ballston	Reduce weekday running time to improve schedule adherence.	December 2013

Attachment A

VIRGINIA
Page 2 of 2

Route	Name	Service Recommendation	Effective Date
25E	Ballston-Bradlee-Pentagon	Do not remove Parkfairfax loop at this time. Seek further community input on all alignments through Parkfairfax, Fairlington and Northwest Alexandria.	NA
29K,N	Alexandria - Fairfax	Turn back at King Street Metrorail station. Operate as limited-stop between King Street – Old Town Station and Beauregard Street. Double midday and evening frequency. Extend 29N to Vienna - Fairfax Metro station. Eliminate service through Landmark Mall; operate along Duke Street only. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	December 2013 September 2014*
3T	Pimmit Hills	Terminate at East Falls Church (not Seven Corners as proposed at Fall 2012 public hearings).	December 2013
4A	Pershing Drive-Arlington Blvd	Truncate 4A service at Seven Corners. Add new 26A line to replace service to Culmore, with timed transfers to the 4A at Seven Corners.	December 2013
26A	Annandale-East Falls Church	Add new line operating from East Falls Church via Culmore to NVCC-Annandale Campus, service all day on weekdays, 60-minute headway.	December 2013
16X	Columbia Pike – Federal Triangle	Add 2 full 16X trips departing Culmore at 8:27A and 8:46A to provide additional connections between Culmore and DC bus lines (replacing some 4A connections).	December 2013
15M	George Mason-Tysons Corner	Amend the previous proposal from Silver Line Implementation Plan to adjust the route alignment in vicinity of Vienna Metrorail station. Extend service from GMU to Burke Centre VRE, if additional funding becomes available. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	December 2013 September 2014*
18E,F	Springfield	Increase weekday running time to improve schedule adherence. Retain existing headways.	December 2013
18P/ 18S	Burke Center	Modify route to serve Burke Centre VRE Station/Park-and-Ride lots.	March 2014

Attachment A

MARYLAND
Page 1 of 1

Route	Name	Service Recommendation	Effective Date
B30	Greenbelt - BWI	Do not make changes at this time.	NA
B21, 22; B24, 25; B29, 31	Bowie/ Crofton	Do not make changes at this time.	NA
C2, C4	Greenbelt – Twinbrook	Adjust travel times to reflect current conditions.	December 2013
NH1	National Harbor	Maintain existing service between National Harbor and Branch Avenue Station. Add additional late night and early weekend trips between National Harbor and Southern Avenue Station (at times when rail is closed).	December 2013
C12, 14	Hillcrest Heights	Adjust travel times to reflect current conditions.	March 2014
W15	Camp Springs-Indian Head Highway	Do not make changes at this time.	NA
R3	Greenbelt-Prince Georges' Plaza	Do not make any changes at this time.	NA
87,88; 89, 89M	Laurel	Restructure route alignment along primary arterials as proposed, eliminating Metrobus Route 88 routing, but retaining some connections to New Carrollton Metrorail station. Adjust travel times to reflect current conditions. ** Subject to final approval of the Fiscal Year 2015 Operating Budget*	June 2014*
K6 / K9	New Hampshire Avenue	Extend K9 route to FDA. Reroute K9 via Eastern Avenue and Riggs Road. Maintain all K6 trips to White Oak and remove all K6 service from FDA (currently operates to FDA on selected trips only.)	December 2013
Y5,7, 8,9	Georgia Avenue-Maryland	Adjust travel times to reflect current traffic conditions.	December 2013

Attachment A

Tariff Amendments **All Jurisdictions**
Recommendations **Effective January 1, 2014**
Amend the Washington Metropolitan Area Transit Authority tariff to make it explicit that smoking is prohibited at WMATA owned and WMATA controlled bus bays, and all bus stops controlled by WMATA.
Amend the Washington Metropolitan Area Transit Authority tariff to cover Off-Board fare collection and to treat the failure to produce a fare receipt upon request as fare evasion.

PRESENTED AND ADOPTED: December 19, 2013

SUBJECT: APPROVAL OF AMENDMENT TO FISCAL YEAR 2014 OPERATING BUDGET

2013-33

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

WHEREAS, Metrobus periodically makes changes to bus service to meet customer demand and improve access to new employment sites; and

WHEREAS, The Board of Directors approved additional bus service to National Harbor as part of Public Hearing Docket B13-02, which service is scheduled to begin December 29, 2013; and

WHEREAS, The FY2014 Operating Budget must be amended to include the $41,880 cost of providing this service in FY2014; now, therefore be it

RESOLVED, That the Board of Directors approves the addition to the Fiscal Year 2014 Operating Budget in the amount of $41,880 to be funded by the Maryland Department of Transportation; and be it further

RESOLVED, That the annual cost of operating this service will be included in future fiscal year budgets to be funded by the Maryland Department of Transportation as a non-regional bus route, and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure No:
4.2.2 Change to Fiscal Year Budget

Motioned by Mr. Acosta, seconded by Mr. Goldman
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman

Attachment 1:
Letter from Maryland Department of Transportation

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and Yellow Lines

A District of Columbia Maryland and Virginia Transit Partnership

September 25, 2013

Mr. Sean C. Egan
Director, MDOT Washington Area Transit Office
Maryland Department of Transportation
4351 Garden City Drive, Suite 305
Hyattsville, MD 20785

Dear Mr. Egan;

Per our previous discussions, I am providing the following service proposal to enhance service on the Metrobus National Harbor Line. These enhancements include later service to accommodate employees who work later than the last scheduled trip as well as earlier weekend service to accommodate weekend shift starting times. The details of these enhancements are as follows:

Annual Platform Hour Increase	752.08
Annual Operating Cost Increase	$83,759

Days of Operation	Depart National Harbor	Arrive Southern Avenue Metrorail Station
Sun. through Sat.	11:06 PM*	11:27 PM
Fri. / Sat. Only	12:06 AM	12:27 AM

* - This 11:06 PM trip replaces the existing 11:00 PM to Branch Avenue Station.

Days of Operation	Depart Southern Avenue Metrorail Station	Arrive National Harbor
Sat. / Sun. Only	6:25 AM	6:46 AM
Sat. / Sun. Only	7:25 AM	7:46 AM

All trips to and from Southern Avenue Metrorail Station would travel via Oxon Hill Road, Wheeler Road and Southern Avenue to also provide service to the commercial area on Oxon Hill Road. Trips to and from the Southern Avenue Metrorail Station would be designated as route "NH3."

Hamre to Egan
September 25, 2013
Page 2

Please provide acknowledgement below of your concurrence with the service proposal to enhance service on the Metrobus National Harbor Line as outlined. With your approval, this service will start on December 29, 2013. If you have any additional questions, please do not hesitate to contact me.

Sincerely,

Julie Hershorn for
James Hamre
Director, Office of Bus Planning

Sean C. Egan 9/25/13
Sean C. Egan Date

Concurrence to add 752.08 annual platform hours at a cost of $83,759, to provide additional Metrobus service to National Harbor.

PRESENTED AND ADOPTED: December 19, 2013

SUBJECT: PUBLIC HEARINGS ON PROPOSED FY2015 FARE CHANGES AND CAPITAL IMPROVEMENT PROGRAM

2013-34

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

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) provides Metrobus, Metrorail, and MetroAccess services to the residents of the region; and

WHEREAS, These systems combine to provide about 345 million passenger trips annually; and

WHEREAS, The Washington metropolitan region has come to rely on the services of the Metrorail, Metrobus, and MetroAccess systems to provide safe and reliable service to respond to the mobility and accessibility travel needs of the region for work and discretionary activities; and

WHEREAS, The cost of Metrobus, Metrorail and MetroAccess services is funded in part by passenger revenues and in part by subsidies provided by the District of Columbia, the State of Maryland, local jurisdictions in Virginia, and the Commonwealth of Virginia; and

WHEREAS, The General Manager/Chief Executive Officer's (GM/CEO) proposed FY2015 budget calls for balancing the budget with increased subsidies from the supporting jurisdictions and additional fare revenue from fare adjustments; and

WHEREAS, The GM/CEO recommends that the Board of Directors conduct public hearings on the proposed FY2015 Capital Improvement Program in conjunction with the hearings on the proposed fare agreements; and

WHEREAS, Any increase in fares requires a public hearing pursuant to the WMATA Compact; now, therefore be it

RESOLVED, That, in accordance with Section 62 of the WMATA Compact, the Board of Directors will conduct a series of public hearings to solicit public comment on a proposed fare increase and other revenue increases as shown on Attachment A to this Resolution; and be it further

Motioned by Mr. Acosta, seconded by Mrs. Hudgins
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board of Directors expressly reserves judgment on whether any of the proposed fare increases or other revenue increases are appropriate or justified; and be it further

RESOLVED, That Staff is directed to develop and implement an outreach program that will invite public input through means including public hearings, online surveys, and written e-mail or web site submissions, all of which shall become part of the public record of the hearing and community outreach meetings; and be it further

RESOLVED, That the Board of Directors directs the GM/CEO to include the proposed FY2015 Capital Improvement Program and federal grant applications for federal Fiscal Year 2014 in the public hearings being held in connection with the proposed fare increase; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO to report on the findings of the public hearings and that the Board shall consider these findings and public comments in its deliberations on a proposed fare increase or other revenue increases as well as in its decision on the FY2015 Capital Improvement Program; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure Nos.
9.12.9 Tariff (WMATA Fare Structure)
18.8 Public Hearings and Meetings

Attachment A: Fares and Fees

	Metrorail Fares	CURRENT Fares/Fees	FY2015 Proposed Fare Options
	Peak Fares[1]		
1	· Boarding charge (up to 3 miles)	$2.10	**$2.20**
2	· Composite miles between 3 and 6 miles	$0.316	**$0.329**
3	· Composite miles over 6 miles	$0.280	**$0.291**
4	· Maximum peak fare	$5.75	**$6.00**
5	· Charge for senior/disabled is one-half peak fare	$1.05 - $2.85	**$1.10 - $3.00**
	Off-Peak Fares[2]		
6	· Boarding charge (up to 3 miles)	$1.70	**$1.75**
7	· Composite miles between 3 and 6 miles	$0.237	**$0.247**
8	· Composite miles over 6 miles	$0.210	**$0.218**
9	· Maximum off-peak fare	$3.50	**$3.65**
10	· Charge for senior/disabled is one-half peak fare during off-peak	$1.05 - $2.85	**$1.10 - $3.00**
	Magnetic Paper Fare Cards		
11	· Non-SmarTrip® fare surcharge[3]	$1.00	**no change**
12	· Senior/disabled non-SmarTrip® surcharge	$0.50	**no change**
	Rail Passes		
13	· One-day unlimited pass	$14.00	**$14.50**
14	· One-day "convention" pass (bulk sales only)[4]	NA	**$10.00**
15	· 7-day short-trip pass for rail	$35.00	**$36.50**
16	· 7-day fast pass for rail	$57.50	**$59.75**
17	· 28-day fast pass for rail	$230.00	**$239.00**
	Other Rail Fares		
18	· Bus-to-rail transfer utilizing SmarTrip® card	$0.50 discount	**no change**
19	· 30-day DC SmartStudent pass & DC One card, within DC	$32.00	**$33.00**
20	· DC Student farecards & DC One card - 10 rail trips within DC	$10.00	**$10.40**
21	· TransitLink Card on MARC and VRE[5]	$108.00	**$112.00**
22	· TransitLink Card on MTA[5]	$166.00	**$173.00**
	Metrobus Fares		
	Regular Fares		
23	· SmarTrip® boarding charge for local/limited-stop bus	$1.60	**$1.85**
24	· SmarTrip® boarding charge for express bus	$3.65	**$4.00**
25	· Cash boarding charge for local/limited-stop bus	$1.80	**$2.00**
26	· Cash boarding charge for express bus	$4.00	**$4.50**
27	· Cash/SmarTrip® boarding charge for airport designated routes	$6.00	**$7.00**
	Senior/Disabled: One-Half Regular Fares		
28	· SmarTrip® boarding charge for local/limited-stop bus	$0.80	**$0.90**
29	· SmarTrip® boarding charge for express bus	$1.80	**$2.00**
30	· Cash boarding charge for local/limited-stop bus	$0.90	**$1.00**
31	· Cash boarding charge for express bus	$2.00	**no change**
32	· Cash/SmarTrip® boarding charge for airport designated routes	$3.00	**$3.50**

	Metrobus Fares (cont.)	CURRENT Fares/Fees	FY2015 Proposed Fare Options
Bus Transfers			
33	· Bus-to-bus transfers utilizing SmarTrip® card	varies	**no change**
34	· Rail-to-bus transfer utilizing SmarTrip® card	$0.50 discount	**no change**
35	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	$0.00	**no change**
36	· Transfer from regional bus partners	varies	**no change**
Bus Passes			
37	· 7-Day Regional Bus Pass	$16.00	**$18.50**
38	· 7-Day Regional Senior/Disabled Pass	$8.00	**$9.25**
Other Fare Media			
39	· Package of 10 tokens, available to organizations	$18.00	**$20.00**
40	· DC student tokens - 10 trips per pack	$8.00	**$9.25**
41	· DC student pass on DC One Card - 10 trips	$8.00	**$9.25**
MetroAccess Fares[6]			
42	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	**varies**
43	· Maximum fare	$7.00	**no change**
Parking Fees[7]			
44	· District of Columbia	$3.50 - $4.50	**$3.75 - $4.75**
45	· Montgomery County	$4.25 - $5.00	**$4.50 - $5.25**
46	· Prince George's County[8]	$4.50	**$5.25**
47	· Virginia	$4.75	**$5.00**
48	· Monthly reserved parking fee	$45.00 - $65.00	**no change**
49	· Parking meters $1.00/60 minutes	$1.00	**no change**
50	· Prince George's parking garage at New Carrollton	$85.00	**no change**
51	· Non-Metro rider parking fees	$8.25 - $25.00	**$8.25 - $15.00**
Other Fees			
52	· Bicycle locker rental	$120.00 (annual)	**no change**
53	· Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction[9]	$0.05	**no change**

[1] *Peak fares are in effect from opening through 9:30am and from 3:00pm to 7:00pm weekdays, except on national holidays. Peak fares are in effect from midnight until closing Friday and Saturday nights.*

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

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

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

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

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

[7] *Parking fees consist of Metro's base fee plus jurisdiction surcharge. Fee for Prince George's parking at New Carrollton is $70 base fee plus $15 surcharge.*

[8] *$0.25 increase in base parking fee plus additional $0.50 surcharge at facilities in Prince George's County.*

[9] *Rail stations with surcharge are designated per jurisdiction discretion pending Board approval.*

PRESENTED AND ADOPTED: January 23, 2014

SUBJECT: INDEMNIFYING THE COMMONWEALTH OF VIRGINIA FOR PERMITS ISSUED TO WMATA FOR WORK ON DULLES PHASE I FACILITIES

2014-01

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

WHEREAS, All non-federal funding of the approximately $2,905,685,000 capital costs of the Dulles Corridor Metrorail Project, Extension to Wiehle Avenue (Dulles Phase I), is being provided by the Commonwealth of Virginia, Fairfax County and the Metropolitan Washington Airports Authority (MWAA); and

WHEREAS, Pursuant to the terms of the Cooperative Agreement dated September 14, 2007, by and between MWAA and the Washington Metropolitan Area Transit Authority (WMATA), MWAA has facilitated the construction and installation of various structures, improvements, facilities, utilities and equipment (Dulles Phase I Facilities); and

WHEREAS, The Virginia Department of Transportation (VDOT) owns certain real property located within the right-of-way identified as Virginia Route 123 and Virginia Route 7 between the Capital Beltway and the Dulles International Airport Access Highway (VDOT Right-of-Way) upon which substantial portions of the Dulles Phase I Facilities have been constructed and installed; and

WHEREAS, VDOT, pursuant to the terms of a Cooperative Agreement between MWAA and VDOT dated August 31, 2007 (VDOT-MWAA Cooperative Agreement), shall convey to WMATA certain easements through the VDOT Right-of-Way; and

WHEREAS, Under the Operation and Maintenance Agreement for Virginia Routes 7 and 123 to be executed among WMATA, Fairfax County and VDOT, WMATA is obligated to perform future construction, maintenance and operational activities for the Dulles Phase I Facilities located along the VDOT Right-of-Way; and

WHEREAS, VDOT requires that WMATA obtain various permits to access the Dulles Phase I Facilities from the VDOT Right-of-Way to perform the necessary construction, maintenance and operational activities required of WMATA under the Operation and Maintenance Agreement; and

Motioned by Mrs. Hudgins, seconded by Mr. Dyke
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Bellamy, Mr. Acosta and Mr. Goldman

WHEREAS, VDOT also requires a permit to allow for the location of entrances and curb-cuts to WMATA facilities from the VDOT Right-of-Way for the purposes of access, maintenance and operation; and

WHEREAS, VDOT will not issue these permits unless WMATA agrees to the following provision:

> Indemnify and save harmless the Commonwealth Transportation Board, members of the Board, the Commonwealth and all Commonwealth employees, agents, and officers, from responsibility, damage, or liability arising from the exercise of the privileges granted in such permit to the extent allowed by law; and

WHEREAS, The WMATA Board of Directors' approval is required for WMATA to indemnify a third-party; and

WHEREAS, The Board of Directors pledges to work with all funding partners to seek alternatives to indemnification requirements on future projects of mutual interest; now, therefore be it

RESOLVED, That the Board of Directors approves the granting of the requested indemnification described in this Resolution; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure No.
15.2.1 Grants of Indemnification

PRESENTED AND ADOPTED: January 23, 2014

SUBJECT: NORTHERN VIRGINIA TRANSPORTATION AUTHORITY CONTRIBUTIONS TO METRO 2025

2014-08

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

WHEREAS, Metro's Board of Directors has adopted a strategic plan known as *Momentum*; and

WHEREAS, The *Momentum* strategic plan includes initiatives known as Metro 2025; and

WHEREAS, Metro, as part of the Northern Virginia Transportation Authority (NVTA) Project Implementation Working Group, proposed three projects for funding that were consistent with Metro 2025; and

WHEREAS, On July 24, 2013, in the NVTA's FY2014 transportation funding program, the NVTA approved $12M (NVTA Funding) to fund two of the projects proposed by Metro for traction power upgrades on the Orange Line in support of Metro's 8-car trains program and new buses for the Priority Corridor Network program; and

WHEREAS, The General Manager/Chief Executive Officer's proposed FY2015 Budget anticipates Metro 2025 investments being made; and

WHEREAS, The Commonwealth of Virginia has passed a series of transportation initiatives that provide transportation funding to the NVTA; and

WHEREAS, Metro's Board of Directors wishes to encourage accelerated funding of Metro 2025 projects for early action; and

WHEREAS, In consideration for pre-funding Metro 2025 projects, the Virginia local jurisdictions request assurance that the NVTA Funding will be treated in a manner consistent with all legal requirements applicable to the NVTA; and

WHEREAS, The Board of Directors wishes to provide assurance to both the NVTA and the Virginia local jurisdictions of its intent to credit the NVTA Funding in a manner consistent with all legal requirements applicable to the NVTA; now, therefore be it

Motioned by Mrs. Hudgins, seconded by Mr. Dyke
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Bellamy, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board of Directors agrees to recognize the NVTA Funding of anticipated future Metro 2025 investments of the Virginia local jurisdictions subject to the execution of a Memorandum of Agreement between WMATA and the NVTA that establishes the terms and conditions for the administration of this recognition consistent with the Board-adopted FY2015-2020 Capital Improvement Program (CIP); and be it further

RESOLVED, That should such Metro 2025 projects not be included in the FY2015-2020 CIP, the NVTA funds will be treated in a manner consistent with all legal requirements applicable to the NVTA; and be it finally

RESOLVED, That this Resolution shall be effective immediately,

Reviewed as to form and legal sufficiency,

Kathryn H. S. Pett
General Counsel

WMATA File Structure No:
4.3.2 Jurisdictional Funding Agreements

PRESENTED AND ADOPTED: February 27, 2014

SUBJECT: FISCAL YEAR 2015 LINES OF CREDIT

2014-10

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

WHEREAS, The existing short-term lines of credit that support the capital program and operating cash flow needs will be expiring on June 30, 2014, and it is advantageous to Metro to attempt to negotiate extensions of those lines of credit in an amount not to exceed $150 million for the three lines of credit; and

WHEREAS, The Capital Funding Agreement section 4(b)(8)(A) authorizes the use of interim funding sources to implement the projects and activities in the Capital Improvement Program; and

WHEREAS, Circumstances have combined to necessitate the establishment of additional and extended credit facilities including, a delay in the execution of Metro's Federal Fiscal Year 2013 Federal Transit Administration grants and slower than anticipated drawdown on grants already awarded which have resulted in a cash flow shortfall, and additional capacity not to exceed $100 million in the short term lines of credit is required to support the capital program and operating cash flow needs; now, therefore be it

RESOLVED, That the Board of Directors authorizes the General Manager/Chief Executive Officer (GM/CEO), Chief Financial Officer (CFO), and Treasurer, or each of them individually to negotiate and execute all required documents to extend the term of the existing short-term financing facilities in the amount of $150 million for the three lines of credit with Wells Fargo Bank, Bank of America and U.S. Bank to June 30, 2015; and be it further

RESOLVED, That the Board of Directors authorizes the GM/CEO, CFO, and Treasurer, or each of them individually to negotiate and execute all required documents to enter into additional lines of credit, in an amount not to exceed $100 million in total with Wells Fargo Bank and/or Bank of America and/or U.S. Bank; and be it further

RESOLVED, That the Board of Directors authorizes the temporary use of these lines of credit for the temporary funding of the approved capital program with all costs of such usage charged to the credit facility capital project; and be it further

Motioned by Mr. Downey, seconded by Mrs. Hudgins
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Bellamy, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board of Directors authorizes the temporary use of these lines of credit for short periods of time to ameliorate the impact of any shortfall in the Operating budget; provided, however, that all costs of such usage (including interest) shall be solely payable out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the lines of credit and not from any capital funds provided by the funding jurisdictions or from federal grants; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure No.:
4.6 Lines of Credit Issued to WMATA

PRESENTED AND ADOPTED: March 27, 2014

SUBJECT: AMEND THE FISCAL 2014 CAPITAL REIMBURSABLE BUDGET FOR THE DC DOWNTOWN CIRCULATOR BUSES PROJECT

2014-14

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

WHEREAS, By a letter dated February 21, 2014, the District of Columbia through the Director of the Department of Transportation requested assistance from WMATA for the DC Circulator Bus Project; and

WHEREAS, The District of Columbia has asked WMATA to procure and have delivered thirteen (13) forty-foot New Flyer Buses along with ancillary equipment for expanded Circulator service; and

WHEREAS, The District of Columbia has identified $11,001,250 in funds for the purchase of the buses; and

WHEREAS, The District of Columbia has assured WMATA that the funds are non-federal funds eligible for use in the purchase of buses for the Circulator Project; and

WHEREAS, These activities will be conducted in accordance with the terms of a reimbursable project agreement to be executed by WMATA and the District of Columbia; and

WHEREAS, This change in the scope of duties to be performed by WMATA requires an increase in the Downtown DC Circulator Bus project budget by $11,001,250 from $21,450,000 to $32,451,250; and

WHEREAS, This change in the scope of duties to be performed by WMATA requires an increase in the Fiscal 2014 Capital Reimbursable Budget of $11,001,250 to $163,857,768; now, therefore be it

RESOLVED, That the Board of Directors approves amending and increasing the Fiscal 2014 Capital Reimbursable Budget by $11,001,250 to a total of $163,857,768; and be it further

Motioned by Mr. Acosta, seconded by Mrs. Hynes
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mrs. Hynes, Mr. Bulger, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board authorize the use of residual funding from capital projects furnished by the District of Columbia for the procurement of DC Circulator Buses; and be it further

RESOLVED, That buses purchased for the Circulator Project will be owned by the District of Columbia; and be it further

RESOLVED, That the GM/CEO is authorized to negotiate and execute a reimbursable project agreement for the purchase of these Circulator Buses; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

File Structure Nos.:
4.2.2 Fiscal Year Budgets
4.3.3 Reimbursable Agreements

PRESENTED AND ADOPTED: April 24, 2014

SUBJECT: AMEND THE FISCAL YEAR 2015 REIMBURSABLE OPERATING BUDGET FOR THE DC CIRCULATOR BUS PROJECT

2014-22
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, By a letter dated February 25, 2014, the District of Columbia, through the Director of the Department of Transportation, requested assistance from the Washington Metropolitan Area Transit Authority (WMATA) for the DC Circulator Bus Project; and

WHEREAS, The District of Columbia has asked WMATA to initiate and award an operations and maintenance contract for the DC Circulator Bus for a base period of two years, with three one-year options; and

WHEREAS, The District of Columbia has identified $22,844,548 for operating expenses for Fiscal Year (FY) 2015; and

WHEREAS, The District of Columbia has assured WMATA that the funds are eligible for use in the operations and maintenance of the DC Circulator Bus Project; and

WHEREAS, These activities will be conducted in accordance with the terms of the Reimbursable Project Agreement executed by WMATA and the District of Columbia; and

WHEREAS, The projected expenses for FY2015 requires an increase in the FY2015 DC Circulator Bus Reimbursable Operating Budget by $3,187,744 from $19,656,803 to $22,844,548; now, therefore be it

RESOLVED, That the Board of Directors approves amending and increasing the FY2015 Reimbursable Operating Budget for the DC Circulator Bus Project by $3,187,744 to a total of $22,844,548; and be it further

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure No:
4.3.3 Reimbursable Agreements

Motioned by Mr. Acosta, seconded by Mr. Downey
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Bulger, Mr. Acosta and Mr. Goldman

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Office of the Director

February 25, 2014

Mr. Richard Sarles
General Manager
Washington Metropolitan Transit Authority
600 5th Street NW
Washington, DC 20001

Re: Request for Assistance – WMATA Operations and Maintenance Contract for DC Circulator Service

Dear Mr. Sarles:

The third option year of the WMATA operations and maintenance contract for DC Circulator service will expire at the end of February, 2015. DDOT requests that WMATA proceed to develop, advertise and procure a new contract for operations and maintenance for DC Circulator service with an initial term of two (2) years with three (3) one (1) year renewal options. DDOT staff will coordinate with WMATA staff on all phases of the procurement process, as well as coordinate to find a reimbursable project to fund this activity utilizing funds in the DC Circulator account at WMATA.

DDOT asks that this letter serves as the official request for assistance from WMATA for the DC Circulator service procurement including, but not limited to, assistance developing the request for proposals and assistance negotiating the corresponding operations and maintenance for contract with the successful bidder. This action will allow DDOT to continue to planning for the eventual merging the Circulator operations into a larger Design, Build, Operate and Maintain contract for Integrated Premium Transit in the District of Columbia.

Steve Strauss, Deputy Associate Director for the Progressive Transportation Services Administration, is the DDOT's project lead for this procurement. WMATA staff can reach Mr. Strauss at (202)671-1357 or at steve.strauss@dc.gov , to discuss and coordinate the details of the procurement, and if they have any specific questions concerning this request.

Sincerely,

Terry Bellamy
Director

cc: Carl Jackson, Associate Director, PTSA
Steve Strauss, Deputy Associate Director, PTSA

PRESENTED AND ADOPTED: May 22, 2014

SUBJECT: FISCAL YEARS 2014 AND 2015 ADDITIONAL LINES OF CREDIT

2014-29

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

WHEREAS, The Washington Metropolitan Area Transit Authority's (WMATA) Board of Directors pursuant to Resolution 2014-10 authorized Metro to negotiate the extensions of the existing short-term lines of credit in an amount not to exceed $250 million that support the capital program and operating cash flow needs, which will be expiring on June 30, 2014; and

WHEREAS, The Capital Funding Agreement, section 4(b)(8)(A) authorizes the use of interim funding sources to implement the projects and activities in the Capital Improvement Program; and

WHEREAS, WMATA continues to experience delays in the execution of Metro's Federal Fiscal Year (FY) 2013 Federal Transit Administration (FTA) grants; and

WHEREAS, Grants already awarded are being drawn down at a slower than anticipated rate because of limitations placed by FTA on the drawdown of Federal funds under existing grants through the automated Electronic Clearing House Operation application; and

WHEREAS, The above conditions have resulted in less than anticipated federal funds reimbursable receipts, and additional capacity in Metro's lines of credit is required to support the capital program and operating cash flow needs; now, therefore be it

RESOLVED, That the Board of Directors authorizes the General Manager and Chief Executive Officer, the Acting Chief Financial Officer, and the Treasurer, or each of them individually, to negotiate and execute all required documents to enter into additional lines of credit for FY 2014 and 2015, in an amount not to exceed $75 million in total with Wells Fargo Bank and/or Bank of America and/or U.S. Bank with such amounts to be in addition to the $250 million available under the lines of credit authorized in Resolution 2014-10; and be it further

RESOLVED, That the Board of Directors authorizes the temporary use of these lines of credit for the interim funding of the approved capital program with all costs of such usage charged to the credit facility capital project; and be it further

Motioned by Mrs. Hudgins, seconded by Mr. Downey
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board of Directors authorizes the use of these lines of credit for short periods of time to manage any potential cash shortfall in the operating program; provided, however, that all costs of such usage (including interest) shall be solely payable out of the operating budget–or, if applicable, charged to the jurisdiction or jurisdictions causing the need to use the lines of credit–and not from any capital funds provided by the funding jurisdictions or from federal grants; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure Nos.:
4.6 Lines of Credit Issued to WMATA

PRESENTED AND ADOPTED: March 27, 2014

SUBJECT: APPROVAL OF THE FISCAL YEAR (FY) 2015 FARE CHANGES WITH ACCOMPANYING PUBLIC HEARING REPORT AND TITLE VI EQUITY ANALYSIS, AND ADOPTION OF THE FY2015 OPERATING BUDGET

2014-15

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

WHEREAS, The Board of Directors received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2015 Operating budget, and approved a docket of proposed fare changes for FY2015; and

WHEREAS, The Board of Directors conducted six public hearings preceded by open forums on the proposed fare changes, the results of which are summarized in a Staff Report (Attachment A); and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff conducted additional public outreach to riders regarding the proposed fare changes at rail stations, on buses and at bus transfer centers, and through community-based organizations, and conducted an online survey with the results of these outreach efforts summarized in the Staff Report; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated the proposed FY2015 fare changes (Attachment B) to determine whether these changes would have a disparate impact on minority populations or impose a disproportionate burden on low income populations, and has determined there is no significant disparate impact on minority populations or disproportionate burden on low-income populations at the system-wide level in the proposed fare changes shown in Attachment B, and has summarized this evaluation in the Equity Analysis (Attachment C); and

WHEREAS, The adoption of the FY2015 budget reflects an effort to find equity between our WMATA customers and the jurisdictional partners in the shared operating cost of the Metro system, through an attempt to distribute fare increases across all services; and

WHEREAS, After a vigorous debate and thoughtful consideration, including concerns raised about the impact of the bus cash surcharge on customers least able to pay, the Board of Directors has removed the consideration of the cash surcharge for bus customers; yet it is important to acknowledge that the cash surcharge has a dual

Motioned by Mr. Acosta, seconded by Mrs. Hynes
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mrs. Hynes, Mr. Bulger, Mr. Acosta and Mr. Goldman

impact: it affects those least able to pay, and it negatively impacts on-time performance, thus affecting all bus customers; and

WHEREAS, Since the Board of Directors seeks relief for low income customers while delivering the best performance to all of our customers, and the Board acknowledges that removing consideration of the cash surcharge is not an ideal or complete solution, the Board should address its concerns for unbanked customers and those least able to pay for transit services through a more effective mechanism; and

WHEREAS, The long term projection for funding the Other Post-Employment Benefits (OPEB) Trust is of concern for the continuing fiscal stability of the Authority; and

WHEREAS, Prince George's County is considering various improvements to Metro parking facilities, which they wish to fund through a $0.50 increase in the existing Prince George's County parking surcharge at various Metrorail stations located within the County; and

WHEREAS, It is anticipated that the Montgomery County Council will approve continued funding for the "Kids Ride Free" program to subsidize free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m. for the FY2015 Budget; and

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

WHEREAS, The Board of Directors recognizes the importance of accessibility and mobility for Metro Access riders; is committed to ensuring the long-term sustainability of services for these riders; and has determined that it is in the strategic interest of the Board to devote time and attention to planning for these needs into the future; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report on the public hearings and outreach held in January and February 2014, concerning proposed fare changes; and be it further

RESOLVED, That the Board of Directors approves the Title VI Equity Analysis, demonstrating no significant disparate impact on minority populations or disproportionate burden on low income populations from the FY2015 fare changes proposed in Attachment B; and be it further

RESOLVED, That the Board of Directors approves changes to the Metrobus, Metrorail and MetroAccess fares and parking fees as reflected in Attachment B, to begin on or about Sunday, June 29, 2014; and be it further

RESOLVED, That the Board of Directors explore working with our jurisdictional partners in the human service delivery systems, including the Metropolitan Washington Council of Governments or equivalent organizations, to determine how best to bring equity in electronic fare and off-board fare policy for the unbanked and those least able to pay for transit services; and be it further

RESOLVED, That the Board of Directors remains committed to an appropriately funded OPEB Trust, and directs that future budgets be submitted with contributions consistent with that principle; and be it further

RESOLVED, That Prince George's County shall submit a letter for the Board of Directors review and approval describing the parking program proposals to be funded by the surcharge increase on or before June 1, 2014, as contemplated in Resolution No. 88-67, and shall otherwise comply with the requirements of Resolution No. 88-67, prior to the expenditure of any funds collected from the surcharge increase approved in Attachment B to this resolution; and be it further

RESOLVED, That as part of the ongoing efforts in support of Metro's Strategic Plan (Momentum), the Board of Directors directs Staff to study the long-term sustainability of MetroAccess and related services in coordination with other regional and jurisdictional examinations of transportation services for people with disabilities, including:

1. Demographic changes that will impact the number of eligible riders;
2. Improvements to bus and rail facilities to promote accessibility on fixed route transit;
3. The effectiveness of MetroAccess in comparison to human service, healthcare and other providers in addressing riders' needs;
4. Alternative service delivery models for MetroAccess riders; and
5. The impact of MetroAccess costs on riders and funding jurisdictions; and be it further

RESOLVED, That the Board of Directors directs Staff to produce a report with the findings of the study and present those findings to the Board by June 30, 2015; and, after receipt of input from the Board on its report to propose a plan for meeting MetroAccess riders' needs through 2025 by December 31, 2015; and be it further

RESOLVED, That the Board of Directors approves the FY2015 subsidized operating budget of $1.76 billion, with expenses and subsidies detailed in Attachments D-1 through D-3; and be it further

RESOLVED, That $21.3 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2015 budget and allocated to the jurisdictions as detailed in Attachment D-3; and be it further

RESOLVED, That the total budget for Operating Reimbursable Program projects shall be $50.8 million, as detailed in Attachment E; and be it further

RESOLVED, That the budget for Operating Reimbursable Safety & Security grants for FY2015 shall be $17.2 million or such lesser amount of federal safety and security grants awarded to Metro as shown in Attachment E; and that the FY2015 budget for Safety and Security grants may not exceed this amount without additional action from the Board of Directors; and be it further

RESOLVED, That the Board of Directors authorizes the temporary use of Metro's short-term financing facilities or lines of credit to ameliorate the impact of any shortfall in the Operating budget; provided, however, that all costs of such usage (including interest) shall be solely payable out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the lines of credit or to the Operating budget, if not due to a specific jurisdiction or jurisdictions, and not from any capital funds provided by the funding jurisdictions or from federal grants; and be it further

RESOLVED, That in order to implement the Operating budget, the GM/CEO and the Chief Financial Officer or their designees are authorized to: (1) file and execute grant applications on behalf of Metro for funds from the federal government and any other public or private entity consistent with the Operating budget; and (2) execute and file the annual Federal Transit Administration Certifications and Assurances; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

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

ATTACHMENT A

STAFF REPORT

Public Hearings and Input: Proposed FY2015 Budget, Fare Proposal and Capital Improvement Program

March 7, 2014

Washington Metropolitan Area Transit Authority

General Information

The following report is a summary of the comments on the FY2015 Washington Metropolitan Area Transit Authority (Metro) proposed budget, fare changes and capital program. The comments were received by Metro staff and Board members during a public comment period that extended from January 2 through February 11, 2014. This Staff Summary Report reflects input into the public record via oral and written comments received at six public hearings, those mailed, faxed or e-mailed to Metro headquarters, and the results of an online survey. This report also includes a summary of feedback from MindMixer, an online forum for community engagement, and community-based organization (CBO) outreach.

Public Comment and Reporting Process

In preparation for the budget public hearings, Metro staff scheduled station and transit center outreach events from January 6-31, 2014. Street teams were available on Metro's busiest station platforms to distribute budget and hearing information. Additionally, a series of nine three-hour "pop-up" events were scheduled at transit locations throughout the region. The online survey was available at all of the street team and pop-up events.

A series of six public hearings was conducted from January 29-February 6, 2014. Two public hearings were held in each jurisdiction:

- Jan. 29: Greenbelt, MD
- Jan. 30: Springfield, VA
- Feb. 3: Washington, DC
- Feb. 4: Rockville, MD
- Feb. 5: Arlington, VA
- Feb. 6: Washington, DC

The public was informed that, if approved, any fare modifications were expected to take effect on or about July 1, 2014.

Formal notice of these hearings was made in the Washington Post as well as Washington Hispanic, El Tiempo Latino, El Pregonero and Express India. Advertisements were placed in the Express, El Tiempo Latino, Epoch Times, Korea Times and the Washington Informer. Metro also advertised on six local radio stations, including Spanish language stations. In addition, notice was posted on the front page of Metro's website, which receives nearly one million views per month (with translations available in multiple languages), in Metro buses and trains, and distributed through email outreach and community lists that include more than 3,000 government, civic, business and community stakeholders. Outreach activities were also promoted to more than 100,000 subscribers of Metro's traditional media outreach and social media channels.

Standard procedures were employed at each public hearing. Prior to the hearing, Metro hosted Information Sessions to provide the public with an opportunity to learn about Metro's current work to improve service and to provide comments and suggestions on any topic, including subjects that are not on the docket. A series of documents were available describing the proposals being considered to generate revenue for the FY2015 Metro operating budget. In addition, attendees were invited to complete the online survey via tablets at three of the Information Sessions.

At the beginning of each hearing, the presiding Board member read a prepared statement outlining the public hearing process. Then, a senior member of the Metro staff presented the major proposed budget highlights. Pre-registered speakers were then called to the podium to offer testimony followed by speakers who had registered at the hearing. Additionally, all attendees were informed that Metro would accept written testimony until 5 p.m. February 11, 2014.

The purpose of the public hearings is twofold. First, the hearings allow Metro to solicit and obtain public comment regarding the proposed FY2015 budget, increasing bus, rail and parking fares, and Metro's capital improvement program. Second, the public hearings satisfy the requirements of Section 62 of the Metro Compact and Federal Transit Administration statutes that require public hearings be held prior to implementing a fare increase or service reduction.

Executive Summary of Input

A public comment period was held between January 2 and February 11, 2014 to solicit and obtain public input on proposals to balance the FY2015 Metro operating budget.

Six public hearings were conducted between January 29 and February 6, 2014, which included opportunities for the public to provide oral and written testimony in the District of Columbia, Maryland and Virginia. Comments were also accepted via mail and email. Additionally, a questionnaire was made available that the public could complete online to comment on the public docket. Finally, staff launched budget outreach questions on MindMixer.

The proposals being considered on the public docket were increases to base rail and bus fares, the elimination of a cash surcharge on Metrobus, and increases to parking rates at Metro-operated facilities.

Approximately 6,755 inputs were received during the public comment period submitted through oral testimony at a public hearing, written testimony, emailed and mailed comments, and/or through the online survey.

With respect to public hearing and written comments submitted, the majority of comments focused on the impact that fare increases would have on the MetroAccess fare calculation, as well as concerns about fares increases being implemented at a time when Metrorail and Metrobus service issues remain.

Of the 180 public comments received at hearings and in writing, 72% were opposed to the fare changes, 5% supported the proposal, 44% of the respondents mentioned service concerns, and 30% of the comments were submitted by MetroAccess riders.

With 6,575 people participating in this year's budget and fare survey, the number of respondents nearly doubled compared to the last time a budget survey was conducted in 2012. Fourty-three percent of respondents self-identified as minorities, while 17% volunteered that they live in households with incomes under $35,000 annually.

The survey found that almost half of respondents reported they would not change the amount they ride Metrorail as a result of a three or four percent fare increase. When compared to the three percent increase, slightly more respondents said they would decrease the amount they ride on Metrorail if a four percent increase were implemented.

Most respondents also said they would be unaffected by the $1.75 or $1.85 fare increase on Metrobus. However, half of MetroAccess customers said they would ride less as a result of the fare increases.

Low-income respondents were significantly more likely to say they would ride less on Metrobus, airport buses, Metrorail and Express buses as a result of the increases compared with mid- to high-income respondents. Minority respondents also were significantly more likely to report they would take Metrobus, Metrorail and Airport buses less due to increases in fares than non-minorities.

In addition to gathering a response related to the fare changes, the survey also gathered information about what investments in Metro's assets are most important to riders. The rehabilitation of track and rail structures, escalator maintenance and improved signage were noted as the most important service improvements with over eight in 10 respondents saying these improvements are somewhat or very important. The rehabilitation of track and rail structures was noted as important by almost all (96%) survey takers. Seventy percent of respondents believe riders should pay less and jurisdictions pay more to fund these service improvements.

It is important to note that regardless of the channel by which customers delivered their input on the FY2015 budget, these comments reflect only those who proactively responded to the call for comment on the public docket. This report provides a summary of the data collected which uses percentages to organize the information collected. Like the public hearing, the survey was available to all and was not designed to obtain a random representative sample.

PUBLIC HEARING AND WRITTEN INPUT

There were a total of 180 customer inputs from the FY2015 budget fare hearings, 113 were in-person and 67 were received from written testimony.

The public hearing comments and written testimony covered a variety of issues, however the most prevalent theme related to MetroAccess fares. MetroAccess riders expressed concern about the impact of the fare increase, which could be doubled for some MetroAccess riders due to the current fare calculation. Suggestions from MetroAccess riders include reducing the fare calculation multiplier from 2 to 1.5 or 1.25, and reducing the maximum fare from $7 to $6.50. Other commenters expressed their opposition to fare increases due to Metrorail and Metrobus service issues and concerns about Metro signage and other communications issues.

In addition, written testimony was received from Destination DC in favor of the convention pass, and a representative from the Montgomery County Chamber of Commerce spoke at the Rockville hearing in favor of the Momentum strategic plan.

The topline findings from the public hearing comments and written testimony include:

- 130 inputs (72%) oppose fare changes
- 8 inputs (5%) support the fare changes
- 78 inputs (44%) were concerned with current service levels
- 36 inputs (20%) were unrelated to the public docket

Additional details:

	JURISDICTION	Rail	Bus	Access	Against fare changes	Support fare changes	Service Concerns	Off Topic	Other Source
DC	31	17	8	4	24	2	17	4	2
	17%								
Maryland	59	20	12	24	46	4	22	8	5
	33%								
Virginia	25	13	5	5	21	0	15	3	4
	14%								
Undetermined	65	17	9	22	39	2	24	21	9
	36%								
Total	180	67	34	55	130	8	78	36	20
		37%	19%	31%	72%	4%	43%	20%	11%

ONLINE QUESTIONNAIRE INPUT

To facilitate public input, a survey on the docket was developed, in which respondents were asked to select options they would most likely support. Multiple answers to some questions were permitted, resulting in certain questions having response tallies exceeding 100%. During the public comment period, more than 6,575 people responded (see Appendix A for complete budget survey results).

Respondents began with a set of questions where they were asked about their priorities. Under investing in assets, track and rail reliability was chosen by almost every respondent as very or somewhat important. An additional nine in 10 chose escalator maintenance as very or somewhat important. When asked about customer care and its level of importance, eight in 10 customers chose improving announcements and signage as most important with training employees as second most important. Finally, respondents placed the new 7000 series cars as the top priority for Metro to deliver quality service, with replacing 200 buses per year as a close second. When thinking about these costs and who should pay for them, seven in 10 riders believed that the jurisdictions should pay more than they do currently.

Riders were next asked about the effect of a fare increase on bus services. Six in ten said they would not be affected at all by a $1.85 fare increase on Metrobus, and about two-thirds said they would not be affected by a $1.75 Metrobus fare. A little over one-half of respondents said that SmarTrip customers should continue to get a discount. More than one-half (56%) of current Express bus riders said they would take fewer trips if fares were increased, while less than 30% of current airport bus riders reported they would take fewer trips if fares were increased.

When it came to fare changes on Metrorail, nearly 50% of customers would not change the amount of riding as a result of a 3% increase. These numbers changed only slightly with a 4% fare increase.

MetroAccess customers accounted for only 6% (346 customers) of those who answered the survey. Slightly more than half (52%) of these respondents said their riding would not change due to a rate increase on their MetroAccess usage.

Although the majority (67%) of survey takers didn't use parking, among those who did, it was an even split between those who said they would not change the amount of parking they used and those who said they would decrease the amount of parking significantly.

A last set of questions asked riders about the impact of the transit benefit reduction on their riding habits. About one-half of customers use no transit benefits. And 22% say they will ride less as a result of the subsidy dropping.

Additional analysis was done to determine if low-income respondent views of the upcoming fare increase varied from the total population of respondents. Low-income was defined as an annual income of $0 - $34,999. All other income levels were considered mid- to high-income.

The areas where low-income respondents' views varied significantly from mid- to high-income respondents are highlighted below:

- When asked about current cost percentages of jurisdictions versus riders, low-income respondents were significantly more likely to report the jurisdictions should pay more.

- Low-income respondents were significantly more likely to report a fare increase on Express or Airport buses would result in them taking fewer trips.

- When asked about the effect of a fare increase on Metrobus, about four in 10 low-income respondents report they would take fewer trips if fares were increased to $1.75 or $1.85. This is significantly more than the two in ten mid- to high-income respondents who report they would take fewer trips.

- When increases on Metrorail were queried, low-income respondents were significantly more likely to say they would ride less by a slight or significant amount due to the increase.

Analysis was also done to determine if minority respondents views on the upcoming fare increase varied from non-minority respodents. There were few significant differences found as minority responses were largely in-line with the non-minority responses. The areas where significant differences were found are highlighted below:

- Minority respondents were significantly more likely to report the jurisdictions should pay more for the proposed budget increase.

- Minority respondents were almost twice as likely as non-minority respondents to say they would take fewer trips if the fare increase were implemented.

- Although most minority respondents would not be affected by an airport bus fare increase, minorities were significantly more likely to say they would take fewer trips as a result of the fare increase.

- Minority respondents were significantly more likely to report fare increases would result in a slight or significant decrease in their ridership on Metrorail.

OTHER INPUT

MindMixer

Although not part of the formal public record, Metro also solicited comments on the budget and fare proposal through its online forum, MindMixer. During the outreach period, the site had 1,291 total visitors, of which 855 (66%) were new visitors and 436 (33%) were returning visitors (e.g. people who participated in MindMixer before). Five rounds of questions and a demographic survey were conducted.

Most MindMixer participants indicated that: riders should pay less and jurisdictions should pay more of the Metro costs; it is more important to eliminate cash fares on buses than to allow cash payments; Metro should consider variable parking pricing based on time of day and/or demand; and that the three most important Metro 2025 initiatives are 100 percent 8-car trains during rush hour, bus service improvements and new connections.

Below are the five questions posed and responses from MindMixer participants:

***Question 1**: How should Metro balance its funding needs for rebuilding and service improvements between riders and local governments? (115 responses)*

- 66% indicated that riders should pay less, government should pay more
- 24% indicated that riders and governments should pay evenly
- 10% indicated that riders should pay more, governments should pay less

***Question 2**: Is it more important to allow bus fares to be paid by cash or eliminate the option? (67 responses)*

- 70% indicated that it is more important to eliminate cash fares on buses to enable faster boarding and reduce travel time
- 30% indicated that it is more important to allow cash fares on buses to provide equity and flexibility for last minute travelers

***Question 3**: A new payment system may more easily allow changes in fare options or choices. What should we consider in the future? (10 ideas)*

There were the usual requests for zone fares and flat fares, but other interesting ideas were:

- Monthly SmarTrip passes for any fare price (similar to Puget Pass in Seattle)
- Create a lifeline discount fare for low income riders
- Discount on fares for those who auto reload
- Monthly unlimited bus pass

***Question 4**: How should Metro charge for parking at its stations? Please discuss options in the comments section below. (52 responses)*

- 46% indicated variable pricing based on time of day and/or demand for spaces
- 31% indicated weekly or monthly passes
- The remainder of the responses were under 15%

***Question 5**: Metro proposes to make a down payment on Metro2025. Which two initiatives would best increase capacity and efficiency? (235 responses)*

- 25% indicated enable 100% eight-car trains during rush hours
- 20% indicated implement bus service changes and build bus-only lanes.
- 20% indicated add new connections (pocket tracks, crossovers) that will allow trains to be routed around delays and get back on-time faster.
- 19% indicated increase capacity of the busiest stations and build underground walkways.
- The remainder of the Metro 2025 initiatives garnered under 10%

Community-Based Organization (CBO) Outreach

Metro conducted seven outreach events with six community-based organizations that serve constituents who are minority, low-income, and/or have limited English proficiency. The purpose of the outreach was to inform the constituents about upcoming system improvements and the proposed fares and fees in the FY15 budget. Additionally, constituents were asked to complete Metro's public opinion survey on the FY15 budget.

Constituents were able to talk with Metro staff from the Budget and Civil Rights offices to address questions and concerns. At many of the outreach events, riders expressed concern about losing money on their SmarTrip cards, and their inability to register the cards online due to lack of access to a computer. Below are the community-based organizations that hosted outreach events:

Organization	Focus
St. Ann's Center for Children, Youth, and Family- Hyattsville, MD	Support to young families, especially mothers and children
Prince George's Community College- Hyattsville, MD	Latin Student Association
Central American Resource (CARECEN)- Washington, DC	Development of the Latino community through direct services in immigration, housing and citizenship
Carlos Rosario International School-Washington, DC	Provides evidence –based adult education and programs to immigrant students
Mary's Center-Washington, DC	Federally Qualified Health Center that provides health care, family literacy and social services
ESOL Adult & Community Education- Falls Church, VA	Offers English classes at several levels of proficiency to foreign born adults learning English as a new language

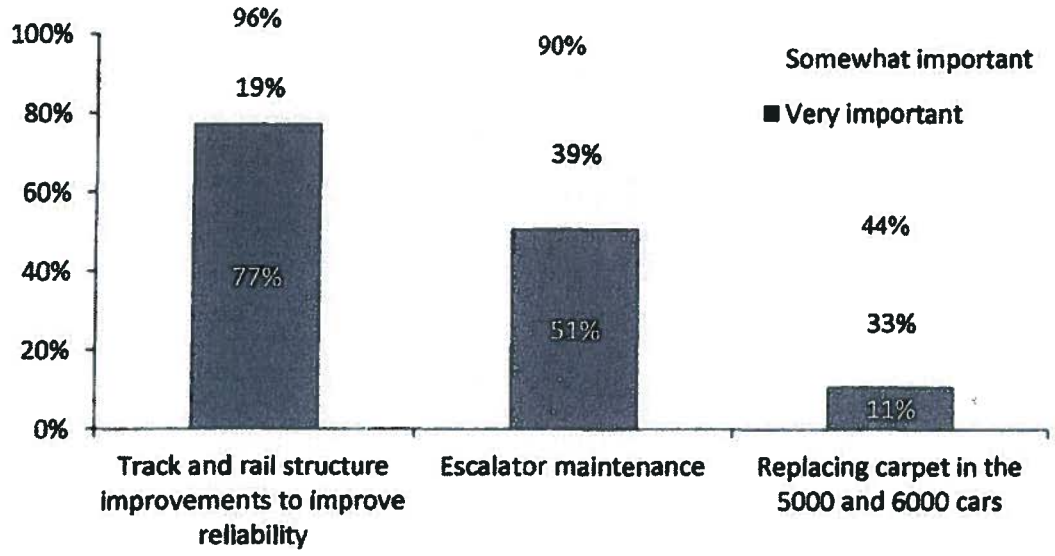
Appendix A:

Metro's FY2015 Budget Survey Results

Metro Fiscal Year 2015 Budget Customer Survey

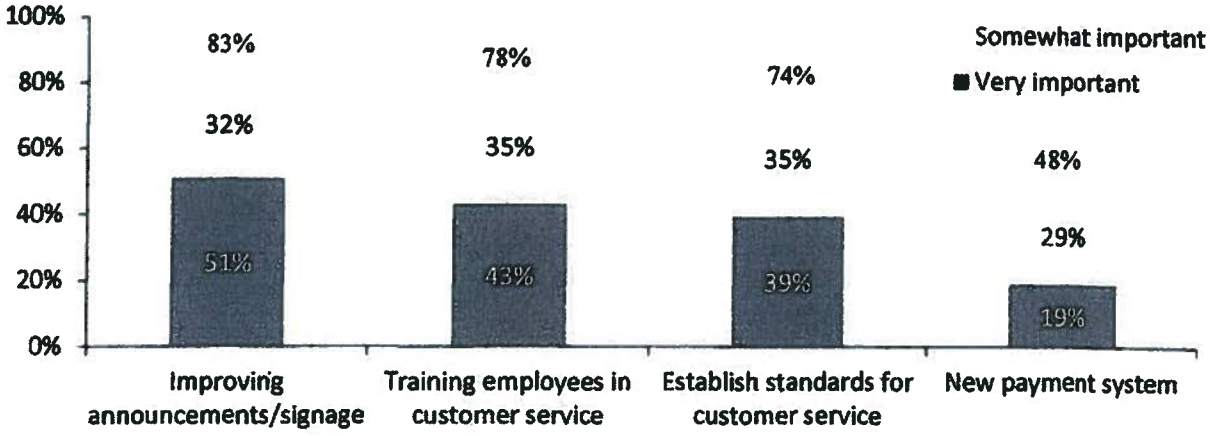
Q. Investing in our Assets: how important would you say each of the following initiatives are for Metro?

n= 4,365
On-Line respondents



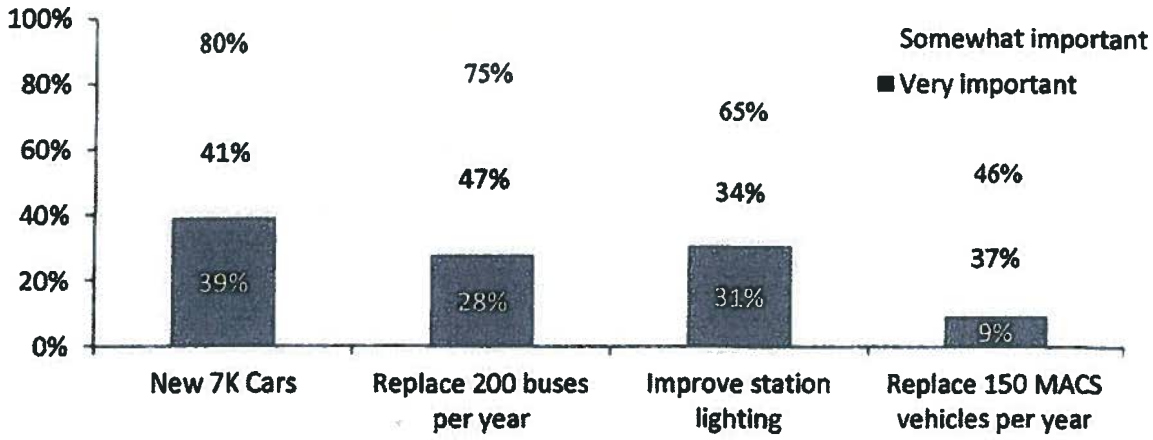
Q. Caring for Customers: how important would you say each of the following initiatives are for Metro?

n= 4,324
On-Line respondents



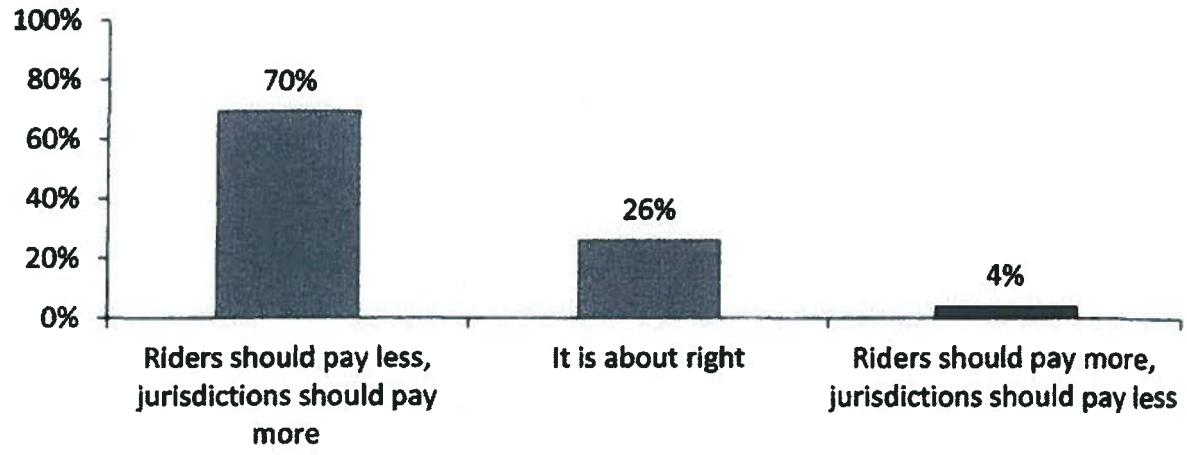
Q. Delivering Quality Service: how important would you say each of the following initiatives are for Metro?

n= 4,252
On-Line respondents



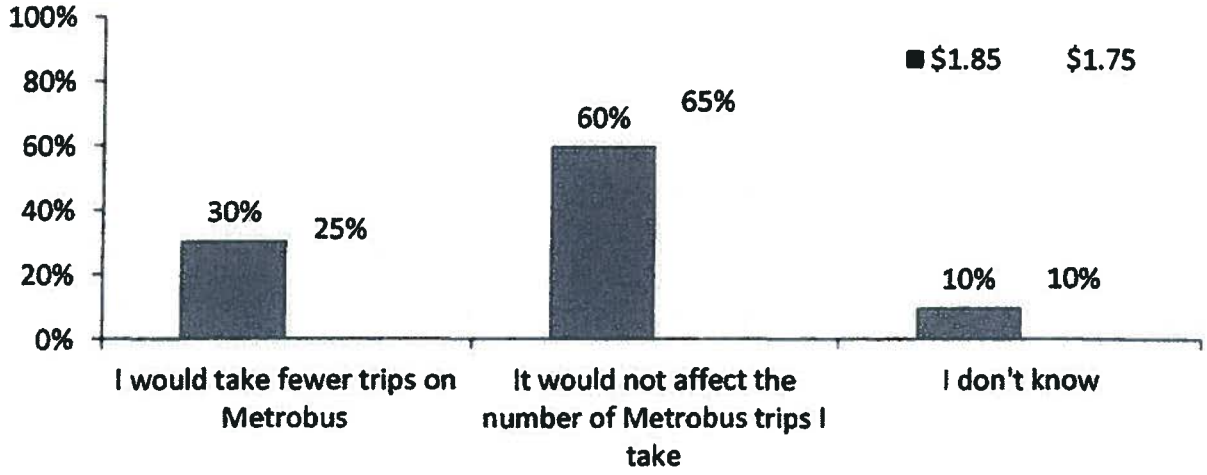
Q. What do you think about the split for the increase?

n=4,201
On-Line respondents



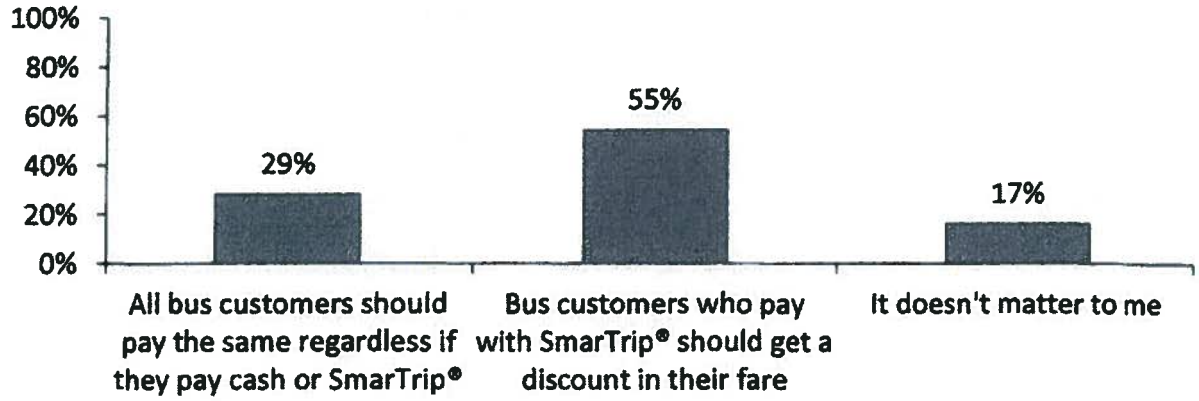
Q. Metro is considering an increase in base bus fares up to $1.85/$1.75. How would such a fare increase affect the number of trips you take on Metrobus?

n=5,698
All respondents



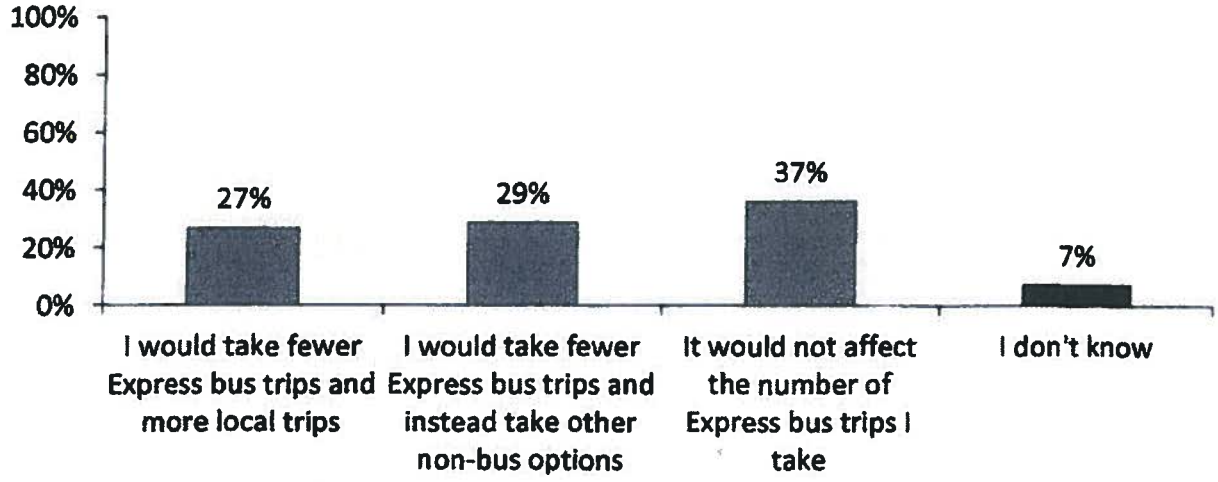
Q. Currently, a rider paying cash is charged an additional $0.20. Which of the following would you support?

n=5,691
All respondents



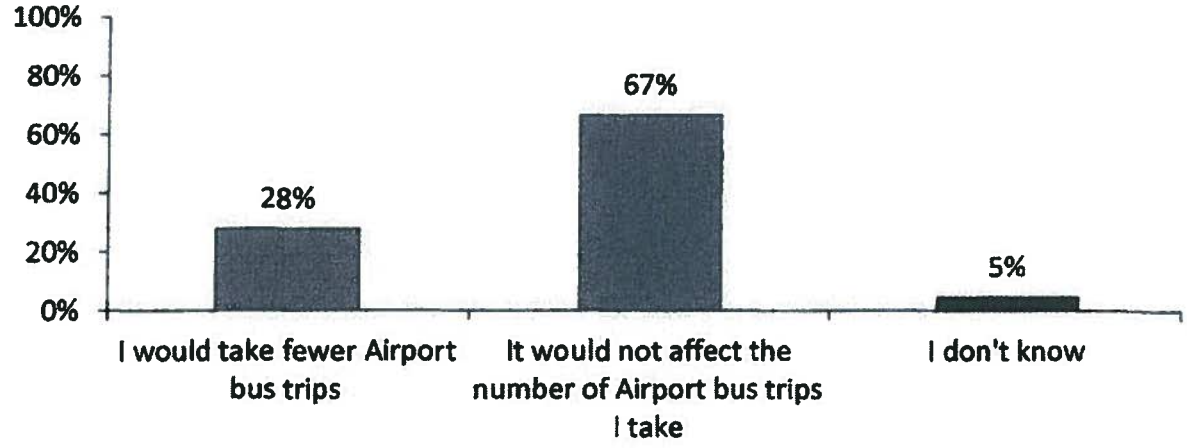
Q. If [Express buses] cost was changed to $4.00 for all trips, how would that affect the number of trips you take on the Express buses?

n= 776
All respondents



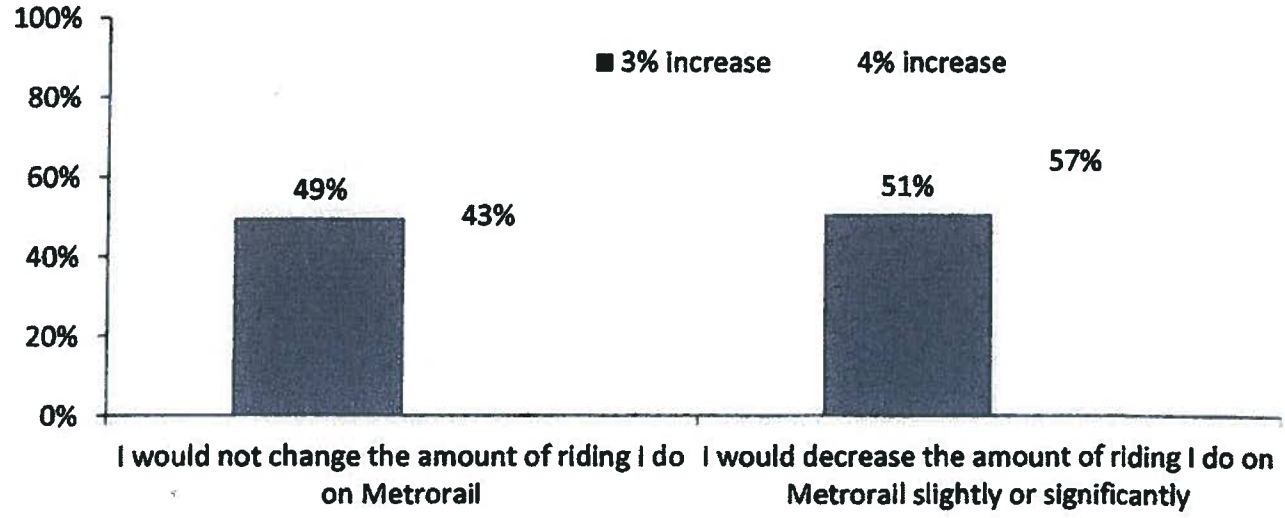
Q. If [Airport buses] fee were raised to $7.00 per trip, how would it affect the number of trips you take on the Airport buses?

n=1,090
All respondents



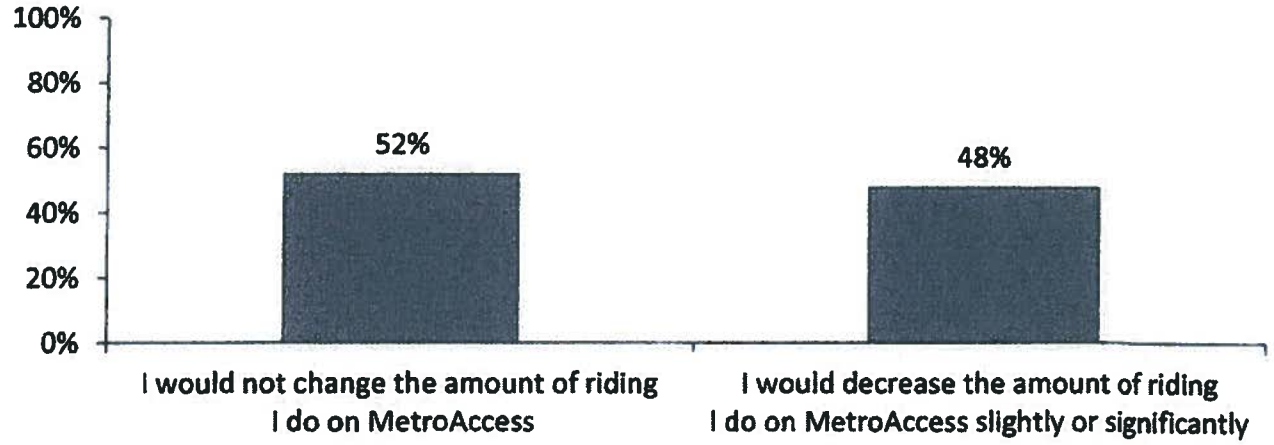
Q. For you, which of the following would occur as a result of the 3%/4% increase in fares?

n=5,690
All respondents



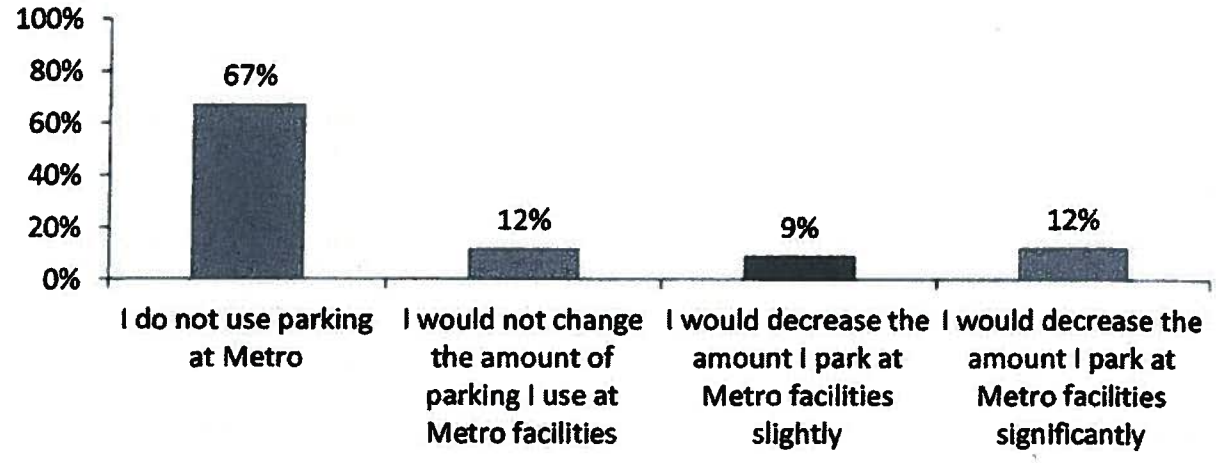
Q. Which of the following would apply to your MetroAccess riding as a result of this increase in fares?

n=331
All respondents



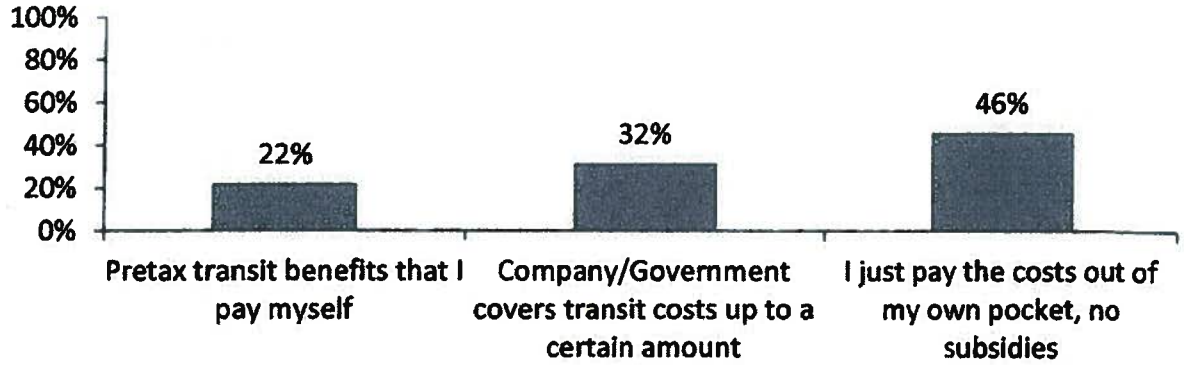
Q. Metro is proposing to increase parking by $0.25 at all stations. What affect would this increase amount have on your parking at Metro stations?

n=5,661
All respondents



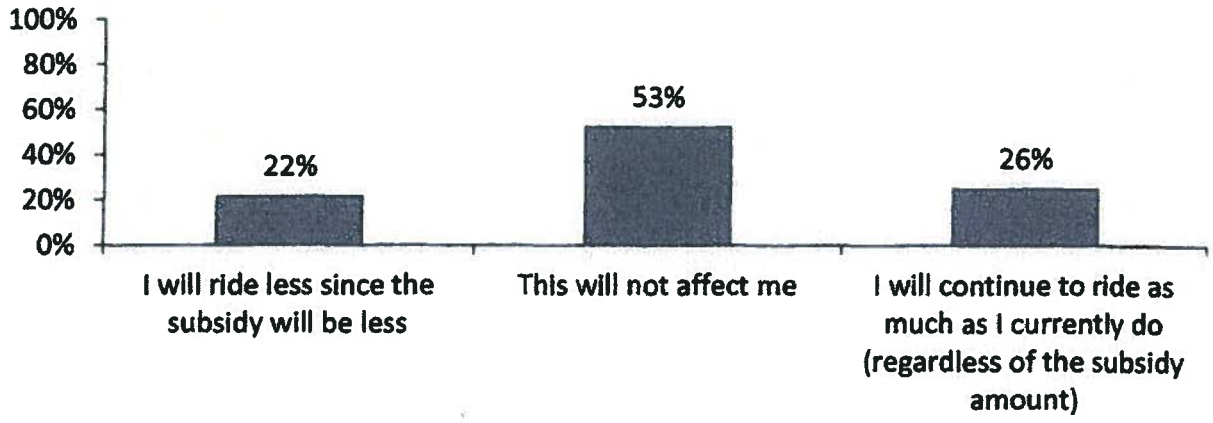
Q. Do you use any of the following to pay for your transportation expenses?

n=4,111
On-Line respondents



Q. On January 1, without Congress' action, the amount allowed for transit subsidies decreased from a maximum of $245 to $130 per month. Which of the following will be your reaction?

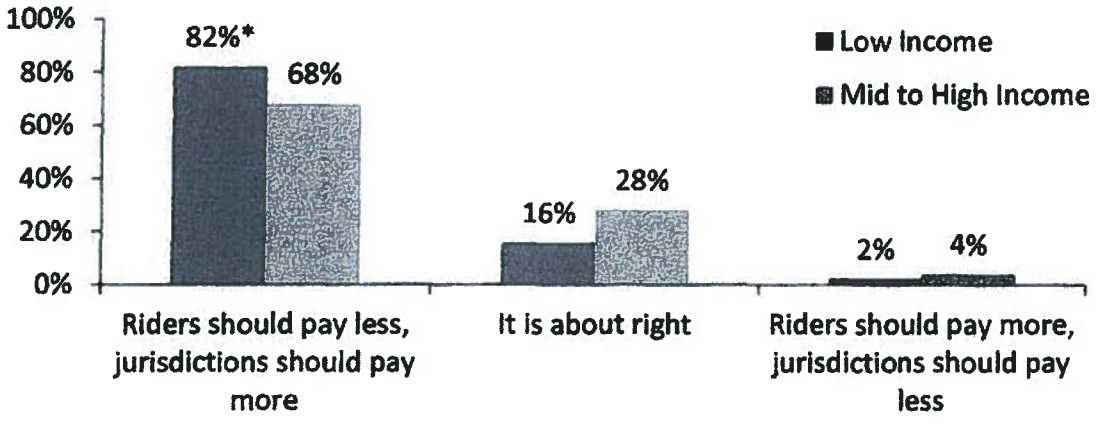
n=4,099
On-Line respondents



LOW INCOME COMPARISON

Q. What do you think about the split for the increase?

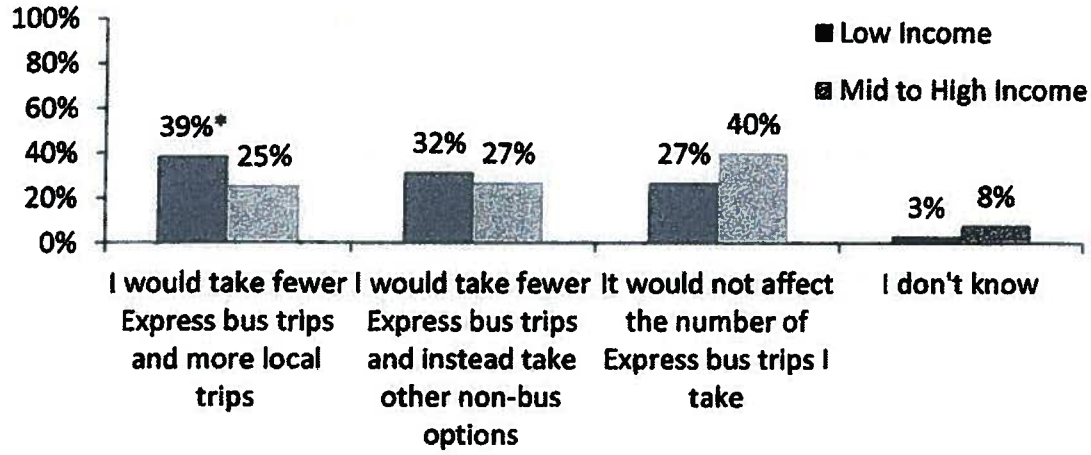
On-Line respondents



** Notes a significant difference at the 95% confidence level*

Q. If [Express buses] cost was changed to $4.00 for all trips, how would that affect the number of trips you take on the Express buses?

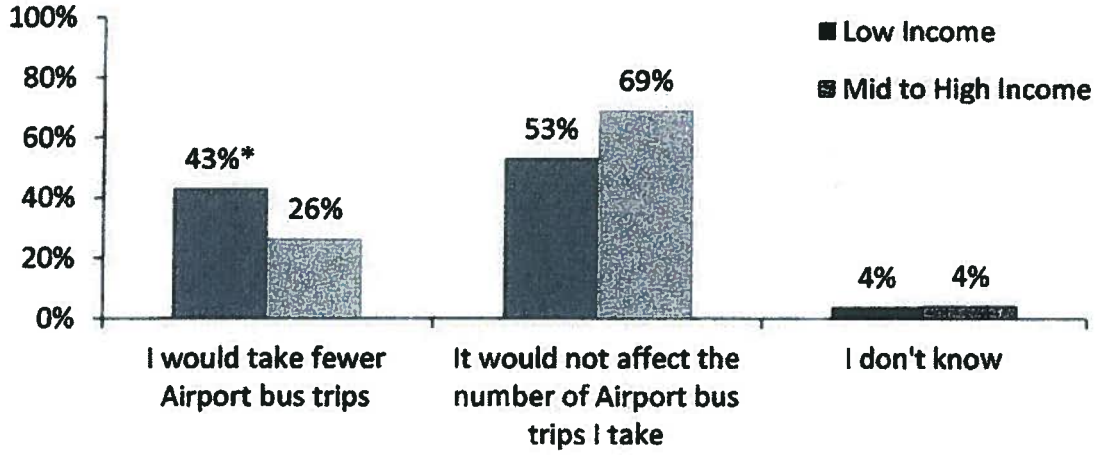
All respondents



** Notes a significant difference at the 95% confidence level*

Q. If [Airport buses] fee were raised to $7.00 per trip, how would it affect the number of trips you take on the Airport buses?

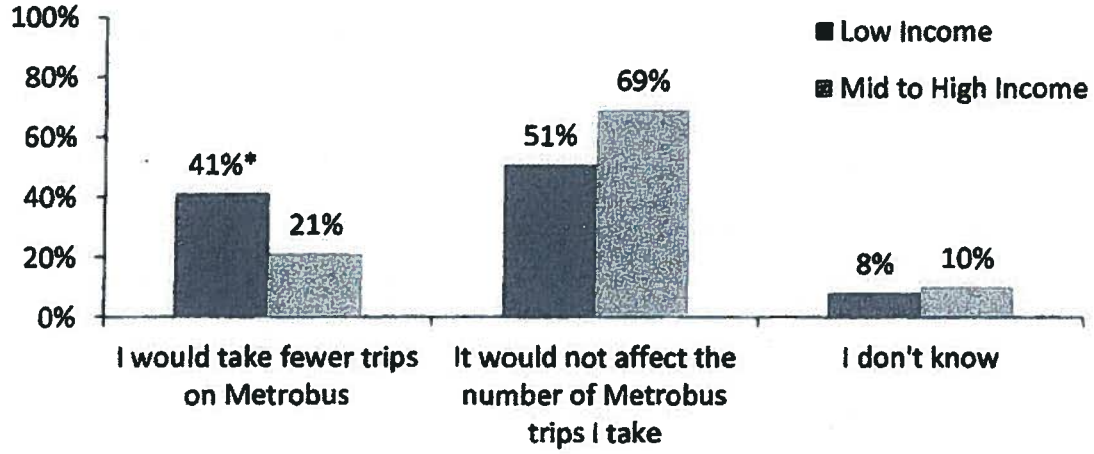
All respondents



** Notes a significant difference at the 95% confidence level*

Q. Metro is considering an increase in base bus fares up to $1.75. How would such a fare increase affect the number of trips you take on Metrobus?

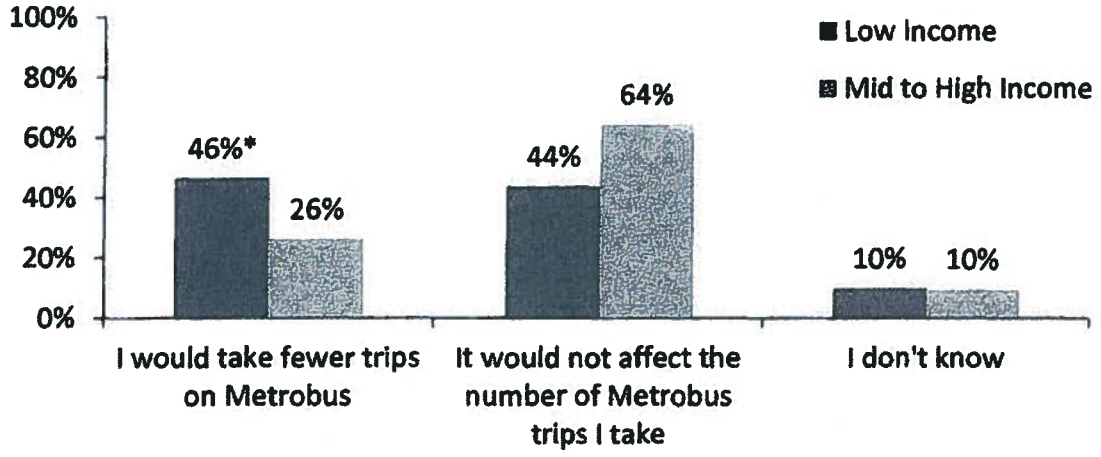
All respondents



** Notes a significant difference at the 95% confidence level*

Q. Metro is considering an increase in base bus fares up to $1.85. How would such a fare increase affect the number of trips you take on Metrobus?

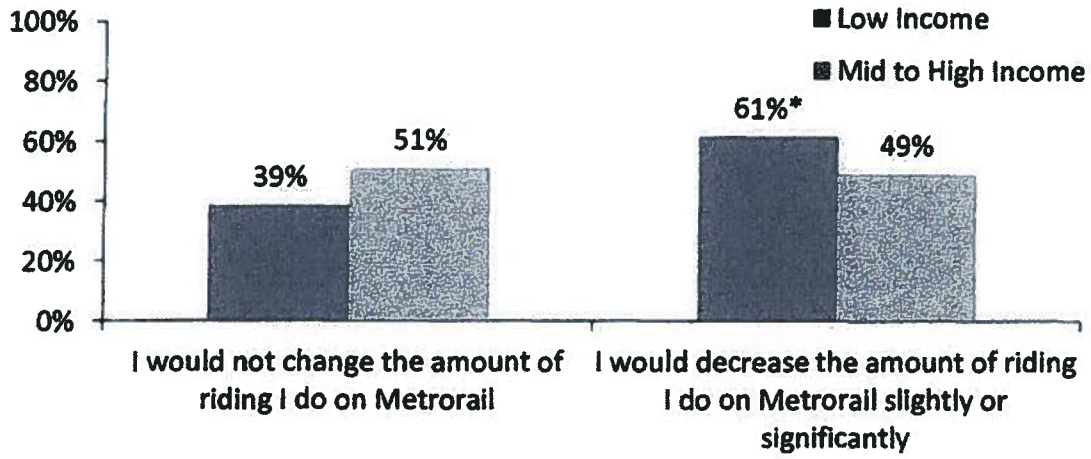
All respondents



** Notes a significant difference at the 95% confidence level*

Q. For you, which of the following would occur as a result of the 3% increase in fares?

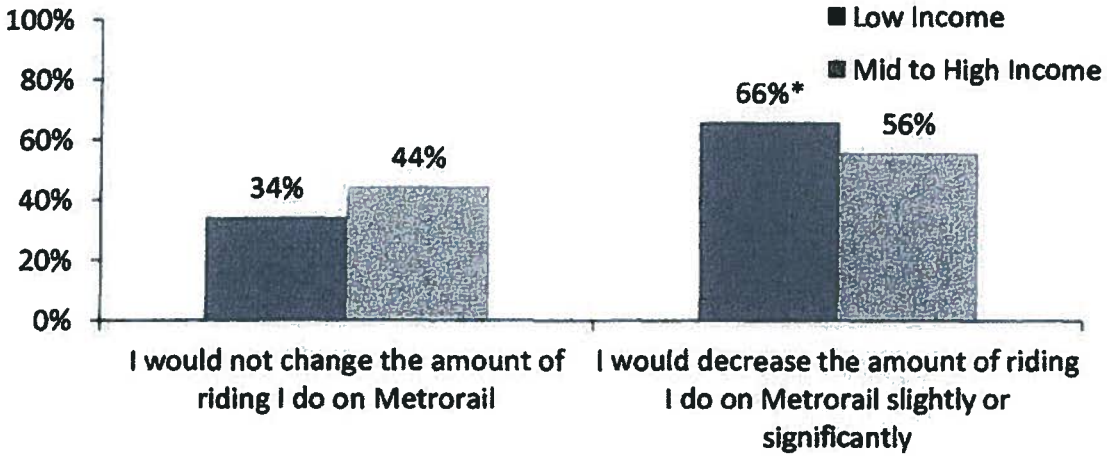
All respondents



** Notes a significant difference at the 95% confidence level*

Q. For you, which of the following would occur as a result of the 4% increase in fares?

All respondents

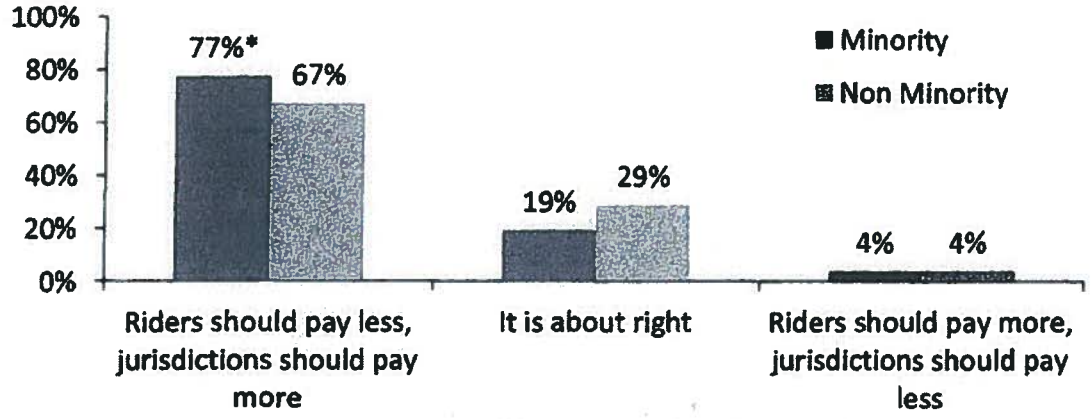


** Notes a significant difference at the 95% confidence level*

MINORITY COMPARISON

Q. What do you think about the split for the increase?

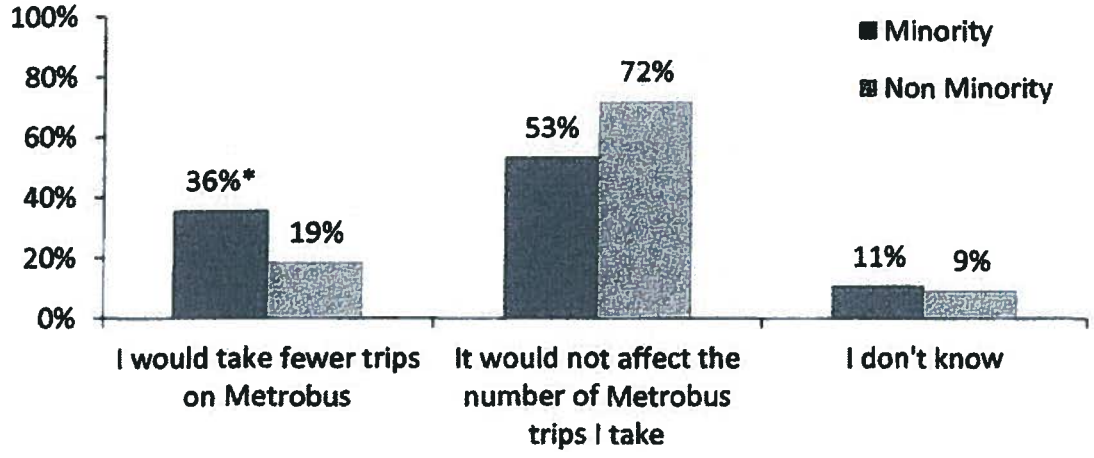
On-Line respondents



** Notes a significant difference at the 95% confidence level*

Q. Metro is considering an increase in base bus fares up to $1.75. How would such a fare increase affect the number of trips you take on Metrobus?

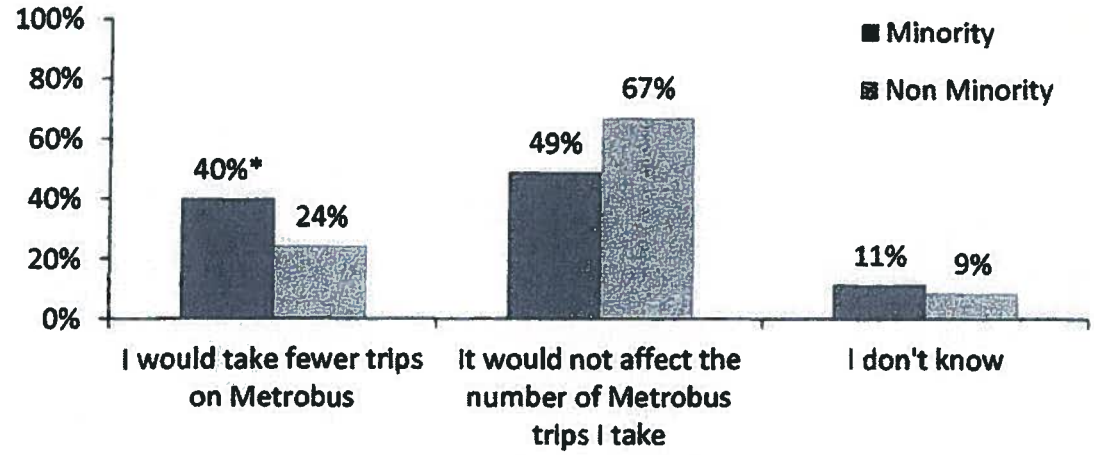
All respondents



** Notes a significant difference at the 95% confidence level*

Q. Metro is considering an increase in base bus fares up to $1.85. How would such a fare increase affect the number of trips you take on Metrobus?

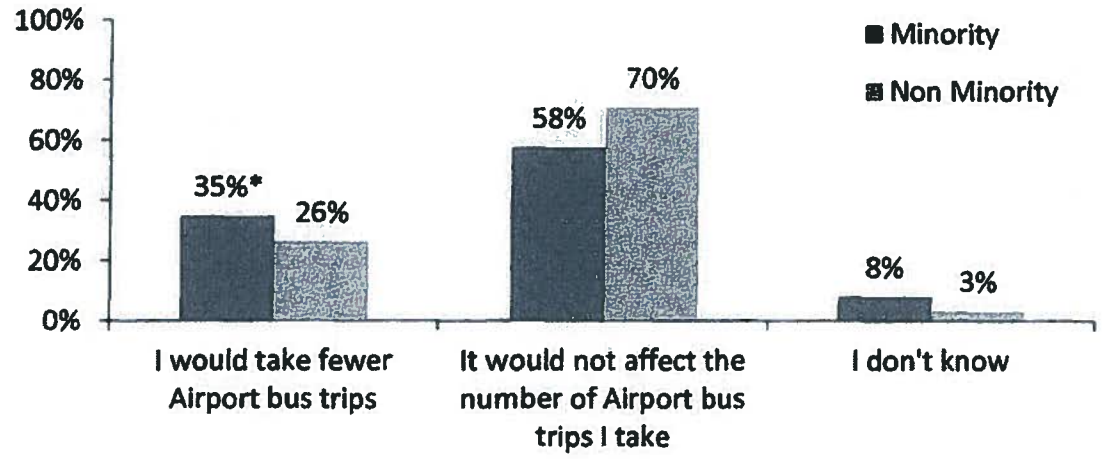
All respondents



** Notes a significant difference at the 95% confidence level*

Q. If [Airport buses] fee were raised to $7.00 per trip, how would it affect the number of trips you take on the Airport buses?

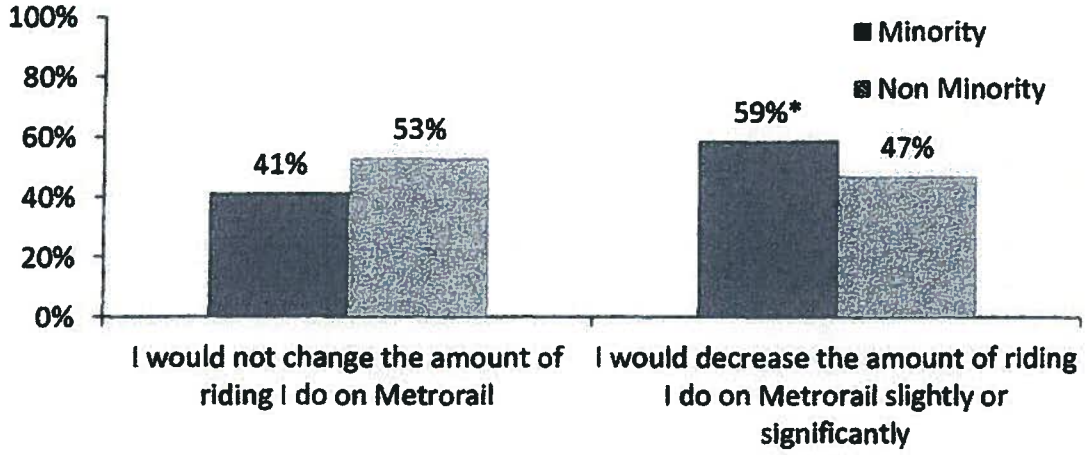
All respondents



** Notes a significant difference at the 95% confidence level*

Q. For you, which of the following would occur as a result of the 3% increase in fares?

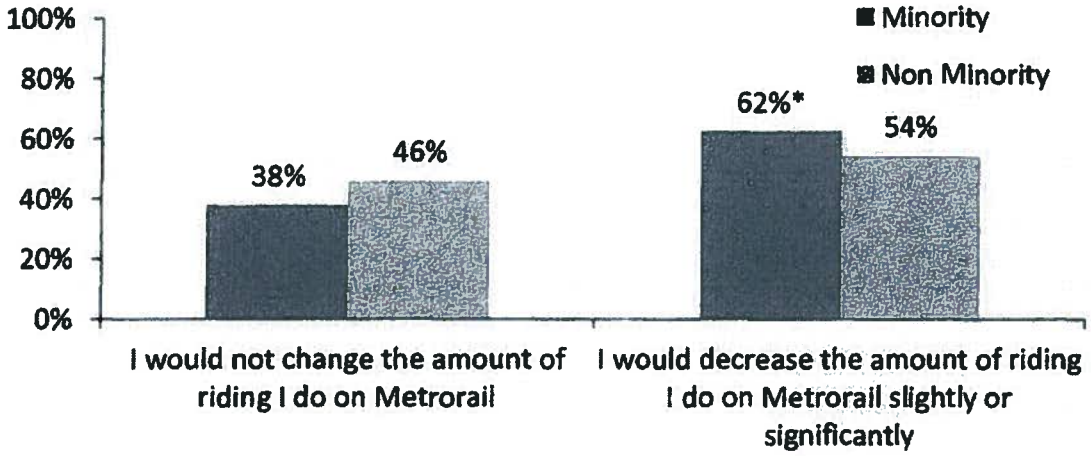
All respondents



** Notes a significant difference at the 95% confidence level*

Q. For you, which of the following would occur as a result of the 4% increase in fares?

All respondents

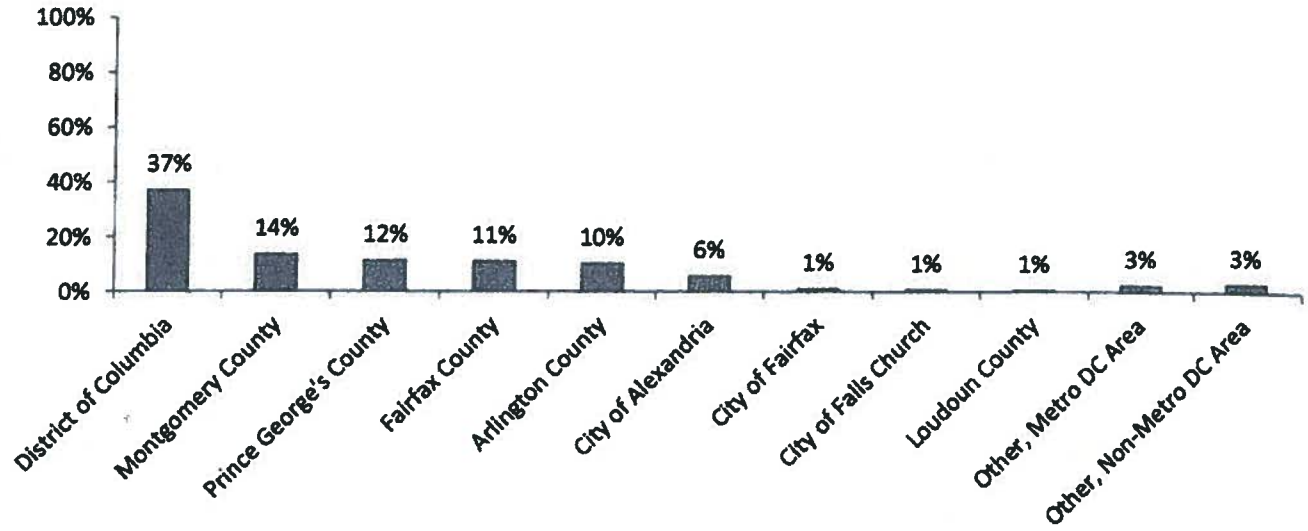


** Notes a significant difference at the 95% confidence level*

DEMOGRAPHICS

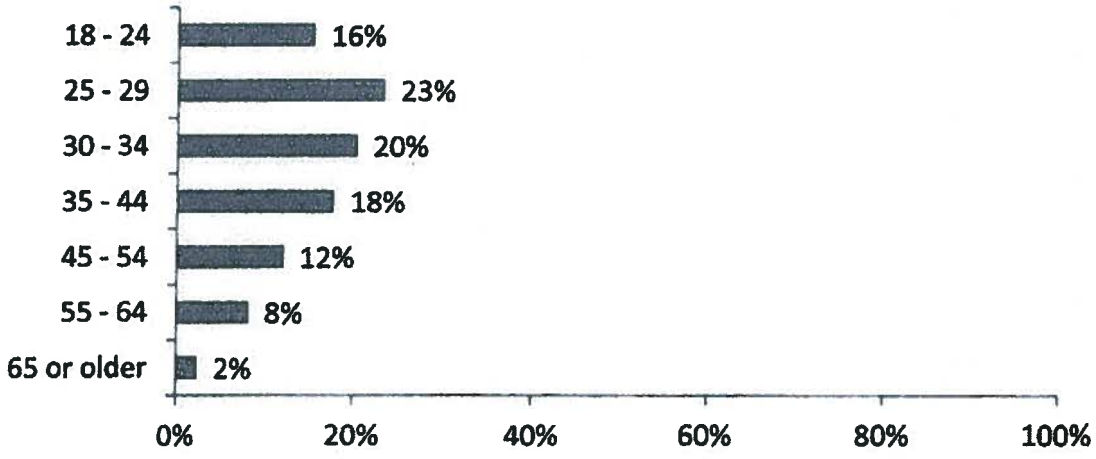
Respondent Jurisdiction

n=5,692
On-Line respondents



Age

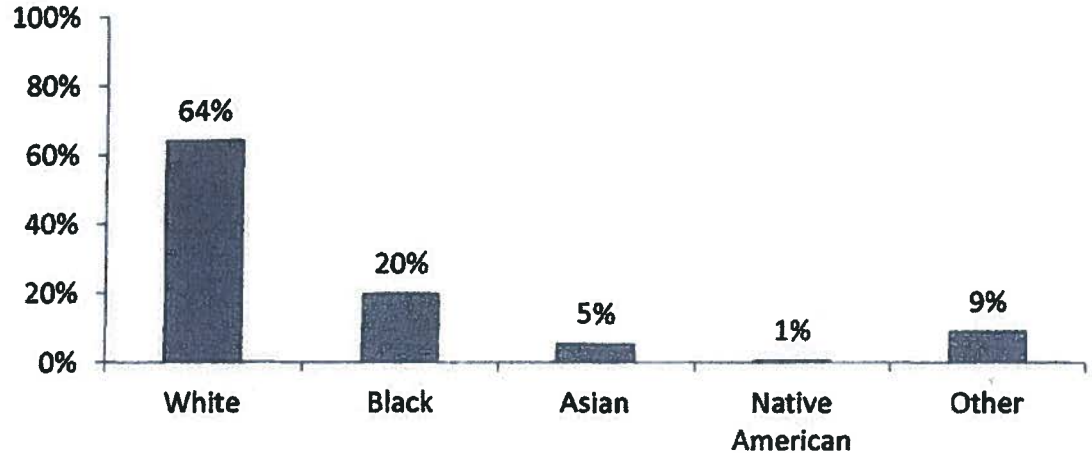
n=5,625
All respondents



Latino or Hispanic Origin? Yes: 5%

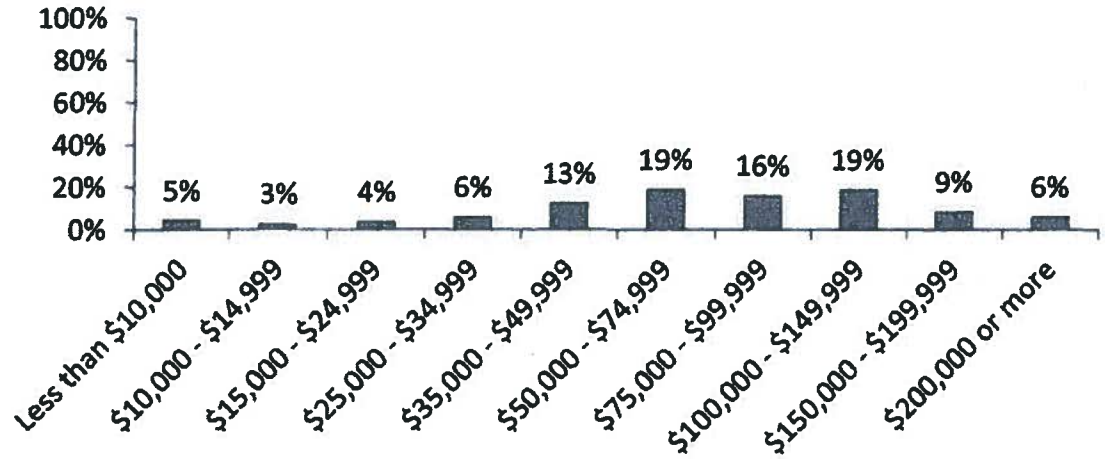
Race

n= 5,421
All respondents



Income

5,118
All respondents



ATTACHMENT B

	Metrorail Fares	CURRENT Fares/Fees	FY2015 Fare Adjustments
	Peak Fares[1]		
1	· Boarding charge (up to 3 miles)	$2.10	**$2.15**
2	· Composite miles between 3 and 6 miles	$0.316	**$0.326**
3	· Composite miles over 6 miles	$0.280	**$0.288**
4	· Maximum peak fare	$5.75	**$5.90**
5	· Charge for senior/disabled is one-half peak fare	$1.05 - $2.85	**$1.05 - $2.95**
	Off-Peak Fares[2]		
6	· Boarding charge (up to 3 miles)	$1.70	**$1.75**
7	· Composite miles between 3 and 6 miles	$0.237	**$0.244**
8	· Composite miles over 6 miles	$0.210	**$0.216**
9	· Maximum off-peak fare	$3.50	**$3.60**
10	· Charge for senior/disabled is one-half peak fare during off-peak	$1.05 - $2.85	**$1.05 - $2.95**
	Magnetic Paper Fare Cards		
11	· Non-SmarTrip® fare surcharge[3]	$1.00	**no change**
12	· Senior/disabled non-SmarTrip® surcharge	$0.50	**no change**
	Rail Passes		
13	· One-day unlimited pass	$14.00	**$14.50**
14	· One-day "convention" pass (bulk sales only)[4]	NA	**$10.00**
15	· 7-day short-trip pass for rail	$35.00	**$36.00**
16	· 7-day fast pass for rail	$57.50	**$59.25**
17	· 28-day fast pass for rail	$230.00	**$237.00**
	Other Rail Fares		
18	· Bus-to-rail transfer utilizing SmarTrip® card	$0.50 discount	**no change**
19	· 30-day DC SmartStudent pass & DC One card, within DC	$32.00	**$33.00**
20	· DC Student farecards & DC One Card - 10 rail trips within DC	$10.00	**$10.30**
21	· TransitLink Card on MARC and VRE[5]	$108.00	**$111.00**
22	· TransitLink Card on MTA[5]	$166.00	**$171.00**
	Metrobus Fares		
	Regular Fares		
23	· Cash/SmarTrip® boarding charge for local/limited-stop bus	$1.60	**$1.75**
24	· Cash/SmarTrip® boarding charge for express bus	$3.65	**$4.00**
25	· Cash/SmarTrip® boarding charge for designated airport routes	$6.00	**$7.00**
	Senior/Disabled: One-Half Regular Fares		
28	· Cash/SmarTrip® boarding charge for local/limited-stop bus	$0.80	**$0.85**
29	· Cash/SmarTrip® boarding charge for express bus	$1.80	**$2.00**
30	· Cash/SmarTrip® boarding charge for airport designated routes	$3.00	**$3.50**

	Metrobus Fares (cont.)	CURRENT Fares/Fees	FY 2015 Proposed Fare Options
Bus Transfers			
33	· Bus-to-bus transfers utilizing SmarTrip® card	varies	**no change**
34	· Rail-to-bus transfer utilizing SmarTrip® card	$0.50 discount	**no change**
35	· Transfer from MARC, VRE, & MTA with weekly/monthly pass	$0.00	**no change**
36	· Transfer from regional bus partners	varies	**no change**
Bus Passes			
37	· 7-Day Regional Bus Pass	$16.00	**$17.50**
38	· 7-Day Regional Senior/Disabled Pass	$8.00	**$8.75**
Other Fare Media			
39	· Package of 10 tokens, available to organizations	$18.00	**$17.50**
40	· DC student tokens - 10 trips per pack	$8.00	**$8.75**
41	· DC student pass on DC One Card - 10 trips	$8.00	**$8.75**
MetroAccess Fares[6]			
42	· MetroAccess fare (within ADA 3/4 mile service corridor)	varies	**varies**
43	· Maximum fare	$7.00	**$6.50**
Parking Fees[7]			
44	· District of Columbia	$3.50 - $4.50	**$3.60 - $4.60**
45	· Montgomery County	$4.25 - $5.00	**$4.35 - $5.10**
46	· Prince George's County[8]	$4.50	**$4.60 - $5.10**
47	· Virginia	$4.75	**$4.85**
48	· Monthly reserved parking fee	$45.00 - $65.00	**no change**
49	· Parking meters $1.00/60 minutes	$1.00	**no change**
50	· Prince George's parking garage at New Carrollton	$85.00	**no change**
51	· Non-Metro rider parking fees	$8.25 - $25.00	**$8.25 - $15.00**
Other Fees			
52	· Bicycle locker rental	$120.00 (annual)	**no change**
53	· Surcharge on Entry/Exit for station improvements, two stations per Compact jurisdiction[9]	$0.05	**no change**

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

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

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

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

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

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

[7] Parking fees consist of Metro's base fee plus jurisdiction surcharge. Monthly fee for Prince George's parking at New Carrollton is $70 base fee plus $15 surcharge.

[8] $0.10 increase in base parking fee for all parking garages plus additional $0.50 surcharge at all facilities in Prince George's County except Addison Road, Landover, and Prince George's Plaza.

[9] Rail stations with surcharge are designated per jurisdiction discretion pending Board approval.

ATTACHMENT C

M E M O R A N D U M

SUBJECT: Title VI Equity Evaluation of Final FY2015 Budget Proposal

DATE: March 27, 2014

FROM: EOER – James T. Wynne, Jr.

TO: GM/CEO – Richard Sarles

This memorandum provides additional information and documentation in support of the Title VI analysis related to the proposed FY2015 fare increases. The information below provides statistical data to support the findings of the analysis. Interim analysis was reviewed earlier with the Board's Finance & Administration Committee and the General Manager/Chief Executive Officer.

Finding

Based on the staff analysis, it has been determined that the proposed FY2015 fare changes recommended for Board action on March 27, 2014 by the Board's Finance & Administration Committee do not show a disproportionately high and adverse impact on minority/low income ridership.

Introduction

As specified in the Federal Transit Administration's (FTA's) Circular 4702.1B, Metro staff has evaluated the proposed fare changes to determine whether the proposed fare changes would result in disparate impact on minority riders and/or a disproportionate burden on low-income riders.

WMATA's Disparate Impact/ Disproportionate Burden Policy[1]

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

WMATA Ridership Demographic Profile[2]

WMATA's system-wide ridership demographic profile is shown in the following table:

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

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

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 2

	Total Annual Trips (FY 13)	Annual Minority Trips	% Minority Ridership	Annual Low Income Trips	% Low Income Ridership
Metrorail	208,969,000	89,609,282	43%	23,253,668	11%
Metrobus	132,065,000	100,978,965	76%	56,966,123	43%
MetroAccess	2,033,000	1,405,927	69%	1,030,659	51%
Total	**343,067,000**	**191,994,175**	**56%**	**81,250,450**	**24%**

Data, Methodologies & Analysis

To assess the impacts of service changes and fare increases on minority and low-income communities, Metro relies on the following data sources and tools:

- Metrorail Farebox data (2013)
- Metrobus Farebox data (2013)
- MetroAccess Trip data (2013)
- Metro Trip Planner (Trapeze scheduling and fare data)
- Metrorail Passenger Survey data (2012)
- Metrobus Passenger Survey data (2008)
- 2010 Census data – Minority Status
- American Communities Survey (2005-2009) ("ACS5") data release – Income/Poverty Status

In order to adequately assess impacts, data is analyzed at the trip-making level:

- For Metrorail, race, ethnicity and income information is derived from the 2012 passenger origin/destination survey
- For Metrobus, demographic data collected for the 2008 bus survey on minority and income status is assigned at the Bus Line level.
- For MetroAccess, demographic data on minority and low income status from 2010 Census & ACS5 has been assigned at the client level, and applied to known client trips

This analysis uses an 'impacted trips' approach to assess whether minority and low-income riders would be disproportionately affected by the changes. Using ridership and revenue data for an average weekday,[3] an average current fare is calculated for each fare category by demographic cohort to determine an

3 September 2013 ridership and revenue

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 3

average fare for each cohort by mode.[4] Future fares are then calculated in the same way using the proposed fare policy changes. Average future fares for minority and low-income riders are then compared with average future fares for non-minority and non-low-income riders to determine if differences between the average fares paid between groups are greater than five percentage points.

Analysis:
Staff conducts analysis at every stage of the budget planning and decision-making process. In Fall 2013, staff began this process with an analysis of the General Manager's initial proposal, followed by an analysis of the full docket presented to the public and subsequent analyses of proposed combinations of fare proposals contained in the public docket. The results of these analyses were provided to WMATA's Board of Directors during the deliberation and discussion timeframe to aid them in their decision-making. Staff tested the final proposal to ensure it met the DI/DB test before the Board of Directors approved the budget. These results are presented in the following sections.

Two items included in all proposals – the discounted convention pass and the reduction in event parking pricing – are not included in these analyses, as there is no specific data available to support an analysis of those items.

March 27, 2014 – Revised GM/CEO Proposal
Based on consultation with the jurisdictions, the GM/CEO's revised budget proposal for March 27 includes the following fare changes: a 3% average increase to Metrorail fares; a 9% average increase to Metrobus fares; elimination of the cash surcharge on bus fares; reduction of the cap on MetroAccess fares from $7.00 to $6.50; and a $0.10 base parking fee increase at all daily parking locations.

Application of major fare policy direction:

Rail (Base fare/max fare)	$2.15/ $5.90
Base Bus (SmarTrip® / Cash)	$1.75 / $1.75
MetroAccess cap	$6.50
Parking, system-wide	$0.10 increase
Parking, Prince George's County surcharge	$0.50[5]

4 Appendix Table 1 shows the number of average daily riders for each fare type along with the demographic status of those riders.
5 Addison Road, Landover, and Prince George's Plaza excluded.

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 4

The following table summarizes the average fare calculations for each mode under this proposal and provides a weighted average fare for the system as a whole by demographic group.

	Minority	Non-Minority	Low-Income	Non-Low-Income
Rail	3.3%	3.1%	3.9%	3.1%
Bus	8.9%	9.3%	8.8%	9.1%
Parking	7.8%	4.1%	6.6%	5.8%
MetroAccess	2.2%	1.9%	2.7%	1.6%
System-wide	5.1%	3.8%	6.2%	4.1%
Difference in Change:		1.3%		2.1%

The proposal passes Metro's DI/DB test, as the difference in average fare paid by minority riders and non-minority riders is 1.3%, and the difference between low-income and non-low-income riders is 2.1%. The elimination of the cash surcharge on bus, which shows higher usage among low-income riders, as well as a 15% cap on mid-distance off-peak rail trips, provide financial relief for minority and low-income riders.

Summary of Public Outreach

The staff report attached to the FY2015 budget adoption resolution includes a detailed summary of the public outreach conducted for this budget, including proposed fare adjustments and the Capital Improvement Program (CIP) and federal grants. Specific details relating to Title VI populations are highlighted in the staff report, and this information will be included in the comprehensive report that will be submitted to the Federal Transit Administration up completion of the FY2015 budget process.

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 5

Appendix:

Table 1: Minority & Low Income Ridership by Fare Category

		Total Ridership, Avg. Weekday Sept. 2013	% Minority	% Low Income
RAIL				
Full Fare Peak, SmarTrip	Base	86,186	35%	8%
	Tier 1	99,203	38%	9%
	Tier 2	182,640	45%	7%
	Max	18,049	45%	5%
Full Fare Off-Peak, SmarTrip	Base	46,253	37%	14%
	Tier 1	45,077	42%	19%
	Tier 2	41,896	47%	18%
	Max	20,932	47%	15%
Full Fare Peak, Paper	Base	6,790	35%	8%
	Tier 1	6,214	36%	9%
	Tier 2	7,655	42%	8%
	Max	908	43%	7%
Full Fare Off-Peak, Paper	Base	7,234	35%	13%
	Tier 1	6,059	37%	17%
	Tier 2	4,797	42%	16%
	Max	3,212	44%	14%
Senior Peak, SmarTrip	Base	2,891	40%	10%
	Tier 1	3,576	44%	11%
	Tier 2	7,567	47%	8%
	Max	957	46%	6%
Senior Off-Peak, SmarTrip	Base	3,597	41%	18%
	Tier 1	4,940	48%	23%
	Tier 2	6,048	50%	20%
	Max	3,986	48%	16%
Senior Peak, Paper	Base	30	35%	8%
	Tier 1	34	36%	8%
	Tier 2	69	39%	6%
	Max	3	51%	34%
Senior Off-Peak, Paper	Base	60	34%	12%
	Tier 1	60	34%	16%
	Tier 2	92	34%	15%
	Max	46	37%	12%
Passes	1-Day Rail	7,122	39%	8%
	28-Day Rail	686	41%	10%
	7-Day Rail Fast Pass	1,115	42%	10%

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 6

	7-Day Rail Short Pass	3,031	41%	11%
	DC Student Monthly Pass	2,458	52%	19%
Students	DC Student 10-Trip	3,465	65%	22%
Bus-to-Rail Transfers	All	76,424	53%	16%
Rail Total		**711,362**	**43%**	**11%**

		Total Ridership, Avg. Weekday Sept. 2013	% Minority	% Low Income
BUS				
Regular Boardings				
Full Fare	ST Local	192,238	74%	41%
	Cash Local	22,048	79%	45%
	ST Express	4,922	53%	13%
	Cash Express	104	65%	16%
	ST Airport	721	52%	21%
	Cash Airport	586	52%	21%
Discounted	ST Local	18,060	78%	45%
	Cash Local	1,946	79%	45%
	ST Express	254	58%	14%
	Cash Express	6	48%	16%
	ST Airport	66	52%	21%
	Cash Airport	35	49%	21%
Rail-to-Bus Transfers				
Full Fare	Local	56,814	75%	40%
	Express	1,317	48%	14%
	Airport	344	50%	21%
Discounted	Local	5,603	77%	43%
	Express	85	41%	14%
	Airport	30	51%	21%
Bus-to-Bus Transfers				
Full Fare	Regular	77,203	80%	46%
	Express	361	64%	16%
	Airport	46	51%	21%
Discounted	Regular	13,551	81%	48%
	Express	50	76%	15%
	Airport	6	52%	21%
Passes				
Full Fare	Local	44,287	76%	44%
	Express	62	58%	18%
	Airport	26	53%	21%
Discounted	Local	11,096	80%	46%

Title VI Equity Evaluation of FY2015 Budget Proposal
Page 7

	Express	26	61%	15%
	Airport	16	47%	21%
Bus Total		**451,908**	**76%**	**42%**
PARKING				
Montgomery County		12,256	30%	2%
Prince George's County		18,776	70%	4%
District of Columbia		1,497	83%	14%
Northern Virginia		16,157	26%	2%
Parking Total		**48,686**	**46%**	**3%**
METROACCESS				
Daily Total		5,008	69%	51%
SYSTEMWIDE		**1,216,963**	**55%**	**23%**

ATTACHMENT D-1
FY2015 OPERATING BUDGET
(dollars in millions)

	Fiscal 2015 Budget
Operating Budget:	
Metrorail Operations	$1,022.6
Metrobus Operations	$618.5
MetroAccess Operations	$113.7
Subsidized Operating Budget	$1,754.8
Preventive Maintenance	($30.7)
FY2013 Audit Adjustment	($20.0)
Debt Service	$0.0
Metro Matters Debt Service	$21.3
Total FY2015 Operating Budget	**$1,725.4**
FY2015 Operating Reimbursable Programs	**$50.8**

ATTACHMENT D-2
FISCAL YEAR 2015 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES
(dollars in millions)

OPERATING BUDGET
REVENUES AND EXPENSES

(Dollars in Thousands)	Approved Budget 2015	BUS Budget 2015	RAIL Budget 2015	ACCESS Budget 2015
REVENUES				
Passenger	$835,459	$155,675	$671,743	$8,041
Other Passenger	$12,372	$8,554	$3,818	$0
Parking	$48,410	$0	$48,410	$0
Advertising	$19,994	$13,361	$6,633	$0
Joint Development	$7,000	$0	$7,000	$0
Fiber Optics	$16,000	$0	$16,000	$0
Other	$6,468	$1,729	$4,739	$0
Interest	$331	$301	$30	$0
Total Revenues	$946,033	$179,619	$758,374	$8,041
EXPENSES				
Personnel	$1,272,169	$489,527	$773,533	$9,108
Services	$209,653	$37,972	$79,554	$92,127
Materials & Supplies	$105,702	$33,136	$62,118	$10,448
Fuel & Propulsion Power	$89,619	$34,406	$55,261	($49)
Utilities	$39,732	$8,429	$31,177	$127
Casualty & Liability	$29,568	$11,328	$17,664	$576
Leases & Rentals	$6,766	$1,919	$3,568	$1,280
Miscellaneous	$5,035	$2,099	$2,867	$68
Preventive Maint./Reimb.	($3,458)	($356)	($3,102)	$0
Total Expenses	$1,754,786	$618,461	$1,022,639	$113,686
GROSS SUBSIDY	$808,753	$438,842	$264,266	$105,645
Preventive Maintenance	($30,700)	($10,438)	($20,262)	$0
Net Local Subsidy	$778,053	$428,404	$244,004	$105,645
Cost Recovery Ratio	53.9%	29.0%	74.2%	7.1%

ATTACHMENT D-3
FY2015 Operating Subsidy

FISCAL YEAR 2015 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
Metrobus Operating Subsidy									
Regional Bus Subsidy	$348,024,486	$146,931,050	$50,293,271	$59,627,805	$15,813,587	$26,922,176	$636,457	$46,535,031	$1,265,109
Non-Regional Bus Subsidy	$80,379,859	$35,513,765	$10,124,954	$23,266,230	$3,285,024	$1,376,003	$0	$6,813,883	$0
Subtotal	$428,404,345	$182,444,815	$60,418,226	$82,894,035	$19,098,611	$28,298,179	$636,457	$53,348,914	$1,265,109
Percent of Total	*100%*	*42.6%*	*14.1%*	*19.3%*	*4.5%*	*6.6%*	*0.1%*	*12.5%*	*0.3%*
Metrorail Operating Subsidy									
Base Allocation	$236,910,427	$80,621,900	$43,775,082	$38,678,460	$11,178,541	$23,154,657	$765,309	$38,021,501	$714,978
Max Fare Subsidy	$7,093,110	$680,217	$3,148,287	$1,442,987	$290,018	$184,673	$59,493	$1,249,456	$37,978
Subtotal	$244,003,537	$81,302,116	$46,923,369	$40,121,447	$11,468,559	$23,339,330	$824,802	$39,270,957	$752,956
Percent of Total	*100%*	*33.3%*	*19.2%*	*16.4%*	*4.7%*	*9.6%*	*0.3%*	*16.1%*	*0.3%*
MetroAccess Subsidy	$105,644,663	$27,239,686	$21,034,871	$41,766,520	$970,354	$880,464	$290,195	$13,367,392	$95,180
Percent of Total	*100%*	*25.8%*	*19.9%*	*39.5%*	*0.9%*	*0.8%*	*0.3%*	*12.7%*	*0.1%*
Net Operating Subsidy	$778,052,545	$290,986,617	$128,376,466	$164,782,002	$31,537,525	$52,517,973	$1,751,454	$105,987,263	$2,113,245
	100%	*37.4%*	*16.5%*	*21.2%*	*4.1%*	*6.7%*	*0.2%*	*13.6%*	*0.3%*
Debt Service	$0	$0	$0	$0	$0	$0	$0	$0	$0
Metro Matters Debt Service	$21,281,162	$10,725,706	$4,969,151	$5,533,103	$0	$0	$0	$0	$53,203
Total Debt Service	$21,281,162	$10,725,706	$4,969,151	$5,533,103	$0	$0	$0	$0	$53,203
FY2013 Audit Adjustment	($20,000,000)	($8,092,424)	($2,905,422)	($5,684,252)	($544,927)	($626,875)	($23,976)	($2,066,039)	($56,084)
Jurisdictional Operating Funding	$779,333,707	$293,619,898	$130,440,195	$164,630,853	$30,992,598	$51,891,098	$1,727,478	$103,921,224	$2,110,363

ATTACHMENT E
Reimbursable Operating Projects
(dollars in thousands)

Summary of FY2015 Reimbursable Operating Projects
(dollars in millions)

	FY2015 Budget
State & Local Funding	
• DC Circulator (1)	17,656
Federal Grant Funding	
• Safety & Security grants	17,160
Other Sources of Funding	
• DC Circulator - Passenger revenue	3,394
• Neutral Host agreement with Carrier team	6,172
• Joint Development & Adjacent Construction projects	6,418
Total Expenditures	**$50,800**

Note: (1) Local funding equals expenditures less passenger revenue

PRESENTED AND ADOPTED: May 22, 2014

SUBJECT: ADOPTION OF THE FISCAL YEAR 2015 CAPITAL BUDGET AND SIX YEAR CAPITAL IMPROVEMENT PROGRAM

2014-28

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

WHEREAS, In Board Resolution 2013-17, the Washington Metropolitan Area Transit Authority (WMATA) Board of Directors adopted *Momentum*, the new strategic plan for WMATA, and committed to work to achieve funding for Metro 2025, a set of critical investment initiatives within *Momentum*; and

WHEREAS, As shown in Attachment A, the Mayor of the District of Columbia and the Governors of Maryland and Virginia have jointly pledged an increase in Fiscal Year (FY) 2015 capital funding of $75 million ($25 million from each jurisdiction) towards Metro 2025 capacity improvements; and

WHEREAS, The $75 million additional funding for FY2015 represents a strong commitment of support of Metro and the importance of its future role to the entire region; and

WHEREAS, The Mayor of the District of Columbia and the Governors of Maryland and Virginia pledged $75 million as a "down payment" to begin to implement Metro 2025, and at the same time, expressed their long term support by calling on the contributing jurisdictions and Metro to begin immediately to negotiate a long term Capital Funding Agreement to further advance Metro 2025; and

WHEREAS, The Board of Directors has received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2015 Capital Budget and Six Year Capital Improvement Program (CIP); and

WHEREAS, WMATA in Docket B14-02 sought public comment via six public hearings on the Program of Projects, the list of projects to be funded by the federal grants, as expressed in the proposed FY2015 CIP and Federal FY2014 Grant Applications; and

WHEREAS, The Board of Directors approved the public outreach Staff Report on March 7, 2014, which included discussion of the public comments on the FY2015 CIP; and

Motioned by Mr. Acosta, seconded by Mrs. Hudgins
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Ms. Bowser, Mr. Acosta and Mr. Goldman

WHEREAS, In Board Resolutions 2014-18 and 2014-19, the Board of Directors adopted a Grants Management Policy to ensure compliance with all applicable laws, regulations, guidance, and grant agreements in the conduct of WMATA grant management activities, and also adopted a broad set of revisions to WMATA's Procurement Procedures Manual, including changes that will strengthen WMATA's commitment to full and open competition and will assist in identifying and prohibiting organizational conflicts of interest; and

WHEREAS, The Board of Directors established a reserve fund in Board Resolution 2000-30 to finance future SmarTrip® card purchases based on proceeds from SmarTrip® card sales, and as of April 23, 2014, the balance in this reserve fund was approximately $12.2 million; and

WHEREAS, WMATA entered into the SmarTrip® Operations Funding Agreement (Agreement) in January 2012 with other Participating Jurisdictions identified in the Agreement in the greater Washington region for the operation of the regional SmarTrip® system; and

WHEREAS, Section 4.01 of that Agreement states that the SmarTrip® reserve fund "shall be used by WMATA on behalf of all Participating Jurisdictions to fund the purchase of SmarTrip® cards and to fund any changes to the Regional SmarTrip® system necessary to allow the use of a smart card for fare collection"; and

WHEREAS, As part of the GM/CEO's goal to eliminate paper-magnetic fare cards on the Metrorail system, WMATA has identified an $8.7 million capital project to retrofit the Express Recharge Machines (fare vending machines) in Metrorail stations to dispense SmarTrip® cards rather than paper-magnetic fare cards; and

WHEREAS, WMATA has requested a six-week extension to July 11, 2014, on the period of performance for the 2009 Transit Security Grant Program funding from the Federal Emergency Management Agency to support the installation of closed circuit television (CCTV) on 122 Metrorail cars; now, therefore be it

RESOLVED, That the Board of Directors expresses its gratitude to the Mayor of the District of Columbia and the Governors of Maryland and Virginia for their foresight and commitment to public transportation in the Washington metropolitan area and to the economic development of the region as a whole; and be it further

RESOLVED, That the Board of Directors, as part of its commitment to work to achieve funding for Metro 2025 and to continue the important work begun by the Mayor and the two Governors, directs the GM/CEO to initiate negotiations with the Participating Jurisdictions for a renewal of the existing Capital Funding Agreement as soon as is practicable following the adoption of this FY2015 CIP, with the goal of having a new

Capital Funding Agreement in place prior to the adoption of the FY2016 CIP; and be it further

RESOLVED, That the Board of Directors approves the FY2015 budget for the CIP of $1,045.9 million as detailed in Attachments B-1, B-2, and B-3, inclusive of the additional $75 million "down payment" funding for Metro 2025; and be it further

RESOLVED, That the GM/CEO is authorized to rollover the positive or negative variance between actual FY2014 CIP expenditures and forecasted FY2014 CIP expenditures detailed in Attachment B-1 in accordance with the terms of the Capital Funding Agreement; and be it further

RESOLVED, That the Board of Directors approves the multi-year CIP for FY2015 through FY2020 of $5.6 billion, plus the positive or negative variance between actual FY2014 expenditures and forecasted FY2014 CIP expenditures as detailed in Attachment B-1; and be it further

RESOLVED, That the Board of Directors approves use of capital funds in the amount of $30.7 million for preventive maintenance expenditures; and be it further

RESOLVED, That the capital budget safety and security expenditures shown in Attachment C are funded on an obligation basis but are included for reference here so that work may be performed during FY2015, if the extension to the 2009 Transit Security Grant Program funding is approved; and be it further

RESOLVED, That the budget for the capital reimbursable program includes $88.1 million for both new projects and prior-year reimbursable program project budgets, as detailed in Attachment D; and be it further

RESOLVED, That the Board of Directors, in consultation with the jurisdictions' chief executives and local staff members prior to the issuance of the first FY2015 quarterly invoice, shall notify the GM/CEO as to the specific funding source(s) that will constitute each jurisdiction's $25 million Metro 2025 contribution in FY2015; and be it further

RESOLVED, That the Board of Directors directs the GM/CEO to provide regular updates during FY2015 to the staff representatives from the District of Columbia, Maryland, and Virginia on the status of planning, environmental approvals, design and construction, and expenditures and deliverables on the capital projects being supported by the additional $75 million funding for Metro 2025; and be it further

RESOLVED, That as an integral part of the delivery of the FY2015 CIP, the Board of Directors shall actively monitor WMATA's compliance with the grants management and procurement policies, as described in Board Resolutions 2014-18 and 2014-19; and be it further

RESOLVED, That in accordance with the intent expressed in Section 4.01 of the SmarTrip® Operations Funding Agreement, the Board of Directors approves a modification to the policy laid out in Board Resolution 2000-30 to allow SmarTrip® reserve funds to be used to support capital investments to upgrade the fare system infrastructure to facilitate the usage of SmarTrip® cards, including the retrofitting of Express Recharge Machines in Metrorail stations to dispense SmarTrip® cards; and be it further

RESOLVED, That in order to implement the elements of the FY2015 CIP, the GM/CEO and the Chief Financial Officer or designee are authorized to: (1) file and execute grant applications on behalf of WMATA for funds from the federal government and any other public or private entity consistent with the CIP; (2) conduct public hearings at any time during FY2015 in furtherance of the implementation of the CIP; and (3) execute and file the annual Federal Transit Administration Certifications and Assurances; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure No.:
4.2.2 Fiscal Year Budgets

Attachment A

March 17, 2014

Mr. Richard Sarles, General Manager
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Mr. Sarles:

We thank you for providing us with an update at our recent Regional Meeting in Arlington, Virginia. In the four years since you have taken on the role of General Manager, we, the Chief Executives for the State of Maryland, the Commonwealth of Virginia, and the District of Columbia, have noted the vast improvements in the Washington Metropolitan Area Transit Authority's (WMATA) focus on improving system safety and increasing the satisfaction of Metrorail passengers and employees. Under your leadership, WMATA has demonstrated and committed to certain core principles that have contributed to its success, including a strong culture of safety, transparency, performance management, and joint action with your key partners and stakeholders.

In the spirit of these core principles for success, we ask for your cooperation and assistance with our proposed framework for moving forward with your recent request for additional capital funding from the State of Maryland, the Commonwealth of Virginia, and the District of Columbia. As you know, in addition to the base capital spending associated with *Metro Forward* – WMATA's six-year Capital Improvement Program (CIP) focused on improving safety and maintaining the current system – WMATA is proposing to fund infrastructure capacity improvements to accommodate anticipated long-term ridership growth through its *Metro 2025* initiative. Metro 2025 implements the infrastructure enhancements that WMATA identified in *Momentum 2025, a Strategic Plan for Metro*, at a total estimated cost of $6.5 billion over 10 years of investment.

Our proposed near-term framework is to add a $25 million, one-year pledge from each of our jurisdictions. This one year commitment is an increase of $75 million for Fiscal Year 2015 tied to the following core principles:

- ***A Culture of Safety*** **– We are committed to assuring that all the safety, system preservation and performance obligations have been kept prior to moving toward significant expansion goals. We ask you to provide us with a detailed accounting of capital projects and processes that have been put in place in response to the National Transportation Safety Board's July 27, 2010 report on the 2009 fatal collision of two Metrorail trains on the Red Line in Washington, D.C., as well as a continued commitment to respond to the requests of the Tri-State Oversight Committee (TOC), especially as it evolves in conformance with federal law.**

Mr. Richard Sarles
Page Two

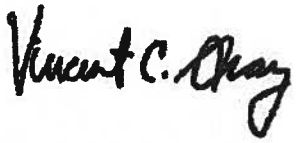
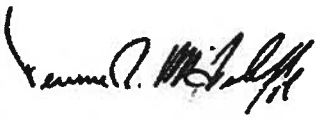
- ***Transparency*** **– We ask for immediate delivery of final documents and information requested by the jurisdictions, including a detailed schedule of power upgrades by line and year, the Eight Car Train Program document substantially completed in 2013, and the Rail Yard Plan document completed in 2013. These documents will provide all jurisdictions a better platform from which they can address the questions of policy makers in their respective jurisdictions.**

- ***Performance Management*** **– We ask that you provide a detailed plan of capital projects to which each jurisdictions' new funds will contribute, by location and year, with a focus on rail system power upgrades. This should be followed by regular updates on the status of planning, environmental approvals, design and construction and a methodology for tracking expenditures and deliverables on identified capital projects.**

- ***Joint Action with Key Stakeholders*** **– We believe that it is time for the region's jurisdictions to come together to develop a new long-term Capital Funding Agreement (CFA) to plan for improvements beyond FY 2016, addressing safety and state-of-good-repair needs first and determining the level of and timeframe for funding to which the region will commit to expansion and capacity improvement projects. Further, we believe it is critical that WMATA begin to develop a strategy to secure additional federal funding for WMATA into the future.**

Our proposal envisions the $75 million in Fiscal Year 2015 to serve as a significant down payment ahead of a larger funding commitment under a CFA, the magnitude and details of which will need to be negotiated between WMATA and staff from our respective transportation agencies. We ask that you consider this proposal favorably and direct any questions or clarifications to our departmental executives. We look forward to continuing our work together on a safe, performance-driven system that continues to support the needs of the citizens of our capital region.

Sincerely,

Martin O'Malley
Governor of Maryland

Vincent Gray
Mayor of the District of Columbia

Terry McAuliffe
Governor of Virginia

cc: WMATA Board of Directors

ATTACHMENT B-1
Washington Metropolitan Area Transit Authority
FY2015-2020 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2020
(dollars in millions)

			FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total	FY2011-20 Total
A	Vehicles/ Vehicle Parts													
	Replacement of Rail Cars													
	CIP0057	1000 Series Rail Car Replacement	$79.3	$8.9	$2.1	$1.1	$70.7	$259.8	$209.8	$40.7	$17.5	$8.3	$606.8	$807.0
	CIP0059	2000/3000 Series Rail Car Replacement	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$4.3	$30.6	$34.9	$34.9
	CIP0250	4000 Series Rail Car Replacement	$0.0	$0.0	$22.7	$0.0	$0.0	$0.0	$0.0	$110.1	$78.0	$41.8	$229.8	$252.6
	Subtotal		$79.3	$8.9	$24.8	$1.1	$70.7	$259.8	$209.8	$150.8	$99.9	$80.7	$871.5	$1,094.4
	Replacement of Buses													
	CIP0006	Bus Replacement	$66.6	$110.4	$70.5	$81.4	$92.7	$64.4	$68.6	$87.9	$99.7	$102.6	$495.8	$823.7
	Subtotal		$66.6	$110.4	$70.5	$81.4	$92.7	$64.4	$68.6	$87.9	$99.7	$102.6	$495.8	$823.7
	Rehabilitation of Rail Cars													
	CIP0058	2000/3000 Series Rail Car Mid-Life Rehabilitation	$4.7	$1.0	$1.3	$0.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$7.9
	CIP0061	5000 Series Rail Car Mid-Life Rehabilitation	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.0	$4.0	$16.5	$53.1	$74.7	$74.7
	CIP0063	Railcar Rehabilitation Program	$10.5	$23.4	$21.4	$17.3	$20.6	$23.8	$21.8	$21.8	$21.8	$21.8	$131.3	$203.8
	CIP0064	1000 Series Rail Car HVAC Rehabilitation	$1.9	$1.6	$0.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$3.9
	CIP0067	Rail Car Safety & Reliability Enhancements	$10.9	$5.3	$2.4	$1.8	$5.1	$2.0	$1.8	$1.4	$1.4	$2.1	$13.8	$36.2
	CIP0125	Rail Preventive Maintenance	$20.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$20.6
	CIP0142	Rail Lifecycle Overhaul	$20.0	$20.6	$20.3	$20.3	$20.3	$20.3	$20.3	$20.3	$20.3	$20.6	$121.9	$203.2
	CIP0148	Repair of Damaged Railcars	$0.1	$0.1	$0.1	$0.0	$2.7	$2.5	$0.2	$0.0	$0.0	$0.0	$5.4	$5.6
	Subtotal		$69.0	$52.1	$45.9	$43.0	$48.7	$48.6	$44.8	$47.4	$60.0	$97.6	$347.1	$557.2
	Rehabilitation of Buses													
	CIP0005	Bus Rehabilitation Program	$23.0	$31.3	$30.5	$30.3	$38.5	$37.8	$39.8	$41.6	$43.5	$44.5	$248.8	$388.8
	CIP0008	Bus Repairables	$4.8	$10.0	$10.1	$8.9	$19.8	$15.0	$14.5	$15.0	$15.0	$15.0	$93.8	$127.5
	CIP0137	Bus Preventative Maintenance	$11.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$11.4
	CIP0143	Bus Lifecycle Overhaul	$10.0	$10.7	$10.4	$10.4	$10.4	$10.4	$10.4	$10.4	$10.4	$10.4	$62.6	$104.2
	Subtotal		$49.2	$52.1	$51.0	$49.6	$68.8	$63.1	$64.7	$67.0	$68.9	$70.0	$402.5	$631.9
	Replacement of MetroAccess Vehicles													
	CIP0015	MetroAccess Fleet Replacement	$11.6	$11.4	$7.8	$7.8	$11.4	$13.7	$13.5	$14.2	$14.7	$15.5	$83.1	$121.4
	Subtotal		$11.6	$11.4	$7.8	$7.8	$11.4	$13.7	$13.5	$14.2	$14.7	$15.5	$83.1	$121.4
	Replacement of Service Vehicles													
	CIP0009	Service Vehicle Replacement	$0.1	$4.7	$3.9	$8.5	$8.7	$7.2	$8.4	$8.7	$9.6	$9.6	$52.2	$78.4
	Subtotal		$0.1	$4.7	$3.9	$8.5	$8.7	$7.2	$8.4	$8.7	$9.6	$9.6	$52.2	$78.4
	Rail Car Fleet Expansion													
	CIP0062	6000 Series Rail Car Procurement	$4.0	$2.4	$2.3	$0.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$9.4
	CIP0068	Railcar Fleet Expansion - 7000 Series	$0.0	$0.0	$0.0	$0.0	$0.0	$55.1	$0.0	$0.0	$0.0	$0.0	$55.1	$55.1
	Subtotal		$4.0	$2.4	$2.3	$0.8	$0.0	$55.1	$0.0	$0.0	$0.0	$0.0	$55.1	$64.5
	Bus Fleet Expansion													
	CIP0003	Bus Fleet Expansion	$0.0	$0.0	$0.0	$0.1	$18.1	$15.4	$0.0	$12.0	$13.1	$12.9	$69.6	$69.8
	Subtotal		$0.0	$0.0	$0.0	$0.1	$18.1	$15.4	$0.0	$12.0	$13.1	$12.9	$69.6	$69.8
	Bus Enhancements													
	CIP0002	Automatic Vehicle Location Equipment Replacement	$0.4	$6.3	$18.9	$18.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$45.0
	CIP0007	Bus Camera Installation & Replacement	$2.1	$0.8	$0.1	$0.5	$5.8	$3.3	$4.1	$3.0	$3.4	$4.7	$24.4	$27.4
	Subtotal		$2.5	$7.0	$18.9	$19.2	$5.8	$3.3	$4.1	$3.0	$3.4	$4.7	$24.4	$72.5
Subtotal			$281.3	$248.0	$250.8	$159.5	$323.0	$527.4	$413.8	$371.1	$369.3	$393.6	$2,398.3	$3,557.9

ATTACHMENT B-1
Washington Metropolitan Area Transit Authority
FY2015-2020 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2020
(dollars in millions)

			FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	Six-Year Plan FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total	FY2011-20 Total
B	Rail System Infrastructure Rehabilitation													
	Rail Line Segment Rehabilitation													
	CIP0107	Red Line Rehabilitation Stage One	$48.4	$75.7	$80.8	$42.9	$9.8	$0.0	$0.0	$0.0	$0.0	$0.0	$9.8	$257.6
	CIP0108	Red Line Rehabilitation Stage Two	$0.0	$0.0	$0.4	$2.6	$8.6	$22.1	$24.3	$22.6	$50.6	$64.6	$192.2	$195.1
	CIP0110	Orange/Blue Line Rehabilitation Stage One	$30.2	$42.8	$56.2	$55.3	$83.6	$58.1	$51.4	$27.0	$0.0	$0.0	$280.0	$364.6
	Subtotal		$78.5	$118.5	$137.4	$100.8	$82.3	$80.2	$75.7	$49.6	$50.6	$64.6	$482.0	$817.2
Subtotal			$78.5	$118.5	$137.4	$100.8	$82.3	$80.2	$75.7	$49.6	$50.6	$64.6	$482.0	$817.2
C	Maintenance Facilities													
	Rehabilitation and Replacement of Bus Garages													
	CIP0084	Southern Avenue Bus Garage Replacement	$1.9	$2.6	$0.6	$20.3	$20.4	$50.9	$38.1	$36.3	$19.5	$8.0	$173.1	$198.6
	CIP0085	Royal Street Bus Garage Replacement (Under Bed Rent)	$9.5	$5.0	$1.3	$8.5	$38.8	$18.9	$4.8	$0.0	$0.0	$0.0	$60.3	$84.5
	CIP0086	Shepherd Parkway Bus Facility	$0.0	$0.9	$1.0	$0.0	$8.4	$2.9	$5.0	$1.7	$0.0	$0.0	$18.0	$11.9
	Subtotal		$11.4	$8.5	$2.9	$28.8	$67.3	$72.7	$47.9	$38.0	$19.5	$8.0	$243.4	$294.9
	Maintenance of Bus Garages													
	CIP0119	Bus Garage Facility Repairs	$12.7	$28.6	$23.4	$24.0	$13.0	$0.0	$0.0	$0.0	$0.0	$0.0	$13.0	$101.7
	Subtotal		$12.7	$28.6	$23.4	$24.0	$13.0	$0.0	$0.0	$0.0	$0.0	$0.0	$13.0	$101.7
	Maintenance of Rail Yards													
	CIP0116	Rail Yard Facility Repairs	$0.3	$13.4	$21.4	$24.5	$29.8	$31.7	$21.6	$13.2	$0.0	$0.0	$96.4	$188.1
	Subtotal		$0.3	$13.4	$21.4	$24.5	$29.8	$31.7	$21.6	$13.2	$0.0	$0.0	$96.4	$188.1
	Rail Maintenance Facilities													
	CIP0071	Test Track & Railcar Commissioning Facility	$1.3	$4.3	$23.9	$40.8	$23.6	$0.0	$0.0	$0.0	$0.0	$0.0	$23.6	$93.9
	CIP0201	8-car Train Facility Design	$0.0	$0.0	$1.9	$1.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$3.0
	CIP0204	7000 Series Rail Car HVAC Maintenance Facility	$0.0	$0.0	$0.0	$0.5	$2.8	$5.2	$0.4	$0.0	$0.0	$0.0	$8.1	$8.6
	CIP0224	New Carrollton Yard Capacity Improvements	$0.0	$0.0	$0.0	$0.0	$4.2	$0.0	$0.0	$0.0	$0.0	$0.0	$4.2	$4.2
	CIP0225	Railcar Heavy Repair and Overhaul Facility	$0.0	$0.0	$0.0	$0.0	$4.3	$0.0	$0.0	$0.0	$0.0	$0.0	$4.3	$4.3
	CIP0231	Relocation of Maintenance Departments from Rail Yards	$0.0	$0.0	$0.0	$0.0	$15.0	$0.0	$0.0	$0.0	$0.0	$0.0	$15.0	$15.0
	Subtotal		$1.3	$4.3	$25.9	$42.3	$49.7	$5.2	$0.4	$0.0	$0.0	$0.0	$55.2	$129.0
	Environmental Compliance Projects													
	CIP0010	Environmental Compliance Project	$0.5	$0.7	$1.1	$2.6	$2.3	$1.0	$0.8	$0.8	$0.9	$2.2	$8.0	$12.9
	CIP0011	Underground Storage Tank Replacement	$1.7	$3.9	$3.5	$2.4	$2.8	$3.5	$2.8	$2.9	$2.8	$2.6	$17.1	$28.6
	CIP0210	Pollution Prevention for Track Fueling Areas	$0.0	$0.0	$0.0	$0.4	$0.7	$2.1	$0.0	$0.0	$0.0	$0.0	$2.8	$3.2
	CIP0211	Storm Water Facility Assessment	$0.0	$0.0	$0.0	$0.2	$0.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.9	$1.1
	CIP0212	Sustainability Investments - Pilot Program	$0.0	$0.0	$0.0	$1.0	$1.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.0	$2.0
	Subtotal		$2.2	$4.7	$4.5	$6.6	$7.8	$6.6	$3.6	$3.7	$3.7	$4.8	$29.8	$47.8
	Maintenance Bus and Rail Facilities													
	CIP0127	Support Equipment - MTPD	$4.2	$0.7	$0.8	$1.3	$1.0	$1.2	$1.1	$1.1	$1.1	$1.2	$6.7	$13.8
	CIP0145	Rail Yard Hardening and Bus Security	$0.0	$2.6	$11.4	$15.8	$10.6	$0.0	$0.0	$0.0	$0.0	$0.0	$10.6	$41.4
	CIP0155	Rehabilitation of Backlick Road Facility	$0.0	$0.0	$0.1	$0.1	$0.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.3	$0.5
	CIP0213	8-Car Train Maintenance and Storage Facilities	$0.0	$0.0	$0.0	$2.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$2.0
	CIP0221	Bus Customer Facility Improvements	$0.0	$0.0	$0.0	$0.0	$1.5	$2.0	$2.0	$2.5	$3.0	$3.0	$14.0	$14.0
	Subtotal		$4.2	$3.3	$12.3	$19.2	$13.4	$3.2	$3.1	$3.6	$4.1	$4.2	$31.6	$71.7
	Expansion of Bus Garages													
	CIP0038	Future Bus Facilities	$0.2	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.4
	CIP0078	Bladensburg Bus Facility Rehabilitation & Reconfiguration	$1.4	$3.8	$2.8	$3.0	$3.5	$0.0	$0.0	$0.0	$0.0	$0.0	$3.5	$14.5
	CIP0240	Bladensburg Garage	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$8.5	$13.5	$13.5
	Subtotal		$1.5	$4.0	$2.8	$3.0	$3.5	$0.0	$0.0	$0.0	$0.0	$8.5	$17.0	$28.4
Subtotal			$33.5	$66.8	$93.3	$148.4	$179.3	$119.3	$76.5	$58.6	$32.4	$25.5	$485.6	$858.5

ATTACHMENT B-1
Washington Metropolitan Area Transit Authority
FY2015-2020 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2020
(dollars in millions)

						Six-Year Plan							
		FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total	FY2011-20 Total
D	**Systems and Technology**												
	Power System Upgrades - Rail												
	CIP0076 Traction Power and Tie Breaker Improvements	$0.0	$0.0	$0.9	$5.8	$36.7	$12.9	$7.3	$6.9	$9.3	$0.0	$73.0	$79.7
	CIP0077 8-Car Train Power Upgrades	$4.1	$0.2	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$4.4
	CIP0223 8-Car Train Power Cable Upgrades	$0.0	$0.0	$0.0	$0.0	$16.1	$0.0	$0.0	$0.0	$0.0	$0.0	$16.1	$16.1
	CIP0292 Automatic Train Control System Upgrades	$0.0	$0.0	$0.0	$0.0	$3.1	$0.0	$0.0	$0.0	$0.0	$0.0	$3.1	$3.1
	Subtotal	$4.1	$0.2	$1.1	$5.8	$55.9	$12.9	$7.3	$6.9	$9.3	$0.0	$92.2	$103.3
	Operations Support Software												
	CIP0042 Bus & Rail Asset Management Software	$1.2	$3.8	$3.1	$4.1	$4.7	$4.9	$3.3	$3.1	$5.4	$3.5	$28.0	$37.2
	CIP0043 Bus Operations Support Software	$1.5	$2.3	$2.3	$2.3	$4.6	$2.9	$2.9	$2.9	$2.9	$2.9	$19.1	$27.5
	CIP0044 IT Capital Program Business Process Reengineering and Program Support	$6.9	$5.8	$5.0	$4.1	$7.2	$5.5	$4.8	$2.7	$3.5	$3.5	$27.1	$48.9
	CIP0045 Data Centers and Infrastructures	$8.0	$7.5	$4.0	$6.1	$5.6	$5.3	$5.3	$4.2	$5.4	$7.1	$32.6	$58.2
	CIP0047 Enterprise Geographic Information System	$1.0	$1.3	$2.0	$2.2	$2.9	$2.0	$1.4	$2.1	$1.6	$1.0	$11.0	$17.4
	CIP0051 Police Dispatch and Records Management	$0.0	$0.2	$0.8	$3.7	$4.6	$0.5	$0.5	$0.5	$0.5	$3.0	$9.5	$14.3
	CIP0052 Network and Communications	$3.0	$5.1	$5.3	$3.6	$4.1	$3.4	$3.3	$4.9	$4.9	$6.0	$28.6	$45.9
	CIP0053 Metro Enterprise Monitoring Center (MEMC)	$0.9	$0.6	$1.0	$1.4	$1.8	$1.7	$1.5	$1.5	$1.5	$1.7	$9.6	$13.5
	CIP0056 Rail Operations Support Software	$0.8	$1.5	$2.9	$4.6	$4.3	$4.5	$4.6	$4.1	$4.8	$4.0	$26.3	$36.2
	CIP0128 Data Governance and Business Intelligence	$0.0	$1.2	$1.4	$1.5	$2.8	$1.4	$1.1	$0.8	$0.7	$1.0	$8.8	$11.0
	CIP0140 Rail Mileage Based Asset Management	$1.9	$2.3	$4.1	$1.6	$0.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.9	$10.8
	CIP0144 Bus Operations Control Center	$1.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.3
	CIP0149 Transit Asset Management System	$0.0	$0.3	$2.1	$2.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$4.9
	CIP0215 Rail Scheduling System Upgrade	$0.0	$0.0	$0.0	$1.0	$3.0	$3.0	$0.0	$0.0	$0.0	$0.0	$6.0	$7.0
	Subtotal	$26.7	$31.7	$34.0	$35.0	$46.3	$37.1	$28.8	$24.6	$31.1	$33.6	$231.6	$324.0
	Business Support Software & Equipment												
	CIP0030 Currency Processing Machines	$0.1	$1.9	$0.2	$0.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$2.7
	CIP0046 Document Management System	$1.0	$1.4	$2.3	$3.2	$4.3	$3.9	$3.2	$2.3	$3.1	$3.5	$17.2	$25.2
	CIP0048 Sensitive Data Protection Technology	$4.5	$5.5	$4.1	$3.3	$3.8	$2.0	$2.0	$2.0	$2.0	$2.0	$13.8	$30.4
	CIP0049 Management Support Software	$7.1	$12.6	$12.8	$15.6	$18.3	$6.7	$5.0	$6.5	$6.5	$8.0	$47.0	$96.1
	CIP0050 Metro IT One Stop and Office Automation	$3.0	$2.9	$2.8	$1.0	$1.1	$1.0	$1.7	$1.5	$1.9	$2.0	$9.2	$18.2
	CIP0054 Customer Electronic Communications & Outreach	$2.4	$2.5	$2.4	$2.1	$2.1	$0.9	$1.4	$2.1	$1.0	$1.5	$9.1	$18.4
	CIP0103 Police Portable Radio Replacement	$0.7	$0.5	$0.5	$0.1	$0.0	$0.8	$0.9	$0.9	$0.1	$0.1	$2.8	$4.8
	CIP0125 Financial Planning, Project Administration, and System Wide Infrastructure	$1.3	$0.6	$1.0	$1.7	$2.4	$1.6	$1.6	$1.0	$1.8	$1.9	$10.3	$15.0
	CIP0147 FBI National Electronic Countermeasures Program	$0.0	$0.3	$0.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.4
	CIP0195 Radio Project - Additional Coverage	$0.0	$0.0	$2.6	$2.4	$1.7	$0.0	$0.0	$0.0	$0.0	$0.0	$1.7	$6.6
	CIP0196 Safety Measurement System	$0.0	$0.0	$2.4	$2.8	$3.6	$1.1	$0.0	$0.0	$0.0	$0.0	$4.7	$10.0
	CIP0202 Non-Revenue Vehicle Management System	$0.0	$0.0	$0.0	$1.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$1.0
	CIP0230 Wireless Communication Infrastructure	$0.0	$0.0	$0.0	$0.0	$2.3	$2.3	$2.3	$0.0	$0.0	$0.0	$7.0	$7.0
	Subtotal	$20.0	$27.8	$31.5	$34.5	$38.8	$20.4	$18.0	$16.4	$16.4	$19.9	$131.0	$235.7
	Rail Fare Equipment												
	CIP0091 Debit/Credit Processing Requirements	$0.3	$0.7	$0.3	$0.1	$0.2	$0.3	$0.3	$0.2	$0.2	$0.4	$1.6	$3.0
	CIP0091 Automatic Fare Collection Machine	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
	CIP0092 Ethernet Wiring for Rail Fare Machines	$1.5	$1.6	$1.5	$0.5	$0.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.8	$7.1
	CIP0093 Integrating regional NEXTFARE System	$4.2	$5.2	$7.4	$5.8	$2.7	$1.2	$0.4	$0.2	$0.0	$0.1	$4.7	$27.2
	CIP0094 Coin Collection Machines Improvements	$0.1	$1.7	$2.2	$1.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$5.6
	CIP0097 New Electronic Payments Program	$1.0	$3.1	$3.6	$5.8	$39.9	$45.8	$38.4	$29.9	$44.3	$49.6	$226.8	$250.4
	Subtotal	$7.1	$12.3	$17.0	$13.6	$43.8	$47.3	$39.1	$30.4	$44.5	$50.1	$234.2	$293.2
	Subtotal	$57.8	$72.1	$83.5	$92.9	$171.8	$117.7	$91.1	$80.3	$101.3	$97.7	$659.8	$956.2

ATTACHMENT B-1
Washington Metropolitan Area Transit Authority
FY2015-2020 Capital Improvement Program (CIP)
Multi-Year CIP Investments: FY2011-2020
(dollars in millions)

						Six-Year Plan							
		FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	FY2015 Budget	FY2016 Plan	FY2017 Plan	FY2018 Plan	FY2019 Plan	FY2020 Plan	FY2015-20 Total	FY2011-20 Total
Bus Priority Corridor Improvements													
CIP0037	Bus Priority Corridor & Network	$1.1	$3.2	$4.0	$5.8	$10.4	$9.6	$0.0	$0.0	$0.0	$0.0	$20.0	$34.1
Subtotal		$1.1	$3.2	$4.0	$5.8	$10.4	$9.6	$0.0	$0.0	$0.0	$0.0	$20.0	$34.1
Rail Station Equipment													
CIP0099	Police Emergency Management Equipment	$0.1	$0.7	$0.5	$0.2	$0.2	$0.3	$0.2	$0.2	$0.2	$0.2	$1.4	$2.8
Subtotal		$0.1	$0.7	$0.5	$0.2	$0.2	$0.3	$0.2	$0.2	$0.2	$0.2	$1.4	$2.8
Subtotal		$78.9	$91.3	$113.1	$117.2	$141.8	$147.3	$98.3	$126.3	$129.0	$109.0	$751.4	$1,151.9
G Maintenance Equipment													
Rail Maintenance Equipment													
CIP0020	Replacement of Rail Track Signage	$1.2	$1.3	$0.9	$0.9	$1.2	$1.4	$1.4	$1.5	$1.5	$1.5	$8.6	$12.9
CIP0025	Track Maintenance Equipment	$1.4	$6.7	$28.3	$15.7	$0.8	$0.0	$0.0	$0.0	$7.0	$8.7	$16.7	$68.7
CIP0027	Switch Machine Rehabilitation Project	$0.3	$0.9	$1.5	$1.8	$1.9	$2.9	$2.4	$2.1	$1.0	$1.0	$11.3	$15.8
CIP0063	Geometry Vehicle	$2.8	$3.1	$4.8	$2.0	$8.5	$0.0	$0.0	$0.0	$0.0	$0.0	$8.5	$12.9
CIP0066	Rail Shop Repair Equipment	$1.7	$1.8	$2.2	$13.5	$7.8	$0.0	$0.0	$0.0	$0.0	$0.0	$7.8	$27.2
CIP0133	Wayside Work Equipment	$0.9	$2.5	$2.6	$1.1	$3.3	$2.8	$0.0	$0.0	$0.0	$0.0	$6.1	$13.1
CIP0135	Train Control Signal and Traction Power System Interface	$0.1	$1.5	$1.1	$0.8	$1.2	$0.3	$0.0	$0.0	$0.0	$0.0	$1.5	$5.0
CIP0136	Radio Infrastructure Replacement - T-Band Relocation	$0.1	$1.6	$0.9	$1.8	$6.0	$21.3	$42.0	$41.3	$32.0	$11.7	$154.2	$158.6
CIP0139	National Transportation Safety Board Recommendations	$9.8	$48.7	$49.4	$45.7	$27.8	$30.8	$21.7	$0.0	$0.0	$0.0	$80.3	$231.8
CIP0222	Rail Operations Upgrade	$0.0	$0.0	$0.0	$0.0	$5.0	$20.8	$15.0	$0.0	$0.0	$0.0	$40.8	$40.8
Subtotal		$18.0	$68.1	$91.7	$83.2	$64.7	$80.2	$82.5	$44.9	$41.5	$24.0	$327.8	$586.8
Bus Repair Equipment													
CIP0004	Bus Repair Equipment	$2.3	$3.3	$3.8	$3.2	$3.1	$3.4	$3.5	$3.7	$3.6	$3.9	$21.7	$36.3
Subtotal		$2.3	$3.3	$3.8	$3.2	$3.1	$3.4	$3.5	$3.7	$3.6	$3.9	$21.7	$36.3
Business Facilities Equipment													
CIP0028	Materials Handling Equipment	$0.1	$0.1	$0.2	$0.1	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$1.0	$1.6
CIP0029	Warehouse Vertical Storage Unit	$0.2	$0.7	$5.5	$2.1	$0.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.3	$9.7
Subtotal		$0.3	$0.8	$5.7	$2.2	$0.5	$0.2	$0.2	$0.2	$0.2	$0.2	$1.3	$11.3
Subtotal		$20.6	$72.1	$101.2	$88.6	$68.3	$84.2	$86.2	$48.7	$45.3	$28.0	$350.8	$634.4
H Other Facilities													
Business Support Facilities													
CIP0033	Revenue Facility Equipment	$0.0	$0.0	$0.0	$0.3	$1.5	$0.8	$0.0	$0.0	$0.0	$0.0	$2.4	$2.8
CIP0034	Revenue Collection Facility	$0.0	$0.0	$0.0	$1.1	$0.8	$0.6	$0.0	$0.0	$0.0	$0.0	$1.4	$3.2
CIP0060	Building Infrastructure & Systems Renewal	$1.1	$5.8	$3.5	$2.0	$2.8	$9.7	$11.6	($11.3	$5.0	$0.0	$41.4	$59.8
CIP0170	Roof Rehabilitation and Replacement	$0.0	$0.0	$0.0	$0.5	$3.1	$5.4	$5.0	$5.0	$5.0	$5.0	$28.4	$29.0
CIP0197	Rehabilitation of Non-Revenue Facilities	$0.0	$0.0	$0.7	$0.9	$0.6	$1.1	$1.7	$0.8	$0.8	$1.1	$6.1	$7.7
CIP0206	Carmen Turner Facility Electrical Distribution Upgrade	$0.0	$0.0	$0.0	$0.4	$2.6	$0.0	$0.0	$0.0	$0.0	$0.0	$2.6	$3.0
Subtotal		$1.1	$5.8	$7.0	$5.2	$11.4	$17.5	$18.3	$17.2	$10.8	$6.1	$81.5	$104.4
MTPD Support Facilities													
CIP0101	Police Substation- New District 2/Training Facility	$0.3	$0.9	$4.7	$15.4	$9.5	$0.0	$0.0	$0.0	$0.0	$0.0	$9.5	$30.9
CIP0102	Police Substation (Northern Virginia)	$0.0	$0.0	$0.0	$0.0	$0.4	$0.6	$0.0	$0.0	$0.0	$0.0	$1.0	$1.0
CIP0106	Special Operations Division Facility	$0.1	$10.2	$3.0	$12.3	$8.1	$0.0	$0.0	$0.0	$0.0	$0.0	$8.1	$33.7
Subtotal		$0.4	$11.0	$7.7	$27.7	$18.0	$0.6	$0.0	$0.0	$0.0	$0.0	$18.6	$65.5
Subtotal		$1.6	$19.9	$12.7	$33.0	$29.4	$18.1	$18.3	$17.2	$10.8	$6.1	$99.9	$169.9
I Project Management and Support													
Credit Facility													
CIP0131	Credit Facility	$2.5	$1.0	$0.4	$1.3	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$15.0	$20.1
Subtotal		$2.5	$1.0	$0.4	$1.3	$2.5	$2.5	$2.5	$2.5	$2.5	$2.5	$15.0	$20.1
Planning													
CIP0210	Bus Planning	$0.0	$0.0	$0.0	$0.0	$0.8	$1.0	$1.0	$1.0	$1.5	$1.5	$6.8	$6.8
Subtotal		$0.0	$0.0	$0.0	$0.0	$0.8	$1.0	$1.0	$1.0	$1.5	$1.5	$6.8	$6.8
Subtotal		$2.5	$1.0	$0.4	$1.3	$3.3	$3.5	$3.5	$3.5	$4.0	$4.0	$21.8	$26.9
Total		$811.2	$976.4	$945.3	$945.4	$1,048.8	$1,116.4	$814.8	$859.3	$824.3	$811.8	$5,815.4	$8,293.7

ATTACHMENT B-2
Washington Metropolitan Area Transit Authority
FY2015-2020 Capital Improvement Program (CIP)
Financial Plan
(dollars in millions)

					Six-Year Plan							
	FY2011 Plan	FY2012 Plan	FY2013 Plan	FY2014 Forecast	FY2015 Proposed	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY15-20 Total	FY11-20 Total
Federal												
Federal Formula Programs	$ 160.9	$ 286.1	$ 248.6	$ 278.7	$ 332.3	$ 293.0	$ 293.0	$ 293.0	$ 293.0	$ 293.0	$ 1,797.3	$ 2,771.6
Federal PRIIA	118.5	112.3	169.5	171.1	168.8	159.6	150.0	150.0	150.0	150.0	928.4	1,500.0
Other Federal Grants	-	6.7	12.6	25.7	15.6	14.3	0.8	6.9	7.4	4.5	49.6	94.8
Subtotal Federal	279.5	405.2	430.7	475.5	516.7	466.9	443.8	449.9	450.4	447.5	2,775.3	4,366.2
State and Local												
Match to Federal Formula	$ 40.2	$ 71.5	$ 62.1	$ 69.4	$ 83.1	$ 73.3	$ 73.3	$ 73.3	$ 73.3	$ 73.3	$ 449.3	$ 692.6
System Performance	59.1	103.4	126.6	103.0	148.7	109.7	117.1	117.1	117.1	117.1	726.8	1,118.8
State and Local PRIIA	118.5	112.3	169.5	171.1	168.8	159.6	150.0	150.0	150.0	150.0	928.4	1,500.0
Other State and Local	-	1.5	2.2	1.9	1.9	3.6	0.2	1.7	1.8	1.1	10.4	15.9
Subtotal State and Local	217.8	288.7	360.5	345.4	402.5	346.1	340.6	342.1	342.2	341.5	2,114.9	3,327.3
Other Sources												
MetroMatters	$ 113.7	$ 39.4	$ 19.2	$ 12.4	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 184.8
Insurance Proceeds	0.1	8.3	22.8	1.9	4.8	-	-	-	-	-	4.8	38.0
Land Sale Proceeds	-	12.6	13.2	2.5	1.5	30.0	-	-	-	-	31.5	59.8
Miscellaneous	-	16.2	-	7.6	15.0	-	3.0	3.0	3.0	3.0	27.0	50.8
Subtotal Other Sources	113.9	76.5	55.2	24.5	21.3	30.0	3.0	3.0	3.0	3.0	63.3	333.3
Financing												
Interim Funding Sources	-	-	-	-	30.3	(30.3)	-	-	-	-	-	-
Planned Long-Term Financing	-	-	-	-	-	353.6	147.4	39.3	28.7	21.8	590.8	590.8
Subtotal Financing	-	-	-	-	30.3	323.4	147.4	39.3	28.7	21.8	590.8	590.8
Metro 2025 Investment												
Metro 2025 Investment	-	-	-	-	75.0	-	-	-	-	-	75.0	75.0
Subtotal Metro 2025	-	-	-	-	75.0	-	-	-	-	-	75.0	75.0
Total	$ 611.2	$ 770.4	$846.3	$ 845.4	$ 1,045.9	$ 1,166.4	$ 934.8	$ 834.3	$ 824.3	$ 813.8	$ 5,619.4	$ 8,692.7

ATTACHMENT B-3
FY2015-2020 Proposed Capital Improvement Program (CIP)
Proposed Financial Plan - Allocation of State and Local Contributions
(dollars in millions)

					FY2015 Budget			Six-Year Plan						
	FY2011 Plan	FY2012 Plan	FY2013 Plan	FY2014 Forecast	Forecast Carry-Over	FY2015 Contribution	FY2015 Total	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	FY15-20 Total	FY11-20 Total
Formula Match and System Performance														
District of Columbia	$ 37.2	$ 65.6	$ 70.8	$ 64.1	$ 10.9	$ 75.2	$ 86.2	$ 68.0	$ 70.7	$ 70.7	$ 70.7	$ 70.7	$ 437.1	$ 674.8
Montgomery County	17.3	30.4	32.8	29.4	5.0	34.5	39.5	31.2	32.5	32.5	32.5	32.5	200.5	310.5
Prince George's County	19.0	33.5	36.2	30.5	5.2	35.8	41.1	32.4	33.7	33.7	33.7	33.7	208.3	327.5
Maryland Subtotal	36.3	63.9	69.0	59.9	10.2	70.4	80.6	63.6	66.2	66.2	66.2	66.2	408.8	638.0
City of Alexandria	4.1	7.2	7.8	7.7	1.3	9.1	10.4	8.2	8.5	8.5	8.5	8.5	52.8	79.5
Arlington County	7.6	13.4	14.5	14.4	2.5	16.9	19.3	15.3	15.9	15.9	15.9	15.9	98.2	148.1
City of Fairfax	0.3	0.5	0.5	0.4	0.1	0.5	0.6	0.5	0.5	0.5	0.5	0.5	3.0	4.7
Fairfax County	13.5	23.8	25.7	25.3	4.3	29.7	34.0	26.8	27.9	27.9	27.9	27.9	172.5	260.8
City of Falls Church	0.3	0.5	0.5	0.5	0.1	0.6	0.7	0.6	0.6	0.6	0.6	0.6	3.7	5.5
Virginia Subtotal	25.8	45.4	49.0	48.4	8.3	56.8	65.1	51.3	53.4	53.4	53.4	53.4	330.1	498.6
Subtotal Formula Match & System Performance	99.3	174.9	188.7	172.4	29.4	202.4	231.8	182.9	190.4	190.4	190.4	190.4	1,176.1	1,811.4
State and Local PRIIA														
District of Columbia	39.5	37.4	56.5	57.0	6.0	50.3	56.3	53.2	50.0	50.0	50.0	50.0	309.5	500.0
State of Maryland	39.5	37.4	56.5	57.0	6.0	50.3	56.3	53.2	50.0	50.0	50.0	50.0	309.5	500.0
Commonwealth of Virginia	39.5	37.4	56.5	57.0	6.0	50.3	56.3	53.2	50.0	50.0	50.0	50.0	309.5	500.0
Subtotal State and Local PRIIA	118.5	112.3	169.5	171.1	18.0	150.9	168.8	159.6	150.0	150.0	150.0	150.0	928.4	1,500.0
Metro 2025 Investment														
District of Columbia	-	-	-	-	-	25.0	25.0	-	-	-	-	-	25.0	25.0
State of Maryland	-	-	-	-	-	25.0	25.0	-	-	-	-	-	25.0	25.0
Commonwealth of Virginia	-	-	-	-	-	25.0	25.0	-	-	-	-	-	25.0	25.0
Subtotal Metro 2025 Investment	-	-	-	-	-	75.0	75.0	-	-	-	-	-	75.0	75.0
Total	$ 217.8	$ 287.2	$ 358.2	$ 343.5	$ 47.3	$ 428.3	$ 475.6	$ 342.5	$ 340.4	$ 340.4	$ 340.4	$ 340.4	$2,179.5	$3,386.4

ATTACHMENT C

Summary of Safety & Security Projects: FY2015

(dollars in millions)

		Pre-FY2011 Actual	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	Projected Total
SEC0001	Bus Garage Security	$ 0.6	$ 2.0	$ 3.2	$ 0.0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5.8
SEC0002	Cameras on Buses	-	-	5.0	1.3	0.1	-	-	-	-	-	-	6.4
SEC0003	Cameras on Rail Cars	-	0.0	0.1	1.5	4.2	0.2	-	-	-	-	-	6.0
SEC0004	CCTV and Access Control	-	0.0	1.1	10.1	0.5	-	-	-	-	-	-	11.7
SEC0005	Chemical Detection	-	-	1.3	-	-	-	-	-	-	-	-	1.3
SEC0006	Metrorail Station Camera	-	0.0	2.7	0.0	-	-	-	-	-	-	-	2.7
SEC0007	Montgomery Garage	-	-	0.0	-	-	-	-	-	-	-	-	0.0
SEC0008	PG Radio Upgrade	0.3	0.1	-	-	-	-	-	-	-	-	-	0.4
SEC0009	Platform Security	-	0.0	0.4	2.6	3.5	-	-	-	-	-	-	6.5
SEC0010	PROTECT Systems	-	0.6	-	-	-	-	-	-	-	-	-	0.6
SEC0011	Radio Redundancy AOCC	0.1	0.1	4.4	0.9	-	-	-	-	-	-	-	5.6
SEC0012	Vent Intrusion Detection	-	-	0.0	10.2	1.3	-	-	-	-	-	-	11.5
SEC0030	Mobile Emergency Response Vehicle Cabinets	-	0.1	0.0	(0.0)	-	-	-	-	-	-	-	0.1
Total		$ 1.0	$ 3.2	$ 18.2	$ 26.7	$ 9.6	$ 0.2	$ -	$ -	$ -	$ -	$ -	$ 58.8

ATTACHMENT D
OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2015

(dollars in millions)

		Pre-FY2011 Actual	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	Projected Total
District of Columbia													
CRB0001	Ana. Lt. Rail Dem. - Vehicles	$ 15.2	$ 0.7	$ 0.1	$ 0.9	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16.8
CRB0002	DC Downtown Circulator Buses	17.4	0.2	-	-	14.8	-	-	-	-	-	-	32.5
CRB0004	Southeast Bus Garage Replacement	14.7	1.0	30.4	5.2	3.0	-	-	-	-	-	-	54.2
CRB0027	Brentwood Rail Yard Expansion	2.3	-	-	0.0	-	-	-	-	-	-	-	2.4
CRB0047	DC Student SmarTrip Pass	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0049	Union Row: U Str/Cardozo Stn	1.0	-	-	-	-	-	-	-	-	-	-	1.0
CRB0052	U St Stat 14 St Bus Access Imp	-	-	0.0	-	-	-	-	-	-	-	-	0.0
CRB0056	Yellow Line Extension	0.6	-	-	-	-	-	-	-	-	-	-	0.6
CRB0078	Minnesota Avenue Public Hearing	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0100	Georgetown Streetscape	1.4	-	-	-	-	-	-	-	-	-	-	1.4
CRB0107	MCI Arena	18.1	-	-	-	-	-	-	-	-	-	-	18.1
CRB0119	DC Station Trailblazer Signs	0.1	-	0.0	-	-	-	-	-	-	-	-	0.1
CRB0122	Union Station Metrorail Access and Capacity Ir	-	-	0.0	-	-	-	-	-	-	-	-	0.0
Regional													
CRB0005	Project Development	6.3	0.7	1.1	1.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	17.3
	DC Subtotal	$ 77.2	$ 2.6	$ 31.6	$ 7.6	$ 18.9	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 144.5
Maryland													
Montgomery County													
CRB0006	Glenmont Parking Facility	$ 5.1	$ 4.3	$ 16.9	$ 0.9	$ 0.8	$ -	$ -	$ -	$ -	$ -	$ -	$ 28.0
CRB0043	Shady Grove Rail Yard Expansion	2.2	-	-	0.0	-	-	-	-	-	-	-	2.2
CRB0046	Silver Spring South Entrance	0.3	-	-	-	-	-	-	-	-	-	-	0.3
CRB0007	Takoma Langley Park Center	0.8	0.5	-	-	-	-	-	-	-	-	-	1.3
CRB0106	Rockville MARC ADA	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0116	Shady Grove Parking II	-	-	-	-	-	-	-	-	-	-	-	-
Prince George's County													
CRB0034	Greenbelt Rail Yard Expansion	1.8	-	-	0.0	-	-	-	-	-	-	-	1.8
CRB0037	New Carrollton Parking Garage	22.4	-	-	-	-	-	-	-	-	-	-	22.4
Maryland-wide													
CRB0009	Project Development	5.0	0.6	0.8	1.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	15.3
CRB0105	Largo Blue Line Extension - Prelim Engr	10.2	-	-	-	-	-	-	-	-	-	-	10.2
CRB0108	Maryland Station Name Change	0.3	0.0	-	-	-	-	-	-	-	-	-	0.3
	Maryland Subtotal	$ 48.1	$ 5.4	$ 17.7	$ 2.3	$ 1.9	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 1.1	$ 81.8

ATTACHMENT D
OTHER CAPITAL PROJECTS

Summary of Reimbursable Capital Projects: FY2015

(dollars in millions)

		Pre-FY2011 Actual	FY2011 Actual	FY2012 Actual	FY2013 Actual	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	FY2017 Forecast	FY2018 Forecast	FY2019 Forecast	FY2020 Forecast	Projected Total
Virginia													
Alexandria, City of													
CRB0023	Alexandria Rail Yard - EA	$ 0.1	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.1
CRB0032	Crystal City - Potomac (Alex)	-	0.0	-	-	-	-	-	-	-	-	-	0.0
CRB0011	Eisenhower Avenue Station Entrance	-	0.1	0.1	-	-	-	-	-	-	-	-	0.2
CRB0012	King Street Station Bus Loop Reconfiguration	-	0.0	0.5	0.2	0.4	-	-	-	-	-	-	1.1
CRB0013	Potomac Yard Alt. Analysis	0.2	0.3	1.2	2.1	0.3	-	-	-	-	-	-	4.1
CRB0075	King Street Station Improvements	16.3	-	-	-	-	-	-	-	-	-	-	16.3
CRB0113	Potomac Yards	0.2	-	-	-	-	-	-	-	-	-	-	0.2
CRB0126	Crystal City-Potomac Yard Transitway - Buses	-	-	-	3.7	-	-	-	-	-	-	-	3.7
Arlington County													
CRB0064	Arlington County Project Mgmt.	0.8	-	-	-	-	-	-	-	-	-	-	0.8
CRB0068	Clarendon Station Improvements	0.1	0.2	-	-	-	-	-	-	-	-	-	0.4
CRB0015	Columbia Pike Street Car NEPA & PE	0.3	1.8	1.6	0.3	-	-	-	-	-	-	-	3.9
CRB0016	Bus Super Stop Prototype	0.1	0.2	0.7	0.0	-	-	-	-	-	-	-	1.0
CRB0042	Rosslyn Station New Entrance	3.8	0.2	0.2	0.3	-	-	-	-	-	-	-	4.4
CRB0111	National Airport	4.5	-	-	-	-	-	-	-	-	-	-	4.5
CRB0117	Shirlington Garage Design Study	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0125	Twinbrook Commons JDA				0.0	-	-	-	-	-	-	-	0.0
Fairfax County													
CRB0026	Bus Stop Signs 600 in Fairfax	-	-	0.0	0.0	-	-	-	-	-	-	-	0.0
CRB0050	Vienna/Fairfax-GMU Parking Structure	0.7	-	-	-	-	-	-	-	-	-	-	0.7
CRB0051	Vienna Parking Structure	26.2	-	-	-	-	-	-	-	-	-	-	26.2
CRB0053	Vienna Station Improve - Pulte Home	0.0	-	-	-	-	-	-	-	-	-	-	0.0
CRB0017	Vienna Mezzanine Stairs	-	0.4	1.4	(0.0)	-	-	-	-	-	-	-	1.8
CRB0054	West Falls Church Parking Structure	16.7	0.1	0.1	0.0	-	-	-	-	-	-	-	16.8
CRB0084	West Fall Church Bus Bays	2.3	0.3	0.0	-	-	-	-	-	-	-	-	2.6
Virginia-wide													
CRB0018	Project Development	5.5	0.5	0.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	13.1
CRB0029	Crystal City/Potomac Yard	1.1	0.2	0.0	0.0	-	-	-	-	-	-	-	1.3
CRB0019	Dulles Extension Design/Build	12.2	40.1	40.6	62.7	63.7	73.9	48.0	56.2	39.5	20.3	21.7	478.9
CRB0020	Dulles Phase 2	-	0.6	0.8	0.7	8.1	11.2	12.4	19.5	36.7	11.6	-	101.6
	Virginia Subtotal	$ 91.1	$ 45.1	$ 47.9	$ 70.8	$ 73.3	$ 85.9	$ 61.2	$ 76.5	$ 77.0	$ 32.7	$ 22.5	$ 684.0
All Jurisdictional and Other Partners													
CRB0021	6000-Series Rail Cars Base Contract	$ 112.2	$ 6.8	$ (0.7)	$ 1.5	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 119.7
CRB0022	Regional Travel Training ACCS	0.1	0.5	0.5	0.0	0.1	-	-	-	-	-	-	1.2
CRB0038	Precision Stopping	0.5	0.4	-	-	-	-	-	-	-	-	-	0.9
CRB0041	IT Communication Enhancement	1.4	0.0	-	0.1	-	-	-	-	-	-	-	1.6
CRB0060	Regional Fare Int. (MTA)	6.1	0.0	-	-	-	-	-	-	-	-	-	6.1
MSC0005	Tax Advantage Lease Program	7.0	0.1	0.1	0.0	-	-	-	-	-	-	-	7.2
	All Jurisdiction Subtotal	$ 127.3	$ 7.8	$ (0.2)	$ 1.7	$ 0.1	$ -	$ -	$ -	$ -	$ -	$ -	$ 136.7
	Grand Total	$ 343.6	$ 60.9	$ 96.9	$ 82.4	$ 94.2	$ 88.1	$ 63.4	$ 78.7	$ 79.2	$ 34.9	$ 24.7	$ 1,047.0

Appendix C.

Office Budgets C-1

OPERATING COST BY MODE
General Manager Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$551**	**$211**	**$329**	**$11**
Full-Time Salaries	$551	$211	$329	$11
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	$551	$211	$329	$11
Fringes (Total)	**$291**	**$111**	**$174**	**$6**
Fringe Health	$105	$40	$63	$2
Fringe Pension	$94	$36	$56	$2
Other Fringe Benefits	$91	$35	$54	$2
Workers Compensation	$1	$1	$1	$0
TOTAL PERSONNEL COST	$842	$323	$503	$16
Services (Total)	**$16**	**$6**	**$10**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$9	$3	$5	$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	$7	$3	$4	$0
Materials & Supplies (Total)	**$11**	**$4**	**$6**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$11	$4	$6	$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	$2	$1	$1	$0
Conferences and Meetings	$20	$8	$12	$0
Business Travel/Public Hrg	$13	$5	$8	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$11	$4	$7	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$73	$28	$43	$1
TOTAL COST	$915	$350	$546	$18

Agreed to
Richard Sarles
General Manager & CEO

6/20/2014
Date

OPERATING COST BY MODE
Inspector General Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$2,194**	**$840**	**$1,310**	**$43**
Full-Time Salaries	$2,285	$875	$1,365	$45
Salary Lapse	-$91	-$35	-$54	-$2
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	$2,194	$840	$1,310	$43
Fringes (Total)	**$974**	**$373**	**$582**	**$19**
Fringe Health	$417	$160	$249	$8
Fringe Pension	$374	$143	$223	$7
Other Fringe Benefits	$178	$68	$107	$3
Workers Compensation	$5	$2	$3	$0
TOTAL PERSONNEL COST	$3,168	$1,214	$1,892	$62
Services (Total)	**$318**	**$122**	**$190**	**$6**
Management Fee	$0	$0	$0	$0
Professional & Technical	$289	$111	$173	$6
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$12	$4	$7	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$17	$7	$10	$0
Materials & Supplies (Total)	**$121**	**$46**	**$72**	**$2**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$121	$46	$72	$2
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$70**	**$27**	**$41**	**$1**
Dues And Subscriptions	$1	$0	$1	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$37	$14	$22	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$32	$13	$19	$1
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$508	$195	$303	$10
TOTAL COST	$3,676	$1,409	$2,196	$72

HC
Agreed to
Helen Lew
Inspector General

6/18/14
Date

OPERATING COST BY MODE
Counsel Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,598**	**$1,359**	**$2,171**	**$68**
Full-Time Salaries	$3,598	$1,359	$2,171	$68
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$3,598	$1,359	$2,171	$68
Fringes (Total)	**$1,603**	**$606**	**$967**	**$30**
Fringe Health	$684	$258	$412	$13
Fringe Pension	$613	$232	$370	$12
Other Fringe Benefits	$297	$112	$180	$6
Workers Compensation	$9	$3	$5	$0
TOTAL PERSONNEL COST	$5,201	$1,965	$3,138	$98
Services (Total)	**$1,298**	**$497**	**$776**	**$25**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,136	$435	$679	$22
Temporary Help	$25	$9	$15	$0
Contract Maintenance	$1	$0	$1	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$137	$52	$82	$3
Materials & Supplies (Total)	**$163**	**$62**	**$97**	**$3**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$163	$62	$97	$3
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$55**	**$21**	**$33**	**$1**
Property	$0	$0	$0	$0
Equipment	$55	$21	$33	$1
Miscellaneous (Total)	**$74**	**$28**	**$44**	**$1**
Dues And Subscriptions	$46	$18	$28	$1
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$13	$5	$8	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$13	$5	$8	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,591	$610	$950	$31
TOTAL COST	$6,792	$2,575	$4,088	$129

Agreed to
Kathryn Pett
General Counsel

6-17-2014
Date

OPERATING COST BY MODE
Board Secretary Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$300**	**$115**	**$179**	**$6**
Full-Time Salaries	$300	$115	$179	$6
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$300	$115	$179	$6
Fringes (Total)	**$133**	**$51**	**$79**	**$3**
Fringe Health	$57	$22	$34	$1
Fringe Pension	$51	$20	$31	$1
Other Fringe Benefits	$24	$9	$14	$0
Workers Compensation	$1	$0	$0	$0
TOTAL PERSONNEL COST	$433	$166	$259	$8
Services (Total)	**$43**	**$17**	**$26**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$29	$11	$17	$1
Temporary Help	$4	$2	$3	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$10	$4	$6	$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)	**$144**	**$55**	**$86**	**$3**
Dues And Subscriptions	$41	$15	$25	$1
Conferences and Meetings	$16	$6	$9	$0
Business Travel/Public Hrg	$30	$12	$18	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$42	$16	$25	$1
Other	$16	$6	$9	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$194	$74	$116	$4
TOTAL COST	$627	$240	$374	$12

Agreed to
Loyda Sequeira-Castillo
Board Secretary

Date 7/7/14

OPERATING COST BY MODE
OEEO Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$847**	**$325**	**$505**	**$17**
Full-Time Salaries	$870	$333	$519	$17
Salary Lapse	-$22	-$8	-$14	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$847	$325	$505	$17
Fringes (Total)	**$375**	**$144**	**$224**	**$7**
Fringe Health	$161	$62	$96	$3
Fringe Pension	$144	$55	$86	$3
Other Fringe Benefits	$68	$26	$41	$1
Workers Compensation	$2	$1	$1	$0
TOTAL PERSONNEL COST	$1,223	$469	$729	$24
Services (Total)	**$457**	**$179**	**$269**	**$9**
Management Fee	$0	$0	$0	$0
Professional & Technical	$423	$166	$249	$8
Temporary Help	$4	$1	$2	$0
Contract Maintenance	$2	$1	$1	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$28	$11	$17	$1
Materials & Supplies (Total)	**$26**	**$10**	**$15**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$26	$10	$15	$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)	**$9**	**$3**	**$5**	**$0**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$5	$2	$3	$0
Business Travel/Public Hrg	$1	$0	$1	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$1	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$492	$193	$289	$10
TOTAL COST	$1,714	$662	$1,019	$34

Agreed to

Date 12/17/14

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OPERATING COST BY MODE
Chief of Staff Administration
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$455**	**$174**	**$272**	**$**
Full-Time Salaries	$455	$174	$272	$
Salary Lapse	$0	$0	$0	$
Overtime Salaries	$0	$0	$0	$
Wages (Total)	**$0**	**$0**	**$0**	**$**
Operator/StaMgr Wages	$0	$0	$0	$
Operator/StaMgr Overtime	$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	$455	$174	$272	$9
Fringes (Total)	**$202**	**$77**	**$121**	**$4**
Fringe Health	$87	$33	$52	$2
Fringe Pension	$78	$30	$46	$2
Other Fringe Benefits	$37	$14	$22	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$657	$252	$392	$13
Services (Total)	**$14**	**$5**	**$8**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$7	$3	$4	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$7	$3	$4	$0
Materials & Supplies (Total)	**$3**	**$1**	**$2**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$3	$1	$2	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$177**	**$68**	**$105**	**$3**
Dues And Subscriptions	$154	$59	$92	$3
Conferences and Meetings	$13	$5	$7	$0
Business Travel/Public Hrg	$4	$2	$2	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$6	$2	$4	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$194	$74	$116	$4
TOTAL COST	$851	$326	$508	$17

Barbara Richardson 6/18/14

Agreed to
Barbara Richardson
Chief of Staff

Date

OPERATING COST BY MODE
Chief of Staff Administration
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$455**	**$174**	**$272**	**$9**
Full-Time Salaries	$455	$174	$272	$9
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$455	$174	$272	$9
Fringes (Total)	**$202**	**$77**	**$121**	**$4**
Fringe Health	$87	$33	$52	$2
Fringe Pension	$78	$30	$46	$2
Other Fringe Benefits	$37	$14	$22	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$657	$252	$392	$13
Services (Total)	**$14**	**$5**	**$8**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$7	$3	$4	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$7	$3	$4	$0
Materials & Supplies (Total)	**$3**	**$1**	**$2**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$3	$1	$2	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$177**	**$68**	**$105**	**$3**
Dues And Subscriptions	$154	$59	$92	$3
Conferences and Meetings	$13	$5	$7	$0
Business Travel/Public Hrg	$4	$2	$2	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$6	$2	$4	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$194	$74	$116	$4
TOTAL COST	$851	$326	$508	$17

Barbara Richardson 6/18/14

Agreed to
Barbara Richardson
Chief of Staff

Date

OPERATING COST BY MODE
Office of Performance
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$677**	**$259**	**$405**	**$13**
Full-Time Salaries	$677	$259	$405	$13
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$677	$259	$405	$13
Fringes (Total)	**$300**	**$115**	**$179**	**$6**
Fringe Health	$129	$49	$77	$3
Fringe Pension	$115	$44	$69	$2
Other Fringe Benefits	$54	$21	$32	$1
Workers Compensation	$2	$1	$1	$0
TOTAL PERSONNEL COST	$977	$374	$584	$19
Services (Total)	**$523**	**$200**	**$312**	**$10**
Management Fee	$0	$0	$0	$0
Professional & Technical	$523	$200	$312	$10
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$36**	**$14**	**$21**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$36	$14	$21	$1
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$14**	**$6**	**$9**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$10	$4	$6	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$5	$2	$3	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$573	$220	$343	$11
TOTAL COST	$1,551	$594	$926	$30

6-24-14

Agreed to
Andrea Burnside
Chief, Office of Performance

Date

OPERATING COST BY MODE
Business Planning Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,166**	**$424**	**$730**	**$13**
Full-Time Salaries	$1,166	$424	$730	$13
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$1,166	$424	$730	$13
Fringes (Total)	**$517**	**$188**	**$323**	**$6**
Fringe Health	$222	$81	$139	$2
Fringe Pension	$199	$72	$124	$2
Other Fringe Benefits	$94	$34	$59	$1
Workers Compensation	$3	$1	$2	$0
TOTAL PERSONNEL COST	$1,683	$611	$1,053	$18
Services (Total)	**$58**	**$8**	**$49**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$32	$6	$25	$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	$2	$24	$0
Materials & Supplies (Total)	**$18**	**$1**	**$16**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$18	$1	$16	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$14**	**$3**	**$11**	**$0**
Dues And Subscriptions	$3	$1	$2	$0
Conferences and Meetings	$5	$1	$4	$0
Business Travel/Public Hrg	$4	$0	$4	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$2	$0	$2	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$90	$13	$77	$1
TOTAL COST	$1,773	$624	$1,130	$19

Barbara Richardson 6/18/14

Agreed to
Barbara Richardson
Chief of Staff

Date

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OPERATING COST BY MODE
COO Bus Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	$4,171	$3,019	$1,126	$25
Full-Time Salaries	$4,270	$3,089	$1,155	$26
Salary Lapse	-$107	-$78	-$29	-$1
Overtime Salaries	$8	$8	$0	$0
Wages (Total)	$2,467	$2,186	$281	$0
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$2,355	$2,066	$289	$0
Wage Lapse	-$58	-$51	-$7	$0
Overtime Wages	$171	$171	$0	$0
TOTAL SALARIES AND WAGES	$6,638	$5,205	$1,408	$25
Fringes (Total)	$2,952	$2,318	$624	$11
Fringe Health	$1,261	$989	$267	$5
Fringe Pension	$1,131	$887	$240	$4
Other Fringe Benefits	$544	$429	$113	$2
Workers Compensation	$16	$13	$3	$0
TOTAL PERSONNEL COST	$9,590	$7,523	$2,031	$36
Services (Total)	$761	$750	$11	$0
Management Fee	$0	$0	$0	$0
Professional & Technical	$146	$135	$11	$0
Temporary Help	$1	$1	$0	$0
Contract Maintenance	$18	$18	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$597	$597	$0	$0
Materials & Supplies (Total)	$195	$186	$8	$0
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$195	$186	$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)	$19	$14	$5	$0
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Publ c Hrg	$8	$3	$5	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$11	$11	$0	$0
Reimbursements (Total)	$0	$0	$0	$0
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$976	$951	$24	$1
TOTAL COST	$10,566	$8,474	$2,055	$37

Agreed to
Jack Requa
AGM, Bus Services

6/20/14
Date

OPERATING COST BY MODE
COO Bus Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	$4,171	$3,019	$1,126	$25
Full-Time Salaries	$4,270	$3,089	$1,155	$26
Salary Lapse	-$107	-$78	-$29	-$1
Overtime Salaries	$8	$8	$0	$0
Wages (Total)	$2,467	$2,186	$281	$0
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$2,355	$2,066	$289	$0
Wage Lapse	-$58	-$51	-$7	$0
Overtime Wages	$171	$171	$0	$0
TOTAL SALARIES AND WAGES	$6,638	$5,205	$1,408	$25
Fringes (Total)	$2,952	$2,318	$624	$11
Fringe Health	$1,261	$989	$267	$5
Fringe Pension	$1,131	$887	$240	$4
Other Fringe Benefits	$544	$429	$113	$2
Workers Compensation	$16	$13	$3	$0
TOTAL PERSONNEL COST	$9,590	$7,523	$2,031	$36
Services (Total)	$761	$750	$11	$0
Management Fee	$0	$0	$0	$0
Professional & Technical	$146	$135	$11	$0
Temporary Help	$1	$1	$0	$0
Contract Maintenance	$18	$18	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$597	$597	$0	$0
Materials & Supplies (Total)	$195	$186	$8	$0
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$195	$186	$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)	$19	$14	$5	$0
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$8	$3	$5	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$11	$11	$0	$0
Reimbursements (Total)	$0	$0	$0	$0
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$976	$951	$24	$1
TOTAL COST	$10,566	$8,474	$2,055	$37

Agreed to
Jack Requa
AGM, Bus Services

6/20/14
Date

OPERATING COST BY MODE
Bus Transportation Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$22,533**	**$22,055**	**$473**	**$5**
Full-Time Salaries	$22,758	$22,266	$484	$5
Salary Lapse	-$874	-$662	-$11	$0
Overtime Salaries	$451	$451	$0	$0
Wages (Total)	**$190,909**	**$190,539**	**$369**	**$1**
Operator/StaMgr Wages	$160,742	$160,742	$0	$0
Operator/StaMgr Overtime	$25,428	$25,100	$328	$0
Full Time Wages	$4,609	$4,566	$42	$1
Wage Lapse	-$132	-$131	-$1	$0
Overtime Wages	$262	$262	$0	$0
TOTAL SALARIES AND WAGES	$213,442	$212,594	$841	$6
Fringes (Total)	**$95,874**	**$95,498**	**$373**	**$3**
Fringe Health	$40,555	$40,394	$160	$1
Fringe Pension	$36,372	$36,227	$143	$1
Other Fringe Benefits	$18,428	$18,360	$67	$1
Workers Compensation	$519	$517	$2	$0
TOTAL PERSONNEL COST	$309,315	$308,092	$1,214	$9
Services (Total)	**$693**	**$693**	**$0**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$102	$102	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$4	$4	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$588	$588	$0	$0
Materials & Supplies (Total)	**$608**	**$608**	**$0**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$608	$608	$0	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$424**	**$424**	**$0**	**$0**
Property	$424	$424	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$106**	**$106**	**$0**	**$0**
Dues And Subscriptions	$1	$1	$0	$0
Conferences and Meetings	$11	$11	$0	$0
Business Travel/Public Hrg	$1	$1	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$94	$94	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,831	$1,831	$0	$0
TOTAL COST	$311,146	$309,922	$1,214	$9

Agreed to
Jack Requa
AGM, Bus Services

6/20/14
Date

OPERATING COST BY MODE
Bus Maintenance Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$12,353**	**$11,734**	**$619**	**$0**
Full-Time Salaries	$12,278	$11,656	$622	$0
Salary Lapse	-$316	-$299	-$17	$0
Overtime Salaries	$391	$377	$14	$0
Wages (Total)	**$53,677**	**$51,647**	**$2,030**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$51,174	$49,234	$1,940	$0
Wage Lapse	-$1,948	-$1,872	-$76	$0
Overtime Wages	$4,451	$4,286	$165	$0
TOTAL SALARIES AND WAGES	$66,030	$63,382	$2,648	$0
Fringes (Total)	**$29,858**	**$28,666**	**$1,193**	**$0**
Fringe Health	$12,546	$12,043	$503	$0
Fringe Pension	$11,252	$10,801	$451	$0
Other Fringe Benefits	$5,900	$5,668	$232	$0
Workers Compensation	$161	$154	$6	$0
TOTAL PERSONNEL COST	$95,889	$92,047	$3,841	$0
Services (Total)	**$10,942**	**$10,600**	**$343**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$120	$120	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$10,220	$9,878	$342	$0
Custodial Services	$133	$133	$0	$0
Paratransit	$0	$0	$0	$0
Other	$469	$468	$1	$0
Materials & Supplies (Total)	**$30,916**	**$26,697**	**$4,219**	**$0**
Fuel and Lubricants	$8,222	$4,854	$3,368	$0
Tires	$6,735	$6,602	$133	$0
Other	$15,959	$15,241	$718	$0
Fuel & Propulsion (Total)	**$35,364**	**$35,364**	**$0**	**$0**
Diesel Fuel	$30,409	$30,409	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$4,955	$4,955	$0	$0
Utilities (Total)	**$90**	**$90**	**$0**	**$0**
Electricity and Gas	$72	$72	$0	$0
Utilities - Other	$18	$18	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$75**	**$69**	**$6**	**$0**
Dues And Subscriptions	$9	$3	$6	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$2	$2	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$65	$64	$0	$0
Reimbursements (Total)	**-$77**	**-$77**	**$0**	**$0**
Reimbursements	-$77	-$77	$0	$0
TOTAL NONPERSONNEL COST	$77,311	$72,744	$4,567	$0
TOTAL COST	$173,200	$164,791	$8,409	$0

P. Curell — 6-18-14

Agreed to — Date
Phillip Wallace
Managing Director, Bus Maintenance

DGMO

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,665**	**$0**	**$0**	**$4,665**
Full-Time Salaries	$4,729	$0	$0	$4,729
Salary Lapse	-$84	$0	$0	-$84
Overtime Salaries	$20	$0	$0	$20
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$4,665	$0	$0	$4,665
Fringes (Total)	**$2,067**	**$0**	**$0**	**$2,067**
Fringe Health	$886	$0	$0	$886
Fringe Pension	$795	$0	$0	$795
Other Fringe Benefits	$374	$0	$0	$374
Workers Compensation	$11	$0	$0	$11
TOTAL PERSONNEL COST	$6,731	$0	$0	$6,731
Services (Total)	**$91,192**	**$0**	**$0**	**$91,192**
Management Fee	$6	$0	$0	$6
Professional & Technical	$2,374	$0	$0	$2,374
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$87,673	$0	$0	$87,673
Other	$1,139	$0	$0	$1,139
Materials & Supplies (Total)	**$10,348**	**$0**	**$0**	**$10,348**
Fuel and Lubricants	$10,150	$0	$0	$10,150
Tires	$0	$0	$0	$0
Other	$198	$0	$0	$198
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1,150**	**$0**	**$0**	**$1,150**
Property	$1,150	$0	$0	$1,150
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$40**	**$0**	**$0**	**$40**
Dues And Subscriptions	$2	$0	$0	$2
Conferences and Meetings	$10	$0	$0	$10
Business Travel/Public Hrg	$26	$0	$0	$26
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$2	$0	$0	$2
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$102,731	$0	$0	$102,731
TOTAL COST	$109,462	$0	$0	$109,462

6/18/14

Agreed to
Christian T. Kent
Assistant General Manager

Date

OPERATING COST BY MODE
Access Services Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,665**	**$0**	**$0**	**$4,665**
Full-Time Salaries	$4,729	$0	$0	$4,729
Salary Lapse	-$84	$0	$0	-$84
Overtime Salaries	$20	$0	$0	$20
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$4,665	$0	$0	$4,665
Fringes (Total)	**$2,067**	**$0**	**$0**	**$2,067**
Fringe Health	$886	$0	$0	$886
Fringe Pension	$795	$0	$0	$795
Other Fringe Benefits	$374	$0	$0	$374
Workers Compensation	$11	$0	$0	$11
TOTAL PERSONNEL COST	$6,731	$0	$0	$6,731
Services (Total)	**$91,192**	**$0**	**$0**	**$91,192**
Management Fee	$6	$0	$0	$6
Professional & Technical	$2,374	$0	$0	$2,374
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$87,673	$0	$0	$87,673
Other	$1,139	$0	$0	$1,139
Materials & Supplies (Total)	**$10,348**	**$0**	**$0**	**$10,348**
Fuel and Lubricants	$10,150	$0	$0	$10,150
Tires	$0	$0	$0	$0
Other	$198	$0	$0	$198
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1,150**	**$0**	**$0**	**$1,150**
Property	$1,150	$0	$0	$1,150
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$40**	**$0**	**$0**	**$40**
Dues And Subscriptions	$2	$0	$0	$2
Conferences and Meetings	$10	$0	$0	$10
Business Travel/Public Hrg	$26	$0	$0	$26
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$2	$0	$0	$2
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$102,731	$0	$0	$102,731
TOTAL COST	$109,462	$0	$0	$109,462

Agreed to
Christian T. Kent
Assistant General Manager

Date 6/18/14

OPERATING COST BY MODE
Eligibility Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,354**	**$0**	**$0**	**$1,354**
Full-Time Salaries	$1,334	$0	$0	$1,334
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$20	$0	$0	$20
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$1,354	$0	$0	$1,354
Fringes (Total)	**$600**	**$0**	**$0**	**$600**
Fringe Health	$257	$0	$0	$257
Fringe Pension	$231	$0	$0	$231
Other Fringe Benefits	$109	$0	$0	$109
Workers Compensation	$3	$0	$0	$3
TOTAL PERSONNEL COST	$1,954	$0	$0	$1,954
Services (Total)	**$1,182**	**$0**	**$0**	**$1,182**
Management Fee	$6	$0	$0	$6
Professional & Technical	$653	$0	$0	$653
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$523	$0	$0	$523
Materials & Supplies (Total)	**$133**	**$0**	**$0**	**$133**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$133	$0	$0	$133
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)	**$5**	**$0**	**$0**	**$5**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$5	$0	$0	$5
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	$1,320	$0	$0	$1,320
TOTAL COST	$3,275	$0	$0	$3,275

6/26/14

Agreed to
Frank Roth
Director/Eligibility Certification & Outreach

Date

OPERATING COST BY MODE
ADA Programs Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$738**	**$0**	**$0**	**$738**
Full-Time Salaries	$738	$0	$0	$738
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$738	$0	$0	$738
Fringes (Total)	**$327**	**$0**	**$0**	**$327**
Fringe Health	$140	$0	$0	$140
Fringe Pension	$126	$0	$0	$126
Other Fringe Benefits	$59	$0	$0	$59
Workers Compensation	$2	$0	$0	$2
TOTAL PERSONNEL COST	$1,065	$0	$0	$1,065
Services (Total)	**$188**	**$0**	**$0**	**$188**
Management Fee	$0	$0	$0	$0
Professional & Technical	$86	$0	$0	$86
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$102	$0	$0	$102
Materials & Supplies (Total)	**$14**	**$0**	**$0**	**$14**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$14	$0	$0	$14
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$12**	**$0**	**$0**	**$12**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$1	$0	$0	$1
Business Travel/Public Hrg	$8	$0	$0	$8
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$2	$0	$0	$2
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$214	$0	$0	$214
TOTAL COST	$1,279	$0	$0	$1,279

Agreed to
Christiaan Blake
Director

6/26/14
Date

OPERATING COST BY MODE
MACS Summary Offices
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,635**	**$0**	**$0**	**$1,635**
Full-Time Salaries	$1,720	$0	$0	$1,720
Salary Lapse	-$84	$0	$0	-$84
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	$1,635	$0	$0	$1,635
Fringes (Total)	**$725**	**$0**	**$0**	**$725**
Fringe Health	$311	$0	$0	$311
Fringe Pension	$279	$0	$0	$279
Other Fringe Benefits	$131	$0	$0	$131
Workers Compensation	$4	$0	$0	$4
TOTAL PERSONNEL COST	$2,360	$0	$0	$2,360
Services (Total)	**$89,578**	**$0**	**$0**	**$89,578**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,451	$0	$0	$1,451
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$87,673	$0	$0	$87,673
Other	$455	$0	$0	$455
Materials & Supplies (Total)	**$10,178**	**$0**	**$0**	**$10,178**
Fuel and Lubricants	$10,150	$0	$0	$10,150
Tires	$0	$0	$0	$0
Other	$28	$0	$0	$28
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1,150**	**$0**	**$0**	**$1,150**
Property	$1,150	$0	$0	$1,150
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$17**	**$0**	**$0**	**$17**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$6	$0	$0	$6
Business Travel/Public Hrg	$11	$0	$0	$11
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	$100,923	$0	$0	$100,923
TOTAL COST	$103,283	$0	$0	$103,283

Omari June 8-15-14

Agreed to
Omari June
Director/MetroAccess Services

Date

OPERATING COST BY MODE
New Electric Pay Program
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$278**	**$0**	**$278**	**$0**
Full-Time Salaries	$278	$0	$278	$0
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$278	$0	$278	$0
Fringes (Total)	**$123**	**$0**	**$123**	**$0**
Fringe Health	$53	$0	$53	$0
Fringe Pension	$47	$0	$47	$0
Other Fringe Benefits	$22	$0	$22	$0
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$401	$0	$401	$0
Services (Total)	**$0**	**$0**	**$0**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$7**	**$0**	**$7**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$7	$0	$7	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$8**	**$0**	**$8**	**$0**
Dues And Subscriptions	$2	$0	$2	$0
Conferences and Meetings	$6	$0	$6	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$1	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$15	$0	$15	$0
TOTAL COST	$416	$0	$416	$0

Agreed to
Tom Randall
Director/NEPP

6.25.2014
Date

OPERATING COST BY MODE
Labor Relations Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,274**	**$488**	**$761**	**$25**
Full-Time Salaries	$1,274	$488	$761	$25
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	$1,274	$488	$761	$25
Fringes (Total)	**$564**	**$216**	**$337**	**$11**
Fringe Health	$242	$93	$145	$5
Fringe Pension	$217	$83	$130	$4
Other Fringe Benefits	$102	$39	$61	$2
Workers Compensation	$3	$1	$2	$0
TOTAL PERSONNEL COST	$1,838	$704	$1,098	$36
Services (Total)	**$511**	**$169**	**$320**	**$23**
Management Fee	$0	$0	$0	$0
Professional & Technical	$480	$157	$301	$22
Temporary Help	$4	$2	$3	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$27	$10	$17	$1
Materials & Supplies (Total)	**$32**	**$12**	**$19**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$32	$12	$19	$1
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$16**	**$6**	**$9**	**$0**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$6	$2	$4	$0
Business Travel/Public Hrg	$8	$3	$5	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$559	$187	$348	$24
TOTAL COST	$2,397	$891	$1,446	$59

Agreed to
Brian Donohoe
Director/Labor Relations

6·20·14
Date

OPERATING COST BY MODE
Supply Chain Enterprise Srvc
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,650**	**$576**	**$1,045**	**$29**
Full-Time Salaries	$1,616	$564	$1,024	$29
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$34	$12	$21	$0
Wages (Total)	**$1,520**	**$580**	**$912**	**$28**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$1,463	$560	$874	$28
Wage Lapse	-$50	-$20	-$30	-$1
Overtime Wages	$108	$39	$68	$1
TOTAL SALARIES AND WAGES	$3,170	$1,156	$1,957	$57
Fringes (Total)	**$1,426**	**$520**	**$880**	**$25**
Fringe Health	$602	$220	$372	$11
Fringe Pension	$540	$197	$333	$10
Other Fringe Benefits	$275	$100	$170	$5
Workers Compensation	$8	$3	$5	$0
TOTAL PERSONNEL COST	$4,596	$1,676	$2,837	$83
Services (Total)	**$79**	**$31**	**$47**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$79	$31	$47	$1
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$16**	**$6**	**$9**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$16	$6	$9	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$9**	**$4**	**$6**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$9	$4	$6	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$105	$41	$62	$2
TOTAL COST	$4,700	$1,716	$2,899	$84

Agreed to
Rodolfo Bitar
Director/SCES

6-19-14
Date

OPERATING COST BY MODE
DGMO Summary Budget Center
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$424**	**$163**	**$254**	**$8**
Full-Time Salaries	$424	$163	$254	$8
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	$424	$163	$254	$8
Fringes (Total)	**$188**	**$72**	**$112**	**$4**
Fringe Health	$81	$31	$48	$2
Fringe Pension	$72	$28	$43	$1
Other Fringe Benefits	$34	$13	$20	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$613	$235	$366	$12
Services (Total)	**$1,391**	**$540**	**$825**	**$26**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$17	$7	$10	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$1,373	$533	$815	$26
Materials & Supplies (Total)	**$699**	**$271**	**$415**	**$13**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$699	$271	$415	$13
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$19**	**$7**	**$11**	**$0**
Dues And Subscriptions	$1	$0	$1	$0
Conferences and Meetings	$4	$2	$3	$0
Business Travel/Public Hrg	$12	$5	$7	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$2	$1	$1	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$2,108	$818	$1,251	$39
TOTAL COST	$2,721	$1,052	$1,617	$51

Agreed to
Rob Troup
DGM Operations

6/27/2014
Date

OPERATING COST BY MODE
Operations Support Admin.
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$323**	**$124**	**$193**	**$6**
Full-Time Salaries	$323	$124	$193	$6
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$323	$124	$193	$6
Fringes (Total)	**$147**	**$56**	**$88**	**$3**
Fringe Health	$61	$24	$37	$1
Fringe Pension	$55	$21	$33	$1
Other Fringe Benefits	$30	$11	$18	$1
Workers Compensation	$1	$0	$0	$0
TOTAL PERSONNEL COST	$470	$180	$281	$9
Services (Total)	**$6**	**$2**	**$4**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$4	$1	$2	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$3	$1	$2	$0
Materials & Supplies (Total)	**$15**	**$6**	**$9**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$15	$6	$9	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$23**	**$9**	**$14**	**$0**
Dues And Subscriptions	$1	$0	$0	$0
Conferences and Meetings	$4	$2	$2	$0
Business Travel/Public Hrg	$7	$3	$4	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$11	$4	$7	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$44	$17	$26	$1
TOTAL COST	$515	$197	$307	$10

FCR 6/20/14

Agreed to
Rodrigo Bitar
AGM/Infrastructure & Engineering Services

Date

OPERATING COST BY MODE
Plant Maintenance Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$9,215**	**$467**	**$8,743**	**$4**
Full-Time Salaries	$9,082	$446	$8,632	$4
Salary Lapse	-$94	-$5	-$89	$0
Overtime Salaries	$227	$26	$201	$0
Wages (Total)	**$45,789**	**$6,060**	**$39,727**	**$2**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$42,921	$4,936	$37,983	$2
Wage Lapse	-$406	-$47	-$359	$0
Overtime Wages	$3,273	$1,170	$2,103	$0
TOTAL SALARIES AND WAGES	$55,003	$6,527	$48,470	$7
Fringes (Total)	**$24,662**	**$2,956**	**$21,703**	**$3**
Fringe Health	$10,451	$1,240	$9,210	$1
Fringe Pension	$9,373	$1,112	$8,260	$1
Other Fringe Benefits	$4,705	$588	$4,116	$1
Workers Compensation	$134	$16	$118	$0
TOTAL PERSONNEL COST	$79,666	$9,483	$70,174	$9
Services (Total)	**$9,587**	**$3,538**	**$6,025**	**$25**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$2,362	$709	$1,653	$0
Contract Maintenance	$7,066	$2,804	$4,237	$24
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$159	$24	$134	$0
Materials & Supplies (Total)	**$7,256**	**$2,501**	**$4,738**	**$16**
Fuel and Lubricants	$89	$88	$0	$0
Tires	$0	$0	$0	$0
Other	$7,167	$2,413	$4,738	$16
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$2,379**	**$639**	**$1,740**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$2,379	$639	$1,740	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$195**	**$11**	**$184**	**$0**
Property	$0	$0	$0	$0
Equipment	$195	$11	$184	$0
Miscellaneous (Total)	**$31**	**$4**	**$27**	**$0**
Dues And Subscriptions	$3	$0	$3	$0
Conferences and Meetings	$3	$0	$3	$0
Business Travel/Public Hrg	$6	$0	$6	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$20	$4	$16	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$19,448	$6,693	$12,715	$41
TOTAL COST	$99,114	$16,176	$82,889	$50

Randall Grooman 6/19/14
Agreed to Date
Randall Grooman
Director/Plant Maintenance

OPERATING COST BY MODE
Chief Eng. Vehicles Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$8,238**	**$260**	**$7,976**	**$2**
Full-Time Salaries	$8,180	$260	$7,917	$2
Salary Lapse	-$22	$0	-$22	$0
Overtime Salaries	$80	$0	$80	$0
Wages (Total)	**$229**	**$0**	**$229**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$208	$0	$208	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$20	$0	$20	$0
TOTAL SALARIES AND WAGES	$8,467	$260	$8,204	$2
Fringes (Total)	**$3,751**	**$115**	**$3,635**	**$1**
Fringe Health	$1,609	$49	$1,559	$0
Fringe Pension	$1,443	$44	$1,398	$0
Other Fringe Benefits	$679	$21	$658	$0
Workers Compensation	$21	$1	$20	$0
TOTAL PERSONNEL COST	$12,218	$376	$11,839	$3
Services (Total)	**$2,981**	**$0**	**$2,981**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$2,929	$0	$2,929	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$52	$0	$52	$0
Materials & Supplies (Total)	**$490**	**$0**	**$490**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$490	$0	$490	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$52**	**$0**	**$52**	**$0**
Dues And Subscriptions	$1	$0	$1	$0
Conferences and Meetings	$4	$0	$4	$0
Business Travel/Public Hrg	$41	$0	$41	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$5	$0	$5	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$3,522	$0	$3,522	$0
TOTAL COST	$15,740	$376	$15,361	$3

6/30/14
Date

Agreed to
Joseph Reynolds
Director/Chief Vehicle Program Services

OPERATING COST BY MODE
Track & Structures Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$8,171**	**$41**	**$8,127**	**$2**
Full-Time Salaries	$8,111	$41	$8,068	$2
Salary Lapse	-$187	$0	-$187	$0
Overtime Salaries	$246	$0	$246	$0
Wages (Total)	**$18,144**	**$0**	**$18,144**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$16,460	$0	$16,460	$0
Wage Lapse	-$470	$0	-$470	$0
Overtime Wages	$2,154	$0	$2,154	$0
TOTAL SALARIES AND WAGES	$26,314	$41	$26,271	$2
Fringes (Total)	**$11,794**	**$18**	**$11,775**	**$1**
Fringe Health	$5,000	$8	$4,992	$0
Fringe Pension	$4,484	$7	$4,477	$0
Other Fringe Benefits	$2,246	$3	$2,243	$0
Workers Compensation	$64	$0	$64	$0
TOTAL PERSONNEL COST	$38,108	$60	$38,046	$3
Services (Total)	**$4,353**	**$0**	**$4,353**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$4,182	$0	$4,182	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$170	$0	$170	$0
Materials & Supplies (Total)	**$4,988**	**$0**	**$4,988**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$4,988	$0	$4,988	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$132**	**$0**	**$132**	**$0**
Property	$0	$0	$0	$0
Equipment	$132	$0	$132	$0
Miscellaneous (Total)	**$59**	**$0**	**$59**	**$0**
Dues And Subscriptions	$2	$0	$2	$0
Conferences and Meetings	$1	$0	$1	$0
Business Travel/Public Hrg	$49	$0	$49	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$7	$0	$7	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,531	$0	$9,531	$0
TOTAL COST	$47,639	$60	$47,576	$3

D. Kelly 6/25/14
Agreed to Date
Darvin Kelly
General Superintendent/TRST

OPERATING COST BY MODE
Systems Maint. Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	$13,987	$319	$13,666	$1
Full-Time Salaries	$13,484	$290	$13,192	$1
Salary Lapse	-$360	-$4	-$355	$0
Overtime Salaries	$863	$33	$830	$0
Wages (Total)	$59,736	$1,637	$58,098	$0
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$57,791	$1,517	$56,273	$0
Wage Lapse	-$1,692	-$44	-$1,648	$0
Overtime Wages	$3,637	$164	$3,473	$0
TOTAL SALARIES AND WAGES	$73,723	$1,957	$71,765	$1
Fringes (Total)	$33,112	$870	$32,242	$1
Fringe Health	$14,008	$372	$13,636	$0
Fringe Pension	$12,563	$333	$12,229	$0
Other Fringe Benefits	$6,362	$160	$6,202	$0
Workers Compensation	$179	$5	$175	$0
TOTAL PERSONNEL COST	$106,835	$2,826	$104,006	$2
Services (Total)	$5,832	$363	$5,469	$0
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$5,789	$363	$5,426	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$43	$0	$43	$0
Materials & Supplies (Total)	$10,580	$654	$9,927	$0
Fuel and Lubricants	$9	$0	$9	$0
Tires	$0	$0	$0	$0
Other	$10,571	$654	$9,917	$0
Fuel & Propulsion (Total)	$0	$0	$0	$0
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	$0	$0	$0	$0
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	$0	$0	$0	$0
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	$1,214	$365	$849	$0
Property	$1,036	$365	$670	$0
Equipment	$178	$0	$178	$0
Miscellaneous (Total)	$17	$0	$17	$0
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$13	$0	$13	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$4	$0	$4	$0
Reimbursements (Total)	$0	$0	$0	$0
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$17,643	$1,383	$16,261	$0
TOTAL COST	$124,478	$4,209	$120,267	$2

Agreed to
David Newman
General Superintendent/SMNT

06/25/14
Date

OPERATING COST BY MODE
TIES Intermodal Planning
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$324**	**$124**	**$194**	**$6**
Full-Time Salaries	$324	$124	$194	$6
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$324	$124	$194	$6
Fringes (Total)	**$144**	**$55**	**$86**	**$3**
Fringe Health	$62	$24	$37	$1
Fringe Pension	$55	$21	$33	$1
Other Fringe Benefits	$26	$10	$16	$1
Workers Compensation	$1	$0	$0	$0
TOTAL PERSONNEL COST	$468	$179	$279	$9
Services (Total)	**$0**	**$0**	**$0**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$2**	**$0**	**$2**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$2	$0	$2	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$2	$0	$2	$0
TOTAL COST	$470	$179	$281	$9

Agreed to
James Hughes
Managing Director/Intermodal Planning

6/18/14
Date

OPERATING COST BY MODE
Elevator Escalator Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$5,779**	**$13**	**$5,765**	**$1**
Full-Time Salaries	$5,667	$13	$5,653	$1
Salary Lapse	-$89	$0	-$89	$0
Overtime Salaries	$201	$0	$201	$0
Wages (Total)	**$18,174**	**$0**	**$18,174**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$17,673	$0	$17,673	$0
Wage Lapse	-$353	$0	-$353	$0
Overtime Wages	$855	$0	$855	$0
TOTAL SALARIES AND WAGES	$23,953	$13	$23,939	$1
Fringes (Total)	**$10,685**	**$6**	**$10,679**	**$0**
Fringe Health	$4,551	$3	$4,549	$0
Fringe Pension	$4,082	$2	$4,079	$0
Other Fringe Benefits	$1,994	$1	$1,993	$0
Workers Compensation	$58	$0	$58	$0
TOTAL PERSONNEL COST	$34,639	$19	$34,618	$1
Services (Total)	**$6,611**	**$0**	**$6,611**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$100	$0	$100	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$1,555	$0	$1,555	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$4,956	$0	$4,956	$0
Materials & Supplies (Total)	**$3,776**	**$15**	**$3,761**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$3,776	$15	$3,761	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$75**	**$0**	**$75**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$75	$0	$75	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$194**	**$0**	**$194**	**$0**
Property	$0	$0	$0	$0
Equipment	$194	$0	$194	$0
Miscellaneous (Total)	**$48**	**$0**	**$48**	**$0**
Dues And Subscriptions	$7	$0	$7	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$10	$0	$10	$0
Interview & Relocation	$1	$0	$1	$0
Tolls	$0	$0	$0	$0
Advertising	$13	$0	$13	$0
Other	$16	$0	$16	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$10,704	$15	$10,689	$0
TOTAL COST	$45,343	$34	$45,307	$1

Agreed to
Lonnie Murray
General Superintendent/ ELES

7/11/14
Date

MCAP

CMNT

OPERATING COST BY MODE
Elevator Escalator Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$5,779**	**$13**	**$5,765**	**$1**
Full-Time Salaries	$5,667	$13	$5,653	$1
Salary Lapse	-$89	$0	-$89	$0
Overtime Salaries	$201	$0	$201	$0
Wages (Total)	**$18,174**	**$0**	**$18,174**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$17,673	$0	$17,673	$0
Wage Lapse	-$353	$0	-$353	$0
Overtime Wages	$855	$0	$855	$0
TOTAL SALARIES AND WAGES	$23,953	$13	$23,939	$1
Fringes (Total)	**$10,685**	**$6**	**$10,679**	**$0**
Fringe Health	$4,551	$3	$4,549	$0
Fringe Pension	$4,082	$2	$4,079	$0
Other Fringe Benefits	$1,994	$1	$1,993	$0
Workers Compensation	$58	$0	$58	$0
TOTAL PERSONNEL COST	$34,639	$19	$34,618	$1
Services (Total)	**$6,611**	**$0**	**$6,611**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$100	$0	$100	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$1,555	$0	$1,555	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$4,956	$0	$4,956	$0
Materials & Supplies (Total)	**$3,776**	**$15**	**$3,761**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$3,776	$15	$3,761	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$75**	**$0**	**$75**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$75	$0	$75	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$194**	**$0**	**$194**	**$0**
Property	$0	$0	$0	$0
Equipment	$194	$0	$194	$0
Miscellaneous (Total)	**$48**	**$0**	**$48**	**$0**
Dues And Subscriptions	$7	$0	$7	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$10	$0	$10	$0
Interview & Relocation	$1	$0	$1	$0
Tolls	$0	$0	$0	$0
Advertising	$13	$0	$13	$0
Other	$16	$0	$16	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$10,704	$15	$10,689	$0
TOTAL COST	$45,343	$34	$45,307	$1

Agreed to
Lonnie Murray
General Superintendent/ ELES

7/11/14
Date

OPERATING COST BY MODE
RAIL QAAW Administration Summa
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,836**	**$807**	**$3,988**	**$41**
Full-Time Salaries	$4,836	$807	$3,988	$41
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	$4,836	$807	$3,988	$41
Fringes (Total)	**$2,143**	**$358**	**$1,767**	**$18**
Fringe Health	$919	$153	$758	$8
Fringe Pension	$824	$138	$680	$7
Other Fringe Benefits	$388	$65	$320	$3
Workers Compensation	$12	$2	$10	$0
TOTAL PERSONNEL COST	$6,978	$1,165	$5,755	$59
Services (Total)	**$34**	**$13**	**$20**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$26	$10	$16	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$8	$3	$5	$0
Materials & Supplies (Total)	**$122**	**$11**	**$111**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$122	$11	$111	$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)	**$19**	**$0**	**$19**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$19	$0	$19	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$24**	**$9**	**$15**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$13	$5	$8	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$12	$5	$7	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$200	$33	$165	$2
TOTAL COST	$7,178	$1,198	$5,920	$60

Agreed to
Michael DiNatale
Director/Quality Assurance & Warranty

Date

Michael DiNatale

Digitally signed by Michael DiNatale
DN: cn=Michael DiNatale, o=QAAW, ou, email=Mdinatale@wmata.com, c=US
Date: 2014.08.14 09:50:45 -04'00'

digital signature

OPERATING COST BY MODE
RAIL QAAW Administration Summa
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,836**	**$807**	**$3,988**	**$41**
Full-Time Salaries	$4,836	$807	$3,988	$41
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	$4,836	$807	$3,988	$41
Fringes (Total)	**$2,143**	**$358**	**$1,767**	**$18**
Fringe Health	$919	$153	$758	$8
Fringe Pension	$824	$138	$680	$7
Other Fringe Benefits	$388	$65	$320	$3
Workers Compensation	$12	$2	$10	$0
TOTAL PERSONNEL COST	$6,978	$1,165	$5,755	$59
Services (Total)	**$34**	**$13**	**$20**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$26	$10	$16	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$8	$3	$5	$0
Materials & Supplies (Total)	**$122**	**$11**	**$111**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$122	$11	$111	$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)	**$19**	**$0**	**$19**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$19	$0	$19	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$24**	**$9**	**$15**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$13	$5	$8	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$12	$5	$7	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$200	$33	$165	$2
TOTAL COST	$7,178	$1,198	$5,920	$60

Agreed to _____ Date _____
Michael DiNatale
Director/Quality Assurance & Warranty

Michael DiNatale
Digitally signed by Michael DiNatale
DN: cn=Michael DiNatale, o=QAAW, ou, email=Mdinatale@wmata.com, c=US
Date: 2014.08.14 09:50:45 -04'00'

OPERATING COST BY MODE
RAIL SRML Administration
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$892**	**$269**	**$609**	**$13**
Full-Time Salaries	$892	$269	$609	$13
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$2,927**	**$686**	**$2,207**	**$34**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$2,827	$686	$2,107	$34
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$100	$0	$100	$0
TOTAL SALARIES AND WAGES	$3,819	$955	$2,816	$48
Fringes (Total)	**$1,698**	**$423**	**$1,254**	**$21**
Fringe Health	$726	$181	$535	$9
Fringe Pension	$651	$163	$480	$8
Other Fringe Benefits	$313	$77	$232	$4
Workers Compensation	$9	$2	$7	$0
TOTAL PERSONNEL COST	$5,517	$1,378	$4,070	$69
Services (Total)	**$61**	**$24**	**$36**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$54	$21	$32	$1
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$7	$3	$4	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$50**	**$15**	**$34**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$50	$15	$34	$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)	**$800**	**$0**	**$800**	**$0**
Property	$0	$0	$0	$0
Equipment	$800	$0	$800	$0
Miscellaneous (Total)	**$10**	**$4**	**$6**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$7	$3	$4	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$920	$42	$876	$2
TOTAL COST	$6,437	$1,420	$4,946	$71

Pretha Mitchell 6/26/2014
Agreed to Date
Pretha Mitchell
Director/Storerooms & Material Logistics

OPERATING COST BY MODE
Infrastructure Services
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$5,896**	**$306**	**$5,588**	**$2**
Full-Time Salaries	$5,796	$306	$5,488	$2
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$100	$0	$100	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$5,896	$306	$5,588	$2
Fringes (Total)	**$2,612**	**$135**	**$2,476**	**$1**
Fringe Health	$1,120	$58	$1,062	$0
Fringe Pension	$1,005	$52	$952	$0
Other Fringe Benefits	$473	$25	$448	$0
Workers Compensation	$14	$1	$14	$0
TOTAL PERSONNEL COST	$8,508	$441	$8,063	$3
Services (Total)	**$754**	**$32**	**$722**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$353	$0	$353	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$3	$1	$2	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$397	$31	$367	$0
Materials & Supplies (Total)	**$421**	**$42**	**$380**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$421	$42	$380	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$8**	**$0**	**$8**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$8	$0	$8	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$86**	**$26**	**$60**	**$0**
Dues And Subscriptions	$17	$12	$4	$0
Conferences and Meetings	$9	$5	$4	$0
Business Travel/Public Hrg	$33	$6	$27	$0
Interview & Relocation	$1	$0	$1	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$26	$2	$24	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,270	$99	$1,171	$0
TOTAL COST	$9,777	$540	$9,234	$3

Agreed to
Lou Viner
Chief/Infrastructure Services

6/19/14
Date

CPDO

OPERATING COST BY MODE
Infrastructure Services
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$5,896**	**$306**	**$5,588**	**$2**
Full-Time Salaries	$5,796	$306	$5,488	$2
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$100	$0	$100	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$5,896	$306	$5,588	$2
Fringes (Total)	**$2,612**	**$135**	**$2,476**	**$1**
Fringe Health	$1,120	$58	$1,062	$0
Fringe Pension	$1,005	$52	$952	$0
Other Fringe Benefits	$473	$25	$448	$0
Workers Compensation	$14	$1	$14	$0
TOTAL PERSONNEL COST	$8,508	$441	$8,063	$3
Services (Total)	**$754**	**$32**	**$722**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$353	$0	$353	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$3	$1	$2	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$397	$31	$367	$0
Materials & Supplies (Total)	**$421**	**$42**	**$380**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$421	$42	$380	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$8**	**$0**	**$8**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$8	$0	$8	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$86**	**$26**	**$60**	**$0**
Dues And Subscriptions	$17	$12	$4	$0
Conferences and Meetings	$9	$5	$4	$0
Business Travel/Public Hrg	$33	$6	$27	$0
Interview & Relocation	$1	$0	$1	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$26	$2	$24	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,270	$99	$1,171	$0
TOTAL COST	$9,777	$540	$9,234	$3

Agreed to
Lou Viner
Chief/Infrastructure Services

6/19/14
Date

OPERATING COST BY MODE
Parking Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$841**	**$0**	**$841**	**$0**
Full-Time Salaries	$811	$0	$811	$0
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$30	$0	$30	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$841	$0	$841	$0
Fringes (Total)	**$373**	**$0**	**$373**	**$0**
Fringe Health	$160	$0	$160	$0
Fringe Pension	$143	$0	$143	$0
Other Fringe Benefits	$67	$0	$67	$0
Workers Compensation	$2	$0	$2	$0
TOTAL PERSONNEL COST	$1,214	$0	$1,214	$0
Services (Total)	**$939**	**$0**	**$939**	**$0**
Management Fee	$160	$0	$160	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$125	$0	$125	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$654	$0	$654	$0
Materials & Supplies (Total)	**$22**	**$0**	**$22**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$22	$0	$22	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$2**	**$0**	**$2**	**$0**
Dues And Subscriptions	$2	$0	$2	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$1	$0	$1	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$963	$0	$963	$0
TOTAL COST	$2,176	$0	$2,176	$0

Agreed to: Date 7/1/14
Patrick Schmidt
Director/Parking

OPERATING COST BY MODE
Program Planning and Energy
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$455**	**$126**	**$323**	**$6**
Full-Time Salaries	$455	$126	$323	$6
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$455	$126	$323	$6
Fringes (Total)	**$202**	**$56**	**$143**	**$3**
Fringe Health	$87	$24	$61	$1
Fringe Pension	$78	$21	$55	$1
Other Fringe Benefits	$37	$10	$26	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$657	$181	$467	$9
Services (Total)	**$64**	**$0**	**$64**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$62	$0	$62	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$2	$0	$2	$0
Materials & Supplies (Total)	**$15**	**$0**	**$15**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$15	$0	$15	$0
Fuel & Propulsion (Total)	**$56,755**	**$0**	**$56,755**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$56,755	$0	$56,755	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$34,882**	**$6,904**	**$27,906**	**$72**
Electricity and Gas	$32,286	$6,059	$26,156	$71
Utilities - Other	$2,596	$845	$1,750	$1
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$91,716	$6,904	$84,740	$72
TOTAL COST	$92,373	$7,085	$85,207	$82

Agreed to
Devintia Headen
Director/PPLE

7/7/14
Date

OPERATING COST BY MODE
Operations Management Services
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,794**	**$464**	**$3,306**	**$24**
Full-Time Salaries	$3,791	$464	$3,303	$24
Salary Lapse	-$47	$0	-$47	$0
Overtime Salaries	$49	$0	$49	$0
Wages (Total)	**$3,299**	**$0**	**$3,299**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$3,937	$0	$3,937	$0
Wage Lapse	-$639	$0	-$639	$0
Overtime Wages	$1	$0	$1	$0
TOTAL SALARIES AND WAGES	$7,093	$464	$6,605	$24
Fringes (Total)	**$3,142**	**$206**	**$2,926**	**$10**
Fringe Health	$1,348	$88	$1,255	$4
Fringe Pension	$1,209	$79	$1,126	$4
Other Fringe Benefits	$569	$37	$530	$2
Workers Compensation	$17	$1	$16	$0
TOTAL PERSONNEL COST	$10,235	$670	$9,531	$34
Services (Total)	**$422**	**$143**	**$279**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$380	$126	$254	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$42	$16	$25	$1
Materials & Supplies (Total)	**$175**	**$71**	**$103**	**$2**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$175	$71	$103	$2
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$7**	**$1**	**$5**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$7	$1	$5	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$604	$215	$386	$3
TOTAL COST	$10,839	$885	$9,918	$37

Agreed to
Linda Stoffregen
Director/Operations Management Services

6/20/14
Date

OPERATING COST BY MODE
COO Rail Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,141**	**$15**	**$1,124**	**$1**
Full-Time Salaries	$1,141	$15	$1,124	$1
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$212**	**$0**	**$212**	**$0**
Operator/StaMgr Wages	$212	$0	$212	$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	$1,352	$15	$1,336	$1
Fringes (Total)	**$599**	**$7**	**$592**	**$0**
Fringe Health	$257	$3	$254	$0
Fringe Pension	$230	$3	$228	$0
Other Fringe Benefits	$108	$1	$107	$0
Workers Compensation	$3	$0	$3	$0
TOTAL PERSONNEL COST	$1,952	$22	$1,928	$1
Services (Total)	**$85**	**$0**	**$85**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$16	$0	$16	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$68	$0	$68	$0
Materials & Supplies (Total)	**$53**	**$0**	**$53**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$53	$0	$53	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$24**	**$0**	**$24**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$22	$0	$22	$0
Business Travel/Public Hrg	$2	$0	$2	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$162	$0	$162	$0
TOTAL COST	$2,113	$22	$2,090	$1

Agreed to
Hercules Ballard
Director, RTRA Administration

6/20/14
Date

OPERATING COST BY MODE
Train Operations
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$10,879**	**$26**	**$10,852**	**$1**
Full-Time Salaries	$10,440	$26	$10,413	$1
Salary Lapse	-$277	$0	-$277	$0
Overtime Salaries	$716	$0	$716	$0
Wages (Total)	**$113,205**	**$0**	**$113,205**	**$0**
Operator/StaMgr Wages	$90,211	$0	$90,211	$0
Operator/StaMgr Overtime	$18,081	$0	$18,081	$0
Full Time Wages	$4,272	$0	$4,272	$0
Wage Lapse	-$118	$0	-$118	$0
Overtime Wages	$759	$0	$759	$0
TOTAL SALARIES AND WAGES	$124,084	$26	$124,057	$1
Fringes (Total)	**$55,502**	**$11**	**$55,489**	**$1**
Fringe Health	$23,577	$5	$23,571	$0
Fringe Pension	$21,145	$4	$21,140	$0
Other Fringe Benefits	$10,478	$2	$10,476	$0
Workers Compensation	$302	$0	$302	$0
TOTAL PERSONNEL COST	$179,586	$37	$179,547	$2
Services (Total)	**$252**	**$0**	**$252**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$14	$0	$14	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$2	$0	$2	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$236	$0	$236	$0
Materials & Supplies (Total)	**$353**	**$0**	**$353**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$353	$0	$353	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$20**	**$0**	**$20**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$20	$0	$20	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$19**	**$0**	**$19**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$5	$0	$5	$0
Business Travel/Public Hrg	$11	$0	$11	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$3	$0	$3	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$644	$0	$644	$0
TOTAL COST	$180,230	$37	$180,191	$2

Agreed to
Byron England
Director/Train Operations

6-30-14
Date

OPERATING COST BY MODE
Rail Operations Scheduling
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,137**	**$244**	**$886**	**$7**
Full-Time Salaries	$1,137	$244	$886	$7
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$418**	**$0**	**$418**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$386	$0	$386	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$32	$0	$32	$0
TOTAL SALARIES AND WAGES	$1,555	$244	$1,304	$7
Fringes (Total)	**$689**	**$108**	**$578**	**$3**
Fringe Health	$295	$46	$248	$1
Fringe Pension	$265	$42	$222	$1
Other Fringe Benefits	$125	$20	$105	$1
Workers Compensation	$4	$1	$3	$0
TOTAL PERSONNEL COST	$2,243	$353	$1,881	$10
Services (Total)	**$169**	**$0**	**$169**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$120	$0	$120	$0
Temporary Help	$1	$0	$1	$0
Contract Maintenance	$16	$0	$16	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$33	$0	$33	$0
Materials & Supplies (Total)	**$55**	**$0**	**$55**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$55	$0	$55	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$12**	**$0**	**$12**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$8	$0	$8	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$4	$0	$4	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$236	$0	$236	$0
TOTAL COST	$2,479	$353	$2,117	$10

Agreed to
Shelly Xie
Director/Rail Operations Scheduling

6/26/2014
Date

OPERATING COST BY MODE
Training
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$2,394**	**$12**	**$2,382**	**$1**
Full-Time Salaries	$2,361	$12	$2,348	$1
Salary Lapse	-$67	$0	-$67	$0
Overtime Salaries	$100	$0	$100	$0
Wages (Total)	**$5,440**	**$0**	**$5,440**	**$0**
Operator/StaMgr Wages	$5,368	$0	$5,368	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$73	$0	$73	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$7,835	$12	$7,822	$1
Fringes (Total)	**$3,471**	**$5**	**$3,466**	**$0**
Fringe Health	$1,489	$2	$1,486	$0
Fringe Pension	$1,335	$2	$1,333	$0
Other Fringe Benefits	$628	$1	$627	$0
Workers Compensation	$19	$0	$19	$0
TOTAL PERSONNEL COST	$11,306	$18	$11,288	$1
Services (Total)	**$140**	**$0**	**$140**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$115	$0	$115	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$25	$0	$25	$0
Materials & Supplies (Total)	**$74**	**$0**	**$74**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$74	$0	$74	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$214	$0	$214	$0
TOTAL COST	$11,520	$18	$11,502	$1

Agreed to
Dr. Lauren Semper Scott
Director/Rail Training

6/23/14
Date

OPERATING COST BY MODE
Human Resources Summary
APPROVED FY2015 BUDGET

HR

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,801**	**$1,489**	**$2,246**	**$67**
Full-Time Salaries	$3,741	$1,463	$2,213	$65
Salary Lapse	-$101	-$38	-$63	-$1
Overtime Salaries	$161	$63	$95	$3
Wages (Total)	**$243**	**$93**	**$145**	**$5**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$253	$97	$151	$5
Wage Lapse	-$11	-$4	-$7	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$4,044	$1,582	$2,390	$72
Fringes (Total)	**$1,948**	**$761**	**$1,153**	**$35**
Fringe Health	$768	$301	$454	$14
Fringe Pension	$689	$270	$407	$12
Other Fringe Benefits	$481	$187	$285	$9
Workers Compensation	$10	$4	$6	$0
TOTAL PERSONNEL COST	$5,992	$2,343	$3,543	$107
Services (Total)	**$1,522**	**$583**	**$909**	**$30**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,410	$540	$842	$27
Temporary Help	$69	$27	$41	$1
Contract Maintenance	$4	$1	$2	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$39	$15	$23	$1
Materials & Supplies (Total)	**$107**	**$41**	**$64**	**$2**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$107	$41	$64	$2
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$351**	**$134**	**$210**	**$7**
Property	$0	$0	$0	$0
Equipment	$351	$134	$210	$7
Miscellaneous (Total)	**$247**	**$95**	**$148**	**$5**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$4	$2	$3	$0
Business Travel/Public Hrg	$7	$3	$4	$0
Interview & Relocation	$17	$7	$10	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$217	$83	$130	$4
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$2,227	$853	$1,331	$43
TOTAL COST	$8,220	$3,196	$4,873	$150

T. Moore-McGee 7/2/14

Agreed to
Tawnya Moore-McGee
Chief, Human Resources

Date

OPERATING COST BY MODE
Human Resources Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,801**	**$1,489**	**$2,246**	**$67**
Full-Time Salaries	$3,741	$1,463	$2,213	$65
Salary Lapse	-$101	-$38	-$63	-$1
Overtime Salaries	$161	$63	$95	$3
Wages (Total)	**$243**	**$93**	**$145**	**$5**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$253	$97	$151	$5
Wage Lapse	-$11	-$4	-$7	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$4,044	$1,582	$2,390	$72
Fringes (Total)	**$1,948**	**$761**	**$1,153**	**$35**
Fringe Health	$768	$301	$454	$14
Fringe Pension	$689	$270	$407	$12
Other Fringe Benefits	$481	$187	$285	$9
Workers Compensation	$10	$4	$6	$0
TOTAL PERSONNEL COST	$5,992	$2,343	$3,543	$107
Services (Total)	**$1,522**	**$583**	**$909**	**$30**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,410	$540	$842	$27
Temporary Help	$69	$27	$41	$1
Contract Maintenance	$4	$1	$2	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$39	$15	$23	$1
Materials & Supplies (Total)	**$107**	**$41**	**$64**	**$2**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$107	$41	$64	$2
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$351**	**$134**	**$210**	**$7**
Property	$0	$0	$0	$0
Equipment	$351	$134	$210	$7
Miscellaneous (Total)	**$247**	**$95**	**$148**	**$5**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$4	$2	$3	$0
Business Travel/Public Hrg	$7	$3	$4	$0
Interview & Relocation	$17	$7	$10	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$217	$83	$130	$4
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$2,227	$853	$1,331	$43
TOTAL COST	$8,220	$3,196	$4,873	$150

Agreed to
Tawnya Moore-McGee
Chief, Human Resources

Date 7/2/14

OPERATING COST BY MODE
Human Resources AGM Admin
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,019**	**$391**	**$608**	**$20**
Full-Time Salaries	$1,045	$400	$624	$20
Salary Lapse	-$26	-$9	-$16	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$1,019	$391	$608	$20
Fringes (Total)	**$452**	**$173**	**$269**	**$9**
Fringe Health	$194	$74	$116	$4
Fringe Pension	$174	$67	$104	$3
Other Fringe Benefits	$82	$31	$49	$2
Workers Compensation	$2	$1	$1	$0
TOTAL PERSONNEL COST	$1,471	$564	$878	$29
Services (Total)	**$497**	**$189**	**$298**	**$10**
Management Fee	$0	$0	$0	$0
Professional & Technical	$458	$174	$275	$9
Temporary Help	$1	$1	$1	$0
Contract Maintenance	$3	$1	$1	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$35	$14	$21	$1
Materials & Supplies (Total)	**$60**	**$17**	**$42**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$60	$17	$42	$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)	**$52**	**$20**	**$31**	**$1**
Dues And Subscriptions	$11	$4	$7	$0
Conferences and Meetings	$19	$7	$11	$0
Business Travel/Public Hrg	$3	$1	$2	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$18	$7	$11	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$609	$226	$371	$12
TOTAL COST	$2,080	$791	$1,249	$41

T. Moore-McGee 7/2/14

Agreed to
Tawnya Moore-McGee
Chief, Human Resources

Date

OPERATING COST BY MODE
Talent Acquisition
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$2,054**	**$788**	**$1,225**	**$41**
Full-Time Salaries	$2,113	$810	$1,262	$41
Salary Lapse	-$59	-$22	-$37	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$2,054	$788	$1,225	$41
Fringes (Total)	**$910**	**$349**	**$543**	**$18**
Fringe Health	$390	$150	$233	$8
Fringe Pension	$350	$134	$209	$7
Other Fringe Benefits	$165	$63	$98	$3
Workers Compensation	$5	$2	$3	$0
TOTAL PERSONNEL COST	$2,964	$1,137	$1,768	$59
Services (Total)	**$582**	**$226**	**$344**	**$11**
Management Fee	$0	$0	$0	$0
Professional & Technical	$518	$202	$306	$10
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$17	$7	$10	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$46	$18	$28	$1
Materials & Supplies (Total)	**$38**	**$15**	**$23**	**$1**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$38	$15	$23	$1
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$237**	**$91**	**$141**	**$5**
Dues And Subscriptions	$7	$3	$4	$0
Conferences and Meetings	$3	$1	$2	$0
Business Travel/Public Hrg	$1	$1	$1	$0
Interview & Relocation	$4	$1	$2	$0
Tolls	$0	$0	$0	$0
Advertising	$222	$85	$133	$4
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$857	$331	$508	$17
TOTAL COST	$3,820	$1,468	$2,276	$76

Agreed to
Ethel Roy
Director/Client Services

Date 6/20/14

OPERATING COST BY MODE
HR Strategic Compensation
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$344**	**$132**	**$205**	**$7**
Full-Time Salaries	$344	$132	$205	$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	$344	$132	$205	$7
Fringes (Total)	**$655**	**$256**	**$388**	**$11**
Fringe Health	$65	$25	$39	$1
Fringe Pension	$59	$22	$35	$1
Other Fringe Benefits	$531	$209	$314	$8
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$999	$388	$594	$17
Services (Total)	**$1,586**	**$624**	**$937**	**$25**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,426	$561	$843	$22
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$161	$63	$95	$2
Materials & Supplies (Total)	**$133**	**$46**	**$69**	**$19**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$133	$46	$69	$19
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$8**	**$3**	**$5**	**$0**
Dues And Subscriptions	$1	$0	$1	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$5	$2	$3	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,728	$673	$1,011	$44
TOTAL COST	$2,727	$1,061	$1,605	$61

Agreed to
Tawnya Moore-McGee
Chief, Human Resources

Date 7/2/14

CFO
- acct
- ombs
- prmt
- land
- tres

OPERATING COST BY MODE
CFO Aministrative Office
APPROVED FY2015 BUDGET

(Dollars In Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$442**	**$169**	**$264**	**$9**
Full-Time Salaries	$442	$169	$264	$9
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$442	$169	$264	$9
Fringes (Total)	**$196**	**$75**	**$117**	**$4**
Fringe Health	$84	$32	$50	$2
Fringe Pension	$75	$29	$45	$1
Other Fringe Benefits	$35	$14	$21	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$637	$244	$381	$12
Services (Total)	**$1,496**	**$573**	**$894**	**$29**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,496	$573	$894	$29
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$5**	**$2**	**$3**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$5	$2	$3	$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)	**$7**	**$3**	**$4**	**$0**
Dues And Subscriptions	$1	$0	$0	$0
Conferences and Meetings	$1	$0	$1	$0
Business Travel/Public Hrg	$6	$2	$3	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,509	$578	$902	$29
TOTAL COST	$2,147	$822	$1,282	$42

Agreed to
J. Blair Fishburn
Acting CFO

6/23/14
Date

OPERATING COST BY MODE
CFO Aministrative Office
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$442**	**$169**	**$264**	**$9**
Full-Time Salaries	$442	$169	$264	$9
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$442	$169	$264	$9
Fringes (Total)	**$196**	**$75**	**$117**	**$4**
Fringe Health	$84	$32	$50	$2
Fringe Pension	$75	$29	$45	$1
Other Fringe Benefits	$35	$14	$21	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$637	$244	$381	$12
Services (Total)	**$1,496**	**$573**	**$894**	**$29**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,496	$573	$894	$29
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$5**	**$2**	**$3**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$5	$2	$3	$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)	**$7**	**$3**	**$4**	**$0**
Dues And Subscriptions	$1	$0	$0	$0
Conferences and Meetings	$1	$0	$1	$0
Business Travel/Public Hrg	$6	$2	$3	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,509	$578	$902	$29
TOTAL COST	$2,147	$822	$1,282	$42

Agreed to
J. Blair Fishburn
Acting CFO

6/23/14
Date

OPERATING COST BY MODE
Accounting Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,542**	**$1,359**	**$2,113**	**$71**
Full-Time Salaries	$3,640	$1,395	$2,175	$71
Salary Lapse	-$113	-$41	-$71	-$1
Overtime Salaries	$15	$5	$9	$1
Wages (Total)	**$784**	**$300**	**$469**	**$15**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$761	$291	$454	$15
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$23	$9	$14	$0
TOTAL SALARIES AND WAGES	$4,326	$1,659	$2,581	$86
Fringes (Total)	**$1,917**	**$735**	**$1,144**	**$38**
Fringe Health	$822	$315	$490	$16
Fringe Pension	$737	$283	$440	$15
Other Fringe Benefits	$347	$133	$207	$7
Workers Compensation	$11	$4	$6	$0
TOTAL PERSONNEL COST	$6,243	$2,394	$3,725	$124
Services (Total)	**$376**	**$144**	**$225**	**$7**
Management Fee	$0	$0	$0	$0
Professional & Technical	$354	$136	$211	$7
Temporary Help	$10	$4	$6	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$12	$5	$7	$0
Materials & Supplies (Total)	**$1,750**	**$671**	**$1,046**	**$34**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$1,750	$671	$1,046	$34
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1**	**$0**	**$1**	**$0**
Property	$0	$0	$0	$0
Equipment	$1	$0	$1	$0
Miscellaneous (Total)	**-$45**	**-$17**	**-$27**	**-$1**
Dues And Subscriptions	$20	$8	$12	$0
Conferences and Meetings	$3	$1	$2	$0
Business Travel/Public Hrg	$53	$20	$32	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	-$121	-$46	-$72	-$2
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$2,082	$798	$1,244	$41
TOTAL COST	$8,325	$3,192	$4,969	$164

OMBS

Agreed to
Ian Greaves
Acting Comptroller

Date 6/19/14

OPERATING COST BY MODE
Accounting Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,542**	**$1,359**	**$2,113**	**$71**
Full-Time Salaries	$3,640	$1,395	$2,175	$71
Salary Lapse	-$113	-$41	-$71	-$1
Overtime Salaries	$15	$5	$9	$1
Wages (Total)	**$784**	**$300**	**$469**	**$15**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$761	$291	$454	$15
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$23	$9	$14	$0
TOTAL SALARIES AND WAGES	$4,326	$1,659	$2,581	$86
Fringes (Total)	**$1,917**	**$735**	**$1,144**	**$38**
Fringe Health	$822	$315	$490	$16
Fringe Pension	$737	$283	$440	$15
Other Fringe Benefits	$347	$133	$207	$7
Workers Compensation	$11	$4	$6	$0
TOTAL PERSONNEL COST	$6,243	$2,394	$3,725	$124
Services (Total)	**$376**	**$144**	**$225**	**$7**
Management Fee	$0	$0	$0	$0
Professional & Technical	$354	$136	$211	$7
Temporary Help	$10	$4	$6	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$12	$5	$7	$0
Materials & Supplies (Total)	**$1,750**	**$671**	**$1,046**	**$34**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$1,750	$671	$1,046	$34
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1**	**$0**	**$1**	**$0**
Property	$0	$0	$0	$0
Equipment	$1	$0	$1	$0
Miscellaneous (Total)	**-$45**	**-$17**	**-$27**	**-$1**
Dues And Subscriptions	$20	$8	$12	$0
Conferences and Meetings	$3	$1	$2	$0
Business Travel/Public Hrg	$53	$20	$32	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	-$121	-$46	-$72	-$2
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$2,082	$798	$1,244	$41
TOTAL COST	$8,325	$3,192	$4,969	$164

Agreed to
Ian Greaves
Acting Comptroller

Date 6/19/14

OPERATING COST BY MODE
Procurement Summary Offices
APPROVED FY2014 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$5,076**	**$1,964**	**$3,018**	**$93**
Full-Time Salaries	$5,156	$1,998	$3,062	$96
Salary Lapse	-$183	-$72	-$108	-$4
Overtime Salaries	$103	$38	$65	$1
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$5,076	$1,964	$3,018	$93
Fringes (Total)	**$2,292**	**$887**	**$1,363**	**$42**
Fringe Health	$1,003	$388	$596	$18
Fringe Pension	$892	$345	$530	$16
Other Fringe Benefits	$393	$152	$234	$7
Workers Compensation	$4	$2	$3	$0
TOTAL PERSONNEL COST	$7,368	$2,851	$4,381	$135
Services (Total)	**$1,462**	**$567**	**$868**	**$27**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,383	$536	$821	$26
Temporary Help	$48	$18	$28	$1
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$31	$12	$19	$1
Materials & Supplies (Total)	**$228**	**$88**	**$135**	**$4**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$228	$88	$135	$4
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$2**	**$1**	**$1**	**$0**
Property	$0	$0	$0	$0
Equipment	$2	$1	$1	$0
Miscellaneous (Total)	**$107**	**$41**	**$63**	**$2**
Dues And Subscriptions	$51	$20	$30	$1
Conferences and Meetings	$12	$5	$7	$0
Business Travel/Public Hrg	$22	$8	$13	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$19	$8	$12	$0
Other	$3	$1	$2	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,799	$697	$1,068	$34
TOTAL COST	$9,167	$3,549	$5,449	$169

Heather A Obora 6/30/2014

Agreed to
Heather A. Obora
Chief Procurement Officer

Date

OPERATING COST BY MODE
Station Area Planning & Asset Management
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,418**	**$267**	**$1,151**	**$0**
Full-Time Salaries	$1,418	$267	$1,151	$0
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$1,418	$267	$1,151	$0
Fringes (Total)	**$628**	**$118**	**$510**	**$0**
Fringe Health	$269	$51	$219	$0
Fringe Pension	$242	$45	$196	$0
Other Fringe Benefits	$114	$21	$92	$0
Workers Compensation	$3	$1	$3	$0
TOTAL PERSONNEL COST	$2,046	$385	$1,660	$0
Services (Total)	**$456**	**$22**	**$434**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$284	$20	$264	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$172	$2	$170	$0
Materials & Supplies (Total)	**$26**	**$2**	**$24**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$26	$2	$24	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$20**	**$0**	**$19**	**$0**
Dues And Subscriptions	$5	$0	$4	$0
Conferences and Meetings	$5	$0	$5	$0
Business Travel/Public Hrg	$3	$0	$3	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$3	$0	$3	$0
Other	$4	$0	$4	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$502	$24	$477	$0
TOTAL COST	$2,547	$410	$2,138	$0

Agreed to
Stanley Wall
Director/Station Area Planning & Asset Management

6/18/2014
Date

OPERATING COST BY MODE
Treasury Summary Offices
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$5,363**	**$1,445**	**$3,873**	**$45**
Full-Time Salaries	$5,464	$1,488	$3,929	$47
Salary Lapse	-$228	-$61	-$165	-$2
Overtime Salaries	$127	$18	$109	$0
Wages (Total)	**$4,435**	**$502**	**$3,933**	**$1**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$4,243	$494	$3,749	$1
Wage Lapse	-$177	-$17	-$160	$0
Overtime Wages	$368	$24	$344	$0
TOTAL SALARIES AND WAGES	$9,798	$1,947	$7,805	$46
Fringes (Total)	**$26,241**	**$9,621**	**$16,599**	**$20**
Fringe Health	$1,862	$370	$1,483	$9
Fringe Pension	$1,670	$332	$1,330	$8
Other Fringe Benefits	$792	$157	$631	$4
Workers Compensation	$21,918	$8,762	$13,156	$0
TOTAL PERSONNEL COST	$36,039	$11,568	$24,405	$66
Services (Total)	**$21,603**	**$3,449**	**$18,119**	**$35**
Management Fee	$0	$0	$0	$0
Professional & Technical	$3,714	$1,450	$2,241	$23
Temporary Help	$68	$26	$41	$1
Contract Maintenance	$2	$1	$1	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$17,819	$1,972	$15,836	$11
Materials & Supplies (Total)	**$814**	**$185**	**$626**	**$2**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$814	$185	$626	$2
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$29,568**	**$11,328**	**$17,664**	**$576**
Insurance	$16,807	$6,439	$10,040	$327
Claims	$12,761	$4,889	$7,624	$249
Leases (Total)	**$27**	**$10**	**$16**	**$0**
Property	$0	$0	$0	$0
Equipment	$27	$10	$16	$0
Miscellaneous (Total)	**$464**	**$34**	**$429**	**$1**
Dues And Subscriptions	$9	$3	$6	$0
Conferences and Meetings	$4	$1	$3	$0
Business Travel/Public Hrg	$51	$13	$37	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$400	$17	$383	$0
Reimbursements (Total)	**-$1,397**	**-$279**	**-$1,118**	**$0**
Reimbursements	-$1,397	-$279	-$1,118	$0
TOTAL NONPERSONNEL COST	$51,079	$14,727	$35,736	$615
TOTAL COST	$87,118	$26,296	$60,141	$681

Agreed to
Raj Srinath
Treasurer/Treasury

6/19/14
Date

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2015 BUDGET

MTPD

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$52,165**	**$4,593**	**$47,519**	**$53**
Full-Time Salaries	$48,314	$4,476	$43,785	$53
Salary Lapse	-$1,992	-$398	-$1,594	$0
Overtime Salaries	$5,843	$515	$5,327	$0
Wages (Total)	**$479**	**$239**	**$240**	**$0**
Operator/StaMgr Wages	$176	$35	$141	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$261	$196	$66	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$42	$8	$34	$0
TOTAL SALARIES AND WAGES	$52,644	$4,833	$47,759	$53
Fringes (Total)	**$23,636**	**$2,201**	**$21,412**	**$23**
Fringe Health	$10,003	$918	$9,074	$10
Fringe Pension	$8,971	$824	$8,138	$9
Other Fringe Benefits	$4,534	$448	$4,082	$4
Workers Compensation	$128	$12	$116	$0
TOTAL PERSONNEL COST	$76,280	$7,034	$69,171	$76
Services (Total)	**$1,354**	**$260**	**$1,094**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$598	$48	$550	$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	$756	$212	$544	$0
Materials & Supplies (Total)	**$1,776**	**$242**	**$1,534**	**$0**
Fuel and Lubricants	$3	$0	$3	$0
Tires	$0	$0	$0	$0
Other	$1,774	$242	$1,532	$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)	**$260**	**$14**	**$246**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$260	$14	$246	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$56**	**$10**	**$46**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$20	$4	$16	$0
Business Travel/Public Hrg	$27	$5	$22	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$10	$1	$8	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$3,447	$527	$2,920	$0
TOTAL COST	$79,727	$7,560	$72,091	$76

Ronald Pavlik
Agreed to
Ronald A. Pavlik
Chief/MTPD

06-18-2014
Date

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$52,165**	**$4,593**	**$47,519**	**$53**
Full-Time Salaries	$48,314	$4,476	$43,785	$53
Salary Lapse	-$1,992	-$398	-$1,594	$0
Overtime Salaries	$5,843	$515	$5,327	$0
Wages (Total)	**$479**	**$239**	**$240**	**$0**
Operator/StaMgr Wages	$176	$35	$141	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$261	$196	$66	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$42	$8	$34	$0
TOTAL SALARIES AND WAGES	$52,644	$4,833	$47,759	$53
Fringes (Total)	**$23,636**	**$2,201**	**$21,412**	**$23**
Fringe Health	$10,003	$918	$9,074	$10
Fringe Pension	$8,971	$824	$8,138	$9
Other Fringe Benefits	$4,534	$448	$4,082	$4
Workers Compensation	$128	$12	$116	$0
TOTAL PERSONNEL COST	$76,280	$7,034	$69,171	$76
Services (Total)	**$1,354**	**$260**	**$1,094**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$598	$48	$550	$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	$756	$212	$544	$0
Materials & Supplies (Total)	**$1,776**	**$242**	**$1,534**	**$0**
Fuel and Lubricants	$3	$0	$3	$0
Tires	$0	$0	$0	$0
Other	$1,774	$242	$1,532	$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)	**$260**	**$14**	**$246**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$260	$14	$246	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$56**	**$10**	**$46**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$20	$4	$16	$0
Business Travel/Public Hrg	$27	$5	$22	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$10	$1	$8	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$3,447	$527	$2,920	$0
TOTAL COST	$79,727	$7,560	$72,091	$76

Ronald Pavlik
Agreed to
Ronald A. Pavlik
Chief/MTPD

06-18-2014
Date

SAFE
- acso
- bus + metro access
- cgal
- emih
- osh
- rail + facilities

OPERATING COST BY MODE
Safety and Environmental Management
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,708**	**$1,801**	**$2,811**	**$97**
Full-Time Salaries	$4,834	$1,849	$2,886	$99
Salary Lapse	-$125	-$48	-$75	-$2
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	$4,708	$1,801	$2,811	$97
Fringes (Total)	**$2,092**	**$801**	**$1,248**	**$43**
Fringe Health	$895	$342	$534	$18
Fringe Pension	$802	$307	$479	$17
Other Fringe Benefits	$384	$147	$228	$8
Workers Compensation	$11	$4	$7	$0
TOTAL PERSONNEL COST	$6,800	$2,602	$4,059	$140
Services (Total)	**$8,596**	**$3,329**	**$5,106**	**$161**
Management Fee	$0	$0	$0	$0
Professional & Technical	$5,170	$1,988	$3,083	$99
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$10	$4	$6	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$3,416	$1,338	$2,016	$61
Materials & Supplies (Total)	**$693**	**$292**	**$392**	**$9**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$693	$292	$392	$9
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$16**	**$6**	**$10**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$16	$6	$10	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$125**	**$56**	**$68**	**$1**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$123	$55	$66	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,431	$3,684	$5,575	$171
TOTAL COST	$16,231	$6,286	$9,634	$311

Agreed to
James Dougherty
Chief/Safety

6/24/2014
Date

OPERATING COST BY MODE
Safety and Environmental Management
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,708**	**$1,801**	**$2,811**	**$97**
Full-Time Salaries	$4,834	$1,849	$2,886	$99
Salary Lapse	-$125	-$48	-$75	-$2
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	$4,708	$1,801	$2,811	$97
Fringes (Total)	**$2,092**	**$801**	**$1,248**	**$43**
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Fringe Pension	$802	$307	$479	$17
Other Fringe Benefits	$384	$147	$228	$8
Workers Compensation	$11	$4	$7	$0
TOTAL PERSONNEL COST	$6,800	$2,602	$4,059	$140
Services (Total)	**$8,596**	**$3,329**	**$5,106**	**$161**
Management Fee	$0	$0	$0	$0
Professional & Technical	$5,170	$1,988	$3,083	$99
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$10	$4	$6	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$3,416	$1,338	$2,016	$61
Materials & Supplies (Total)	**$693**	**$292**	**$392**	**$9**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$693	$292	$392	$9
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$16**	**$6**	**$10**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$16	$6	$10	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$125**	**$56**	**$68**	**$1**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$123	$55	$66	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,431	$3,684	$5,575	$171
TOTAL COST	$16,231	$6,286	$9,634	$311

Agreed to
James Dougherty
Chief/Safety

6/24/2014
Date

OPERATING COST BY MODE
Safety and Security Admin.
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,608**	**$1,379**	**$2,153**	**$75**
Full-Time Salaries	$3,734	$1,427	$2,228	$78
Salary Lapse	-$125	-$48	-$75	-$2
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	$3,608	$1,379	$2,153	$75
Fringes (Total)	**$1,605**	**$614**	**$957**	**$33**
Fringe Health	$686	$262	$409	$14
Fringe Pension	$615	$235	$367	$13
Other Fringe Benefits	$295	$114	$176	$6
Workers Compensation	$9	$3	$5	$0
TOTAL PERSONNEL COST	$5,213	$1,994	$3,111	$109
Services (Total)	**$8,586**	**$3,326**	**$5,100**	**$160**
Management Fee	$0	$0	$0	$0
Professional & Technical	$5,161	$1,984	$3,078	$99
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$10	$4	$6	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$3,416	$1,338	$2,016	$61
Materials & Supplies (Total)	**$674**	**$284**	**$381**	**$9**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$674	$284	$381	$9
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$16**	**$6**	**$10**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$16	$6	$10	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$125**	**$56**	**$68**	**$1**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$123	$55	$66	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,402	$3,673	$5,558	$171
TOTAL COST	$14,615	$5,666	$8,669	$280

Agreed to
James Dougherty
Chief/Safety

Date

Unsigned

OPERATING COST BY MODE
Safety and Security Admin.
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,608**	**$1,379**	**$2,153**	**$75**
Full-Time Salaries	$3,734	$1,427	$2,228	$78
Salary Lapse	-$125	-$48	-$75	-$2
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	$3,608	$1,379	$2,153	$75
Fringes (Total)	**$1,605**	**$614**	**$957**	**$33**
Fringe Health	$686	$262	$409	$14
Fringe Pension	$615	$235	$367	$13
Other Fringe Benefits	$295	$114	$176	$6
Workers Compensation	$9	$3	$5	$0
TOTAL PERSONNEL COST	$5,213	$1,994	$3,111	$109
Services (Total)	**$8,586**	**$3,326**	**$5,100**	**$160**
Management Fee	$0	$0	$0	$0
Professional & Technical	$5,161	$1,984	$3,078	$99
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$10	$4	$6	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$3,416	$1,338	$2,016	$61
Materials & Supplies (Total)	**$674**	**$284**	**$381**	**$9**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$674	$284	$381	$9
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$16**	**$6**	**$10**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$16	$6	$10	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$125**	**$56**	**$68**	**$1**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$123	$55	$66	$1
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$1	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,402	$3,673	$5,558	$171
TOTAL COST	$14,615	$5,666	$8,669	$280

Agreed to
James Dougherty
Chief/Safety

Date

IT

- apps
- bpr
- dci
  mits
- ncs
- eagov
  borek/bauer

OPERATING COST BY MODE
Information Technology Admin.
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$312**	**$119**	**$186**	**$6**
Full-Time Salaries	$349	$134	$208	$7
Salary Lapse	-$37	-$14	-$22	-$1
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$312	$119	$186	$6
Fringes (Total)	**$138**	**$53**	**$83**	**$3**
Fringe Health	$59	$23	$35	$1
Fringe Pension	$53	$20	$32	$1
Other Fringe Benefits	$25	$10	$15	$0
Workers Compensation	$1	$0	$0	$0
TOTAL PERSONNEL COST	$450	$172	$269	$9
Services (Total)	**$35**	**$13**	**$21**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$35	$13	$21	$1
Materials & Supplies (Total)	**$19**	**$7**	**$12**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$19	$7	$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)	**$281**	**$108**	**$168**	**$5**
Property	$0	$0	$0	$0
Equipment	$281	$108	$168	$5
Miscellaneous (Total)	**$19**	**$7**	**$12**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$16	$6	$9	$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	$355	$136	$212	$7
TOTAL COST	$805	$308	$481	$16

6-24-14

Agreed to
Kevin Borek
AGM, Information Technology

Date

OPERATING COST BY MODE
Information Technology Admin.
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$312**	**$119**	**$186**	**$6**
Full-Time Salaries	$349	$134	$208	$7
Salary Lapse	-$37	-$14	-$22	-$1
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$312	$119	$186	$6
Fringes (Total)	**$138**	**$53**	**$83**	**$3**
Fringe Health	$59	$23	$35	$1
Fringe Pension	$53	$20	$32	$1
Other Fringe Benefits	$25	$10	$15	$0
Workers Compensation	$1	$0	$0	$0
TOTAL PERSONNEL COST	$450	$172	$269	$9
Services (Total)	**$35**	**$13**	**$21**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$35	$13	$21	$1
Materials & Supplies (Total)	**$19**	**$7**	**$12**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$19	$7	$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)	**$281**	**$108**	**$168**	**$5**
Property	$0	$0	$0	$0
Equipment	$281	$108	$168	$5
Miscellaneous (Total)	**$19**	**$7**	**$12**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$2	$1	$1	$0
Business Travel/Public Hrg	$16	$6	$9	$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	$355	$136	$212	$7
TOTAL COST	$805	$308	$481	$16

Agreed to
Kevin Borek
AGM, Information Technology

6-24-14
Date

OPERATING COST BY MODE
Enterprise Architecture
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$486**	**$186**	**$291**	**$9**
Full-Time Salaries	$491	$188	$294	$10
Salary Lapse	-$5	-$2	-$3	$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	$486	$186	$291	$9
Fringes (Total)	**$216**	**$83**	**$129**	**$4**
Fringe Health	$92	$35	$55	$2
Fringe Pension	$83	$32	$50	$2
Other Fringe Benefits	$39	$15	$23	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$702	$269	$419	$14
Services (Total)	**$902**	**$345**	**$539**	**$18**
Management Fee	$0	$0	$0	$0
Professional & Technical	$289	$111	$173	$6
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$613	$235	$366	$12
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$0**	**$0**	**$0**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$0	$0	$0	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$902	$345	$539	$18
TOTAL COST	$1,604	$614	$958	$31

Agreed to
Kevin Borek
AGM, Information Technology

6-24-14
Date

OPERATING COST BY MODE
Project Management
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$394**	**$151**	**$236**	**$8**
Full-Time Salaries	$398	$153	$238	$8
Salary Lapse	-$4	-$1	-$2	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$394	$151	$236	$8
Fringes (Total)	**$175**	**$67**	**$104**	**$3**
Fringe Health	$75	$29	$45	$1
Fringe Pension	$67	$26	$40	$1
Other Fringe Benefits	$32	$12	$19	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$569	$218	$340	$11
Services (Total)	**$47**	**$18**	**$28**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$47	$18	$28	$1
Materials & Supplies (Total)	**$210**	**$80**	**$125**	**$4**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$210	$80	$125	$4
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$257	$98	$153	$5
TOTAL COST	$826	$316	$493	$16

Mary Bauer 6-23-2014
Agreed to Date
Mary Bauer
Chief, Project Management Operations

OPERATING COST BY MODE
Application Dev. & Operations
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$8,730**	**$3,345**	**$5,215**	**$170**
Full-Time Salaries	$9,073	$3,476	$5,420	$177
Salary Lapse	-$343	-$131	-$205	-$7
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$769**	**$294**	**$459**	**$15**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$762	$292	$455	$15
Wage Lapse	-$30	-$12	-$18	-$1
Overtime Wages	$37	$14	$22	$1
TOTAL SALARIES AND WAGES	$9,499	$3,639	$5,675	$185
Fringes (Total)	**$4,208**	**$1,612**	**$2,514**	**$82**
Fringe Health	$1,805	$691	$1,078	$35
Fringe Pension	$1,619	$620	$967	$32
Other Fringe Benefits	$762	$292	$455	$15
Workers Compensation	$23	$9	$14	$0
TOTAL PERSONNEL COST	$13,707	$5,251	$8,189	$267
Services (Total)	**$7,001**	**$2,682**	**$4,182**	**$136**
Management Fee	$0	$0	$0	$0
Professional & Technical	$1,582	$606	$945	$31
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$5,418	$2,076	$3,237	$106
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$170**	**$65**	**$101**	**$3**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$170	$65	$101	$3
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$7,171	$2,747	$4,284	$140
TOTAL COST	$20,878	$7,999	$12,472	$407

Agreed to
Robert Kramer
Chief

6/24/2014
Date

OPERATING COST BY MODE
Bussiness Process Reeng.
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$599**	**$230**	**$358**	**$12**
Full-Time Salaries	$624	$239	$373	$12
Salary Lapse	-$25	-$9	-$15	$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	$599	$230	$358	$12
Fringes (Total)	**$266**	**$102**	**$159**	**$5**
Fringe Health	$114	$44	$68	$2
Fringe Pension	$102	$39	$61	$2
Other Fringe Benefits	$48	$18	$29	$1
Workers Compensation	$1	$1	$1	$0
TOTAL PERSONNEL COST	$865	$331	$517	$17
Services (Total)	**$96**	**$37**	**$58**	**$2**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$96	$37	$58	$2
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$0**	**$0**	**$0**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$0	$0	$0	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$96	$37	$58	$2
TOTAL COST	$961	$368	$574	$19

Elizabeth Durham 6-25-14
Agreed to Date
Elizabeth Durham
Chief, Business Process Re-Engineering

OPERATING COST BY MODE
Data Center Infrastructure
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,185**	**$1,603**	**$2,500**	**$82**
Full-Time Salaries	$4,314	$1,653	$2,577	$84
Salary Lapse	-$165	-$63	-$99	-$3
Overtime Salaries	$36	$14	$22	$1
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$4,185	$1,603	$2,500	$82
Fringes (Total)	**$1,854**	**$710**	**$1,108**	**$36**
Fringe Health	$795	$305	$475	$15
Fringe Pension	$713	$273	$426	$14
Other Fringe Benefits	$336	$129	$201	$7
Workers Compensation	$10	$4	$6	$0
TOTAL PERSONNEL COST	$6,039	$2,314	$3,608	$118
Services (Total)	**$7,876**	**$3,017**	**$4,705**	**$153**
Management Fee	$0	$0	$0	$0
Professional & Technical	$223	$86	$133	$4
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$7,653	$2,932	$4,572	$149
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$19**	**$7**	**$11**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$19	$7	$11	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1,617**	**$620**	**$966**	**$32**
Property	$0	$0	$0	$0
Equipment	$1,617	$620	$966	$32
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,512	$3,644	$5,683	$185
TOTAL COST	$15,552	$5,958	$9,291	$303

6.24.14

Agreed to
Claude Swanson
Chief, Data Center & Infrastructure

Date

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OPERATING COST BY MODE
Data Center Infrastructure
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$4,185**	**$1,603**	**$2,500**	**$82**
Full-Time Salaries	$4,314	$1,653	$2,577	$84
Salary Lapse	-$165	-$63	-$99	-$3
Overtime Salaries	$36	$14	$22	$1
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$4,185	$1,603	$2,500	$82
Fringes (Total)	**$1,854**	**$710**	**$1,108**	**$36**
Fringe Health	$795	$305	$475	$15
Fringe Pension	$713	$273	$426	$14
Other Fringe Benefits	$336	$129	$201	$7
Workers Compensation	$10	$4	$6	$0
TOTAL PERSONNEL COST	$6,039	$2,314	$3,608	$118
Services (Total)	**$7,876**	**$3,017**	**$4,705**	**$153**
Management Fee	$0	$0	$0	$0
Professional & Technical	$223	$86	$133	$4
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$7,653	$2,932	$4,572	$149
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$19**	**$7**	**$11**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$19	$7	$11	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$1,617**	**$620**	**$966**	**$32**
Property	$0	$0	$0	$0
Equipment	$1,617	$620	$966	$32
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$9,512	$3,644	$5,683	$185
TOTAL COST	$15,552	$5,958	$9,291	$303

6.24.14

Agreed to
Claude Swanson
Chief, Data Center & Infrastructure

Date

OPERATING COST BY MODE
Network and Communications
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$3,622**	**$1,390**	**$2,162**	**$70**
Full-Time Salaries	$3,752	$1,439	$2,239	$73
Salary Lapse	-$145	-$55	-$86	-$3
Overtime Salaries	$15	$6	$9	$0
Wages (Total)	**$2,476**	**$948**	**$1,479**	**$48**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$2,346	$899	$1,402	$46
Wage Lapse	-$76	-$29	-$45	-$1
Overtime Wages	$205	$79	$123	$4
TOTAL SALARIES AND WAGES	$6,098	$2,338	$3,641	$119
Fringes (Total)	**$2,702**	**$1,036**	**$1,613**	**$53**
Fringe Health	$1,159	$444	$692	$23
Fringe Pension	$1,039	$398	$620	$20
Other Fringe Benefits	$489	$188	$292	$10
Workers Compensation	$15	$6	$9	$0
TOTAL PERSONNEL COST	$8,799	$3,374	$5,254	$171
Services (Total)	**$4,927**	**$1,888**	**$2,944**	**$96**
Management Fee	$0	$0	$0	$0
Professional & Technical	$160	$61	$95	$3
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$1,861	$713	$1,112	$36
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$2,906	$1,113	$1,736	$57
Materials & Supplies (Total)	**$714**	**$274**	**$427**	**$14**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$714	$274	$427	$14
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$1,848**	**$708**	**$1,104**	**$36**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$1,848	$708	$1,104	$36
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$8**	**$3**	**$5**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$8	$3	$5	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$7,497	$2,872	$4,479	$146
TOTAL COST	$16,296	$6,246	$9,733	$317

Charles A. Wolfe — 6·26·14

Agreed to — Date
Charles Wolfe
Chief, Network & Communications

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OPERATING COST BY MODE
Enterprise Web Portal
APPROVED FY2015 BUDGET

(Dollars In Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$0**	**$0**	**$0**	**$0**
Full-Time Salaries	$0	$0	$0	$0
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$0	$0	$0	$0
Fringes (Total)	**$0**	**$0**	**$0**	**$0**
Fringe Health	$0	$0	$0	$0
Fringe Pension	$0	$0	$0	$0
Other Fringe Benefits	$0	$0	$0	$0
Workers Compensation	$0	$0	$0	$0
TOTAL PERSONNEL COST	$0	$0	$0	$0
Services (Total)	**$0**	**$0**	**$0**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$0**	**$0**	**$0**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$0	$0	$0	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0

Rob Kramer 6/4/2014

Agreed to Date
Rob Kramer
Chief, Applications Development & Operations

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OPERATING COST BY MODE
Enterprise Web Portal
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$0**	**$0**	**$0**	**$0**
Full-Time Salaries	$0	$0	$0	$0
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$0	$0	$0	$0
Fringes (Total)	**$0**	**$0**	**$0**	**$0**
Fringe Health	$0	$0	$0	$0
Fringe Pension	$0	$0	$0	$0
Other Fringe Benefits	$0	$0	$0	$0
Workers Compensation	$0	$0	$0	$0
TOTAL PERSONNEL COST	$0	$0	$0	$0
Services (Total)	**$0**	**$0**	**$0**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$0	$0	$0	$0
Materials & Supplies (Total)	**$0**	**$0**	**$0**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$0	$0	$0	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$0**	**$0**	**$0**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0

Rob Kramer 6/4/2014

Agreed to Date
Rob Kramer
Chief, Applications Development & Operations

OPERATING COST BY MODE
Customer Service Comm. & Marketing Administration
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$456**	**$175**	**$272**	**$9**
Full-Time Salaries	$456	$175	$272	$9
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$456	$175	$272	$9
Fringes (Total)	**$202**	**$77**	**$121**	**$4**
Fringe Health	$87	$33	$52	$2
Fringe Pension	$78	$30	$46	$2
Other Fringe Benefits	$37	$14	$22	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$658	$252	$393	$13
Services (Total)	**$41**	**$16**	**$24**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$41	$16	$24	$1
Materials & Supplies (Total)	**$7**	**$3**	**$4**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$7	$3	$4	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$13**	**$5**	**$8**	**$0**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$4	$2	$3	$0
Business Travel/Public Hrg	$2	$1	$1	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$5	$2	$3	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$60	$24	$36	$1
TOTAL COST	$718	$276	$429	$14

6.24.14
Date

Agreed to
Lynn Bowersox
AGM/Customer Service, Communications & Marketing

CSCM
- mrel
  mktg
- csvc
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OPERATING COST BY MODE
Customer Service Comm. & Marketing Administration
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$456**	**$175**	**$272**	**$9**
Full-Time Salaries	$456	$175	$272	$9
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$456	$175	$272	$9
Fringes (Total)	**$202**	**$77**	**$121**	**$4**
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Fringe Pension	$78	$30	$46	$2
Other Fringe Benefits	$37	$14	$22	$1
Workers Compensation	$1	$0	$1	$0
TOTAL PERSONNEL COST	$658	$252	$393	$13
Services (Total)	**$41**	**$16**	**$24**	**$1**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$41	$16	$24	$1
Materials & Supplies (Total)	**$7**	**$3**	**$4**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$7	$3	$4	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$13**	**$5**	**$8**	**$0**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$4	$2	$3	$0
Business Travel/Public Hrg	$2	$1	$1	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$5	$2	$3	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$60	$24	$36	$1
TOTAL COST	$718	$276	$429	$14

6.24.14
Agreed to Date
Lynn Bowersox
AGM/Customer Service, Communications & Marketing

OPERATING COST BY MODE
Marketing & Advert. Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,723**	**$524**	**$1,199**	**$0**
Full-Time Salaries	$1,783	$544	$1,240	$0
Salary Lapse	-$69	-$21	-$48	$0
Overtime Salaries	$9	$2	$8	$0
Wages (Total)	**$506**	**$0**	**$506**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$515	$0	$515	$0
Wage Lapse	-$21	$0	-$21	$0
Overtime Wages	$12	$0	$12	$0
TOTAL SALARIES AND WAGES	$2,230	$524	$1,706	$0
Fringes (Total)	**$988**	**$232**	**$756**	**$0**
Fringe Health	$424	$100	$324	$0
Fringe Pension	$380	$89	$291	$0
Other Fringe Benefits	$179	$42	$137	$0
Workers Compensation	$5	$1	$4	$0
TOTAL PERSONNEL COST	$3,217	$756	$2,461	$0
Services (Total)	**$1,357**	**$811**	**$546**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$24	$12	$12	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$1,333	$799	$534	$0
Materials & Supplies (Total)	**$914**	**$55**	**$859**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$914	$55	$859	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$2,228**	**$1,184**	**$1,044**	**$0**
Dues And Subscriptions	$2	$1	$1	$0
Conferences and Meetings	$4	$2	$2	$0
Business Travel/Public Hrg	$5	$3	$3	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$2,205	$1,172	$1,032	$0
Other	$12	$6	$6	$0
Reimbursements (Total)	**-$1,984**	**$0**	**-$1,984**	**$0**
Reimbursements	-$1,984	$0	-$1,984	$0
TOTAL NONPERSONNEL COST	$2,514	$2,050	$464	$0
TOTAL COST	$5,732	$2,806	$2,925	$0

Jawauna Greene 6/22/14

Agreed to Date
Jawauna M. Greene
Director/Marketing & Advertising

OPERATING COST BY MODE
Public Relations Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$1,083**	**$542**	**$542**	**$0**
Full-Time Salaries	$1,125	$563	$563	$0
Salary Lapse	-$45	-$22	-$22	$0
Overtime Salaries	$3	$2	$2	$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	$1,083	$542	$542	$0
Fringes (Total)	**$480**	**$240**	**$240**	**$0**
Fringe Health	$206	$103	$103	$0
Fringe Pension	$185	$92	$92	$0
Other Fringe Benefits	$87	$43	$43	$0
Workers Compensation	$3	$1	$1	$0
TOTAL PERSONNEL COST	$1,564	$782	$782	$0
Services (Total)	**$129**	**$70**	**$59**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$129	$70	$59	$0
Materials & Supplies (Total)	**$28**	**$14**	**$14**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$28	$14	$14	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$26**	**$13**	**$13**	**$0**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$6	$3	$3	$0
Business Travel/Public Hrg	$4	$2	$2	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$1	$0	$0	$0
Other	$15	$8	$8	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$183	$97	$86	$0
TOTAL COST	$1,746	$878	$868	$0

Agreed to
Lynn Bowersox
AGM/Customer Service, Communications & Marketing

6.24.14
Date

OPERATING COST BY MODE
Customer Service Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$2,340**	**$1,321**	**$954**	**$64**
Full-Time Salaries	$2,382	$1,359	$987	$36
Salary Lapse	-$92	-$52	-$38	-$1
Overtime Salaries	$50	$15	$5	$30
Wages (Total)	**$2,425**	**$1,362**	**$1,055**	**$9**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$2,193	$1,202	$982	$9
Wage Lapse	-$88	-$48	-$39	$0
Overtime Wages	$320	$208	$112	$0
TOTAL SALARIES AND WAGES	$4,765	$2,683	$2,009	$73
Fringes (Total)	**$2,111**	**$1,189**	**$890**	**$32**
Fringe Health	$905	$510	$382	$14
Fringe Pension	$812	$457	$342	$12
Other Fringe Benefits	$382	$215	$161	$6
Workers Compensation	$12	$7	$5	$0
TOTAL PERSONNEL COST	$6,876	$3,872	$2,899	$105
Services (Total)	**$363**	**$191**	**$128**	**$43**
Management Fee	$0	$0	$0	$0
Professional & Technical	$0	$0	$0	$0
Temporary Help	$12	$7	$5	$0
Contract Maintenance	$197	$99	$77	$20
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$153	$84	$46	$23
Materials & Supplies (Total)	**$68**	**$38**	**$20**	**$10**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$68	$38	$20	$10
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$120**	**$66**	**$36**	**$18**
Electricity and Gas	$120	$66	$36	$18
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)	**$600**	**$330**	**$180**	**$90**
Property	$0	$0	$0	$0
Equipment	$600	$330	$180	$90
Miscellaneous (Total)	**$17**	**$9**	**$6**	**$2**
Dues And Subscriptions	$0	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$17	$9	$6	$2
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,168	$634	$371	$164
TOTAL COST	$8,044	$4,506	$3,269	$269

Agreed to
Brett M. Tyler
Director/Customer Service Support

6/24/14
Date

OPERATING COST BY MODE
Customer Research Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$201**	**$100**	**$100**	**$0**
Full-Time Salaries	$201	$100	$100	$0
Salary Lapse	$0	$0	$0	$0
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$201	$100	$100	$0
Fringes (Total)	**$89**	**$44**	**$44**	**$0**
Fringe Health	$38	$19	$19	$0
Fringe Pension	$34	$17	$17	$0
Other Fringe Benefits	$16	$8	$8	$0
Workers Compensation	$0	$0	$0	$0
TOTAL PERSONNEL COST	$290	$145	$145	$0
Services (Total)	**$1,833**	**$416**	**$1,417**	**$0**
Management Fee	$0	$0	$0	$0
Professional & Technical	$282	$140	$142	$0
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$1,551	$276	$1,276	$0
Materials & Supplies (Total)	**$7**	**$4**	**$4**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$7	$4	$4	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$6**	**$3**	**$3**	**$0**
Dues And Subscriptions	$1	$0	$0	$0
Conferences and Meetings	$0	$0	$0	$0
Business Travel/Public Hrg	$0	$0	$0	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$5	$3	$3	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$1,846	$422	$1,424	$0
TOTAL COST	$2,136	$567	$1,569	$0

Agreed to
Jason Minser
Director/Customer Research

6/24/2014
Date

OPERATING COST BY MODE
Management & Budget Summary
APPROVED FY2015 BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	MetroAccess
Salaries (Total)	**$2,041**	**$782**	**$1,219**	**$40**
Full-Time Salaries	$2,107	$807	$1,259	$41
Salary Lapse	-$66	-$26	-$39	-$1
Overtime Salaries	$0	$0	$0	$0
Wages (Total)	**$0**	**$0**	**$0**	**$0**
Operator/StaMgr Wages	$0	$0	$0	$0
Operator/StaMgr Overtime	$0	$0	$0	$0
Full Time Wages	$0	$0	$0	$0
Wage Lapse	$0	$0	$0	$0
Overtime Wages	$0	$0	$0	$0
TOTAL SALARIES AND WAGES	$2,041	$782	$1,219	$40
Fringes (Total)	**$904**	**$346**	**$540**	**$18**
Fringe Health	$388	$148	$232	$8
Fringe Pension	$348	$133	$208	$7
Other Fringe Benefits	$164	$63	$98	$3
Workers Compensation	$5	$2	$3	$0
TOTAL PERSONNEL COST	$2,945	$1,128	$1,760	$57
Services (Total)	**$177**	**$69**	**$105**	**$3**
Management Fee	$0	$0	$0	$0
Professional & Technical	$140	$54	$83	$3
Temporary Help	$0	$0	$0	$0
Contract Maintenance	$0	$0	$0	$0
Custodial Services	$0	$0	$0	$0
Paratransit	$0	$0	$0	$0
Other	$37	$15	$22	$1
Materials & Supplies (Total)	**$24**	**$9**	**$15**	**$0**
Fuel and Lubricants	$0	$0	$0	$0
Tires	$0	$0	$0	$0
Other	$24	$9	$15	$0
Fuel & Propulsion (Total)	**$0**	**$0**	**$0**	**$0**
Diesel Fuel	$0	$0	$0	$0
Propulsion Power	$0	$0	$0	$0
Clean Natural Gas	$0	$0	$0	$0
Utilities (Total)	**$0**	**$0**	**$0**	**$0**
Electricity and Gas	$0	$0	$0	$0
Utilities - Other	$0	$0	$0	$0
Casualty & Liability (Total)	**$0**	**$0**	**$0**	**$0**
Insurance	$0	$0	$0	$0
Claims	$0	$0	$0	$0
Leases (Total)	**$0**	**$0**	**$0**	**$0**
Property	$0	$0	$0	$0
Equipment	$0	$0	$0	$0
Miscellaneous (Total)	**$38**	**$15**	**$23**	**$1**
Dues And Subscriptions	$23	$9	$14	$0
Conferences and Meetings	$6	$2	$4	$0
Business Travel/Public Hrg	$9	$4	$6	$0
Interview & Relocation	$0	$0	$0	$0
Tolls	$0	$0	$0	$0
Advertising	$0	$0	$0	$0
Other	$0	$0	$0	$0
Reimbursements (Total)	**$0**	**$0**	**$0**	**$0**
Reimbursements	$0	$0	$0	$0
TOTAL NONPERSONNEL COST	$240	$93	$143	$4
TOTAL COST	$3,185	$1,221	$1,902	$62

Agreed to — Date 7/1/2014
Thomas Webster
Managing Director/Management & Budget Services

Appendix D.

Key Performance Indicators D-1

Appendix D. Key Performance Indicators (KPI)

This appendix contains information on Metro's operational performance through CY2013.
Source: Vital Signs Report published in February 2014

Introduction to this report

As a regional transportation system, Metro's system-wide performance is captured in the Vital Signs Report. The Vital Signs Report provides analysis of a small number of key performance indicators (KPI's) that monitor long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.

The report is not designed to measure the experience of individual customers using Metro's services. Instead, the Vital Signs Report communicates if the Metro system's performance is improving, worsening or remaining steady.

Detailed performance analysis is presented in the Vital Signs Report through answers to two prime questions: Why did performance change? What actions are being taken to improve performance? Metro is focused on these two questions to continually drive improvement.

The Vital Signs Report demonstrates Metro's commitment to be transparent and accountable to our Board of Directors, jurisdictional stakeholders and the public. This report documents performance results and strives to hold WMATA's management accountable for what is working, what is not working, and why.

Table of Contents

Key Performance Indicators (KPI) & Introduction 1

Strategic Plan 3

KPI's that Score How Metro is Performing 4

- Bus On-Time Performance (Jan-Dec 2013) 4
- Bus Fleet Reliability (Jan-Dec 2013) 5
- Rail On-Time Performance (Jan-Dec 2013) 6
- Rail Fleet Reliability (Jan-Dec 2013) 7
- Escalator System Availability (Jan-Dec 2013) 8
- Elevator System Availability (Jan-Dec 2013) 10
- Customer Injury Rate (Jan-Dec 2013) 11
- Employee Injury Rate (Jan-Dec 2013) 12
- Crime Rate (Jan-Dec 2013) 13
- Customer Satisfaction (Jan-Dec 2013) 14

Board Standards and Guidelines 15

Definitions 17

Performance Data ..... **Error! Bookmark not defined.**

Metro Facts at a Glance 19

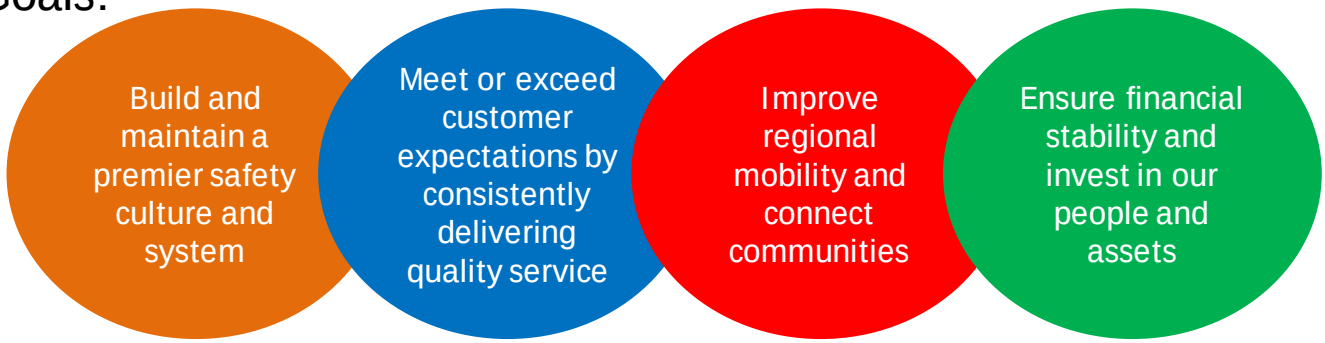
Strategic Plan Overview

Strategies flow from Metro's Board-adopted Vision, Mission, and Goal statements, and provide the overarching framework for executing the General Manager's business plan

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

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

Goals:

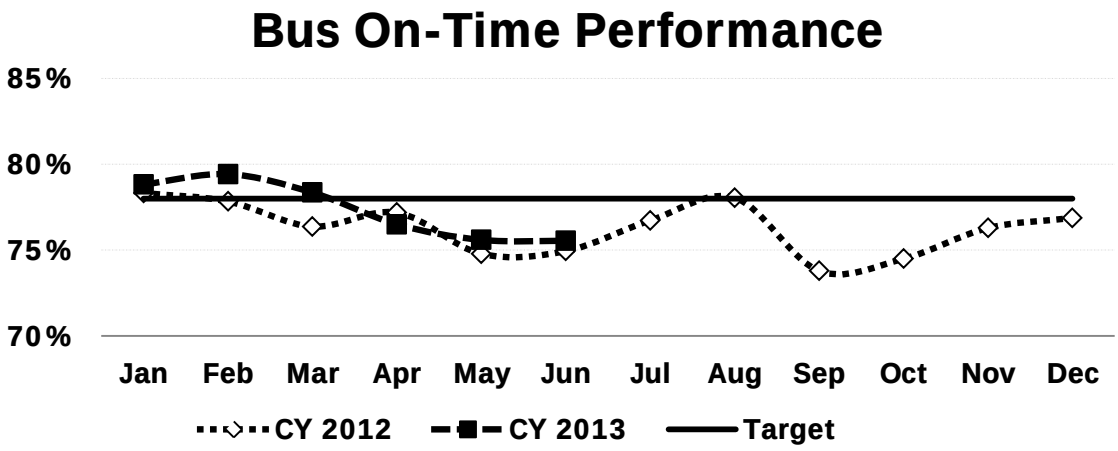


KPI: Bus On-Time Performance (Jan-Dec 2013) **Goal: Meet or exceed customer expectations by consistently delivering quality service**

Reason to Track: This indicator illustrates how closely Metrobus adheres to published route schedules on a system-wide basis. Factors which effect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability, and operational behavior. Bus on-time performance is essential to delivering quality service to the customer. For this measure higher is better.

Why Did Performance Change?

- Bus On-Time Performance improved each consecutive year since 2010 through 2012 by approximately one percentage point each year. Incremental improvement continued through the second quarter of CY2013.
- During the third quarter of CY2013 on-time performance began being reported at over 80%, which was historically un-chronicled. The improvement was attributed to a fleet technology upgrade that allowed for better tracking of bus locations which provided more accurate arrival times. However, staff subsequently discovered that the favorable performance did not accurately account for the reporting of earlies (buses arriving more than 2 minutes ahead of schedule), thus compromising Bus On-Time Performance results for the latter portion of CY2013.
- Efforts are underway to correct the fleet technology issues and reporting of the on-time performance results will resume once the technical team has reached a reasonable degree of confidence in the data.



Actions to Improve Performance

- Many efforts have taken place this year to improve bus on-time performance through schedule adjustments that better accommodate the circumstances of the service area, expanding the use of strategic buses to reduce the effects of detours, implementing service changes identified through service evaluations, corridor development studies, bus operator and customer recommendations, and internal operator work schedule optimization efforts.
- Metro will continue to implement service optimization plans identified in the Priority Corridor Plan to provide better bus service, and make service recommendations to the Board that allow for more reliable bus routing.
- Continue to evaluate the effects of the bus fleet technology upgrade on bus on-time performance.
- Continue producing studies to improve Metrobus service on some of the region's priority corridor lines.
- Service operation managers will continue to perform street checks and work with the On-Time Performance Center to respond to delays/incidents that require real time temporary adjustments.

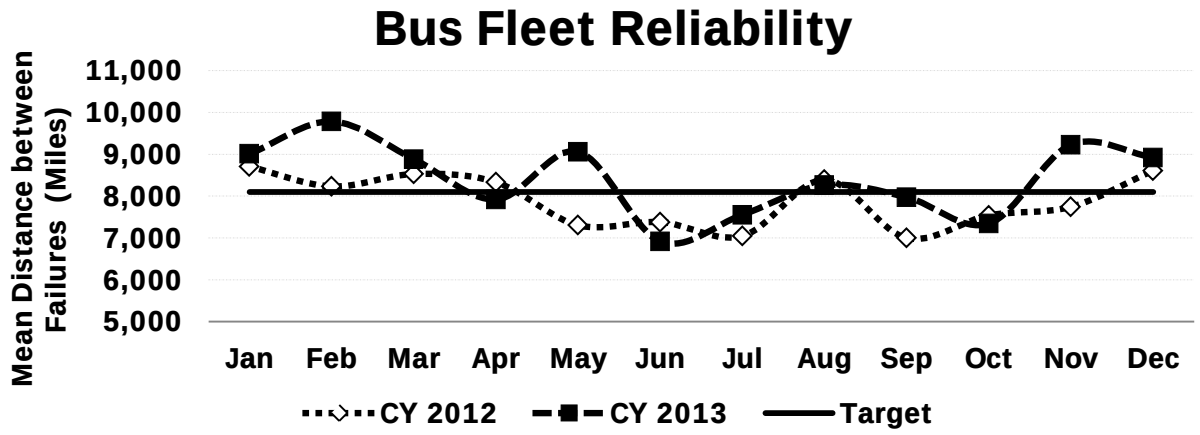
Conclusion: On-time performance has been improving by approximately one percentage point per year since 2010. A technical issue has temporarily disabled the ability to report current on-time performance but efforts are underway to resolve this problem.

KPI:	Bus Fleet Reliability (Jan-Dec 2013) (Mean Distance Between Failures)	Goal: Meet or exceed customer expectations by consistently delivering quality service

Reason to Track: This key performance indicator communicates service reliability and is used to monitor trends in vehicle breakdowns that cause buses to go out of service and to plan corrective actions. Factors that influence bus fleet reliability are the vehicle age, quality of a maintenance program, original vehicle quality, and road conditions affected by inclement weather and road construction. For this measure higher is better.

Why Did Performance Change?

- Full year bus fleet reliability results outperformed the target and were better than the prior year by 6%. There were 234 fewer mechanical breakdowns this year compared to CY12.
- The top service interruptions caused by mechanical breakdowns this year were: engine, transmission, door, brake, and wheelchair lift failures. Engine failures decreased 3.2%, brake failures decreased 27.1% and wheelchair lifts decreased 24.7%. Additionally, transmission failures decreased 3.1% and door failures decreased 10.5%. Many of these challenges were driven by failed sensors, electrical faults, fluid leaks, and doors that were misaligned.
- The overall bus fleet reliability improvement this year is attributed to a robust maintenance program and a sustained bus procurement program which included:
  - Replacing 100 older, less reliable buses with new buses
  - Performing a midlife overhaul on the Clean Diesel Fleet to improve reliability
  - Consistently analyzing out-of-service reports for failure patterns and working closely with manufacturers to resolve challenges like the Absorbed Glass Mat (AGM) battery complications that affected the Hybrid fleet. AGM batteries are designed to be maintenance-free and provide longer life than traditional batteries.



Actions to Improve Performance

- Continue to perform robust engine compartment inspections to allow mechanics to find and prevent troubles with auxiliary parts (e.g., hydraulic and battery power wires).
- Expand the bus fleet by adding 20 buses a year in addition to replacing 100 buses a year per the five-year bus procurement plan.
- Perform midlife overhaul on 100 buses a year. At mid-life, the bus engine is rebuilt, transmission and electronics are replaced, chassis parts and seats are replaced, and the body of the bus is repainted. Mid-life overhauls are proven to reduce mechanical failures causing fewer breakdowns requiring major repairs.
- Continue to partner with manufacturers to resolve major fleet deficiencies.

Conclusion: Bus fleet reliability in 2013 outperformed its target and was better than the prior year by 6% as a result of a robust maintenance program and a sustained bus procurement program. There were 234 fewer mechanical breakdowns this year compared to CY2012.

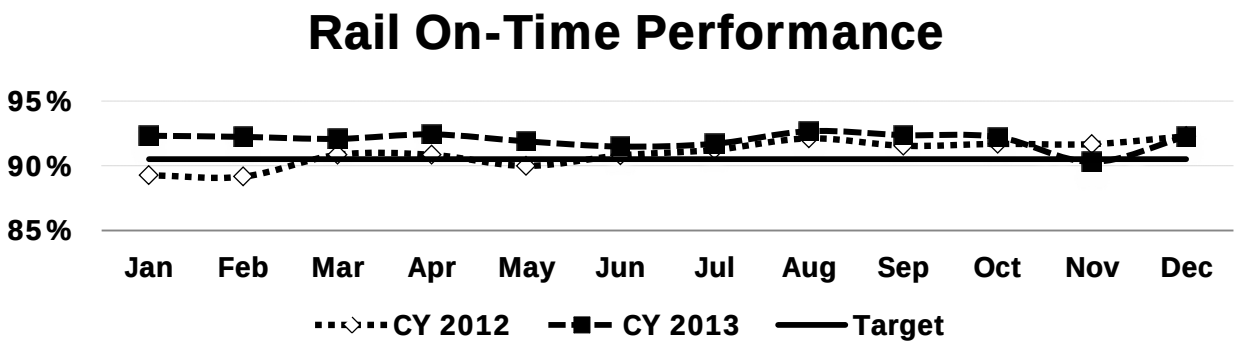
KPI: Rail On-Time Performance (Jan-Dec 2013)

Goal: Meet or exceed customer expectations by consistently delivering quality service

Reason to Track: On-time performance measures the adherence to weekday headways, the time between trains. Factors that can effect on-time performance include: infrastructure conditions, speed restrictions, single-tracking around scheduled track work, railcar delays (e.g., doors), or delays caused by sick passengers. For this measure higher is better.

Why Did Performance Change?

- Rail on-time performance (OTP) for 2013 was 92%, a full percentage point better than the prior year's performance. With the exception of November, OTP was better for every month in 2013 as compared to the prior year.
- November's OTP was challenged from three high-profile incidents on the Red Line. These incidents included a delay caused by a leak of hydraulic fluid from a piece of equipment on the rails near Union Station, a delay caused by a low-hanging radio antenna cable that had broken from its support near Woodley Park Station, and another delay caused by a train with locked brakes at Takoma Station. These incidents required significant single-tracking operations, as well as train cancellations and passenger offloads, which significantly impacted service delivery.
- Many concurrent efforts underpin this sustained improvement. Rail Transportation has enhanced its Train Operator training program and increased support for other rail operations personnel. This has resulted in better, more reliable train operations, as well as swifter, more focused responses to service disruptions, allowing quicker restoration of normal service.
- Improvements to track and signal work in 2013, particularly the elimination of regularly scheduled mid-day track work, and the curtailing of evening track work, has allowed maintenance crews to perform critical system maintenance while maximizing quality service delivery. In addition, the lessons learned from performing this regularly scheduled track work has been applied to better the responses to unplanned events, minimizing the disruption to the customer.



Actions to Improve Performance

- To help prevent the significant delays of November form recurring, many departments across the organization are addressing the failures which led to these delays. For example, the track maintenance equipment, which caused the hydraulic leak near Union Station, is being upgraded with more robust hydraulic lines.
- Metro has undertaken major steps to return to Automatic Train Operation (ATO) for the safe and efficient movement of trains throughout the system. ATO is desirable because of the efficiency and consistency of accelerating and braking, providing a smoother ride for customers. Major steps include addressing NTSB recommendations, deploying the right equipment and tools, organizational changes, and improved processes and procedures.
- In 2014, Metro expects to accept and begin revenue service on Phase I of the Silver Line. A major expansion of the Metrorail system, it includes the addition of five new stations in northern Fairfax County. Four of these stations will serve the swiftly expanding community of Tysons Corner, with the fifth serving the Reston-Herndon communities. A second phase will expand service to the Reston-Herndon communities, and serve the Dulles International Airport, and Loudon County, Virginia.

Conclusion: Rail on-time-performance (OTP) for 2013 was 92%, the best annual rail OTP for the last five years.

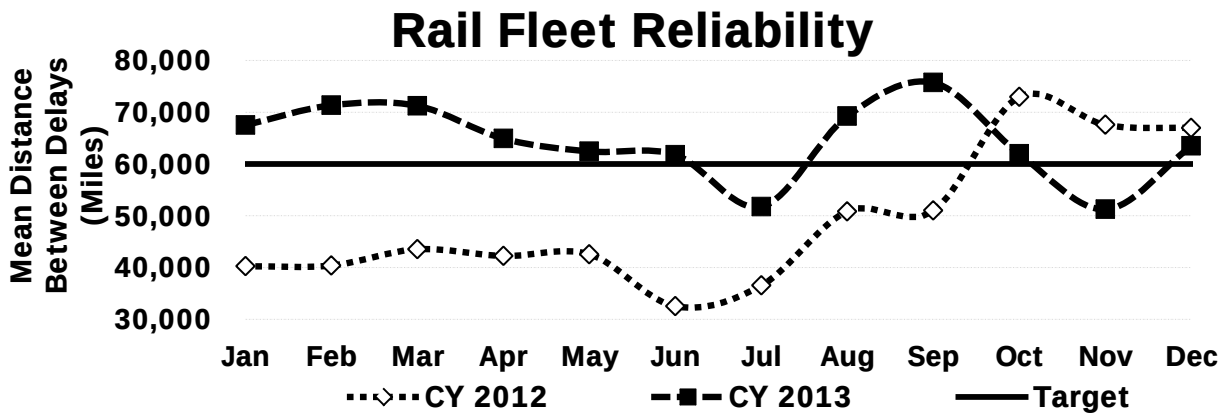
KPI: Rail Fleet Reliability (Jan-Dec 2013) (Mean Distance Between Delays)

Goal: Meet or exceed customer expectations by consistently delivering quality service

Reason to Track: Mean distance between delays (MDBD) communicates the effectiveness of Metro's railcar maintenance program. This measure reports the number of miles between railcar failures resulting in delays of service greater than three minutes. Factors that influence railcar reliability are the age of the railcars, the amount the railcars are used and the interaction between railcars and the track. For this measure higher is better.

Why Did Performance Change?

- Rail fleet reliability for 2013 improved 37% from 2012, with improvements in almost every car class. This was due to concerted efforts from both Car Maintenance and Car Engineering departments to address recurrent system weaknesses.
- Rail fleet reliability declined in November 2013 due to a sharp spike in brake- and door-related delays on the 4000 series fleet, as well as from an increase in door-related delays on the 5000 series fleet. The decline in November ran counter to the established trend, and performance recovered the following month.
- The 2000/3000 car fleet doubled reliability in 2013, proving to be the most improved fleet. This was followed by the 1000 and the 6000 series car fleets, which improved by 38% and 36%, respectively. Modifications to critical components improved the reliability of these fleets, as delays due to door, brake, and propulsion system problems significantly decreased in 2013.
- In 2013, Car Maintenance crews completed more than 18 campaigns to improve the safety, reliability, and comfort of our customers. These efforts worked to engineer-out specific system vulnerabilities, and were part of an ongoing process to analyze mechanical-related delays to find, and fix, the root cause of these failures.
- The 4000 series car fleet was the only class to experience lower reliability in 2013, as compared to 2012. Propulsion and brake system troubles depressed the reliability of this fleet by 6% for the year.



Actions to Improve Performance

- Car Maintenance continues to address and engineer-out identified weaknesses in the railcar fleet. For example, to help prevent APS failure-related delays, which was the root cause of a significant delay in November at Takoma Station, the 5000 series car APS systems are undergoing two reliability improvement modifications. These modifications have been designed to specifically address known weaknesses in these systems.
- Metro will begin to accept, test, and place in service the 7000 series fleet in 2014. A complete technological break with past fleets and engineered for reliability and maintainability, these cars will begin to replace the 1000 and 4000 series fleets, and provide for additional service expansion. This fleet is expected to meet the needs of the Silver Line service requirements, as well as allowing for more eight-car trains during peak service periods throughout the Metrorail system.

Conclusion: Rail fleet reliability for 2013 improved 37% from 2012, posting the best annual reliability since 2010.

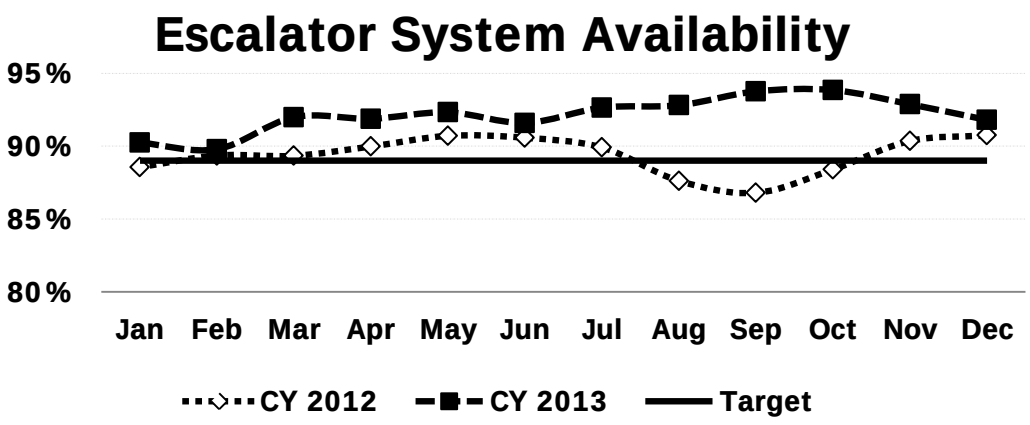
KPI: Escalator System Availability (Jan-Dec 2013)

Goal: Meet or exceed customer expectations by consistently delivering quality service

Reason to Track: Customers access Metrorail stations via escalators to the train platform. An out-of-service escalator requires walking up or down a stopped escalator, which can add to total travel time and may make stations inaccessible to some customers. Escalator availability is a key component of customer satisfaction with Metrorail service. This measure communicates system-wide escalator performance (at all stations over the course of the day) and will vary from an individual customer's experience. For this measure higher is better.

Why Did Performance Change?

- Escalator availability for 2013 was 92.2%, more than 3% better than the prior year's performance. In comparison to 2012, availability was better for every month in 2013.
- Significant maintenance and management enhancements made in 2013 supported this sustained improvement. Such actions included increased hiring, training and development of technicians, an enhanced focus on preventive maintenance, and standardization of technical documentation.
- These efforts have resulted in a healthier, more stable escalator fleet. A key indicator of system health, unscheduled revenue hours out-of-service, has improved almost 30% as compared to 2012.
- An aggressive escalator modernization program continued in 2013. Though the number of modernizations remained relatively unchanged, the time required to perform these modernizations improved by 20%. Work-crews became increasingly able to perform these complex modernizations with greater efficiency, returning these units to revenue service sooner.



Actions to Improve Performance

- Metro will continue with its escalator modernization program throughout 2014, as part of its program to fully replace more than 120 escalators by 2020. Doing so will lower the average age of the escalator fleet, and provide a more safe and reliable level of service to our customers.
- In 2014, the deployment of the remote monitoring system will expand to more stations. This will allow for near real-time fault monitoring and reporting. In turn, that will allow for more informed maintenance responses, allowing technicians to respond sooner and return the units to service faster.

Conclusion: Escalator availability for 2013 was 92.2%, more than 3% better than the prior year's performance, the best delivered since 2010.

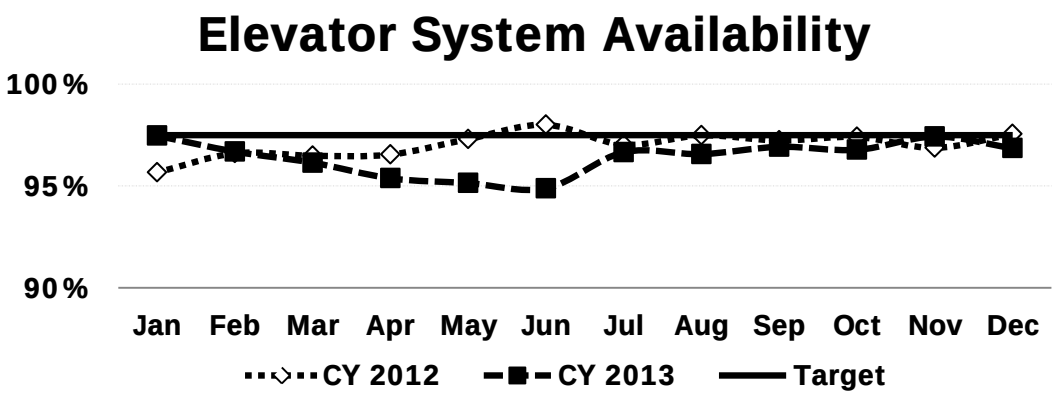
KPI: Elevator System Availability (Jan-Dec 2013)

Goal: Meet or exceed customer expectations by consistently delivering quality service

Reason to Track: Metrorail elevators provide an accessible path of travel for persons with disabilities, seniors, customers with strollers, travelers carrying luggage and other riders. When an elevator is out of service, Metro is required to provide alternative services, which may include a shuttle bus service to another station. For this measure higher is better.

Why Did Performance Change?

- Elevator availability for 2013 was 96.4%, below target availability by almost one percentage point, and approximately a half a point below 2012's availability.
- A large increase in the elevator fleet modernization program exhibited strong downward pressure on availability in 2013. Although the modernizations are expected to yield a long-term benefit to our customers in the form of improved availability, safety, and comfort, the number of elevator revenue-hours-out-of-service for these improvements increased 57% in 2013, compared to the prior year.
- Significant changes made in 2013, including enhanced training and a comprehensive change in the deployment of work crews, led to a notable improvement in unscheduled outages. These improvements allowed Metro's elevator technicians to return troubled units to service quicker, as seen in a 12% decline in unscheduled revenue-hours-out-of-service in 2013.



Actions to Improve Performance

- In an ongoing effort to enhance the capabilities and skill level of its technicians, Metro will continue with its training and development campaigns. This effort is designed to ensure that elevator technicians are well versed across multiple elevator types and manufacturers. The effort is expected to improve the preventive and corrective maintenance skills of the workforce, and yield a safer and more reliable elevator system.
- To provide our customers with a safe, efficient, and reliable transit system, Metro will continue with its elevator modernization program in 2014. Through the Capital Improvement Program, 8 additional elevators are scheduled to undergo modernizations throughout the year.

Conclusion: Elevator availability for 2013 was below target availability by almost one percentage point, and a half a point below 2012's availability.

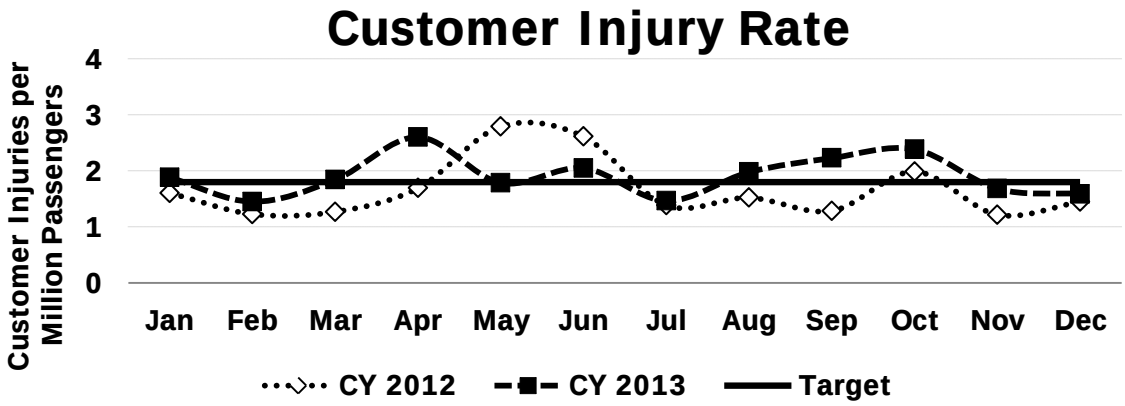
KPI: Customer Injury Rate (Jan-Dec 2013) Per Million Passengers

Goal: Build and maintain a premier safety culture and system

Reason to Track: Customer safety is the highest priority for Metro and a key measure of quality service. Customers expect a safe and reliable ride each day. The customer injury rate is an indicator of how well the service is meeting this safety objective. For this measure lower is better.

Why Did Performance Change?

- The CY2013 customer injury rate did not meet its target and was 14% worse than CY12 (1.92 injuries per million passengers compared to 1.69).
- Similar to last year - Slips/trips/falls were the leading cause of customer injuries this year followed by collision-related injuries, striking/struck by, and caught in/by an object, respectively. During the month of December, slips/trips/falls alone represented 80% of all customer injuries.
- Approximately 95% of the slips/trips/falls occurred in rail station facilities: 62% on escalators and 33% at other locations in a rail station (e.g., platforms). Inattention to actions or surroundings was found to be the leading cause of slips/trips/falls.
- Bus collisions were the second leading cause of customer injuries this year. On the positive side, preventable collisions decreased 11%, however non-preventable collisions increased 15% compared to CY12. Although there were five fewer bus collisions this year, bus collision-related injuries increased by 32% or 48 injuries. Many buses were rear-ended while the bus serviced a stop.



Actions to Improve Performance

- Several initiatives began in 2013 to address observed injury trends. These include:
  - Replacing high-floor buses with low-floor buses that allowed customers to board at the same level as the curb
  - Providing formal and informal training for bus operators focusing on defensive driving techniques to assist in avoiding non-preventable collisions like being hit from the rear
  - Continuing to investigate and expose false injury claims to deter fraud
  - Launching Customer Communication Campaigns promoting thought provoking advertisements and announcements to remind customers to be aware of their surroundings
  - Creating a pilot program placing brightly colored chevron decals on the backs of buses to increase visibility in an effort to reduce rear end collisions.
- Metro will refresh and continue a number of these initiatives like the Customer Communication Campaign and continue training Bus Operators as needed.
- Continue to replace lights throughout the rail/parking facility with brighter lights promoting better visibility and overall safety.
- Continue to implement National Transportation Safety Board recommendations; Metro closed 20 out of 29 recommendations, as of the end of 2013.

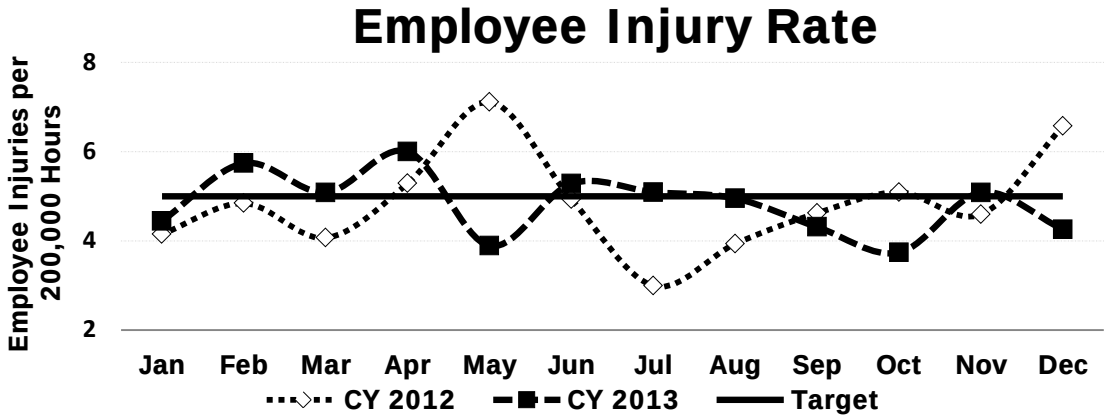
Conclusion: The CY2013 customer injury rate did not meet its target and was 14% worse than CY2012, even though a host of safety initiatives were implemented in 2013 focusing on reducing slips/trips/falls and bus collision related injuries.

KPI: Employee Injury Rate (Jan-Dec 2013) **Goal: Build and maintain a premier safety culture and system**

Reason to Track: OSHA recordable injuries are a key indicator of how safe employees are in the workplace. For this measure lower is better.

Why Did Performance Change?

- The employee injury rate was better than target for CY13. There were 4.81 employee injuries (against a target of 5 or fewer) for every 200,000 hours worked.
- Leading causes of employee injuries for the year were slips/trips/falls, collisions, struck by/against, caught in/between, pushing/pulling, lifting, stress and pursuit/arrest-related injuries.
- Employee injuries were driven by a variety of factors like slipping while using the steps, a sudden twist causing a strain, mental stress and/or physical injuries after a collision, equipment incidents, or the result of an assault.



Actions to Improve Performance

- Throughout the year, a stronger emphasis was placed on improving incident investigations (using incident investigation tools like TAProot), implementing a Fatigue Risk Management System, launching the first rail transit agency confidential Close Call Reporting System. In addition, promoting healthy living by offering wellness education for employees, providing aerobic exercise classes, and providing ergonomic training focused on proper techniques to lift and bend all contribute to a stronger, healthier workforce.
- Continue to implement a fatigue management system that will establish overall guidance and training.
- Bus Operators are the largest group of employees with injuries. Bus Services will launch an accident preventability tool that will better aid in:
  - Improving the timeliness of root cause analysis
  - Ensuring corrective action and training is consistent and appropriate with work procedures across Bus Transportation
  - Ensuring prescribed level of training is scheduled and completed within period guidelines
  - Assisting in identifying Trainer effectiveness and/or Bus Operator repeat deficiency.

Conclusion: The employee injury rate was better than target for CY13. There were only 4.81 employee injuries for every 200,000 hours worked. Improving incident investigations to better determine methods to prevent employee injuries will be key in reducing employee injuries in the New Year.

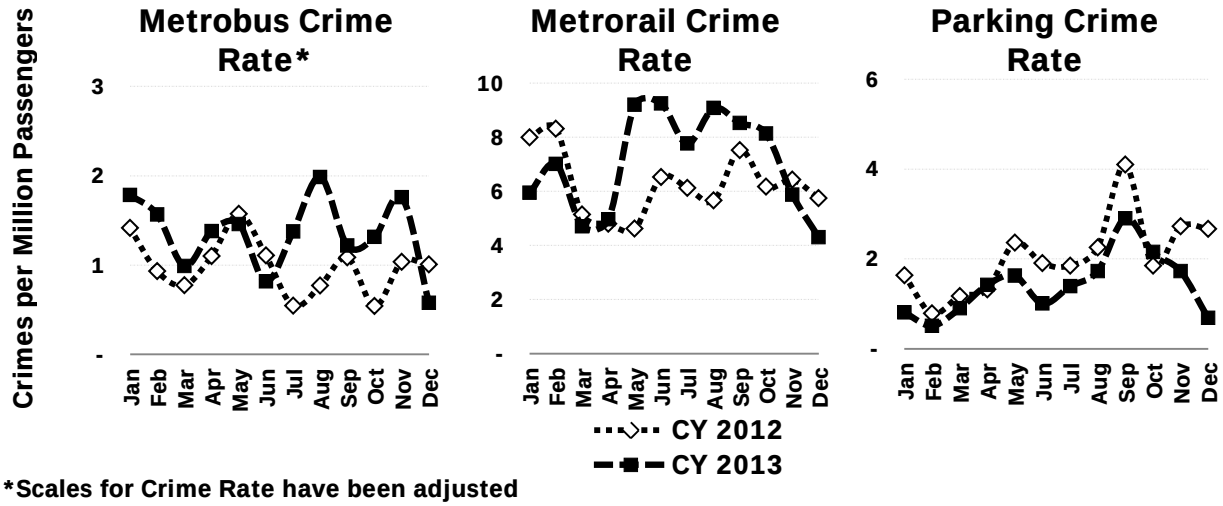
KPI: **Crime Rate (Jan-Dec 2013) Per Million Passengers**

Goal: Build and maintain a premier safety culture and system

Reason to Track: This measure provides an indication of the perception of safety and security customers experience when traveling the Metro system. Increases or decreases in crime statistics can have a direct effect on whether customers feel safe in the system. For this measure lower is better.

Why Did Performance Change?

- Crime rates for 2013 were mixed. When compared to 2012, the rail and bus crime rates both rose, while the parking lot crime rate decreased.
- The rail crime rate increased in 2013, driven by a spike in thefts of bikes and smartphones over the late spring and summer months. In response, MTPD focused several efforts to counter this trend, including crime suppression and prevention teams in stations and aboard trains, as well as a concerted multimedia public information and awareness campaign targeting thefts of bikes and portable electronic devices. A newly launched bicycle registration program, paired with a bike lock giveaway program, supplemented these efforts.
- The bus crime rate increased in 2013 as well, due to the same uptick in thefts of portable electronic devices that was seen on the rail system. An effort to increase the flexibility and responsiveness of officers, and better serve the needs of customers on the Metrobus system, was a key driver behind a reorganization of the MTPD in 2013. This has allowed MTPD to allocate resources – including the use of on-board officers, as well as officers 'trailing' buses – where they are most needed.
- The parking crime rate decreased in 2013, and was below the level in 2012 for 10 months out of the year. Increased patrols of parking structures by dedicated personnel, as well as supplementary efforts by jurisdictional partners have helped maintain this lowered rate.



***Scales for Crime Rate have been adjusted**
Target: Less than 2,000 Part I Crimes in CY 2013

Actions to Improve Performance

- In 2014, Metro will replace over 13,000 parking garage light fixtures with new, high-efficiency LED lighting to create a brighter environment for customers. In addition to the improved lighting in garages, Metro will upgrade subway station lighting in all of its underground stations by 2015. Both of these upgrades will provide a higher quality of light with an improved Color Rendering Index (CRI) that increases both lighting levels, overall visibility and safety.
- MTPD will continue to promote and expand its bicycle registration program, and work with jurisdictional partners in preventing bicycle thefts across the metropolitan region. Furthermore, Metro intends to increase the number of secure bike lockers throughout the system in 2014.

Conclusion: Crime rates for 2013 were mixed, but MTPD closed the year posting strong, sustained downward trends in overall crime.

KPI: Customer Satisfaction (Jan-Dec 2013)

Goal: Meet or exceed customer expectations by consistently delivering quality service

Reason to Track: Surveying customers about the quality of Metro's service delivery provides a mechanism to continually identify those areas of the operation where actions to improve the service can maximize rider satisfaction. The higher the Customer Satisfaction score, the better.

Why Did Performance Change?

- Awaiting Quarterly Report

Actions to Improve Performance

-

Conclusion:

Board Standards and Guidelines

Resolution 2012-29: Rail Service Standards
Resolution 2013-20: Rail Service Standards

Board Standard: Metrorail Service (Resolutions 2012-29 and 2013-20)

Board Standard: Hours of Service - Hours that the Metrorail system is open to serve customers.

Target: Opens at 5 AM weekdays, 7 AM weekends. Closes at 12 AM Sunday – Thursday, 3 AM Friday and Saturday.

Time Period: September – November 2013

Results:

- Opened at 7:00 on Labor Day, operated a Sunday schedule
- Opened at 6:00 on Saturday, September 14 for the Navy-Air Force Half Marathon
- Opened at 5:00 on Sunday, October 20 and 27 for the Army Ten-Miler and the Marine Corps Marathon

Board Standards: Headway – Scheduled time interval between trains during normal weekday service.

Target: During rush - 3 min on core interlined segments, 12 min at Arlington Cemetery and 6 min on all other segments; during weekday mid-day - up to 6 min on core interlined segments and 12 min on all other segments; and during weekday evenings - up to 15 min on core interlined segments and up to 20 min on all other segments.

Time Period Tracked: September – November 2013

Results:

- Headways were adjusted for evening track work 60 days between September and November 2013.

Board Standard: Passengers-per-car (PPC) - Average number of passengers in a Metrorail car during a weekday hour at maximum load stations.

Target: Optimal PPC of 100, with minimum of 80 and maximum of 120 PPC.

Time Period Tracked: Sep-Nov 2013

Rush Results:

		AM Rush			PM Rush		
Line	**Maximum Load Stations**	**Sep**	**Oct**	**Nov**	**Sep**	**Oct**	**Nov**
Red	AM Gallery Place/PM Metro Center	87	78	82	84	74	83
	AM Dupont Circle/PM Farragut North	99	85	77	91	80	73
Blue	AM Rosslyn/PM Foggy Bottom-GWU	80	80	85	91	90	83
	AM L'Enfant Plaza/PM Smithsonian	81	76	70	88	93	59
Orange	AM Court House/PM Foggy Bottom-GWU	102	94	105	92	104	98
	AM L'Enfant Plaza/PM Smithsonian	81	77	78	68	70	63
Yellow	AM Pentagon/PM L'Enfant Plaza	72	62	73	72	62	69
Green	AM Waterfront/PM L'Enfant Plaza	92	83	77	88	68	74
	AM Shaw-Howard/PM Mt. Vernon Sq.	72	80	103	68	55	70

Non Rush Results: Data not available. Staff to propose data collection techniques for CY2014 that can be accommodated within budget.

Vital Signs Report
Definitions

Bus On-Time Performance – Metrobus adherence to scheduled service.
Calculation: For delivered trips, difference between scheduled time and actual time arriving at a time point based on a window of no more than 2 minutes early or 7 minutes late. Sample size of observed time points varies by route.

Bus Fleet Reliability (Bus Mean Distance between Failures) – The number of total miles traveled before a mechanical breakdown. A failure is an event that requires the bus to be removed from service or deviate from the schedule.
Calculation: Total Bus Miles / Number of failures.

Rail On-Time Performance – Metrorail adherence to scheduled weekday headways.
Calculation: During rush (AM/PM) service, number of station stops delivered within the scheduled headway plus 2 minutes, divided by total station stops delivered. During non-rush (mid-day and evening), number of station stops delivered up to 150% of the scheduled headway divided by total station stops delivered. Station stops are tracked system-wide, with the exception of terminal and turn-back stations.

Rail Fleet Reliability (Railcar Mean Distance between Delays) – The number of revenue miles traveled before a railcar failure results in a delay of service of more than three minutes. Some car failures result in inconvenience or discomfort, but do not always result in a delay of service (such as hot cars).
Calculation: Total railcar revenue miles / number of failures resulting in delays greater than three minutes.

Rail Passengers Per Car - Average number of passengers in a Metrorail car during a rush hour at maximum load stations.
Calculation: Total passengers observed on-board trains passing through a station during a rush hour divided by actual number of cars passing through the same station during the rush hour. Counts are taken at select stations where passenger loads are the highest and in the predominant flow direction of travel on one to two dates each month (from 6:00 AM to 10:00 AM and from 3:00 PM to 7:00 PM). In order to represent an average day, counts are normalized with rush ridership.

Elevator and Escalator System Availability – Percentage of time that Metrorail escalators or elevators in stations and parking garages are in service during operating hours.
Calculation: Hours in service / operating hours. Hours in service = operating hours – hours out of service. Operating hours = operating hours per unit * number of units.

Customer Injury Rate (per million passengers[1]) – Injury to any customer caused by some aspect of Metro's operation that requires immediate medical attention away from the scene of the injury.

[1] Passengers are defined as follows:

- *Metrobus reports unlinked passenger trips. An unlinked trip is counted every time a customer boards a Metrobus. In an example where a customer transfers between two Metrobuses to complete their travel two trips are counted.*
- *Metrorail reports linked passenger trips. A linked trip is counted every time a customer enters through a faregate. In an example where a customer transfers between two trains to complete their travel one trip is counted.*
- *MetroAccess reports completed passenger trips. A fare paying passenger traveling from an origin to a destination is counted as one passenger trip.*

Calculation: Number of injuries / (number of passengers / 1,000,000).

Employee Injury Rate (per 200,000 hours) – An employee injury is recorded when the injury is (a) work related; and, (b) one or more of the following happens to the employee: 1) receives medical treatment above first aid, 2) loses consciousness, 3) takes off days away from work, 4) is restricted in their ability to do their job, 5) is transferred to another job, 6) death.
Calculation: Number of injuries / (total work hours / 200,000).

Crime Rate (per million passengers[1]) – Part I crimes reported to Metro Transit Police Department for Metrobus (on buses), Metrorail (on trains and in rail stations), or at Metro parking lots in relation to Metro's monthly passenger trips. Reported by Metrobus, Metrorail, and Metro parking lots.
Calculation: Number of crimes / (number of passengers / 1,000,000).

Customer Comment Rate (per million passengers[1]) – A complaint is defined as any phone call, e-mail or letter resulting in investigation and response to a customer. This measure includes the subject of fare policy but excludes specific Smartrip matters handled through the regional customer service center. A commendation is any form of complimentary information received regarding the delivery of Metro service.
Calculation: Number of complaints or commendations / (number of passengers / 1,000,000).

Customer Satisfaction – Customer satisfaction is defined as the percent of survey respondents who rated their last trip on Metrobus or Metrorail as "very satisfactory" or "satisfactory." The survey is conducted via phone with approximately 400 bus and 400 rail customers who have ridden metro in the past 30 days. Results are summarized by quarter (e.g., January – March).
Calculation: Number of survey respondents with high satisfaction / total number of survey respondents.

Vital Signs Report
Performance Data **CY 2013**

KPI: Bus On-Time Performance -- Target = 78%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru June
CY 2012	78.3%	77.8%	76.4%	77.2%	74.8%	74.9%	76.7%	78.0%	73.8%	74.5%	76.3%	76.9%	76.6%
CY 2013	78.8%	79.4%	78.4%	76.5%	75.6%	75.5%							77.4%

KPI: Bus Fleet Reliability (Bus Mean Distance Between Failures) -- Target = 8,100 Miles

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	8,704	8,230	8,527	8,330	7,302	7,378	7,045	8,389	6,999	7,537	7,743	8,608	7,854
CY 2013	9,008	9,783	8,883	7,918	9,060	6,917	7,553	8,260	7,972	7,342	9,226	8,923	8,309

* Bus Fleet Reliability target revised effective January 2013

Bus Fleet Reliability (Bus Mean Distance Between Failure by Fleet Type)

Type (~ % of Fleet)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	12-Month MDBF
CNG (30%)	8,625	10,614	7,324	6,350	8,030	6,701	7,391	8,597	8,138	7,435	7,337	7,706	7,720
Hybrid (27%)	11,611	11,806	12,593	10,418	11,323	8,067	9,647	9,013	8,660	9,086	11,431	10,256	10,106
Clean Diesel (8%)	8,382	10,223	6,830	8,812	9,499	8,369	6,531	10,695	7,407	5,960	11,529	12,793	8,441
All Other (35%)	5,735	5,531	6,347	5,417	5,809	4,031	4,177	5,077	5,907	4,296	6,627	6,207	5,307

KPI: Rail On-Time Performance -- Target = > 90.5%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	89.3%	89.2%	90.8%	90.8%	90.0%	90.8%	91.2%	92.1%	91.5%	91.7%	91.7%	92.3%	91.0%
CY 2013	92.3%	92.2%	92.1%	92.4%	91.9%	91.5%	91.7%	92.7%	92.4%	92.2%	90.3%	92.3%	92.0%

In June 2012, the Rail OTP calculation was adjusted to reflect Rush+. To allow for comparison with past performance, OTP was recalculated for Jan 2011-May 2012.

Rail On-Time Performance by Line

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	12-Month OTP
Red Line	91.7%	92.3%	91.4%	92.9%	90.5%	90.0%	90.6%	92.2%	91.5%	92.3%	87.8%	91.1%	91.2%
Blue Line	91.0%	90.4%	90.3%	90.5%	91.4%	90.4%	90.5%	91.6%	91.6%	91.1%	90.2%	91.4%	90.9%
Orange Line	93.0%	92.5%	93.0%	93.0%	93.3%	92.7%	92.4%	93.3%	93.3%	93.1%	92.2%	93.4%	92.9%
Green Line	94.5%	93.9%	94.4%	93.5%	93.5%	93.6%	93.7%	94.7%	93.8%	92.5%	92.2%	93.6%	93.7%
Yellow Line	92.7%	92.5%	92.0%	92.3%	92.6%	92.4%	92.6%	93.8%	92.9%	92.9%	91.2%	95.0%	92.8%
Average (All Lines)	92.3%	92.2%	92.1%	92.4%	91.9%	91.5%	91.7%	92.7%	92.4%	92.2%	90.3%	92.3%	92.0%

KPI: Rail Fleet Reliability (Rail Mean Distance Between Delays by Railcar Series) -- Target = 60,000 miles

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	40,253	40,399	43,537	42,237	42,556	32,526	36,551	50,842	51,013	72,943	67,555	66,942	46,274
CY 2013	67,500	71,323	71,225	64,890	62,418	61,745	51,757	69,230	75,697	61,959	51,248	63,468	63,624

KPI: Rail Fleet Reliability (Rail Mean Distance Between Delays by Railcar Series) -- Target = 60,000 miles

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
1000 series railcars	54,957	62,059	86,988	61,274	47,303	62,981	40,344	64,881	62,987	74,880	46,283	87,738	59,842
2000/3000 series railcars	81,562	103,832	87,537	97,509	107,133	67,271	104,897	123,374	128,953	81,366	82,916	84,531	93,027
4000 series railcars	34,736	30,497	29,932	43,317	31,220	25,575	12,087	28,465	30,393	20,165	16,337	25,384	24,798
5000 series railcars	81,165	55,815	56,372	46,025	44,579	57,447	115,289	53,741	59,349	47,648	32,215	43,412	52,738
6000 series railcars	91,361	137,175	105,226	65,697	99,006	128,325	81,207	77,985	111,766	116,314	157,980	82,233	97,537
Fleet average	67,500	71,323	71,225	64,890	62,418	61,745	51,757	69,230	75,697	61,959	51,248	63,468	63,624

KPI: MetroAccess On-time Performance -- Target = 92%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	93.4%	92.3%	91.7%	92.8%	92.4%	92.7%	93.6%	92.5%	92.1%	92.4%	92.2%	92.3%	92.5%
CY 2013	93.3%	92.3%	92.6%	91.6%	91.9%	89.9%	91.3%	92.9%	90.6%	91.2%	91.1%	92.5%	91.8%

KPI: Escalator System Availability -- Target = 89%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	88.6%	89.4%	89.3%	90.0%	90.7%	90.6%	89.9%	87.6%	86.8%	88.4%	90.4%	90.8%	89.4%
CY 2013	90.2%	89.8%	92.0%	91.9%	92.3%	91.6%	92.6%	92.8%	93.8%	93.9%	92.9%	91.8%	92.1%

KPI: Elevator System Availability -- Target = 97.5%

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	95.7%	96.6%	96.5%	96.5%	97.3%	98.0%	97.0%	97.5%	97.2%	97.4%	96.9%	97.5%	97.0%
CY 2013	97.5%	96.7%	96.1%	95.4%	95.1%	94.9%	96.7%	96.6%	96.9%	96.8%	97.4%	96.9%	96.4%

KPI: Customer Injury Rate (per million passengers)* -- Target = < 1.8 injuries per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	1.60	1.23	1.27	1.69	2.79	2.61	1.39	1.52	1.28	1.99	1.21	1.45	1.68
CY 2013	1.88	1.45	1.84	2.60	1.78	2.05	1.46	1.98	2.23	2.38	1.68	1.59	1.92

*Includes Metrobus, Metrorail, rail transit facilities (stations, escalators and parking facilities) and MetroAccess customer injuries

Bus Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	1.58	1.28	1.11	2.81	4.49	4.18	1.43	1.69	1.15	3.58	1.39	1.48	2.19
CY 2013	1.40	2.03	2.30	4.48	2.06	3.03	1.61	2.73	3.51	3.47	1.55	1.25	2.48

Rail Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	0.00	0.00	0.05	0.11	0.16	0.05	0.05	0.05	0.12	0.17	0.06	0.07	0.08
CY 2013	0.12	0.06	0.06	0.05	0.16	0.00	0.10	0.28	0.06	0.06	0.13	0.07	0.10

Rail Transit Facilities Occupant Injury Rate (per million passengers)*

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	1.57	1.08	1.22	0.84	1.57	1.54	1.06	0.93	1.20	0.69	0.93	1.37	1.07
CY 2013	2.02	0.83	1.40	1.32	1.24	1.23	0.98	1.17	1.12	1.34	1.60	1.43	1.30

*Includes station, escalator and parking facility customer injuries.

KPI: MetroAccess Customer Injury Rate (per million passengers)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	5.92	11.69	10.83	11.47	5.48	17.45	30.40	45.07	6.18	11.96	5.98	6.31	14.15
CY 2013	5.95	18.40	11.67	16.55	21.81	23.63	33.57	5.47	16.92	21.10	5.78	30.18	17.59

KPI: Employee Injury Rate (per 200,000 hours) -- Target = < 5.0 injuries per 200,000 hours

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	4.15	4.84	4.07	5.29	7.11	4.93	3.00	3.93	4.62	5.09	4.59	6.57	4.86
CY 2013	4.45	5.74	5.09	6.00	3.89	5.28	5.09	4.95	4.31	3.74	5.09	4.26	4.81

* Starting in 2013, WMATA's definition of an employee injury is aligned with industry practices which meet the Occupational Safety and Health Administration (OSHA) Recording Criteria: death, days away from work, restricted work or transfer to another job, medical treatment beyond first aid, loss of consciousness, or a diagnosis of a significant injury/illness by a physician. Results from CY2012 have been recalculated to enable historical analysis.

* Effective 2013, prior month claims may be revised each month to reflect the result of an investigation or a lagged claim; prior month hours may be revised to reflect updated hours.

KPI: Crime Rate (per million passengers)* -- Target = < 2,000 Part I Crimes in Calendar Year 2013

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012 Metrobus	1.41	0.93	0.77	1.10	1.57	1.11	0.54	0.77	1.09	0.54	1.03	1.00	0.99
CY 2013 Metrobus	1.78	1.57	0.99	1.38	1.46	0.82	1.38	1.98	1.22	1.31	1.76	0.58	1.36
CY 2012 Metrorail	7.99	8.31	5.14	4.79	4.62	6.52	6.13	5.66	7.52	6.16	6.43	5.75	6.20
CY 2013 Metrorail	5.95	7.00	4.70	4.97	9.19	9.25	7.76	9.08	8.53	8.13	5.87	4.30	7.10
CY 2012 Parking	1.64	0.78	1.17	1.32	2.36	1.90	1.85	2.25	4.09	1.84	2.72	2.67	2.02
CY 2013 Parking	0.81	0.51	0.89	1.42	1.62	1.00	1.39	1.73	2.90	2.15	1.72	0.68	1.41

Crimes by Type

2013	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Nov
Robbery	53	48	23	26	32	31	34	31	43	35	41	26	423
Larceny (Snatch/Pickpocket)	56	48	43	54	86	61	74	67	51	83	51	24	698
Larceny (Other)	27	31	40	58	94	95	78	115	90	77	45	26	776
Motor Vehicle Theft	1	3	1	4	7	6	7	7	14	5	4	2	61
Attempted Motor Vehicle Theft	1	0	4	4	4	1	1	1	8	2	5	0	31
Aggravated Assault	11	9	8	4	9	9	10	7	9	10	6	9	101
Rape	0	0	0	0	0	0	0	0	0	0	0	0	-
Burglary	0	0	0	0	0	0	0	0	2	0	0	0	2
Homicide	0	0	0	0	0	0	0	0	0	0	0	0	-
Arson	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	**149**	**141**	**119**	**150**	**232**	**203**	**204**	**228**	**217**	**212**	**152**	**87**	**2,094**

**Monthly crime statistics can change as a result of reclassification following formal police investigation.

KPI: Customer Commendation Rate (per million passengers) -- Target = > 10.8 per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	10.1	10.5	11.3	11.1	11.0	11.2	10.9	11.9	11.7	11.7	10.9	11.1	11.1
CY 2013	12.7	12.9	11.0	12.9	12.7	12.4	14.0	12.3	11.3	12.4	10.8	13.0	12.4

KPI: Customer Complaint Rate (per million passengers) -- Target = < 125 complaints per million passengers

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	122	130	131	120	122	142	136	134	141	140	124	124	122
CY 2013	125	124	115	124	126	132	137	122	133	134	167	148	132

Metrobus Ridership (millions of unlinked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	10.8	10.9	11.7	11.0	11.6	11.0	11.2	11.9	11.3	11.2	10.8	10.1	133.5
CY 2013	10.7	10.4	11.3	11.6	12.1	11.2	11.8	11.7	11.7	12.3	11.0	10.4	136.2

Metrorail Ridership (millions of linked trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	16.5	16.6	19.7	19.0	19.1	19.5	18.9	18.2	16.6	17.4	16.2	14.6	212.2
CY 2013	17.3	15.7	17.9	19.7	18.5	17.9	19.4	18.0	16.9	17.2	15.7	14.7	208.9

MetroAccess Ridership (100,000s of completed trips)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Thru Dec
CY 2012	1.69	1.71	1.85	1.74	1.83	1.72	1.64	1.77	1.62	1.67	1.67	1.59	20.50
CY 2013	1.68	1.63	1.71	1.81	1.83	1.69	1.79	1.83	1.77	1.90	1.73	1.66	21.04

Note: Targets are re-evaluated annually and based on changing operating conditions and performance.

Metro Service Area

Size	1,500 sq. miles
Population	5 million

Ridership

Mode	FY 2012	Average Weekday
Bus	132 million	412,158 (December 2013)
Rail	218 million	602,349 (December 2013)
MetroAccess	2.1 million	6,498 (December 2013)
Total	353 million	

Fiscal Year 2013 Budget

Operating	$1.6 billion
Capital	$.9 billion
Total	$2.5 billion

Metrobus General Information

Size	11,279 bus stops and 2,392 shelters
Routes*	318 Routes on 175 Lines
Fiscal Year 2013 Operating Budget	$565 million
Highest Ridership Route in 2009	30's – Pennsylvania Ave. (16,330 avg. wkdy ridership)
Metrobus Fare	$1.80 cash, $1.60 SmarTrip®, Bus-to-bus Transfers Free
Express Bus Fare	$4.00 cash, $3.65 SmarTrip®, Airport Fare $6.00
Bus Fleet*	1,507
Buses in Peak Service	1,284
Bus Fleet by Type*	Compressed Natural Gas (460), Electric Hybrid (671), Clean Diesel (144) and All Other (232)
Average Fleet Age*	6.7 years
Bus Garages	10 – 4 in DC, 3 in MD and 3 in VA

**As of April 4, 2013.*

Metrorail General Information

Fiscal Year 2013 Operating Budget	$896 million
Highest Ridership Day	Obama Inauguration on Jan. 20, 2009 (1.1 million)
Busiest Station in 2012	Union Station (713,000 entries in November 2012)
Regular Fare (peak)	Minimum - $3.10 paper fare card, $2.10 SmarTrip® Maximum - $6.75 paper fare card, $5.75 SmarTrip®
Reduced Fare (non-peak)	Minimum - $2.70 paper fare card, $1.70 SmarTrip® Maximum - $4.50 paper fare card, $3.50 SmarTrip®
Paper Farecard Surcharge	$1.00 per trip 50¢ fare surcharge for seniors/people with disabilities
1st Segment Opening/Year	Farragut North-Rhode Island Avenue (1976)
Newest Stations/Year	Morgan Boulevard, NoMa-Gallaudet (New York Ave), and Largo Town Center (2004)
Rail Cars in Revenue Service	1,104
Rail Cars in Peak Service	896
Rail Cars by Series	1000 Series (288), 2000/3000 (362), 4000 (100), 5000 (184) and 6000 (184)
Lines	5 – Red, Blue, Orange, Green, and Yellow
Station Escalators	588
Station Elevators	245
Longest Escalator	Wheaton station (230 feet)
Deepest Station	Forest Glen (21 stories / 196 feet)
Rail Yards	9 – 1 in DC, 6 in MD and 2 in VA

MetroAccess General Information

Fiscal Year 2014 Operating Budget	$114 million
MetroAccess Fare	Within the ADA service area – twice the equivalent SmarTrip-based fare up to a $7 maximum
Paratransit Vehicle Fleet**	600
Average Fleet Age**	1.5 years
Paratransit Garages	6 (1 in DC, 3 in MD and 2 in VA)
Service Delivery Providers	Diamond Transportation, First Transit, and Veolia Transportation
Quality Assurance Provider	Medical Transportation Management
Operations Control Center Provider	MV Transportation

***As of June 2013.*

Appendix E.

Glossary of Acronyms and Abbreviations E-1

Appendix E. Glossary of Acronyms and Abbreviations

A

A&E	architecture and engineering
AA	alternatives analysis
AAI-CAF	(Spanish acronym) manufacturer of the 5000 Series rail cars
AC	air conditioning or alternating current
ACI	automatic car transponder identification system
ADA	Americans with Disabilities Act
AFC	automatic fare collection
AGT	automated guide-way transit
AIM	advanced information management
AIT	Arts in Transit
AP	Accounts Payable
APS	auxiliary power supply
APTA	American Public Transportation Association
ARS	adopted regional system
AST	above-ground storage tank
ATC	automatic train control
ATO	automated train operation
ATD	advanced technology diesel
ATS	automatic transfer switch
AVL	automatic vehicle locator
AVR	automatic voltage regulator
AWP	Annual Work Plan

B

BAFO	best and final offer
BAH	Booz, Allen & Hamilton, Inc.
BDA	bi-directional amplifiers
BEAC	budget estimate at completion
BMM	Beyond Metro Matters Program
BOCC	bus operations control center
BRT	bus rapid transit

C

CAD	computer-aided dispatch
CADD	computer-aided design and drafting
CAFE	computer authorization for expenditure workflow system
CAFR	Comprehensive Annual Financial Report
CAP	Certified Apprenticeship Program
CCP	communications control panel
CCTV	closed-circuit television
CD	calendar days
CDR	conceptual design review

CFA	Capital Funding Agreement (FY2011-2016)
CIP	Capital Improvement Program
CIWS	customer information web services
CM	construction manager
CMAA	Construction Management Association of America
CMAQ	Congestion Mitigation and Air Quality
CMC	construction management consultant
CMU	concrete masonry unit
CNG	compressed natural gas
COG	(Metropolitan Washington) Council of Governments
COLA	cost of living adjustment
COTS	commercial off the shelf
CPOS	compact point of sale
CRCS	Comprehensive Radio Communications System
CSP	Construction Safety Program
CTB	(Virginia) Commonwealth Transportation Board
CTC	Capital Transit Consultants
CTF	Carmen Turner Facility

D

D/B	design/build
D/B/B	design/bid/build
DBE	disadvantaged business enterprise
DBFM	dynamic brake feedback module
DCU	door control unit
DEIS	draft environmental impact statement
DMJM	Daniel, Mann, Johnson & Mendenhall
DPS	drainage pumping station
DRB	Dispute Review Board
DRPT	(Virginia) Department of Rail and Public Transportation
DTP	Dulles Transit Partners, LLC

E

E&O	errors and omissions
EA	environmental assessment
EDADS	enhanced data acquisition and display system
EIS	environmental impact statement
EMI	engineering modification instructions or electro-magnetic interference
EPA	Environmental Protection Agency
EPM	Enterprise Performance Management
ERRP	Emergency Rail Rehabilitation Program
ETEC	emergency tunnel evacuation carts
ETC	estimate to complete
EV	earned value

F

FAI	first article inspection
FCCI	first car configuration inspection
FDR	final design review
FEIS	final environmental impact statement
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
FTE	full time employee
FTA	Federal Transit Administration
FUA	first unit accepted

G

GAAP	generally accepted accounting principles
GEC	general engineering consultant
GFOA	Government Finance Officers Association
GIS	Geographic Information System
GMP	guaranteed maximum price
GOTRS	General Order Track Rights System
GPS	Global Positioning System

H

HCM	human capital management
HEDS	hybrid enterprise document management system
HEOP	Heavy Equipment Overhaul Program
HVAC	heating, ventilation, and air conditioning

I

IAM	Identity and access management
IAWP	Integrated Annual Work Plan
ICCA	Interim Capital Contributions Agreement
IFC	issued for construction
IFO	Integrated Finance Organization-Finance Project
IFP	Integrated Financial Plan
IGF	internally generated funds
IRP	Infrastructure Renewal Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	intelligent transportation systems

J

JARC	Job Access/Reverse Commute
JCC	Jurisdictional Coordinating Committee
JGB	Jackson Graham Building
JOC	Job Order Contracting Program
JV	joint venture

L

LBT	large bore tunnel
LD	liquidated damages
LGS	Lane, Granite and Skanska Joint Venture
LNTP	limited notice to proceed
LPA	locally preferred alternative
LRT	light rail transit
LRV	light rail vehicle
LUA	last unit accepted

M

MARC	Maryland Area Regional Commuter
MCC	motor control center
MDBD	mean distance between delays
MDBF	mean distance between failures
MDBS	mean distance between service interruptions
ME	month-end
MEAD	Metro Electronic Action Document
MIS	major investment study
MMFA	Metro Matters Funding Agreement
MMMS	Material Maintenance and Management System
MMP	Metro Matters Program
MMU	mobile maintenance unit
MOD	(contract) modification
MOS	minimum operable segment
MPS	master program schedule
MTA	Maryland Transit Administration
MTTR	mean time to repair
MWAA	Metropolitan Washington Airport Authority
MWCOG	Metropolitan Washington Council of Governments

N

NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NSP	New Start Project
NTSB	National Transportation Safety Board
NTD	National Transit Database
NTE	not to exceed
NTI	National Transit Institute
NTP	notice to proceed

O

O&M	operating and maintenance (such as O&M costs)
OCC	Operations Control Center
ODC	other direct costs
ODP	(U.S.) Office of Domestic Preparedness
OFS	order for services
OTP	on-time performance
OWS	oil water system

P

PB(QD)	Parsons, Brinckerhoff, Quade & Douglas, Inc.
PCI	payment card industry
PCO	pending (or proposed) change order
PDR	preliminary design review
PE	preliminary engineering
P/I	policy instruction
PIDS	Passenger Information Display System
PLE	parking lot equipment
PM	project manager
PMI	Project Management Institute
PMO	project management oversight
PMOC	project management oversight contractor
PMP	project management plan
PPE	personal protective equipment
PSS	Program Station Stop, or Public Safety System
P2D	Parsons Transportation Group, Inc.; Parsons, Brinckerhoff, Quade & Douglas, Inc.; and Delon Hampton & Associates

Q

QA	quality assurance
QC	quality control

R

RAC	Riders' Advisory Council
RCSC	Regional Customer Service Center
RE	resident engineer
RFP	request for proposal
RFQ	request for qualifications
RMS	Records Management System
ROCS	Rail Operations Computer System
ROD	record of decision, or revenue operations date
ROW	right of way
RTU	remote terminal unit

S

S&I	storage/service and inspection
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SAP	System Access/Capacity Program, or safety awareness program
SCI	substantial completion inspections
SCP	Safety Certification Program
SCWG	safety certification working group
SEP	System Expansion Program
SEIP	System Expansion and Improvement Program
SM	switch machine
SMADS	Station Monitor and Display System (fare collection equipment)
SMS	Safety Measurement System
SOC	station operator's console
SOS	scope of service
SOW	scope of work
SRO	station over-run
SSOA	state safety oversight agency
SSPP	System Safety Program Plan
SSPS	system safety program standards
SSWP	Site Specific Work Plan

T

TBS	tie breaker station
TC	train control
TCR	train control room
TEA-21	Transportation Equity Act for the 21st Century
TIFIA	Transportation Infrastructure Finance & Innovation Act
TIIF	Transportation Infrastructure Investment Fund
TIP	Transportation Improvement Program
TOC	Tristate Oversight Committee
TOD	transit oriented development
TPSG	traction power switch gear
TPSS	traction power substation
TSI	Transportation Safety Institute
TSP	transit signal priority
TUN	temporary user notice

U

UPS	uninterrupted power supply
UST	under-ground storage tank

V

VE	value engineering
VMS	Vehicle Management/Monitoring System
VRE	Virginia Railway Express

W

WBS	work breakdown structure
WMATA	Washington Metropolitan Area Transit Authority
WMS	Warehouse Management System

Y

YE	year end
YOE	year of expenditure
YTD	year to date

Appendix F.

Glossary of Terms.....F-1

Appendix F. Glossary of Terms

AAC *(Accessibility Advisory Committee)*	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 *(Americans with Disabilities Act)*	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 *(Arlington Transit)*	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 *Also see "Slinky" bus*	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 *(Assistant General Manager)*	An executive who reports directly to the General Manager/CEO or a Deputy General Manager of Metro.
Assets	Property owned by Metro which has monetary value with a future benefit.
Balanced Budget	Refers to a budget where estimated revenues are equal to or greater than estimated expenses.

Board of Directors	The Board of Directors is a 16-member body composed of eight voting and eight alternate members responsible for corporate governance of Metro.
Bond	A written promise to pay a specified sum of money (face value) at a specified future date and the proposed means of financing them.
Bond Proceeds	Refers to additional local capital funds raised, when necessary, by issuance of revenue bonds in the municipal markets.
Budget	Refers to a financial operation embodying an estimate of revenues and expenditures for a fiscal period of 12 months or longer. This can be an operating or capital budget.
Budget Calendar	Refers to a schedule of key dates for specific milestones in the preparation and approval of a budget.
Budget Document	Refers to the official written statement and the supporting numbers prepared by the Financial staff for presentation for approval by the Board.
Budget Message	Refers to the general discussion of the budget document presented in writing as an overview, usually by the head of the organization.
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
CAFR *(Comprehensive Annual Financial Report)*	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.
CNG *(Compressed Natural Gas)*	A natural gas fuel used in a clean engine technology.
COLA *(Cost of Living Adjustment)*	Cost of Living Adjustment (COLA) for inflation for employees.
Compact	Refers to interstate compact creating Metro; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Contingency Funds	Operating and capital funds reserved for unexpected expenditures during the fiscal year which were not addressed in the annual budget.
Cost Allocation	Refers to expenses accounted for in one fund assigned to another fund. For example, certain operating expenses of a division may be charged to a capital project as overhead cost.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.
Deadhead	Refers to non-revenue time when a bus or train is not carrying revenue passengers, usually a trip from, to, or between lines, yards or garages. Usually this refers to bus or rail travel to or from the garage or yard to a terminus or station where revenue service begins or ends.
Deficit	Refers to an excess of Liabilities over Assets or Expenses over Revenue.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
DGM *(Deputy General Manager)*	An executive who reports directly to the General Manager.
Diesel Fuel	Fuel composed of petroleum distillates that have a boiling point and specific gravity higher than gasoline.

Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County, Virginia and to Metrorail stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass to ride Metrorail. A pass is gate- activated the first time it is used and prints the last valid date on the pass. Farecards contain a set value. Trip values are subtracted from the farecard upon exiting the station gate.
Flash Pass	Metrobus pass valid for unlimited use for a designated seven-day period.
Four-point Securement System	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
FTA *(Federal Transit Administration)*	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 (*Generally Accepted Accounting Principles)*	Accounting standards, revised periodically, to which both private and public organizations within the United States are expected to conform.
GM/CEO *(General Manager/Chief Executive Officer)*	The General Manager and Chief Executive Officer of Metro who reports directly to the Board.
Head Sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway *(Frequency)*	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 *(Jurisdictional Coordinating Committee)*	The staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro.
Kiss and Ride	Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.
Kneeling Bus *Also see Passenger lift*	Refers to a feature on all buses that lowers the floor to the curb or to near-curb level to make it easier for passengers to board, especially for seniors and persons with disabilities.
KPI *(Key Performance Indicator)*	KPIs are Key Performance Indicators that measure long term progress in the strategic areas of safety, security, service reliability and customer satisfaction.
Layover Time *Also known as Spot time*	Refers to time built into a schedule between arrival and departure for bus drivers to rest; minimum times are set by union contract. Layovers normally occur at each end of a route to allow for a driver's break and schedule recovery, but they may be scheduled at other points to allow for timed transfer connections.
Liability	A debt or legal obligation arising from transactions in the past which must be liquidated, renewed or refunded at a future date.
Linked/Unlinked trip	An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride. Metrorail reports ridership as linked trips. A linked trip is counted every time a customer enters through a fare gate. For example, where a customer transfers between two trains to complete their travel one trip is counted.
Loop	Refers to a portion of a bus line where the driver operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.
Loudoun County Transit	The weekday bus service from Loudoun County, Virginia to Washington D.C., the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. A reverse commute bus service is provided from West Falls Church to Loudoun County.

MARC *(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.
Metro	The Washington Metropolitan Area Transit Authority.
MetroAccess	The operating unit of Metro that offers service for eligible people with disabilities who are unable to use regular accessible Metrorail, Metrobus and local bus service (fixed route). Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, MetroAccess operates a fleet of over 500 vans and sedans. The vans are equipped with passenger lifts and wheelchair tie-downs.
Metrobus	The operating unit of Metro that offers bus service on 332 routes on 180 lines throughout the Metro region. Buses currently running are made by Orion, New Flyer, Neoplan and NABI.
Metrorail	The operating unit of Metro that offers a subway system that consists of 106.3 route miles (subway, aerial and surface) and 86 passenger stations and a fleet of over 1,100 rail cars.
Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
MTA *(Maryland Transit Administration)*	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and/or ferry systems.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.

NTSB *(National Transportation Safety Board)*	NTSB is an independent federal agency charged with determining the probable cause of transportation accidents, promoting transportation safety, and assisting victims of transportation accidents and their families.
OCC *(Operations Control Center)*	The operations center that facilitates monitoring and communications for Metrorail operations.
Office	An organizational until that falls under the structure of a department.
Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan area.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.
Passenger Lift *Also see Kneeling bus*	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps.
Peak Service	Refers to weekday a.m. and p.m. service during commute hours that carries a maximum number of passengers. For Metrorail, peak hours are defined as the time between opening and 9:30 AM in the morning, and between 3 PM and 7 PM at night.
Personnel Services	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
PIDS (*Passenger Information Display System*)	Refers to signs located on each platform and mezzanine of every rail station to provide information to customers including next train's scheduled time of arrival, service delays, elevator outages, and free shuttle arrangements when elevators are out of service.

Platform Hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.
Proposed Budget	Refers to the budget prepared with preliminary estimates by the GM/CEO for the consideration of the Metro Board.
RAC *(Riders' Advisory Council)*	A committee established by the Metro Board. The council allows Metro customers an unprecedented level of input on bus, rail and paratransit service. The 21-member council includes six representatives from Maryland, Virginia, and the District of Columbia, two at-large members, and the chair of Metro's Accessibility Advisory Committee.
Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours *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 Linked/Unlinked trip*	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County regional bus transit system in Maryland.
Round Trip *(Also known as a cycle)*	Refers to one inbound, plus one outbound trip (unless a loop route), equals one round trip or cycle.
"Slinky" Bus *Also see Articulated bus*	Refers to a nickname used by many passengers for the articulated bus.

SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia.
SmartTrip®	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a programmed reader on Metrobuses and at fare gates on Metrorail.
Strategic Buses	Refers to spare buses available for service in the event that a bus in route is taken out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, D.C., suburban Maryland (Montgomery County and Prince George's County) and Northern Virginia counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	Prince George's County, Maryland weekday bus service to Metrorail Stations.
TOC *(Tristate Oversight Committee)*	The Tri-state Oversight Committee is a partnership between state-level agencies in Maryland, Virginia and the District of Columbia to jointly oversee safety and security at the Washington, DC Metrorail system.
Transit Advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
Tripper	Refers to trains or buses from a line or route used to re-route to serve another line or route.
Trunk Line	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
TSI *(Transportation Safety Institute)*	A Federal Transit Administration-sponsored institute that conducts a full range of training programs in rail and bus safety and accident investigation.

VRE (*Virginia Railway Express*)	The commuter rail service that connects the Northern Virginia suburbs to Union Station in Washington, D. C., via two lines: the Fredericksburg Line from Fredericksburg, Virginia, and the Manassas Line from Broad Run/Airport station in Bristow, Virginia.
WMATA *(Washington Metropolitan Area Transit Authority)*	Refers to the acronym used for Washington Metropolitan Area Transit Authority serving the Washington Metropolitan area which consists of Washington, D.C., suburban Maryland (Montgomery County and Prince Georges County) and Northern Virginia counties of Arlington and Fairfax and the cities of Alexandria, Fairfax and Falls Church. Also known as Metro.

How to Contact Metro

By mail or in person:

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

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

By website:

http://www.wmata.com

By email:

csvc@wmata.com
Customer assistance

By telephone:

Metro general information
202/962-1234
Administrative offices and general information
Weekdays: 8:30 a.m. to 5:00 p.m.

Customer assistance
202/637-1328
Suggestions, commendations, comments

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

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

Transit Police
202/962-2121