



Washington Metropolitan Area Transit Authority

Rebuilding the Foundation

Approved Fiscal Year 2011
Annual Budget

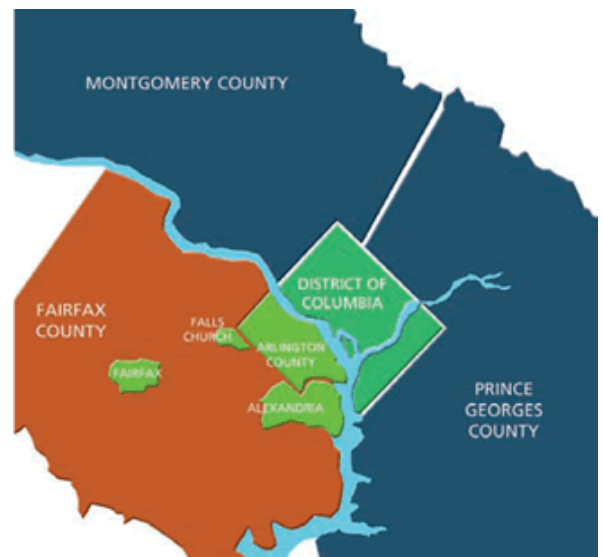




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General Manager's Message

There are times when the best way to move forward is really to go back to basics. In the coming years, we must rebuild the pillars of Metro. We must rebuild our safety program, service reliability and customer service program, as well as reinforce our financial foundation.

This budget was developed with great attention being paid to the rebuilding effort and specifically to our three pillars. This budget also started with the guidance of the Metro Board and reflects great consideration to the preferences of our passengers, who told us clearly that continued safe service was their paramount concern.

We have already taken a number of decisive actions to satisfy our most pressing safety priorities, including implementing recommendations of the National Transportation Safety Board. This budget allows us to continue this important work, and also puts us on a path to establishing an organizational safety culture that is dedicated to preventing incidents before they ever occur.

In the coming year we will continue advanced training by the Transportation Safety Institute for employees in our safety department and throughout the organization, to ensure we are keeping up with the latest advances in transit safety. We will complete the implementation of our Safety Measurement System, which will allow us to rigorously track, identify and monitor progress on addressing existing and potential safety concerns. We will conduct the training needed to implement an improved Roadway Worker Protection Program and the newly revised rulebook for rail operations, and we will institute a suicide prevention program.

Along with all of these initiatives that will help build our safety culture, we are also enlisting the involvement of our employees, who are our eyes and ears for safety. This year, we will communicate our reinforced Whistleblower policy, encourage continued use of our newly established hotline and begin work to establish a program and procedures for the reporting of near misses without punitive consequences.

Of course, the heart of Metro is the trains, buses and infrastructure, which we have also started rebuilding. This year, thanks to additional funding contributions from the federal government and jurisdictions, Metro is embarking on one of the largest capital budget programs since its completion.

The primary focus of the nearly \$1 billion allocated in FY2011 is repairing our core infrastructure, which ultimately will mean a safer and more reliable service for the millions of travelers who depend upon us.

Among the important customer amenity and service work that will continue in the next year is the repair of our escalators and elevators. In the coming years on the Red Line, we will rehabilitate 46 escalators and 22 elevators, and we will replace another six

escalators. Our future plans also involve the replacement of three escalators and the rehabilitation of 90 escalators and 22 elevators on the Blue and Orange Lines.

To improve the reliability for our rail customers, we will continue the project to upgrade portions of the Red Line between Dupont Circle and Silver Spring Metrorail stations and we will begin the upgrade of the Blue Line between Ronald Reagan Washington National Airport and Stadium-Armory Metrorail stations.

For our bus customers, we are putting new buses in service. We are also rehabilitating bus garages, the oldest of which is over a century old, and we will move forward on replacing the Royal Street, Southeastern and Southern garages as part of our long-term capital plan.

Our success in improving safety and reliability truly hinges on our ability to reach our third goal, which is to create stable financing for Metro. This year, marks the start of a budget that was made possible through cost reductions, increased revenue provided by customers, continued contributions by our partner jurisdictions, federal grants, and funds from the American Recovery and Reinvestment Act. This year also marks the first year of a new six-year capital funding agreement, which allowed for the \$1 billion FY2011 capital program.

Ultimately, though, we must initiate a regional discussion of Metro's long-term fiscal outlook to identify both challenges and solutions. Concurrently, we will be working to fully integrate the financial and mission critical systems to reinforce accountability and transparency for Metro.

There is much to do in the year ahead. As we move forward, we appreciate the assistance from our funding and oversight partners, and most of all we appreciate the support of our riders. Providing safe and reliable transit service to our riders is the Metro mission at its most basic, and the basics will continue to move us forward.



A handwritten signature in blue ink that reads "Richard R. Sarles". The signature is written in a cursive, flowing style.

Richard R. Sarles
General Manager

Chapter 1. Introduction to the Washington Metropolitan Area Transit Authority

Metro Profile

History in Brief

Metro was created in 1967 by 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.

Metro Facts

- Metro maintains the second largest rail system, the sixth largest bus system and the sixth largest paratransit service in the nation.
- Metro service area size is 1500 square miles with a population 3.5 million people.
- FY2011 budget is \$2.2 billion with an operating budget of \$1.5 billion and a capital budget of \$0.7 billion.
- Known as “America’s Transit System,” average weekday passenger trips on Metrorail and Metrobus total nearly 1.2 million.

- Metro has spurred over \$25 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 320 routes on 135 lines throughout the Metro region utilizing 12,000 bus stops and 2,398 shelters. 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 803 buses. Currently, the fleet comprises 1,480 buses of varying sizes and capacities. In FY2009, more than 133 million trips were 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 FY2009, Metrorail provided more than 222 million passenger trips. The system comprises three main types of structures: subway, surface and aerial. The subway (or underground) sections consist of 50.5 route miles and 47 stations. The surface sections comprise 46.31 miles and 33 stations, and the aerial sections consist of 9.22 route miles and 6 stations. While there are three types of structures, they operate as one unified system with seamless service to the passenger.

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

The system is extensively equipped with communication systems that facilitate the flow of information to and from the passenger. All stations are equipped with digital signs

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

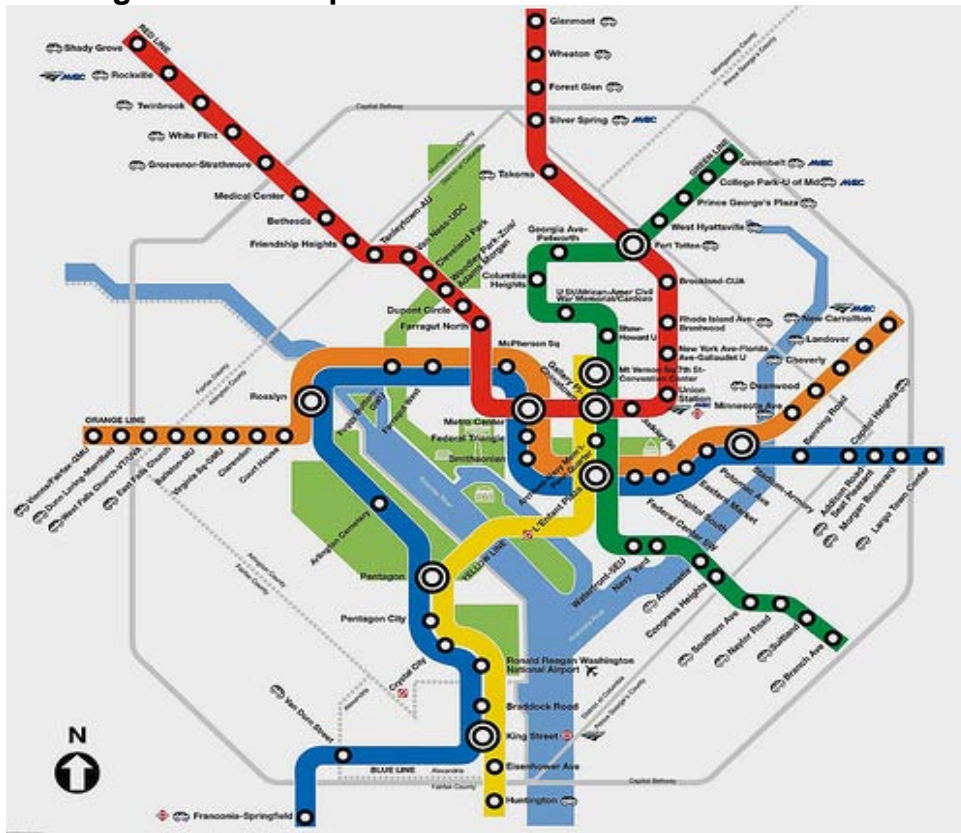
Sequence of Metrorail Openings

Metro began its construction of the Metrorail system in 1969 and the first phase of Metrorail operation began in 1976. The first 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 2004, the current system was completed with the openings of the Largo Town Center and the New York Avenue stations on the Blue and Red lines, respectively. Currently, the Silver line, along the Dulles corridor, is being constructed in two phases. Phase One is scheduled for opening in 2014 adding four stations to Metro's rail operations. For Phase Two, an additional 6 stations are expected to open in 2016. For additional details of the Metrorail system, please see the table and the maps below.

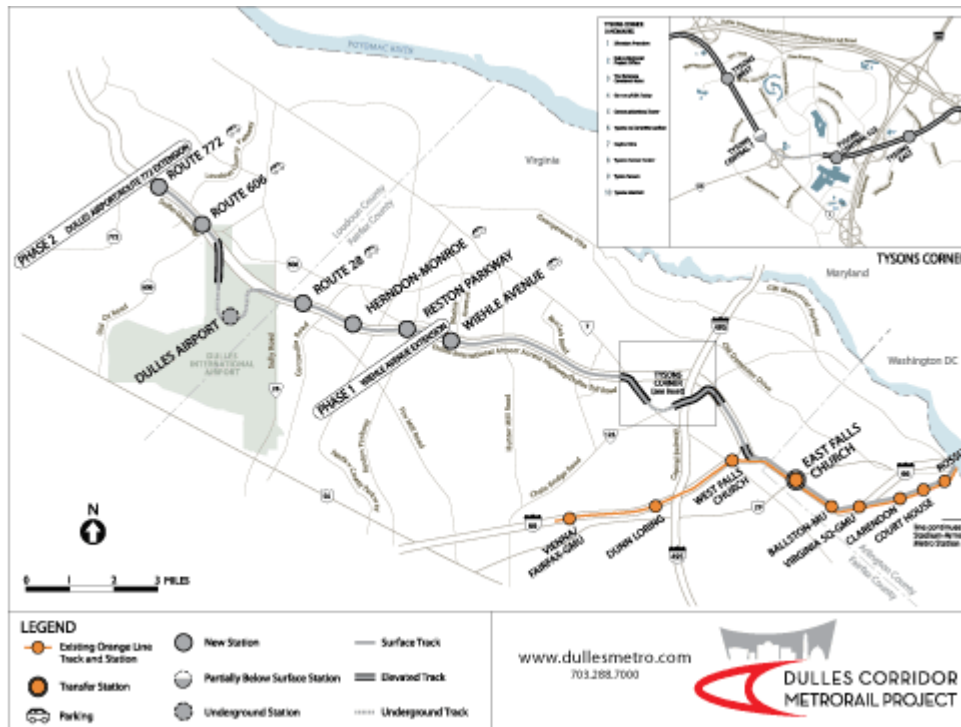
Table 1.1
Sequence of Metrorail Openings

Line	Segment	Stations	Miles	Date
Red	Farragut North to Rhode Island Ave	5	4.6	3/29/1976
Red	Gallery Pl-Chinatown	1	0	12/15/1976
Red	To Dupont Circle	1	1.1	1/17/1977
Blue/Orange	National Airport to Stadium-Armory	17	11.8	7/1/1977
Red	To Silver Spring	4	5.7	2/6/1978
Orange	To New Carrollton	5	7.4	11/20/1978
Orange	To Ballston-MU	4	3	12/1/1979
Blue	To Addison Road	3	3.6	11/22/1980
Red	To Van Ness-UDC	3	2.1	12/5/1981
Yellow	Gallery Pl-Chinatown to Pentagon	1	3.3	4/30/1983
Blue	To Huntington	4	4.2	12/17/1983
Red	To Grosvenor	5	6.8	8/25/1984
Red	To Shady Grove	4	7	12/15/1984
Orange	To Vienna/Fairfax-GMU	4	9.1	6/7/1986
Red	To Wheaton	2	3.2	9/22/1990
Green	To U St/African-Amer CivilWar Memorial/Cardozo	3	1.7	5/11/1991
Blue	To Van Dorn Street	1	3.9	6/15/1991
Green	To Anacostia	3	2.9	12/28/1991
Green	To Greenbelt	4	7	12/11/1993
Blue	To Franconia-Springfield	1	3.3	6/29/1997
Red	To Glenmont	1	1.4	7/25/1998
Green	Columbia Heights to Fort Totten	2	2.9	9/18/1999
Green	To Branch Ave	5	6.5	1/13/2001
Blue	To Largo Town Center	2	3.2	12/18/2004
Red	New York Avenue	1	0	11/20/2004

Existing Metrorail Map



Future Silver Line/Dulles Corridor Metrorail



MetroAccess

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

Metro Board of Directors and Agency Oversight

Board of Directors

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



Peter Benjamin, Chairman, joined the Metro Board in April 2007 as Principal Director, representing Montgomery County, Maryland. Mr. Benjamin previously served as Metro's Chief Financial Officer from 1993-2006.



Catherine Hudgins, First Vice Chairman, joined the Metro Board in January 2004 as an Alternate Director, representing Fairfax County, Virginia. She now serves as a Principal Director. Mrs. Hudgins was elected to the Fairfax County Board of Supervisors in November 1999.



Neil Albert, Second Vice Chairman joined the Metro Board in October 2008 as a Principal Director, representing the District of Columbia. He is the District of Columbia's City Administrator.



Mortimer L. Downey 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 for public and private clients both foreign and domestic.



Elizabeth M. Hewlett joined the Metro Board in April 2007 as a Principal Director, representing Prince George's County, Maryland. She is currently a partner in the law firm of Shipley, Horne & Hewlett, P.A.



Christopher Zimmerman has served on the Metro Board as a Principal Director, representing Arlington County, Virginia, since January 1998. He has been a member of the Arlington County Board since 1996.



Jim Graham joined the Metro Board in January 1999 and represents the District of Columbia as a Principal Director. Mr. Graham serves on the Council of the District of Columbia, representing Ward One.



Gordon Linton joined the Metro Board in May 2004 as Alternate Director representing Montgomery County, Maryland. Mr. Linton is a Senior Advisor and owner of 200consult Transportation Solutions.



Jeffrey C. McKay joined the Metro Board in January 2008, as an Alternate Director from Fairfax County, Virginia. Mr. McKay currently serves on the Fairfax County Board of Supervisors and represents the Lee District.



Anthony R. Giancola joined the Metro Board in February 2007, as an Alternate Director representing the District of Columbia. Since 1993, he has served as the Executive Director of the National Association of County Engineers.



Marcel C. Acosta joined the Metro Board in January 2010 as an Alternate Director representing the federal government. Mr. Acosta is the Executive Director of the National Capital Planning Commission (NCPC), the federal government's central planning agency for the National Capital Region.



Marcell Solomon joined the Metro Board in March 2003 as an Alternate Director from Prince George's County, Maryland. Mr. Solomon currently practices law at Solomon & Martin in Greenbelt, Maryland.



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



Michael A. Brown joined the Metro Board in November 2008 as an Alternate Director, representing the District of Columbia. He serves as an At-Large Member of the Council of the District of Columbia, and he is currently the Managing Director for Government Affairs at the law firm of Edwards, Angell, Palmer & Dodge.

Agency Oversight

Metro is overseen by both internal and external office/committees; these are:

- The Office of Inspector General (OIG)
- The Riders' Advisory Council (RAC)
- The Jurisdictional Coordinating Committee (JCC)
- Accessibility Advisory Committee (AAC)

Metro Office of the Inspector General

The Office of Inspector General (OIG), authorized by the Metro Board of Directors in April 2006, supervises and conducts independent and objective audits, investigations, and reviews of Metro programs and operations to promote economy, efficiency, and effectiveness, as well as to prevent and detect fraud, waste, and abuse in such programs and operations. The Inspector General provides advice to the Board of Directors and General Manager to assist in achieving the highest levels of program and operational performance in Metro. Helen Lew, Metro's first Inspector General, has served in that capacity since May 2007.

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. Francis DeBernardo currently serves as chairman.

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. Aaron Overman, representing the District of Columbia, currently serves as JCC chairman.

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. Patrick Sheehan currently serves as chairman.

Tristate 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. The committee is chaired by Matt Bassett.

Metro's Strategic Plan

The vision of Washington Metropolitan Area Transit Authority (Metro) is "Rebuilding the Foundation". The primary mission of Metro which flows from its vision is to provide the nation's safest transit service to our customers and improve the quality of life in the Washington metropolitan area. In achieving this overarching mission Metro has received praise as well as criticism regarding strategic planning. Metro does not appraise the criticism or praise lightly. To address Metro's dynamic operating environment, the Board of Directors is revising the strategic plan. Currently, Metro has established a strategic framework in which to provide direction to achieve its mission. Metro has identified five strategic goals and twelve concrete steps (objectives) to achieve these goals.

Vision: Rebuilding the Foundation

Mission: Provide the nation's best transit service to our customers and improve the quality of life in the Washington metropolitan area.

Values:

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

The strategic framework is summarized as follows:

5 Goals {

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

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

Transit Regional Planning

The Washington Metropolitan Area encompasses over 4,000 square miles in the District of Columbia, suburban Maryland and Northern Virginia. The Washington Metropolitan region is home to five million people and three million jobs¹. The region's public transportation system is well used by residents, visitors and businesses, carrying six percent of daily trips and 17 percent of commuting trips in 2008¹. During the morning peak period, 43 percent of commute trips to the region's core use transit including 32 percent on Metrorail, eight percent on bus and three percent on commuter rail². Ridership on the Metro transit system has continued to rise in recent years; however ridership growth is now slower in the non-work transit use category and in the midday and evening off-peak periods. In FY2009, ridership on Metrorail and Metrobus reached 356 million trips annually.

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

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

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

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

Demographics

The population of the jurisdictions served by Metro totals five million people and includes four counties, three independent cities and one federal district¹. This area makes up most of the Washington Metropolitan area, the ninth largest metropolitan area of the country. As per the 2007 Census survey, the demographic profile of the Washington Metropolitan area is as follows:

- 51.7 percent of the population is White – Non-Hispanic
- 26.3 percent is African American
- 11.6 percent is Hispanic
- 8.4 percent is Asian
- 2.0 percent is Mixed-Other

Between 2003 and 2007, the area grew by more than 275,700 people, 5.5 percent. In terms of education, 42.5 percent of Washington-area residents have a bachelor's degree and 19 percent have a graduate degree; the area also claims the highest percentage of PhDs nation-wide, at 2.5 percent of the population.

Economy

Employment in the Washington Metropolitan Statistical Area (WMSA) peaked in 2008 reaching 3.16 million jobs by June 2008. Since then, the region's employment experienced a slight decline due to the economic downturn that followed, presently at 3.10 million jobs. It is anticipated the total employment in the region will gradually bounce back to approximately 3.14 million jobs by late FY2011³.

References

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

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

³ Moody's Data. [Online] Available <http://www.moody.com/>, December 18, 2009.

Organizational Structure of Metro

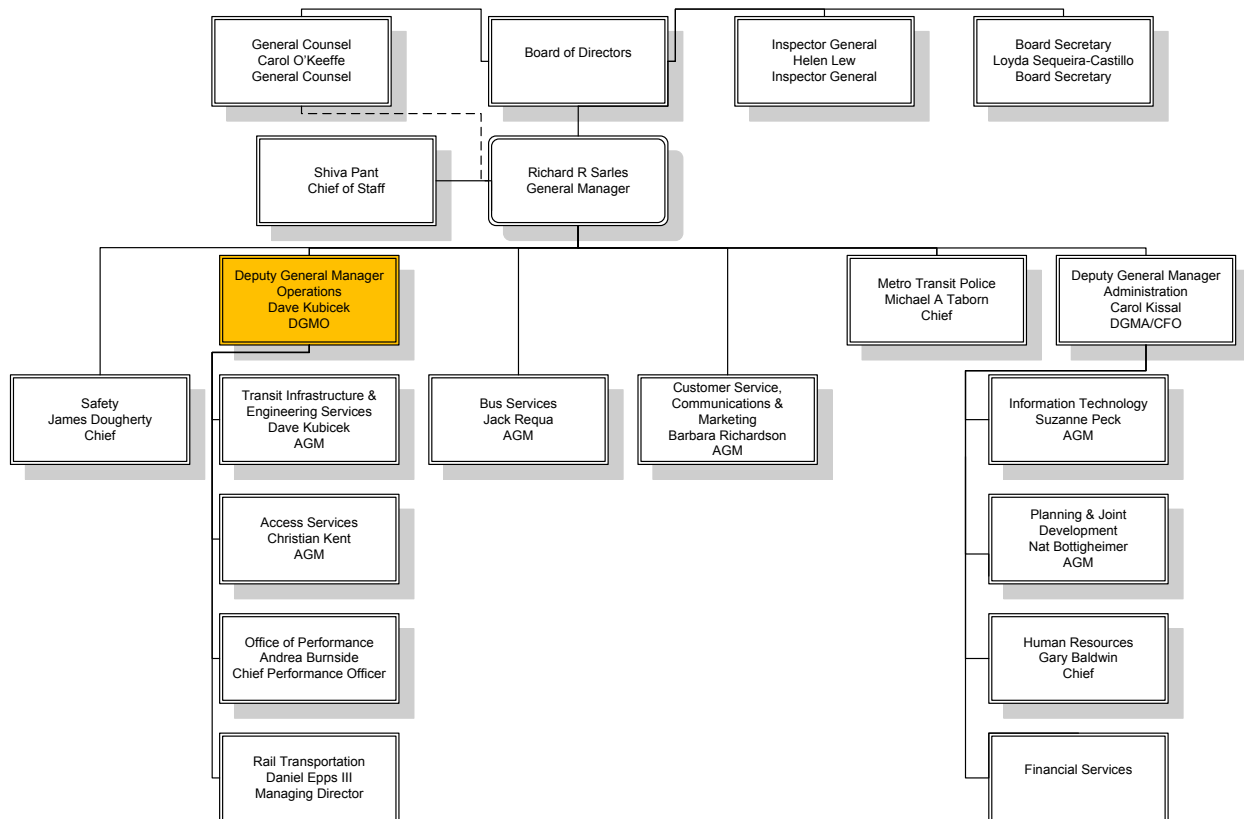
Metro consists of the Board of Directors; four independent departments; four operational departments, Metrobus, Metrorail, MetroAccess and Transit Infrastructure and Engineering Services (TIES) of which three are headed by the Deputy General Manager of Operations (DGMO); four administrative departments, Financial Services, Human Resources, Planning and Joint Development and Information Technology headed the Deputy General Manager of Administration/Chief Financial Officer (DGMA/CFO); Safety; Metro Transit Police and Communications, Marketing and Customer Service. The FY2011 Operating Budget, structure, and staffing are summarized in the budget summary, organization chart and the staffing summary.

Overall, the FY2011 operating budget increased by 6.5 million or 6.3 percent over the actual for FY2010. This is due primarily the budgeted increase of 6.0 percent in personnel costs for FY2010 and FY2011 for the unionized staff along with the increased staffing level of 1.1 percent.

Multi-Year Operating Expense by Fiscal Year Summary by Department (dollars in thousands)

<u>Department</u>	<u>Actual</u> <u>2008</u>	<u>Actual</u> <u>2009</u>	<u>Actual</u> <u>2010</u>	<u>Budget</u> <u>2011</u>	<u>Change</u>	<u>% Change</u>
General Manager	\$ 1,756	\$ 1,234	\$ 1,620	\$ 1,602	\$ (18)	-1.1%
Inspector General	2,053	2,864	3,386	3,529	143	4.2%
General Counsel	14,611	17,534	17,138	5,524	(11,614)	-67.8%
Board Secretary	430	527	562	567	5	0.9%
Deputy General Manager	18,579	9,827	9,608	13,349	3,741	38.9%
Bus Services	344,034	370,008	388,471	426,984	38,513	9.9%
TIES	397,657	448,408	462,964	473,245	10,281	2.2%
Rail Services	137,628	137,393	145,234	163,397	18,163	12.5%
Access Services	69,143	83,624	97,985	102,500	4,515	4.6%
Office of Performance	1,639	2,951	3,230	4,124	894	27.7%
Financial Services	74,875	85,084	87,155	107,939	20,784	23.8%
Information Technology	22,781	35,507	36,732	36,228	(504)	-1.4%
Human Resources	12,536	15,133	14,838	15,316	478	3.2%
Planning & Joint Development	15,090	15,769	8,699	9,266	567	6.5%
Metro Transit Police	53,402	59,753	63,346	66,550	3,204	5.1%
Safety	6,397	12,935	11,678	18,404	6,726	57.6%
Communications, Marketing & Customer Service	17,509	17,912	16,089	18,358	2,269	14.1%
Non_Departmental	(42,826)	9,879	8,607	(2,999)	(11,606)	-134.8%
	\$1,147,294	\$1,326,342	\$1,377,342	\$1,463,883	\$86,541	6.3%

Organization Chart



Human Capital Summary

Human capital is a way of defining and categorizing peoples' 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, focuses on a renewable resource, involves investment, and is aligned with the strategic plan and integrated with the core mission of “Rebuilding the Foundation”.

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

Labor costs make up approximately 70 percent of all personnel costs. Labor costs include regular and overtime pay for operations employees, as well as salaries for management, professional, and administrative personnel. The FY2011 labor budget is \$786.4 million.

Fringe benefit costs at Metro comprise the personnel-related expenses incurred by an employer that are above and beyond the cost of employee pay. Metro's fringe benefits are comprised of the health insurance and pension plans required to attract and retain a large professional workforce, plus government mandated costs such as unemployment insurance and payroll taxes. The FY2011 fringe benefits budget is \$344.2 million.

The Board approved staffing for FY2011 IS 10,974, consisting of 10,372 operating positions and 602 capital funded positions. Summarized in Table 1.2 is the breakdown by department and the staffing levels for FY2009, FY2010 and FY2011.

For FY2011, 121 positions were added or 1.1 percent over FY2010. The change in the work force is a combination of a reduction in force, predominantly in administration, new positions mainly in the capital area, and the reorganization of Metro. To balance the budget for FY2011, there was a reduction in force mainly in the Department of Financial Services (CFO) by 24 positions or 7.0 percent, Information Technology (IT) by two positions or 1.0 percent and Planning & Joint Development (PLJD) by 13 positions or 22.8 percent. In order to emphasize safety at Metro, there was an increase in staffing in the Department of Safety (SAFE) by 28 or 93.3 percent. Following the reorganization in August 2010, there was an increase in staffing levels in the Department of the Deputy General Manager of Operations (DGMO) and the Department of Customer Service, Communication and Marketing (CSCM) by 33 persons or 67.3 percent and 65 persons or 84.4 percent, respectively. The transfers to the DGMO are based mainly on transfers from Transit Infrastructure and Engineering System (TIES) while there was also a transfer of the Office of Customer Service to CSCM. Overall, Bus and Rail Services staff levels are expected to increase by 27 or 0.7 percent and 21 or 0.5 percent, respectively. In total, these staffing changes will enhance the safety of Metro as well as offer a higher level of customer service.

The average annual pay increased for FY2011 by \$4,904 or 7.3 percent. This is due to a 1.1 percent increase in staffing levels and a 3.0 percent budgeted increase for unionized staff.

Table 1.2
Summary of Budgeted Positions by Department

<u>Department</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	Change	% Change
General Manager	8	6	8	2	33.3%
Inspector General	29	29	29	-	0.0%
General Counsel	44	40	40	-	0.0%
Board Secretary	5	5	5	-	0.0%
Deputy General Manager	7	49	82	33	67.3%
Bus Services	4,019	3,893	3,920	27	0.7%
Transit Infrastructure and Engineering Services	1,288	1,258	1,204	(54)	-4.3%
Rail Services	4,247	4,090	4,111	21	0.5%
Access Services	47	42	38	(4)	-9.5%
Office of Performance	-	-	17	17	0.0%
Financial Services	355	345	321	(24)	-7.0%
Information Technology	206	203	201	(2)	-1.0%
Human Resources	135	127	132	5	3.9%
Planning & Joint Development	120	57	44	(13)	-22.8%
Chief Administrative Officer	-	3	-	(3)	-100.0%
Metro Transit Police	578	599	622	23	3.8%
Safety	60	30	58	28	93.3%
Customer Service, Communications and Marketing	54	77	142	65	84.4%
	11,202	10,853	10,974	121	1.1%

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

**TABLE 1.3
HUMAN CAPITAL SUMMARY (OPERATING AND CAPITAL)**

	FY2009 Approved Budget	FY2010 Approved Budget	FY2011 Approved Budget	Change from FY2010 to FY2011
POSITIONS	11,232	10,853	10,974	121
PAYROLL	\$739,617,188	\$724,499,415	\$786,394,708	61,895,293
Health Care	\$142,525,362	\$140,808,261	\$151,130,525	\$10,322,264
Taxes -- FICA	\$56,212,600	\$52,536,652	\$58,000,090	\$5,463,438
Pension -- Defined Benefit	\$48,908,015	\$84,713,760	\$102,577,174	\$17,863,415
Pension -- Defined Contribution	\$3,500,000	\$3,663,500	\$4,600,000	\$936,500
Life Insurance	\$1,284,400	\$1,300,000	\$1,500,000	\$200,000
Long Term Disability	\$769,800	\$712,600	\$720,000	\$7,400
Accident Insurance	\$8,800	\$0	\$0	\$0
Taxes -- Unemployment	\$400,000	\$400,000	\$800,000	\$400,000
Total Allocated Fringe Benefits	\$253,608,977	\$284,134,772	\$319,327,789	\$35,193,017
Unallocated Fringe Benefits and Workers' Compensation	\$6,560,700 *	\$21,500,828	\$24,885,635	\$3,384,808
TOTAL FRINGE BENEFITS	\$260,169,677	\$305,635,600	\$344,213,424	\$38,577,824

	FY2009 Approved Budget	FY2010 Approved Budget	FY2011 Approved Budget	Change from FY2010 to FY2011
Allocated Fringe Benefits Annual Budgeting Rates				
Average Annual Pay	\$65,849	\$66,756	\$71,660	\$4,904
Full Fringe Cost	\$22,579	\$26,180	\$29,099	\$2,918
Full Fringe Rate	34.3%	39.2%	40.6%	1.4%

* FY2009 workers' compensation reserve (\$21.5M) was included in the Department of Safety's Budget. Total Unallocated Fringes with workers comp reserve contributions included would have been \$28.1M.

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 PI-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.Metro.com>

By email:

csvc@Metro.com
Customer assistance

By telephone:

Metro general information

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

Customer assistance

202/637-1328
Suggestions, commendations, comments

Customer information

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

MetroAccess

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

Transit police

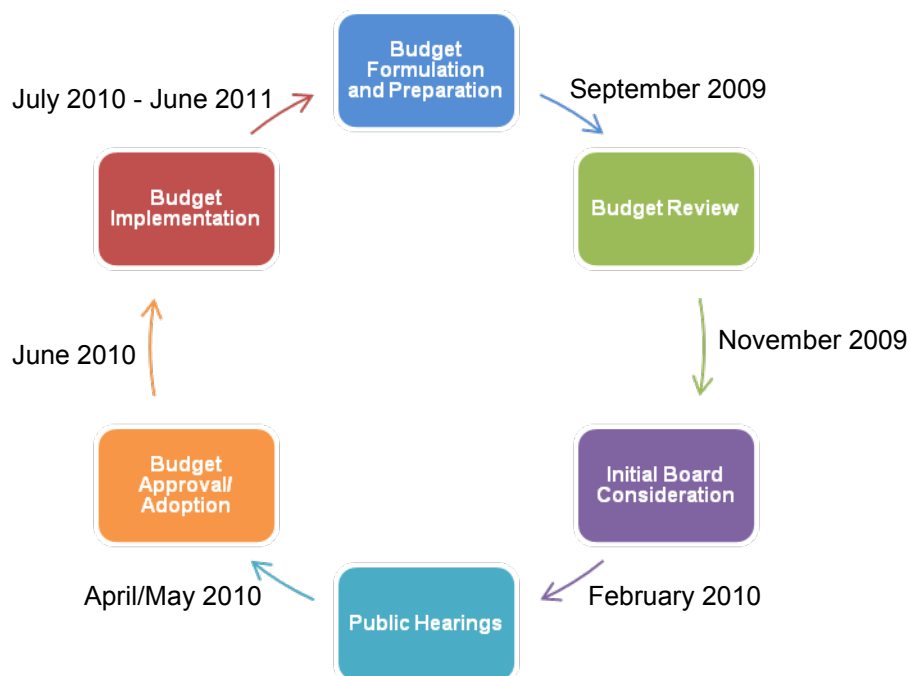
202/962-2121



Chapter 2. Budget Summary

BUDGET PROCESS

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



Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in August.
- FY2011 budget kickoff meeting and system training classes were held with all departments in September 2009.
- Departments submitted their operating budget requests to the Office of Management and Budget Services (OMBS) in October 2009.

- Capital Program expense and labor requests were submitted by departments to the assigned budget office for approval prior to being included in the department's budget.

Budget Review

- The capital program was developed concurrently with the annual operating budget. Recommendations for the update to the Capital Program were reviewed with executive management in November 2009.
- Project and departmental level reviews of budget requests were completed in February 2010.
- Operating reviews were done by OMBS, executive leadership and General Manager.

Public Hearings

- Budget hearings took place in March 2010 and April 2010 for the participating jurisdictions in Maryland, Virginia and Washington, DC.
 - March 22 – Fairfax, Virginia and Washington, DC
 - March 24 – Washington, DC
 - March 29 – Prince George's County, MD
 - March 31 – Arlington, VA
 - April 1 - Washington, DC and Montgomery County, MD

Budget Approval/Adoption

- The proposed budget document was released to the Board of Directors and public in January 2010.
- The budget was discussed at the Finance and Administration Committee meeting in March, with authorization requested and granted on March 25, 2010 to conduct public hearings on mechanisms to fill a projected FY2011 budget gap.
- The Annual Budget, Capital Program and fare increases were approved and adopted at the June 24, 2010 meeting of the Board of Directors.

Budget Implementation

- The FY2011 budget is effective on July 1, 2010.
- Monthly budget variance reports are prepared by Financial Services to enable management to monitor and control the budget.
- 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

- Budget amendments to the budget are presented to the Finance and Administration Committee
- The Board approves the amendments presented from 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 is excluded, and
- Net actuarially determined post employment benefit obligation recognized under Government Accounting Standards Board (GASB) Statement No. 45, which was implemented by Metro in FY2008, has been 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 for approval. The annual budget consists of two budgets: an operating budget and a capital budget. For FY2011, Metro has an approved annual budget of approximately \$2.20 billion with the largest portion, \$1.45 billion, including debt service, dedicated to operating the system. The budget contains 10,974 authorized staff positions of which 10,372 are for operating and 602 for capital.

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 operating, 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. Metro's chart of accounts is reviewed and supplemented on an as-needed basis. In accordance with the Financial Standards, the Finance department monitors revenues and budget expenditures throughout the fiscal year.

Balanced Operating Budget

Metro is required to annually adopt a balanced budget 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, such budget include the Board's estimated expenditures for administration, operation, maintenance and repairs, debt service requirements and payments to be made into any funds required to be maintained.

The total of such expenses is 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 jurisdictions – Maryland, Virginia and Washington, DC are billed on July 1 for their respective contributions.

Metro's Enterprise Fund

The Enterprise Fund is the sole fund for Metro. Within the Fund, funds 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 provide funding for the capital program, as well as debt service and the operating budget subsidy. Business revenues include funds such as advertising and joint development, among others.

Capital Budget

In accordance with Article VIII, paragraph 26 of Metro's Compact, the Board annually adopts a capital budget, including all capital projects it proposes to undertake or continue during the budget period, containing a statement of the estimated cost of each project and the method of financing.

Capital Expenditure

Capital expenditure is defined as expenditures creating future benefits. A capital expenditure is incurred when a business spends money either to buy fixed assets or to add to the value of an existing fixed asset with a useful life that extends beyond the taxable year.

Developing the Budget

Metro began the process of developing the FY2011 budget shortly after the adoption of the FY2010 budget. As part of the budget development process, FY2010 budget variances were studied and additional assumptions that needed to be modified were identified. Some of those assumptions were fuel prices, negotiated union wages and benefits and fare revenues.

Upon analysis of the FY2010 forecast data, Metro assigned targets to each department and held the department manager responsible for meeting the target. Simultaneously, Metro aggressively pursued additional Federal, state and local revenue and grants.

The FY2010 budget was balanced through a combination of expense reductions, fare revenue increases and minor reductions in service levels.

BUDGET CALENDAR FY2011

August	<ul style="list-style-type: none">• Initial planning, development of assumptions, preparation of instructions and training materials began in August 2009.• Budget book for previous year's budget is prepared and published.• Budget monitoring begins.
September	<ul style="list-style-type: none">• A FY2011 budget kickoff meeting and system training classes were held with all departments in September 2009.
October	<ul style="list-style-type: none">• Departments submitted their budget requests to the Office of Management and Budget in October 2009.• Capital Program expense and labor requests were 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	<ul style="list-style-type: none">• The Capital Program was developed concurrently with the annual operating budget.• Recommendations for update to the Capital Program were reviewed with executive management in November 2009.
February	<ul style="list-style-type: none">• Presentation of proposed budget to the Board.

March/April	<ul style="list-style-type: none">• Arranged, published dates in the newspaper and held public hearings in participating jurisdictions – Maryland, Virginia and Washington, DC.• Findings from public hearings put together and presented to the Board.• Updated fare structure and fees.
May/June	<ul style="list-style-type: none">• Board discussion of budget proposals to fill budget gap.• Updated Operating and Capital Budgets were prepared for Board approval.• Approval of the annual budget on June 24, 2010.

The \$2.2 billion annual budget, as adopted by the Board of Directors, is the authority to obligate and spend funds. It includes all operating, capital and debt service requirements of Metro for the fiscal year, July 1, 2010 to June 30, 2011.

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. Funding for the operating budget comes primarily from passenger fares and subsidies from Metro's state and local government partners.

The capital budget comprises the assets and infrastructure needed to support the operations of bus, rail, and paratransit services. Assets and infrastructure include, but are not limited to, Metro's:

- Buses
- Rail cars
- Stations
- Track
- Maintenance facilities
- Power systems

Budgetary issues for the capital budget focus on the condition of Metro's current assets and infrastructure and what is needed to maintain them in a safe and reliable condition. Without the capital budget, the reliable, continuous and safe operation of each mode (Metrobus, Metrorail and MetroAccess) would not be possible, impacting the smooth execution of the operating budget. Funding for the capital budget comes from Federal grants, Metro's state and local government partners, and debt issuances.

The underlying financial statements guiding this budget process have been prepared in accordance with Generally Accepted Accounting Principles (GAAP.) In accordance with 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 sole fund, the Enterprise Fund. These businesses-type activities include transit operating and capital costs, infrastructure construction and debt activities.

FINANCIAL STANDARDS

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 following year’s budget and other longer range financial plans and establishing future business targets for management to achieve. The purpose of debt standards is to limit the level of debt that may be incurred and to ensure that 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 revenues is from passengers making up approximately 95.0 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, certain Metro officials are empowered to open, close or authorize changes to accounts and authorized to designate 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 and capital budgets lapse at the end of one year. 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 control to adequately safeguard assets based cost of control against the expected benefit to be derived from its implementation.
- Management develops an audit plan each year prior to the adoption of the annual budget. The Board's Audit and Investigations Sub-committee provides input and approves the audit plan. Furthermore, completed internal audits are submitted to the Board via the Board's Finance and Administration Committee.
- 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 to 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 actual revenues. During periods affected by actual or proposed fare structure changes, the impacts on ridership and average fare forecasts are estimated conservatively.
- The Board reviews and updates the fare policy on a regular cycle. From time to time, 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 the 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 covers Metro's assets including major transportation projects, and is included in

each annual budget. This includes funding for asset replacement and expansion 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 is authorized by resolution of the Board and is payable solely out of the properties of 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 & USES OF FUNDING OPERATING/CAPITAL COMBINED

A total of \$2.2 billion has been budgeted for the operating (\$1.45 billion), operating reimbursable (\$19 million) and capital (\$712.3 million) budgets. The breakdown of the combined budgets is shown in the pie chart and table below.

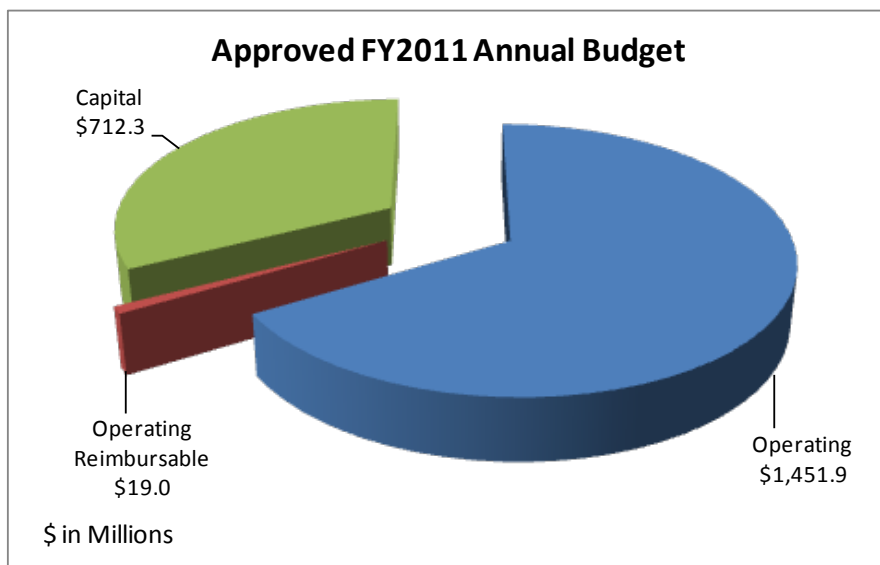


Table 2.1
Summary of Expenses/Expenditures by Program

(dollars in millions)

	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Actual</u>	Fiscal 2010 <u>Budget</u>	Fiscal 2011 <u>Approved</u>
Operating Budget				
• Metrobus	\$ 453.5	\$ 501.9	\$ 506.1	\$ 537.9
• Metrorail	648.0	761.1	782.8	822.3
• MetroAccess	66.5	84.0	85.6	103.7
Subtotal	\$ 1,168.0	\$ 1,347.0	\$ 1,374.5	\$ 1,463.9
• Debt Service/Other	6.8	6.8	(16.6)	(12.0)
Subtotal	\$ 1,174.8	\$ 1,353.8	\$ 1,357.9	\$ 1,451.9
Operating Reimbursable Budget				
• Operating Reimbursable Projects	-	-	-	19.0
Capital Budget				
• Capital Improvement Program	-	-	-	709.3
• Metro Matters	535.5	391.6	623.2	-
• ARRA "Stimulus" Program	-	-	149.2	-
• Reimbursable Projects	56.6	19.8	34.7	3.0
• Other Capital Projects	20.3	10.9	28.6	-
Subtotal	\$ 612.4	\$ 422.3	\$ 835.7	\$ 712.3
Total	\$ 1,787.2	\$ 1,776.1	\$ 2,193.6	\$ 2,183.2

The sources of funding both the operating and capital budgets are broken down by categories. These categories are:

- Fares and parking (\$789.5 million)
- Federal funding (\$241.4 million unrestricted and \$150 million restricted)
- State and local jurisdictions (total of \$958.6 million, consisting of operating \$620.7 million, \$19.0 million operating reimbursable and capital \$320.9 million)
- Other revenue such as advertising, fiber optics and joint development projects (\$43.6 million)

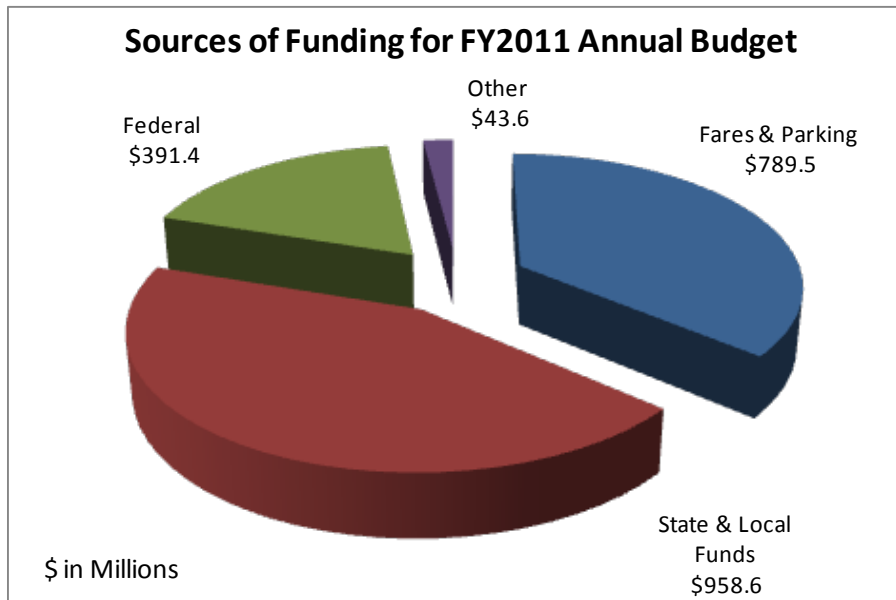


Table 2.2
Summary of Funding by Program and Source

(dollars in millions)

	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Actual</u>	Fiscal 2010 <u>Budget</u>	Fiscal 2011 <u>Approved</u>
Operating Budget				
• Passenger Fares & Parking	\$ 581.0	\$ 676.2	\$ 702.7	\$ 789.5
• State and Local Funds	478.9	594.6	574.2	620.7
• Business Revenues	57.3	60.8	59.8	36.3
• Other Sources	57.6	22.3	21.3	5.4
Subtotal	\$ 1,174.8	\$ 1,353.8	\$ 1,357.9	\$ 1,451.9
Operating Reimbursable Budget				
• State and Local Funds	-	-	-	17.0
• Other Sources	-	-	-	2.0
Capital Budget				
• Federal Funds	238.8	265.9	483.7	\$ 241.4
• Federal Dedicated Funds	-	-	-	150.0
• State and Local Funds	223.0	312.8	237.3	320.9
• Other Sources	40.1	17.1	55.5	-
• Debt/Financial Management	110.5	(173.6)	59.2	-
Subtotal	\$ 612.4	\$ 422.3	\$ 835.7	\$ 712.3
Total	\$ 1,787.2	\$ 1,776.1	\$ 2,193.6	\$ 2,183.2

SOURCES AND USES OF FUNDS

For FY2011, Metro had approximately \$239.8 million in funds carried forward from the capital budget. Metro plans to have a balanced budget for both capital and operating. This information is provided in the summary below.

Summary of Sources and Uses of Funds

(dollars in millions)

SOURCES		USES	
Beginning Balance		Operating Expenses	
Operating	-	Metrobus	537.9
Capital	239.8	Metro rail	822.3
Total	\$ 239.8	MetroAccess	103.7
		Subtotal	1,463.9
Operating Budget			
• Passenger Fares & Parking	\$ 789.5		
• State and Local Funds	620.7		
• Business Revenues	36.3		
• Other Sources	5.4		
Subtotal	\$ 1,451.9	Debt Service/Other	(12.0)
		Subtotal	\$ 1,451.9
Operating Reimbursable Budget			
• State and Local Funds	17.0		
• Other Sources	2.0	Operating Reimbursable Projects	19.0
Capital Budget			
• Federal Funds	\$ 241.4	Metro Matters	949.1
• Federal Dedicated Funds	150.0	ARRA "Stimulus" Program	-
• State and Local Funds	320.9	Reimbursable Projects	3.0
• Other Sources	-	Other Capital Projects	-
• Debt/Financial Management	-	Subtotal	952.1
Subtotal	\$ 712.3	Total Uses	\$ 2,423.0
Sources Total	\$ 2,421.0		



Chapter 3. Sources of Funds

This chapter provides information on sources of funds for the Approved Fiscal Year 2011 Annual Budget. Also included is an explanation of the allocation of the operating subsidy and capital budget contribution provided to Metro by state and local government partners.

FISCAL YEAR 2011 APPROVED REVENUES

Total approved operating revenue for FY2011 is \$831.2 million, consisting of FY2011 baseline passenger revenues of \$626.6 million, fare increase revenue of \$108.1 million, baseline non-passenger revenue of \$95.8 million and non-passenger increase revenue of \$0.7 million.

Passenger Revenue

Based on the volatility in FY2010 revenues and ridership, the approved FY2011 budget used the FY2009 actual ridership as a base. This was appropriate because the revenue and ridership results for the first part of FY2010 for bus and rail were significantly below projections with minimal year-over-year growth. FY2010 actual revenue was anticipated to be at FY2009 levels; the current budget assumes ridership growth above the totals for FY2009 of two percent for rail and 1.5 percent for bus. However, because of fare and ridership initiatives implemented on January 8, 2008 and the second half of FY2009, adjustments have been made to annualize those fare initiatives and adjustments that affected passenger revenues in the approved FY2011 budget. The FY2009 initiatives included termination of fare integration, elimination of the \$0.90 rail-to-bus transfer discount, implementation of the balanced transfer, and elimination of paper transfers for all bus-to-bus trips not paid with a SmarTrip® card.

Non-Passenger Revenue

The economic downturn negatively affected some non-passenger revenue sources and made it difficult to negotiate favorable long term advertising contracts during FY2010. This trend is projected to continue through FY2011. The effect of the downturn at Metro is year-over-year decreases in some categories of non-passenger revenue. The approved budget includes less revenue in FY2011 than the previous year, primarily from deterioration in interest revenue and declining revenue from parking transactions, as well as less favorable revenue than in previous budget cycles for long-term contracts for advertising and advertising-related revenue.

Passenger Revenues

Total passenger revenue for FY2011 is \$734.7 million. This includes \$136.9 million in bus passenger revenue, \$592.0 million in rail passenger revenue, and MetroAccess revenue of \$5.8 million. Parking revenue for the year is budgeted at \$47.8 million, \$2.3 million less than the budget for parking revenues in FY2010. Other revenue, mainly from District of Columbia School subsidy, totals \$7.0 million inclusive of \$2.0 million in reimbursements (see Table 3.2).

Metrobus

Bus passenger revenue budget for FY2011 of \$136.9 million is \$20.2 million more than the approved budget for FY2010 of \$116.7 million. Actual FY2009 bus passenger revenue of \$111.3 million was adjusted for elimination of paper transfers and

implementation of the balanced transfer. The process of fare integration where \$14 million annually was transferred from rail passenger to bus passenger revenue was discontinued during the second half of FY2009, and was removed from FY2009 base revenue. However, the impact of revenue lost by discontinuing fare integration was offset by six months of revenue, or \$2.7 million, generated by implementation of the balanced transfer, and six months of revenue, or \$3.5 million, from the elimination of paper transfers. The balanced transfer on bus provides a discount off the bus fare for all rail-bus trips. This discount is provided to all rail-to-Metrobus trips, as well as all rail-bus trips on jurisdictions bus system for trips paid with a SmarTrip[®] card.

FY2011 base bus system ridership growth is budgeted at 1.5 percent above the total in FY2009 and is expected to generate revenue of \$1.7 million and 2.0 million additional bus trips from the FY2009 level of 133.8 million trips to 135.8 million trips for FY2011 (see Table 3.3).

The fare increase implemented on June 27, 2010 for the FY2011 budget year is budgeted to increase bus passenger revenue by \$24.7 million for the year, with a loss of 8.2 million bus trips, bringing total bus passenger revenue for F2011 to \$136.9 million with annual bus system ridership of 127.6 million trips.

Metrorail

Rail passenger revenue in FY2011 is \$592.0 million, \$66.1 million above the FY2010 budget of \$525.9 million. Before the effects of the rail fare increase, rail ridership for FY2011 was expected to grow two percent above the normalized total for FY2009 of 221.5 million trips by 5 million trips to 226.5 million trips, but the ridership losses associated with the fare elasticity of the June 27, 2010 fare increase is expected to reduce annual rail ridership by 6.5 million trips, bringing the budgeted rail ridership for the fiscal year to 220 million trips. This total is further reduced by the elasticity of the implementation of the peak-of-the-peak surcharge, bringing total budgeted rail ridership for FY2011 to 219 million trips.

Total rail revenue in FY2009 was \$506.2 million. This total included increased revenue and ridership from non-recurring events associated with the President Obama Inauguration and the revenue generated from the sale of additional fare media of \$6 million during that period. Conversely, total baseline revenue in FY2009 must also be adjusted by \$0.8 million to account for the revenue loss associated with the decrease of approximately 360,000 trips between June 22 and the end of FY2009 due to the June 22, 2009 Red Line accident. In addition, rail revenue for FY2009 was also annualized for the fare policy adjustments that took place on January 8, 2008. The first adjustment required adding back into rail revenue \$7.0 million that was transferred to bus revenue for fare integration between July and December, the first six months of FY2009. Additionally, \$4.5 million was removed from rail revenue to annualize implementation of the balanced transfer. The balanced transfer policy provides a discount of \$0.50 off the rail fare for all bus-rail trips. The annual off-set to rail revenue from this policy is \$9.0 million, \$5.5 million to Metrobus and the balance of \$3.5 million to jurisdictional bus systems (see Table 3.3).

Rail ridership growth is estimated to increase 5 million trips above the normalized FY2009 ridership of 221.5 million trips to 226.5 million trips. This is a revenue increase of \$11.4 million to the base revenue in FY2011, bringing the total to \$514.9 million. However, this normalized rail revenue, plus revenue growth must be adjusted for two factors; the proposed reduction in unused fare media reserve balance from \$28.1 million to \$17.0 million, a reduction of \$11.1 million, and additional revenue of \$6 million from the retirement of the elevator/escalator program debt, for a net decrease in revenue of \$5.1 million.

The fare increase that was implemented on June 27, 2010 for the FY2011 budget year is budgeted to increase rail passenger revenue by \$82.2 million for the year, bringing total bus passenger revenue for F2011 to \$592.0 million.

MetroAccess

MetroAccess passenger revenue is budgeted at \$5.8 million with 2.7 million trips. The July 27, 2010 fare increase package is budgeted to increase MetroAccess revenue by \$1.2 million.

Other Passenger Revenue

District of Columbia School Subsidy

The total District of Columbia School Subsidy for FY2011 is \$5.0 million, \$2.9 million for Metrobus and \$2.1 million for Metrorail. This revenue category also includes an additional \$2 million reimbursement for reduced fares in the District of Columbia.

Charter

Due to revised Federal Transit Administration (FTA) regulations implemented in April 2008, Metro is severely restricted from providing charter services. This service historically contributed approximately \$2 million annually to operating budget revenues, but was eliminated from the budget in FY2009.

Parking

Parking revenue for FY2011 is \$47.8 million, a reduction of \$2.3 million below the budgeted amount for FY2010 of \$50.1 million. This reduction reflects reductions in the use of the reserved parking program that occurred in FY2010, as well as low utilization of parking meters. The June 27, 2010 fare increase included no increase in parking rates, but increased reserved parking fees from \$55.00 to \$65.00, resulting in an annual revenue increase of \$0.5 million.

Advertising

The advertising contract for FY2010 expired at the end of the fiscal year, and a new contract was negotiated. The new contract amount for FY2011 is \$15 million, \$27 million less than advertising revenue in FY2010. This budgeted revenue includes two elements; the first is the minimum value of Metro's advertising inventory valued at \$13.0 million. The second component is the advertising component of what was the supplemental inventory from Safe Clean Reliable Funding (SCRF), valued at \$2 million.

Safe Clean Reliable Funding

The TIF portion of Clean Safe Reliable Funding (SCRF) budget of \$7 million expired in FY2010. The advertising portion of this account earmarked for safety and customer services initiatives on the bus and rail systems is valued at \$2.0 million is included in advertising revenue as the supplemental advertising inventory.

Joint Development

The FY2011 Joint Development revenue allocated to the operating budget is \$6.5 million, an increase of \$0.7 million above the budgeted amount for FY2010.

Other Revenue

Other revenues in the approved FY2011 budget include vending, retail, pay telephones, cellular telephones, bike locker revenue, subrogation collections, car sharing revenue, neutral host, antenna revenue and employee parking. These combined revenue sources contribute \$4.6 million to the FY2011 non-passenger revenues.

The Southeastern Garage Offset Program which budgeted funds to offset the additional bus miles incurred due to the additional deadheading required for the replacement of the Southeastern Bus Garage has been discontinued. The budgeted amount was \$5.1 million in FY2010.

Car Sharing Revenue

FY2011 is the second year of car sharing revenue which is expected to generate slightly more than \$340,000 over the five years of the contract, for the use of car sharing spaces at Metro Kiss & Ride locations throughout the Metrorail system. The budgeted revenue for FY2011 is \$57,000.

Employee Parking

Employee parking revenue for FY2011 includes no change over FY2010, and reflects parking fees at the Jackson Graham Building which are consistent with parking fees at Metrorail parking facilities.

Interest Revenue

For FY2011, the approved budget for interest revenue is \$0.5 million. This is a decrease of \$2.6 million below the budgeted amount for FY2010 of \$3.2 million, due to declining interest rates.

Fiber Optics

Initiated in September 1986, the Metro Fiber Optic Program was designed to allow for the installation, operation and maintenance of a fiber optic-based telecommunication network which utilized the excess capacity within the Metro right-of-way. As part of the compensation package, Metro receives, in a separate fiber optic cable, a number of fibers for its own use. For FY2011, fiber optic revenue is \$14.8 million, an increase of \$2.7 million above the budget for FY2010 of \$12.1 million.

Fare Increase Revenue

For FY2011, the Metro Board of Directors approved a fare increase across all modes, along with several other changes to the Metro fare structure (see Table 3.4). This fare increase is budgeted to increase operating revenues by a total of \$108.8 million in FY2011, including \$82.2 million in rail revenue, \$24.7 million in bus revenue, \$1.2 million in MetroAccess revenue, and \$0.7 million from other revenue sources.

Metrorail Fare Increase

The approved fare increase on Metrorail increases rail fares between 11 and 18 percent during peak periods, between 17 and 19 percent during off-peak periods, and implements a new peak-of-the-peak surcharge of \$0.20 along with a corresponding increase in the maximum fare from \$4.50 to \$5.00, excluding the peak-of-the-peak surcharge.

The fare changes increased the boarding fare on Metrorail from \$1.65 to \$1.95 during peak periods and also increased mileage charges during peak periods. The mileage charge for composite miles between three and six miles increased from \$0.26 to \$0.299, while charges for travel over 6 miles increased from \$0.23 to \$0.265. The maximum fare increased from \$4.50 to \$5.00, and peak period fares were extended to the period from midnight to closing. In addition, for the first time in the history of the rail system, the Metro Board implemented peak-of-the-peak pricing, an additional charge of \$0.20 between the hours of 7:30 to 9:00 AM and 4:30 to 6:00 PM. The implementation of peak-of-the-peak pricing increases the maximum charge of a rail trip from \$4.50 in FY2010 to \$5.20 in FY2011 for trips paid with a SmarTrip® card. These fare increase changes for peak period travel is budgeted to generate \$59.9 million annually with a loss of 2.9 million trips. An additional charge of \$0.25 was also implemented for all trips paid by paper farecards.

During off-peak periods, the boarding charge for the first seven composite miles increased from \$1.35 to \$1.60, representing an increase of 19 percent. There were also corresponding fare increases in the first and second mileage tiers. Fares increased \$0.30, from \$1.85 to \$2.15 for off-peak hours travel between 7 and 10 composite miles, and \$0.40, from \$2.35 to \$2.75 for travel over 10 composite miles. Changes to the off-peak fare structure are expected to increase passenger revenues by \$19.2 million with a loss of 2.4 million rail trips.

Other structural changes include a reduction in the time allotted to make rail-to-bus transfers from 3 to 2 hours, and also changes in the pricing of unlimited rail passes to make them consistent with the increases in boarding charges. The revenue implication of these fare changes to rail is an increase in revenue of \$82.2 million with an annual decrease in rail ridership of 6.5 million trips from regular fare elasticity, and an additional one million trips from the implementation of peak-of-the-peak pricing, for a total loss of 7.5 million annual trips.

Metrobus Fare Increase

The approved changes to the Metrobus fare structure increases the boarding charge from \$1.25 to \$1.50 for SmarTrip[®] and \$1.35 to \$1.70 for cash transactions, as well as an increase in the boarding charge by \$0.65 on express buses, along with a cash/SmarTrip[®] differential of \$0.20 when paying with cash. Also included is an increase in the bus fare on the 5A to Dulles and the B-30 to BWI Airport from \$3.10 to \$6.00.

Other changes to the Metrobus fare structure that became effective on June 27, 2010, include a reduction in the time allotted for bus-to-bus transfers from 3 hours to 2 hours, changes to the Senior and Disabled fares on express buses, and an increase in the price of the One-Week bus pass from \$11.00 to \$15.00, ten times the approved bus boarding fare for SmarTrip[®] of \$1.50. The revenue implication for the bus portion of the fare increase is an increase in bus revenue of \$24.7 million with an expected annual decrease in bus ridership of 8.2 million trips.

MetroAccess Fare Increase

The budget also increased the MetroAccess fare from \$2.50 to twice the equivalent fixed route fare, up to a maximum fare of \$7.00, and is expected to increase revenue yields by \$1.1 million. Another change to the MetroAccess fare structure increases the supplemental fares in zones one through four by \$1.00 each, and is expected to generate \$0.08 million, with no loss in MetroAccess ridership.

Other Fare Increases

Additional fare changes include an increase in the bicycle locker yearly rental fee from \$70.00 to \$200.00, and an increase in the reserved parking fee from \$55.00 to \$65.00. These changes are expected to generate an additional \$0.7 million for FY2011.

Other Fare Adjustment Options

Cumulatively, the passenger and non-passenger fare changes are expected to generate \$108.8 million in FY2011 with a loss of 14.7 million rail and bus trips. In addition to the General Manager’s fare increase proposal, many other fare suggestions and options were evaluated from revenue and operational perspectives to determine their viability for increasing revenue to help balance the FY2011 budget. Suggestions were solicited from a variety of sources. The Riders’ Advisory Council (RAC), Metroriders.Org and Greater Washington were engaged and involved in the process along with Metro’s unions and jurisdictional partners, who provided a wide range of options for analysis. Several of their suggestions were incorporated into the approved fare package.

Table 3.1
Ridership by Service: FY2008 - FY2011

	<u>FY2008 Actual</u>	<u>FY2009 Actual</u>	<u>FY2010 Budget</u>	<u>Approved FY2011 Budget</u>
Metrorail Ridership	215,315	222,900	230,756	219,000
Metrobus Ridership	132,849	133,770	139,662	127,590
<u>MetroAccess Ridership</u>	<u>1,483</u>	<u>2,109</u>	<u>2,100</u>	<u>2,725</u>
Total Sytem Ridership	349,647	358,779	372,518	349,315

Note: Metrorail ridership is based on linked trips
 Metrobus ridership is based on unlinked trips
 MetroAccess ridership is based on total passengers

Table 3.2

REVENUES SUBSIDIZED BY ACCOUNT (DOLLARS IN THOUSANDS)					
	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Metrobus					
Passenger	106,589	111,306	105,690	136,872	31,182
Other Passenger	2,641	5,037	6,237	2,866	(3,371)
Parking	0	40	0	0	0
Charter	0	0	0	0	0
Advertising	24,494	25,873	26,927	10,050	(16,877)
Joint Development	0	0	1	0	(1)
Other	10,747	10,344	16,239	1,624	(14,615)
Employee Parking	15	20	43	120	77
Interest	2,871	676	166	185	20
Fiber Optics	0	32	0	0	0
Subtotal	147,357	153,329	155,302	151,718	(3,584)
Metrorail					
Passenger	458,305	506,152	487,833	592,013	104,181
Other Passenger	1,971	2,734	2,362	4,134	1,772
Parking	44,409	47,377	45,589	47,842	2,253
Charter	(50)	0	0	0	0
Advertising	10,802	12,447	15,177	4,950	(10,227)
Joint Development	8,800	8,161	9,847	6,450	(3,397)
Other	6,635	10,207	17,475	2,971	(14,504)
Employee Parking	143	148	132	120	(12)
Interest	985	334	3	330	326
Fiber Optics	11,652	13,986	14,313	14,840	527
Subtotal	543,651	601,547	592,730	673,650	80,920
Metro Access					
Passenger	3,271	3,522	4,277	5,815	1,538
Other Passenger	0	0	0	0	0
Parking	0	0	0	0	0
Charter	0	0	0	0	0
Advertising	0	0	0	0	0
Joint Development	0	0	0	0	0
Other	0	579	668	0	(668)
Employee Parking	0	0	0	0	0
Interest	0	0	0	0	0
Fiber Optics	0	0	0	0	0
Subtotal	3,271	4,101	4,945	5,815	870
Total					
Passenger	568,165	620,979	597,800	734,701	136,901
Other Passenger	4,612	7,771	8,599	7,000	(1,599)
Parking	44,409	47,418	45,589	47,842	2,253
Charter	(50)	0	0	0	0
Advertising	35,296	38,320	42,104	15,000	(27,104)
Joint Development	8,800	8,161	9,848	6,450	(3,398)
Other	17,382	21,130	34,382	4,595	(29,787)
Employee Parking	158	169	174	240	66
Interest	3,856	1,011	169	515	346
Fiber Optics	11,652	14,018	14,313	14,840	527
Grand Total	694,279	758,976	752,978	831,183	78,205

Table 3.3

Metro Approved Budget for FY2011
(Passenger Revenue)

	Metrorail		Metrobus		MetroAccess		System Total	
	Ridership	Revenue	Ridership	Revenue	Ridership	Revenue*	Ridership	Revenue
2009 Ridership/Revenue Report								
Normalized for:								
Obama Inauguration	(1,780,000)	(\$4,005,000)	-	-	-	-	-	-
Unused Fare Media	-	(\$2,000,000)	-	-	-	-	-	-
Red Line Accident	360,000	\$820,000	-	-	-	-	-	-
Subtotal	221,480,000	500,966,774	133,770,000	\$111,311,000	2,108,798	\$4,100,000	2,108,798	\$4,100,000
Annualize Fare Policy Adjustments								
Fare Integration (6 months July-December)	-	\$7,017,449	-	(\$7,017,449)	-	-	-	-
Elimination of Paper Transfer (January-June)	-	-	-	\$3,500,000	-	-	-	-
Imp. of Balanced Transfer (January-June)	-	(\$4,500,000)	-	\$2,700,000	-	-	-	-
FY2009 Normalized Base	221,480,000	\$503,484,223	133,770,000	\$110,493,551	2,108,798	\$4,100,000	2,108,798	\$4,100,000
Ridership Growth for FY2011								
Rail Growth of 2 Percent	5,027,596	\$11,429,092	2,019,927	\$1,668,453	-	-	-	-
Bus Growth of 1.5 Percent	-	-	-	-	-	-	-	-
Access Growth above FY2009	-	-	-	-	-	-	-	-
FY2010								
Adjustment for Average Fare								
FY2010 Revised Estimate	-	-	-	-	300,000	\$900,000	-	-
FY2011 Ridership Growth of 15%	-	-	-	-	2,408,798	\$4,100,000	-	-
FY2011 Base Ridership/Revenue	226,507,596	\$514,913,315	135,789,927	\$112,162,004	2,725,118	\$4,635,403	2,725,118	\$5,815,403
Reduction in Unused Fare								
Elevator/Escalator	-	(\$11,100,000)	-	-	-	-	-	-
Approved FY2011 Ridership/Revenue	226,507,596	\$509,813,315	135,789,927	\$112,162,004	2,725,118	\$4,635,403	2,725,118	\$5,815,403
Approved Fare Increase Ridership/Revenue	(6,500,000)	\$74,500,000	(8,200,000)	\$24,710,000	-	-	-	-
Approved Peak-of-Peak Ridership/Revenue	(1,000,000)	\$7,700,000	-	-	-	-	-	-
Budgeted FY2011 Ridership/Revenue	219,007,596	\$592,013,315	127,589,927	\$136,872,004	2,725,118	\$5,815,403	349,322,641	\$734,700,721

Table 3.4
Metro's Fare Increase for Approved FY2011 Budget

Fare Category	Prior to \$0.10 Increase	Adopted Fares	Change (Prior to \$0.10)	%	Revenue (\$M)	Ridership (M)
METRORAIL						
Increase Regular (Peak) fares						
Increase peak period boarding charge (less than 3 miles) to \$2.20 for paper fare card and \$1.95 for SmarTrip®	\$ 1.65	\$ 1.95	\$ 0.30	18%		
Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.26	\$ 0.299	\$ 0.04	15%		
Increase 2nd Tier of peak period mileage charge (6 miles to max)	\$ 0.23	\$ 0.265	\$ 0.04	15%		
Increase the max period fare to \$5.25 for paper fare card and \$5.00 for SmarTrip®, plus Peak-of-the-Peak pricing	\$ 4.50	\$ 5.00	\$ 0.50	11%		
Sub-total					\$ 52.15	(2.9)
Implement Peak-of-the-Peak pricing		\$ 0.20	\$ 0.20		\$ 7.70	(1.0)
7:30 to 9:00 in AM peak						
4:30 to 6:00 in PM peak						
Increase Discounted (Off-peak) fares						
Increase the Boarding Charge (First 7 miles) to \$1.85 for paper fare card and \$1.60 for SmarTrip®	\$ 1.35	\$ 1.60	\$ 0.25	19%		(1.6)
Increase the 1st Tier (7 to 10 miles) charge to \$2.40 for paper fare card and \$2.15 for SmarTrip®	\$ 1.85	\$ 2.15	\$ 0.30	16%		(0.4)
Increase the 2nd Tier (over 10 miles) charge for \$3.00 for paper fare card and \$2.75 for SmarTrip®	\$ 2.35	\$ 2.75	\$ 0.40	17%		(0.4)
Sub-total					\$ 19.15	
Charge Regular (peak fare) on rail from midnight to closing					\$ 0.80	
Increase pass prices consistent with the boarding charges, peak-of-the-peak and federal and other requirements					\$ 0.60	
Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.					\$ 1.80	(1.2)
TOTAL Metrorail:					\$ 82.20	(7.5)
METROBUS						
Increase the boarding charge to \$1.70 for cash and \$1.50 for SmarTrip®	\$ 1.25	\$ 1.50	\$ 0.25	20%	\$ 11.97	(3.5)
Increase Express bus charge to \$3.85 for cash and \$3.65 for SmarTrip®	\$ 3.00	\$ 3.65	\$ 0.65	22%	\$ 1.53	(0.1)
Increase the bus fare on the Dulles (5A) and BWI shuttles (B30) to \$6.00	\$ 3.10	\$ 6.00	\$ 2.90	94%	\$ 1.20	(0.2)
Increase the weekly bus pass price	\$ 11.00	\$ 15.00	\$ 4.00	36%	\$ 6.00	(1.0)
Reduce bus-to-bus transfer period from 3 hrs to 2 hrs.					\$ 4.00	(3.4)
Increase the boarding charge for S&D on express buses and the airport shuttle (5A and B30), exclusive of surcharges	\$ 0.60	\$ 1.80	\$ 1.20	200%	\$ 0.01	
Total Metrobus:					\$ 24.71	(8.2)
METROACCESS						
Increase the MetroAccess fare to twice the equivalent fixed route fare, \$7 maximum fare	\$ 2.50	varies			\$ 1.10	
Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00	100%	\$ 0.071	
Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00	50%	\$ 0.005	
Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00	33%	\$ 0.001	
Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00	25%	\$ -	
Total MetroAccess:					\$ 1.18	
OTHER						
Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00	186%	\$ 0.20	
Increase reserved parking fee based on demand	\$ 55.00	\$ 65.00	\$ 10.00	18%	\$ 0.50	
Total Other:					\$ 0.70	
GRAND TOTAL					\$ 108.79	(15.7)

Table 3.5
Metro Fares and Fees - Effective June 27, 2010

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

Table 3.5 (continued)
Metro Fares and Fees - Effective June 27, 2010

MetroAccess Fares

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

Parking Fees

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

Other Fees

- Bicycle locker rental \$200.00
(annual)

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

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

³ From June 27, 2010 through July 31, 2010, the weekly short trip pass was \$30.35, weekly fast pass was \$45.00 and the Transit Link Card on MARC and VRE was \$92.00. On August 1, 2010, the pass prices increased.

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

⁵ MetroAccess fare is twice the equivalent fixed route fare.

Table 3.6
Current Transit Pass Program

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

Metrorail/Metrobus Passes

SmartStudent Pass (Monthly)	Unlimited travel on Metrobus and Metrorail for students under 19 years of age who live and attend school in the District of Columbia. Passes accepted in the District as payment of regular fare.	\$30.00
Student SmarTrip® Card	Offered to students traveling primarily by bus to and from school. Initially sold for \$6.25, the price of ten school tokens. Token script must be presented and the card must be registered to the student. Each student will be limited to a single card. If lost the card will cost \$5.00 to replace. The card acts as a stored value card and will deduct a student fare with each ride. It can be used for student fares on both bus and rail. The card can be reloaded on a bus or in the rail system and the student should no longer need to purchase other student fare media.	\$7.50

Table 3.6 Cont'd
Current Transit Pass Program

Metrorail Passes

One Day Pass	Valid for unlimited travel for one day. The pass is valid after 9:30 a.m. on weekdays and all day on Saturday, Sunday, and national holidays.	\$9.00
Weekly Short Trip Pass	Valid for trips costing up to \$3.05 during regular fare hours (a.m. opening - 9:30 a.m. and 3:00 p.m.-7:00 p.m. on weekdays, 2:00 a.m. to 3:00 a.m. Fridays and Saturdays) Good for any full fare trip at all other times. If a trip costs more than \$3.05 during regular fare hours, patrons must use the Exitfare machine to add the additional fare. The week starts with the first gate entry and includes the next six days.	\$30.35
Weekly Fast Pass	Valid for unlimited travel throughout the Metrorail system. The week starts with the first gate entry and includes the next six days.	\$45.00

Table 3.7
Other Fare Products and Policies

SmarTrip®	A re-usable contactless smart card which is designed for long-term use on Metrorail, Metrobus, and Metro Parking. Sold for \$5 and when registered can be replaced with existing value if lost or stolen. The card will hold a maximum of \$300.00. Functions just like a regular farecard. The price is scheduled to be decreased in the fall of 2010.
Senior Farecards	Available to qualified seniors (age 65 or older) with a Metro senior ID card, or valid Medicare card and photo ID are required for purchase
Disabled Farecards	Available to qualified people with disabilities. A MetroAccess Photo ID card, Metro Disabled ID card, or valid Medicare card and photo ID are required for purchase. Patrons should be encouraged to purchase and use SmarTrip®.
Student Farecards	Available for \$9.50 to qualified students at selected Metro Sales Outlets. For locations refer to the applicable section in the General Rules and Regulations section of this document. The farecards are good for ten rides within the District of Columbia.
MetroAccess Farecards	Five pre-encoded, \$3.00 farecards packaged and sold to MetroAccess customers for \$15.00. These cards are intended to replace tokens which had been used previously to pay fares.
Pre-encoded Farecards	Sold through authorized sales outlets for \$10.00 and \$20.00.
Tokens/Regular	Regular adult tokens are on sale for all patrons at \$1.70 per token. However, with the elimination of paper transfers, bus-to-bus transfers are not allowed for bus trips paid with tokens. Tokens are sold in packages of ten (10) at a cost of \$17.00.

Table 3.7 (continued)
Other Fare Products and Policies

Transit Link Cards	Fare media sold by MARC, VRE, and MTA providing for monthly multi-modal travel valid for unlimited Metrorail and regular Metrobus during the month of issue. These passes may be used for Metro Express Service by paying an additional \$2.15 per boarding.
SmartBenefits®	Provides for the electronic delivery of monthly transit benefits from employers to employees and transit providers. Program is designed to be easily maintainable and to deliver benefits as specified by the employer on monthly basis to the employees' designated SmarTrip® card. Vanpool participants are able to use this facility to designate their benefit to the van operator.
SmartBenefits® Vouchers	Replaced Metrocheks, in December 2008, for use by transit benefit providers. Sold in denominations of \$1.00, \$10.00, and \$30.00. Vouchers contain no Metrorail value and are transferable only for the purchase of fare media from authorized transit providers or their sales agents.
Permit Parking	Monthly reserved program provides permit holders a guaranteed space on weekdays at a specified lot until 10:00 a.m. Reserved permits are sold for \$65.00 per month. Reserved parking patrons pay the established daily rate for the lot upon exit or entry. Reserved parking patrons (arriving before 10:00 a.m.) unable to find a reserved space may park at a parking meter but must pay the metered rate.
Early Opening and Late Closing for Special Events	Metro has established a fixed fee to be charged to event organizers based on the cost of operating the Metrorail system for early openings and late closings. The fee is adjusted periodically to reflect changes in operating costs. For FY2011, the fixed fee of \$29,500 per hour is charged for the incremental cost of keeping the rail system open for an additional hour. Event organizers make a deposit with Metro based on the number of hours of additional service requested, and Metro reimburses the event organizer for any incremental passenger revenue that are collected, not to exceed the amount deposited.

Allocation of State and Local Support

State and local funds account for approximately 40 percent of the funding for Metro's annual operating and capital budgets. A series of calculations and contractual agreements allocate this support among Metro's jurisdictional funding partners.

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.

- Interjurisdictional routes are defined as regional. Defining characteristics of interjurisdictional 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 interjurisdictional 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 that with the weighted population density (urbanized population divided by area). Basically, the formula prorates the urbanized population distribution by people per square mile.

The revenue 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 from the costs of all Metrobus service.
 4. Divide the costs of non-regional service as computed in step three by total platform hours for non-regional service.
 5. Identify the non-regional platform hours for each jurisdiction.
 6. Multiply the platform hours for each jurisdiction by the hourly rate.
 7. Determine the revenue for each jurisdiction.
 8. Subtract from costs the revenue as determined in step seven.

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

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

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

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

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

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

Formula 5: Paratransit Subsidy Allocation

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

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

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

Formula 6: Rail Construction Debt Service Allocation

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

Capital Budget

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

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

- The Rail allocation formula will apply to Rail projects and debt issued for Rail projects.
- The Bus allocation formula will apply to Bus projects and debt issued for Bus projects.
- The Paratransit formula will apply to Paratransit projects and debt issued for Paratransit projects.
- An average of the Rail and Bus allocation formulas will apply to general financing expenditures and for project expenditures that cannot be allocated to Rail, Bus, or Paratransit.
- Dedicated Funding projects will be divided equally among the District of Columbia, State of Maryland, and Commonwealth of Virginia subject to the provisions of the various state laws establishing dedicated funding sources to match federal funds made available under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008.

Capital Grants

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

Table 3.8

FY2011 Approved Budget

FISCAL 2011 BUDGET									
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS									
	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGE'S COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
METROBUS OPERATING SUBSIDY									
REGIONAL SUBSIDY	\$126,156,727	\$45,207,051	\$48,482,108	\$14,294,214	\$22,680,321	\$618,562	\$37,206,658	\$1,255,566	\$295,901,206
NON-REGIONAL	\$31,260,258	\$7,799,923	\$21,603,994	\$363,182	\$637,761	\$0	\$7,936,372	\$0	\$69,601,491
TOTAL BUS OPERATING	\$157,416,985	\$53,006,974	\$70,086,102	\$14,657,396	\$23,318,082	\$618,562	\$45,143,030	\$1,255,566	\$365,502,697
	43.1%	14.5%	19.2%	4.0%	6.4%	0.2%	12.4%	0.3%	
METRO RAIL OPERATING SUBSIDY									
BASE ALLOCATION	\$35,587,256	\$19,281,337	\$18,600,835	\$4,698,657	\$9,866,246	\$307,604	\$14,531,708	\$258,118	\$103,131,761
MAX FARE SUBSIDY	\$268,916	\$3,172,466	\$784,422	\$99,397	\$52,470	\$44,906	\$1,065,958	\$8,613	\$5,497,147
TOTAL RAIL OPERATING	\$35,856,172	\$22,453,803	\$19,385,256	\$4,798,054	\$9,918,716	\$352,510	\$15,597,666	\$266,731	\$108,628,909
	33.0%	20.7%	17.8%	4.4%	9.1%	0.3%	14.4%	0.2%	
PARATRANSIT SUBSIDY									
	\$20,884,117	\$24,147,209	\$39,047,012	\$868,533	\$1,246,755	\$209,590	\$11,347,290	\$117,889	\$97,868,394
	21.3%	24.7%	39.9%	0.9%	1.3%	0.2%	11.6%	0.1%	
SUBTOTAL OPERATING SUBSIDY	\$214,157,273	\$99,607,986	\$128,518,371	\$20,323,984	\$34,483,553	\$1,180,661	\$72,087,986	\$1,640,185	\$572,000,000
DEBT SERVICE									
METRO MATTERS DEBT SERVICE *	\$10,331,300	\$4,867,500	\$4,872,900	\$1,418,200	\$2,740,200	\$46,700	\$3,168,900	\$38,500	\$27,484,200
	\$10,668,981	\$4,955,550	\$5,496,167					\$55,057	\$21,175,756
TOTAL PROPOSED SUBSIDY	\$235,157,555	\$109,431,036	\$138,887,438	\$21,742,184	\$37,223,753	\$1,227,361	\$75,256,886	\$1,733,742	\$620,659,956

* Metro Matters debt service was included in the Metro Matters Capital Budget in FY2010.

Table 3.9
Summary of the State and Local contributions totaling \$317.9 million for capital budget for FY2011.

Summary of State and Local Contributions for Capital

Jurisdiction	FY 2011 Contribution	Percent of Total	Federal Formula Grants		Dedicated Funding	System Performance Funds	Total
			Section 5307	Section 5309			
Estimated Federal Funding for FY 2011:							
	\$ 139,944,000	\$ 20.0%	\$ 101,468,000	\$ 20.0%	\$ 150,000,000		
Rate required for local match: 50.0%							
Local match required (see below): \$ 34,986,000 \$ 25,367,000 \$ 150,000,000							
District of Columbia	\$ 112,973,286	37.504%	\$ 13,120,982	\$ 9,513,518	\$ 50,000,000	\$ 40,338,786	\$ 112,973,286
Maryland:							
Montgomery County	29,212,949	17.398%	6,086,749	4,413,267		18,712,933	29,212,949
Prince Georges County	32,164,489	19.155%	6,701,725	4,859,163		20,603,601	32,164,489
Maryland	50,000,000				50,000,000	-	50,000,000
Subtotal: MD	\$ 111,377,438	36.553%	\$ 12,788,474	\$ 9,272,430	\$ 50,000,000	\$ 39,316,534	\$ 111,377,438
Virginia:							
Alexandria	6,901,025	4.110%	1,437,883	1,042,554		4,420,588	6,901,025
Arlington County	12,903,047	7.684%	2,688,452	1,949,293		8,265,302	12,903,047
City of Fairfax	435,373	0.259%	90,713	65,773		278,887	435,373
Fairfax County	22,871,487	13.621%	4,765,455	3,455,248		14,650,784	22,871,487
Falls Church	451,344	0.269%	94,041	68,186		289,117	451,344
Virginia	50,000,000				50,000,000	-	50,000,000
Subtotal: VA	\$ 93,562,276	25.943%	\$ 9,076,544	\$ 6,581,054	\$ 50,000,000	\$ 27,904,678	\$ 93,562,276
Total	\$ 317,913,000	100.000%	\$ 34,986,000	\$ 25,367,002	\$ 150,000,000	\$ 107,559,998	\$ 317,913,000

Previously called "local additional funds" or "over-match"

Calculation of Local Match	
Federal estimate:	\$ 139,944,000 \$ 101,468,000 \$ 150,000,000
Local match:	34,986,000 25,367,000 150,000,000
Total of grant application:	\$ 174,930,000 \$ 126,835,000 \$ 300,000,000
Local match as percent of total grant application:	20.000% 20.000% 50.000%

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 is in FY2011 and FY2015 for the 2003 bonds. The annual jurisdictional debt service payment on these two bond series is \$27,484,194.

In November 2003, Metro issued \$35.6 million of Gross Revenue Transit Bonds, Series 2003-B. The bonds provide for semi-annual payments of interest and annual principal payments, with final maturity in FY2011. Annual debt service is approximately \$6 million, to be paid from passenger fares. The proceeds of the bonds were used to accelerate the vertical transportation modernization program. The vertical transportation modernization program is an integral part of Metro's Capital Improvement Program designed to provide for system-wide escalator maintenance, escalator rehabilitation and elevator rehabilitation. The terms of the new bond issuances are set forth in the Gross Revenue Transit Bond Refunding Resolution and Official Statement and the Gross Revenue Transit Bond Resolution and Official Statement.

In June 2009, Metro issued \$243.0 million of Gross Revenue Transit Refunding Bonds, Series 2009-A and \$55.0 million of Build America Bonds, Series 2009-B. Bond proceeds net of premiums/discounts totaled \$309.9 million. The bonds provide for semi-annual payments of interest and annual payments of principal, with final maturity in July 2034. The net annual jurisdictional debt service payment on the bonds is \$21.2 million, reflecting an annual credit of \$1.4 million for the Series B, Build America Bonds. Five jurisdictions opted out of the bond issuance and provided \$115.0 million in funding to bring total proceeds related to the bond issuance to \$425.0 million.

Metro had 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 jurisdiction opt out were utilized to retire the commercial paper. The remaining \$107.5 million from the jurisdiction opt out and Series 2009-B proceeds will finance non-complete Metro Matters capital projects.

In addition, Metro increased its line of credit availability from \$100 million to \$250 million. The lines of credit may be used to fund operating and capital cash flow needs.

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

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

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

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

Debt Policy/Metro's Borrowing Powers

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

New Capital Bonds

The Capital Improvement Program (CIP) is a six-year program (FY2011-FY2016) for \$4.9 billion. To support the CIP, long-term borrowing maybe required. This borrowing is not anticipated to happen until FY2015.

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

Table 3.10

**Gross Revenue Transit Refunding Bonds and Goss Revenue Transit Bonds
(due in FY2011)**

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
Gross Revenue Transit Refunding Bonds:			
Series 1993			
Due to Bondholders 7/1/2010	\$ 11,420,000	\$ 342,600	\$ 11,762,600
Due to Bondholders 1/1/2011	-	-	-
	<u>\$ 11,420,000</u>	<u>\$ 342,600</u>	<u>\$ 11,762,600</u>
Series 2003			
Due to Bondholders 7/1/2010	215,000	1,759,181	1,974,181
Due to Bondholders 1/1/2011	11,985,000	1,755,956	13,740,956
	<u>\$ 12,200,000</u>	<u>\$ 3,515,137</u>	<u>\$ 15,715,137</u>
Sub Total			\$ 27,477,737
Applied to Future Payments			
Total			\$ 27,477,737
Gross Revenue Transit Bonds:			
Series 2003B			
Due to Bondholders 7/1/2010	\$ 5,710,000	\$ 142,750	\$ 5,852,750
Due to Bondholders 1/1/2011	-	-	-
Total	\$ 5,710,000	\$ 142,750	\$ 5,852,750
Gross Revenue Transit Bonds:			
Series 2009A			
Due to Bondholders 7/1/2010	\$ 5,375,000	\$ 6,193,503	\$ 11,568,503
Due to Bondholders 1/1/2011	-	6,059,128	6,059,128
Total	\$ 5,375,000	\$ 12,252,631	\$ 17,627,631
Gross Revenue Transit Bonds:			
Series 2009B			
Due to Bondholders 7/1/2010	\$ -	\$ 1,925,000	\$ 1,925,000
Due to Bondholders 1/1/2011	-	1,925,000	1,925,000
Total	\$ -	\$ 3,850,000.00	\$ 3,850,000.00

Table 3.11
Statement of Debt Service Principal and Interest

Period Ending	Gross Revenue Transit Refunding Bonds						Gross Revenue Transit Bonds Elevator and Escalator		
	Series 1993			Series 2003			Series 2003 B		
	Principal	Interest	Debt Service	Principal	Interest	Debt Service	Principal	Interest	Debt Service
1/1/2004	---	\$1,264,500	\$1,264,500	---	---	---			
7/1/2004	---	\$1,264,500	\$1,264,500	\$7,730,000	\$4,741,545	\$12,471,545	\$5,060,000	\$937,132	\$5,997,132
1/1/2005	---	\$1,264,500	\$1,264,500	\$9,100,000	\$3,373,806	\$12,473,806		\$712,675	\$712,675
7/1/2005	---	\$1,264,500	\$1,264,500	\$9,190,000	\$3,282,806	\$12,472,806	\$4,570,000	\$712,675	\$5,282,675
1/1/2006	---	\$1,264,500	\$1,264,500	\$9,280,000	\$3,190,906	\$12,470,906		\$626,525	\$626,525
7/1/2006	---	\$1,264,500	\$1,264,500	\$9,465,000	\$3,005,306	\$12,470,306	\$4,745,000	\$626,525	\$5,371,525
1/1/2007	---	\$1,264,500	\$1,264,500	\$9,655,000	\$2,816,006	\$12,471,006		\$531,625	\$531,625
7/1/2007	\$9,685,000	\$1,264,500	\$10,949,500	\$210,000	\$2,574,631	\$2,784,631	\$4,935,000	\$531,625	\$5,466,625
1/1/2008	---	\$973,950	\$973,950	\$10,195,000	\$2,572,269	\$12,767,269		\$408,250	\$408,250
7/1/2008	\$10,235,000	\$973,950	\$11,208,950	\$210,000	\$2,317,394	\$2,527,394	\$5,180,000	\$408,250	\$5,588,250
1/1/2009	---	\$666,900	\$666,900	\$10,755,000	\$2,315,031	\$13,070,031		\$278,750	\$278,750
7/1/2009	\$10,810,000	\$666,900	\$11,476,900	\$215,000	\$2,046,156	\$2,261,156	\$5,440,000	\$278,750	\$5,718,750
1/1/2010	---	\$342,600	\$342,600	\$11,350,000	\$2,042,931	\$13,392,931		\$142,750	\$142,750
7/1/2010	\$11,420,000	\$342,600	\$11,762,600	\$215,000	\$1,759,181	\$1,974,181	\$5,710,000	\$142,750	\$5,852,750
1/1/2011	---	---	---	\$11,985,000	\$1,755,956	\$13,740,956	---	---	---
7/1/2011	---	---	---	\$12,175,000	\$1,561,200	\$13,736,200	---	---	---
1/1/2012	---	---	---	\$12,480,000	\$1,256,825	\$13,736,825	---	---	---
7/1/2012	---	---	---	\$12,795,000	\$944,825	\$13,739,825	---	---	---
1/1/2013	---	---	---	\$7,680,000	\$624,950	\$8,304,950	---	---	---
7/1/2013	---	---	---	\$7,460,000	\$432,950	\$7,892,950	---	---	---
1/1/2014	---	---	---	\$5,670,000	\$283,750	\$5,953,750	---	---	---
7/1/2014	---	---	---	\$5,680,000	\$142,000	\$5,822,000	---	---	---
	<u>\$42,150,000</u>	<u>\$14,082,900</u>	<u>\$56,232,900</u>	<u>\$163,495,000</u>	<u>\$43,040,426</u>	<u>\$206,535,426</u>	<u>\$35,640,000</u>	<u>\$6,338,282</u>	<u>\$41,978,282</u>

Table 3.12
Series 2009A&B Debt Service Schedule

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

Table 3.13

Table 3.14
Metro Matters Debt Strategy - Jurisdictional Participation
(dollars in millions)

	<u>Allocation Before Opting-Out</u>			<u>Opting-Out</u>		<u>Allocation After Opting-Out</u>			<u>Opt-Out Credit</u>
	Estimated Debt Principal: \$	422,000		Opting to Pay Cash (all or portion)	Remaining Debt Principal	Actual Debt Principal: \$	309,915		
	Estimated Annual Debt Service: \$	34,889				Actual Annual Debt Service: \$	21,176		
	Percent of Total					Allocation of Debt Principal	Allocation of Annual Debt Service		Opt-Out Credit Amount
District of Columbia									
• District of Columbia	36.6%	\$ 154,598	\$ 12,781	\$ -	\$ 154,598	50.4%	\$ 156,134	\$ 10,668	\$ -
Maryland									
• Montgomery County	17.0%	71,802	5,936	-	71,802	23.4%	72,515	4,955	-
• Prince Georges County	18.9%	79,664	6,586	-	79,664	26.0%	80,456	5,497	-
Subtotal	35.9%	\$ 151,466	\$ 12,523	\$ -	\$ 151,466	49.4%	\$ 152,971	\$ 10,452	\$ -
Virginia									
• Alexandria	4.4%	18,718	1,548	18,718	-	0.0%	-	-	1,548
• Arlington County	8.7%	36,589	3,025	36,589	-	0.0%	-	-	3,025
• City of Fairfax	0.2%	0,808	0,067	0,808	-	0.0%	-	-	0,067
• Fairfax County	13.9%	58,635	4,848	58,635	-	0.0%	-	-	4,848
• Falls Church	0.3%	1,185	0,098	0,383	0,802	0.3%	0,810	0,055	0,043
Subtotal	27.5%	\$ 115,936	\$ 9,585	\$ 115,134	\$ 0,802	0.3%	\$ 0,810	\$ 0,055	\$ 9,530
Total	100.0%	\$ 422,000	\$ 34,889	\$ 115,134	\$ 306,866	100.0%	\$ 309,915	\$ 21,176	\$ 9,530
	Estimated Debt Principal:	\$ 422,000		\$ 422,000		Estimated Debt Principal:			
	Less Opted Funds:	(115,134)		(115,134)		Less Opted Funds:			
	Subtotal:	\$ 306,866		\$ 306,866		Subtotal:			
	Cost of Issuance:	3,049		3,049		Cost of Issuance:			
	Actual Debt Principal:	\$ 309,915		\$ 309,915		Actual Debt Principal:			

Grants

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

Metro will continue to pursue smaller federal grants that are awarded as earmarks or through competition or regional cooperation. Numerous grant-funded projects will be ongoing in FY2011 for capital and operational security enhancements.

Operating Grants

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

Capital Grants

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

LOCAL MATCH REQUIREMENTS

Matching funds requirements for grants varies by grantor, program, and purpose. Federal Transit Administration (FTA) formula grants require matching funds for 20 percent of the cost, PRIIA grants require matching funds for 50 percent of the cost, and while Metro's primary discretionary grant from FTA requires a 40 percent match. The ARRA allocation is an exception where formula funds require no matching funds. Competitive grants from FTA require zero to 20 percent local match. Security grants, which fund both capital and operating activities, usually require no local share.

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

Formula

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

- **Rail Modernization and Fixed Guideway (Section 5309)**

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

Dedicated Funding

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

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

installation of rollback protection on rails cars lacking this upgraded safety feature.

Competitive

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

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)

Formula

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

SECURITY GRANTS

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



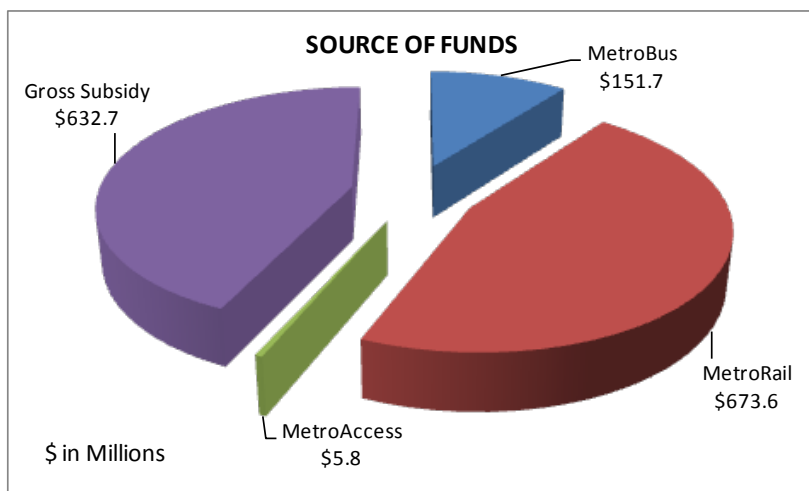
Chapter 4. Operating Budget

This chapter provides information on Metro's three primary services – Metrobus, Metrorail and MetroAccess. Operating expenses, anticipated revenues and subsidy are provided for each service. Operating expenses for each service include its share of administrative costs. More specific department-by-department data is provided in Chapter 5.

Sources and Uses of Funds by Modes Operating Budget Fiscal Year 2011 Approved: \$1.5 Billion

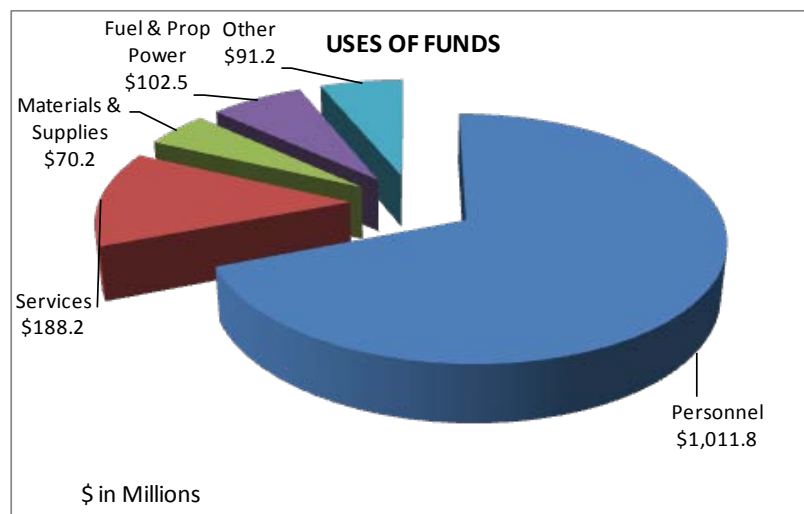
Where it Comes From

The largest source of funding comes from Metrorail for the amount of \$673.6 million or 46.0 percent followed by gross subsidy of \$632.7 million or 43.2 percent. For FY2011, it should be noted that authority-wide, \$741.7 million or 50.7 percent of funds comes from passengers.



Where it Goes

Personnel costs make up the largest expenditure category at \$1,011.8 million or 69.1 percent followed by services with expenses totaling \$188.2 million or 12.9 percent.



Note: Excludes Reimbursable Operating Projects

Table 4.1
Revenue, Expenses and Subsidy by Account
(dollars in thousands)

	Total Fiscal 2011	Metrobus	Metrorail	MetroAccess
REVENUES				
Passenger	\$734,701	\$136,872	\$592,013	\$5,815
Other Passenger	\$7,000	\$2,866	\$4,134	\$0
Parking	\$47,842	\$0	\$47,842	\$0
Charter	\$0	\$0	\$0	\$0
Advertising	\$15,000	\$10,050	\$4,950	\$0
Joint Development	\$6,450	\$0	\$6,450	\$0
Other	\$4,595	\$1,624	\$2,971	\$0
Employee Parking	\$240	\$120	\$120	\$0
Interest	\$515	\$185	\$330	\$0
Fiber Optics	\$14,840	\$0	\$14,840	\$0
Total Revenues	\$831,183	\$151,718	\$673,650	\$5,815
EXPENSES				
Personnel	\$1,011,800	\$413,688	\$593,295	\$4,816
Services	\$188,191	\$31,810	\$58,585	\$97,796
Materials & Supplies	\$70,161	\$29,671	\$40,294	\$196
Fuel & Propulsion Power	\$102,524	\$37,076	\$65,449	\$0
Utilities	\$47,368	\$9,342	\$37,950	\$75
Casualty & Liability	\$37,945	\$12,613	\$25,190	\$143
Leases & Rentals	\$5,261	\$1,789	\$2,869	\$603
Miscellaneous	\$5,034	\$1,941	\$3,039	\$53
Preventive Maint./Reimb.	(\$4,403)	(\$73)	(\$4,330)	\$0
Total Expenses	\$1,463,883	\$537,858	\$822,341	\$103,684
GROSS SUBSIDY	\$632,700	\$386,141	\$148,691	\$97,868
Less: Preventive Maint	(\$60,700)	(\$20,638)	(\$40,062)	\$0
Net Operating Subsidy	\$572,000	\$365,503	\$108,629	\$97,868
Cost Recovery Ratio	56.8%	28.2%	81.9%	5.6%

Preventative maintenance, as per FTA Circular C 5010.1D, is defined as all maintenance costs related to vehicles and non-vehicles. Specifically, it is defined as all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such an asset.

Table 4.2

REVENUE, EXPENSE & FUNDING SOURCES SUBSIDIZED BY ACCOUNT (DOLLARS IN THOUSANDS)					
	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Passenger	568,165	620,979	597,800	734,701	136,901
Other Passenger	4,612	7,771	8,599	7,000	(1,599)
Parking	44,409	47,418	45,589	47,842	2,253
Charter	1,538	255	0	0	0
Advertising	35,296	38,320	42,104	15,000	(27,104)
Joint Development	8,800	8,161	9,848	6,450	(3,398)
Other	17,382	21,130	34,382	4,595	(29,787)
Employee Parking	158	169	174	240	66
Interest	3,856	1,011	169	515	346
Fiber Optics	11,652	14,018	14,313	14,840	527
Total Revenues	695,867	759,231	752,978	831,183	78,205
EXPENSES					
Personnel	875,646	937,013	967,869	1,011,800	43,931
Services	122,709	152,666	169,993	188,191	18,198
Materials & Supplies	79,752	82,348	82,441	70,161	(12,280)
Fuel & Propulsion Power	75,233	98,893	88,112	102,524	14,413
Utilities	36,235	44,186	36,857	47,368	10,511
Casualty & Liability	17,610	27,630	27,866	37,945	10,079
Leases & Rentals	5,092	4,195	4,404	5,261	858
Miscellaneous	4,002	3,589	3,705	5,034	1,329
Reimbursements/Other	(48,286)	(3,476)	(3,906)	(4,403)	(497)
Total Expenses	1,167,994	1,347,042	1,377,341	1,463,883	86,541
GROSS SUBSIDY	472,127	587,811	624,364	632,700	8,336
Operating Reserve	0	0	(19,540)	0	19,540
Preventative Maintenance	(20,700)	(20,700)	(41,800)	(60,700)	(18,900)
Net Local Subsidy	451,427	567,111	563,024	572,000	8,976
Cost Recovery Ratio	59.6%	56.4%	54.7%	56.8%	90.4%

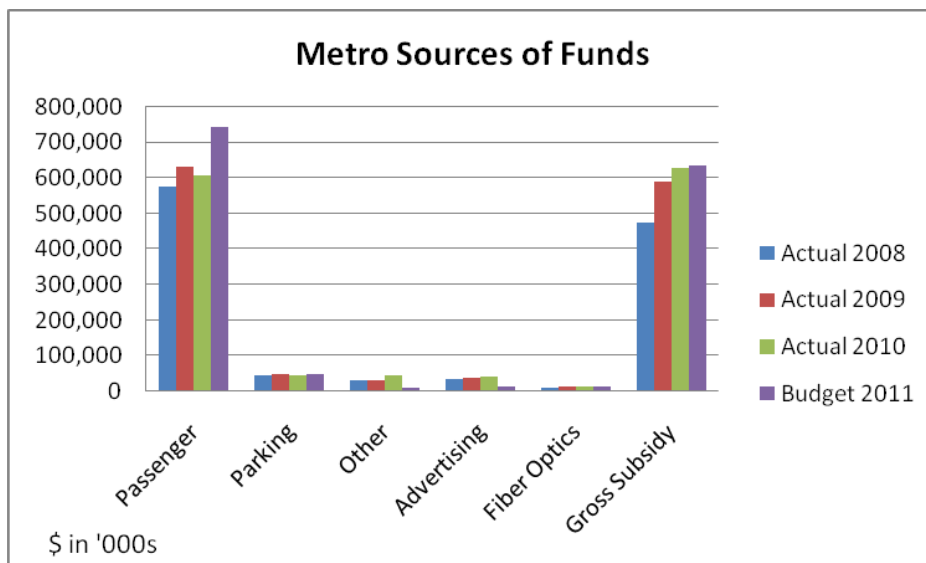
*FY08 Reimbursements/Other includes a \$40M building construction settlement.

Table 4.3

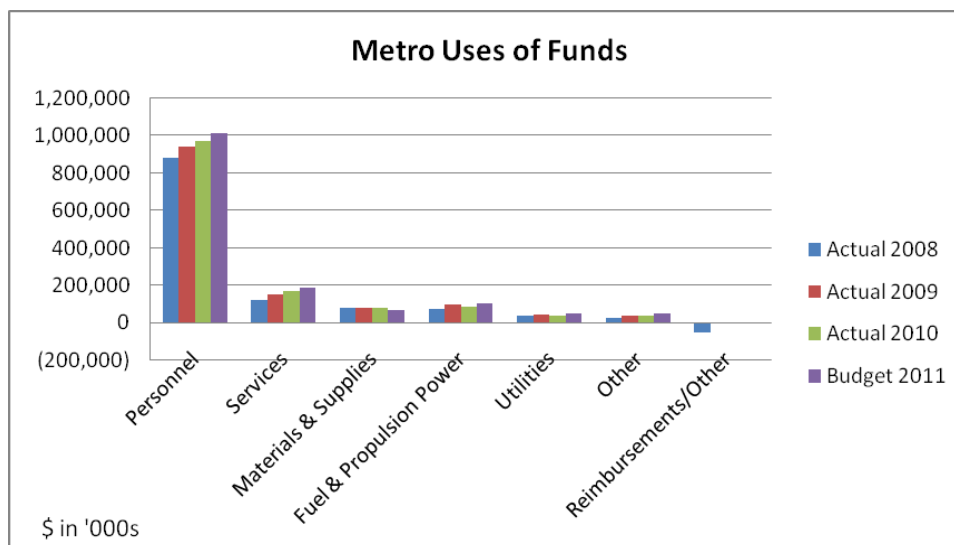
MULTI-YEAR OPERATING EXPENSE
Authority-Wide

<i>(DOLLARS IN THOUSANDS)</i>	<u>Actual 2008</u>	<u>Actual 2009</u>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Change</u>
Salaries(Total)	\$181,484	\$201,894	\$206,243	\$204,959	(\$1,285)
Full-Time Salaries	\$168,677	\$189,984	\$193,800	\$201,560	\$7,761
Salary Lapse	\$0	\$0	\$0	(\$4,886)	(\$4,886)
Overtime Salaries	\$12,808	\$11,910	\$12,443	\$8,284	(\$4,160)
Wages(Total)	\$452,860	\$467,730	\$471,293	\$488,654	\$17,361
Operator/StaMgr Wages	\$182,366	\$196,790	\$193,336	\$212,803	\$19,467
Operator/StaMgr Overtime	\$37,442	\$31,604	\$38,562	\$26,165	(\$12,397)
Full Time Wages	\$209,094	\$220,727	\$215,231	\$242,825	\$27,593
Wage Lapse	\$0	\$0	\$0	(\$7,054)	(\$7,054)
Overtime Wages	\$23,958	\$18,609	\$24,164	\$13,916	(\$10,249)
TOTAL SALARIES AND WAGES	\$634,344	\$669,624	\$677,537	\$693,613	\$16,076
Fringes(Total)	\$241,302	\$267,388	\$290,332	\$318,187	\$27,855
Fringe Health	\$124,015	\$127,863	\$134,397	\$140,364	\$5,967
Fringe Pension	\$45,447	\$64,306	\$85,128	\$99,226	\$14,098
Other Fringe Benefits	\$49,658	\$52,833	\$52,381	\$58,688	\$6,307
Workers Compensation	\$22,181	\$22,386	\$18,426	\$19,909	\$1,483
TOTAL PERSONNEL COST	\$875,646	\$937,013	\$967,869	\$1,011,800	\$43,931
Services(Total)	\$122,709	\$152,666	\$169,993	\$188,191	\$18,198
Management Fee	\$3,657	\$3,809	\$3,626	\$3,139	(\$487)
Professional & Technical	\$11,109	\$15,142	\$16,091	\$23,983	\$7,892
Temporary Help	\$2,596	\$2,475	\$3,367	\$2,325	(\$1,042)
Contract Maintenance	\$24,848	\$30,661	\$35,765	\$33,744	(\$2,020)
Custodial Services	\$19	\$3	\$49	\$141	\$92
Paratransit	\$65,456	\$78,521	\$92,214	\$96,768	\$4,554
Other	\$15,023	\$22,055	\$18,881	\$28,091	\$9,209
Materials & Supplies(Total)	\$79,752	\$82,348	\$82,441	\$70,161	(\$12,280)
Fuel and Lubricants	\$3,732	\$4,737	\$4,496	\$4,903	\$407
Tires	\$5,016	\$4,619	\$4,762	\$5,490	\$728
Other	\$71,004	\$72,992	\$73,183	\$59,768	(\$13,415)
Fuel & Propulsion(Total)	\$75,233	\$98,893	\$88,112	\$102,524	\$14,413
Diesel Fuel	\$23,540	\$26,913	\$23,322	\$28,919	\$5,597
Propulsion Power	\$47,067	\$66,488	\$57,399	\$65,449	\$8,050
Clean Natural Gas	\$4,626	\$5,492	\$7,391	\$8,157	\$766
Utilities(Total)	\$36,235	\$44,186	\$36,857	\$47,368	\$10,511
Electricity and Gas	\$29,632	\$40,316	\$32,771	\$42,097	\$9,326
Utilities - Other	\$6,603	\$3,870	\$4,086	\$5,271	\$1,184
Casualty & Liability(Total)	\$17,610	\$27,630	\$27,866	\$37,945	\$10,079
Insurance	\$7,977	\$7,980	\$11,903	\$12,637	\$733
Claims	\$9,634	\$19,650	\$15,963	\$25,309	\$9,346
Leases(Total)	\$5,092	\$4,195	\$4,404	\$5,261	\$858
Property	\$1,931	\$1,605	\$2,037	\$2,382	\$345
Equipment	\$3,160	\$2,589	\$2,367	\$2,880	\$513
Miscellaneous(Total)	\$4,002	\$3,589	\$3,705	\$5,034	\$1,329
Dues And Subscriptions	\$452	\$244	\$312	\$513	\$201
Conferences and Meetings	\$192	\$183	\$135	\$395	\$260
Business Travel/Public Hrg	\$413	\$399	\$726	\$810	\$83
Interview & Relocation	\$280	\$59	\$135	\$24	(\$111)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$2,143	\$2,064	\$1,523	\$2,345	\$822
Other	\$523	\$640	\$874	\$947	\$73
Reimbursements(Total)	(\$48,286)	(\$3,476)	(\$3,906)	(\$4,403)	(\$497)
Reimbursements	(\$48,286)	(\$3,476)	(\$3,906)	(\$4,403)	(\$497)
TOTAL NONPERSONNEL COST	\$292,348	\$410,029	\$409,472	\$452,083	\$42,610
TOTAL COST	\$1,167,994	\$1,347,042	\$1,377,341	\$1,463,883	\$86,541

For the period under review (FY2008 to FY2011), total passenger revenue continues to be the main source of revenue growing by \$56.0 million or 9.8 percent and \$135.2 million or 22.3 percent in FY2009 and FY2011, respectively. For FY2010, there was a fall in passenger revenue by \$22.4 million or 3.6%. Gross subsidy grew over the period, by \$115.7 million or 24.5 percent, \$36.6 million or 6.2 percent, \$8.3 million or 1.3 percent for FY2009, FY2010 and FY2011, respectively.



Personnel costs continue to be the largest user of funds, growing by \$61.4 million or 7 percent, \$30.9 million or 1.7 percent and 43.9 million or 4.5 percent in FY2009, FY2010 and FY2011, respectively. These cost increases are driven by a combination of union contract increases and changes in staffing levels. Services expense has grown by \$30.0 million or 24.4 percent, \$17.3 million or 6.6 percent and \$18.2 million or 15.7 percent in FY2009, FY2010 and FY2011, respectively. These increases are due mainly to the additional demand for paratransit service.



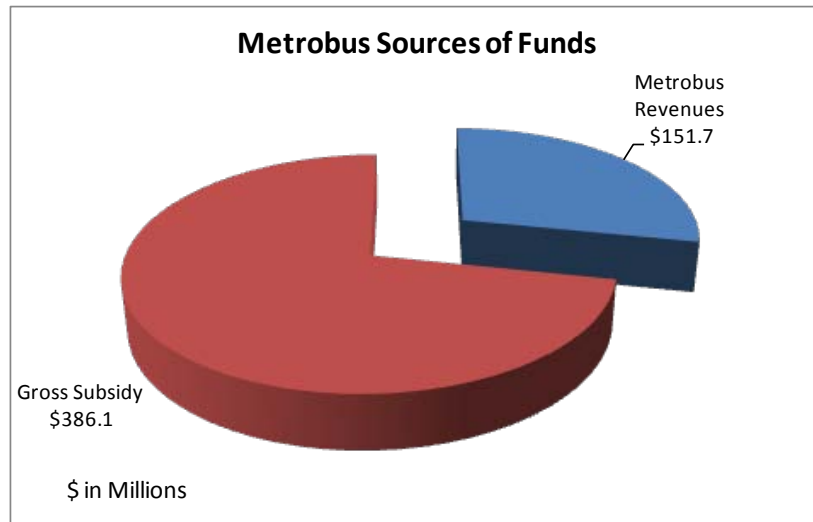
Operating Budget by Mode: Metrobus



Metrobus Fiscal Year 2011 Approved: \$537.9 Million

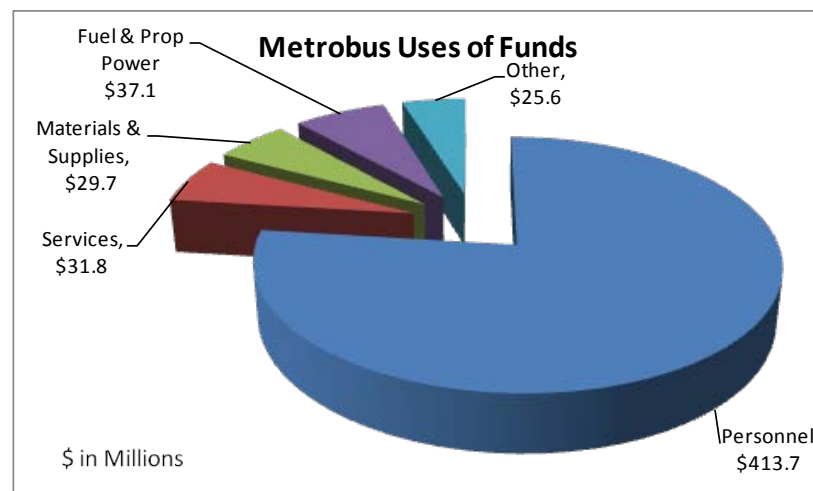
Where it Comes From

For FY2011, Metrobus is funded mainly by gross subsidy of \$386.1 million or 71.8 percent.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$413.7 million or 76.9 percent for FY2011.



Note: Excludes reimbursable operating projects

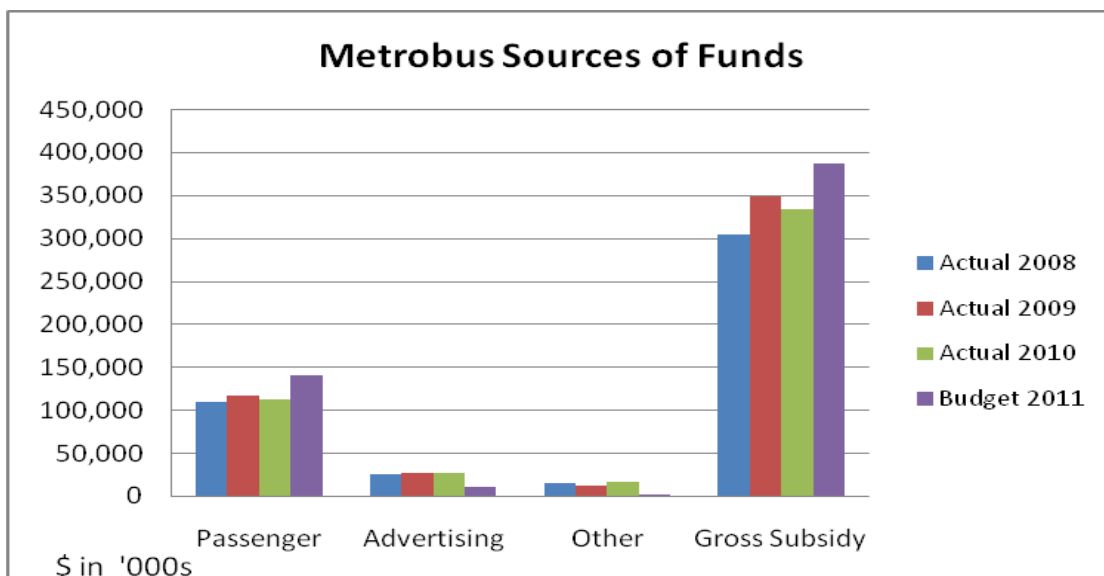
Table 4.4

REVENUE, EXPENSE & SUBSIDY
METROBUS BY ACCOUNT

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
REVENUES					
Passenger	106,589	111,306	105,690	136,872	31,182
Other Passenger	2,641	5,037	6,237	2,866	(3,371)
Carryover	0	0	0	0	0
Parking	0	40	0	0	0
Charter	1,588	255	0	0	0
Advertising	24,494	25,873	26,927	10,050	(16,877)
Joint Development	0	0	1	0	(1)
Other	10,747	10,344	16,239	1,624	(14,615)
Employee Parking	15	20	43	120	77
Interest	2,871	676	166	185	20
Fiber Optics	0	32	0	0	0
Total Revenues	148,945	153,583	155,302	151,718	(3,584)
EXPENSES					
Personnel	363,023	385,553	388,191	413,688	25,497
Services	18,714	26,083	22,797	31,810	9,013
Materials & Supplies	36,022	36,119	27,718	29,671	1,953
Fuel & Propulsion Power	28,397	32,333	30,801	37,076	6,275
Utilities	7,412	8,564	7,537	9,342	1,805
Casualty & Liability	6,250	10,021	9,522	12,613	3,092
Leases & Rentals	1,768	1,696	1,708	1,789	81
Miscellaneous	1,584	1,555	1,200	1,941	741
Preventive Maint./Reimb.	(9,683)	(1)	(273)	(73)	201
Total Expenses	453,488	501,924	489,200	537,858	48,658
GROSS SUBSIDY	304,543	348,340	333,898	386,141	52,243
Less: Reserve Drawdown	\$0	\$0	(\$10,880)	\$0	\$10,880
Less: Operating Reserve Drawdown					
Less: Preventive Maint	(\$18,000)	(\$18,000)	(\$30,700)	(\$20,638)	\$10,062
Net Local Subsidy	\$286,543	\$330,340	\$292,318	\$365,503	\$73,185
Cost Recovery Ratio	32.84%	30.60%	31.75%	28.21%	-7.37%

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

Gross subsidy is the main source of funding for Metrobus. Subsidy grew by \$43.8 million or 14.4 percent and \$52.2 million or 15.6 percent in FY2009 and FY2011, respectively. There was a decline of \$14.4 million or 4.1 percent in FY2010.



Personnel costs grew by \$22.5 million or 6.62 percent, \$2.6 million or 0.7 percent and \$25.5 million or 6.6 percent for FY2009, FY2010 and FY2011, respectively. Other expenses remained relatively flat with the exception of casualty and liability insurance which grew by \$3.8 million or 60.3 percent in FY2009 and \$3.1 million or 32.5 percent in FY2011.

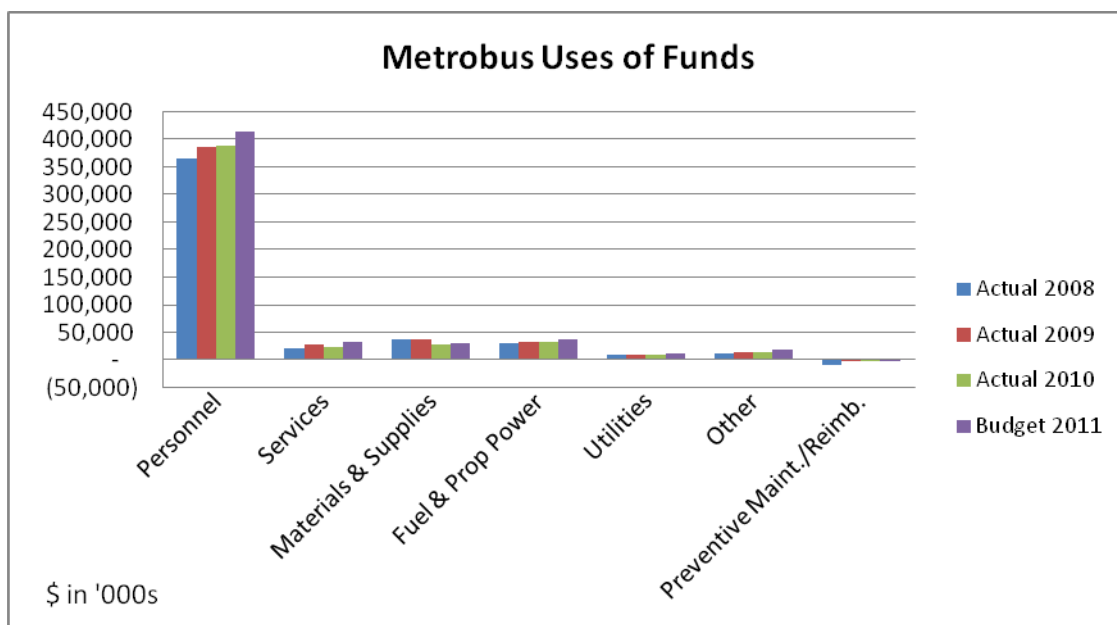


Table 4.5

MULTI-YEAR OPERATING EXPENSE
METROBUS BY ACCOUNT

(DOLLARS IN THOUSANDS)	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$54,205	\$59,850	\$56,308	\$58,259	\$1,951
Full-Time Salaries	\$52,435	\$58,701	\$55,142	\$57,793	\$2,651
Salary Lapse	\$0	\$0	\$0	(\$1,475)	(\$1,475)
Overtime Salaries	\$1,771	\$1,149	\$1,166	\$1,940	\$774
Wages(Total)	\$207,446	\$215,991	\$213,273	\$223,827	\$10,555
Operator/StaMgr Wages	\$118,692	\$129,205	\$127,704	\$135,745	\$8,042
Operator/StaMgr Overtime	\$21,602	\$20,012	\$22,546	\$14,243	(\$8,303)
Full Time Wages	\$60,243	\$62,185	\$57,697	\$70,141	\$12,444
Wage Lapse	\$0	\$0	\$0	(\$1,934)	(\$1,934)
Overtime Wages	\$6,909	\$4,589	\$5,325	\$5,631	\$306
TOTAL SALARIES AND WAGES	\$261,651	\$275,841	\$269,581	\$282,086	\$12,505
Fringes(Total)	\$101,372	\$109,712	\$118,610	\$131,603	\$12,992
Fringe Health	\$50,851	\$56,807	\$60,526	\$57,287	(\$3,239)
Fringe Pension	\$18,228	\$28,008	\$37,601	\$40,496	\$2,895
Other Fringe Benefits	\$20,977	\$15,450	\$10,524	\$24,119	\$13,595
Workers Compensation	\$11,316	\$9,446	\$9,960	\$9,701	(\$259)
TOTAL PERSONNEL COST	\$363,023	\$385,553	\$388,191	\$413,688	\$25,497
Services(Total)	\$18,714	\$26,083	\$22,797	\$31,810	\$9,013
Management Fee	\$1	\$53	\$1	\$0	(\$1)
Professional & Technical	\$4,404	\$6,293	\$6,448	\$9,167	\$2,719
Temporary Help	\$415	\$226	\$1,225	\$714	(\$511)
Contract Maintenance	\$9,100	\$10,938	\$13,798	\$12,739	(\$1,059)
Custodial Services	\$0	\$0	\$49	\$141	\$92
Paratransit	\$41	\$6	\$117	\$0	(\$117)
Other	\$4,753	\$8,566	\$1,159	\$9,049	\$7,890
Materials & Supplies(Total)	\$36,022	\$36,119	\$27,718	\$29,671	\$1,953
Fuel and Lubricants	\$2,064	\$3,152	\$2,981	\$3,008	\$27
Tires	\$4,854	\$4,455	\$4,626	\$5,364	\$738
Other	\$29,104	\$28,512	\$20,110	\$21,299	\$1,189
Fuel & Propulsion(Total)	\$28,397	\$32,333	\$30,801	\$37,076	\$6,275
Diesel Fuel	\$23,539	\$26,908	\$23,316	\$28,919	\$5,602
Propulsion Power	\$233	\$0	\$423	\$0	(\$423)
Clean Natural Gas	\$4,626	\$5,425	\$7,062	\$8,157	\$1,095
Utilities(Total)	\$7,412	\$8,564	\$7,537	\$9,342	\$1,805
Electricity and Gas	\$5,743	\$7,006	\$6,090	\$7,730	\$1,640
Utilities - Other	\$1,669	\$1,558	\$1,448	\$1,613	\$165
Casualty & Liability(Total)	\$6,250	\$10,021	\$9,522	\$12,613	\$3,092
Insurance	\$2,752	\$2,115	\$3,148	\$3,232	\$85
Claims	\$3,498	\$7,907	\$6,374	\$9,381	\$3,007
Leases(Total)	\$1,768	\$1,696	\$1,708	\$1,789	\$81
Property	\$1,189	\$1,192	\$1,308	\$1,219	(\$89)
Equipment	\$580	\$504	\$400	\$571	\$170
Miscellaneous(Total)	\$1,584	\$1,555	\$1,200	\$1,941	\$741
Dues And Subscriptions	\$143	\$91	\$105	\$188	\$83
Conferences and Meetings	\$64	\$45	\$40	\$133	\$93
Business Travel/Public Hrg	\$96	\$97	\$96	\$206	\$111
Interview & Relocation	\$100	\$22	\$52	\$8	(\$44)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$1,032	\$1,087	\$683	\$1,099	\$416
Other	\$148	\$213	\$224	\$306	\$83
Reimbursements(Total)	(\$9,683)	(\$1)	(\$273)	(\$73)	\$201
Reimbursements	(\$9,683)	(\$1)	(\$273)	(\$73)	\$201
TOTAL NONPERSONNEL COST	\$90,464	\$116,371	\$101,009	\$124,170	\$23,161
TOTAL COST	\$453,488	\$501,924	\$489,200	\$537,858	\$48,658

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 online at: http://www.wmata.com/pdfs/planning/2010_Bus_Fleet_Plan_07222010.pdf.

Table 4.6
Metrobus Statistics: FY2008 - FY2011

	FY2008 Actual	FY2009 Actual	FY2010 Approved	FY2011 Approved
STATISTICS:				
Total Bus Miles (000s)	50,291	50,682	49,929	49,964
Revenue (budget) Bus Miles (000s)	38,875	39,690	39,109	38,895
Total Passengers (000s)	132,849	133,770	139,622	127,590
Bus Fleet Size (Year End)	1,487	1,507	1,512	1,512
Total Passenger Revenue (000s)	\$109,455	\$116,344	\$119,544	\$139,738
Total Operating Revenue (000s)	\$148,945	\$153,583	\$157,552	\$151,718
Total Operating Expenses (000s)	\$453,488	\$501,924	\$506,087	\$537,858
Gross Subsidy (000s)	\$304,543	\$348,341	\$348,535	\$386,141
RATIOS:				
Cost Per Total Bus Mile	9.02	9.90	10.14	10.76
Passengers Per Bus	89.34	88.77	92.34	84.38
Passengers Per Scheduled Bus Mile	3.42	3.37	3.57	3.28
Cost Per Passenger	\$3.41	\$3.75	\$3.62	\$4.22
Subsidy Per Passenger	\$2.29	\$2.60	\$2.50	\$3.03
Average Passenger Fare *	\$0.82	\$0.87	\$0.86	\$1.10
Percentage of Operating Cost Recovered from Passenger Revenues	24.1%	23.2%	23.6%	26.0%
Percentage of Operating Cost Recovered from all Operating Revenues	32.8%	30.6%	31.1%	28.2%

* Average is lower than base fare due to transfers and flash pass impact.

Table 4.7
Active Bus Fleet: FY2011

	<u>MAXIMUM SCHEDULED FLEET</u>	<u>TOTAL ACTIVE FLEET</u>
Fiscal 2010 End of Year	1,257	1,512
Fiscal 2011 End of Year *	1,241	1,482

Table 4.8
Average Age of Bus Fleet at End of FY2011

<u>MANUFACTURER</u>	<u>YEAR ENTERED SERVICE</u>	<u>NUMBER OF BUSES</u>	<u>AVERAGE AGE</u>
ORION (V)	1997	248	14
ORION V)	2000	128	11
ORION (VI)	2000	100	11
NEW CNG	2001	100	10
NEW CNG	2002	64	9
NEOPLAN	2003	21	8
ORION VII - CNG	2005	250	6
HYBRID ELECTRIC	2006	50	5
CLEAN DIESEL	2006	117	5
NEW FLYER - CNG	2007	25	4
TAGS	2007	6	4
NABI	2008	22	3
NEW FLYER - HYBRID	2008	103	3
NEW FLYER - HYBRID	2009	100	2
NEW FLYER - HYBRID	2010	148	1
TOTAL**		1,482	7.36 Years

Note:

* Scheduled fleet reduced due to service reduction and route take over

** Includes 20 contingency buses in accordance with fleet plan

Table 4.9
Bus Fleet Size by Garage: FY2011

Garage	Fiscal Year 2011		
	Fleet *	Total Fleet	Spare Ratio
Bladensburg	235	300	21.7 %
Northern	143	171	16.4 %
Western	114	132	13.6 %
Southern Avenue Annex	116	133	12.8 %
Four Mile Run	187	220	15.0 %
Royal	56	65	13.8 %
Landover	142	173	17.9 %
Montgomery	169	198	14.6 %
West Ox	79	90	12.2 %
SYSTEM TOTAL	1,241	1,482	16.3 %

* Maximum scheduled fleet Includes 25 strategic buses

Table 4.10
Comparison of Bus Miles Operated: FY2008 - FY2011

	FY2008 APPROVED	FY2009 APPROVED	FY2010 APPROVED	FY2011 APPROVED
Total Scheduled	49,071,724	49,612,427	48,885,836	48,919,563
Strategic	340,000	340,000	340,000	340,000
Sub-Contract	150,000	-	-	-
Special Service	100,000	100,000	100,000	100,000
Change-Offs	270,900	266,000	262,000	263,000
Yard Work	463,358	467,258	444,329	445,109
Missed Trips	(105,000)	(104,000)	(103,000)	(103,200)
Total Unscheduled	1,219,258	1,069,258	1,043,329	1,044,909
TOTAL MILES	50,290,982	50,681,685	49,929,165	49,964,472
Estimated miles of Articulated Bus included in above	2,597,410	2,597,410	2,597,410	2,597,000

Table 4.11
Bus Operator Payhours: FY2011

Category	FY2011 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + overtime)*	4,800,186	\$24.19	\$116,139,810
Subtotal:	4,800,186		\$116,139,810
Non-Scheduled OT/Special Event	56,478	\$24.19	\$1,366,477
Standing Extra	38,756	\$24.19	\$937,696
Utility	64,625	\$24.19	\$1,563,593
Training	203,634	\$24.19	\$4,926,895
Miscellaneous	143,115	\$24.19	\$3,462,647
Guarantees	93,044	\$24.19	\$2,251,186
Funeral Leave	7,500	\$24.19	\$181,461
Jury Duty	5,039	\$24.19	\$121,918
Vacation	377,520	\$24.19	\$9,134,042
Sick	219,968	\$24.19	\$5,322,094
Holiday	220,456	\$24.19	\$5,333,901
Subtotal:	1,430,135		\$34,601,911
Grand Total:	6,230,321	\$24.19	\$150,741,721

* Strategics are included in the FY2011 Scheduled Pay Hours

Table 4.12
Metrobus Route Summary: FY2011

	Annual Platform Hours				
	Total Service FY2007	Total Service FY2008	Total Service FY2009	Total Service FY2010	Total Service FY2011
Regional Routes					
District of Columbia	1,530,651	1,541,272	1,604,118	1,615,035	1,616,829
Maryland	794,094	802,985	828,900	828,831	830,288
Virginia	670,537	682,654	695,785	731,804	738,549
Totals for Regional:	2,995,282	3,026,911	3,128,803	3,175,671	3,185,666
Non-Regional Routes					
District of Columbia	383,997	395,331	410,432	417,155	442,985
Maryland	323,763	342,285	389,966	384,846	385,773
Virginia	122,547	128,012	137,854	104,746	104,476
Totals for Non-Regional:	830,307	865,627	938,252	906,747	933,234
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	135,195	5,998	-	-
TOTAL METROBUS ROUTES	4,010,714	4,027,734	4,073,053	4,082,418	4,118,900

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:

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

The Metrobus subsidy is allocated using one of two formulas: the Regional Bus Subsidy Allocation formula for routes designated as regional routes that serve major activity centers and carry high volume of riders either in one jurisdiction or in multiple jurisdictions, or second the Non-Regional Bus Subsidy Allocation which distributes the subsidy for non-regional Metrobus routes. The Non-Regional Bus subsidy is applied to routes which do not meet the criteria of regional designation and is allocated primarily to the individual jurisdiction in which the route is operated. The cost of non-regional Metrobus service is computed at a slightly lower rate than regional service, because some fixed costs for Metrobus operations, including costs such as salaries and associated fringes, utilities, professional/technical services and miscellaneous costs are applied only to the regional route calculations.

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 FY2011 budget, the cost per platform hour for regional routes is \$140.83; for non-regional routes the cost per hour platform is \$101.14.

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

Table 4.13
Metrobus Regional and Non-Regional Route Summary

REGIONAL ROUTES

DISTRICT OF COLUMBIA ROUTES	LINE NAME	ANNUAL PLATFORM HOURS			Additional Service Changes	Total Service FY2011
		TOTAL SERVICE FY2009	ADDITIONAL SERVICE CHANGES	TOTAL SERVICE FY2010		
31	WISCONSIN AVE	0	29,608	29,608		29,616
34	NAYLOR RD	0	21,979	21,979		22,002
37	WISCONSIN AVE LTD	0	6,413	6,413		6,503
39	PA AVE LIMITED	0	8,245	8,245		8,415
42,43	MT PLEASANT	21,055	43,842	64,897		63,575
79	GEORGIA AVE METRO EXTRA	22,459	1,815	24,274		25,516
80	NORTH CAPITOL ST	60,735	8	60,743		60,768
32,36	PENNSYLVANIA AVE	161,599	(49,065)	112,534		112,449
52,53,54	14TH ST	97,975	(5)	97,970		98,990
5A	DC-DULLES	63,526	(40,349)	23,177		24,046
62,63	TAKOMA-PETWORTH	20,396	10,690	31,086		31,048
60,64	FORT TOTTEN-PETWORTH	20,855	20,619	41,474		41,503
66,68	PETWORTH-11TH ST	33,339	(33,339)	0		0
70,71	GEORGIA AVE-7TH ST	99,346	(11,286)	88,060		88,202
90,92,93	U ST-GARFIELD	108,815	(633)	108,182		107,115
94	STANTON ROAD	11,614	0	11,614		11,634
96,97	EAST CAPITOL ST-CARDOZO	60,421	43	60,464		60,147
A2,6,7,8,42,46,48	ANACOSTIA-CONGRESS HEIGHTS	79,438	248	79,686		79,720
A4,5	ANACOSTIA-FORT DRUM	25,139	29	25,168		25,278
A9	SOUTH CAPITOL ST	6,548	(88)	6,460		6,477
B2	BLADENSBURG RD-ANACOSTIA	55,731	116	55,847		55,539
D1,3,6	SIBLEY HOSPITAL-STADIUM/ARMORY	67,358	55	67,413	(67,413)	0
D1	GLOVER PARK-FEDERAL TRIANGLE				5,049	5,049
D3	IVY CITY-DUPONT CIRCLE				6,426	6,426
D6	SIBLEY HOSPITAL-STADIUM/ARMORY				55,492	55,492
D5	MACARTHUR BLVD-GEORGETOWN	3,652	165	3,817		4,284
E2,3,4	MILITARY RD-CROSSTOWN	48,931	37	48,968		48,834
G2	P ST-LEDROIT PARK	26,434	(0)	26,434		26,432
G8	RHODE ISLAND AVE	34,519	(42)	34,477		32,588
H1	BROOKLAND-POTOMAC PARK	4,914	(1)	4,913		4,922
H2,3,4	CROSSTOWN	50,351	5,375	55,726		55,744
L1,2,4	CONNECTICUT AVE	43,352	127	43,479		43,507
N2,3,4,6	MASSACHUSETTS AVE	43,908	445	44,353		44,597
N22	NAVY YARD SHUTTLE	30,070	(30,070)	0		0
S1	16TH ST-POTOMAC PARK	9,647	2,614	12,261		12,215
S2,4	16TH ST	111,636	(1,006)	110,630		110,187
S9	16TH ST. EXPRESS	0	18,692	18,692		19,049
U2	MINNESOTA AVE-ANACOSTIA	11,934	-	11,934		11,960
V5	FAIRFAX VILLAGE-L'ENFANT PLAZA	5,475	(1)	5,474		5,483
V7,8,9	MINNESOTA AVE-M ST	44,757	(5)	44,752		43,206
W4	DEANWOOD-ALABAMA AVE	41,609	1,635	43,244		46,358
X1,3	BENNING RD	10,697	132	10,829		10,863
X2	BENNING RD-H ST	65,883	3,876	69,759		71,090
TOTAL D.C. REGIONAL		1,604,118	10,917	1,615,035	(446)	1,616,829

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

NON-REGIONAL ROUTES

DISTRICT OF <u>COLUMBIA ROUTES</u>	LINE NAME	ANNUAL PLATFORM HOURS			Additional Service Changes	Total Service FY2011
		TOTAL SERVICE FY2009	ADDITIONAL SERVICE CHANGES	TOTAL SERVICE FY2010		
79	GEORGIA AVE RAPID	11,800	705	12,505		12,505
98	WOODLEY PARK-U ST LOOP	6,249	(6,249)	0		0
B8,9	FORT LINCOLN SHUTTLE	6,370	(21)	6,350		6,350
D2	GLOVER PARK-DUPONT CIRCLE	18,424	49	18,473		18,489
D4	IVY CITY-FRANKLIN SQUARE	16,391	61	16,452		18,420
D8	HOSPITAL CENTER	43,550	373	43,923		42,706
E6	CHEVY CHASE	5,745	175	5,920		5,916
H6	BROOKLAND-FORT LINCOLN LOOP	18,971	(1)	18,970		19,009
H8,9	PARK RD-BROOKLAND	33,123	(10)	33,113		33,013
K1	TAKOMA-WALTER REED	3,769	56	3,825		3,825
K2	TAKOMA-FORT TOTTEN	4,355	(3)	4,352		4,361
M2	FAIRFAX VILLAGE-NAYLOR ROAD	1,879	(1)	1,879		1,887
M4	NEBRASKA AVE	10,715	84	10,799		10,659
M6	FAIRFAX VILLAGE	14,831	(348)	14,483		14,505
M8,9	CONGRESS HEIGHTS SHUTTLE	7,862	0	7,863		7,854
N8	VAN NESS-WESLEY HEIGHTS LOOP	10,501	1	10,502		10,506
P1,2,6	ANACOSTIA-ECKINGTON	43,488	363	43,851		43,933
U4	SHERIFF RD-RIVER TERRACE	12,594	(0)	12,594		12,523
U5,6	MAYFAIR-MARSHALL HEIGHTS	29,782	(121)	29,661		29,717
U8	CAPITOL HEIGHTS-BENNING HEIGHTS	35,960	559	36,519		36,547
W2,3	UNITED MEDICAL CENTER-ANACOSTIA	37,811	79	37,890		37,921
W6,8	GARFIELD-ANACOSTIA LOOP	29,653	17	29,670		29,586
X8	MARYLAND AVE	8,668	33	8,701		36,655
SCHOOL	VARIOUS	9,741	(880)	8,862		6,098
TOTAL DC NON-REGIONAL		422,232	(5,782)	417,155		442,985

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

NON-REGIONAL ROUTES

	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>			<u>Additional Service Changes</u>	<u>Total Service FY2011</u>
		<u>TOTAL SERVICE</u>	<u>ADDITIONAL SERVICE</u>	<u>TOTAL SERVICE</u>		
		<u>FY2009</u>	<u>CHANGES</u>	<u>FY2010</u>		
<u>MARYLAND ROUTES</u>						
87,88	LAUREL EXPRESS	9,818	(9)	9,809		9,818
89,89M	LAUREL	8,229	(1)	8,228		8,236
B21,22	BOWIE STATE UNIVERSITY	7,349	(1)	7,348		7,344
B24,25	BOWIE-BELAIR	10,613	(39)	10,574		10,583
B27	BOWIE-NEW CARROLLTON	3,473	(1)	3,472		3,468
B29,31	CROFTON-NEW CARROLLTON	3,231	(10)	3,222		3,213
B30	GREENBELT-BWI AIRPORT	17,470	(1)	17,469		17,480
C21,22,25,26,29	CENTRAL AVENUE	27,130	32	27,162		27,175
C28	POINTER RIDGE	6,005	0	6,005		6,018
F12	ARDWICK INDUSTRIAL PARK SHUTTLE	6,865	(1)	6,864		6,860
F13	CHEVERLY-WASH BUSINESS PARK	8,933	1	8,934		8,925
F14	SHERIFF RD-CAPITOL HEIGHTS	20,197	(0)	20,197		20,242
F8	PRINCE GEORGE'S-LANGLEY PARK	18,019	0	18,019		18,030
J11,12,13,14,15	MARLBORO PIKE	12,674	1	12,675		12,675
J5	TWINBROOK-SILVER SPRING	4,126	1	4,127		4,131
J7,9	I-270 EXPRESS	8,364	-	8,364		8,288
L8	CONNECTICUT AVE-MARYLAND	23,070	(2,479)	20,591		20,604
NH1	NATIONAL HARBOR	16,103	(1,698)	14,405		14,437
R12	KENILWORTH AVE-NEW CARROLLTON	25,627	(1)	25,626		25,676
R3	GREENBELT-FORT TOTTEN	15,249	42	15,291		15,305
R4	QUEENS CHAPEL RD	12,023	160	12,183		12,259
T16,17	GREENBELT	17,319	17	17,336		17,364
T2	RIVER RD	19,984	(1)	19,984		19,992
V14,15	DISTRICT HEIGHTS-SEAT PLEASANT	16,931	46	16,977		16,989
W19	INDIAN HEAD EXPRESS	10,328	2,601	12,929		12,929
Z11,13	GREENCASTLE-BRIGGS CHANEY EXPRESS	12,388	14	12,402		12,597
Z2	COLESVILLE RD-ASHTON	15,563	(4,024)	11,539		11,526
Z6	CALVERTON-WESTFARM	22,282	230	22,512		22,644
Z9,29	BURTONSVILLE-LAUREL EXPRESS	10,603	1	10,604		10,965
TOTAL MARYLAND NON-REGIONAL		389,966	(5,120)	384,846		385,773

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

REGIONAL ROUTES		ANNUAL PLATFORM HOURS			Additional Service Changes	Total Service FY2011
		TOTAL SERVICE FY2009	ADDITIONAL SERVICE CHANGES	TOTAL SERVICE FY2010		
VIRGINIA ROUTES	LINE NAME					
10A,E	HUNTING TOWERS-PENTAGON	22,874	(8)	22,866		22,267
10B	HUNTING TOWERS-BALLSTON	28,887	159	29,046		29,368
11Y	MT VERNON EXPRESS	4,327	1,844	6,171		6,171
13A,B,F,G	NAT AIRPORT-PENTAGON-WASHINGTON	12,302	462	12,764		11,017
15K,L	CHAIN BRIDGE ROAD	10,702	(4,952)	5,750		6,095
15 M	GEO. MASON UNIV-TYSONS CR	0	6,082	6,082		5,891
16A,B,D,E,F,J,P	COLUMBIA PIKE	56,747	106	56,853		57,709
16L	ANNANDALE-SKYLINE CITY-PENTAGON	1,691	77	1,768		1,760
16G,H,K,W	COLUMBIA HEIGHTS WEST - PENTAGON CITY	35,365	(1,844)	33,521		33,533
16Y	COLUMBIA PIKE - FARRAGUT SQUARE	9,231	1,250	10,481		10,634
1A,B,E,F,Z	WILSON BLVD	37,373	4,015	41,388		42,816
1C	FAIR OAKS - DUNN LORING	17,568	(307)	17,261		17,282
22A	BARCROFT-S. FARLINGTON	14,622	1,169	15,791		15,749
23A,C	MCLEAN-CRYSTAL CITY	47,745	957	48,702		48,784
24P *	BALLSTON-PENTAGON	6,724	(4,818)	1,906	(1,906)	0
25A,C,D	BALLSTON-BRADLEE-PENTAGON	18,812	765	19,577		19,542
25B	LANDMARK-BALLSTON	15,459	625	16,084		16,152
28A,X	LEESBURG PIKE	39,007	3,003	42,010		48,514
28F,G	SKYLINE CITY	4,361	119	4,480		4,488
28T	TYSONS CORNER-WEST FALLS CHURCH	9,672	732	10,404		10,404
29C,E,G,H,X	ANNANDALE	20,311	(0)	20,311		20,324
29K,N	ALEXANDRIA-FAIRFAX	20,282	257	20,539		20,588
2A,B,C,G	WASHINGTON BLVD	35,488	4,160	39,648		40,519
2T	TYSONS CORNER-DUNN LORING	14,563	406	14,969		15,037
38B	BALLSTON-FARRAGUT SQUARE	25,128	12,320	37,448		37,481
3A,B,E	LEE HWY	31,483	2,226	33,709		33,819
3T	PIMMIT HILLS	16,694	1,929	18,623		18,664
3Y	LEE HWY-FARRAGUT SQUARE	2,800	545	3,345		3,341
4A,B,E,H	PERSHING DR-ARLINGTON BLVD	23,140	1,606	24,746		24,797
7A,B,C,D,E,F,H,P,W,X	LINCOLNIA-NORTH FAIRLINGTON	42,261	(217)	42,044		42,084
8S,W,X,Z	FOXCHASE-SEMINARY VALLEY	12,885	(284)	12,601		12,623
9A,E	HUNTINGTON-PENTAGON	23,711	(9)	23,702		23,719
R99 (REX)	RICHMOND HIGHWAY EXPRESS	33,570	3,644	37,214		37,377
TOTAL VIRGINIA REGIONAL		695,785	36,019	731,804	(1,906)	738,549

* Route to be taken over by Arlington County on September 2009

Table 4.13 (continued)
Metrobus Regional and Non-Regional Route Summary

NON-REGIONAL ROUTES		ANNUAL PLATFORM HOURS			Additional Service Changes	Total Service FY2011
		TOTAL SERVICE FY2009	ADDITIONAL SERVICE CHANGES	TOTAL SERVICE FY2010		
<u>VIRGINIA ROUTES</u>	<u>LINE NAME</u>					
12A,E,F,G *	CENTREVILLE SOUTH	5,332	(5,332)	0		0
12C,D *	CENTREVILLE NORTH	3,590	(3,590)	0		0
12L,M *	L RKY RUN-VIENNA	13,023	(13,023)	0		0
12R,S *	SULLY STATION-VIENNA	21,619	(21,619)	0		0
17A,B,F,M	KINGS PARK	4,445	10,558	15,003		14,994
17G,H,K,L	KINGS PARK EXPRESS	9,226	14,536	23,762		23,537
18E,F	SPRINGFIELD	16,710	(12,184)	4,526		4,539
18G,H,J	ORANGE HUNT	5,384	5,679	11,063		11,067
18P,R,S	BURKE CENTRE	9,784	8,236	18,020		17,825
20F,W,X *	CHANTILLY-GREENBRIAR	7,405	(7,405)	0		0
21A,D	LANDMARK-PENTAGON	3,741	1,661	5,402		5,432
22B	PENTAGON-ARMY NAVY DRIVE-SHIRLEY PARK	1,683	(1,683)	0		0
24T	MCLEAN HAM-E FALLS CHURCH	9,529	(5,432)	4,097		4,106
2W *	VIENNA-OAKTON	8,285	(8,285)	0		0
9S	CRYSTAL CITY-POTOMAC YARD SHUTTLE	5,120	4,932	10,051		10,047
S80, S91	SPRING CIRCULATOR-METRO PARK SHUTTLE (TAGS)	12,821	1	12,822		12,929
SCHOOL (VARIOUS)	VARIOUS	158	(158)	0		0
TOTAL VIRGINIA NON-REGIONAL		137,854	(33,108)	104,746		104,476

* Routes operated by Fairfax Connector

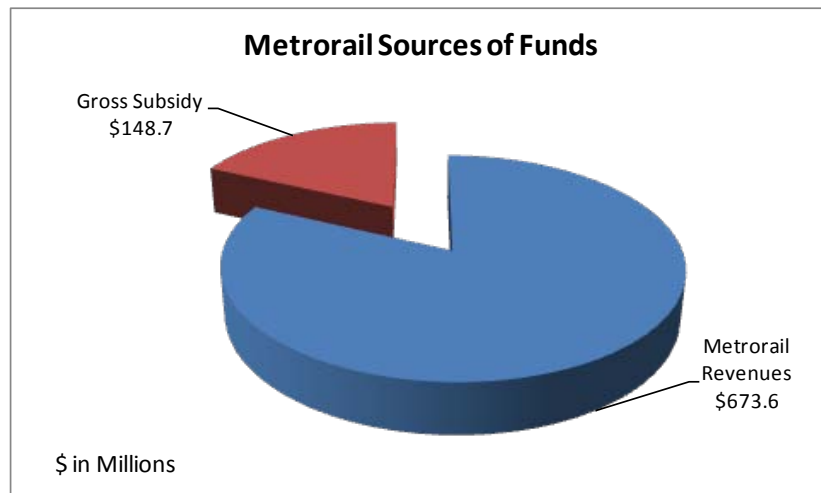
Operating Budget by Mode: Metrorail



Metrorail Fiscal Year 2011 Approved: \$822.3 Million

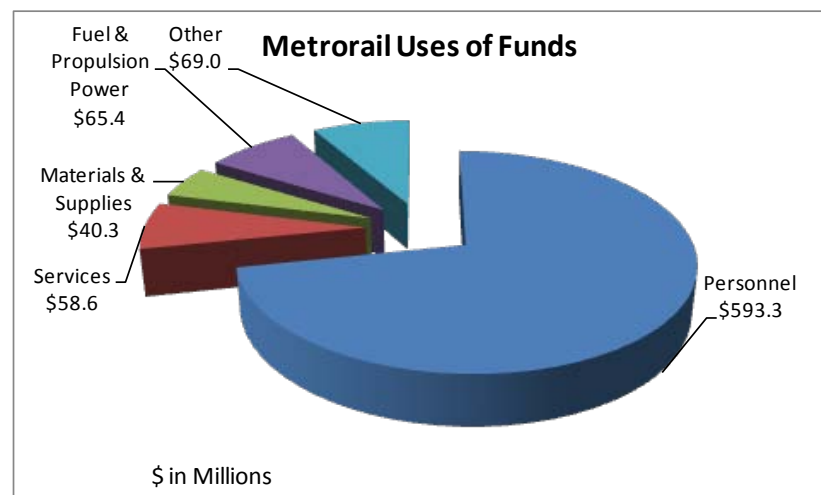
Where it Comes From

Revenues from Metrorail of \$673.6 million are the main source of funding. This represents 81.9 percent of the budget.



Where it Goes

Personnel expenses make up the largest portion of the budget at \$593.3 million or 72.2 percent for FY2011.



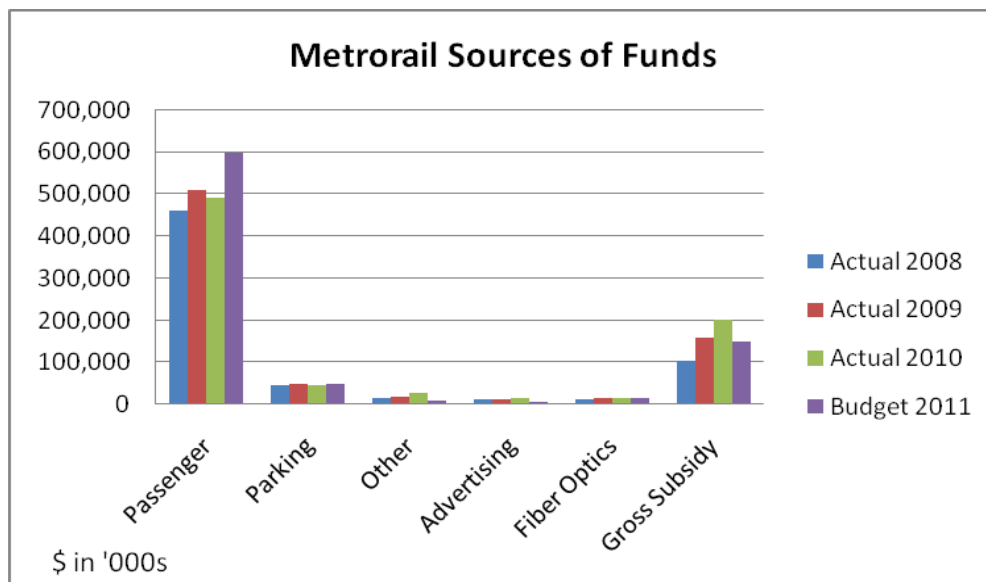
Note: Excludes reimbursable operating Projects

Table 4.14

REVENUE, EXPENSE & SUBSIDY
METRORAIL BY ACCOUNT

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
REVENUES					
Passenger	458,305	506,152	487,833	592,013	104,181
Other Passenger	1,971	2,734	2,362	4,134	1,772
Carryover	0	0	0	0	0
Parking	44,409	47,377	45,589	47,842	2,253
Charter	(50)	0	0	0	0
Advertising	10,802	12,447	15,177	4,950	(10,227)
Joint Development	8,800	8,161	9,847	6,450	(3,397)
Other	6,635	10,207	17,475	2,971	(14,504)
Employee Parking	143	148	132	120	(12)
Interest	985	334	3	330	326
Fiber Optics	11,652	13,986	14,313	14,840	527
Total Revenues	543,651	601,547	592,730	673,650	80,920
EXPENSES					
Personnel	511,997	546,809	574,990	593,295	18,305
Services	38,080	47,483	54,029	58,585	4,555
Materials & Supplies	43,657	46,245	54,598	40,294	(14,304)
Fuel & Propulsion Power	46,835	66,560	57,309	65,449	8,140
Utilities	28,716	35,531	29,240	37,950	8,710
Casualty & Liability	11,341	17,527	18,269	25,190	6,921
Leases & Rentals	3,023	2,379	2,289	2,869	579
Miscellaneous	2,399	2,021	2,474	3,039	565
Preventive Maint./Reimb.	(38,026)	(3,476)	(3,632)	(4,330)	(698)
Total Expenses	648,023	761,081	789,566	822,341	32,775
GROSS SUBSIDY	104,372	159,534	196,836	148,691	(48,145)
Less: Reserve Drawdown	0	0	(8,660)	0	8,660
Less: Preventive Maint	(2,700)	(2,700)	(11,100)	(40,062)	(28,962)
Net Local Subsidy	101,672	156,834	177,076	108,629	(68,447)
Cost Recovery Ratio	83.9%	79.0%	75.1%	81.9%	246.9%

- From FY2008 to FY2011 passenger revenue continues to be the main source of revenue growing by \$48.6 million or 10.6 percent and \$106.0 million or 21.6 percent in FY2009 and FY2011, respectively.
- For FY2010, there was a fall in passenger revenue by \$18.7 million or 3.7 percent.
- Gross subsidy grew over the period by \$55.2 million or 52.9 percent and \$37.3 million or 23.4 percent FY 2009 and FY2010, respectively.
- For FY2011, the gross subsidy is expected to be lower by \$48.1 million or 24.5 percent.



- Personnel costs grew by \$34.8 million or 6.8 percent, \$28.1 million or 5.2 percent and \$18.3 million or 3.2 percent for FY2009, FY2010 and FY2011, respectively.
- Other areas with significant variances were:
 - Material and Supplies with increases of \$2.6 million or 5.9% and \$8.4 million in FY2009 and FY2010. For FY2011, there is an expected savings of \$14.3 million or 26.2%.
 - Fuel and Propulsion expense increased by \$19.7 million or 42.1 percent and \$8.1 million or 14.2 percent in FY2009 and FY2011, respectively. There was a decrease in FY2010 by \$9.3 million or 13.9 percent due to locked in prices.
 - Casualty and Liability Insurance which grew by \$6.2 million or 54.5 percent in FY2009, \$0.4 million or 4.2 percent in FY2010 and \$6.9 million or 37.9 percent in FY2011.

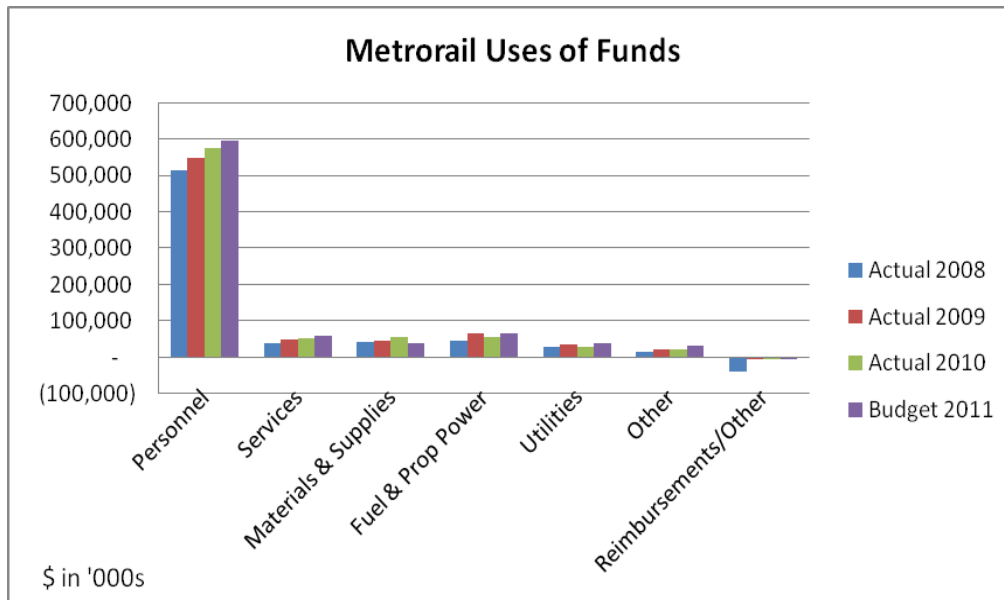


Table 4.15

OPERATING EXPENSE
METRORAIL BY ACCOUNT

(DOLLARS IN THOUSANDS)	Actual 2008	Actual 2009	Actual 2010	Actual Budget 2011	Change
Salaries(Total)	126,832,034	139,109,985	146,709,731	143,407,794	(3,301,937)
Full-Time Salaries	115,801,847	128,378,644	135,469,046	140,396,051	4,927,005
Salary Lapse	0	0	0	-3,310,393	(3,310,393)
Overtime Salaries	11,030,187	10,731,341	11,240,686	6,322,136	(4,918,550)
Wages(Total)	245,410,152	251,737,241	258,000,591	264,781,816	6,781,225
Operator/StaMgr Wages	63,674,756	67,584,831	65,632,060	77,057,150	11,425,090
Operator/StaMgr Overtime	15,839,936	11,592,763	16,015,826	11,922,216	(4,093,610)
Full Time Wages	148,846,257	158,539,899	157,514,680	172,640,148	15,125,468
Wage Lapse	0	0	0	-5,119,310	(5,119,310)
Overtime Wages	17,049,203	14,019,749	18,838,025	8,281,612	(10,556,413)
TOTAL SALARIES AND WAGES	372,242,186	390,847,227	404,710,322	408,189,610	3,479,287
Fringes(Total)	139,754,707	155,961,905	170,279,652	185,105,702	14,826,050
Fringe Health	73,078,900	70,502,275	73,284,628	82,378,922	9,094,294
Fringe Pension	27,169,621	35,871,491	47,002,266	58,235,455	11,233,189
Other Fringe Benefits	28,640,960	36,648,274	41,526,337	34,297,130	(7,229,207)
Workers Compensation	10,865,227	12,939,864	8,466,421	10,194,194	1,727,773
TOTAL PERSONNEL COST	511,996,893	546,809,131	574,989,974	593,295,311	18,305,337
Services(Total)	38,080,355	47,483,479	54,029,365	58,584,661	4,555,296
Management Fee	3,655,685	3,756,269	3,625,450	3,138,863	(486,587)
Professional & Technical	6,591,187	8,741,479	9,311,477	14,506,569	5,195,092
Temporary Help	2,180,754	2,228,796	2,136,636	1,600,542	(536,093)
Contract Maintenance	15,720,209	19,670,766	21,896,228	20,913,956	(982,272)
Custodial Services	18,696	2,974	0	0	0
Paratransit	0	0	6,194	0	(6,194)
Other	9,913,823	13,083,195	17,053,380	18,424,731	1,371,351
Materials & Supplies(Total)	43,657,138	46,245,185	54,597,774	40,293,858	(14,303,916)
Fuel and Lubricants	1,668,726	1,584,922	1,515,109	1,895,344	380,234
Tires	162,184	163,884	135,568	125,943	(9,625)
Other	41,826,228	44,496,379	52,947,097	38,272,572	(14,674,525)
Fuel & Propulsion(Total)	46,835,425	66,560,315	57,308,637	65,448,978	8,140,341
Diesel Fuel	1,154	5,192	3,123	0	(3,123)
Propulsion Power	46,834,271	66,488,393	56,976,409	65,448,978	8,472,569
Clean Natural Gas	0	66,730	329,105	0	(329,105)
Utilities(Total)	28,715,659	35,530,811	29,240,266	37,950,286	8,710,020
Electricity and Gas	23,839,490	33,247,116	26,623,994	34,299,885	7,675,891
Utilities - Other	4,876,169	2,283,695	2,616,272	3,650,401	1,034,129
Casualty & Liability(Total)	11,341,254	17,526,662	18,268,947	25,189,622	6,920,675
Insurance	5,224,494	5,865,066	8,755,629	9,404,340	648,711
Claims	6,116,759	11,661,596	9,513,317	15,785,282	6,271,965
Leases(Total)	3,022,721	2,379,423	2,289,348	2,868,776	579,428
Property	443,585	321,382	445,273	562,281	117,008
Equipment	2,579,136	2,058,040	1,844,075	2,306,495	462,420
Miscellaneous(Total)	2,399,087	2,021,259	2,474,004	3,039,331	565,327
Dues And Subscriptions	308,956	152,480	205,186	318,119	112,933
Conferences and Meetings	122,091	133,809	88,126	238,859	150,732
Business Travel/Public Hrg	306,561	297,551	613,245	592,576	(20,670)
Interview & Relocation	179,498	36,960	82,300	16,109	(66,191)
Tolls	0	0	0	0	0
Advertising	1,108,287	974,855	837,833	1,240,438	402,605
Other	373,694	425,604	647,314	633,231	(14,083)
Reimbursements(Total)	(38,025,926)	(3,475,722)	(3,632,440)	(4,330,240)	(697,800)
Reimbursements	(38,025,926)	(3,475,722)	(3,632,440)	(4,330,240)	(697,800)
TOTAL NONPERSONNEL COST	136,025,712	214,271,412	214,575,901	229,045,272	14,469,371
TOTAL COST	648,022,604	761,080,543	789,565,875	822,340,583	32,774,708

Metrorail Revenue Vehicle Fleet Management Plan

The Metrorail Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected Metrorail revenue vehicle fleet size requirements and operating spare ratio. It includes a description of revenue service planned to accommodate growth in Metrorail ridership, as well as an assessment and projection of needs for rail 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 online at:

http://www.wmata.com/pdfs/planning/Rail_Fleet_Management_Plan_Revised_20070601.pdf.

Table 4.16

Metrorail Statistics: FY 2008- FY 2011

(in thousands)

	FY 2008 <u>Actual</u>	FY 2009 <u>Approved</u>	FY 2010 <u>Approved</u>	FY 2011 <u>Approved</u>
STATISTICS:				
Total Railcar Miles	71,755	82,015	82,015	83,170
Total Revenue Service Miles	69,793	80,415	80,415	81,570
Total Passengers	215,314	217,468	230,943	218,500
Total Passenger Revenue	\$460,276	\$506,159	\$528,073	\$592,013
Total Operating Revenue	\$543,651	\$602,157	\$621,229	\$673,650
Total Operating Expense	\$648,023	\$763,996	\$782,812	\$822,341
Gross Subsidy	\$104,372	\$161,839	\$161,583	\$148,691
RATIOS:				
Passengers Per Revenue Service Mile	3.09	2.70	2.87	2.68
Cost Per Total Railcar Mile	\$9.03	\$9.32	\$9.54	\$9.89
Cost Per Passenger	\$3.01	\$3.51	\$3.39	\$3.76
Subsidy Per Passenger	\$0.48	\$0.74	\$0.70	\$0.68
Average Passenger Fare	\$2.14	\$2.33	\$2.29	\$2.71
Percentage of Operating Cost Recovered from Passenger Revenues	71.0%	66.3%	67.5%	72.0%
Percentage of Operating Cost Recovered from all Operating Revenues	83.9%	78.8%	79.4%	81.9%

Table 4.17
Payhours for Rail Operators and Station Managers: FY2011

Category	FY2011 Train Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	1,025,737	\$26.03	\$26,699,934
Scheduled P/T (1)	37,005	\$34.50	1,276,673
Car Testing	393	\$26.03	10,230
Interlocking Pay Hours	100,337	\$33.49	3,360,286
Subtotal:	1,163,472		\$31,347,123
NonScheduled Overtime/Special Event	152,927	\$45.77	\$6,999,469
Standing Extra	1,004	\$26.03	\$26,134
Utility	54,570	\$36.26	\$1,978,708
Training	74,630	\$26.03	\$1,942,602
Retraining	26,430	\$26.03	\$687,973
Misc.	6,740	\$26.03	\$175,442
Funeral/Other	1,905	\$26.03	\$49,587
Vacation	125,000	\$26.03	\$3,253,750
Sick	37,104	\$26.03	\$965,817
Holiday	63,300	\$26.03	\$1,647,695
Subtotal:	543,610		\$17,727,177
Total:	1,707,082		\$49,074,300

Category	FY2011 Station Manager Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	956,861	\$29.48	\$28,208,262
Scheduled P/T (1)	37,163	\$31.07	\$1,154,654
Subtotal:	994,024		\$29,362,917
NonScheduled Overtime/Special Event	59,165	\$44.23	\$2,616,999
Standing Extra	1,210	\$29.48	\$35,671
Utility	13,008	\$36.21	\$471,020
Training	13,918	\$29.48	\$410,303
Retraining	10,385	\$29.48	\$306,150
Misc.	4,537	\$29.48	\$133,751
Funeral/Other	2,117	\$29.48	\$62,409
Vacation	108,382	\$29.48	\$3,195,101
Sick	36,900	\$29.48	\$1,087,812
Holiday	62,638	\$29.48	\$1,846,568
Subtotal:	312,260		\$10,165,784
Total:	1,306,284		\$39,528,700

GRAND TOTAL \$88,603,000

(1) Maximum 30 hours work week

Table 4.18
Rail Car Miles

	<u>FISCAL 2008*</u>	<u>FISCAL 2009</u>	<u>FISCAL 2010</u>	<u>FISCAL 2011</u>
Red Line	26,534,962	26,534,962	26,534,962	27,468,518
Blue Line	11,892,925	11,892,925	11,892,925	14,460,690
Orange Line	13,791,442	13,791,442	13,791,442	14,674,300
Yellow Line	5,165,744	5,165,744	5,165,744	6,971,134
Green Line	<u>8,459,084</u>	<u>8,459,084</u>	<u>8,459,084</u>	<u>11,996,170</u>
Scheduled Revenue Service Miles	65,844,157	65,844,157	65,844,157	75,570,812
Verizon Arena	1,711,283	1,711,283	1,711,283	1,711,283
Ridership Pattern	325,000	-	-	-
Gap Trains	500,000	300,000	300,000	300,000
Nationals Baseball	486,000	486,000	486,000	486,000
Six-Car vs Four-Car Off Peak		4,142,000	4,142,000	-
50% 8-car Train Program**	<u>3,865,400</u> (a)	<u>7,931,600</u>	<u>7,931,600</u>	<u>3,501,450</u>
Sub-Total Revenue Service Miles	72,731,840	80,415,040	80,415,040	81,569,545
Start-Up/Car Testing	200,000	200,000	200,000	200,000
Revenue Collection	700,000	700,000	700,000	700,000
Other	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>	<u>700,000</u>
Total Car Miles	74,331,840	82,015,040	82,015,040	83,169,545

*Note: Includes Miles for Red Line Turn Back and Yellow Line Extension

(a) FY08 revised to reflect 6000 railcar Deployment Delay

**Note: Previously marked as "6000 / Metro Matter Car Deployment"

Table 4.19
Rail Peak Period Service Levels: FY2007 - FY2011

<u>Rail Lines</u>	<u>FY2008 Approved</u>	<u>FY2009 Approved</u>	<u>FY2010 Approved</u>	<u>FY2011 Approved</u>
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	New Carrollton/Vienna	New Carrollton/Vienna
Yellow Line	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq.	Huntington/Mt.Vernon Sq.
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.

NO. OF RUSH HOUR TRAINS

Red Line	44	44	44	41
Blue Line	23	23	23	23
Orange Line	31	31	31	31
Yellow Line	10	10	10	10
Green Line	20	20	20	20
Gap	4	4	5	5
Start-up	1	1	-	-
TOTAL	133	133	133	130

Table 4.20
Rail Service Levels: FY2007 - FY2011

	FY2008 <u>Approved</u>	FY2009 <u>Approved</u>	FY2010 <u>Approved</u>	FY2011 <u>Approved</u>
<u>RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS)</u>				
Red Line:				
Glenmont-Shady Grove	5	5	5	6
Silver Spring-Grosvenor	2.5	2.5	2.5	3
Orange Line *	6	6	6	6
Blue Line	6	6	6	6
Yellow Line *	6	6	6	6
Green Line	6	6	6	6

NON-RUSH HOUR--MIDDAY-WEEKDAY-SAT/SUN--MINUTES BETWEEN TRAINS

Red Line:				
Glenmont-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Silver Spring-Shady Grove	12/12/15	12/12/15	12/12/15	12/12/15
Orange Line	12/12/15	12/12/15	12/12/15	12/12/15
Blue Line	12/12/15	12/12/15	12/12/15	12/12/15
Yellow Line:				
Huntington-Fort Totten	12/12/15	12/12/15	12/12/15	12/12/15
Green Line	12/12/15	12/12/15	12/12/15	12/12/15

*During times of observed peaking in ridership, tripper trains are operated.

Table 4.21
Rail Service Levels: FY2008 - FY2011

	FY2008 <u>Approved</u>	FY2009 <u>Approved</u>	FY2010 <u>Approved</u>	FY2011 <u>Approved</u>
<u>PEAK SCHEDULED RAILCARS</u>				
Red Line	276	278	284	284
Sub-Total Railcar Miles	124	138	138	138
Orange Line	200	198	198	198
Yellow Line	60	60	60	60
Green Line	130	128	140	140
50% 8-Car Train Program*	56	92	62	62
Option Cars	20	-	-	-
Gap	8	18	30	30
Total Scheduled Car	874	912	912	912
Spares (20%)	174	182	182	182
Revenue Collection	4	4	4	4
Total Car Requirement	1,052	1,098	1,098	1,098
<u>HOURS OF OPERATION</u>				
Weekday (Mon-Thur)	19	19	19	19
Friday	22	22	22	22
Saturday	20	20	20	20
Sunday	17	17	17	17
<u>DAYS OF OPERATION</u>				
Weekday	251	251	251	251
Saturday	57	57	57	56
Sunday	58	58	58	58

*Note: previously "6000 series"

Table 4.22
 Rail Service Levels: FY2008 - FY2011

	FY2008 <u>Approved</u>	FY2009 <u>Approved</u>	FY2010 <u>Approved</u>	FY2011 <u>Approved</u>
<u>CARS PER TRAIN RUSH HOUR</u>				
Red Line	38-6's/6-8's	37-6's/7-8's	34-6's/10-8's	22-6's/19-8's
Blue Line	7-4's/16-6's	23-6's	23-6's	23-6's
Orange Line	24-6's/7-8's	21-6's/9-8's	21-6's/9-8's	21-6's/9-8's
Yellow Line	10-6's	10-6's	10-6's	10-6's
Green Line	15-6's/5-8's	12-6's/7-8's	10-6's/10-8's	10-6's/10-8's
Gap	4's-6's	4's-6's	5's-6's	5's-6's
<u>CARS PER TRAIN WEEKDAY BASE/NIGHT (AFTER 8 P.M.)</u>				
Red Line	6/4	6/4	6/6	6/6
Blue Line	4/4	6/4	6/6	6/6
Orange Line	6/4	6/4	6/6	6/6
Yellow Line	4/4	6/4	6/6	6/6
Green Line	6/4	6/4	6/6	6/6

Table 4.23
Railcar Fleet Profile

Manufacturer	Series	Number Owned	Years Purchased	Number for Service*	Mid Point Age
Rohr Industries	1000	300	1974-1978	280	33
Breda Construzioni Ferroviarie	2000/3000	76/290	1983-1988	358	25.5
	4000	100	1992-1994	100	16
Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF)	5000	192	1998-2003	184	8.5
Alstom	6000	184	2006-2009	184	1.5
Total		1,142		1,106	

*There are 4 vehicles dedicated for revenue collection, 12 vehicles accident damaged and 20 vehicles in disposition pending status

Table 4.24
Rail Car Fleet Storage Capacity

Location	Existing Storage Capacity	Current Fleet Need	Net Storage Capacity
Alexandria	176	180	-4
Branch Ave	166	62	104
Brentwood	86	76	10
Glenmont	132	144	-12
Greenbelt	284	158	126
Largo	42	42	0
New Carrollton	114	114	0
Shady Grove	168	176	-8
West Falls Church	148	180	-32
Total	1,316	1,132	184

Table 4.25
Metro Park & Ride Base and Surcharge Fees
As of July 1, 2010

Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<u>MONTGOMERY COUNTY</u>				
Grosvenor	1,894	\$4.75	\$3.25	\$1.50
White Flint	1,270	\$4.75	\$3.25	\$1.50
<i>White Flint-Non-Metro</i>		\$8.50	\$7.00	\$1.50
Twinbrook	1,097	\$4.75	\$3.25	\$1.50
<i>Twinbrook-Non-Metro</i>		\$8.50	\$7.00	\$1.50
Rockville	524	\$4.75	\$3.25	\$1.50
Shady Grove	5,745	\$4.75	\$3.25	\$1.50
Glenmont	1,781	\$4.75	\$3.25	\$1.50
Wheaton	977	\$4.00	\$3.25	\$0.75
Forest Glen	596	\$4.75	\$3.25	\$1.50
<u>PRINCE GEORGE'S COUNTY</u>				
New Carrollton	3,519	\$4.25	\$3.50	\$0.75
<i>New Carrollton-Non Metro</i>		\$8.25	\$7.50	\$0.75
Landover	1,866	\$4.25	\$3.50	\$0.75
Cheverly	500	\$4.25	\$3.50	\$0.75
Addison Road	1,268	\$4.25	\$3.50	\$0.75
Capitol Heights	372	\$4.25	\$3.50	\$0.75
Greenbelt	3,399	\$4.25	\$3.50	\$0.75
College Park	1,820	\$4.25	\$3.50	\$0.75
P.G. Plaza	1,068	\$4.25	\$3.50	\$0.75
West Hyattsville	453	\$4.25	\$3.50	\$0.75
Southern Avenue	1,980	\$4.25	\$3.50	\$0.75
Naylor Road	368	\$4.25	\$3.50	\$0.75
Suitland Garage	1,890	\$4.25	\$3.50	\$0.75
Branch Avenue	3,072	\$4.25	\$3.50	\$0.75
Morgan Blvd.	602	\$4.25	\$3.50	\$0.75
Largo	2,200	\$4.25	\$3.50	\$0.75
<u>DISTRICT OF COLUMBIA</u>				
Deanwood	194	\$4.25	\$4.25	
Minnesota Ave.	333	\$3.25	\$3.25	
Rhode Island Ave.	(a)			
Fort Totten	408	\$4.25	\$4.25	
Anacostia Garage	808	\$4.25	\$4.25	
<u>Northern Virginia</u>				
Huntington	3,617	\$4.50	\$3.25	\$1.25
West Falls Church	2,009	\$4.50	\$3.50	\$1.00
Dunn Loring	1,326	\$4.50	\$3.25	\$1.25
Vienna	5,169	\$4.50	\$3.25	\$1.25
Franconia	5,069	\$4.50	\$3.25	\$1.25
Van Dorn	361	\$4.50	\$4.00	\$0.50
East Falls Church	422	\$4.50	\$3.50	\$1.00
System Total	57,977			

(a) Rhode Island lot is closed due a joint development project.

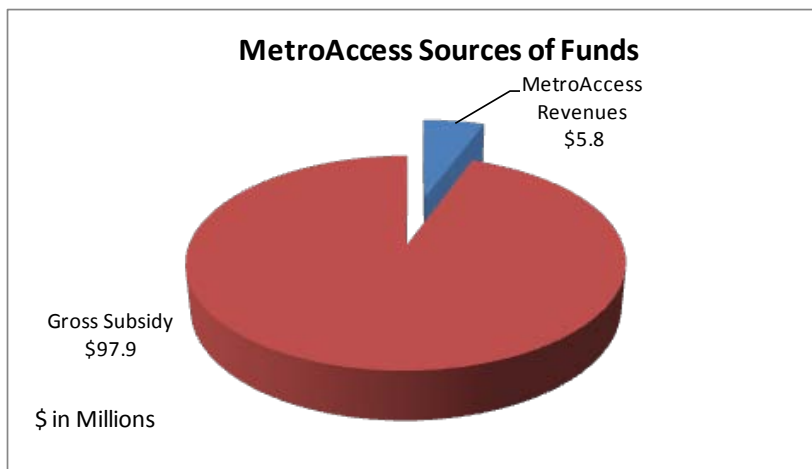
Operating Budget by Mode: MetroAccess



MetroAccess Fiscal Year 2011 Approved: \$103.7 Million

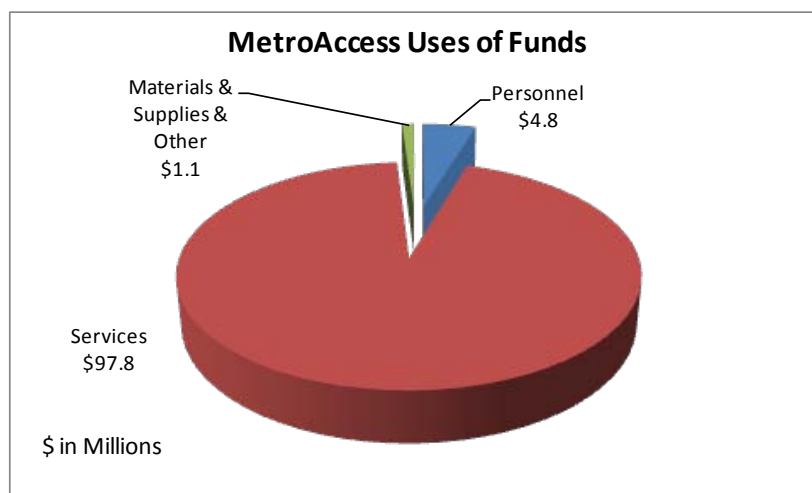
Where it Comes From

For FY2011, MetroAccess is funded mainly by gross subsidy of \$97.9 million or 94.4 percent of budget.



Where it Goes

For FY2011, the majority of the budget is related to the paratransit services mainly with MV Transportation. Services is expected to be \$97.8 million or 94.3 percent of the budget.



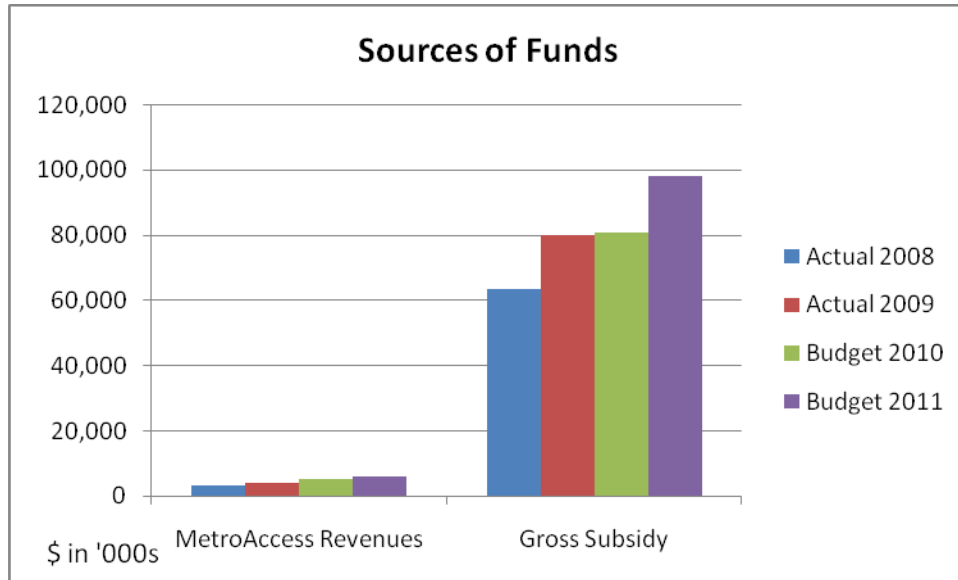
Note: Excludes reimbursable operating projects

Table 4.26

REVENUE, EXPENSE & SUBSIDY
ADA BY ACCOUNT

<i>(DOLLARS IN THOUSANDS)</i>	Actual <u>2008</u>	Actual <u>2009</u>	Actual <u>2010</u>	Approved Budget <u>2011</u>	<u>Change</u>
REVENUES					
Passenger	3,271	3,522	4,277	5,815	1,538
Other	0	579	668	0	(668)
Total Revenues	3,271	4,101	4,945	5,815	870
EXPENSES					
Personnel	626	4,651	4,688	4,816	129
Services	65,915	79,099	93,167	97,796	4,630
Materials & Supplies	73	(16)	125	196	71
Fuel & Propulsion Power	0	0	3	0	(3)
Utilities	107	91	80	75	(4)
Casualty & Liability	19	82	75	143	67
Leases & Rentals	300	119	406	603	197
Miscellaneous	20	12	32	53	22
Preventive Maint./Reimb.	(577)	0	0	0	0
Total Expenses	66,484	84,037	98,575	103,684	5,108
GROSS SUBSIDY	63,212	79,936	93,630	97,868	4,238
Cost Recovery Ratio	4.92%	4.88%	5.02%	5.61%	17.03%

Gross subsidy continues to exceed 94 percent for the period FY2008 to FY2011. Subsidies increased by \$16.7 million or 26.5 percent, \$13.7 million or 17.1 percent and \$4.3 million or 4.5 percent for FY2009, FY2010 and FY2011, respectively.



For FY2009 to FY2011, Services show a continued trend of increase with costs growing by \$13.2 million or 20.0 percent, \$14.1 million or 17.8 percent and \$4.6 million or 5.0 percent for FY2009, FY2010, FY2011, respectively.

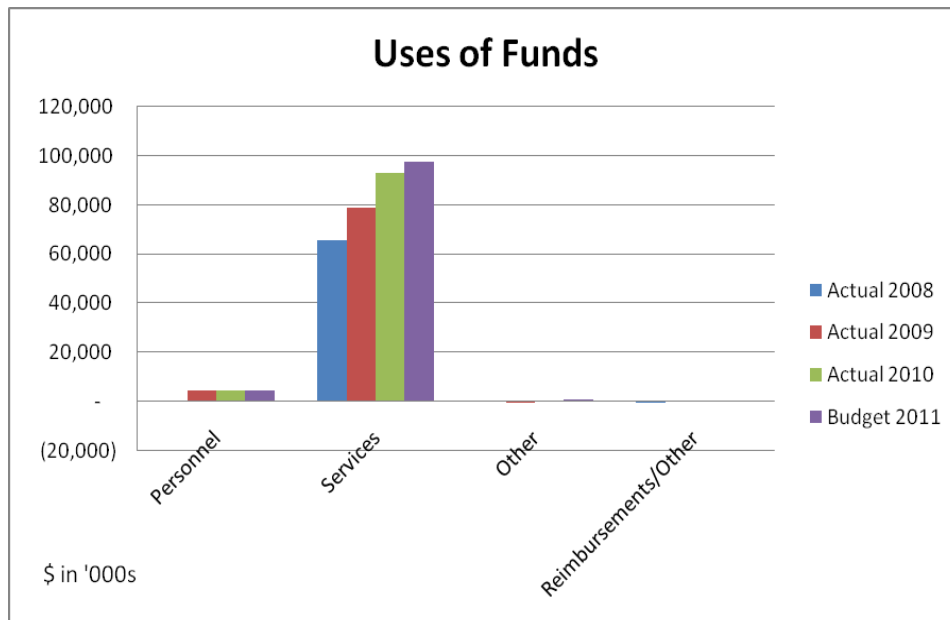


Table 4.27

MULTI-YEAR OPERATING EXPENSE
ADA BY ACCOUNT

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$447	\$2,934	\$3,225	\$3,292	\$67
Full-Time Salaries	\$440	\$2,905	\$3,189	\$3,371	\$182
Salary Lapse	\$0	\$0	\$0	(\$100)	(\$100)
Overtime Salaries	\$7	\$29	\$37	\$21	(\$16)
Wages(Total)	\$4	\$2	\$20	\$45	\$25
Operator/StaMgr Wages	(\$0)	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$4	\$2	\$19	\$43	\$24
Wage Lapse	\$0	\$0	\$0	(\$1)	(\$1)
Overtime Wages	\$1	\$0	\$1	\$3	\$2
TOTAL SALARIES AND WAGES	\$451	\$2,936	\$3,246	\$3,337	\$92
Fringes(Total)	\$175	\$1,714	\$1,442	\$1,479	\$37
Fringe Health	\$85	\$554	\$586	\$699	\$112
Fringe Pension	\$49	\$426	\$525	\$494	(\$31)
Other Fringe Benefits	\$41	\$734	\$331	\$273	(\$58)
Workers Compensation	\$0	\$0	\$0	\$14	\$14
TOTAL PERSONNEL COST	\$626	\$4,651	\$4,688	\$4,816	\$129
Services(Total)	\$65,915	\$79,099	\$93,167	\$97,796	\$4,630
Management Fee	\$0	\$0	\$0	\$0	(\$0)
Professional & Technical	\$114	\$107	\$332	\$310	(\$21)
Temporary Help	\$1	\$20	\$5	\$10	\$5
Contract Maintenance	\$28	\$52	\$71	\$91	\$21
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$65,415	\$78,515	\$92,091	\$96,768	\$4,677
Other	\$357	\$405	\$669	\$616	(\$52)
Materials & Supplies(Total)	\$73	(\$16)	\$125	\$196	\$71
Fuel and Lubricants	\$0	\$0	\$0	\$0	(\$0)
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$73	(\$16)	\$125	\$196	\$71
Fuel & Propulsion(Total)	\$0	\$0	\$3	\$0	(\$3)
Diesel Fuel	\$0	\$0	\$3	\$0	(\$3)
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$107	\$91	\$80	\$75	(\$4)
Electricity and Gas	\$49	\$62	\$57	\$68	\$11
Utilities - Other	\$58	\$29	\$23	\$8	(\$15)
Casualty & Liability(Total)	\$19	\$82	\$75	\$143	\$67
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$19	\$82	\$75	\$143	\$67
Leases(Total)	\$300	\$119	\$406	\$603	\$197
Property	\$299	\$92	\$284	\$601	\$317
Equipment	\$1	\$27	\$122	\$3	(\$120)
Miscellaneous(Total)	\$20	\$12	\$32	\$53	\$22
Dues And Subscriptions	\$1	\$1	\$2	\$7	\$5
Conferences and Meetings	\$5	\$4	\$7	\$23	\$16
Business Travel/Public Hrg	\$10	\$4	\$17	\$11	(\$7)
Interview & Relocation	\$1	\$0	\$1	\$0	(\$1)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$3	\$1	\$2	\$5	\$4
Other	\$1	\$1	\$3	\$7	\$5
Reimbursements(Total)	(\$577)	\$0	\$0	\$0	\$0
Reimbursements	(\$577)	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$65,858	\$79,387	\$93,888	\$98,867	\$4,980
TOTAL COST	\$66,484	\$84,037	\$98,575	\$103,684	\$5,108

MetroAccess Revenue Vehicle Fleet Management Plan

The MetroAccess Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which Metro establishes its current and projected MetroAccess revenue vehicle fleet size requirements and operating spare ratio. It includes a description of revenue service planned to accommodate growth in MetroAccess ridership, 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 online at:

[http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20\(4%209%202009\)final.pdf](http://www.wmata.com/pdfs/planning/MACS%202008%20FLEET%20PLAN%20(4%209%202009)final.pdf) - 2010-02-09.

Table 4.28
MetroAccess Statistics: FY2007 - FY2011

	FY2008 <u>Actual</u>	FY2009 <u>Actual</u>	FY2010 <u>Approved</u>	FY2011 <u>Approved</u>
STATISTICS:				
Total # of:				
MetroAccess - Dedicated Fleet:	452	499	599	600
Total Passengers *	1,721,677	2,107,746	2,377,245	2,630,544
Total Passenger Revenue	(\$3,271,303)	(\$3,521,539)	(\$4,966,596)	(\$5,815,400)
Total Paratransit Operating Expense	\$65,414,900	\$78,514,600	\$92,213,755	\$96,768,066
Total Passengers for FY2011 - Projected				
RATIOS:				
Cost Per Passenger	\$37.99	\$37.25	\$38.79	\$36.79
Subsidy Per Passenger	\$36.09	\$35.58	\$36.70	\$34.58
Percentage of Operating Cost Recovered from Passenger Revenues	5.0%	4.5%	5.4%	6.0%

NOTE: MACS 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 4.29
MetroAccess Statistics: FY2007 - FY2011

	FY2008	FY2009	FY2010	FY2011
	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Approved</u>
Total # of Vans in Fleet	364	400	500	588
Total # of Cars in fleet	88	99	99	12

NOTE: We are one vehicle short of 600 due to retirement. Our capital funding is for replacement vehicles, so the fleet size will not change (except for the one). Fleet mix (vans/sedans) for FY2011 is a projection.

Table 4.30
MetroAccess Statistics: FY2007 - FY2011

Active Fleet: FY2011

	Max Scheduled Fleet	Total Active Fleet	Vans / Sedans
FY2010 End of Year (6/30/2010)	599	599	500 / 99
FY2011 End of Year (Projected)	599	600	588 / 12

NOTE: We are one vehicle short of 600 due to retirement. Our capital funding is for replacement vehicles, so the fleet size will not change (except for the one). Fleet mix (vans/sedans) for FY11 is a projection.

Table 4.31
MetroAccess Statistics: FY2007 - FY2011
Average Age of Fleet at end of FY2010
2.6 Years

<u>Manufacturer</u>	<u>Year Entered Service</u>	<u>Number of Vans/Cars</u>	<u>Vehicle Type</u>
FORD	2010	60	Vans
FORD	2009	130	Vans
FORD	2008	113	Vans
FORD	2008	10	Sedans
FORD	2007	19	Vans
FORD	2007	12	Sedans
FORD	2006	127	Vans
FORD	2006	61	Sedans
FORD	2005	51	Vans
FORD	2005	16	Sedans
Total Fleet Vehicles at End of FY2010:		599	



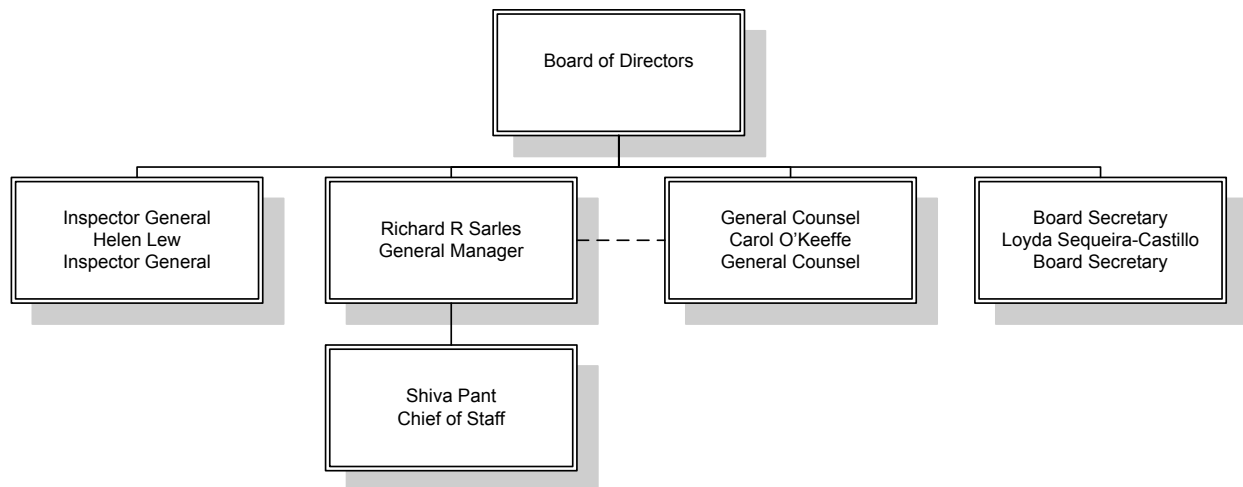
Chapter 5. Department Budgets

This chapter provides detailed goals, objectives, staffing and line-item budgets for each department in the fiscal year 2011 operating budget.

Note: Historical data (FY2008-FY2011) presented may not accurately reflect the Departments' previous budget/actual due to corporate reorganization. This does not affect the total for Metro.

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

Independent Offices



General Manager

Richard Sarles manages the second largest rail transit system and the sixth largest bus network in the United States with more than 10,000 employees, a \$1.45 billion operating budget and a \$0.7 million Capital Improvement Program (FY2011). He was appointed Interim General Manager by the Metro Board of Directors effective April 3, 2010. Most recently, he served as Executive Director of New Jersey Transit. The General Manager is committed to providing the best transit service in the most efficient and cost-effective manner without sacrificing safety and service for customers.

The staff complement to support the General Manager is eight persons.

Inspector General

Introduction

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

Mission Statement

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

To carry out these functions, OIG has a staff complement of 29 persons.

General Counsel

General Counsel's (COUN) role is not only to protect the Metro's legal interests, but to serve as a pro-active problem-solving and problem-avoidance resource for Metro's policymakers and managers. Counsel's organizational structure and staffing of 40 have been developed specifically to meet these objectives and to provide an effective mechanism for providing required legal services at the lowest possible cost.

Mission Statement

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

The Office of General Counsel:

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

Board Secretary

The Office of the Secretary (SECT) is an independent office that reports to the Metro Board of Directors. SECT is responsible for the coordinating, reviewing and distributing of Metro Board materials; recording and maintaining official records of Board actions and resolutions at meetings; publishing legal notices and arranging public hearings approved by the Board; working proactively with the General Manager and his staff to

carry out the policies, goals and initiatives of the Metro Board; and serving as liaison between the Board, the Riders' Advisory Council, Metro, and its riders.

Mission Statement

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

This department has a staff complement of five persons.

OPERATING COST BY MODE
General Manager Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$853	\$312	\$535	\$6
Full-Time Salaries	\$853	\$312	\$535	\$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	\$853	\$312	\$535	\$6
Fringes(Total)	\$419	\$153	\$263	\$3
Fringe Health	\$368	\$134	\$231	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$52	\$19	\$32	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,273	\$465	\$799	\$9
Services(Total)	\$45	\$19	\$26	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$20	\$10	\$10	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$25	\$9	\$16	\$0
Materials & Supplies(Total)	\$8	\$3	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$276	\$103	\$170	\$2
Dues And Subscriptions	\$188	\$69	\$118	\$1
Conferences and Meetings	\$52	\$19	\$33	\$0
Business Travel/Public Hrg	\$14	\$5	\$9	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$22	\$11	\$11	\$1
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$329	\$126	\$201	\$2
TOTAL COST	\$1,602	\$590	\$1,000	\$12

MULTI-YEAR OPERATING EXPENSE
General Manager Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$744	\$764	\$881	\$853	(\$27)
Full-Time Salaries	\$740	\$764	\$881	\$853	(\$27)
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$4	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$744	\$764	\$881	\$853	(\$27)
Fringes(Total)	\$326	\$352	\$407	\$419	\$12
Fringe Health	\$0	\$0	\$0	\$368	\$368
Fringe Pension	\$77	\$75	\$71	\$0	(\$71)
Other Fringe Benefits	\$249	\$277	\$336	\$52	(\$284)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,070	\$1,116	\$1,287	\$1,273	(\$15)
Services(Total)	\$271	\$26	\$157	\$45	(\$112)
Management Fee	\$0	\$0	\$2	\$0	(\$2)
Professional & Technical	\$247	(\$4)	\$120	\$20	(\$100)
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$24	\$30	\$36	\$25	(\$10)
Materials & Supplies(Total)	\$5	\$4	\$11	\$8	(\$2)
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$5	\$4	\$11	\$8	(\$2)
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$13	\$0	\$0	\$0	\$0
Electricity and Gas	\$4	\$0	\$0	\$0	\$0
Utilities - Other	\$8	\$0	\$0	\$0	\$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)	\$398	\$88	\$165	\$276	\$111
Dues And Subscriptions	\$232	\$32	\$129	\$188	\$59
Conferences and Meetings	\$30	\$26	\$19	\$52	\$32
Business Travel/Public Hrg	\$48	\$28	\$16	\$14	(\$2)
Interview & Relocation	\$88	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$1	\$1	\$22	\$21
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
Unknown(Total)	\$0	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$686	\$118	\$333	\$329	(\$4)
TOTAL COST	\$1,756	\$1,234	\$1,620	\$1,602	(\$18)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
OPERATING COST BY MODE
Inspector General Summary
Approved Budget FY2011

	(DOLLARS IN THOUSANDS)			
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$2,165	\$790	\$1,360	\$15
Full-Time Salaries	\$2,233	\$815	\$1,403	\$16
Salary Lapse	-\$68	-\$25	-\$43	\$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	\$2,165	\$790	\$1,360	\$15
Fringes(Total)	\$962	\$351	\$604	\$7
Fringe Health	\$962	\$351	\$604	\$7
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,127	\$1,141	\$1,964	\$22
Services(Total)	\$336	\$133	\$200	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$310	\$123	\$184	\$2
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6	\$2	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$20	\$7	\$12	\$0
Materials & Supplies(Total)	\$14	\$5	\$8	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$8	\$0
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$53	\$28	\$23	\$2
Dues And Subscriptions	\$1	\$1	\$1	\$0
Conferences and Meetings	\$1	\$0	\$0	\$0
Business Travel/Public Hrg	\$43	\$25	\$17	\$2
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$9	\$3	\$5	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$402	\$166	\$231	\$5
TOTAL COST	\$3,529	\$1,307	\$2,196	\$26

MULTI-YEAR OPERATING EXPENSE
Inspector General Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$1,382	\$1,839	\$2,143	\$2,165	\$22
Full-Time Salaries	\$1,382	\$1,839	\$2,143	\$2,233	\$91
Salary Lapse	\$0	\$0	\$0	(\$68)	(\$68)
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages(Total)	(\$0)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	(\$0)	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,382	\$1,839	\$2,143	\$2,165	\$22
Fringes(Total)	\$501	\$753	\$948	\$962	\$14
Fringe Health	\$0	\$0	\$0	\$962	\$962
Fringe Pension	\$51	\$88	\$108	\$0	(\$108)
Other Fringe Benefits	\$450	\$665	\$840	\$0	(\$840)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,883	\$2,592	\$3,091	\$3,127	\$36
Services(Total)	\$68	\$218	\$262	\$336	\$73
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$60	\$197	\$244	\$310	\$66
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$5	\$2	\$6	\$4
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$8	\$15	\$16	\$20	\$3
Materials & Supplies(Total)	\$60	\$18	\$12	\$14	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$60	\$18	\$12	\$14	\$2
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$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)	\$42	\$35	\$21	\$53	\$32
Dues And Subscriptions	\$21	\$1	\$1	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$1	\$1
Business Travel/Public Hrg	\$16	\$28	\$18	\$43	\$25
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$5	\$7	\$2	\$9	\$7
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$170	\$271	\$295	\$402	\$107
TOTAL COST	\$2,053	\$2,864	\$3,386	\$3,529	\$143

OPERATING COST BY MODE
Counsel Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$3,161	\$1,152	\$1,984	\$25
Full-Time Salaries	\$3,161	\$1,152	\$1,984	\$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	\$3,161	\$1,152	\$1,984	\$25
Fringes(Total)	\$1,366	\$498	\$858	\$11
Fringe Health	\$1,361	\$496	\$854	\$11
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$2	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,528	\$1,650	\$2,842	\$36
Services(Total)	\$815	\$298	\$512	\$5
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$627	\$229	\$394	\$4
Temporary Help	\$17	\$6	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$170	\$62	\$107	\$1
Materials & Supplies(Total)	\$46	\$17	\$29	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$46	\$17	\$29	\$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)	\$54	\$20	\$34	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$54	\$20	\$34	\$0
Miscellaneous(Total)	\$82	\$30	\$51	\$1
Dues And Subscriptions	\$53	\$19	\$33	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$14	\$5	\$9	\$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	\$996	\$364	\$626	\$6
TOTAL COST	\$5,524	\$2,014	\$3,468	\$43

MULTI-YEAR OPERATING EXPENSE
Counsel Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	<u>Actual 2008</u>	<u>Actual 2009</u>	<u>Actual 2010</u>	<u>Approved Budget 2011</u>	<u>Change</u>
Salaries(Total)	\$2,812	\$2,963	\$3,140	\$3,161	\$21
Full-Time Salaries	\$2,812	\$2,962	\$3,140	\$3,161	\$21
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,812	\$2,963	\$3,140	\$3,161	\$21
Fringes(Total)	\$1,033	\$1,196	\$1,368	\$1,366	(\$1)
Fringe Health	\$5	\$8	\$10	\$1,361	\$1,351
Fringe Pension	\$108	\$118	\$128	\$0	(\$128)
Other Fringe Benefits	\$920	\$1,070	\$1,229	\$5	(\$1,224)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,845	\$4,159	\$4,508	\$4,528	\$20
Services(Total)	\$946	\$715	\$541	\$815	\$274
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$765	\$677	\$513	\$627	\$114
Temporary Help	\$25	\$1	\$15	\$17	\$2
Contract Maintenance	\$1	\$0	\$0	\$1	\$1
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$155	\$38	\$12	\$170	\$157
Materials & Supplies(Total)	\$68	\$34	\$29	\$46	\$17
Fuel and Lubricants	\$0	\$0	\$0	\$0	(\$0)
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$68	\$34	\$29	\$46	\$17
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$1	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$1	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$9,634	\$12,522	\$11,938	\$0	(\$11,938)
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$9,634	\$12,522	\$11,938	\$0	(\$11,938)
Leases(Total)	\$38	\$40	\$45	\$54	\$9
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$38	\$40	\$45	\$54	\$9
Miscellaneous(Total)	\$80	\$64	\$77	\$82	\$4
Dues And Subscriptions	\$60	\$44	\$56	\$53	(\$3)
Conferences and Meetings	(\$0)	\$0	\$1	\$2	\$1
Business Travel/Public Hrg	\$7	\$8	\$6	\$14	\$8
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$3	\$0	(\$3)
Other	\$13	\$11	\$12	\$13	\$1
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$10,767	\$13,375	\$12,630	\$996	(\$11,634)
TOTAL COST	\$14,611	\$17,534	\$17,138	\$5,524	(\$11,614)

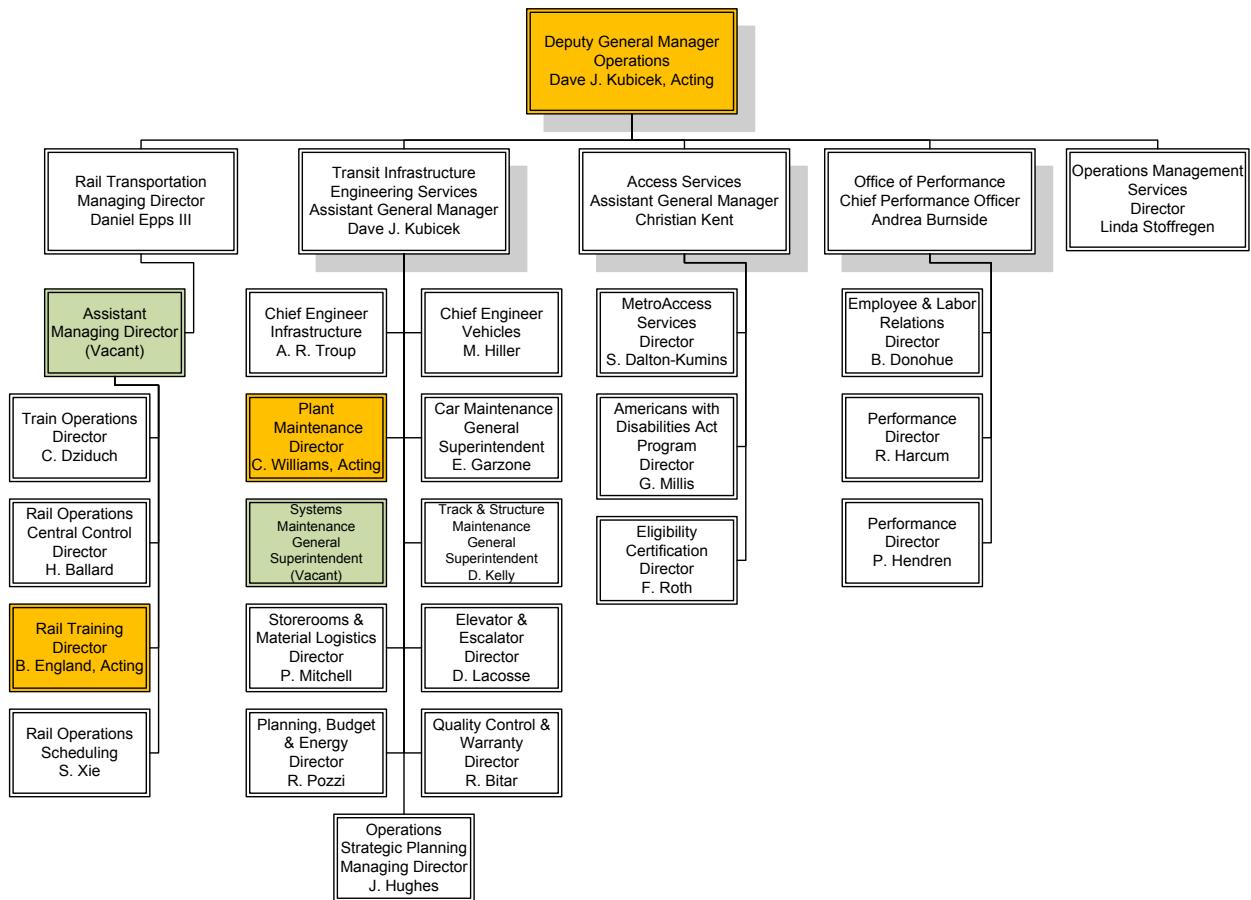
OPERATING COST BY MODE
Board Secretary Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$230	\$84	\$144	\$2
Full-Time Salaries	\$230	\$84	\$144	\$2
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$56	\$21	\$35	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$56	\$21	\$35	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$287	\$105	\$180	\$2
Fringes(Total)	\$123	\$45	\$77	\$1
Fringe Health	\$123	\$45	\$77	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$410	\$150	\$257	\$3
Services(Total)	\$58	\$21	\$36	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$5	\$8	\$0
Temporary Help	\$15	\$6	\$10	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$30	\$11	\$19	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$93	\$36	\$57	\$0
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$21	\$8	\$13	\$0
Business Travel/Public Hrg	\$30	\$13	\$17	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$31	\$11	\$19	\$0
Other	\$6	\$2	\$3	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$157	\$59	\$97	\$1
TOTAL COST	\$567	\$209	\$354	\$4

MULTI-YEAR OPERATING EXPENSE
Board Secretary Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$208	\$277	\$282	\$230	(\$52)
Full-Time Salaries	\$208	\$277	\$282	\$230	(\$52)
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages(Total)	\$29	\$0	\$0	\$56	\$56
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$29	\$0	\$0	\$56	\$56
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$237	\$277	\$282	\$287	\$5
Fringes(Total)	\$95	\$116	\$127	\$123	(\$4)
Fringe Health	\$0	\$0	\$0	\$123	\$123
Fringe Pension	\$15	\$15	\$16	\$0	(\$16)
Other Fringe Benefits	\$80	\$101	\$111	\$0	(\$111)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$332	\$392	\$409	\$410	\$1
Services(Total)	\$22	\$36	\$55	\$58	\$3
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$8	\$18	\$13	(\$5)
Temporary Help	\$0	\$3	\$9	\$15	\$6
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$22	\$25	\$28	\$30	\$1
Materials & Supplies(Total)	\$6	\$7	\$6	\$6	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$6	\$7	\$6	\$6	\$1
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$0	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$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)	\$70	\$91	\$92	\$93	\$1
Dues And Subscriptions	\$0	\$0	\$0	\$5	\$5
Conferences and Meetings	\$7	\$5	\$6	\$21	\$15
Business Travel/Public Hrg	\$22	\$23	\$32	\$30	(\$1)
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$41	\$63	\$46	\$31	(\$15)
Other	\$0	\$0	\$9	\$6	(\$3)
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$98	\$134	\$153	\$157	\$4
					\$0
TOTAL COST	\$430	\$527	\$562	\$567	\$5

Deputy General Manager Operations



Introduction

The Deputy General Manager directs the daily operation of the Metrorail, MetroAccess, and elevators and escalators; and manages the Metro Capital Improvement Program (CIP) which includes infrastructure renewal, engineering, and design. This department has a staff complement of 5,452 positions:

- Deputy General Manager – 82
- Track, Infrastructure and Engineering Systems – 1,204
- Rail Services – 4,111
- Access Services – 38
- Office of Performance – 17

Mission Statement

The mission of the Deputy General Manager's office is to provide the safest, most reliable, cleanest, most professional and efficient transportation service for those customers who use the system in the Washington Metropolitan region.

Goals and Objectives

The Deputy General Manager's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goals are: Create a Safety Culture, Use Every Resource Wisely and Maintain and Enhance Metro's Image. The strategic frameworks used to achieve these goals and their respective measures to assess progress are as follows:

- Target investments/initiatives that reduce operating/capital costs and/or generate revenue by reducing non-scheduled overtime by 15 percent by December 2010 (FY2009 is the baseline).
- Manage the safe operations of Metrorail, MetroAccess, elevators and escalators on an ongoing basis.

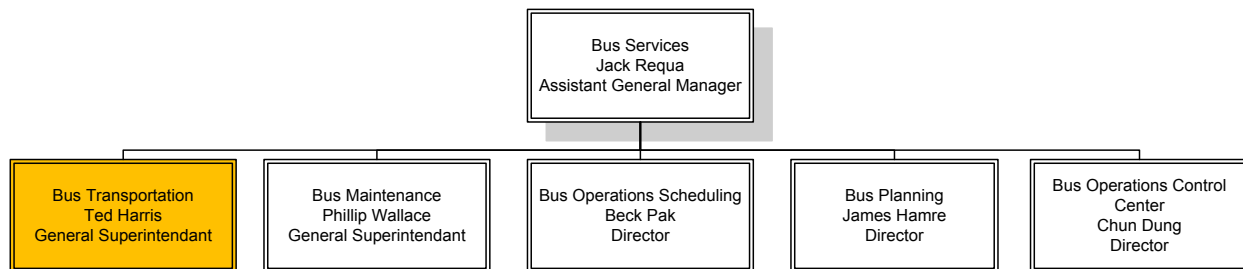
The performance measures are reflected in Appendix D showing the achievements of Metro's operating departments.

OPERATING COST BY MODE				
Operations Administration Summary				
Approved Budget FY2011				
DISPLAYED BY ACCOUNT				
(DOLLARS IN THOUSANDS)				
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$3,030	\$1,244	\$1,778	\$8
Full-Time Salaries	\$3,057	\$1,258	\$1,791	\$8
Salary Lapse	-\$75	-\$36	-\$39	\$0
Overtime Salaries	\$48	\$22	\$26	\$0
Wages(Total)	\$5,922	\$3,166	\$2,756	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,144	\$3,215	\$2,928	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,952	\$4,410	\$4,534	\$8
Fringes(Total)	\$3,931	\$1,910	\$2,018	\$3
Fringe Health	\$3,931	\$1,910	\$2,018	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$12,882	\$6,320	\$6,552	\$11
Services(Total)	\$348	\$126	\$222	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$114	\$35	\$79	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$17	\$6	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$217	\$85	\$132	\$0
Materials & Supplies(Total)	\$100	\$48	\$51	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$100	\$48	\$51	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$19	\$7	\$12	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$2	\$3	\$0
Business Travel/Public Hrg	\$12	\$5	\$8	\$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	\$467	\$181	\$286	\$0
TOTAL COST	\$13,349	\$6,501	\$6,838	\$11

MULTI-YEAR OPERATING EXPENSE
Operations Administration Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$7,710	\$2,105	\$3,108	\$3,030	(\$79)
Full-Time Salaries	\$7,203	\$2,097	\$3,091	\$3,057	(\$34)
Salary Lapse	\$0	\$0	\$0	(\$75)	(\$75)
Overtime Salaries	\$507	\$8	\$18	\$48	\$30
Wages(Total)	\$5,788	\$4,801	\$3,557	\$5,922	\$2,365
Operator/StaMgr Wages	\$23	\$0	\$2	\$0	(\$2)
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$5,560	\$4,653	\$3,435	\$6,144	\$2,709
Wage Lapse	\$0	\$0	\$0	(\$222)	(\$222)
Overtime Wages	\$204	\$148	\$120	\$0	(\$120)
TOTAL SALARIES AND WAGES	\$13,497	\$6,905	\$6,665	\$8,952	\$2,286
Fringes(Total)	\$4,631	\$2,630	\$2,728	\$3,931	\$1,203
Fringe Health	\$5	\$4	\$0	\$3,931	\$3,930
Fringe Pension	\$89	\$82	\$106	\$0	(\$106)
Other Fringe Benefits	\$4,537	\$2,543	\$2,621	\$0	(\$2,621)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$18,129	\$9,535	\$9,393	\$12,882	\$3,489
Services(Total)	\$189	\$177	\$122	\$348	\$226
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$87	\$152	\$86	\$114	\$27
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$17	\$17
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$102	\$25	\$36	\$217	\$182
Materials & Supplies(Total)	\$235	\$100	\$76	\$100	\$24
Fuel and Lubricants	\$1	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$234	\$100	\$76	\$100	\$24
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$1	\$0	\$0	\$0	\$0
Electricity and Gas	\$1	\$0	\$0	\$0	\$0
Utilities - Other	(\$0)	\$0	\$0	\$0	\$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)	\$26	\$15	\$17	\$19	\$2
Dues And Subscriptions	\$0	\$0	\$0	\$1	\$1
Conferences and Meetings	\$1	\$2	\$3	\$4	\$2
Business Travel/Public Hrg	\$13	\$3	\$14	\$12	(\$1)
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$11	\$10	\$1	\$2	\$1
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$450	\$292	\$214	\$467	\$253
TOTAL COST	\$18,579	\$9,827	\$9,608	\$13,349	\$3,742

Bus Services



Introduction

The Department of Bus (BUS) is responsible for all functions of bus operations: providing assistance in "Rebuilding the Foundation," maintenance, service planning and scheduling. To provide this service, Bus is staffed by 3,920 positions.

Mission Statement

The mission of BUS is to provide signature service for the national capital region by setting the industry standard for safety, reliability, cleanliness, and customer relations.

Goals and Objectives

The Department of Bus measures are linked to Metro's five strategic goals and related 12 objectives. The applicable departmental goals are: Deliver Quality Service and Use Every Resource Wisely. The strategic framework used to achieve these goals and their respective measures to assess progress are:

- Improve reliability of service by achieving 80 percent on-time performance.
- To target a level of 6,000 miles mean distance between failures.
- Continuous improvement in safety.

Appendix D evaluates the performance of Metrobus against these important measurements.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
OPERATING COST BY MODE
Bus Services Summary
Approved Budget FY2011

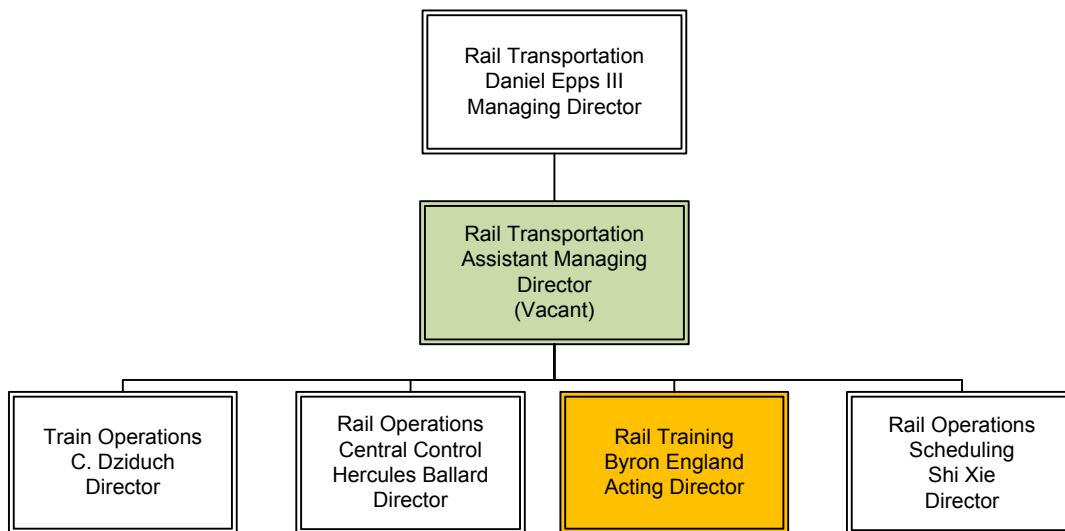
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)
TOTAL BUS RAIL PARATRANSIT

Salaries(Total)	\$30,534	\$29,102	\$1,430	\$3
Full-Time Salaries	\$30,654	\$29,191	\$1,460	\$3
Salary Lapse	-\$868	-\$828	-\$40	\$0
Overtime Salaries	\$749	\$738	\$10	\$0
Wages(Total)	\$213,775	\$210,885	\$2,889	\$0
Operator/StaMgr Wages	\$136,122	\$135,745	\$376	\$0
Operator/StaMgr Overtime	\$14,243	\$14,243	\$0	\$0
Full Time Wages	\$59,981	\$57,585	\$2,395	\$0
Wage Lapse	-\$1,697	-\$1,643	-\$53	\$0
Overtime Wages	\$5,126	\$4,955	\$171	\$0
TOTAL SALARIES AND WAGES	\$244,309	\$239,987	\$4,319	\$3
Fringes(Total)	\$106,496	\$104,603	\$1,891	\$2
Fringe Health	\$104,764	\$102,887	\$1,875	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,732	\$1,716	\$17	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$350,805	\$344,590	\$6,210	\$5
Services(Total)	\$7,844	\$7,646	\$198	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$235	\$235	\$0	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$6,002	\$5,809	\$193	\$0
Custodial Services	\$141	\$141	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,465	\$1,460	\$5	\$0
Materials & Supplies(Total)	\$27,196	\$24,756	\$2,439	\$0
Fuel and Lubricants	\$4,675	\$2,974	\$1,701	\$0
Tires	\$5,490	\$5,364	\$126	\$0
Other	\$17,031	\$16,418	\$613	\$0
Fuel & Propulsion(Total)	\$40,076	\$40,076	\$0	\$0
Diesel Fuel	\$28,919	\$28,919	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$11,157	\$11,157	\$0	\$0
Utilities(Total)	\$65	\$65	\$0	\$0
Electricity and Gas	\$58	\$58	\$0	\$0
Utilities - Other	\$8	\$8	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$930	\$930	\$0	\$0
Property	\$881	\$881	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$49	\$49	\$0	\$0
Miscellaneous(Total)	\$143	\$138	\$6	\$0
Dues And Subscriptions	\$10	\$4	\$5	\$0
Conferences and Meetings	\$10	\$10	\$0	\$0
Business Travel/Public Hrg	\$2	\$2	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$121	\$121	\$0	\$0
Reimbursements(Total)	-\$75	-\$75	\$0	\$0
Reimbursements	-\$75	-\$75	\$0	\$0
TOTAL NONPERSONNEL COST	\$76,178	\$73,535	\$2,643	\$0
TOTAL COST	\$426,984	\$418,125	\$8,854	\$5

MULTI-YEAR OPERATING EXPENSE
Bus Services Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$21,162	\$26,412	\$29,304	\$30,534	\$1,231
Full-Time Salaries	\$20,230	\$25,803	\$28,856	\$30,654	\$1,798
Salary Lapse	\$0	\$0	\$0	(\$868)	(\$868)
Overtime Salaries	\$932	\$609	\$447	\$749	\$301
Wages(Total)	\$193,605	\$198,906	\$197,877	\$213,775	\$15,898
Operator/StaMgr Wages	\$118,277	\$125,082	\$124,696	\$136,122	\$11,426
Operator/StaMgr Overtime	\$21,563	\$19,916	\$22,663	\$14,243	(\$8,419)
Full Time Wages	\$47,545	\$49,914	\$45,855	\$59,981	\$14,126
Wage Lapse	\$0	\$0	\$0	(\$1,697)	(\$1,697)
Overtime Wages	\$6,220	\$3,994	\$4,664	\$5,126	\$462
TOTAL SALARIES AND WAGES	\$214,767	\$225,318	\$227,181	\$244,309	\$17,129
Fringes(Total)	\$73,032	\$82,968	\$92,887	\$106,496	\$13,610
Fringe Health	\$4	\$69	\$132	\$104,764	\$104,632
Fringe Pension	\$201	\$254	\$314	\$0	(\$314)
Other Fringe Benefits	\$72,827	\$82,645	\$92,441	\$1,732	(\$90,708)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$287,798	\$308,286	\$320,067	\$350,805	\$30,738
Services(Total)	\$5,609	\$5,801	\$8,046	\$7,844	(\$202)
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$221	\$187	\$221	\$235	\$14
Temporary Help	\$0	\$0	\$0	\$1	\$1
Contract Maintenance	\$5,050	\$5,169	\$7,182	\$6,002	(\$1,180)
Custodial Services	\$0	\$0	\$49	\$141	\$92
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$338	\$445	\$594	\$1,465	\$871
Materials & Supplies(Total)	\$35,319	\$36,977	\$26,949	\$27,196	\$247
Fuel and Lubricants	\$3,560	\$4,485	\$4,276	\$4,675	\$399
Tires	\$5,015	\$4,619	\$4,761	\$5,490	\$729
Other	\$26,744	\$27,873	\$17,912	\$17,031	(\$881)
Fuel & Propulsion(Total)	\$32,675	\$36,494	\$32,696	\$40,076	\$7,379
Diesel Fuel	\$23,538	\$26,906	\$23,316	\$28,919	\$5,603
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$9,137	\$9,588	\$9,381	\$11,157	\$1,776
Utilities(Total)	\$64	\$2	\$133	\$65	(\$68)
Electricity and Gas	\$0	\$0	\$87	\$58	(\$29)
Utilities - Other	\$64	\$2	\$46	\$8	(\$39)
Casualty & Liability(Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases(Total)	\$486	\$356	\$496	\$930	\$434
Property	\$462	\$333	\$473	\$881	\$407
Equipment	\$24	\$23	\$23	\$49	\$26
Miscellaneous(Total)	\$104	\$92	\$110	\$143	\$34
Dues And Subscriptions	\$7	\$5	\$7	\$10	\$3
Conferences and Meetings	\$33	\$9	\$6	\$10	\$4
Business Travel/Public Hrg	\$24	\$41	\$43	\$2	(\$41)
Interview & Relocation	\$17	\$1	\$1	\$0	(\$1)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$24	\$37	\$52	\$121	\$69
Reimbursements(Total)	(\$18,022)	(\$18,001)	(\$26)	(\$75)	(\$49)
Reimbursements	(\$18,022)	(\$18,001)	(\$26)	(\$75)	(\$49)
TOTAL NONPERSONNEL COST	\$56,236	\$61,721	\$68,404	\$76,178	\$7,775
TOTAL COST	\$344,034	\$370,008	\$388,471	\$426,984	\$38,513

Rail Transportation



Introduction

The Department of Rail Transportation is responsible for all facets of rail operations: providing "Rebuilding the Foundation", maintenance, and scheduling of all revenue service delivery. The staff complement to support this operation is 4,111 positions.

Mission

The mission of the Rail Transportation is to provide the nation's best transit service to our customers and improve the quality of life in the Washington Metropolitan region.

Goals and Objectives

The Department of Rail's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goal is: Deliver Quality Service. The strategic framework used to achieve this goal and its respective measure to assess progress is:

- On time performance of 87 percent.
- Continuous improvement in safety for both customers and employees.

Appendix D evaluates the performance of Metrorail against these important measurements.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
OPERATING COST BY MODE
Rail Transportation Summary
Approved Budget FY2011

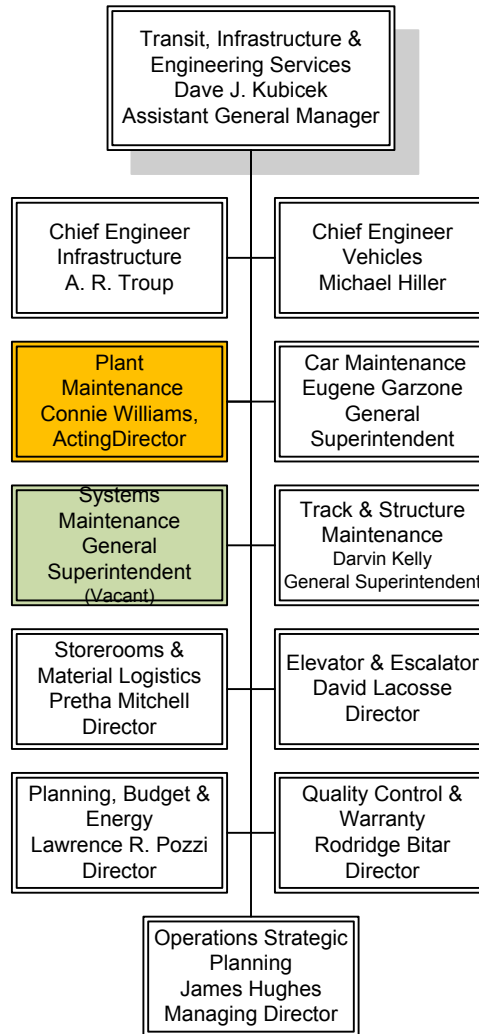
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$20,537	\$0	\$20,537	\$0
Full-Time Salaries	\$20,152	\$0	\$20,152	\$0
Salary Lapse	-\$585	\$0	-\$585	\$0
Overtime Salaries	\$969	\$0	\$969	\$0
Wages(Total)	\$93,820	\$0	\$93,820	\$0
Operator/StaMgr Wages	\$76,681	\$0	\$76,681	\$0
Operator/StaMgr Overtime	\$11,922	\$0	\$11,922	\$0
Full Time Wages	\$4,618	\$0	\$4,618	\$0
Wage Lapse	-\$127	\$0	-\$127	\$0
Overtime Wages	\$726	\$0	\$726	\$0
TOTAL SALARIES AND WAGES	\$114,357	\$0	\$114,357	\$0
Fringes(Total)	\$47,314	\$0	\$47,314	\$0
Fringe Health	\$46,867	\$0	\$46,867	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$447	\$0	\$447	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$161,671	\$0	\$161,671	\$0
Services(Total)	\$869	\$0	\$869	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$435	\$0	\$435	\$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	\$418	\$0	\$418	\$0
Materials & Supplies(Total)	\$787	\$0	\$787	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$787	\$0	\$787	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$70	\$0	\$70	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$36	\$0	\$36	\$0
Business Travel/Public Hrg	\$20	\$0	\$20	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$14	\$0	\$14	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,726	\$0	\$1,726	\$0
TOTAL COST	\$163,397	\$0	\$163,397	\$0

MULTI-YEAR OPERATING EXPENSE
Rail Transportation Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$18,017	\$19,598	\$20,973	\$20,537	(\$436)
Full-Time Salaries	\$15,617	\$17,435	\$17,877	\$20,152	\$2,276
Salary Lapse	\$0	\$0	\$0	(\$585)	(\$585)
Overtime Salaries	\$2,401	\$2,163	\$3,097	\$969	(\$2,127)
Wages(Total)	\$84,032	\$80,520	\$82,061	\$93,820	\$11,759
Operator/StaMgr Wages	\$63,939	\$64,735	\$61,610	\$76,681	\$15,071
Operator/StaMgr Overtime	\$15,879	\$11,689	\$15,899	\$11,922	(\$3,977)
Full Time Wages	\$3,508	\$3,499	\$3,827	\$4,618	\$791
Wage Lapse	\$0	\$0	\$0	(\$127)	(\$127)
Overtime Wages	\$706	\$597	\$725	\$726	\$1
TOTAL SALARIES AND WAGES	\$102,049	\$100,118	\$103,034	\$114,357	\$11,323
Fringes(Total)	\$34,524	\$36,730	\$41,389	\$47,314	\$5,924
Fringe Health	\$0	\$23	\$42	\$46,867	\$46,825
Fringe Pension	\$91	\$100	\$120	\$0	(\$120)
Other Fringe Benefits	\$34,434	\$36,607	\$41,227	\$447	(\$40,781)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$136,573	\$136,848	\$144,424	\$161,671	\$17,247
Services(Total)	\$75	\$140	\$261	\$869	\$608
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$15	\$62	\$435	\$373
Temporary Help	\$4	\$27	\$10	\$1	(\$9)
Contract Maintenance	\$0	\$0	\$0	\$16	\$16
Custodial Services	\$18	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$53	\$97	\$190	\$418	\$228
Materials & Supplies(Total)	\$754	\$364	\$358	\$787	\$428
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$754	\$364	\$358	\$787	\$428
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$181	\$2	\$5	\$0	(\$5)
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$181	\$2	\$5	\$0	(\$5)
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)	\$43	\$33	\$185	\$70	(\$115)
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0
Conferences and Meetings	\$9	\$0	\$0	\$36	\$36
Business Travel/Public Hrg	\$15	\$17	\$171	\$20	(\$150)
Interview & Relocation	\$1	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$18	\$16	\$14	\$14	(\$0)
Reimbursements(Total)	\$1	\$7	\$0	\$0	\$0
Reimbursements	\$1	\$7	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,055	\$545	\$810	\$1,726	\$916
					\$0
TOTAL COST	\$137,628	\$137,393	\$145,234	\$163,397	\$18,163

Transit Infrastructure and Engineering Services



Introduction

The Department of Transit Infrastructure and Engineering Services (TIES) is responsible for the infrastructure and maintenance of all facets of rail operations: facilitating "Rebuilding the Foundation", maintaining the rail infrastructure, and scheduling of all revenue service delivery. In pursuing its functions, TIES is staffed by 1,204 persons.

Mission

The mission of TIES is to provide the nation's best transit service to our customers and improve the quality of life in the Washington Metropolitan region.

Goals and Objectives

The Department of Transit Infrastructure and Engineering Services' measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goal is: Deliver Quality Service. The strategic framework used to achieve this goal and their respective measures to assess progress are:

- Availability of 93 percent of escalators.
- Availability of 97 percent elevators.
- Continuous improvement in safety for both customers and employees.

Appendix D evaluates the performance of TIES against these important measurements.

OPERATING COST BY MODE
Transit Infrastructure and Engineering Summary
Approved Budget FY2011

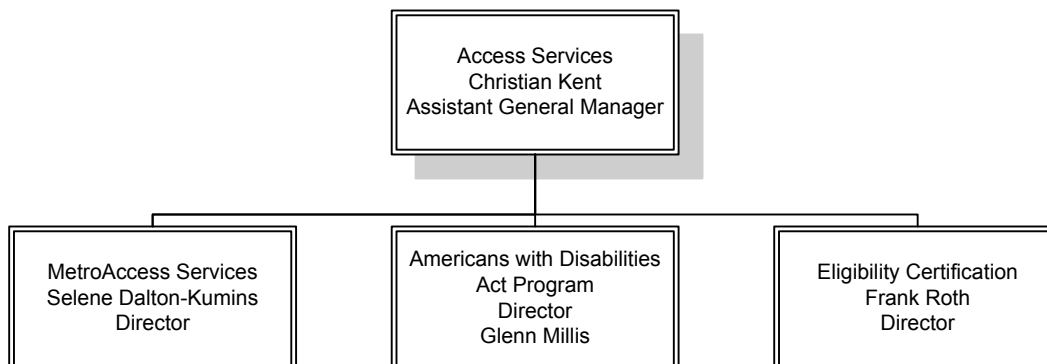
2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)
TOTAL BUS RAIL PARATRANSIT

Salaries(Total)	\$47,488	\$1,826	\$45,644	\$18
Full-Time Salaries	\$47,540	\$1,785	\$45,736	\$18
Salary Lapse	-\$1,272	-\$29	-\$1,243	\$0
Overtime Salaries	\$1,220	\$69	\$1,150	\$0
Wages(Total)	\$163,852	\$6,159	\$157,693	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$161,424	\$5,996	\$155,429	\$0
Wage Lapse	-\$4,847	-\$179	-\$4,668	\$0
Overtime Wages	\$7,275	\$342	\$6,933	\$0
TOTAL SALARIES AND WAGES	\$211,340	\$7,985	\$203,337	\$18
Fringes(Total)	\$92,816	\$3,323	\$89,489	\$4
Fringe Health	\$91,240	\$3,255	\$87,981	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,576	\$69	\$1,507	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$304,157	\$11,309	\$292,826	\$22
Services(Total)	\$20,932	\$3,578	\$17,332	\$21
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,305	\$17	\$1,288	\$0
Temporary Help	\$2,109	\$632	\$1,476	\$0
Contract Maintenance	\$16,452	\$2,868	\$13,563	\$21
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,067	\$62	\$1,005	\$0
Materials & Supplies(Total)	\$34,727	\$2,886	\$31,839	\$1
Fuel and Lubricants	\$227	\$33	\$193	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$34,500	\$2,853	\$31,646	\$1
Fuel & Propulsion(Total)	\$65,449	\$0	\$65,449	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$65,449	\$0	\$65,449	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$46,137	\$8,844	\$37,224	\$69
Electricity and Gas	\$41,882	\$7,607	\$34,207	\$68
Utilities - Other	\$4,254	\$1,237	\$3,016	\$1
Casualty & Liability(Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases(Total)	\$1,433	\$348	\$1,085	\$0
Property	\$900	\$338	\$562	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$533	\$10	\$523	\$0
Miscellaneous(Total)	\$411	\$41	\$370	\$0
Dues And Subscriptions	\$29	\$12	\$17	\$0
Conferences and Meetings	\$21	\$6	\$15	\$0
Business Travel/Public Hrg	\$252	\$12	\$240	\$0
Interview & Relocation	\$2	\$0	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$19	\$0	\$19	\$0
Other	\$88	\$11	\$76	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$169,088	\$15,698	\$153,298	\$92
TOTAL COST	\$473,245	\$27,006	\$446,124	\$114

MULTI-YEAR OPERATING EXPENSE
Transit Infrastructure and Engineering Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$42,978	\$48,905	\$50,260	\$47,488	(\$2,772)
Full-Time Salaries	\$39,841	\$45,885	\$46,415	\$47,540	\$1,125
Salary Lapse	\$0	\$0	\$0	(\$1,272)	(\$1,272)
Overtime Salaries	\$3,137	\$3,020	\$3,845	\$1,220	(\$2,626)
Wages(Total)	\$151,718	\$153,985	\$161,349	\$163,852	\$2,504
Operator/StaMgr Wages	\$16	\$0	\$0	\$0	(\$0)
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$136,313	\$141,397	\$144,556	\$161,424	\$16,869
Wage Lapse	\$0	\$0	\$0	(\$4,847)	(\$4,847)
Overtime Wages	\$15,389	\$12,589	\$16,793	\$7,275	(\$9,518)
TOTAL SALARIES AND WAGES	\$194,696	\$202,890	\$211,609	\$211,340	(\$269)
Fringes(Total)	\$66,175	\$74,890	\$85,606	\$92,816	\$7,210
Fringe Health	\$15	\$68	\$152	\$91,240	\$91,088
Fringe Pension	\$1,092	\$1,045	\$1,101	\$0	(\$1,101)
Other Fringe Benefits	\$65,068	\$73,777	\$84,353	\$1,576	(\$82,777)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$260,872	\$277,780	\$297,215	\$304,157	\$6,941
Services(Total)	\$18,776	\$21,010	\$22,297	\$20,932	(\$1,365)
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$733	\$979	\$617	\$1,305	\$688
Temporary Help	\$1,835	\$1,860	\$2,399	\$2,109	(\$290)
Contract Maintenance	\$15,612	\$17,299	\$17,978	\$16,452	(\$1,526)
Custodial Services	\$1	\$3	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$596	\$869	\$1,304	\$1,067	(\$237)
Materials & Supplies(Total)	\$36,582	\$41,320	\$48,033	\$34,727	(\$13,306)
Fuel and Lubricants	\$170	\$251	\$220	\$227	\$7
Tires	\$0	\$1	\$1	\$0	(\$1)
Other	\$36,412	\$41,068	\$47,813	\$34,500	(\$13,312)
Fuel & Propulsion(Total)	\$47,069	\$66,495	\$57,403	\$65,449	\$8,046
Diesel Fuel	\$2	\$7	\$4	\$0	(\$4)
Propulsion Power	\$47,067	\$66,488	\$57,399	\$65,449	\$8,050
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$35,533	\$42,999	\$35,981	\$46,137	\$10,155
Electricity and Gas	\$29,495	\$40,197	\$32,652	\$41,882	\$9,230
Utilities - Other	\$6,038	\$2,803	\$3,329	\$4,254	\$925
Casualty & Liability(Total)	\$0	\$0	\$175	\$0	(\$175)
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$175	\$0	(\$175)
Leases(Total)	\$1,360	\$1,262	\$1,326	\$1,433	\$107
Property	\$786	\$745	\$916	\$900	(\$16)
Equipment	\$574	\$517	\$411	\$533	\$122
Miscellaneous(Total)	\$166	\$241	\$533	\$411	(\$122)
Dues And Subscriptions	\$11	\$42	\$21	\$29	\$7
Conferences and Meetings	\$20	\$36	\$21	\$21	\$0
Business Travel/Public Hrg	\$112	\$82	\$237	\$252	\$15
Interview & Relocation	\$5	\$0	\$2	\$2	\$1
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$2	\$1	\$1	\$19	\$18
Other	\$17	\$80	\$251	\$88	(\$163)
Reimbursements(Total)	(\$2,701)	(\$2,700)	(\$0)	\$0	\$0
Reimbursements	(\$2,701)	(\$2,700)	(\$0)	\$0	\$0
TOTAL NONPERSONNEL COST	\$136,785	\$170,627	\$165,748	\$169,088	\$3,340
TOTAL COST	\$397,657	\$448,408	\$462,964	\$473,245	\$10,281

Access Services



Introduction

The Department of Access Services (ACCS) ensures the accessibility of public transportation for people with disabilities and senior citizens. The staff complement of Access Services is 38 persons.

Mission Statement

The mission of Access Services is to promote accessibility of Metrobus, Metrorail, and vertical transportation by working to obtain and maintain ADA compliant facilities, equipment, operating procedures, and training; provide ADA quality assurance and coordinate Metro activities with the disability community and stakeholders.

Goals and Objectives

The Department of Access Services' measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goals are: Deliver Quality Service and Use Every Resource Wisely. The strategic framework used to achieve these goals and their respective measures to assess progress are as follows:

- On time performance of 92 percent.
- Passenger injury rate of zero.
- Continuous improvement in safety for both customers and employees.

Appendix D evaluates the performance of MetroAccess against these important measurements.

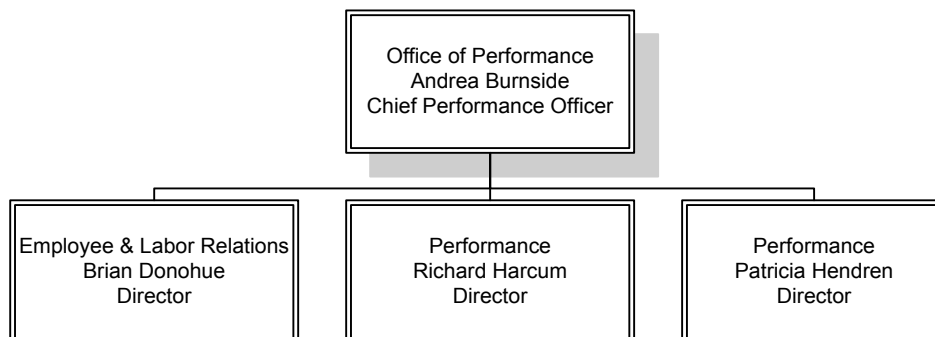
OPERATING COST BY MODE
Access Services Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$2,865	\$0	\$0	\$2,865
Full-Time Salaries	\$2,935	\$0	\$0	\$2,935
Salary Lapse	-\$90	\$0	\$0	-\$90
Overtime Salaries	\$20	\$0	\$0	\$20
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,865	\$0	\$0	\$2,865
Fringes(Total)	\$1,273	\$0	\$0	\$1,273
Fringe Health	\$1,273	\$0	\$0	\$1,273
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,137	\$0	\$0	\$4,137
Services(Total)	\$97,552	\$0	\$0	\$97,552
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$224	\$0	\$0	\$224
Temporary Help	\$9	\$0	\$0	\$9
Contract Maintenance	\$1	\$0	\$0	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$96,768	\$0	\$0	\$96,768
Other	\$549	\$0	\$0	\$549
Materials & Supplies(Total)	\$170	\$0	\$0	\$170
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$170	\$0	\$0	\$170
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)	\$601	\$0	\$0	\$601
Property	\$601	\$0	\$0	\$601
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$41	\$0	\$0	\$41
Dues And Subscriptions	\$4	\$0	\$0	\$4
Conferences and Meetings	\$22	\$0	\$0	\$22
Business Travel/Public Hrg	\$6	\$0	\$0	\$6
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2	\$0	\$0	\$2
Other	\$6	\$0	\$0	\$6
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$98,363	\$0	\$0	\$98,363
TOTAL COST	\$102,500	\$0	\$0	\$102,500

MULTI-YEAR OPERATING EXPENSE
Access Services Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$1,881	\$2,877	\$2,951	\$2,865	(\$86)
Full-Time Salaries	\$1,864	\$2,845	\$2,915	\$2,935	\$20
Salary Lapse	\$0	\$0	\$0	(\$90)	(\$90)
Overtime Salaries	\$16	\$31	\$36	\$20	(\$16)
Wages(Total)	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,881	\$2,877	\$2,951	\$2,865	(\$86)
Fringes(Total)	\$707	\$1,194	\$1,316	\$1,273	(\$43)
Fringe Health	\$0	\$0	\$0	\$1,273	\$1,273
Fringe Pension	\$84	\$144	\$159	\$0	(\$159)
Other Fringe Benefits	\$623	\$1,050	\$1,157	\$0	(\$1,157)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,588	\$4,071	\$4,267	\$4,137	(\$130)
Services(Total)	\$66,037	\$79,083	\$93,098	\$97,552	\$4,454
Management Fee	\$0	\$53	\$0	\$0	\$0
Professional & Technical	\$101	\$97	\$277	\$224	(\$52)
Temporary Help	\$17	\$40	\$0	\$9	\$9
Contract Maintenance	\$18	\$2	\$0	\$1	\$1
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$65,456	\$78,521	\$92,214	\$96,768	\$4,554
Other	\$445	\$370	\$607	\$549	(\$58)
Materials & Supplies(Total)	\$71	\$86	\$97	\$170	\$73
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$71	\$86	\$97	\$170	\$73
Fuel & Propulsion(Total)	\$0	\$0	\$3	\$0	(\$3)
Diesel Fuel	\$0	\$0	\$3	\$0	(\$3)
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$34	\$27	\$18	\$0	(\$18)
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$34	\$27	\$18	\$0	(\$18)
Casualty & Liability(Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases(Total)	\$396	\$345	\$479	\$601	\$121
Property	\$396	\$254	\$303	\$601	\$298
Equipment	\$0	\$91	\$176	\$0	(\$176)
Miscellaneous(Total)	\$18	\$11	\$24	\$41	\$16
Dues And Subscriptions	\$0	\$0	\$0	\$4	\$4
Conferences and Meetings	\$7	\$4	\$7	\$22	\$15
Business Travel/Public Hrg	\$9	\$4	\$16	\$6	(\$10)
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$2	\$1	\$0	\$2	\$2
Other	\$0	\$1	(\$0)	\$6	\$6
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$66,556	\$79,553	\$93,718	\$98,363	\$4,644
TOTAL COST	\$69,143	\$83,624	\$97,985	\$102,500	\$4,515

Office of Performance



Introduction

The Office of Performance (CPO) is responsible for developing and tracking organizational performance measures and metrics that are tied to Metro's strategic plan; process improvement and reengineering; organizational structure; and alignment of employee performance management programs with organizational goals. This department also represents the organization in labor relation related engagements which comprise of collective bargaining; providing guidance on Metro's policies and procedures which impact the unionized workforce; grievance arbitration representation; and all other labor relations related responsibilities. To carry out these functions, CPO has a staff complement of 17 persons.

Mission Statement

The mission of the Office of Performance is to use performance information to guide actions, to promote Metro's benefits in the region and to unify employees to accomplish the goals of the organization.

Goals and Objectives

The Department of Office of Performance's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goals are: Deliver Quality Service and Use Every Resource Wisely. The strategic framework used to achieve these goals and their respective measures to assess progress are:

- Guide the development of execution plans.
- Create performance based reports for all departments in the form of a monthly report.
- Analyze performance data and benchmark to other peer agencies.
- Generate monthly scorecard of key performance indicators (KPIs).

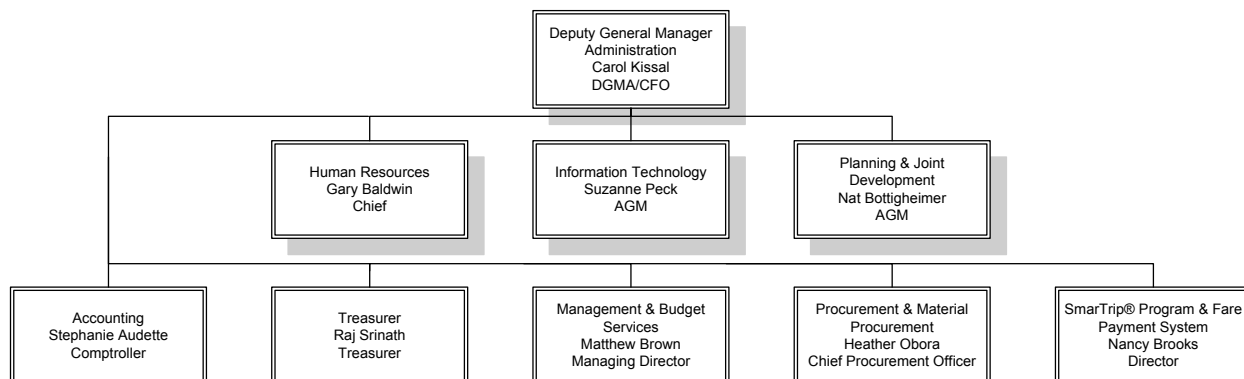
OPERATING COST BY MODE
Office of Performance Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$1,541	\$560	\$964	\$18
Full-Time Salaries	\$1,541	\$560	\$964	\$18
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	\$1,541	\$560	\$964	\$18
Fringes(Total)	\$664	\$241	\$415	\$8
Fringe Health	\$664	\$241	\$415	\$8
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,205	\$801	\$1,379	\$25
Services(Total)	\$1,828	\$661	\$1,143	\$24
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,744	\$630	\$1,091	\$24
Temporary Help	\$4	\$2	\$3	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$80	\$29	\$50	\$1
Materials & Supplies(Total)	\$20	\$7	\$12	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$20	\$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)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$71	\$26	\$44	\$1
Dues And Subscriptions	\$24	\$9	\$15	\$0
Conferences and Meetings	\$23	\$8	\$14	\$0
Business Travel/Public Hrg	\$25	\$9	\$16	\$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	\$1,919	\$694	\$1,200	\$26
TOTAL COST	\$4,124	\$1,495	\$2,578	\$51

MULTI-YEAR OPERATING EXPENSE
Office of Performance Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$798	\$844	\$1,438	\$1,541	\$103
Full-Time Salaries	\$798	\$844	\$1,438	\$1,541	\$103
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$798	\$844	\$1,438	\$1,541	\$103
Fringes(Total)	\$314	\$359	\$658	\$664	\$6
Fringe Health	\$4	\$5	\$6	\$664	\$658
Fringe Pension	\$48	\$47	\$82	\$0	(\$82)
Other Fringe Benefits	\$262	\$308	\$571	\$0	(\$571)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,113	\$1,203	\$2,096	\$2,205	\$109
Services(Total)	\$484	\$1,731	\$1,060	\$1,828	\$769
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$449	\$1,675	\$1,019	\$1,744	\$726
Temporary Help	\$17	\$40	\$22	\$4	(\$18)
Contract Maintenance	\$0	\$0	\$2	\$0	(\$2)
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$17	\$17	\$17	\$80	\$62
Materials & Supplies(Total)	\$11	\$5	\$49	\$20	(\$30)
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$11	\$5	\$49	\$20	(\$30)
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$1	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$1	\$0	\$0	\$0	\$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)	\$32	\$11	\$24	\$71	\$47
Dues And Subscriptions	\$22	\$3	\$5	\$24	\$18
Conferences and Meetings	\$8	\$5	\$14	\$23	\$9
Business Travel/Public Hrg	\$2	\$3	\$3	\$25	\$22
Interview & Relocation	\$0	\$0	\$0	\$0	(\$0)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$2	\$0	(\$2)
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$527	\$1,748	\$1,133	\$1,919	\$786
TOTAL COST	\$1,639	\$2,951	\$3,230	\$4,124	\$894

Deputy General Manager/Administration

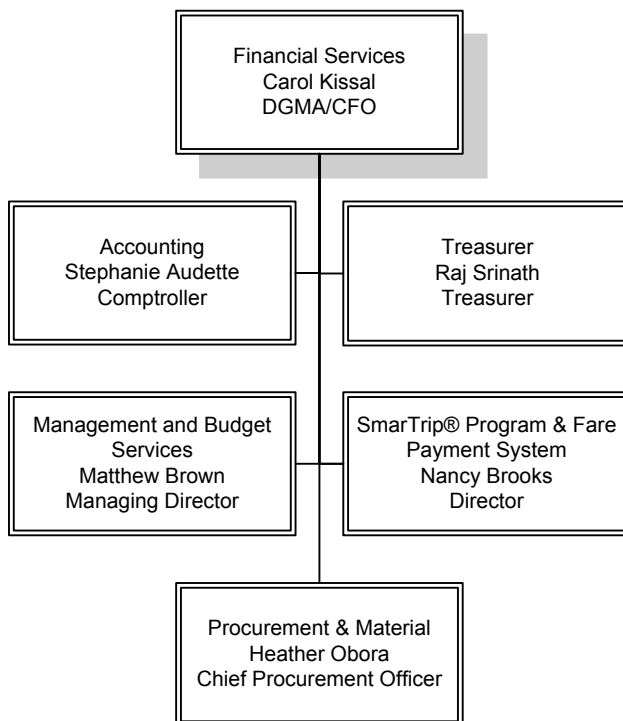


Introduction

The Deputy General Manager Administration/Chief Financial Officer (DGMA/CFO) is responsible for the financial integrity and the administrative functions of Metro, including the collection of revenues and other income, purchasing all goods and services required by the Metro, accounting for the financial transactions of assets and liabilities, information technology and planning and development. In addition, the DGMA/CFO is responsible for Federal grants management, as well as, cash and risk management. DGMA is further broken down into departments of Financial Services (CFO), Information Technology (IT), Human Resources (HR) and Planning and Joint Development (PLJD). Each of these departments has its own budget. These departments have staff complements:

- Financial Services (CFO) – 321
- Information Technology (IT) – 201
- Human Resources (HR) – 132
- Planning and Joint Development (PLJD) – 44

Financial Services



Introduction

The Department of Financial Services (CFO) is responsible for the financial integrity of Metro, including the collection of revenues and other income, purchasing all goods and services required by Metro, and accounting for the financial transactions of assets and liabilities. In addition, the CFO department is also responsible for Federal grants management, as well as, cash and risk management. The responsibilities and duties are carried out by a staff complement of 321 persons.

Mission Statement

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

This will result in creating a resource efficient organization, which adds value in delivering quality service, maintaining and enhancing Metro's image and retaining and recruiting the best and the brightest. An integrated organization will be effective in managing Risk Scenario's and the Development of Mission Critical Systems which support the Safety Goal.

Goals and Objectives

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

- Manage the agency's assets efficiently by completing the year financial at budget; receive guidance from the Board for the development of the FY2012 Operating and Capital budgets in the Fall of 2010, present Proposed Budget to the Board by January 2011 and gain approval by June 30, 2011.
- Manage agency assets by presenting to the Board a financial methodology to evaluate performance based upon return-on-investment and cost-benefit analysis, which links strategic goals to the day to day operations.
- Target investments/initiatives that generate revenue by identifying at least one new revenue generating initiative in FY2011.
- Apply concepts and framework to use in development of performance objectives and targets:
 - Simplify operation
 - Integrate mission critical systems which support operations
 - Establish standards in process and workflow
 - Create leadership opportunities for employees
 - Access resources, cross functional departments and outside experts
 - Build operating dexterity – providing cross function and specialized training and development
 - Be responsive to the customer
 - Get connected to the customer
 - Develop appropriate performance measures and mitigate and analyze risk

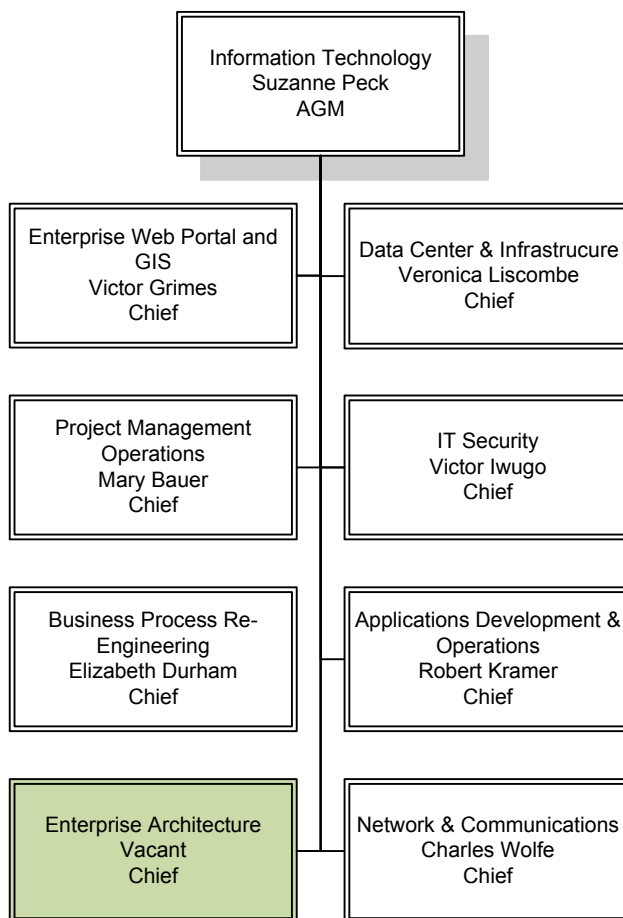
OPERATING COST BY MODE
Financial Services Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$14,864	\$5,067	\$9,706	\$91
Full-Time Salaries	\$15,044	\$5,152	\$9,799	\$93
Salary Lapse	-\$486	-\$165	-\$318	-\$3
Overtime Salaries	\$306	\$80	\$225	\$1
Wages(Total)	\$6,982	\$1,894	\$5,058	\$30
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,844	\$1,851	\$4,964	\$29
Wage Lapse	-\$41	-\$15	-\$25	\$0
Overtime Wages	\$178	\$58	\$119	\$1
TOTAL SALARIES AND WAGES	\$21,845	\$6,961	\$14,763	\$121
Fringes(Total)	\$26,696	\$11,617	\$15,026	\$53
Fringe Health	\$9,518	\$3,031	\$6,433	\$53
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$28	\$10	\$17	\$0
Workers Compensation	\$17,150	\$8,575	\$8,575	\$0
TOTAL PERSONNEL COST	\$48,541	\$18,577	\$29,789	\$174
Services(Total)	\$18,346	\$5,015	\$13,285	\$46
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,902	\$1,659	\$2,238	\$4
Temporary Help	\$46	\$18	\$28	\$0
Contract Maintenance	\$129	\$46	\$82	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$14,269	\$3,292	\$10,937	\$41
Materials & Supplies(Total)	\$2,859	\$905	\$1,941	\$13
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2,859	\$905	\$1,941	\$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)	\$37,945	\$12,613	\$25,190	\$143
Insurance	\$12,637	\$3,232	\$9,404	\$0
Claims	\$25,309	\$9,381	\$15,785	\$143
Leases(Total)	\$32	\$11	\$21	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$32	\$11	\$21	\$0
Miscellaneous(Total)	\$722	\$166	\$554	\$2
Dues And Subscriptions	\$96	\$37	\$58	\$1
Conferences and Meetings	\$35	\$16	\$19	\$0
Business Travel/Public Hrg	\$211	\$66	\$144	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$36	\$13	\$23	\$0
Other	\$344	\$33	\$310	\$0
Reimbursements(Total)	-\$506	\$3	-\$508	\$0
Reimbursements	-\$506	\$3	-\$508	\$0
TOTAL NONPERSONNEL COST	\$59,398	\$18,712	\$40,482	\$204
TOTAL COST	\$107,939	\$37,289	\$70,271	\$379

MULTI-YEAR OPERATING EXPENSE
Financial Services Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$14,608	\$16,518	\$14,987	\$14,864	(\$123)
Full-Time Salaries	\$14,372	\$16,299	\$14,846	\$15,044	\$198
Salary Lapse	\$0	\$0	\$0	(\$486)	(\$486)
Overtime Salaries	\$236	\$219	\$141	\$306	\$165
Wages(Total)	\$9,367	\$8,667	\$6,300	\$6,982	\$682
Operator/StaMgr Wages	\$106	\$132	\$8	\$0	(\$8)
Operator/StaMgr Overtime	\$0	\$0	\$1	\$0	(\$1)
Full Time Wages	\$8,730	\$8,147	\$6,013	\$6,844	\$831
Wage Lapse	\$0	\$0	\$0	(\$41)	(\$41)
Overtime Wages	\$531	\$388	\$278	\$178	(\$99)
TOTAL SALARIES AND WAGES	\$23,976	\$25,185	\$21,287	\$21,845	\$558
Fringes(Total)	\$29,999	\$26,675	\$27,375	\$26,696	(\$680)
Fringe Health	\$5	\$10	\$13	\$9,518	\$9,504
Fringe Pension	\$344	\$478	\$513	\$0	(\$513)
Other Fringe Benefits	\$7,920	\$9,168	\$8,423	\$28	(\$8,395)
Workers Compensation	\$21,730	\$17,019	\$18,426	\$17,150	(\$1,276)
TOTAL PERSONNEL COST	\$53,975	\$51,860	\$48,662	\$48,541	(\$121)
Services(Total)	\$11,381	\$17,379	\$18,959	\$18,346	(\$613)
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2,915	\$5,342	\$6,015	\$3,902	(\$2,113)
Temporary Help	\$489	\$160	\$322	\$46	(\$276)
Contract Maintenance	\$25	\$39	\$13	\$129	\$116
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$7,952	\$11,838	\$12,610	\$14,269	\$1,660
Materials & Supplies(Total)	\$1,364	\$251	\$3,771	\$2,859	(\$912)
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$1,364	\$251	\$3,771	\$2,859	(\$912)
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$20	\$0	\$1	\$0	(\$1)
Electricity and Gas	\$0	\$0	\$1	\$0	(\$1)
Utilities - Other	\$20	\$0	\$0	\$0	(\$0)
Casualty & Liability(Total)	\$7,977	\$15,108	\$15,753	\$37,945	\$22,192
Insurance	\$7,977	\$7,980	\$11,903	\$12,637	\$733
Claims	(\$0)	\$7,128	\$3,850	\$25,309	\$21,459
Leases(Total)	\$21	\$35	\$66	\$32	(\$34)
Property	\$0	\$0	\$39	\$0	(\$39)
Equipment	\$21	\$35	\$27	\$32	\$5
Miscellaneous(Total)	\$138	\$451	\$452	\$722	\$270
Dues And Subscriptions	\$27	\$58	\$43	\$96	\$53
Conferences and Meetings	\$3	\$7	\$6	\$35	\$28
Business Travel/Public Hrg	\$15	\$39	\$57	\$211	\$154
Interview & Relocation	(\$0)	\$0	\$5	\$0	(\$5)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$16	\$9	\$8	\$36	\$29
Other	\$78	\$338	\$332	\$344	\$11
Reimbursements(Total)	\$0	\$0	(\$509)	(\$506)	\$3
Reimbursements	\$0	\$0	(\$509)	(\$506)	\$3
TOTAL NONPERSONNEL COST	\$20,900	\$33,225	\$38,493	\$59,398	\$20,905
TOTAL COST	\$74,875	\$85,084	\$87,155	\$107,939	\$20,784

Information Technology



Introduction

The Department of Information Technology (IT) ensures that Metro has the technical infrastructure required to support continuous safety and operational improvements as well as the tools to communicate more effectively with our riders. IT has 201 employees for supporting the operations and capital programs of Metro.

Mission Statement

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

Goals and Objectives

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

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

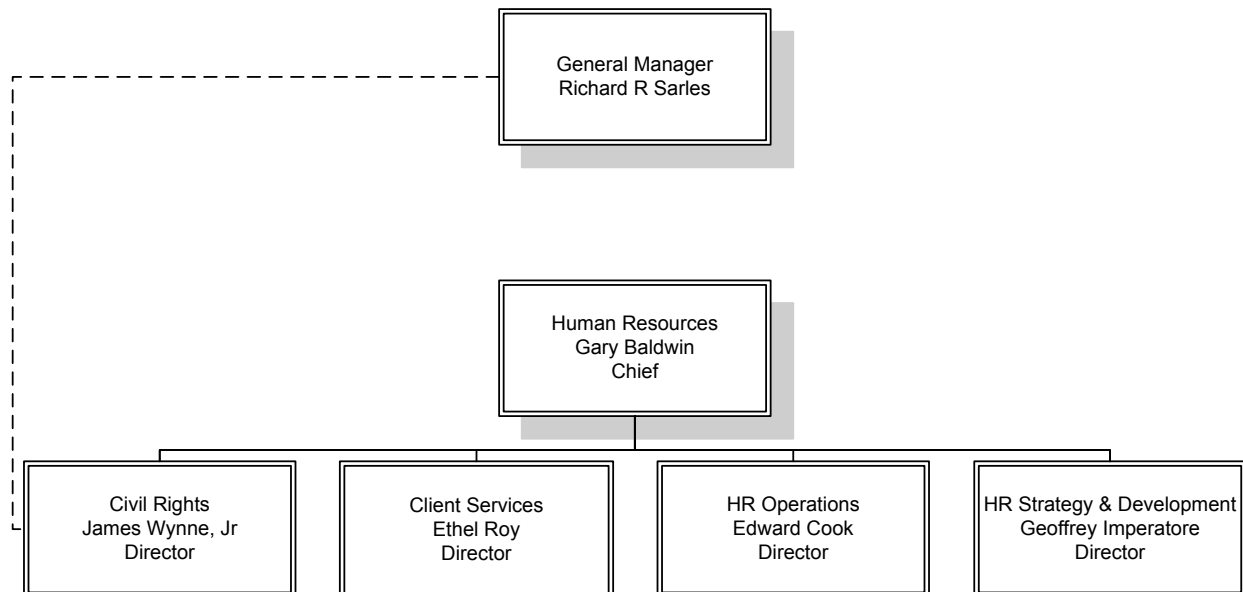
OPERATING COST BY MODE
Information Technology Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$11,997	\$4,347	\$7,545	\$105
Full-Time Salaries	\$12,315	\$4,461	\$7,744	\$109
Salary Lapse	-\$374	-\$135	-\$235	-\$4
Overtime Salaries	\$57	\$21	\$36	\$0
Wages(Total)	\$873	\$327	\$539	\$7
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$628	\$229	\$393	\$6
Wage Lapse	-\$19	-\$7	-\$12	\$0
Overtime Wages	\$264	\$105	\$158	\$2
TOTAL SALARIES AND WAGES	\$12,870	\$4,673	\$8,084	\$113
Fringes(Total)	\$5,703	\$2,071	\$3,582	\$50
Fringe Health	\$5,703	\$2,071	\$3,582	\$50
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$18,574	\$6,744	\$11,667	\$163
Services(Total)	\$15,700	\$5,735	\$9,867	\$99
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,823	\$666	\$1,146	\$12
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$10,826	\$3,954	\$6,803	\$68
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$3,051	\$1,115	\$1,918	\$19
Materials & Supplies(Total)	\$924	\$338	\$581	\$6
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$924	\$338	\$581	\$6
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities(Total)	\$1,009	\$368	\$634	\$6
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,009	\$368	\$634	\$6
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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$21	\$8	\$13	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$17	\$6	\$11	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$1	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$17,655	\$6,448	\$11,095	\$111
TOTAL COST	\$36,228	\$13,192	\$22,762	\$274

MULTI-YEAR OPERATING EXPENSE
Information Technology Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$9,249	\$11,355	\$10,775	\$11,997	\$1,222
Full-Time Salaries	\$9,218	\$11,316	\$10,733	\$12,315	\$1,581
Salary Lapse	\$0	\$0	\$0	(\$374)	(\$374)
Overtime Salaries	\$31	\$40	\$42	\$57	\$15
Wages(Total)	\$1,793	\$2,684	\$3,473	\$873	(\$2,600)
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1,673	\$2,528	\$2,538	\$628	(\$1,910)
Wage Lapse	\$0	\$0	\$0	(\$19)	(\$19)
Overtime Wages	\$121	\$157	\$936	\$264	(\$672)
TOTAL SALARIES AND WAGES	\$11,042	\$14,040	\$14,249	\$12,870	(\$1,378)
Fringes(Total)	\$4,078	\$5,615	\$6,196	\$5,703	(\$493)
Fringe Health	\$0	\$2	\$5	\$5,703	\$5,699
Fringe Pension	\$420	\$487	\$539	\$0	(\$539)
Other Fringe Benefits	\$3,659	\$5,126	\$5,653	\$0	(\$5,653)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$15,121	\$19,654	\$20,445	\$18,574	(\$1,871)
Services(Total)	\$6,172	\$13,177	\$14,757	\$15,700	\$944
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2,179	\$2,628	\$1,140	\$1,823	\$684
Temporary Help	\$0	\$77	\$313	\$0	(\$313)
Contract Maintenance	\$3,871	\$7,894	\$10,258	\$10,826	\$568
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$121	\$2,578	\$3,046	\$3,051	\$5
Materials & Supplies(Total)	\$876	\$1,624	\$824	\$924	\$100
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$876	\$1,624	\$824	\$924	\$100
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$54	\$1,036	\$683	\$1,009	\$326
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$54	\$1,036	\$683	\$1,009	\$326
Casualty & Liability(Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases(Total)	\$521	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$521	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$39	\$17	\$22	\$21	(\$1)
Dues And Subscriptions	\$8	\$1	\$4	\$0	(\$3)
Conferences and Meetings	\$2	\$7	\$7	\$3	(\$5)
Business Travel/Public Hrg	\$28	\$8	\$10	\$17	\$7
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$1	\$1	\$2	\$1	(\$0)
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$7,661	\$15,853	\$16,287	\$17,655	\$1,368
					\$0
TOTAL COST	\$22,781	\$35,507	\$36,732	\$36,228	(\$503)

Human Resources



Introduction

The Department of Human Resources (HR) provides:

- Administrative guidance and oversight of personnel management
- Organizational development
- Workforce training

HR has a staff complement of 132 persons to support the continued operations of Metro.

Mission Statement

The mission of the Department of Human Resources Services is to coordinate, plan, develop, implement, and supervise all aspects of the Division of Workforce Development and Administration.

Goals and Objectives

The Department of Human Resources' measures are linked to Metro's five strategic goals and related 12 objectives. The applicable departmental goals are: Use Every

Resource Wisely and Retain and Attract the Best and the Brightest. The strategic framework used to achieve these goals and their respective measures to assess progress are as follows:

- Support workforce development by tracking and improving hiring cycle times by an average of 10 percent.
- Develop, provide funding for, and implement an annual employee awards program to recognize the top one percent of the employee population for safety and other performance achievements subject to budgetary constraints.
- Review and update human resource policies and procedures to align with industry best practices and reflect Metro's strategic goals and objectives.
- Review training needs for new and existing employees.
- Administer employee benefits programs.

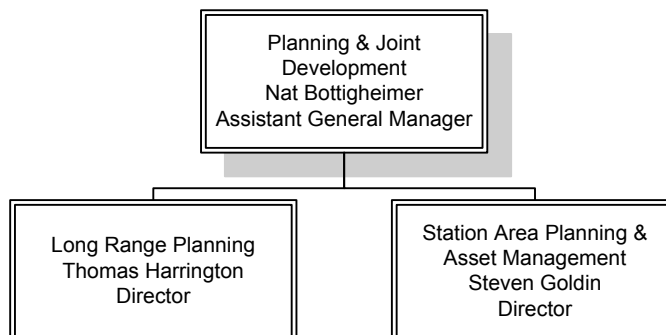
OPERATING COST BY MODE
Human Resources Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$6,570	\$2,423	\$4,100	\$47
Full-Time Salaries	\$6,779	\$2,500	\$4,230	\$49
Salary Lapse	-\$208	-\$77	-\$130	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$179	\$65	\$112	\$2
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$190	\$69	\$119	\$2
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$6,750	\$2,488	\$4,212	\$49
Fringes(Total)	\$3,457	\$1,273	\$2,160	\$25
Fringe Health	\$2,999	\$1,105	\$1,871	\$22
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$459	\$168	\$288	\$3
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$10,207	\$3,761	\$6,372	\$74
Services(Total)	\$3,671	\$1,327	\$2,317	\$27
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,276	\$1,183	\$2,068	\$25
Temporary Help	\$75	\$27	\$47	\$0
Contract Maintenance	\$26	\$10	\$16	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$293	\$107	\$185	\$2
Materials & Supplies(Total)	\$304	\$110	\$193	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$304	\$110	\$193	\$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)	\$359	\$131	\$226	\$2
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$359	\$131	\$226	\$2
Miscellaneous(Total)	\$775	\$295	\$477	\$4
Dues And Subscriptions	\$23	\$8	\$14	\$0
Conferences and Meetings	\$33	\$12	\$21	\$0
Business Travel/Public Hrg	\$18	\$7	\$11	\$0
Interview & Relocation	\$22	\$8	\$14	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$434	\$170	\$261	\$3
Other	\$245	\$89	\$155	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,109	\$1,863	\$3,212	\$34
TOTAL COST	\$15,316	\$5,624	\$9,584	\$108

MULTI-YEAR OPERATING EXPENSE
Human Resource Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$5,632	\$7,575	\$6,848	\$6,570	(\$278)
Full-Time Salaries	\$5,552	\$7,502	\$6,761	\$6,779	\$18
Salary Lapse	\$0	\$0	\$0	(\$208)	(\$208)
Overtime Salaries	\$80	\$72	\$87	\$0	(\$87)
Wages(Total)	\$320	\$369	\$283	\$179	(\$104)
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$310	\$367	\$279	\$190	(\$89)
Wage Lapse	\$0	\$0	\$0	(\$11)	(\$11)
Overtime Wages	\$10	\$2	\$4	\$0	(\$4)
TOTAL SALARIES AND WAGES	\$5,952	\$7,944	\$7,131	\$6,750	(\$381)
Fringes(Total)	\$2,620	\$3,543	\$3,422	\$3,457	\$35
Fringe Health	\$0	\$0	\$4	\$2,999	\$2,995
Fringe Pension	\$220	\$331	\$298	\$0	(\$298)
Other Fringe Benefits	\$2,400	\$3,212	\$3,121	\$459	(\$2,662)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,572	\$11,488	\$10,553	\$10,207	(\$346)
Services(Total)	\$2,529	\$2,650	\$3,066	\$3,671	\$605
Management Fee	\$3	\$0	\$0	\$0	\$0
Professional & Technical	\$1,930	\$1,922	\$2,430	\$3,276	\$846
Temporary Help	\$147	\$234	\$220	\$75	(\$144)
Contract Maintenance	\$17	\$50	\$9	\$26	\$17
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$432	\$444	\$407	\$293	(\$113)
Materials & Supplies(Total)	\$454	\$413	\$433	\$304	(\$129)
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$454	\$413	\$433	\$304	(\$129)
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$38	\$19	\$25	\$0	(\$25)
Electricity and Gas	\$19	\$19	\$24	\$0	(\$24)
Utilities - Other	\$19	\$0	\$1	\$0	(\$1)
Casualty & Liability(Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases(Total)	\$279	\$309	\$325	\$359	\$34
Property	\$275	\$281	\$224	\$0	(\$224)
Equipment	\$5	\$28	\$101	\$359	\$258
Miscellaneous(Total)	\$664	\$254	\$436	\$775	\$339
Dues And Subscriptions	\$6	\$20	\$16	\$23	\$7
Conferences and Meetings	\$9	\$29	\$11	\$33	\$22
Business Travel/Public Hrg	\$29	\$23	\$8	\$18	\$9
Interview & Relocation	\$170	\$58	\$127	\$22	(\$105)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$231	\$51	\$150	\$434	\$284
Other	\$220	\$73	\$124	\$245	\$122
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,964	\$3,645	\$4,285	\$5,109	\$824
TOTAL COST	\$12,536	\$15,133	\$14,838	\$15,316	\$478

Planning and Joint Development



Introduction

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

- Developing transit and land development plans and studies that advance the vision of “Rebuilding the Foundation.”
- Executing mobility improvements through participation in regional and local planning activities.
- Planning studies and technical analyses to identify, evaluate, and advance transit improvement projects that are best aligned with Metro’s vision and strategic goals.
- Acquiring, managing, developing, and disposing of real property in support of Metrorail, Metrobus, and MetroAccess.
- Implementing innovative programs that generate revenue and promote transit use.

PLJD has a staff complement of 44 persons to execute the goals and objectives of the department.

Mission Statement

The mission of Planning and Joint Development is to develop and support a long-range vision for transit services and land development that enhances livable communities and promotes Metro’s role in the region.

Goals and Objectives

The Department of Planning and Joint Development measures are linked to Metro’s five strategic goals and related objectives. The applicable departmental goals are: Deliver Quality Service, Use Every Resource Wisely, and Retain and Maintain and Enhance

Metro's Image. The strategic framework used to achieve these goals and their respective measures to assess progress are:

- Develop a Long-Range Regional Transit Plan through the year 2030 to clearly communicate Metro's role in the area's mobility to the year 2030 and beyond.
- Manage the agency's assets efficiently by delivering a prioritized FY2011-FY2020 Capital Improvement Plan (CIP).

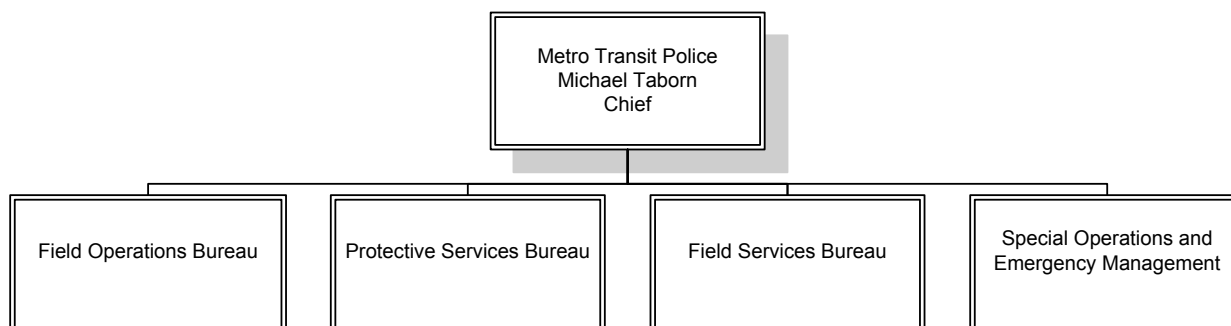
OPERATING COST BY MODE
Planning Joint Development Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$3,369	\$1,002	\$2,355	\$13
Full-Time Salaries	\$3,353	\$1,005	\$2,335	\$13
Salary Lapse	-\$3	-\$3	\$0	\$0
Overtime Salaries	\$20	\$0	\$20	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,369	\$1,002	\$2,355	\$13
Fringes(Total)	\$1,452	\$433	\$1,014	\$5
Fringe Health	\$1,452	\$433	\$1,014	\$5
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,821	\$1,435	\$3,368	\$18
Services(Total)	\$4,125	\$105	\$4,018	\$1
Management Fee	\$3,139	\$0	\$3,139	\$0
Professional & Technical	\$618	\$84	\$532	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$45	\$0	\$45	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$323	\$21	\$302	\$0
Materials & Supplies(Total)	\$186	\$28	\$158	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$186	\$28	\$158	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous(Total)	\$135	\$33	\$101	\$1
Dues And Subscriptions	\$32	\$6	\$26	\$0
Conferences and Meetings	\$46	\$15	\$30	\$0
Business Travel/Public Hrg	\$39	\$10	\$29	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$3	\$0	\$3	\$0
Other	\$15	\$2	\$13	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$4,445	\$165	\$4,277	\$2
TOTAL COST	\$9,266	\$1,600	\$7,645	\$20

MULTI-YEAR OPERATING EXPENSE
Planning Joint Development Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$4,963	\$5,610	\$3,043	\$3,369	\$327
Full-Time Salaries	\$4,950	\$5,597	\$3,042	\$3,353	\$310
Salary Lapse	\$0	\$0	\$0	(\$3)	(\$3)
Overtime Salaries	\$13	\$13	\$0	\$20	\$19
Wages(Total)	\$2,531	\$2,419	(\$17)	\$0	\$17
Operator/StaMgr Wages	\$0	\$1	\$5	\$0	(\$5)
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$2,303	\$2,305	(\$21)	\$0	\$21
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$229	\$113	(\$0)	\$0	\$0
TOTAL SALARIES AND WAGES	\$7,494	\$8,029	\$3,026	\$3,369	\$343
Fringes(Total)	\$2,635	\$3,103	\$1,293	\$1,452	\$159
Fringe Health	\$2	\$6	\$8	\$1,452	\$1,444
Fringe Pension	\$153	\$199	\$166	\$0	(\$166)
Other Fringe Benefits	\$2,480	\$2,898	\$1,119	\$0	(\$1,119)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$10,129	\$11,132	\$4,319	\$4,821	\$502
Services(Total)	\$4,639	\$4,474	\$4,284	\$4,125	(\$159)
Management Fee	\$3,654	\$3,756	\$3,624	\$3,139	(\$485)
Professional & Technical	\$828	\$369	\$364	\$618	\$254
Temporary Help	\$21	\$8	\$4	\$0	(\$4)
Contract Maintenance	\$7	\$0	\$32	\$45	\$13
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$129	\$342	\$260	\$323	\$63
Materials & Supplies(Total)	\$191	\$123	\$52	\$186	\$134
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$191	\$123	\$52	\$186	\$134
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$51	\$0	\$0	\$0	(\$0)
Electricity and Gas	\$2	\$0	\$0	\$0	\$0
Utilities - Other	\$49	\$0	\$0	\$0	(\$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)	\$81	\$40	\$44	\$135	\$90
Dues And Subscriptions	\$31	\$7	\$9	\$32	\$23
Conferences and Meetings	\$20	\$7	\$8	\$46	\$37
Business Travel/Public Hrg	\$19	\$14	\$9	\$39	\$29
Interview & Relocation	\$0	\$0	\$1	\$0	(\$1)
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$3	\$3	\$3	\$3	(\$0)
Other	\$7	\$10	\$14	\$15	\$1
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$4,962	\$4,637	\$4,380	\$4,445	\$65
TOTAL COST	\$15,090	\$15,769	\$8,699	\$9,266	\$567

Metro Transit Police



Introduction

The Metro Transit Police Department (MTPD) is nationally accredited through the Commission on Accreditation for Law Enforcement Agencies, Inc. and officer candidates are trained to the standards established for police in the District of Columbia, Maryland, and Virginia. MTPD detectives are tasked with:

- Investigating open crimes and bringing them to closure.
- Riding as uniformed and plainclothes officers on Metrobus at random in areas where problems have been reported.
- Patrolling trains, stations, and parking lots.

MTPD police officers have tri-state jurisdiction with responsibility for a variety of law enforcement and public safety functions in transit facilities throughout the Washington, DC Metropolitan area.

There are 622 positions approved for FY2011.

Mission Statement

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

Goals and Objectives

The Metro Transit Police Department's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goal is: Create a Safety Culture. The strategic framework used to achieve these goals and its respective measures to assess progress are:

- Improve customer security for customers and employees with no or low levels of crime.

- Execute policies and procedures for violation of laws applicable to users of Metro's facilities.
- Foster an environment for public safety.
- Continuous improvement in safety for both customers and employees.

Appendix D evaluates the performance of Metro Transit Police Department's security achievements.

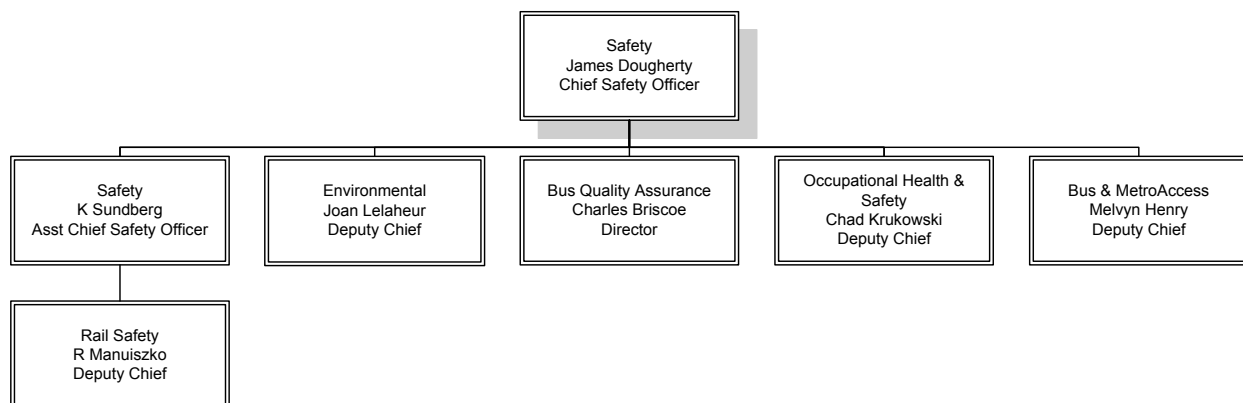
OPERATING COST BY MODE
Metro Transit Police Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$44,320	\$4,638	\$39,676	\$5
Full-Time Salaries	\$40,156	\$3,732	\$36,419	\$5
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,777	\$955	\$3,822	\$0
Wages(Total)	\$282	\$213	\$69	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$248	\$186	\$62	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$34	\$27	\$7	\$0
TOTAL SALARIES AND WAGES	\$44,602	\$4,851	\$39,746	\$5
Fringes(Total)	\$19,305	\$2,126	\$17,177	\$2
Fringe Health	\$19,001	\$2,065	\$16,934	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$304	\$61	\$243	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$63,907	\$6,977	\$56,923	\$8
Services(Total)	\$1,298	\$340	\$956	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$59	\$8	\$50	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$14	\$4	\$10	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,225	\$327	\$896	\$2
Materials & Supplies(Total)	\$1,274	\$281	\$993	\$1
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,273	\$280	\$991	\$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)	\$4	\$1	\$3	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$4	\$1	\$3	\$0
Miscellaneous(Total)	\$66	\$14	\$52	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hrg	\$28	\$6	\$22	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements(Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,642	\$635	\$2,004	\$4
TOTAL COST	\$66,550	\$7,612	\$58,926	\$11

MULTI-YEAR OPERATING EXPENSE
Metro Transit Police Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$37,888	\$41,943	\$42,590	\$44,320	\$1,730
Full-Time Salaries	\$32,470	\$36,261	\$37,952	\$40,156	\$2,204
Salary Lapse	\$0	\$0	\$0	(\$613)	(\$613)
Overtime Salaries	\$5,419	\$5,682	\$4,638	\$4,777	\$139
Wages(Total)	\$274	\$280	\$284	\$282	(\$1)
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$234	\$240	\$238	\$248	\$10
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$39	\$40	\$46	\$34	(\$12)
TOTAL SALARIES AND WAGES	\$38,162	\$42,223	\$42,873	\$44,602	\$1,729
Fringes(Total)	\$12,968	\$15,681	\$17,796	\$19,305	\$1,509
Fringe Health	\$46	\$45	\$56	\$19,001	\$18,945
Fringe Pension	\$54	\$84	\$117	\$0	(\$117)
Other Fringe Benefits	\$12,868	\$15,553	\$17,624	\$304	(\$17,320)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$51,130	\$57,904	\$60,670	\$63,907	\$3,238
Services(Total)	\$1,192	\$1,050	\$1,579	\$1,298	(\$281)
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$30	\$62	\$63	\$59	(\$4)
Temporary Help	\$0	\$10	\$0	\$0	(\$0)
Contract Maintenance	\$0	(\$0)	(\$1)	\$14	\$15
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$1,163	\$978	\$1,516	\$1,225	(\$292)
Materials & Supplies(Total)	\$1,252	\$725	\$1,003	\$1,274	\$271
Fuel and Lubricants	\$2	\$0	\$0	\$2	\$1
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$1,250	\$724	\$1,003	\$1,273	\$270
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$93	\$0	\$4	\$0	(\$4)
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$93	\$0	\$4	\$0	(\$4)
Casualty & Liability(Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases(Total)	\$1	\$0	\$0	\$4	\$4
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$0	\$4	\$4
Miscellaneous(Total)	\$107	\$114	\$90	\$66	(\$24)
Dues And Subscriptions	\$9	\$15	\$3	\$9	\$6
Conferences and Meetings	\$19	\$34	\$14	\$22	\$8
Business Travel/Public Hrg	\$23	\$56	\$58	\$28	(\$30)
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$56	\$9	\$15	\$7	(\$7)
Reimbursements(Total)	(\$373)	(\$39)	\$0	\$0	\$0
Reimbursements	(\$373)	(\$39)	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,272	\$1,849	\$2,676	\$2,642	(\$34)
TOTAL COST	\$53,402	\$59,753	\$63,346	\$66,550	\$3,204

Safety



Introduction

The Department of Safety (SAFE) services the Metro System with:

- Providing identification, eliminating and properly disposing of chemical, environment, and other related hazards.
- Apprising and updating Metro regarding the local and Federal safety requirements.
- Recommending the design and fabrication of safety equipment.
- Conducting a systematic proactive approach to analysis and surveillance of operational safety for passengers and employees as well as all agency facilities, operational work areas, and equipment.

The Department of Safety has a staff complement of 58 to promote the high priority focus of Metro's strategic safety goals. For FY2011, Metro's initiatives are centered on a safety culture. To pursue safety goals and objectives, an additional \$6 million has been allocated to FY2011 budget to fill positions within the Department of Safety, close out many of our open corrective action plans based on National Transportation Safety Board (NTSB), respond to the findings outlined in the latest FTA audit, develop a new roadway worker protection manual to improve incident tracking, complete new right-of-way worker protection manual and revise Metrorail Safety Rules and Procedures Handbook.

Mission Statement

The mission of the Safety Department is to ensure that Metro's Bus, Rail, and MetroAccess systems and all other facilities are operationally safe and environmentally sound for all employees and the riding public.

Goals and Objectives

The Safety department's measures are linked to Metro's five strategic goals and related objectives. The applicable departmental goal is: Create a Safety Culture. The strategic framework used to achieve this goal and its respective measure to assess progress is as follows:

- Improve customer and employee safety by achieving zero work related fatalities through June 2011.
- To foster a safe work environment for Metro's employees and customers.
- Continue to implement safety initiatives recommended by National Transportation Safety Board (NTSB).

Appendix D evaluates the performance of Department of Safety's key performance indicators.

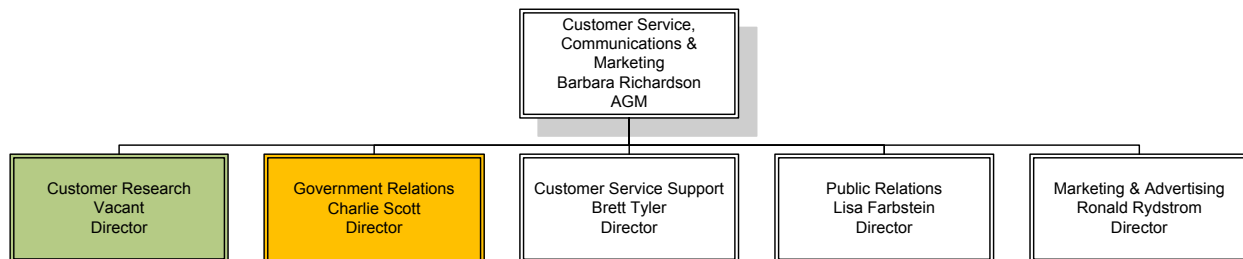
OPERATING COST BY MODE
Safety Summary
Approved Budget FY2011
DISPLAYED BY ACCOUNT
(DOLLARS IN THOUSANDS)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$4,718	\$2,580	\$2,071	\$67
Full-Time Salaries	\$4,756	\$2,612	\$2,077	\$67
Salary Lapse	-\$38	-\$32	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$4,718	\$2,580	\$2,071	\$67
Fringes(Total)	\$2,046	\$1,125	\$893	\$27
Fringe Health	\$2,040	\$1,122	\$890	\$27
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$6	\$3	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$6,763	\$3,704	\$2,964	\$95
Services(Total)	\$11,247	\$5,248	\$5,984	\$14
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8,849	\$4,067	\$4,768	\$14
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$12	\$5	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,385	\$1,176	\$1,209	\$0
Materials & Supplies(Total)	\$385	\$151	\$232	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$385	\$151	\$232	\$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)	\$1	\$0	\$1	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$1	\$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	\$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	\$11,641	\$5,402	\$6,223	\$16
TOTAL COST	\$18,404	\$9,107	\$9,187	\$111

MULTI-YEAR OPERATING EXPENSE
Safety Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$2,995	\$3,622	\$4,005	\$4,718	\$713
Full-Time Salaries	\$2,994	\$3,623	\$4,000	\$4,756	\$756
Salary Lapse	\$0	\$0	\$0	(\$38)	(\$38)
Overtime Salaries	\$1	(\$1)	\$4	\$0	(\$4)
Wages(Total)	\$6	\$0	(\$1)	\$0	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$6	\$0	(\$1)	\$0	\$1
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,001	\$3,622	\$4,004	\$4,718	\$714
Fringes(Total)	\$1,055	\$6,787	\$1,706	\$2,046	\$340
Fringe Health	\$5	\$11	\$6	\$2,040	\$2,033
Fringe Pension	\$79	\$103	\$115	\$0	(\$115)
Other Fringe Benefits	\$971	\$1,307	\$1,584	\$6	(\$1,578)
Workers Compensation	\$0	\$5,367	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,056	\$10,410	\$5,710	\$6,763	\$1,054
Services(Total)	\$1,974	\$2,351	\$5,834	\$11,247	\$5,413
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$217	\$189	\$3,369	\$8,849	\$5,480
Temporary Help	\$0	\$0	\$22	\$0	(\$22)
Contract Maintenance	\$0	\$0	\$219	\$12	(\$206)
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$1,757	\$2,161	\$2,224	\$2,385	\$161
Materials & Supplies(Total)	\$331	\$163	\$118	\$385	\$266
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$331	\$163	\$118	\$385	\$266
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$14	\$0	\$0	\$0	(\$0)
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$14	\$0	\$0	\$0	(\$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	\$1	\$1
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$1	\$1
Miscellaneous(Total)	\$23	\$11	\$16	\$8	(\$8)
Dues And Subscriptions	\$1	\$0	\$0	\$0	\$0
Conferences and Meetings	\$7	\$1	\$0	\$0	(\$0)
Business Travel/Public Hrg	\$14	\$10	\$16	\$8	(\$8)
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$1	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	(\$0)
Reimbursements(Total)	\$0	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,341	\$2,525	\$5,969	\$11,641	\$5,673
TOTAL COST	\$6,397	\$12,935	\$11,678	\$18,404	\$6,726

Customer Service, Communications and Marketing



Introduction

The Department of Customer Service, Communications and Marketing (CSCM) is responsible for the coordinated implementation, within a single department, of important functions including customer service, public relations, government relations and marketing. The consolidation of these functions helps Metro provide consistent, coordinated messages to a variety of internal and external audiences. This department has 142 positions to support the operations of Metro.

Office of Public Relations (PREL)

The Office of Public Relations develops key messages and communications strategies to ensure a consistent approach and consistent messages are provided for internal and external communications. In particular, this office:

- Provides information to media outlets as the official “spokesperson” for the General Manager and other Metro officials.
- Responds promptly to news media inquiries to provide accurate information about Metro services and activities.
- Writes and disseminates internal newsletters to inform employees about Metro priorities and key activities.
- Prepares communications for customers using social media.

Office of Marketing and Advertising (MKTG)

Metro marketing communications are designed to attract new customers and revenue to the Metro system and to encourage expanded use of the system among existing customers. In particular, the Office of Marketing and Advertising:

- Undertakes customer research including customer feedback surveys.
- Develops messages for customers.
- Provides creative design of materials for customer communications and advertising campaigns.
- Manages public information campaigns.

- Manages the sale of advertising space in the Metro system.
- Promotes the SmartBenefits® program to encourage employers to provide transit benefits for their employees to use the Metro system.

Replication and Digitizing Services (RADS)

RADS is a separate budget center within the Office of Marketing and Advertising. Operating the in-house printing plant, RADS provides responsive, timely, efficient and cost-effective printing services for internal Metro customers. Printing jobs include:

- Pocket Guides
- Brochures about using the Metro system
- Bus pocket timetables
- System maps
- Internal Metro forms for use by operations and support offices
- Printed materials to support special events

Office of Customer Service (CSVC)

The Office of Customer Service:

- Manages the Trip Planner to help customers plan their trips on Metrorail and Metrobus.
- Provides service information to customers through the call center.
- Handles customer comments received by the call center, web site, and emails.
- Manages the lost-and-found program for items lost in the Metro system.
- Manages Metro's central telephone switchboard.

Office of Government Relations (GOVR)

The Office of Government Relations:

- Builds ongoing relationships with Metro's funding partners in federal, state and local governments.
- Provides information to the Board of Directors and Metro managers on important federal, state and local government issues that affect Metro.
- Facilitates obtaining sufficient funding for Metro to provide safe and efficient public transportation for the national capital region.

Community Relations (CREL)

The Community Relations staff:

- Reaches out to the communities that Metro serves to develop relationships and seek community input to Metro's decision-making processes.

- Promotes public understanding of, and support for, Metro policies, initiatives and activities.
- Works with external organizations about transit services needed to support special events being planned in the national capital region.

Mission

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

Goals and Objectives

CSCM supports all five of Metro's strategic goals:

- Create a safer organization;
- Deliver quality service;
- Use every resource wisely;
- Retain, attract and reward the best and the brightest; and
- Maintain and enhance Metro's image.

The department's additional objectives are to:

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

OPERATING COST BY MODE				
Customer Service, Communication and Marketing Summary				
Approved Budget FY2011				
DISPLAYED BY ACCOUNT				
(DOLLARS IN THOUSANDS)				
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$6,716	\$3,133	\$3,578	\$4
Full-Time Salaries	\$6,801	\$3,175	\$3,622	\$4
Salary Lapse	-\$204	-\$96	-\$108	\$0
Overtime Salaries	\$119	\$55	\$64	\$0
Wages(Total)	\$2,912	\$1,097	\$1,810	\$5
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,692	\$990	\$1,697	\$5
Wage Lapse	-\$91	-\$37	-\$54	\$0
Overtime Wages	\$312	\$144	\$167	\$0
TOTAL SALARIES AND WAGES	\$9,628	\$4,231	\$5,388	\$9
Fringes(Total)	\$4,164	\$1,835	\$2,325	\$4
Fringe Health	\$4,159	\$1,832	\$2,323	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$3	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$13,792	\$6,066	\$7,713	\$13
Services(Total)	\$3,178	\$1,559	\$1,619	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$430	\$215	\$215	\$0
Temporary Help	\$47	\$22	\$24	\$0
Contract Maintenance	\$197	\$33	\$164	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,504	\$1,288	\$1,215	\$0
Materials & Supplies(Total)	\$1,156	\$134	\$1,022	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,156	\$134	\$1,022	\$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)	\$158	\$65	\$93	\$0
Electricity and Gas	\$158	\$65	\$93	\$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)	\$1,848	\$349	\$1,499	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$1,848	\$349	\$1,499	\$0
Miscellaneous(Total)	\$2,049	\$1,015	\$1,034	\$0
Dues And Subscriptions	\$38	\$19	\$20	\$0
Conferences and Meetings	\$66	\$31	\$34	\$0
Business Travel/Public Hrg	\$70	\$34	\$36	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,820	\$905	\$915	\$0
Other	\$55	\$27	\$29	\$0
Reimbursements(Total)	-\$3,822	\$0	-\$3,822	\$0
Reimbursements	-\$3,822	\$0	-\$3,822	\$0
TOTAL NONPERSONNEL COST	\$4,566	\$3,121	\$1,444	\$1
TOTAL COST	\$18,358	\$9,187	\$9,157	\$14

MULTI-YEAR OPERATING EXPENSE
Customer Service, Communication and Marketing Summary
Approved Budget FY2011

<i>(DOLLARS IN THOUSANDS)</i>	Actual 2008	Actual 2009	Actual 2010	Approved Budget 2011	Change
Salaries(Total)	\$6,473	\$6,799	\$6,715	\$6,716	\$1
Full-Time Salaries	\$6,445	\$6,748	\$6,627	\$6,801	\$173
Salary Lapse	\$0	\$0	\$0	(\$204)	(\$204)
Overtime Salaries	\$29	\$51	\$87	\$119	\$32
Wages(Total)	\$3,404	\$3,100	\$2,938	\$2,912	(\$26)
Operator/StaMgr Wages	\$6	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$2,887	\$2,518	\$2,339	\$2,692	\$352
Wage Lapse	\$0	\$0	\$0	(\$91)	(\$91)
Overtime Wages	\$510	\$582	\$599	\$312	(\$287)
TOTAL SALARIES AND WAGES	\$9,877	\$9,899	\$9,653	\$9,628	(\$25)
Fringes(Total)	\$3,537	\$3,885	\$4,084	\$4,164	\$80
Fringe Health	\$6	\$11	\$8	\$4,159	\$4,151
Fringe Pension	\$245	\$290	\$271	\$0	(\$271)
Other Fringe Benefits	\$3,285	\$3,584	\$3,806	\$5	(\$3,801)
Workers Compensation	\$0	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$13,413	\$13,784	\$13,737	\$13,792	\$55
Services(Total)	\$2,345	\$2,648	\$1,756	\$3,178	\$1,422
Management Fee	\$0	\$0	\$0	\$0	(\$0)
Professional & Technical	\$349	\$647	\$324	\$430	\$106
Temporary Help	\$41	\$14	\$0	\$47	\$47
Contract Maintenance	\$247	\$203	\$71	\$197	\$126
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$1,708	\$1,784	\$1,360	\$2,504	\$1,144
Materials & Supplies(Total)	\$1,038	\$984	\$915	\$1,156	\$241
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$1,038	\$984	\$915	\$1,156	\$241
Fuel & Propulsion(Total)	\$0	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
Utilities(Total)	\$139	\$100	\$7	\$158	\$150
Electricity and Gas	\$111	\$100	\$7	\$158	\$150
Utilities - Other	\$28	\$0	\$0	\$0	\$0
Casualty & Liability(Total)	\$0	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
Leases(Total)	\$1,990	\$1,848	\$1,666	\$1,848	\$182
Property	\$12	(\$7)	\$82	\$0	(\$82)
Equipment	\$1,978	\$1,855	\$1,584	\$1,848	\$264
Miscellaneous(Total)	\$1,929	\$1,993	\$1,379	\$2,049	\$670
Dues And Subscriptions	\$18	\$16	\$18	\$38	\$20
Conferences and Meetings	\$18	\$10	\$11	\$66	\$55
Business Travel/Public Hrg	\$16	\$12	\$11	\$70	\$59
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$1,849	\$1,935	\$1,312	\$1,820	\$508
Other	\$28	\$21	\$26	\$55	\$29
Reimbursements(Total)	(\$3,347)	(\$3,444)	(\$3,370)	(\$3,822)	(\$452)
Reimbursements	(\$3,347)	(\$3,444)	(\$3,370)	(\$3,822)	(\$452)
TOTAL NONPERSONNEL COST	\$4,095	\$4,128	\$2,352	\$4,566	\$2,214
TOTAL COST	\$17,509	\$17,912	\$16,089	\$18,358	\$2,269

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Chapter 6. Capital Program

This chapter provides information on the capital program for the Approved Fiscal Year 2011 annual budget. It focuses on the six-year Capital Improvement Program (CIP) for FY2011 to FY2016.

DEVELOPMENT OF THE FY2011 – FY2016 CAPITAL IMPROVEMENT PLAN

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

Subsequently, the prioritized ten-year Capital Needs Inventory (CNI) effort was used to create a constrained \$4.9 billion six-year Capital Improvement Program (FY2011 – FY2016) that addresses Metro's most critical capital funding needs. Indeed, the Capital Improvement Program as a whole reflects a higher portion of "state of good performance" projects than the Capital Needs Inventory.

Due to fiscal constraints, the initial FY2011 budget call of \$839.7 million in December 2009 was trimmed down to \$709.3 million. Projects in the FY2011 capital budget reflect the same emphasis placed on "state of good performance" projects as does the overall six-year Capital Improvement Program.

Capital Improvement Program

The \$4.9 billion Capital Improvement Program (CIP) is a six-year program (FY2011 – FY2016) based on the 10-year \$11.4 billion Capital Needs Inventory (CNI) prioritization results, committed project funding, and other policy considerations. The goal of the CIP is to provide safe, reliable, and clean service.

The Capital Improvement Program (CIP) is the fundable, executable CNI program. It is developed under the assumption that current expenditure-based budgeting will continue under a new six-year agreement. The CIP provides a blue print of the annual planned work and its cost.

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

Funds to support the CIP come from three primary sources: Federal appropriations, state and local contributions, and long and short-term borrowing. Federal appropriations include two Federal Transit Administration formula grants and dedicated Federal funds. The dedicated federal funds were approved under the Passenger Rail Investment and Improvement Act (PRIIA) of 2008 (P.L. 110-432, sometimes known as the "dedicated funding bill"). It authorized \$1.5 billion over ten years for Metro's capital and preventive maintenance projects, to be matched dollar-for-dollar by the Metro Compact

jurisdictions. The Appropriations Act placed certain conditions on the use of those funds, requiring that Metro place the highest priority on "investments that will improve the safety of the system, including but not limited to fixing the track signal system, replacing the 1000 series rail cars, installing guarded turnouts, buying equipment for wayside worker protection, and installing rollback protection on cars that are not equipped with this safety feature."

The Capital Needs Inventory (CNI) and Project Prioritization

In September 2008, Metro staff presented to the Board the Capital Needs Inventory (CNI), which outlined over \$11.4 billion in needs over the next 10 years (FY2011 to FY2020). The CNI included Performance projects (\$7.6 billion, or 67% of total) and Customer/Demand projects (\$3.8 billion, or 33% of total). Performance projects maintain and replace assets on a life cycle basis. They promote safety and reliability and preserve the current levels of service. These projects keep Metro in a "State of Good Performance" - assets are not simply replaced with an exact replica, but with assets that take advantage of the latest technology and materials for greater efficiency. Customer/Demand projects help meet growing ridership requirements and improve the rider's experience. Safety needs are included throughout the CNI.

Together, Performance and Customer/Demand capital needs address Metro's physical assets, including vehicles, fleet maintenance facilities, operating systems, information technology, rail system track, passenger facilities, maintenance equipment and support facilities. Not included in the CNI are system expansion projects (new entrances, stations or rail lines), transit projects entirely funded by jurisdictions, and other needs identified in the future by federal oversight agencies.

The CNI established Metro's capital needs baseline. To address the impact of funding constraints and to identify which projects should be fixed first, Metro staff conducted a rigorous prioritization process based on agency goals: (1) create a safer organization, (2) deliver quality service, (3) use every resource wisely, (4) retain and attract the best and the brightest, and (5) maintain and enhance Metro's image. In this process, Metro staff analyzed each CNI project based on its linkages to Metro's five strategic goals and their relative priority to other projects in the two CNI asset categories. The analysis also took into account project budget, asset age and policy considerations. In October 2009, Metro staff presented the prioritization results to the Board highlighting which capital needs should be funded first and which would need to be deferred to beyond FY2020.

The original CNI identified \$11.4 billion in capital needs over the next 10 years. Table 6.5 illustrates what portion of \$11.4 billion will be funded in the next six years.

Summary of the Financial Plan

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

- Federal Formula Grants assume a 1-5% growth rate.
- Federal Dedicated Funds assume \$150.0 million from the federal government and \$150.0 million from state and local contributors.
- System Performance Funds (previously called Local Additional Funds) are \$107.6 million each year.
- State and Local Contributions for formula grants and local additional were estimated by grouping projects into bus, rail, bus/rail, and access categories and distributing the cost based on the FY2010 operating subsidy percentage.
- Miscellaneous CIP Funding is the anticipated proceeds from sale of real estate.
- Debt assumes the issuance of a 25-year, tax-exempt, gross transit revenue bond.

Reimbursable Projects

The reimbursable Project Development Program funds planning studies for new transit services for high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development in the District of Columbia, Maryland, and Virginia. Each jurisdiction contributes to the \$3.0 million funding level and approves the program priorities.

Budget Authority for FY2011

To provide the most up-to-date information on the Capital Program, this document includes the adopted budget for FY2011 of \$712.3 million with \$709.3 million for CIP and \$3.0 million for reimbursable projects. The FY2011 adopted budget, along with forecasted expenditures for FY2012 through FY2016, provides a complete overview of the Capital Improvement Program.

Table 6.1
Capital Improvement Program (CIP) Costs: FY2011-2016
(dollars in millions)

	FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
A Vehicles/ Vehicle Parts							
Replacement of Rail Cars	\$79,253	\$20,465	\$12,029	\$158,531	\$351,206	\$306,419	\$927,904
Replacement of Buses	74,227	71,966	56,307	59,170	80,347	100,878	442,894
Rehabilitation of Rail Cars	72,886	37,179	35,069	35,476	35,512	36,750	252,872
Rehabilitation of Buses	53,050	48,704	54,380	53,966	58,361	60,163	328,624
Replacement of MetroAccess Vehicles	11,428	12,055	12,202	10,277	8,571	10,846	65,379
Replacement of Service Vehicles	2,062	6,823	7,964	6,968	7,937	5,718	37,472
Rail Car Fleet Expansion	8,052	0,843	1,658	1,101	21,593	2,341	35,587
Bus Fleet Expansion	0,000	0,000	0,000	0,000	8,687	8,687	17,374
Bus Enhancements	9,419	19,059	13,530	0,000	0,000	0,000	42,007
Subtotal	\$310,376	\$217,093	\$193,138	\$325,489	\$572,214	\$531,802	\$2,150,112
B Rail System Infrastructure Rehabilitation							
Rail Line Segment Rehabilitation	\$91,556	\$125,897	\$114,097	\$168,994	\$131,523	\$119,861	\$751,928
Subtotal	\$91,556	\$125,897	\$114,097	\$168,994	\$131,523	\$119,861	\$751,928
C Maintenance Facilities							
Rehabilitation and Replacement of Bus Garages	\$32,861	\$91,759	\$114,657	\$24,156	\$0,000	\$0,000	\$263,433
Maintenance of Bus Garages	18,879	25,739	31,052	32,237	19,800	17,250	144,957
Maintenance of Rail Yards	0,000	24,761	29,777	41,770	32,776	26,671	155,755
Rail Maintenance Facilities	5,154	17,451	17,505	0,000	0,000	46,264	86,373
Environmental Compliance Projects	2,757	5,061	3,222	3,159	1,775	3,746	19,720
Maintenance Bus and Rail Facilities	3,200	2,672	4,370	2,097	4,756	4,243	21,338
Expansion of Bus Garages	4,655	6,159	7,208	9,431	0,000	22,802	50,254
Subtotal	\$67,505	\$173,603	\$207,790	\$112,849	\$59,107	\$120,976	\$741,831
D Systems and Technology							
Power System Upgrades - Rail	\$4,123	\$0,000	\$6,986	\$7,980	\$6,791	\$7,258	\$33,139
Operations Support Software	28,406	29,872	30,979	32,466	43,477	43,158	208,358
Business Support Software & Equipment	15,011	16,332	16,719	22,341	23,518	13,560	107,482
Rail Fare Equipment	8,858	5,200	5,499	6,973	10,638	7,914	45,082
Subtotal	\$56,398	\$51,405	\$60,183	\$69,760	\$84,423	\$71,891	\$394,060
E Track and Structures							
Track Rehabilitation	\$59,568	\$48,343	\$48,693	\$47,147	\$49,161	\$53,747	\$306,658
Station/Tunnel Rehabilitation	3,057	3,298	3,276	3,451	3,607	3,761	20,451
Subtotal	\$62,625	\$51,642	\$51,969	\$50,598	\$52,767	\$57,508	\$327,109

Table 6.1
Capital Improvement Program (CIP) Costs: FY2011-2016 (continued)
(dollars in millions)

	Annual Work Plan Year: FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
F Passenger Facilities							
Elevator/Escalator Facilities	\$11.648	\$16.630	\$18.843	\$19.938	\$20.870	\$16.758	\$104.688
Maintenance of Rail Station Facilities	51.716	38.042	17.227	8.089	8.153	8.358	131.585
Bicycle & Pedestrian Facilities	1.433	1.488	1.559	1.633	1.716	1.801	9.631
Rail Station: Capacity/Enhancements	0.515	1.027	1.030	1.033	1.542	14.673	19.820
Bus Priority Corridor Improvements	2.062	2.053	2.059	2.066	2.056	6.168	16.465
Rail Station Equipment	0.914	0.000	0.000	0.000	0.000	0.067	0.981
Subtotal	\$68.288	\$59.240	\$40.718	\$32.759	\$34.338	\$47.825	\$283.169
G Maintenance Equipment							
Rail Maintenance Equipment	\$37.582	\$55.574	\$51.006	\$28.530	\$16.991	\$19.571	\$209.254
Bus Repair Equipment	2.732	2.855	3.015	3.125	3.213	3.380	18.320
Business Facilities Equipment	0.833	0.834	0.744	0.771	0.919	0.818	4.919
Subtotal	\$41.147	\$59.263	\$54.765	\$32.426	\$21.123	\$23.769	\$232.493
H Other Facilities							
Business Support Facilities	\$4.303	\$1.540	\$1.500	\$0.507	\$0.409	\$0.264	\$8.523
MTPD Support Facilities	2.127	4.150	21.353	0.885	0.000	0.000	28.515
Subtotal	\$6.429	\$5.690	\$22.853	\$1.393	\$0.409	\$0.264	\$37.038
I Project Management and Support							
Program Management	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Credit Facility	5.000	6.000	6.000	6.000	6.500	6.500	36.000
Subtotal	\$5.000	\$6.000	\$6.000	\$6.000	\$6.500	\$6.500	\$36.000
Total	\$709.325	\$749.831	\$751.514	\$800.269	\$962.404	\$980.396	\$4,953.739

Table 6.2
Capital Improvement Program (CIP) Source of Funds: FY2011-2016
(dollars in millions)

	FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
▲ Federal Funds:							
Federal Formula Grant Funds:							
> Section 5307 Grant	\$139,944	\$145,542	\$151,363	\$158,932	\$166,878	\$175,222	\$937,881
> Section 5309 Grant	101,468	105,527	109,748	115,235	120,997	127,047	680,021
Subtotal - Formula Grants	\$241,412	\$251,068	\$261,111	\$274,167	\$287,875	\$302,269	\$1,617,902
Federal Dedicated Funds	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Subtotal: Federal Funds	\$391,412	\$401,068	\$411,111	\$424,167	\$437,875	\$452,269	\$2,517,902
▲ State and Local Funds:							
Match to Federal Formula Grants	\$60,353	\$62,767	\$65,278	\$68,542	\$71,969	\$75,567	\$404,476
Local Additional Funds	107,560	107,560	107,560	107,560	107,560	107,560	645,360
Subtotal: Federal Match & Local	\$167,913	\$170,327	\$172,838	\$176,102	\$179,529	\$183,127	\$1,049,836
District of Columbia	62,973	63,879	64,820	66,044	67,330	68,679	393,725
Montgomery County	29,213	29,633	30,070	30,638	31,234	31,860	182,647
Prince Georges County	32,164	32,627	33,108	33,733	34,390	35,079	201,101
Maryland Subtotal	61,377	62,260	63,178	64,371	65,623	66,939	383,748
Alexandria	6,901	7,000	7,103	7,238	7,378	7,526	43,147
Arlington County	12,903	13,089	13,281	13,532	13,796	14,072	80,673
City of Fairfax	0,435	0,442	0,448	0,457	0,465	0,475	2,722
Fairfax County	22,871	23,200	23,542	23,987	24,454	24,944	142,998
Falls Church	0,451	0,458	0,465	0,473	0,483	0,492	2,822
Virginia Subtotal	43,562	44,189	44,840	45,687	46,576	47,509	272,363
Subtotal: Contributions	167,913	170,327	172,838	176,102	179,529	183,127	1,049,836
Match to Federal Dedicated Funds	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Subtotal: State and Local Funds	\$317,913	\$320,327	\$322,838	\$326,102	\$329,529	\$333,127	\$1,949,836
▲ Misc. CIP Funding Sources	\$0,000	\$28,435	\$17,565	\$0,000	\$0,000	\$0,000	\$46,000
Total without Debt	\$709,325	\$749,831	\$751,514	\$750,268	\$767,404	\$785,396	\$4,513,738
▲ Debt Strategy	\$0,000	\$0,000	\$0,000	\$50,000	\$195,000	\$195,000	\$440,000
Grand Total	\$709,325	\$749,831	\$751,514	\$800,269	\$962,404	\$980,396	\$4,953,739

Table 6.3

Reimbursable Capital Costs: FY2011

(dollars in millions)

All Jurisdictions	<u>FY 2011</u>
Project Development	3.000

Table 6.4

Source of Funds for Reimbursable Capital Cost: FY2011

(dollars in millions)

All Jurisdictions	<u>FY 2011</u>
District of Columbia	1.099
Maryland	1.076
Virginia	0.825
Total	<u>3.000</u>

Table 6.5
CNI comparison to the FY2011-2016 CIP
(dollars in millions)

		Capital Needs		
		Inventory	FY2011-2016 CIP	Variance
A	Vehicles/ Vehicle Parts			
	Replacement of Rail Cars	\$978.182	\$927.904	(\$50.278)
	Replacement of Buses	749.483	442.894	(306.589)
	Rehabilitation of Rail Cars	311.694	252.872	(58.822)
	Rehabilitation of Buses	356.818	328.624	(28.194)
	Replacement of MetroAccess Vehicles	140.975	65.379	(75.596)
	Replacement of Service Vehicles	63.390	37.472	(25.918)
	Rail Car Fleet Expansion	605.128	35.587	(569.541)
	Bus Fleet Expansion	255.449	17.374	(238.075)
	Bus Enhancements	115.694	42.007	(73.687)
	MetroAccess Fleet Expansion	44.165	0.000	(44.165)
	Subtotal	\$3,620.978	\$2,150.112	(\$1,470.866)
B	Rail System Infrastructure Rehabilitation			
	Rail Line Segment Rehabilitation	\$1,822.193	\$751.928	(\$1,070.265)
	Subtotal	\$1,822.193	\$751.928	(\$1,070.265)
C	Maintenance Facilities			
	Rehabilitation and Replacement of Bus Garages	\$488.640	\$263.433	(\$225.207)
	Maintenance of Bus Garages	328.077	144.957	(183.120)
	Maintenance of Rail Yards	280.678	155.755	(124.923)
	Rail Maintenance Facilities	655.880	86.373	(569.507)
	Environmental Compliance Projects	36.754	19.720	(17.034)
	Maintenance Bus and Rail Facilities	0.000	21.338	21.338
	Expansion of Bus Garages	444.852	50.254	(394.598)
	Expansion of MetroAccess Garages	16.000	0.000	(16.000)
	Subtotal	\$2,250.881	\$741.831	(\$1,509.050)
D	Systems and Technology			
	Power System Upgrades - Rail	\$175.026	\$33.139	(\$141.887)
	Operations Support Software	559.847	208.358	(351.489)
	Business Support Software & Equipment	296.188	107.482	(188.706)
	Rail Fare Equipment	56.459	45.082	(11.377)
	Subtotal	\$1,087.520	\$394.060	(\$693.459)
E	Track and Structures			
	Track Rehabilitation	\$539.340	\$306.658	(\$232.682)
	Station/Tunnel Rehabilitation	46.033	20.451	(25.582)
	Subtotal	\$585.373	\$327.109	(\$258.264)
F	Passenger Facilities			
	Elevator/Escalator Facilities	\$267.805	\$104.688	(\$163.117)
	Maintenance of Rail Station Facilities	133.890	131.585	(2.305)
	Bicycle & Pedestrian Facilities	44.872	9.631	(35.241)
	Rail Station: Capacity/Enhancements	1,150.378	19.820	(1,130.558)
	Bus Priority Corridor Improvements	120.449	16.465	(103.984)
	Rail Station Equipment	21.571	0.981	(20.590)
	Subtotal	\$1,738.965	\$283.169	(\$1,455.796)
G	Maintenance Equipment			
	Rail Maintenance Equipment	\$203.743	\$209.254	\$5.511
	Bus Repair Equipment	29.088	18.320	(10.768)
	Business Facilities Equipment	7.710	4.919	(2.791)
	Subtotal	\$240.541	\$232.493	(\$8.048)
H	Other Facilities			
	Business Support Facilities	\$32.204	\$8.523	(\$23.681)
	MTPD Support Facilities	44.443	28.515	(15.928)
	MetroAccess Operations Facility	8.000	0.000	(8.000)
	Subtotal	\$84.647	\$37.038	(\$47.609)
I	Program Management			
	Program Management	\$0.000	\$0.000	\$0.000
	Credit Facility	0.000	36.000	36.000
	Subtotal	\$0.000	\$36.000	\$36.000
	Total	\$11,431.098	\$4,953.739	(\$6,477.359)

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2016
(dollars in millions)

Project ID	Project Description	FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
CIP 001	Antenna Reduction/ Security Enhancements	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
CIP 002	Automatic Vehicle Location Equipment Replacement	9,419	16,053	13,530	0.000	0.000	0.000	39,002
CIP 003	Bus Capacity Enhancements: Fleet Expansion	0.000	0.000	0.000	0.000	8.687	8.687	17,374
CIP 004	Bus Repair Equipment	2,732	2,855	3,015	3,125	3,213	3,380	18,320
CIP 005	Bus Rehabilitation Program	24,401	30,081	30,862	31,672	32,257	33,005	182,273
CIP 006	Bus Replacement	74,227	71,966	56,307	59,170	80,347	100,878	442,894
CIP 007	Bus Camera Installation	0.000	3,006	0.000	0.000	0.000	0.000	3,006
CIP 008	Bus Repairs	7,178	7,907	12,770	11,511	15,378	16,427	71,172
CIP 009	Service Vehicle Replacement	2,062	6,823	7,964	6,968	7,937	5,718	37,472
CIP 010	Environmental Compliance Projects	0.623	0.655	0.692	0.733	0.770	0.812	4,285
CIP 011	Underground Storage Tank Replacement	2,135	4,406	2,530	2,426	1,004	2,934	15,435
CIP 015	MetroAccess Fleet Replacement	11,428	12,055	12,202	10,277	8,571	10,846	65,379
CIP 018	Track Welding Program	1,467	2,656	2,863	3,089	3,307	3,560	16,942
CIP 019	Track Floating Slab Rehabilitation	1,728	1,260	1,319	1,555	1,616	1,689	9,166
CIP 020	Replacement of Rail Track Signage	1,014	1,060	1,117	1,177	1,250	1,235	6,854
CIP 021	Track Pad/Shock Absorber Rehabilitation	4,334	2,047	2,155	2,271	2,419	2,491	15,716
CIP 022	Track Structural Rehabilitation	2,333	1,542	2,890	1,840	1,787	1,876	12,268
CIP 023	Third Rail Rehabilitation	0.000	5,518	4,184	4,408	4,606	4,835	23,550
CIP 024	Track Rehabilitation	44,449	33,269	33,223	31,918	33,369	37,239	213,468
CIP 025	Track Maintenance Equipment	17,292	20,708	10,039	10,475	10,425	12,964	81,904
CIP 026	Station/Tunnel Leak Mitigation	3,057	3,298	3,276	3,451	3,607	3,761	20,451
CIP 027	Switch Machine Rehabilitation Project	0.908	0.950	1,001	1,054	1,101	1,157	6,170
CIP 028	Materials Handling Equipment	0.158	0.139	0.144	0.149	0.153	0.158	0.901
CIP 029	Warehouse Vertical Storage Units/Shelving	0.675	0.695	0.600	0.622	0.766	0.660	4,018
CIP 030	Currency Processing Machines	1,014	1,447	0.439	0.000	0.000	0.000	2,900
CIP 031	Debit/Credit Processing Requirements	1,907	0.257	0.257	0.258	0.257	0.257	3,193
CIP 032	Fare Media Encoders	0.000	0.579	1,013	0.000	0.000	0.000	1,592
CIP 033	Replacement of Revenue Facility Equipment	0.695	0.266	0.180	0.507	0.409	0.264	2,321
CIP 034	Revenue Collection Facility (RCF) Building Expansion	0.000	1,274	1,320	0.000	0.000	0.000	2,594
CIP 035	Bicycle & Pedestrian Facilities: Capacity Improvements	0.976	1,019	1,138	1,197	1,268	1,338	6,936
CIP 036	Replacement of Bicycle Racks & Lockers	0.457	0.469	0.421	0.436	0.448	0.464	2,695
CIP 037	Bus Priority Corridor Network Enhancements	2,062	2,053	2,059	2,066	2,056	6,168	16,465
CIP 038	Bus Garage Capacity Enhancements	1,562	0.000	0.000	0.000	0.000	22,802	24,364
CIP 039	Core & System Capacity Project Development	0.515	1,027	1,030	1,033	1,542	1,028	6,175
CIP 042	Bus & Rail Asset Management Software	2,062	3,080	3,089	3,099	3,598	3,084	26,439
CIP 043	Customer & Regional Integration	4,295	4,791	3,776	4,821	4,797	4,797	27,276
CIP 044	Data Centers and Infrastructures	1,546	7,422	1,602	4,959	4,913	6,168	25,810
CIP 045	Document Management System	2,062	3,080	2,574	2,583	3,598	2,570	16,467
CIP 047	Enterprise Geographic Information System	4,476	5,221	4,760	4,259	4,112	4,112	26,941
CIP 048	Sensitive Data Protection Technology	2,985	3,094	5,446	3,231	4,112	2,056	20,714
CIP 049	Management Support Software	0.000	0.000	0.000	0.995	0.000	0.995	3,092
CIP 050	Metro IT OneStop and Office Automation	3,092	5,468	6,201	4,132	5,141	6,168	30,203
CIP 052	Network and Communications	1,937	3,500	3,573	3,099	3,000	0.000	13,138
CIP 053	Network Operations Center (NOC)	1,546	3,336	2,832	2,066	2,056	2,056	13,893
CIP 054	Customer Electronic Communications & Outreach	2,303	4,211	5,148	5,165	5,141	5,140	27,108
CIP 056	Rail Operations Support Software	79,255	20,465	12,029	135,633	350,478	120,199	718,057
CIP 057	1000 Series Rail Car Replacement	3,256	0.248	0.000	0.000	0.000	0.000	3,505
CIP 058	2000/3000 Series Rail Car Mid-Life Rehabilitation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 060	4000 Series Rail Car Replacement	0.000	0.000	0.000	22,899	0.728	186,220	209,847
CIP 062	6000 Series Rail Car Procurement	8,052	0.843	1,658	1,101	0.000	0.000	11,654
CIP 063	Rail Rehabilitation Program	12,439	12,522	12,703	12,892	12,981	14,164	77,700

Table 6.6
Capital Improvement Program (CIP) Costs: FY2011-2016
(dollars in millions)

CIP 064	1000 Series Rail Car HVAC Rehabilitation	4.247	1.111	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.358
CIP 065	Geometry Vehicle	0.564	4.011	1.676	0.225	0.000	0.000	0.000	0.000	0.000	6.476
CIP 066	Rail Shop Repair Equipment	2.165	4.209	4.236	4.215	4.215	4.215	4.215	4.215	23.261	
CIP 067	Rail Car Safety & Reliability Enhancements	12.082	2.499	1.502	1.663	1.699	1.755	1.755	21.191		
CIP 069	75% 8-Car Train-- Rail Cars (7000 Series)	0.000	0.000	0.000	0.000	21.593	2.341	23.933			
CIP 071	Test Track & Commissioning Facility	5.154	17.451	17.505	0.000	0.000	46.264	86.373			
CIP 072	Elevator Rehabilitation	2.371	3.490	2.265	1.136	1.645	2.159	13.067			
CIP 073	Escalator Rehabilitation	4.948	8.315	11.738	13.946	13.879	9.767	62.594			
CIP 074	Installation of Parking Lot Credit Card Readers	0.000	0.000	0.000	0.000	0.000	3.364	3.364			
CIP 076	100 % 8-Car Train - Power Upgrades	0.000	0.000	6.986	7.980	6.791	7.258	29.016			
CIP 077	8-Car Train Power Upgrades	4.123	0.000	0.000	0.000	0.000	0.000	4.123			
CIP 078	Bladensburg Shop Reconfiguration	3.092	6.159	7.208	9.431	0.000	0.000	25.890			
CIP 080	Jackson Graham Building Renovation	3.608	0.000	0.000	0.000	0.000	0.000	3.608			
CIP 084	Southern Avenue Bus Garage Replacement	10.533	29.246	51.759	21.720	0.000	0.000	113.258			
CIP 085	Royal Street Bus Garage Replacement (Cinder Bed Road)	16.595	31.768	47.979	2.436	0.000	0.000	98.779			
CIP 086	Southeastern Bus Garage Replacement (DC Village)	5.732	30.746	14.918	0.000	0.000	0.000	51.396			
CIP 087	Station Rehabilitation Program	7.759	7.832	7.960	8.089	8.153	8.358	48.151			
CIP 088	Station Entrance Canopies	0.000	0.000	0.000	0.000	0.000	10.281	10.281			
CIP 089	Track Fasteners	2.062	2.053	2.059	2.066	2.056	2.056	12.352			
CIP 091	Automatic Fare Collection Machines	0.000	1.075	1.030	1.033	4.675	6.675	14.426			
CIP 092	Ethernet Wiring for Rail Fare Machines	1.340	0.000	0.000	0.000	0.000	0.000	1.340			
CIP 093	Integrating regional NEXTFARE System	1.788	0.980	0.880	0.728	0.982	0.982	6.341			
CIP 094	Improvements to Coin Collection Machines	2.276	0.000	0.000	0.000	0.000	0.000	2.276			
CIP 097	Open Bankcard and Automatic Fare Collection Systems	1.546	2.310	2.317	4.954	4.786	0.000	15.912			
CIP 099	Police Emergency Management Equipment	0.914	0.000	0.000	0.000	0.000	0.000	0.914			
CIP 100	Police Training Facility	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
CIP 101	Police Substation - New District 2/Training Facility	1.296	2.524	13.074	0.544	0.000	0.000	17.379			
CIP 102	Police Substation - New District 4	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
CIP 103	Police Portable Radio Replacement	0.670	0.667	0.669	0.000	0.000	0.668	2.675			
CIP 106	Special Operations Division Facility	0.831	1.626	8.338	0.341	0.000	0.000	11.136			
CIP 107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	57.010	65.480	54.549	28.395	0.000	0.000	205.434			
CIP 108	Rail Rehabilitation Tier 1: Dupont to Grosvenor	0.000	0.000	0.000	41.813	51.405	51.404	144.622			
CIP 110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	34.546	60.416	59.548	98.786	80.118	68.457	401.872			
CIP 116	Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton	0.000	24.761	29.777	41.770	32.776	26.671	155.755			
CIP 119	Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	18.879	25.739	31.052	32.237	19.800	17.250	144.957			
CIP 125	Rail Preventive Maintenance	20.861	0.000	0.000	0.000	0.000	0.000	20.861			
CIP 126	Financial Planning, Project Administration, and System Wide Infrastructure Upgrades	2.169	1.642	3.340	1.060	3.724	3.211	15.146			
CIP 127	Support Equipment - MTPD	1.031	1.030	1.030	1.037	1.033	1.032	6.192			
CIP 130	Program Management	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
CIP 131	Credit Facility	5.000	6.000	6.000	6.000	6.500	6.500	36.000			
CIP 132	Elevator/Escalator Repairables	4.329	4.825	4.840	4.855	5.346	4.832	29.027			
CIP 133	Wayside Work Equipment	4.123	3.080	2.059	2.066	0.000	0.000	11.328			
CIP 134	Garmen Turner Facility Parking Garage	0.000	0.000	0.000	0.000	0.000	0.000	0.000			
CIP 135	Train Control Signal	1.031	10.265	10.297	0.000	0.000	0.000	21.593			
CIP 136	FCC Radio Frequency Communication Changes	0.176	1.027	10.297	9.298	0.000	0.000	20.797			
CIP 137	Bus Preventive Maintenance	11.471	30.210	9.267	0.000	0.000	0.000	11.471			
CIP 138	System-wide Infrastructure Rehabilitation	43.957	30.210	9.267	0.000	0.000	0.000	83.434			
CIP 139	NISB Recommendations	10.308	10.265	10.297	0.000	0.000	0.000	30.871			
CIP 140	Rail Mileage Based Asset Management	4.123	0.000	0.000	4.123	8.504	10.281	22.909			
CIP 141	Cheverly Abutment	3.196	0.000	0.000	0.000	0.000	0.000	3.196			
CIP 142	Rail Lifecycle Overhaul	20.000	20.800	20.864	20.932	20.831	20.831	124.258			
CIP 143	Bus Lifecycle Overhaul	10.000	10.715	10.748	10.783	10.731	10.731	63.708			
Total		\$709.325	\$749.831	\$751.515	\$800.269	\$962.404	\$980.396	\$4,953.739			

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Capacity Enhancements: Fleet Expansion
ID: CIP 003

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Jim Hamre

Useful Life

Years: 12

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	-	-	-	8,686.9	8,686.8	17,373.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	6,949.5	6,949.4	13,899.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	6,949.5	6,949.4	13,899.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	1,737.4	1,737.4	3,474.7
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	1,737.4	1,737.4	3,474.7
Grand Total	-	-	-	-	8,686.9	8,686.8	17,373.7

Dollars in Thousands

Operating Impact

An increased amount of buses will require increased operational support estimated at \$.85 per mile and 37,000 miles annually per bus.

FY2011 Deliverables

Planned Activities (6 Year Program)

- Issue contract modification to procure 13 forty-two foot FY 2015 transit buses.
- Issue contract modification to procure 13 forty-two foot FY 2016 transit buses.

Jim Hamre
Project Manager's Signature Jim Hamre

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Repair Equipment
ID: CIP 004

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 10

Project Description

This project will replace existing bus repair equipment which is past its useful life. It is more affordable to replace the equipment then repair it. It also provides new equipment needed to improve performance. This equipment is used by personnel for repair and maintenance of the bus and non-revenue fleets.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,731.7	2,854.8	3,014.9	3,125.0	3,212.8	3,380.3	18,319.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	2,185.4	2,283.8	2,411.9	2,500.0	2,570.3	2,704.3	14,655.6
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,185.4	2,283.8	2,411.9	2,500.0	2,570.3	2,704.3	14,655.6
5307 Formula Grant	546.3	571.0	603.0	625.0	642.6	676.1	3,663.9
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	546.3	571.0	603.0	625.0	642.6	676.1	3,663.9
Grand Total	2,731.7	2,854.8	3,014.9	3,125.0	3,212.8	3,380.3	18,319.6

Dollars in Thousands

Operating Impact

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

FY2011 Deliverables

- Equipment required to support bus operation. Items include: bus parts washers, forklifts, impact wrenches, special use tool, tow truck rebuilds, bus transportation support equipment i.e.: portable radios, drum crushers, and other tools, and equipment as required.
- Rebuilding four tow trucks, replace parts washers, and purchase other needed equipment to support bus services.

Planned Activities (6 Year Program)

- Equipment required to support bus operation. Items include: bus parts washers, forklifts, impact wrenches, special use tool, tow truck rebuilds, bus transportation support equipment i.e.: portable radios, drum crushers, and other tools and
- Rebuilding four tow trucks, replace parts washers, and purchase other needed equipment to support bus services.


Project Manager's Signature Darin Welt

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Rehabilitation Program
ID: CIP 005

Useful Life
Years: 12

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Phil Wallace

Project Description

This project will provide components necessary to rehabilitate buses, including but not limited to, electrical and mechanical parts. Programs include the bus rehabilitation, transmission overhaul, engine overhaul, electronic rebuild, and small components rebuild.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	24,400.8	30,081.4	30,861.9	31,671.6	32,251.5	33,005.5	182,272.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	18,400.6	24,065.1	24,689.5	25,337.2	25,801.2	26,404.4	144,698.1
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	700.0	-	-	-	-	-	700.0
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	19,100.6	24,065.1	24,689.5	25,337.2	25,801.2	26,404.4	145,398.1
5307 Formula Grant	4,600.2	6,016.3	6,172.4	6,334.3	6,450.3	6,601.1	36,174.5
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	700.0	-	-	-	-	-	700.0
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	5,300.2	6,016.3	6,172.4	6,334.3	6,450.3	6,601.1	36,874.5
Grand Total	24,400.8	30,081.4	30,861.9	31,671.6	32,251.5	33,005.5	182,272.6

Dollars in Thousands

Operating Impact

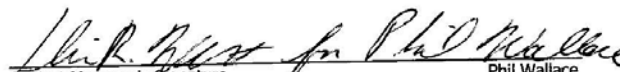
Rehabilitated components are cheaper to maintain than those that fail regularly. This project will save approximately \$8,000 per engine and \$5,000 per transmission (\$4,400,000 annually).

FY2011 Deliverables

- 100 Rehabilitate approximately 100 buses per year.
- 300 Overhaul approximately 300 engines per year.
- 400 Transmissions overhaul.
- Electronics rebuild for destination signs, fare boxes, and other electronics.
- Rebuild engine components such as alternators, axles, steering knuckles.

Planned Activities (6 Year Program)

- Rebuild approximately 100 buses per year.
- Rebuild approximately 300 engines per year.
- Rebuild approximately 400 transmissions per year.
- Rebuild electronic components.
- Rebuild small components.


 Project Manager's Signature Phil Wallace

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Replacement
ID: CIP 006

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Robert Golden

Useful Life

Years: 15

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	74,227.0	71,965.9	56,306.5	59,169.5	80,347.0	100,878.3	442,894.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	44,587.5	45,170.4	22,290.8	35,621.2	52,563.2	68,988.2	269,221.4
5309 Formula Grant	-	-	6,900.0	-	-	-	6,900.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	44,587.5	45,170.4	29,190.8	35,621.2	52,563.2	68,988.2	276,121.4
5307 Formula Grant	11,146.9	11,292.6	5,572.7	8,905.3	13,140.8	17,247.1	67,305.4
5309 Formula Grant	-	-	6,900.0	-	-	-	6,900.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	18,492.6	15,502.9	14,643.0	14,643.0	14,643.0	14,643.0	92,567.5
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	29,639.5	26,795.5	27,115.7	23,548.3	27,783.8	31,890.1	166,772.9
Grand Total	74,227.0	71,965.9	56,306.5	59,169.5	80,347.0	100,878.3	442,894.3

Dollars in Thousands

Operating Impact

Maintenance savings of \$1,924,000 annually is based on FY2010 information that new buses placed service saved approximately \$.52 per mile over the bus it replaced and based on the replacement schedule and the average miles driven of 37,000 miles.

FY2011 Deliverables

- Procure and place in service 62 FY10 Bus Rapid Transit Hybrid Electric heavy duty transit buses forty to forty two foot long.
- Procure and place in service 52 FY11 Bus Rapid Transit Hybrid Electric heavy duty transit buses forty to forty two foot long.

Planned Activities (6 Year Program)

- Procure and place in service 62 FY10 Bus Rapid Transit Hybrid/Electric heavy duty transit buses forty to forty two foot.
- Procure and place in service 52 FY 2011 Bus Rapid Transit Hybrid/Electric heavy duty transit buses forty to forty two foot.
- Procure and place in service 100 FY 2012 Bus Rapid Transit Hybrid/Electric heavy duty transit buses forty to forty two foot.
- Procure and place in service 80 FY 2013 Bus Rapid Transit CNG heavy duty transit buses forty to forty two foot.
- Procure and place in service and place in service 80 FY 2014 Bus Rapid Transit CNG heavy duty transit buses forty to forty two foot.
- Procure and place in service 75 FY 2015 Bus Rapid Transit CNG heavy duty transit buses forty to forty two foot.
- Procure and place in service 22 FY 2015 Bus Rapid Transit Articulated heavy duty transit buses sixty to sixty-two foot.
- Procure and place in service 100 FY 2016 Bus Rapid Transit Hybrid/Electric heavy duty transit buses forty to forty two foot.


Project Manager's Signature Robert Golden

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Camera Installation
ID: CIP 007

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life
Years: 8

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	3,005.7	-	-	-	-	3,005.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	1,502.8
PRIIA	-	1,502.8	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	1,502.8
Federal Total	-	1,502.8	-	-	-	-	1,502.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	1,502.8
PRIIA	-	1,502.8	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	1,502.8
State & Local Total	-	1,502.8	-	-	-	-	1,502.8
Grand Total	-	3,005.7	-	-	-	-	3,005.7

Dollars in Thousands

Operating Impact

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

FY2011 Deliverables

- 300 Bus closed circuit TV (CCTV) equipment purchase and installation for FY 2012.

Planned Activities (6 Year Program)

- Complete installation on remaining buses not equipped and begin scheduled replacement of bus security systems. The replacement cost is \$10,000 per bus. All new bus purchases will have camera systems factory installed.
- Replacement of bus security systems past their useful life.


Project Manager's Signature

Darin Welt

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Repairables
ID: CIP 008

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darin Welt

Useful Life

Years: 12

Project Description

This project provides the components necessary to rehabilitate buses. The bus rehabilitation components are the repairable supply items such as fare box assemblies, radiator assemblies, alternators, and driver seats when the core is beyond economical repair or when the composition of the fleet changes. Bus rehabilitation components are also needed for engines and transmissions when technical changes are dictated by EPA regulations.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	7,177.7	7,907.4	12,770.2	11,511.4	15,378.3	16,426.7	71,171.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	5,742.1	6,325.9	10,216.2	9,209.1	12,302.7	13,141.3	56,937.3
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	5,742.1	6,325.9	10,216.2	9,209.1	12,302.7	13,141.3	56,937.3
5307 Formula Grant	1,435.5	1,581.5	2,554.0	2,302.3	3,075.7	3,285.3	14,234.3
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,435.5	1,581.5	2,554.0	2,302.3	3,075.7	3,285.3	14,234.3
Grand Total	7,177.7	7,907.4	12,770.2	11,511.4	15,378.3	16,426.7	71,171.6

Dollars in Thousands

Operating Impact

These parts and assemblies extend the useful life of buses.

FY2011 Deliverables

- Project supplies bus components to replenish inventory as they are depleted.

Planned Activities (6 Year Program)

- Replace repairable bus components no longer repairable or past their useful life including but not limited to: alternators, transmissions, coolers, driver's seats, radiator assemblies, cylinder heads, door and fan motors. Specific elements of the program include: replacement of engines as part of mid-life overhaul; destination sign replacement; hybrid/electric battery replacement as part of the mid-life overhaul; replacement of fare boxes during mid-life overhaul; and replacement of soot filters as part of mid-life overhaul.


 Project Manager's Signature Darin Welt

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Service Vehicle Replacement
ID: CIP 009

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Sterling Brown

Useful Life
Years: 7

Project Description

This project funds the replacement of service vehicles for all departments, including the Metropolitan Transit Police Department (MTPD). It includes passenger vehicles, utility vehicles, specialized maintenance vehicles, such as welding trucks, hi-rail vehicles, tow trucks, armored cars, and emergency vehicles- including police sedans, sports utility vehicles, and motorcycles.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,061.7	6,823.3	7,963.6	6,968.0	7,936.9	5,718.2	37,471.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,030.8	5,458.7	6,370.9	5,574.4	6,349.5	4,574.5	29,358.9
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,030.8	5,458.7	6,370.9	5,574.4	6,349.5	4,574.5	29,358.9
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	257.7	1,364.7	1,592.7	1,393.6	1,587.4	1,143.6	7,339.7
PRIIA	-	-	-	-	-	-	-
System Performance Funds	773.1	-	-	-	-	-	773.1
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,030.8	1,364.7	1,592.7	1,393.6	1,587.4	1,143.6	8,112.8
Grand Total	2,061.7	6,823.3	7,963.6	6,968.0	7,936.9	5,718.2	37,471.7

Dollars in Thousands

Operating Impact

Newer service vehicles will result in lower maintenance and higher fuel economy and have warranty.

FY2011 Deliverables

- 80 Purchase non-revenue vehicles (40 MTPD and 40 service).
- 200 Combination of approximately 200 non-revenue vehicles and MTPD vehicles per year will be purchased.

Planned Activities (6 Year Program)

- Replacement of approximately 40 non-revenue service vehicles and 40 emergency vehicles.
- Replacement of approximately 214 passenger cars, 346 sports utilities vehicles, 260 vans, 506 pickup/utility trucks, 65 heavy trucks, 11 tow trucks, 4 street sweepers and 98 emergency vehicles.

Project Manager's Signature  Sterling Brown

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Environmental Compliance Projects
ID: CIP 010

Management Information

Sponsor Department: SAFE
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: Various

Project Description

This project will address environmental compliance, regulations, and directives. Metro risks civil and criminal penalties and fines if it does not comply with regulatory requirements.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	622.6	654.9	692.0	733.5	770.0	812.2	4,285.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	622.6	654.9	692.0	733.5	770.0	812.2	4,285.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	622.6	654.9	692.0	733.5	770.0	812.2	4,285.2
Grand Total	622.6	654.9	692.0	733.5	770.0	812.2	4,285.2

Dollars in Thousands

Operating Impact

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

FY2011 Deliverables

- Installations and upgrades of storm water/waste water pre-treatment systems, installation of monitoring systems for underground/above ground storage tanks (UST/AST) and installation of an above ground storage tank.

Planned Activities (6 Year Program)

- Above-ground storage tanks (AST) - Jackson Graham Building (JGB) - install generator tank leak detection system and
- Under-ground storage tanks (UST) - Bladensburg/2250 - Connect used oil tank to leak detection system.
- ASTs - Bladensburg/2250 - Connect used oil tank to leak detection system.
- ASTs - Bladensburg/2251 - Install used oil AST.
- Storm water management - Largo - Install vacuum line (pump room to grade).
- Wastewater - Bladensburg/2250 - Upgrade pretreatment system.
- USTs - Four Mile Run - Replace storm oil water system (OWS) vent.



Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Underground Storage Tank Replacement
ID: CIP 011

Management Information

Sponsor Department: SAFE
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: 30

Project Description

This project will replace Underground Storage Tanks (UST) which fuel service vehicles, track equipment and buses. USTs also store engine oils, fluids. It will replace USTs at the end of their warranty periods and rehabilitate systems at their mid-life using the latest technologies available. Upgrades and replacements are required to minimize potential liabilities.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,134.8	4,405.9	2,529.9	2,425.6	1,004.5	2,934.1	15,434.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	2,134.8	4,405.9	2,529.9	2,425.6	1,004.5	2,934.1	15,434.9
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,134.8	4,405.9	2,529.9	2,425.6	1,004.5	2,934.1	15,434.9
Grand Total	2,134.8	4,405.9	2,529.9	2,425.6	1,004.5	2,934.1	15,434.9

Dollars in Thousands

Operating Impact


Further degradation of tanks may lead to mitigation costs.

FY2011 Deliverables

- Replace underground storage tanks as they reach the end of their 30 year warranty period. Includes tanks for fuel, engine oil, transmission fluid, antifreeze, and heating oil.

Planned Activities (6 Year Program)

- Design and replace six (6) underground storage tanks at the end of their 30 year warranty period. Location: Southern Avenue four (4), Bladensburg two (2).


 Project Manager's Signature Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: MetroAccess Fleet Replacement
ID: CIP 015

Management Information

Sponsor Department: ACCS
Managing Department: ACCS
Project Manager: Glenn Millis/Jack Weiner

Useful Life

Years: 4

Project Description

This project will shift the acquisition strategy of rolling stock from using a paratransit contractor as the purchasing agent to a capitolly funded, Metro-owned program. Vehicles in the paratransit fleet which have reached or exceeded their useful life will be replaced to achieve and maintain an average fleet age of 4 years, maximizing fleet safety, reliability and quality of service delivered in-line with projected ridership.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	11,428.0	12,054.5	12,201.8	10,276.9	8,571.3	10,846.2	65,378.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	9,142.4	6,007.3	2,925.3	1,385.3	20.9	1,840.8	21,322.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	9,142.4	6,007.3	2,925.3	1,385.3	20.9	1,840.8	21,322.0
5307 Formula Grant	2,285.6	1,501.8	731.3	346.3	5.2	460.2	5,330.5
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	4,545.4	8,545.2	8,545.2	8,545.2	8,545.2	38,726.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,285.6	6,047.2	9,276.5	8,891.5	8,550.4	9,005.4	44,056.7
Grand Total	11,428.0	12,054.5	12,201.8	10,276.9	8,571.3	10,846.2	65,378.8

Dollars in Thousands

Operating Impact

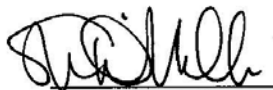
There is no net reduction to the MetroAccess operating contract since there are no additional funds available for the purchase of vehicles. MetroAccess operating contract expense would be greatly increased if vehicle acquisitions are not capitalized. Capitalizing fleet purchases improves reliability and sustainability of the fleet by maintaining an average fleet age of four years. Maintenance costs are lower for newer vehicles.

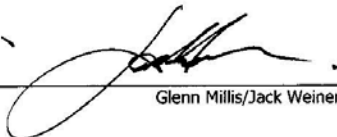
FY2011 Deliverables

- 235 Replacement of MetroAccess vehicles and ancillary equipment.

Planned Activities (6 Year Program)

- Purchase a total of 1,145 MetroAccess revenue vehicles along with ancillary equipment (including DriveCams, MDTs and vehicle assembly line inspections) at approximately \$54,805 per vehicle from FY 2011 to FY 2016. 200 replacement vehicles will be acquired during FY 2011. Vehicles being replaced are model year 2005 and 2006 Ford E-350 vans, Ford Crown Victoria and Taurus sedans. Capitalizing fleet purchases creates substantial savings to Metro by removing vehicle purchases from operating contracts. This eliminates sales and excise taxes, as well as additional markups charged by a paratransit contractor.


 Project Manager's Signature


 Glenn Millis/Jack Weiner

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Track Welding Program
ID: CIP 018

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life

Years: Various

Project Description

This project will improve the electrical conductivity of the rail, reduce and repair joint defects, reduce noise and wear, reduce maintenance and inspection costs, and help reduce cross tie fires by reducing the number of open rail joints throughout the rail system. Currently there are approximately 1,750 open rail joints system wide. As a result of running rail replacement, approximately 400 new open joints are created each year. The flash butt welding approach enables open joints to be welded at a much faster rate. In addition, the flash butt welding process allows for thermal adjustment to our track system, reducing the occurrences of track buckling and track pull parts, thus reducing delays and shutdown.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,466.9	2,655.6	2,862.5	3,088.8	3,307.4	3,560.2	16,941.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	733.4	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	8,470.8
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	733.4	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	8,470.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	733.4	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	8,470.8
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	733.4	1,327.8	1,431.3	1,544.4	1,653.7	1,780.1	8,470.8
Grand Total	1,466.9	2,655.6	2,862.5	3,088.8	3,307.4	3,560.2	16,941.5

Dollars in Thousands

Operating Impact

Well maintained track will help result in fewer delays for passengers.

FY2011 Deliverables

- Sixty (60) percent of the labor cost to weld 500 open running rail joints thoughts the Metrorail system.
- Procure 500 flash butt welding kits.

Planned Activities (6 Year Program)

- Internal capital labor cost to support the flash butt welding contract.
- Contract for five hundred (500) welds per year (beginning in FY 2012).
-


 Project Manager's Signature Michael Brown

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Track Floating Slab Rehabilitation
ID: CIP 019

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,727.7	1,259.6	1,319.0	1,554.8	1,616.2	1,689.1	9,166.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	863.8	629.8	659.5	777.4	808.1	844.6	4,583.2
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	863.8	629.8	659.5	777.4	808.1	844.6	4,583.2
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	863.8	629.8	659.5	777.4	808.1	844.6	4,583.2
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	863.8	629.8	659.5	777.4	808.1	844.6	4,583.2
Grand Total	1,727.7	1,259.6	1,319.0	1,554.8	1,616.2	1,689.1	9,166.3

Dollars in Thousands

Operating Impact

Well maintained track will result in fewer delays.

FY2011 Deliverables

- 2,700 Ln Ft Retrofit floating slabs between Benning Road and Addison Road.
- 2160 Procure isolator pads.
- Procure floating slab drilling and jacking equipment.

Planned Activities (6 Year Program)

- Retrofit two thousand seven hundred (2,700) linear feet of floating slabs per year.
- Procure two thousand one hundred sixty (2,160) isolator pads per year.
- Procure floating slab drilling and jacking equipment.


Project Manager's Signature

Michael Brown

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Replacement of Rail Track Signage
ID: CIP 020

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,014.3	1,060.4	1,117.2	1,176.7	1,250.2	1,234.7	6,853.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	507.2	530.2	558.6	588.3	625.1	617.4	3,426.8
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	507.2	530.2	558.6	588.3	625.1	617.4	3,426.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	507.2	530.2	558.6	588.3	625.1	617.4	3,426.8
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	507.2	530.2	558.6	588.3	625.1	617.4	3,426.8
Grand Total	1,014.3	1,060.4	1,117.2	1,176.7	1,250.2	1,234.7	6,853.5

Dollars in Thousands

Operating Impact

None.

FY2011 Deliverables

- Procure and install 500 safety signs.
- Procure and install 3,000 chain markers.

Planned Activities (6 Year Program)

- Procure and install 3,000 chain markers throughout the Metrorail System on an annual basis.
- Procure and install 500 safety signs throughout the Metrorail System on an annual basis.


Project Manager's Signature

Larry E. Lee

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,333.6	2,046.9	2,155.1	2,270.7	2,419.1	2,491.0	15,716.5
<i>Dollars in Thousands</i>							
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	2,166.8	1,023.5	1,077.6	1,135.3	1,209.6	1,245.5	7,858.2
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,166.8	1,023.5	1,077.6	1,135.3	1,209.6	1,245.5	7,858.2
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	2,166.8	1,023.5	1,077.6	1,135.3	1,209.6	1,245.5	7,858.2
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,166.8	1,023.5	1,077.6	1,135.3	1,209.6	1,245.5	7,858.2
Grand Total	4,333.6	2,046.9	2,155.1	2,270.7	2,419.1	2,491.0	15,716.5
<i>Dollars in Thousands</i>							

Operating Impact

Well maintained track will result in fewer delays.

FY2011 Deliverables

- 5,000 Rehabilitate running rail and direct fixation switch grout pads.
Ln Ft

Planned Activities (6 Year Program)

- Repair 5,000 linear feet of grout pads per year.
- Procure one prime mover.
- Procure cement material.
- Repair direct fixation switch grout pads.
- Procure volumetric mixer and flatcar.


Project Manager's Signature

Larry E. Lee

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Track Structural Rehabilitation
ID: CIP 022

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,332.8	1,541.8	2,890.3	1,839.9	1,786.8	1,876.2	12,267.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	1,166.4	770.9	1,445.2	919.9	893.4	938.1	6,134.0
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,166.4	770.9	1,445.2	919.9	893.4	938.1	6,134.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	1,166.4	770.9	1,445.2	919.9	893.4	938.1	6,134.0
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,166.4	770.9	1,445.2	919.9	893.4	938.1	6,134.0
Grand Total	2,332.8	1,541.8	2,890.3	1,839.9	1,786.8	1,876.2	12,267.9

Dollars in Thousands

Operating Impact

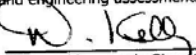
Well maintained track will help result in fewer delays.

FY2011 Deliverables

- Leveling nuts and pier grout pads repairs, diaphragm stiffener installation, and hatch door modification (labor cost for Grosvenor aerial rehabilitation).
- Bridge concrete cleaning and sealing (labor cost for the concrete cleaning and sealing).
- 9000 Handrail painting and safety fence installation.
- 814 Bridge Anchor Bolts Repairs (labor cost or repair / rehabilitate the anchor bolts).
- 600 Safety fence Installation (cost to purchase and install safety fence).
- 120 sq Bridge concrete repairs.
- 3 Bridge access manhole cleaning and sealing.
- 2 A Hi-Rail Inspection / Access Vehicle.
- 1 Boom truck.

Planned Activities (6 Year Program)

- Rehabilitation of bridge anchor bolts, bearing pads, deck joints, deteriorated concrete, structural tees and angles.
- Rehabilitate one down and under crane for under bridge inspections and rehabilitation.
- Procure one boom truck.
- Procure one welding truck.
- The goals are based on annual inspections and engineering assessments.


Project Manager's Signature

Larry E. Lee

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Track Rehabilitation
ID: CIP 024

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life

Years: Various

Project Description

This project will fund the procurement of material and specialized equipment to facilitate the removal and installation of the track and switch panels which prevents service delays and speed restrictions. Track components require replacement when, based on industry standards, they become worn or unserviceable due to deterioration, excessive wear, or defects. Track infrastructure is rehabilitated by replacing running rail, cross ties, direct fixation fasteners, third rail insulators, and turnouts annually.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	44,449.4	33,268.8	33,222.9	31,918.5	33,369.0	37,239.1	213,467.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	22,224.7	16,634.4	16,611.5	15,959.2	16,684.5	18,619.6	106,733.9
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	22,224.7	16,634.4	16,611.5	15,959.2	16,684.5	18,619.6	106,733.9
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	22,224.7	16,634.4	16,611.5	15,959.2	16,684.5	18,619.6	106,733.9
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	22,224.7	16,634.4	16,611.5	15,959.2	16,684.5	18,619.6	106,733.9
Grand Total	44,449.4	33,268.8	33,222.9	31,918.5	33,369.0	37,239.1	###.###

Dollars in Thousands

Operating Impact

Well maintained track will result in fewer delays. Newer equipment has lower maintenance needs.

FY2011 Deliverables

- 10 Miles of running rail per year.
- 30 Purchase and install 30 turnouts.
- 15,000 Purchase and install direct fixation fasteners.
- 8,000 Purchase and install cross ties per year.

Planned Activities (6 Year Program)

- Purchase and install thirty (30) turnouts per year throughout the Metrorail System.
- Purchase and install fifty-seven thousand (57,000) linear feet per year of running rail.
- Purchase and install fifteen thousand (15,000) direct fixation fasteners per year.
- Purchase and install eight thousand (8,000) cross ties and sixteen thousand (16,000) cross ties fasteners per year.
- Install five thousand (5,000) insulators per year.
- No. 8 turnouts will be upgraded from unguarded to guarded turnouts based on National Transportation Safety Board recommendations.
- Procure right of way work equipment.



Project Manager's Signature

Michael Brown

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Track Maintenance Equipment
ID: CIP 025

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life
Years: 25

Project Description

This project funds the rehabilitation / replacement of heavy-duty track equipment. Track maintenance equipment is essential to deliver quality service and for the safe and efficient execution of the track rehabilitation work. Timely rehabilitation and replacement of self-propelled track equipment will ensure equipment reliability, reduce the probability of delays due to equipment breakdowns, and allow for efficient use of the right-of-way track time. This project funds the replacement of heavy-duty track equipment that has reached the end of its useful lifecycle and is no longer economically feasible to maintain.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	17,292.2	20,708.2	10,039.5	10,475.2	10,424.9	12,964.1	81,904.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIA	8,646.1	10,354.1	5,019.7	5,237.6	5,212.5	6,482.0	40,952.0
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	8,646.1	10,354.1	5,019.7	5,237.6	5,212.5	6,482.0	40,952.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIA	8,646.1	10,354.1	5,019.7	5,237.6	5,212.5	6,482.0	40,952.0
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	8,646.1	10,354.1	5,019.7	5,237.6	5,212.5	6,482.0	40,952.0
Grand Total	17,292.2	20,708.2	10,039.5	10,475.2	10,424.9	12,964.1	81,904.1

Dollars in Thousands

Operating Impact

Well maintained track will result in fewer delays. Newer equipment has lower maintenance needs.

FY2011 Deliverables

- 3 Procure prime movers.
- 3 Procure locomotives.

Planned Activities (6 Year Program)

- Procure three (3) prime movers.
- Procure three (3) locomotives.
- Procure forty-five (45) pieces of right of way track equipment such as prime movers, locomotives, flatcars, tampers, deicer units, multi-purpose handlers, tie cranes, tie inserters, station washers.
- Equipment needs are determined on an as-needed basis.


Project Manager's Signature

Michael Brown

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Station/Tunnel Leak Mitigation
ID: CIP 026

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Useful Life

Years: Various

Project Description

This project will restore and maintain the structural integrity of the tunnel liners, preventing leaks and prevent the corrosion of wayside systems and equipment. Station Tunnel Leak Mitigation eliminates unsafe wet conditions for Metrorail passengers and prevents service delays resulting from water intrusion.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	3,057.4	3,298.2	3,276.5	3,451.5	3,606.6	3,760.7	20,450.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	1,528.7
PRIIA	1,528.7	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,528.7	-	-	-	-	-	1,528.7
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	1,528.7
PRIIA	1,528.7	-	-	-	-	-	-
System Performance Funds	-	3,298.2	3,276.5	3,451.5	3,606.6	3,760.7	17,393.5
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,528.7	3,298.2	3,276.5	3,451.5	3,606.6	3,760.7	18,922.2
Grand Total	3,057.4	3,298.2	3,276.5	3,451.5	3,606.6	3,760.7	20,450.9

Dollars in Thousands

Operating Impact

Further degradation of tunnel liners may lead to even greater repair and costs.

FY2011 Deliverables

- 1700 Repair one thousand seven hundred (1,700) leaks per year throughout the Metrorail System.
- Procure leak material (5 gal containers).
- 1

Planned Activities (6 Year Program)

- Repair one thousand seven hundred (10,200) leaks throughout the Metrorail System.
- Procure leak repair material.
- Purchase one man-lift.


Project Manager's Signature

Larry E. Lee

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Switch Machine Rehabilitation Project
ID: CIP 027

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Savina

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	908.2	949.5	1,000.9	1,053.7	1,101.1	1,156.6	6,170.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	454.1	474.8	500.4	526.9	550.5	578.3	3,085.0
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	454.1	474.8	500.4	526.9	550.5	578.3	3,085.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	454.1	474.8	500.4	526.9	550.5	578.3	3,085.0
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	454.1	474.8	500.4	526.9	550.5	578.3	3,085.0
Grand Total	908.2	949.5	1,000.9	1,053.7	1,101.1	1,156.6	6,170.0

Dollars in Thousands

Operating Impact

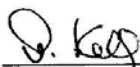
Well maintained track will result in fewer delays.

FY2011 Deliverables

- 20 Rehabilitation of 20 switch machines per year (expenditures represent labor cost to remove, rehabilitate, and re-install the switch machines).
- 10 Procure 10 switch machines.

Planned Activities (6 Year Program)

- Remove, rehabilitate, and replace one hundred and twenty (120) switch machines throughout the Metrorail System.
- Procure (10) switch machines.



Project Manager's Signature

Michael Savina

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Materials Handling Equipment
ID: CIP 028

Management Information

Sponsor Department: PRMT
Managing Department: ESVC
Project Manager: Arthur Noyes

Useful Life
Years: 8

Project Description

This project will replace warehouse equipment that has reached the end of its useful life. This includes forklifts and manlifts.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	157.7	138.6	144.2	148.8	153.2	158.3	900.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	78.9	110.9	115.3	119.0	122.5	126.7	673.3
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	78.9	110.9	115.3	119.0	122.5	126.7	673.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	19.7	27.7	28.8	29.8	30.6	31.7	168.3
PRIIA	-	-	-	-	-	-	-
System Performance Funds	59.1	-	-	-	-	-	59.1
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	78.9	27.7	28.8	29.8	30.6	31.7	227.5
Grand Total	157.7	138.6	144.2	148.8	153.2	158.3	900.7

Dollars in Thousands

Operating Impact


Newer equipment will require less maintenance and have a lower overall impact.

FY2011 Deliverables

- Replace material handling equipment at Metro storerooms on a prioritized basis.
- Rehabilitate facility infrastructure to support new material handling equipment, including but not limited to: battery charging equipment, test equipment, and electrical circuits, spare batteries, battery handling equipment, battery charging area ventilation and sumps, acid spill kits, eye/body wash stations, and storage area lighting.

Planned Activities (6 Year Program)

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


 Project Manager's Signature Arthur Noyes

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Useful Life
Years: 8

Management Information

Sponsor Department: PRMT
Managing Department: ESVC
Project Manager: Arthur Noyes

Project Description

This project will purchase and install vertical storage units, shelving, and racking for storage of repair parts in order to allow a greater storage capacity, greater inventory accuracy, and enhanced safety.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	675.2	695.0	600.3	621.9	765.9	660.0	4,018.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	337.6	556.0	480.2	497.5	612.7	528.0	3,012.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	337.6	556.0	480.2	497.5	612.7	528.0	3,012.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	84.4	139.0	120.1	124.4	153.2	132.0	753.0
PRIIA	-	-	-	-	-	-	253.2
System Performance Funds	253.2	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	337.6	139.0	120.1	124.4	153.2	132.0	1,006.2
Grand Total	675.2	695.0	600.3	621.9	765.9	660.0	4,018.3

Dollars in Thousands

Operating Impact

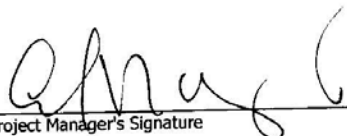
A greater efficiency in use of space lowers the need for expanded facilities in the future.

FY2011 Deliverables

- Purchase and install vertical storage units, shelving, and racking for storage of repair parts at Metro storerooms on a prioritized basis.
- Install infrastructure to support new vertical storage units and racks. Installation work includes but is not limited to: weather enclosures, electrical circuits, computer hardware and software, relocate existing vertical storage units, spare parts, facility modifications, and training.

Planned Activities (6 Year Program)

- Purchase and install two new vertical parts storage units and reconfigure parts storage area at Metro Supply Facility.
- On a prioritized basis, purchase and install two vertical parts storage units and reconfigure storage area at other Metro storerooms. Reduce floor space but maintain storage capacity.


 Project Manager's Signature Arthur Noyes

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Currency Processing Machines
ID: CIP 030

Useful Life
Years: 7

Management Information

Sponsor Department: TRES
Managing Department: TRES
Project Manager: Diana Bowdry

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,014.3	1,447.4	438.6	-	-	-	2,900.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	507.2	1,157.9	350.9	-	-	-	2,016.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	507.2	1,157.9	350.9	-	-	-	2,016.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	126.8	289.5	87.7	-	-	-	504.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	380.4	-	-	-	-	-	380.4
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	507.2	289.5	87.7	-	-	-	884.4
Grand Total	1,014.3	1,447.4	438.6	-	-	-	2,900.4

Dollars in Thousands

Operating Impact

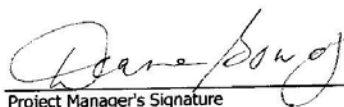
Newer equipment will require less maintenance and have a lower overall financial impact.

FY2011 Deliverables

- Replace three currency processing machines including planning for phased replacement, design, removal of existing equipment in phases, demolition, electrical, replacement, and testing.

Planned Activities (6 Year Program)

- Replace three currency processing machines including planning for phased replacement, design, removal of existing in phases, demolitions, electrical, replacement, and testing at the Revenue Collection Facility.
- Upgrade software and all obsolete parts.



Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Debit/Credit Processing Requirements
ID: CIP 031

Management Information

Sponsor Department: TRES
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,907.0	256.6	257.4	258.3	257.0	257.0	3,193.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	953.5	205.3	205.9	206.6	205.6	205.6	1,982.6
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	953.5	205.3	205.9	206.6	205.6	205.6	1,982.6
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	238.4	51.3	51.5	51.7	51.4	51.4	495.7
PRIIA	-	-	-	-	-	-	-
System Performance Funds	715.1	-	-	-	-	-	715.1
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	953.5	51.3	51.5	51.7	51.4	51.4	1,210.8
Grand Total	1,907.0	256.6	257.4	258.3	257.0	257.0	3,193.4

Dollars in Thousands

Operating Impact

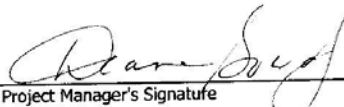
Failure to complete project will result in severe fines for Metro's Bank Card processor.

FY2011 Deliverables

- Failure to maintain Payment Card Industry (PCI) compliance will result in severe fines for Metro's Bank Card processor

Planned Activities (6 Year Program)

- Upgrade software and hardware from the mezzanine to the central computer to met Payment Card Industry (PCI) requirements.
- Upgrade the communication lines from the express vendors to the central computer.


 Project Manager's Signature Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Replacement of Revenue Facility Equipment
ID: CIP 033

Management Information

Sponsor Department: TRES
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: 7

Project Description

This project will provide replacement and upgrades to revenue collection facility equipment. The existing hardware and software has exceeded, or is at, the end of its life cycle. Replacements and upgrades are needed to maintain reliability and efficiency for the successful completion of the treasury's daily operational goals.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	694.8	265.9	180.2	507.2	409.2	264.2	2,321.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	347.4	212.7	144.2	405.8	327.3	211.4	1,648.7
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	347.4	212.7	144.2	405.8	327.3	211.4	1,648.7
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	86.8	53.2	36.0	101.4	81.8	52.8	412.2
PRIIA	-	-	-	-	-	-	-
System Performance Funds	260.5	-	-	-	-	-	260.5
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	347.4	53.2	36.0	101.4	81.8	52.8	672.7
Grand Total	694.8	265.9	180.2	507.2	409.2	264.2	2,321.5

Dollars in Thousands

Operating Impact

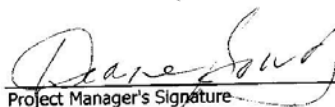
Newer equipment will require less maintenance and have a lower operating cost.

FY2011 Deliverables

- Replacement of revenue facility equipment including loading dock levelers, servers, scanners, computer equipment, special fax equipment.
- 85 Procure rail revenue transfer carts.

Planned Activities (6 Year Program)

- Replacement of revenue facility equipment including servers, loading dock levelers, and scanners.
- Replace 264 rail revenue collection carts, which includes 40 additional carts for the new Dulles route.



Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Kristin Haldeman

Useful Life

Years:

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	976.2	1,019.3	1,137.8	1,197.3	1,267.6	1,337.5	6,935.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	781.0	815.5	910.2	957.9	1,014.1	1,070.0	5,548.7
5309 Formula Grant	-	-	-	-	-	-	-
PRITA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	781.0	815.5	910.2	957.9	1,014.1	1,070.0	5,548.7
5307 Formula Grant	195.2	203.9	227.6	239.5	253.5	267.5	1,387.2
5309 Formula Grant	-	-	-	-	-	-	-
PRITA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	195.2	203.9	227.6	239.5	253.5	267.5	1,387.2
Grand Total	976.2	1,019.3	1,137.8	1,197.3	1,267.6	1,337.5	6,935.8

Dollars in Thousands

Operating Impact

More efficient physical infrastructure will result in lower operational costs.

FY2011 Deliverables

- Identify locations for five secure bike cages - up to 150 bikes, with keypad or other electronic access - constructed either in existing garage space or as stand-alone, covered facility (locations TBD during the planning process).
- Identify locations for compact, secure bicycle stations to accommodate up to 80 bikes is vendor operated, or purchased with vendor operating contract. Stations are unmanned/stand-alone facilities offering secure, dedicated bicycle parking to customers with contracts for use. One design can accommodate up to 80 bicycles in 400 square feet.
- Identify locations for bicycle and pedestrian access improvements to include paths, signage and wayfindings, lighting, and maps.
- 1 cage Begin construction.

Planned Activities (6 Year Program)

- Survey, design, and make pedestrian/bicycle access improvements where need is identified in year 1.
- Plan, design and install bike cages.
- Plan, procure and install vendor operated high performance bike parking.
- Improve bike/pedestrian signage, lighting and security, and maps.


 Project Manager's Signature Kristin Haldeman

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Kristin Haldeman

Useful Life

Years: 50

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	456.7	469.1	421.1	436.0	448.3	463.7	2,694.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	365.3	-	-	-	-	-	365.3
5309 Formula Grant	-	375.3	336.9	348.8	358.6	370.9	1,790.5
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	365.3	375.3	336.9	348.8	358.6	370.9	2,155.8
5307 Formula Grant	91.3	-	-	-	-	-	91.3
5309 Formula Grant	-	93.8	84.2	87.2	89.7	92.7	447.6
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	91.3	93.8	84.2	87.2	89.7	92.7	539.0
Grand Total	456.7	469.1	421.1	436.0	448.3	463.7	2,694.8

Dollars in Thousands

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact.

FY2011 Deliverables

- Replace nine hundred (900) remaining Rack III Bicycle Racks and other damaged racks with new rack (inverted 'U' racks) that have twice the capacity of old racks, a longer life span, and require much less maintenance as they have no moving parts.
- 1280 Begin replacing bicycle lockers with higher performing bicycle storage (e.g., electronic lockers; modular storage) affording more storage, with desirable characteristics of security, coverage and dedicated space, in a smaller footprint or with higher turnover capabilities offering customers a more streamlined rental option.
- Begin realigning locker locations with demand.

Planned Activities (6 Year Program)

- Replace all remaining Rack IIIs bike racks.
- Replace damaged or underutilized bike lockers with higher performing bike storage.


 Project Manager's Signature: Kristin Haldeman

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Priority Corridor Network Enhancements
ID: CIP 037

Management Information

Sponsor Department: BPLN
Managing Department: BPLN
Project Manager: Jim Hamre

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,061.7	2,053.1	2,059.4	2,066.1	2,056.2	6,168.5	16,464.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	1,649.3	1,642.4	1,647.5	1,652.9	1,645.0	4,934.8	13,171.9
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,649.3	1,642.4	1,647.5	1,652.9	1,645.0	4,934.8	13,171.9
5307 Formula Grant	412.3	410.6	411.9	413.2	411.2	1,233.7	3,293.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	412.3	410.6	411.9	413.2	411.2	1,233.7	3,293.0
Grand Total	2,061.7	2,053.1	2,059.4	2,066.1	2,056.2	6,168.5	16,464.9

Dollars in Thousands

Operating Impact

Operational savings will be achieved through more efficient bus service.

FY2011 Deliverables

- Bus capacity enhancements - priority corridors program provides bus corridor improvements i.e., painted markings, signal priority, queue jumpers, and left-turn improvements.

Planned Activities (6 Year Program)

- Complete priority corridor improvements on 100 bus stops/associated route.
- Install traffic measures, such as painted markings, signal priority, queue jumpers, left-turn improvements, in coordination with local jurisdictions.


 Project Manager's Signature Jim Hamre

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Garage Capacity Enhancements
ID: CIP 038

Management Information

Sponsor Department: PLJD
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years:

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,562.0	-	-	-	-	22,801.8	24,363.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	1,249.6	-	-	-	-	18,241.4	19,491.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,249.6	-	-	-	-	18,241.4	19,491.0
5307 Formula Grant	312.4	-	-	-	-	4,560.4	4,872.8
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	312.4	-	-	-	-	4,560.4	4,872.8
Grand Total	1,562.0	-	-	-	-	22,801.8	24,363.8

Dollars in Thousands

Operating Impact

Additional infrastructure will require greater operational support. Lower dead heading costs.

FY2011 Deliverables

Closeout of West Ox Bus Garage.

Planned Activities (6 Year Program)

- Planning and design.
- Completed facilities will require environmental assessment, planning and design, and acquisition of land prior to construction. Construction of 2 additional bus garages. Planning and design for the maintenance of the storage of large articulated buses.

John R. Thomas
Project Manager's Signature

John Thomas

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Robin McElhenny / Wendy Jia

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	515.4	1,026.5	1,029.7	1,033.1	1,542.2	1,028.1	6,174.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	412.3	-	-	-	-	-	412.3
5309 Formula Grant	-	821.2	823.8	826.4	1,233.7	822.5	4,527.6
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	412.3	821.2	823.8	826.4	1,233.7	822.5	4,939.9
5307 Formula Grant	103.1	-	-	-	-	-	103.1
5309 Formula Grant	-	205.3	205.9	206.6	308.4	205.6	1,131.9
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	103.1	205.3	205.9	206.6	308.4	205.6	1,235.0
Grand Total	515.4	1,026.5	1,029.7	1,033.1	1,542.2	1,028.1	6,174.9

Dollars in Thousands

Operating Impact


Enhancements of station and passenger facilities in the core would help relieve crowding conditions during the peak, improve operating safety at stations and allow for capacity expansion at less cost.

FY2011 Deliverables

- In FY2011, PLJD will conduct feasibility study and preliminary engineering for the Gallery Place Station Access and Capacity Improvements

Planned Activities (6 Year Program)

- Planning and conceptual design, studies, conceptual engineering, environmental clearance, and cost estimates.


 Project Manager's Signature Robin McElhenny / Wendy Jia

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: BUS/TIES/CFO
Managing Department: IT
Project Manager: Robert Kramer

Useful Life
Years: 5

Project Description

This project will fund Maximo, Metro's asset and work management tracking system which is critical to the operations of rail and bus. Maximo should be kept current for the lifecycle of the next CIP and implements modules for use in the field. It will also help Metro better manage its assets.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,109.2	4,140.0	5,872.3	3,612.6	6,756.7	4,948.1	26,438.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	554.6	2,752.0	2,537.9	730.1	3,245.3	1,798.5	11,618.4
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	554.6	2,752.0	2,537.9	730.1	3,245.3	1,798.5	11,618.4
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	138.6	688.0	634.5	182.5	811.3	449.6	2,904.6
PRIIA	-	-	-	-	-	-	-
System Performance Funds	415.9	700.0	2,700.0	2,700.0	2,700.0	2,700.0	11,915.9
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	554.6	1,388.0	3,334.5	2,882.5	3,511.3	3,149.6	14,820.5
Grand Total	1,109.2	4,140.0	5,872.3	3,612.6	6,756.7	4,948.1	26,438.9

Dollars in Thousands

Operating Impact

Lowering costs and lessening maintenance impact on customers.

FY2011 Deliverables

- Optram upgrade and enhancement.
- WMS upgrade and enhancement.
- Maximo for IT upgrade and enhancement.
- Maximo upgrade and enhancement.
- Maximo Asset Navigator (illustrated parts catalog).
- Maximo high availability servers.

Planned Activities (6 Year Program)

- Procure hardware and install Maximo high availability application servers to reduce Maximo planned and unplanned down time.
- Consultant services to implement Optram enhancement for administrator training and new features.
- Consultant services to implement WMS enhancement for training and new features.
- Consultants services to implement Maximo 7 upgrade and enhancement to latest supported version.
- Procure Maximo Asset Navigator training to enable Subject Matter Expert to build illustrated parts catalog.
- Procure Maximo licenses.
- Procure and implement Maximo mobile and hardware, Maximo data warehouse, Maximo Asset Configuration Manager, PeopleSoft CRM, Geographic Information System, and Spatial Integrations.


Project Manager's Signature Robert Kramer

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Operations Support Software
ID: CIP 043

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Adam Young

Useful Life

Years: 10

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,061.7	3,079.6	3,089.1	3,099.2	3,598.4	3,084.2	18,012.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,030.8	1,765.3	1,325.7	1,333.7	1,733.1	1,321.8	8,510.4
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,030.8	1,765.3	1,325.7	1,333.7	1,733.1	1,321.8	8,510.4
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	257.7	441.3	331.4	333.4	433.3	330.4	2,127.6
PRIIA	-	-	-	-	-	-	-
System Performance Funds	773.1	873.0	1,432.0	1,432.0	1,432.0	1,432.0	7,374.1
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,030.8	1,314.3	1,763.4	1,765.4	1,865.3	1,762.4	9,501.7
Grand Total	2,061.7	3,079.6	3,089.1	3,099.2	3,598.4	3,084.2	18,012.1

Dollars in Thousands

Operating Impact

This will result in more efficient operations.

FY2011 Deliverables

- Bus Fleet Management System Program.
- Bus Automatic Vehicle Maintenance .
- Requirements documentation.
- Bus and rail scheduling and dispatch system.
- OrbCAD upgrade.
- Bus Operations Control Center build out IT equipments.
- Bus System Integration Phase II .

Planned Activities (6 Year Program)

- Software procurement and implementation.
- Deploy of the automatic vehicle maintenance and voice annunciation system. Bring transit database project in line with Metro's enterprise architecture.
- Install high availability hardware and testing.
- Bus System Integration Phase II and III.
- Bus and Rail Scheduling integration and enhancement.
- Bus Fleetwatch enhancement.


 Project Manager's Signature Adam Young

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Customer & Regional Integration
ID: CIP 044

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Bill Burcham

Useful Life
Years: 10

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,295.5	4,790.8	3,775.9	4,821.3	4,797.1	4,797.0	27,277.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,147.7	2,544.0	932.1	1,768.4	1,749.1	1,749.0	10,890.2
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,147.7	2,544.0	932.1	1,768.4	1,749.1	1,749.0	10,890.2
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	536.9	636.0	233.0	442.1	437.3	437.2	2,722.6
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,610.8	1,610.8	2,610.8	2,610.8	2,610.8	2,610.8	13,664.8
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,147.7	2,246.8	2,843.8	3,052.9	3,048.1	3,048.0	16,387.4
Grand Total	4,295.5	4,790.8	3,775.9	4,821.3	4,797.1	4,797.0	27,277.6

Dollars in Thousands

Operating Impact


This will result in more efficient operations.

FY2011 Deliverables

- 7 SOA Application Modules (and associated reusable underlying services)
- HR Safety Information - Safety Training and Certifications
- Safety Planning Management - Worksite Specific Safety Plans
- Hazard Management - PI, Audit, and OSHA Compliance
- Hazard Management - Hazard Identification
- Hazard Management - Hazard Mitigation
- Accidents and Incidents - root cause analysis
- Litigation Support - Litigation Documentation

Planned Activates (6 Year Program)

- Complete development of customer information web services (CIWS) infrastructure.
- Test and validate CIWS per IT Governance Process.
- Deliver communications and deployment plan for CIWS.
- Move CIWS into production.
- Complete planning, concept of operations, for follow-on to CIWS as needed.
- Complete development of customer information web services (CIWS) infrastructure.
- Implement automation of the Customer Operations Center and automatic sharing of rail and bus prediction information from Passenger Information Display System (PIDs) and NextBus.
- Create an automated incident management system that has the ability to share and coordinate spatial and temporal information across transit lines of business.


Project Manager's Signature

Bill Burcham

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Data Centers and Infrastructures
ID: CIP 045

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Veronica Lipscombe

Useful Life

Years: 10

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	7,422.0	1,602.4	745.5	4,958.7	4,913.3	6,168.5	25,810.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	3,711.0	-	-	-	-	-	3,711.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	3,711.0	-	-	-	-	-	3,711.0
5307 Formula Grant	-	-	-	-	-	-	927.7
5309 Formula Grant	927.7	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	2,783.2	1,602.4	745.5	4,958.7	4,913.3	6,168.5	21,171.6
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	3,711.0	1,602.4	745.5	4,958.7	4,913.3	6,168.5	22,099.4
Grand Total	7,422.0	1,602.4	745.5	4,958.7	4,913.3	6,168.5	25,810.3

Dollars in Thousands

Operating Impact


Newer equipment will require less maintenance and have a lower overall cost.

FY2011 Deliverables

- SAN Infrastructure Augmentation.
- pSeries Upgrade from Power5 to Power7.
- Microsoft Exchange 2010 Upgrade.
- Server Consolidation.

Planned Activities (6 Year Program)

- Identify the most critical business applications and systems supporting Metro's services and operations.
- Identify and procure IT infrastructure to support the Disaster Recovery .
- Implement Disaster Recovery Infrastructure and Testing Failover.
- Identify the most critical business applications and systems supporting Metro's services and operations, identify and procure IT infrastructure to support the Disaster Recovery. Migrate all applications to an environment that is robust and in line with industry-standard infrastructure for delivery reliability of mission critical services.


 Project Manager's Signature Veronica Lipscombe

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Document Management System
ID: CIP 046

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Bill Burcham

Useful Life

Years: 10

Project Description

This project provides for a Hybrid Enterprise Document Management System (HEDS) that will allow: Real-time anytime, anywhere, access to every document within the organization with the requisite security levels, auditable history trails, and cross-functional approval authority workflows.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,546.2	-	-	2,626.0	2,613.4	4,667.5	11,453.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,237.0	-	-	2,100.8	2,090.7	3,734.0	9,162.6
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,237.0	-	-	2,100.8	2,090.7	3,734.0	9,162.6
5307 Formula Grant	-	-	-	525.2	522.7	933.5	2,290.6
5309 Formula Grant	309.2	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	525.2	522.7	933.5	2,290.6
State & Local Total	309.2	-	-	525.2	522.7	933.5	2,290.6
Grand Total	1,546.2	-	-	2,626.0	2,613.4	4,667.5	11,453.2

Dollars in Thousands

Operating Impact


Initial increase due to requirements of document scanning with subsequent operational efficiency from a reduction in long-term storage costs.

FY2011 Deliverables

- Create an Enterprise wide Electronic Document Management System which will leverage existing and future infrastructure within Metro.
- HEDS will be implemented for the following departments in 2011: Safety - SSWP Archive Check System and Counsel - Agreements Archiving System.

Planned Activities (6 Year Program)

- Planning and design.
- Support moving many manual paper based processes to electronic processes by enabling enterprise applications as in the case of PeopleSoft and Maximo to easily be linked to electronic records and forms.
- Continued roll out for additional departments on a funds-available basis.


 Project Manager's Signature Bill Burcham

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Enterprise Geographic Information System
ID: CIP 047

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Edwin Wells

Useful Life

Years: 10

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,061.7	3,079.6	2,574.2	2,582.7	3,598.4	2,570.2	16,466.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,030.8	1,765.2	561.0	567.7	1,380.3	557.8	5,862.8
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,030.8	1,765.2	561.0	567.7	1,380.3	557.8	5,862.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	257.7	441.3	140.2	141.9	345.1	139.4	1,465.7
PRIIA	-	-	-	-	-	-	-
System Performance Funds	773.1	873.1	1,873.0	1,873.0	1,873.0	1,873.0	9,138.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,030.8	1,314.4	2,013.2	2,014.9	2,218.1	2,012.4	10,603.9
Grand Total	2,061.7	3,079.6	2,574.2	2,582.7	3,598.4	2,570.2	16,466.7

Dollars in Thousands

Operating Impact


Additional staffing will be required.

FY2011 Deliverables

- GIS repository to provide and manage consistent bus stop and route information across the agency.
- Geodatabase to support integration and interface of Maximo assets and work order data with GIS.
- GIS linear reference system to support trackside asset management and rail operations.
- Publication of GIS bus stop and route data to Metro's public website.
- Detailed Metro rail and bus system maps (via intranet) to support MTPD dispatch functions.

Planned Activities (6 Year Program)

- Legacy data consolidation and migration.
- Development of Data Maintenance Tools.
- Development of GIS training program and training materials.
- Web mapping services.


 Project Manager's Signature Edwin Wells

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Sensitive Data Protection Technology
ID: CIP 048

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Victor Iwugo

Useful Life

Years: 10

Project Description

This project will achieve and maintain regulatory compliance in providing a comprehensive Metro-wide security architecture that will reduce the risk of malicious attacks and cyber-terrorism, as well as fraud and waste.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,475.9	5,220.9	4,760.3	4,259.3	4,112.4	4,112.3	26,941.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	3,580.7	4,176.7	3,808.2	3,407.4	3,289.9	3,289.9	21,552.9
PRIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	3,580.7	4,176.7	3,808.2	3,407.4	3,289.9	3,289.9	21,552.9
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	895.2	1,044.2	952.1	851.9	822.5	822.5	5,388.2
PRIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	895.2	1,044.2	952.1	851.9	822.5	822.5	5,388.2
Grand Total	4,475.9	5,220.9	4,760.3	4,259.3	4,112.4	4,112.3	26,941.1

Dollars in Thousands

Operating Impact

Additional staffing will be required.

FY2011 Deliverables

- Implement perimeter security zone.
- Implement extranet partners security zones.
- Implement payment card industry (PCI) security zones.
- Implement centralized log management system.
- Implement enterprise web single sign on (WebSSO).

Planned Activities (6 Year Program)

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


Project Manager's Signature

Victor Iwugo

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Management Support Software
ID: CIP 049

Management Information

Sponsor Department: DGMA
Managing Department: DGMA
Project Manager: Naheed Monower

Useful Life

Years: 10

Project Description

This project will replace, update and integrate software that support corporate and financial control of operations such as accounting, treasury, budget, cash management, human capital management, procurement, and vendor relationships. This project is essential for Metro to meet its fiscal duty to maintain sufficient controls to manage its financial operations.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,984.7	2,566.3	2,574.2	10,158.1	10,623.4	-	28,906.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,387.7	2,053.1	2,059.4	8,126.5	8,498.7	-	23,125.3
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,387.7	2,053.1	2,059.4	8,126.5	8,498.7	-	23,125.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	596.9	513.3	514.8	2,031.6	2,124.7	-	5,781.3
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	596.9	513.3	514.8	2,031.6	2,124.7	-	5,781.3
Grand Total	2,984.7	2,566.3	2,574.2	10,158.1	10,623.4	-	28,906.7

Dollars in Thousands

Operating Impact

This will result in increased productivity and efficiency in accounting, treasury, budget, procurement and cash management functions.

FY2011 Deliverables

- Re-architecture and upgrade of various modules of PeopleSoft Financials to version 9.1
- System upgrade of Accounts Receivable, Payable, General Ledger, Cash Management, Billing, Purchasing, Strategic Sourcing, and Asset Management
- New implementation of Commitment Control in budgeting, Project Costing, Grants Management, and Customer Contracts.
- Re-architecture of integration between PeopleSoft and Maximo.

Planned Activities (6 Year Program)

- Upgrade Metro's Human Capital Management system to current version to align with re-architected business processes.
- Upgrade the technical infrastructure (Operating systems, databases, middleware and hardware).
- Replace the legacy training system with an integrated learning management system to incorporate training and reporting requirements.
- Automate Metro's paper-intensive employee performance management system.
- Enable Metro's data warehousing capabilities with establishment of a corporate data warehouse.
- Provide the Treasury department with tools to automate cash forecasting.
- Provide the Procurement department with tools for vendor and solicitation management.

Naheed Monower
Project Manager's Signature / Naheed Monower

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Ron Phillips

Useful Life

Years:

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,774.0	3,094.0	5,446.0	3,231.4	4,112.4	2,056.2	20,713.9
<i>Dollars in Thousands</i>							
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,219.2	2,475.2	4,356.8	2,585.1	3,289.9	1,644.9	16,571.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,219.2	2,475.2	4,356.8	2,585.1	3,289.9	1,644.9	16,571.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	554.8	618.8	1,089.2	646.3	822.5	411.2	4,142.8
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	554.8	618.8	1,089.2	646.3	822.5	411.2	4,142.8
Grand Total	2,774.0	3,094.0	5,446.0	3,231.4	4,112.4	2,056.2	20,713.9
<i>Dollars in Thousands</i>							

Operating Impact

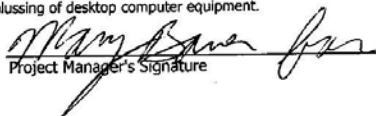
Better trained support – Support staff will have access to up-to-date procedures and problem solutions. Faster, more consistent problem resolution – Support staff will be able to trouble-shoot and identify problems more effectively and implement tried and true solutions. Process and service improvements will be supported by direct input from customers and staff. Accurate and up-to-date analysis of performance will facilitate timely process improvements and increase service levels. Software licensing will remain up-to-date.

FY2011 Deliverables

- KnowledgeBase tool that will serve as an on-line repository for maintaining Help Desk procedures, solutions to identified problems, and guides for trouble-shooting specific issues.
- Business analytics that will allow the Help Desk team to track performance against services levels identify trends, and identify opportunities for process improvements.
- Customer outreach strategy that engages customers, fosters partnerships, and builds confidence in our service provisions.

Planned Activities (6 Year Program)

- Identify and prioritize issues and challenges faced by customers and technology support staff.
- Evaluate commercial knowledge base, business analytics, and remote desktop technologies to assist with build or buy decisions.
- Develop and implement knowledgebase content.
- Develop and implement remote control software applications based on identified opportunities.
- Identify best practice metrics, quality reporting, and customer surveys.
- Support the ordering, deployment and surplussing of desktop computer equipment.


Project Manager's Signature Ron Phillips

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Network and Communications
ID: CIP 052

Useful Life
Years: 10

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Chuck Wolfe

Project Description

This project will: 1) implement Metro-wide network and telecommunications upgrade; 2) implement wireless network for operational needs; 3) implement software to manage circuit and telephone number management; and 4) upgrade Metro-wide power, HVAC and cabling infrastructure.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	3,092.5	5,468.3	6,200.8	4,132.2	5,140.5	6,168.5	30,202.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,546.2	3,446.9	2,841.8	1,186.9	1,993.5	2,815.9	13,831.3
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,546.2	3,446.9	2,841.8	1,186.9	1,993.5	2,815.9	13,831.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	386.6	861.7	710.4	296.7	498.4	704.0	3,457.8
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,159.7	1,159.7	2,648.6	2,648.6	2,648.6	2,648.6	12,913.7
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,546.2	2,021.4	3,359.0	2,945.3	3,147.0	3,352.6	16,371.5
Grand Total	3,092.5	5,468.3	6,200.8	4,132.2	5,140.5	6,168.5	30,202.8

Dollars in Thousands

Operating Impact


Additional staffing will be required: two Additional Network Engineers at \$288,000 per year (includes overhead).

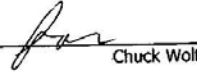
FY2011 Deliverables

- 1 Engineering design for next-gen SCADA network .
- 800 Deployment of approximately 800 wireless access points.
- 100 New routers for next-gen SCADA network.
- 950 Technology refresh for legacy business data network (BDN) and Metro-net hardware (2 replacement cycles at 475 device

Planned Activities (6 Year Program)

- General retrofits.
- Wireless for Rail stations.
- Wireless cabling for administrative locations.
- Data center enhancements.
- Metronet enhancements.
- General retrofits and wireless installations for rail stations and cabling and wireless installations for administrative locations, data center enhancements, Metronet enhancements. Resolve Metro's current disconnected and outdated network.


 Project Manager's Signature


 Chuck Wolfe

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Veronica Lipscombe

Useful Life

Years: 10

Project Description

This project will provide a network operations center (NOC) which includes 24x7 support to manage and monitor system and network enterprise health. This is a key part of increasing the up-time of mission-critical systems such as the rail control and financial systems and will result in a higher level of overall safety for passengers and employees.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,936.9	3,500.5	3,573.0	3,099.2	1,028.1	-	13,137.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Federal							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	968.5	2,219.3	1,468.0	1,088.9	-	-	5,744.7
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	968.5	2,219.3	1,468.0	1,088.9	-	-	5,744.7
State & Local							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	242.1	554.8	367.0	272.2	-	-	1,436.2
PRIIA	-	-	-	-	-	-	-
System Performance Funds	726.3	726.3	1,738.0	1,738.0	1,028.1	-	5,956.8
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	968.5	1,281.2	2,105.0	2,010.2	1,028.1	-	7,393.0
Grand Total	1,936.9	3,500.5	3,573.0	3,099.2	1,028.1	-	13,137.7

Dollars in Thousands

Operating Impact

This will require additional staffing or contracted labor.

FY2011 Deliverables

- Maintain infrastructure – server replacement will keep WMATA's critical services running on vendor supported hardware.
- Event/fault management, service and problem management, and performance capacity management.
- Critical event management, incident trend analysis, and device management.
- Proactive/predictive analysis and root cause analysis.
- Detection of network issues with five minutes, respond with 20 minutes, and resolve within two hours.

Planned Activities (6 Year Program)

- Identify the most critical business applications and systems supporting Metro's services and operations.
- Establish Service Level Agreements (SLAs) for the identified critical Business Services.
- Identify the underlying IT infrastructure supporting the most critical Business Applications and Systems.
- Create relationship between the Business Services and IT systems.
- Identify the most critical Business Applications and Systems supporting Metro's Services and Operations. Identify the underlying IT Infrastructure supporting the most critical Business Applications and Systems. Create relationship between the Business Services and IT systems.


 Project Manager's Signature Veronica Lipscombe

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Customer Electronic Communications & Outreach
ID: CIP 054

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Eleanor Evans / Mary Kaye Vavasour

Useful Life

Years: 5

Project Description

This project will provide for enhanced electronic communications and customer outreach. The project will focus on customer demands for rapid and flexible data delivery systems for Metro communications, schedules, system alerts, and commuting benefits and fares.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,546.2	3,336.2	2,831.6	2,066.1	2,056.2	2,056.2	13,892.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,237.0	2,669.0	2,265.3	1,652.9	1,645.0	1,644.9	11,114.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,237.0	2,669.0	2,265.3	1,652.9	1,645.0	1,644.9	11,114.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	309.2	667.2	566.3	413.2	411.2	411.2	2,778.5
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	309.2	667.2	566.3	413.2	411.2	411.2	2,778.5
Grand Total	1,546.2	3,336.2	2,831.6	2,066.1	2,056.2	2,056.2	13,892.6

Dollars in Thousands

Operating Impact

Additional staff will be required.

FY2011 Deliverables

- Enhanced reporting systems for management oversight of safety initiatives, customer service and employee, and system performance.
- Enhance the SmarTrip.com website, in collaboration with Metro's regional partners.
- Transparent Metro data sets: increase transparency and provide third-party web application development.
- High availability web infrastructure: assure Intranet and Internet users that the web portal will be up and operational for their use.
- Upgraded web programming language.
- Upgraded intranet portal tools: will allow staff to more easily publish content to the web and will substantially ease users' training time and effort.

Planned Activities (6 Year Program)

- Datasets and applications for Metro's most important communications elements (e.g. trip planning and system alerts) will be expanded to meet the demands of the latest technological developments influenced by entities such as social media, Google, and smart phones. Internal systems will be expanded to advance customer interfaces for SmarTrip, Smart Benefits, and electronic fare programs.
- Design and develop enterprise-wide safety oriented web applications.
- Maintain and enhance internet and intranet portal performance and navigation.
- Maintain and enhance portal availability and accessibility.
- Enhance key web-based applications, such as General Orders Track Right System (GOTRS), to take advantage of data that is not currently available.
- Maintain and enhance Intranet portal design.
- Support the ongoing roll-out of the System Development Life Cycle (SDLC) framework in all application development activities.
- Respond to department requests for web application development and enhancement.

Mary Evans
Project Manager's Signature

Eleanor Evans / Mary Kaye Vavasour

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Rail Operations Support Software
ID: CIP 056

Management Information

Sponsor Department: RAIL
Managing Department: IT
Project Manager: Robert Gholston

Useful Life

Years: 7

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,302.9	4,210.8	5,148.5	5,165.3	5,140.5	5,140.4	27,108.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,151.4	2,677.8	2,367.6	2,381.0	2,361.2	2,361.1	13,300.2
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,151.4	2,677.8	2,367.6	2,381.0	2,361.2	2,361.1	13,300.2
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	287.9	669.4	591.9	595.3	590.3	590.3	3,325.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	863.6	863.6	2,189.0	2,189.0	2,189.0	2,189.0	10,483.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,151.4	1,533.0	2,780.9	2,784.3	2,779.3	2,779.3	13,808.2
Grand Total	2,302.9	4,210.8	5,148.5	5,165.3	5,140.5	5,140.4	27,108.4

Dollars in Thousands

Operating Impact


Upgrades are required to maintain vendor software and customer support and will have no operating impact.

FY2011 Deliverables

- ROCS/AIM server stabilization, security and life cycle upgrade, and LSD enhancement.
- ROCS/AIM user requested enhancements and server upgrade.
- Train progress server renewal - automatic.
- Trapeze real time schedules integration for AIM, RPM, and PIDs.
- RPM real time rail service metrics and rail car count.
- PIDS predictions train location input.

Planned Activities (6 Year Program)

- Identify rail reporting system solutions.
- Issue request of proposal for reporting solution.
- Award reporting solution contract.
- Purchase reporting solution.
- Maintain rail control system under a current maintenance contract. Possible system enhancements and further overall integration of multiple rail conditions systems and track rights systems.


Project Manager's Signature Robert Gholston

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: 1000 Series Rail Car Replacement
ID: CIP 057

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Debo Ogunrinde

Useful Life

Years: 40

Project Description

This project will replace all 300 of the 1000 Series rail cars, which were purchased between 1974 and 1978, with new 7000 Series rail cars. This project is one component of a combined program plan structured to avoid repetitive developmental cost associated with a new car design and procurement.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	79,253.3	20,464.9	12,028.8	135,632.5	350,478.3	120,199.0	718,056.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	11,734.7	24,879.4	-	36,614.1
5309 Formula Grant	-	-	-	11,734.7	24,879.4	-	36,614.1
PRIIA	39,626.7	10,232.5	6,014.4	24,258.0	42,721.4	24,270.4	147,123.3
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	39,626.7	10,232.5	6,014.4	47,727.4	92,480.2	24,270.4	220,351.6
5307 Formula Grant	-	-	-	2,933.7	6,219.9	-	9,153.5
5309 Formula Grant	-	-	-	2,933.7	6,219.9	-	9,153.5
PRIIA	39,626.7	10,232.5	6,014.4	24,258.0	42,721.4	24,270.4	147,123.3
System Performance Funds	-	-	-	7,779.7	7,836.9	7,796.1	23,412.7
Other (Misc & Debt)	-	-	-	50,000.0	195,000.0	63,862.1	308,862.1
State & Local Total	39,626.7	10,232.5	6,014.4	87,905.1	257,998.0	95,928.6	497,705.2
Grand Total	79,253.3	20,464.9	12,028.8	135,632.5	350,478.3	120,199.0	718,056.8

Dollars in Thousands

Operating Impact

Newer rail cars will decrease maintenance / operating costs and improve reliability.

FY2011 Deliverables

- Conceptual design review.

Planned Activities (6 Year Program)

- Purchase 7000 Series rail cars, which includes warranty, training and manuals, at \$2.8M per car.



Project Manager's Signature

Debo Ogunrinde

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Damon Cannon

Useful Life

Years: 40

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	3,256.4	248.4	-	-	-	-	3,504.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	0.0	-	-	-	-	0.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	0.0	-	-	-	-	0.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	0.0	-	-	-	-	0.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	3,256.4	248.4	-	-	-	-	3,504.8
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	3,256.4	248.4	-	-	-	-	3,504.8
Grand Total	3,256.4	248.4	-	-	-	-	3,504.8

Dollars in Thousands

Operating Impact

Rehabilitated railcars require less routine maintenance.

FY2011 Deliverables

- Closeout of 2000/3000 Series Railcar mid-life rehabilitation.
- Closeout of change orders including but not limited to chevrons, grounding bonds, communication control panels (CCP) u

Planned Activities (6 Year Program)

- Car warranty and reliability period for 44 remaining railcars.
- Closeout of change orders including but not limited to chevrons, grounding bonds, CCP units.
- Closeout of the 2000/3000 Series Railcar Project.


Project Manager's Signature

Damon Cannon

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: 6000 Series Rail Car Procurement
ID: CIP 062

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Dave Hughson

Useful Life

Years: 40

Project Description

This project will complete the 6000-Series rail car procurement options. All cars were placed into service in FY 2009. Projected completion of the warranty and reliability period is FY2014.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	8,051.8	842.8	1,657.8	1,101.2	-	-	11,653.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	652.0	206.8	-	-	858.8
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	652.0	206.8	-	-	858.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	163.0	51.7	-	-	214.7
PRIIA	-	-	-	-	-	-	-
System Performance Funds	8,051.8	842.8	842.8	842.8	-	-	10,580.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	8,051.8	842.8	1,005.8	894.5	-	-	10,794.9
Grand Total	8,051.8	842.8	1,657.8	1,101.2	-	-	11,653.6

Dollars in Thousands

Operating Impact


Newer rail cars will require less maintenance, though the addition of more railcars to the fleet will require additional operational support.

FY2011 Deliverables

- Installation of emergency exterior door releases.

Planned Activities (6 Year Program)

- Two-year contract warranty and reliability period.
- Installation of emergency exterior door releases.
- Purchase of equipment such as truck bolster, wire crimper, gear boxes.


Project Manager's Signature Dave Hughson

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Rail Rehabilitation Program
ID: CIP 063

Management Information

Sponsor Department: RAIL
Managing Department: CMNT
Project Manager: Gene Garzone

Useful Life

Years: 40

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	12,439.0	12,521.6	12,703.3	12,891.6	12,980.8	14,163.9	77,700.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	6,219.5	6,260.8	6,351.6	6,445.8	6,490.4	7,081.9	38,850.1
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	6,219.5	6,260.8	6,351.6	6,445.8	6,490.4	7,081.9	38,850.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	6,219.5	6,260.8	6,351.6	6,445.8	6,490.4	7,081.9	38,850.1
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	6,219.5	6,260.8	6,351.6	6,445.8	6,490.4	7,081.9	38,850.1
Grand Total	12,439.0	12,521.6	12,703.3	12,891.6	12,980.8	14,163.9	77,700.1

Dollars in Thousands

Operating Impact

These components keep railcars in service.

FY2011 Deliverables

- Components, assemblies and subassemblies overhauled, and available for use.
- Materials necessary to maintain scheduled component, assembly, and subassembly overhaul.
- Delivery of new components to restore depleted component float to required levels.
- Axle assemblies.

Planned Activities (6 Year Program)

- 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.


 Project Manager's Signature Gene Garzone

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Jeff Thompson

Useful Life

Years: Various

Project Description

This project provides for the repair or replacement of major components including heating, ventilation, and air conditioning, circuit breakers, low voltage power supply, friction rings and brakes on the 1000 Series railcars to keep the cars operational until replacement cars are received in FY2014.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,247.0	1,110.7	-	-	-	-	5,357.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,123.5	0.0	-	-	-	-	2,123.5
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,123.5	0.0	-	-	-	-	2,123.5
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	530.9	0.0	-	-	-	-	530.9
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,592.6	1,110.7	-	-	-	-	2,703.3
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,123.5	1,110.7	-	-	-	-	3,234.2

Dollars in Thousands

Operating Impact

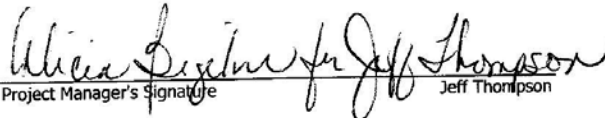
Rehabilitated railcars will require less routine maintenance.

FY2011 Deliverables

- 364 HVAC repair 1000 Series.
- 364 1000 series circuit breakers.
- 800 Purchase and install friction rings.
- 265 Purchase and install brake components.

Planned Activities (6 Year Program)

- Replace various HVAC and electrical equipment using a component kit.
- Replace brake components.
- Replace friction rings.
- Replace circuit breakers.


Project Manager's Signature Jeff Thompson

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Geometry Vehicle
ID: CIP 065

Useful Life

Years: Various

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Dennis M. Lemke

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	563.9	4,010.7	1,676.3	225.2	-	-	6,476.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	0.0	-	-	-	0.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	0.0	-	-	-	0.0
5307 Formula Grant	-	-	0.0	-	-	-	0.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	563.9	4,010.7	1,676.3	225.2	-	-	6,476.0
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	563.9	4,010.7	1,676.3	225.2	-	-	6,476.0
Grand Total	563.9	4,010.7	1,676.3	225.2	-	-	6,476.1

Dollars in Thousands

Operating Impact

Current inspections are contracted. Metro ownership of a geometry vehicle will eliminate this expense and allow for more efficient inspections.

FY2011 Deliverables

- Completion of Project Milestones 1 through 4, up to and including final design review.

Planned Activities (6 Year Program)

- Receive and accept Track Geometry Vehicle according to schedule in first quarter of FY 2013.
- Create and implement comprehensive track inspection program using the measuring systems installed on Track Geometry Vehicle. Phase out contracted inspections.



Project Manager's Signature

Dennis M. Lemke

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Rail Shop Repair Equipment
ID: CIP 066

Management Information

Sponsor Department: RAIL
Managing Department: ESVC
Project Manager: Arthur Noyes

Useful Life

Years: Various

Project Description

This project will replace equipment having reached the end of useful life to provide reliability for the delivery of quality service. Some examples of maintenance and shop equipment include wheel truing machines and electrical controls, overhead cranes, railcar lifts, hoists, industrial air compressors, service elevators, and hoisting mechanisms.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,164.7	4,208.8	4,221.7	4,235.5	4,215.2	4,215.1	23,261.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	1,082.4	2,104.4	2,110.9	2,117.8	2,107.6	2,107.6	11,630.6
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,082.4	2,104.4	2,110.9	2,117.8	2,107.6	2,107.6	11,630.6
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	1,082.4	2,104.4	2,110.9	2,117.8	2,107.6	2,107.6	11,630.6
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,082.4	2,104.4	2,110.9	2,117.8	2,107.6	2,107.6	11,630.6
Grand Total	2,164.7	4,208.8	4,221.7	4,235.5	4,215.2	4,215.1	23,261.1

Dollars in Thousands

Operating Impact

The project will provide reliable equipment in pursuit of quality service to improve operational efficiency.

FY2011 Deliverables

- 2 Large component wash tanks at Greenbelt Yard.
- Initiate design work for multi-year contract to replace wheel truing machines at Greenbelt, Alexandria, and Shady Grove Yards.
- Miscellaneous rail support equipment such as steam cleaners and shop air compressors at rail maintenance facilities.

Planned Activities (6 Year Program)

- Replace wheel truing machines at Greenbelt, Alexandria, Shady Grove, New Carrollton, and West Falls Church Yards.
- Refurbish and install Stand Ray wheel milling machine at a non-revenue rail maintenance shop.
- Replace aging and deteriorated rail shop support equipment at all rail maintenance facilities.

Project Manager's Signature

Arthur Noyes

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: RAIL
Managing Department: CENV
Project Manager: Joseph Reynolds

Useful Life

Years: Various

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	12,082.4	2,498.6	1,502.3	1,652.9	1,699.4	1,754.9	21,190.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	6,041.2	1,249.3	751.2	826.4	849.7	877.5	10,595.3
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	6,041.2	1,249.3	751.2	826.4	849.7	877.5	10,595.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	6,041.2	1,249.3	751.2	826.4	849.7	877.5	10,595.3
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	6,041.2	1,249.3	751.2	826.4	849.7	877.5	10,595.3
Grand Total	12,082.4	2,498.6	1,502.3	1,652.9	1,699.4	1,754.9	21,190.5

Dollars in Thousands

Operating Impact

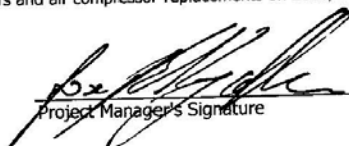
This project will result in greater efficiency and productivity.

FY2011 Deliverables

- 180 2000/3000 Series Railcar Compressors.
- Wheel interface.
- Wrong side door repair for 1000, 2000, 3000, and 5000 Series Railcars.
- Exterior emergency door releases for 1000, 2000, 3000, and 5000 Series Railcars.
- Roll-back prevention.
- 30 1000 Series Railcar shell structural repairs.

Planned Activities (6 Year Program)

- Resolve safety, reliability and compatibility issues across the various fleets.
- Install emergency exterior door releases, wrong side door openings, and car roll back prevention.
- Correct wheel rail interface issues related to the 5000 Series Railcar derailments.
- Perform 1000 Series Railcar shell repairs and air compressor replacements on 2000/3000 Series Railcars.


Project Manager's Signature

Joseph Reynolds

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: 75% 8-Car Train-- Rail Cars (7000 Series)
ID: CIP 069

Management Information

Sponsor Department: RAIL
Managing Department: ESVC
Project Manager: Debo Ogunrinde

Useful Life
Years:

Project Description

75% 8-Car Train -- Rail Cars (7000 Series)

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	-	-	-	21,592.6	2,340.6	23,933.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	17,274.1	1,872.5	19,146.6
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	17,274.1	1,872.5	19,146.6
5307 Formula Grant	-	-	-	-	4,318.5	468.1	4,786.6
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	4,318.5	468.1	4,786.6
Grand Total	-	-	-	-	21,592.6	2,340.6	23,933.2

Dollars in Thousands

Operating Impact

Additional maintenance of new cars - Operators not impacted by 8 vs. 6-car trains.

FY2011 Deliverables

Planned Activities (6 Year Program)

- Purchase 130 Rail Cars Option #4 of 7000 Series Contract.



Project Manager's Signature

Debo Ogunrinde

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Test Track & Commissioning Facility
ID: CIP 071

Management Information

Sponsor Department: RAIL
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Project Description

This project will fund 10,000 feet of single track between College Park and Greenbelt Metrorail Stations for testing of new and rehabilitated rail cars. It will also include a multi-story building at Greenbelt Metrorail yard for commissioning of new and rehabilitated rail cars.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	5,154.2	17,451.0	17,504.7	-	-	46,263.6	86,373.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	2,577.1	8,725.5	8,752.4	-	-	23,131.8	43,186.7
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,577.1	8,725.5	8,752.4	-	-	23,131.8	43,186.7
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	2,577.1	8,725.5	8,752.4	-	-	23,131.8	43,186.7
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,577.1	8,725.5	8,752.4	-	-	23,131.8	43,186.7
Grand Total	5,154.2	17,451.0	17,504.7	-	-	46,263.6	86,373.5

Dollars in Thousands

Operating Impact

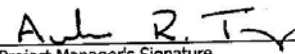
Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

FY2011 Deliverables

- Environmental analysis documents required for a public hearing.
- Contract documents.

Planned Activities (6 Year Program)

- Design and construct the test track and commissioning building.


 Project Manager's Signature John Thomas

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Elevator Rehabilitation
ID: CIP 072

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Jeff Griffin

Useful Life

Years: 45

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,370.9	3,490.2	2,265.3	1,136.4	1,645.0	2,159.0	13,066.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	2,792.2	1,812.3	909.1	1,316.0	1,727.2	8,556.7
PRIIA	1,185.5	-	-	-	-	-	1,185.5
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,185.5	2,792.2	1,812.3	909.1	1,316.0	1,727.2	9,742.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	698.0	453.1	227.3	329.0	431.8	2,139.2
PRIIA	1,185.5	-	-	-	-	-	1,185.5
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,185.5	698.0	453.1	227.3	329.0	431.8	3,324.6
Grand Total	2,370.9	3,490.2	2,265.3	1,136.4	1,645.0	2,159.0	13,066.7

Dollars in Thousands

Operating Impact


Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2011 Deliverables

- Modernization of hydraulic elevators (Red Line).
- Modernization of traction elevators (Red Line).

Planned Activities (6 Year Program)

- Modernization of twenty-four (24) hydraulic elevators and one (1) traction elevator with Blue/Orange line.
- Modernization of both hydraulic and traction elevators under the System Infrastructure Rehabilitation Program.


 Project Manager's Signature Jeff Griffin

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Escalator Rehabilitation
ID: CIP 073

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Jeff Griffin

Useful Life

Years: 45

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,948.0	8,314.9	11,738.5	13,946.3	13,879.4	9,766.8	62,593.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	3,976.1	4,668.5	2,458.6	2,405.1	-	13,508.4
PRIIA	2,474.0	-	-	-	-	-	2,474.0
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,474.0	3,976.1	4,668.5	2,458.6	2,405.1	-	15,982.4
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	994.0	1,167.1	614.7	601.3	-	3,377.1
PRIIA	2,474.0	-	-	-	-	-	2,474.0
System Performance Funds	-	3,344.7	5,902.9	10,873.0	10,873.0	9,766.8	40,760.4
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,474.0	4,338.8	7,070.0	11,487.7	11,474.3	9,766.8	46,611.4
Grand Total	4,948.0	8,314.9	11,738.5	13,946.3	13,879.4	9,766.8	62,593.8

Dollars in Thousands

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2011 Deliverables

- Modernization of twelve (12) glass balustrade escalators. (Red Line).
- Initiate replacement of three (3) O&K escalators at Foggy Bottom (Red Line).
- Initiate replacement of three (3) APV/Baker escalators at Dupont Circle (Red Line).
- Modernization of two (2) O&K Escalators at Metro Center (Red Line).
- Modernize two (2) Schindler escalators (Blue/Orange Line).
- Modernize eight (8) glass escalators (Blue/Orange Line).

Planned Activities (6 Year Program)

- Modernize glass balustrade escalators (Blue/Orange/Red Line).
- Modernize Schindler Escalators (Blue/Orange Line).
- Modernize O&K Escalators at Smithsonian (Blue/Orange Line) and Metro Center (Red Line).
- Replace APV baker escalators at Pentagon (Blue/Orange Line) and Dupont Circle (Red Line).
- Replace O&K Escalators at Foggy Bottom and add a set of stairs (Red Line).

Project Manager's Signature

Jeff Griffin

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Escalator Rehabilitation
ID: CIP 073

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Jeff Griffin

Useful Life

Years: 45

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,948.0	8,314.9	11,738.5	13,946.3	13,879.4	9,766.8	62,593.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	692.4	2,458.6	2,405.1	(885.0)	4,671.1
PRIIA	2,474.0	-	-	-	-	-	2,474.0
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,474.0	-	692.4	2,458.6	2,405.1	(885.0)	7,145.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	173.1	614.7	601.3	(221.2)	1,167.8
PRIIA	2,474.0	-	-	-	-	-	2,474.0
System Performance Funds	-	8,314.9	10,873.0	10,873.0	10,873.0	10,873.0	51,806.9
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,474.0	8,314.9	11,046.1	11,487.7	11,474.3	10,651.8	55,448.7
Grand Total	4,948.0	8,314.9	11,738.5	13,946.3	13,879.4	9,766.8	62,593.8

Dollars in Thousands

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2011 Deliverables

- Modernization of twelve (12) glass balustrade escalators. (Red Line).
- Initiate replacement of three (3) O&K escalators at Foggy Bottom (Red Line).
- Initiate replacement of three (3) APV/Baker escalators at Dupont Circle (Red Line).
- Modernization of two (2) O&K Escalators at Metro Center (Red Line).
- Modernize two (2) Schindler escalators (Blue/Orange Line).
- Modernize eight (8) glass escalators (Blue/Orange Line).

Planned Activities (6 Year Program)

- Modernize glass balustrade escalators (Blue/Orange/Red Line).
- Modernize Schindler Escalators (Blue/Orange Line).
- Modernize O&K Escalators at Smithsonian (Blue/Orange Line) and Metro Center (Red Line).
- Replace APV baker escalators at Pentagon (Blue/Orange Line) and Dupont Circle (Red Line).
- Replace O&K Escalators at Foggy Bottom and add a set of stairs (Red Line).


Project Manager's Signature

Jeff Griffin

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: PARK
Managing Department: PARK
Project Manager: Patrick Schmitt

Useful Life

Years: 5

Project Description

This project will expand credit card readers at all remaining parking garages and surface parking lots. Bank card / credit card readers will allow more customers to use payment cards to pay for parking and make the system easier to use for visitors and first time users. Infrequent users of the daily parking facilities find the cash-less SmarTrip-only payment requirement frustrating and confusing.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	-	-	-	-	3,363.9	3,363.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	2,691.1	2,691.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	2,691.1	2,691.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	672.8	672.8
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	-	672.8	672.8
Grand Total	-	-	-	-	-	3,363.9	3,363.9

Dollars in Thousands

Operating Impact

Additional equipment will require greater operational support.

FY2011 Deliverables

Planned Activities (6 Year Program)

- Procurement and installation of 40 credit card readers and 3 servers.
- Procurement and installation of 40 credit card readers and 3 servers in parking facilities currently without this equipment.



Project Manager's Signature

Patrick Schmitt

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Richard Shiflet

Useful Life

Years: Various

Project Description

This project is for upgrading traction power system to support 100% 8 car train operation. This is a follow on project to the 50% 8 car traction power upgrade under CIP 077. Additional funding is required to complete the project.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	-	6,986.4	7,980.4	6,790.6	7,258.2	29,015.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	5,589.2	6,384.3	5,432.5	2,251.4	19,657.3
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	5,589.2	6,384.3	5,432.5	2,251.4	19,657.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	1,397.3	1,596.1	1,358.1	562.8	4,914.3
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	4,444.1	4,444.1
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	-	1,397.3	1,596.1	1,358.1	5,006.9	9,358.4
Grand Total	-	-	6,986.4	7,980.4	6,790.6	7,258.3	29,015.7

Dollars in Thousands

Operating Impact

Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.

FY2011 Deliverables

Planned Activities (6 Year Program)

- Install equipment.
- Install cable and conduits.
- Install composite 3rd rail.


Project Manager's Signature Richard Shiflet

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Richard Shiflet

Useful Life

Years: Various

Project Description

This project improves the traction power system to allow the deployment of up to 50% eight car trains. The increase from 6 to 8 cars amplifies power requirement of each train and the load on the traction power system.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,123.3	-	-	-	-	-	4,123.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,061.7	-	-	-	-	-	2,061.7
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,061.7	-	-	-	-	-	2,061.7
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	515.4	-	-	-	-	-	515.4
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,546.2	-	-	-	-	-	1,546.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,061.7	-	-	-	-	-	2,061.7
Grand Total	4,123.3	-	-	-	-	-	4,123.3

Dollars in Thousands

Operating Impact


Additional infrastructure maintenance will be offset by decreased frequency of breakdowns.

FY2011 Deliverables

- Completion of program originally planned for operations of 50% eight car trains

Planned Activities (6 Year Program)

- Completion of program originally planned for operations of 50% eight car trains.


Project Manager's Signature Richard Shiflet

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bladensburg Shop Reconfiguration
ID: CIP 078

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Arthur Noyes

Useful Life

Years: 20

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	3,092.5	6,159.2	7,207.8	9,430.8	-	-	25,890.3

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	2,474.0	-	-	-	-	-	2,474.0
5309 Formula Grant	-	4,927.3	5,766.3	7,544.6	-	-	18,238.3
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,474.0	4,927.3	5,766.3	7,544.6	-	-	20,712.2
5307 Formula Grant	618.5	-	-	-	-	-	618.5
5309 Formula Grant	-	1,231.8	1,441.6	1,886.2	-	-	4,559.6
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	618.5	1,231.8	1,441.6	1,886.2	-	-	5,178.1
Grand Total	3,092.5	6,159.2	7,207.8	9,430.8	-	-	25,890.3

Dollars in Thousands

Operating Impact


Increased operational efficiency will offset the need for additional mechanics.

FY2011 Deliverables

- Prepare design and initiate contract for reconfiguration of Heavy Overhaul Shop to create 6 to 9 bus service bays, pending
- Urgent electrical work to alleviate grounding issues and fire hazard. Replace the emergency natural gas generator with a diesel unit.

Planned Activities (6 Year Program)

- Reconfigure shop floor plan for compressed natural gas bus access and construct six to nine maintenance bays, one steam bay
- Upgrade service lane CNG refueling capacity.
- Electrical rehabilitation for grounding/fire hazard/generator; Convert facility to compressed natural gas (CNG) compliant to support
- Service lane refueling capacity upgrade as permitted by budget.


 Project Manager's Signature Arthur Noyes

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Jackson Graham Building Renovation
ID: CIP 080

Management Information

Sponsor Department: ESVC
Managing Department: GENS
Project Manager: Michael Valentine

Useful Life

Years: 40

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	3,607.9	-	-	-	-	-	3,607.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,804.0	-	-	-	-	-	1,804.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,804.0	-	-	-	-	-	1,804.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	451.0	-	-	-	-	-	451.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,353.0	-	-	-	-	-	1,353.0
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,804.0	-	-	-	-	-	1,804.0
Grand Total	3,607.9	-	-	-	-	-	3,607.9

Dollars in Thousands

Operating Impact

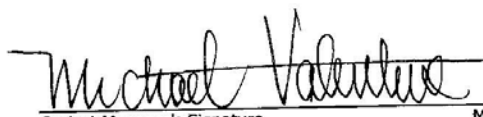
Rehabilitated infrastructure will require less routine maintenance.

FY2011 Deliverables

- Phase I: Repair / Optimize existing switchgears
- Phase II: Coordinate with JGB Stakeholders to develop Design-Build documents for replacement of electrical switchgears in the penthouse and related equipment at the Basement levels.
- Phase II: Furnish and install new switchgears and related equipment.

Planned Activities (6 Year Program)

- Replace power distribution unit.



Project Manager's Signature

Michael Valentine

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Southern Avenue Bus Garage Replacement
ID: CIP 084

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Ed Shepperson

Useful Life
Years: 40

Project Description

This project is funds the acquisition of property, design, and construction of a 250 bus garage to replace the Southern Avenue Bus Garage.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	10,533.0	29,245.8	51,759.4	21,720.1	-	-	113,258.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	8,426.4	23,396.7	39,290.0	17,376.1	-	-	88,489.2
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	8,426.4	23,396.7	39,290.0	17,376.1	-	-	88,489.2
5307 Formula Grant	2,106.6	5,849.2	9,822.5	4,344.0	-	-	22,122.3
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	2,646.9	-	-	-	2,646.9
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,106.6	5,849.2	12,469.4	4,344.0	-	-	24,769.2
Grand Total	10,533.0	29,245.8	51,759.4	21,720.1	-	-	113,258.4

Dollars in Thousands

Operating Impact

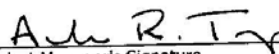
Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

FY2011 Deliverables

- Environmental analysis documents required for a public hearing.
- Contract documents.

Planned Activities (6 Year Program)

- Complete the environmental analysis process and hold a public hearing.
- Close on acquisition of property.
- Finalize the design/build agreement.
- Preparation of final design documents.
- Issue notice-to-proceed for construction.
- Coordinate with Washington Gas for the installation of a high pressure gas line for CNG fueling of buses.
- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.


 Project Manager's Signature Ed Shepperson

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Ed Shepperson

Useful Life

Years: 40

Project Description

This project is for the replacement of existing Royal Street Garage with LEED Silver facility at Cinder Bed Road with a capacity of 160 buses. This project includes land and CNG fueling capability. The existing garage is constrained in capacity and limited to the type of bus that can be operated and maintained at the facility.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	16,595.3	31,768.0	47,979.4	2,436.0	-	-	98,778.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	13,276.3	25,414.4	38,383.5	1,948.8	-	-	79,023.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	13,276.3	25,414.4	38,383.5	1,948.8	-	-	79,023.0
5307 Formula Grant	3,319.1	6,353.6	9,595.9	487.2	-	-	19,755.7
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	3,319.1	6,353.6	9,595.9	487.2	-	-	19,755.7
Grand Total	16,595.3	31,768.0	47,979.4	2,436.0	-	-	98,778.7

Dollars in Thousands

Operating Impact

Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

FY2011 Deliverables

- Completion of Fairfax County Special Exception Process.
- Close on acquisition of property.
- Finalize the Design/Build Agreement.
- Preparation of Final design documents.
- Issue Notice-To-Proceed for construction.

Planned Activities (6 Year Program)

- Coordinate with Washington Gas for the installation of a high pressure gas line for CNG fueling of buses.
- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.


Project Manager's Signature

Ed Shepperson

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Southeastern Bus Garage Replacement (DC Village)
ID: CIP 086

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Ed Shepperson

Useful Life
Years: 40

Project Description

This project funds the design and construction of a 250 bus garage to replace the closed Southeastern Bus Garage.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	5,732.4	30,745.6	14,918.1	-	-	-	51,396.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	4,586.0	1,848.5	-	-	-	-	6,434.4
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	4,586.0	1,848.5	-	-	-	-	6,434.4
5307 Formula Grant	1,146.5	462.1	-	-	-	-	1,608.6
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	28,435.0	14,918.1	-	-	-	43,353.1
State & Local Total	1,146.5	28,897.1	14,918.1	-	-	-	44,961.8
Grand Total	5,732.4	30,745.6	14,918.1	-	-	-	51,396.2

Dollars in Thousands

Operating Impact

Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

FY2011 Deliverables

- Complete demolition and site preparation of DC Village Site to accommodate the new Southeastern Bus Garage.
- Coordinate with Washington Gas for the installation of a high pressure gas line for compressed natural gas fueling of bus
- Award and issue notice-to-proceed for the design/build contract.
- 1 Complete final design and issue construction documents for the new garage.
- 3 Bus wash lanes.

Planned Activities (6 Year Program)

- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.


Project Manager's Signature

Ed Shepperson

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Station Rehabilitation Program
ID: CIP 087

Management Information

Sponsor Department: PLNT
Managing Department: PLNT
Project Manager: Tom Morrison

Useful Life

Years: 4

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	7,759.1	7,832.4	7,959.5	8,088.9	8,152.8	8,358.3	48,151.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	7,759.1	7,832.4	7,959.5	8,088.9	8,152.8	8,358.3	48,151.0
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	7,759.1	7,832.4	7,959.5	8,088.9	8,152.8	8,358.3	48,151.0
Grand Total	7,759.1	7,832.4	7,959.5	8,088.9	8,152.8	8,358.3	48,151.0

Dollars in Thousands

Operating Impact

Station enhancements lower regular maintenance costs.

FY2011 Deliverables

- 120 Full station enhancements (12/year).
- 12 Mini Station Enhancements (12/year).

Planned Activities (6 Year Program)

- Twelve full station enhancements per year.
- Twelve mini station enhancements per year.
- Twelve full station enhancements and twelve mini station enhancements on an annual basis. Work includes heavy maintenance, painting, spot tile replacement, and other maintenance for 12 major and 12 minor rehabilitations in rail stations on an annual basis.
- Hydro pressure wash all masonry surfaces in 24 rail stations.
- Repair all metal surfaces to include bus bay shelters, resurface shelter benches, repair railings, replace doors, bathroom partitions, repair or replace bent or broken sign poles, etc.
- Paint all metal surfaces, kiosk, add fare machines, transfer machines, bathrooms, fire equipment hallways, outside railings, parking lot light poles, bus shelters, platform shelters, platform phone booths, repair missing and broken floor tile, etc.
- Repair, replace worn station graphics, no parking signs, do not enter signs, stop signs, parking lot designation signs, elevator graphics, escalator graphics etc.

Alvin Griffin for Tom Morrison
Project Manager's Signature Tom Morrison

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Station Entrance Canopies
ID: CIP 088

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: John Thomas

Useful Life

Years:

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	-	-	-	-	10,280.8	10,280.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Federal							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	8,224.6	8,224.6
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	8,224.6	8,224.6
State & Local							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	2,056.2	2,056.2
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	-	-	-	-	2,056.2	2,056.2
Grand Total	-	-	-	-	-	10,280.8	10,280.8

Dollars in Thousands

Operating Impact

Canopies may reduce weather-related maintenance needs of escalators.

FY2011 Deliverables

Planned Activities (6 Year Program)

- Determine the priority of construction.
- Initiate and award and design build contract.
- Planning, fabrication and installation of canopies.


Project Manager's Signature

John Thomas

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Track Fasteners
ID: CIP 089

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Douglas Gibson

Useful Life

Years: Various

Project Description

This project replaces track fasteners that, when worn out, cause stray current and have often been found to be the cause of fires on the system. Track fasteners are an integral structural component of the track system that needs to be replaced periodically. Metro has an inventory of 504,514 fasteners system wide.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,061.7	2,053.1	2,059.4	2,066.1	2,056.2	2,056.2	12,352.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	1,030.8	1,026.5	1,029.7	1,033.1	1,028.1	1,028.1	6,176.3
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,030.8	1,026.5	1,029.7	1,033.1	1,028.1	1,028.1	6,176.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	1,030.8	1,026.5	1,029.7	1,033.1	1,028.1	1,028.1	6,176.3
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,030.8	1,026.5	1,029.7	1,033.1	1,028.1	1,028.1	6,176.3
Grand Total	2,061.7	2,053.1	2,059.4	2,066.1	2,056.2	2,056.2	12,352.6

Dollars in Thousands

Operating Impact

Rehabilitated infrastructure will require less routine maintenance.

FY2011 Deliverables

- Utilize in system infrastructure rehabilitate contracts as need for fastener replacement is determined.
- 1200 Procure track fasteners and anchor bolts.

Planned Activities (6 Year Program)

- Augment system infrastructure rehabilitation of project fastener replacement programs.
- The fastener replacement will be incorporated into the system infrastructure rehabilitation program schedule.


Project Manager Signature

Douglas Gibson

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Automatic Fare Collection Machines
ID: CIP 091

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: 10

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	1,074.8	1,029.7	1,033.1	4,613.1	6,675.3	14,425.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Federal							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	859.8	823.8	826.4	3,690.5	5,340.3	11,540.7
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	859.8	823.8	826.4	3,690.5	5,340.3	11,540.7
State & Local							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	215.0	205.9	206.6	922.6	1,335.1	2,885.2
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	215.0	205.9	206.6	922.6	1,335.1	2,885.2
Grand Total	-	1,074.8	1,029.7	1,033.1	4,613.1	6,675.3	14,425.9

Dollars in Thousands


Operating Impact

Additional equipment will require greater operational support, replaced equipment will reduce cost of equipment repair.

FY2011 Deliverables

Planned Activities (6 Year Program)

- No funding in FY2011.


 Project Manager's Signature Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Ethernet Wiring for Rail Fare Machines
ID: CIP 092

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: 5

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,340.1	-	-	-	-	-	1,340.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	670.0	-	-	-	-	-	670.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	670.0	-	-	-	-	-	670.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	167.5	-	-	-	-	-	167.5
PRIIA	-	-	-	-	-	-	-
System Performance Funds	502.5	-	-	-	-	-	502.5
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	670.0	-	-	-	-	-	670.0
Grand Total	1,340.1	-	-	-	-	-	1,340.1

Dollars in Thousands

Operating Impact

Additional equipment will require minor operational support but reduce repair of malfunctions.

FY2011 Deliverables

- Installation of ethernet wiring to Automatic Fare Collection (AFC) devices in the rail system to speed up communication and prepare for the next generation Nextfare 5 platform.

Planned Activities (6 Year Program)

- Install ethernet wiring for all Automatic Fare Collection devices, terminating in a local ethernet switch on each mezzanine.



Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Integrating regional NEXTFARE System
ID: CIP 093

Management Information

Sponsor Department: SMRT
Managing Department: SMRT
Project Manager: Ramon Abramovich

Useful Life

Years: 6

Project Description

This project will replace and upgrade regional NEXTFARE collection system. The current fare collection system requires upgrading or replacement as technology changes, and for improved regional fare collection.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,788.5	980.3	880.4	728.3	981.8	981.8	6,341.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	894.2	247.7	-	-	-	-	1,142.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	894.2	247.7	-	-	-	-	1,142.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	223.6	61.9	-	-	-	-	285.5
PRIIA	-	-	-	-	-	-	-
System Performance Funds	670.7	670.7	880.4	728.3	981.8	981.8	4,913.7
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	894.2	732.6	880.4	728.3	981.8	981.8	5,199.2
Grand Total	1,788.5	980.3	880.4	728.3	981.8	981.8	6,341.2

Dollars in Thousands

Operating Impact

None.

FY2011 Deliverables

- 20 Network equipment.
- 250 Compact point of sale equipment.
- Equipment upgrades as necessary.

Planned Activities (6 Year Program)

- Planning and design.
- Upgrade the fare collection system technology.
- Test and install new technology.



Project Manager's Signature

Ramon Abramovich

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Improvements to Coin Collection Machines
ID: CIP 094

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years: 7

Project Description

This project will install new coin vaults in Automatic Fare Collection (AFC) rail equipment. Units that have reached the end of their life expectancy will be replaced. New design for the coin vaults negates several problems with the older units and as a result reduce maintenance costs while increasing operational efficiency.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,276.1	-	-	-	-	-	2,276.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,138.0	-	-	-	-	-	1,138.0
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,138.0	-	-	-	-	-	1,138.0
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	284.5	-	-	-	-	-	284.5
PRIIA	-	-	-	-	-	-	-
System Performance Funds	853.5	-	-	-	-	-	853.5
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,138.0	-	-	-	-	-	1,138.0
Grand Total	2,276.1	-	-	-	-	-	2,276.1

Dollars in Thousands

Operating Impact

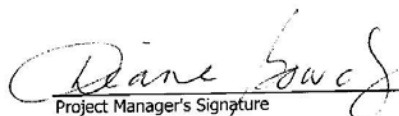
Replacing equipment will prevent future damage to station tiles and cost of repair.

FY2011 Deliverables

- Purchase roughly 240 coin vaults.

Planned Activities (6 Year Program)

- Purchase 240 coin vaults.



Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: SMRT
Managing Department: SMRT
Project Manager: Ramon Abramovich

Useful Life

Years: 6

Project Description

This project will implement the open payment system which will allow the use of contactless fare media (e.g., credit cards and debit cards) as a form of payment. This new payment system would supplement, not replace current payment systems.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,546.2	2,309.7	2,316.8	4,953.5	4,785.8	-	15,912.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	773.1	-	5.7	2,115.1	1,980.9	-	4,874.8
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	773.1	-	5.7	2,115.1	1,980.9	-	4,874.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	193.3	-	1.4	528.8	495.2	-	1,218.7
PRIIA	-	-	-	-	-	-	-
System Performance Funds	579.8	2,309.7	2,309.7	2,309.7	2,309.7	-	9,818.6
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	773.1	2,309.7	2,311.1	2,838.5	2,804.9	-	11,037.3
Grand Total	1,546.2	2,309.7	2,316.8	4,953.5	4,785.8	-	15,912.1

Dollars in Thousands

Operating Impact

Open payment could result in lower fare collection costs as financial institutions issuing payment media assume processing functions.

FY2011 Deliverables

- Design specifications.
- Evaluation of detail proposal.
- Contract award.

Planned Activities (6 Year Program)

- Planning and design.
- Evaluation of proposals, procurement.
- Installation of additional equipment system-wide.
- Initiation of service contract.



Project Manager's Signature

Ramon Abramovich

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Police Emergency Management Equipment
ID: CIP 099

Management Information

Sponsor Department: MTPD
Managing Department: ESVC
Project Manager: Peter G. LaPorte

Useful Life

Years: 8

Project Description

This project will fund 14 additional Emergency Tunnel Evacuation Carts and Storage Cabinets at Metrorail stations. Also included is the procurement of 110 automatic external defibrillators.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	914.3	-	-	-	-	66.8	981.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	53.5	53.5
5309 Formula Grant	-	-	-	-	-	-	457.2
PRIIA	457.2	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	457.2	-	-	-	-	53.5	510.6
5307 Formula Grant	-	-	-	-	-	13.4	13.4
5309 Formula Grant	-	-	-	-	-	-	457.2
PRIIA	457.2	-	-	-	-	-	-
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	13.4	470.5
State & Local Total	457.2	-	-	-	-	66.8	981.2
Grand Total	914.3	-	-	-	-	66.8	981.2

Dollars in Thousands

Operating Impact

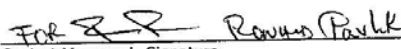
Additional equipment will require greater operational support.

FY2011 Deliverables

- 110 Automatic electronic defibrillators (AED's).
- 14 ETEC Carts.

Planned Activities (6 Year Program)

- Replace or add AEDs as needed, beginning with the inner core of the transit system, and move outward as needed.
- Install additional ETCT carts (14 total) at East Falls Church, Vienna, Van Dorn, Greenbelt, College Park, Fort Totten (2), Shaw-HU, New Carrollton, Deanwood, National Airport, Crystal City, Metro Center and Takoma. Repair ETCT carts (6 total) at Farragut North, Van Ness-UDC, Tenleytown-AU, Friendship Heights, Twin Brook and Rockville.


 Project Manager's Signature Peter G. LaPorte

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Police Substation- New District 2/Police Training Facility
ID: CIP 101

Management Information

Sponsor Department: MTPD
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years:

Project Description

This project will fund the design and construction of a building to house MTPD's District 2 and training facility.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,295.8	2,524.2	13,014.3	544.4	-	-	17,378.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	0.0	7,272.0	-	-	-	7,272.1
PRIIA	647.9	-	-	-	-	-	647.9
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	647.9	0.0	7,272.0	-	-	-	7,919.9
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	0.0	1,818.0	-	-	-	1,818.0
PRIIA	647.9	-	-	-	-	-	647.9
System Performance Funds	-	2,524.2	3,924.2	544.4	-	-	6,992.8
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	647.9	2,524.2	5,742.2	544.4	-	-	9,458.7
Grand Total	1,295.8	2,524.2	13,014.3	544.4	-	-	17,378.7

Dollars in Thousands

Operating Impact

Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

FY2011 Deliverables

- Environmental analysis documents required for a public hearing.
- Contract documents.

Planned Activities (6 Year Program)

- Complete the environmental analysis process and hold a public hearing.
- Award and notice-to-proceed for design/build contract.
- Preparation of Final design documents.
- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.


Project Manager's Signature

John Thomas

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Police Portable Radio Replacement
ID: CIP 103

Management Information

Sponsor Department: MTPD
Managing Department: ESVC
Project Manager: Ronald Pavlik

Useful Life

Years: 8

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	670.0	667.2	669.3	-	-	668.3	2,674.8

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	536.0	0.0	-	-	-	-	536.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	536.0	0.0	-	-	-	-	536.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	134.0	0.0	-	-	-	-	134.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	-	667.2	669.3	-	-	668.3	2,004.8
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	134.0	667.2	669.3	-	-	668.3	2,138.8
Grand Total	670.0	667.2	669.3	-	-	668.3	2,674.8

Dollars in Thousands

Operating Impact

This replacement equipment will prevent a lost of productivity due to out-of-service equipment and eliminate the need for custom parts.

FY2011 Deliverables

- 150 Motorola Astro XTS 5000 handheld radios.
-
-
-

Planned Activities (6 Year Program)

- Procure Motorola Astro XTS 5000 portable radios.


Project Manager's Signature

Ronald Pavlik

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Special Operations Division Facility
ID: CIP 106

Management Information

Sponsor Department: MTPD
Managing Department: ESVC
Project Manager: Ronald Pavlik

Useful Life

Years:

Project Description

This project will replace the temporary facility used by Metro Transit Police Special Operations Division located in Suitland, MD near the Branch Avenue Station. This division includes the Special Response Team, the Transit Anti-Crime Team, the Auto Theft Unit, K-9 Teams, the Explosive Ordnance Disposal Team and the Motorcycle Unit. Project is scheduled to be completed June 30, 2013.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	830.8	1,626.0	8,338.4	340.9	-	-	11,136.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	0.0	4,569.9	0.0	-	-	4,570.0
PRIIA	415.4	-	-	-	-	-	415.4
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	415.4	0.0	4,569.9	0.0	-	-	4,985.4
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	0.0	1,142.5	0.0	-	-	1,142.5
PRIIA	415.4	-	-	-	-	-	415.4
System Performance Funds	-	1,626.0	2,626.0	340.9	-	-	4,592.9
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	415.4	1,626.0	3,768.5	340.9	-	-	6,150.8
Grand Total	830.8	1,626.0	8,338.4	340.9	-	-	11,136.2

Dollars in Thousands

Operating Impact

Operational savings will be achieved through the elimination of leases.

FY2011 Deliverables

Site preparation.

Planned Activities (6 Year Program)

- Site Preparation.
- Construction staging.
- Preliminary design.
- Request for proposal.
- Award Design Build contract.


Project Manager's Signature Ronald Pavlik

Washington Metropolitan Area Transit Authority Capital Improvement Program

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

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Kenneth Spain

Useful Life

Years: 23

Project Description

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

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	57,010.1	65,480.3	54,548.9	28,394.7	-	-	205,433.9

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	35,839.5	42,615.7	33,070.6	12,147.2	-	-	123,673.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	35,839.5	42,615.7	33,070.6	12,147.2	-	-	123,673.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	8,959.9	10,653.9	8,267.6	3,036.8	-	-	30,918.3
PRIIA	-	-	-	-	-	-	-
System Performance Funds	12,210.6	12,210.6	13,210.6	13,210.6	-	-	50,842.6
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	21,170.5	22,864.6	21,478.3	16,247.5	-	-	81,760.8
Grand Total	57,010.1	65,480.3	54,548.9	28,394.7	-	-	205,433.9

Dollars in Thousands

Operating Impact

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

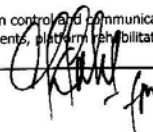
FY2011 Deliverables

- Upgrade and enlarge kiosks at ten (10) stations to include 18 kiosks.
- Upgrade and replace eight (8) station platforms and tiles.
- Upgrade and replace canopy skylights at four (4) stations, suspended ceiling tile at six (6) stations, and station signage at nine (9) stations.
- Upgrade and replace emergency trip stations from Rhode Island Ave to Dupont Circle Stations.
- Upgrade and replace public announcement (PA) and closed circuit TV (CCTV) systems at ten (10) stations.
- Upgrade automatic train control (ATC) systems from Rhode Island Ave to DuPont Circle Stations.
- Replace track work from Medical Center to Grosvenor Stations; replace wood ties with concrete ties at Brookland Station.
- Upgrade/replace mechanical systems: air conditioning, sewage ejector at Judiciary Square; various ventilation systems, chiller at Farragut North; air conditioning at two (2) stations.
- Rehabilitate escalators at six (6) stations and elevators at four (4) stations, replace escalators at south entrance to Dupont Circle Station.
- Replace electrical equipment in traction power substations, tie breaker stations and AC switchgear rooms.

Planned Activities (6 Year Program)

- Platform edge repairs at Shady Grove, Rockville, Twinbrook, and White Flint stations; Replace escalators at Foggy Bottom station entrance.
- Platform edge repairs at four (4) above ground stations.
- Upgrade and enlarge kiosks.
- Elevator and escalator rehabilitation and replacement.
- Traction power replacement work at tie breaker and traction power substations, also electrical in AC switchboard rooms.
- Upgrade and replacement of emergency trip stations.
- Work to be performed includes, but is not limited to, traction power, automatic train control and communication upgrades, track fastener replacement, tunnel ventilation, air conditions, canopy roof replacements, platform rehabilitation lighting, public address, and CCTV system upgrades.

Project Manager's Signature



Kenneth Spain

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Rail Rehabilitation Tier 1: National Airport to Stadium Armory
ID: CIP 110

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Richard Shiflet

Useful Life

Years: 23 *years*

Project Description

This project is a rail line segment rehabilitation of the Orange/Blue/Yellow Lines from National Airport to New Carrollton which includes 23 Stations with a route mileage of approximately 18.7 miles. Stations in this contract were completed and put into service between 1977 and 1978. Work will include all systems and infrastructure to increase overall efficiency.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	34,546.2	60,416.4	59,548.0	98,786.4	80,117.8	68,456.8	401,871.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	17,273.1	30,208.2	29,774.0	49,393.2	40,058.9	34,228.4	200,935.8
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	17,273.1	30,208.2	29,774.0	49,393.2	40,058.9	34,228.4	200,935.8
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	17,273.1	30,208.2	29,774.0	49,393.2	40,058.9	34,228.4	200,935.8
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	17,273.1	30,208.2	29,774.0	49,393.2	40,058.9	34,228.4	200,935.8
Grand Total	34,546.2	60,416.4	59,548.0	98,786.4	80,117.8	68,456.8	401,871.5

Dollars in Thousands

Operating Impact

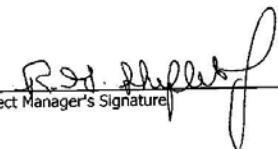
Operating costs will be reduced as a result of facility rehabilitation.

FY2011 Deliverables

- Phase 1 - design, submittals, site specific work plans, and administrative.

Planned Activities (6 Year Program)

- Phase 1 design, submittals, site specific work plans and administrative.
- Phase 2 - 6 automatic train control, traction power substations, tiebreaker stations, HVAC, ceiling tiles, ventilation fans, tunnel rehab, AC switchgear, escalators, elevators, communication, track work etc.


 Project Manager's Signature _____ Richard Shiflet

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project ID: Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New Carrollton
CIP 116

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Mark Magnussen

Useful Life

Years: 22

Project Description

This project is a rail yard rehabilitation of Alexandria, Brentwood and New Carrollton Rail Yards that were put into service between 1976 and 1983. The contract will include items from the Inventory Database and other items identified by rail operations and maintenance, security and environmental to enhance operations and maintenance activities and provide a better work environment. The scope of work depending on the specific facility will vary. Work will include all systems and infrastructure to increase overall efficiency.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	-	24,760.9	29,776.6	41,769.7	32,775.8	26,671.5	155,754.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	12,380.5	14,888.3	20,884.9	16,387.9	13,335.7	77,877.3
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	12,380.5	14,888.3	20,884.9	16,387.9	13,335.7	77,877.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	12,380.5	14,888.3	20,884.9	16,387.9	13,335.7	77,877.3
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	-	12,380.5	14,888.3	20,884.9	16,387.9	13,335.7	77,877.3
Grand Total	-	24,760.9	29,776.6	41,769.7	32,775.8	26,671.5	155,754.5

Dollars in Thousands

Operating Impact

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

FY2011 Deliverables

- 3 Yard and yard facility rehabilitations including interior/exterior walls, floors, ceilings, replace shop/building equipment,
- Rehabilitate bathrooms, HVAC, plumbing fixtures, upgrade security, and PA systems.

Planned Activities (6 Year Program)

- Rehabilitate interior and exterior walls floors, and ceilings.
- Replace shop/building equipment, lighting, and electrical systems.
- Rehab offices, locker rooms, and bathrooms.
- Rehab. HVAC, plumbing fixtures.
- Upgrade security and PA systems.
- Installation of control tower fire escape. Rehabilitation of pavement, fences, street and yard lightening, and over haul of fire hydrants.


Project Manager's Signature

Mark Magnussen

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Garage Facility Repairs Tier 1: Western, Northern and Landover
ID: CIP 119

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Arthur Noyes

Useful Life

Years: 22

Project Description

This project will maintain or raise bus and auxiliary facilities to a state of good repair to improve efficiency and meet service requirements.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	18,878.6	25,739.2	31,052.4	32,236.6	19,800.2	17,250.2	144,957.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	25,789.3	15,840.1	13,800.1	55,429.6
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	9,439.3	12,869.6	15,526.2	-	-	-	37,835.1
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	9,439.3	12,869.6	15,526.2	25,789.3	15,840.1	13,800.1	93,264.7
5307 Formula Grant	-	-	-	6,447.3	3,960.0	3,450.0	13,857.4
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	9,439.3	12,869.6	15,526.2	-	-	-	37,835.1
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	9,439.3	12,869.6	15,526.2	6,447.3	3,960.0	3,450.0	51,692.5
Grand Total	18,878.6	25,739.2	31,052.4	32,236.6	19,800.2	17,250.2	144,957.2

Dollars in Thousands

Operating Impact

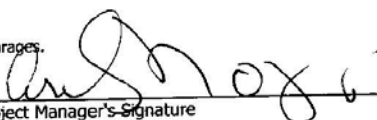
Operating costs will be reduced as a result of facility rehabilitation.

FY2011 Deliverables

- Complete 60% of final design for all design-build activities.
- Phase 1 Replace boiler plant at Four Mile Run Bus Garage and Rehab Northern Bus Garage to 70% complete.
- Complete remaining final design and remaining Phase 1 Northern Bus Garage Rehab.
- Roof replacements according to prioritization.
- Non-rail facility roof replacements according to prioritization.

Planned Activities (6 Year Program)

- Complete 60% of final design for all design-build activities.
- Phase 1 Replace boiler plant at Four Mile Run Bus Garage and Rehab Northern Bus Garage to 70% complete.
- Complete remaining final design and remaining Phase 1 Northern Bus Garage Rehab.
- Complete remaining final design and remaining phase 2 at Western Bus Garage.
- Complete remaining final design and remaining phase 3 at Landover Bus Garage.
- Complete remaining final design and remaining phase 4 at Metro Supply and Landover Open Storage Facility including concrete paving.
- Metro wide roof replacements.
- BUS 3 at Four Mile Run and Montgomery Bus Garages.


 Project Manager's Signature Arthur Noyes

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Rail Preventive Maintenance
ID: CIP 125

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Lisa Thompson

Useful Life

Years: 40

Project Description

This project will provide preventive maintenance on rail cars. To perform major overhaul, rebuild and remanufacturing of railcar components and systems at scheduled duty-cycle intervals. This provides for major maintenance at intervals other than the 20-year mid-life overhaul. This includes brake, truck traction motor, power supplies, HVAC, vital and non-vital relays and other systems.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	20,861.1	-	-	-	-	-	20,861.1

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	10,231.4	-	-	-	-	-	10,231.4
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	10,231.4	-	-	-	-	-	10,231.4
5307 Formula Grant	2,557.9	-	-	-	-	-	2,557.9
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	8,071.7	-	-	-	-	-	8,071.7
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	10,629.6	-	-	-	-	-	10,629.6
Grand Total	20,861.1	-	-	-	-	-	20,861.1

Dollars in Thousands

Operating Impact

This project will result in operational savings.

FY2011 Deliverables

Labor and the procurement and installation of the parts required to maintain rail cars.

Planned Activities (6 Year Program)

- Labor and the procurement and installation of the parts required to maintain rail cars.



Project Manager's Signature

Lisa Thompson

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Financial Planning, Project Administration, and System Wide Infrastructure Upgrades
ID: CIP 126

Management Information

Sponsor Department: OMBS
Managing Department: OMBS
Project Manager: Devintia Headen

Useful Life
Years: 5

Project Description

This project provides procurement and consultant support for bus and rail maintenance not included in the rail rehabilitation nor Bus Tier contracts. Planning for the multiyear capital program.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	2,169.0	1,642.4	3,340.3	1,059.9	3,723.8	3,210.7	15,146.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	1,084.5	663.2	2,021.5	197.2	2,328.3	1,917.8	8,212.7
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	1,084.5	663.2	2,021.5	197.2	2,328.3	1,917.8	8,212.7
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	271.1	165.8	505.4	49.3	582.1	479.5	2,053.2
PRIIA	-	-	-	-	-	-	-
System Performance Funds	813.4	813.4	813.4	813.4	813.4	813.4	4,880.3
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	1,084.5	979.2	1,318.8	862.7	1,395.5	1,292.9	6,933.5
Grand Total	2,169.0	1,642.4	3,340.3	1,059.9	3,723.8	3,210.7	15,146.2

Dollars in Thousands

Operating Impact

There is no operating impact.

FY2011 Deliverables

Financial planning.
Project administration.
Systemwide infrastructure upgrades.

Planned Activities (6 Year Program)

- Minor maintenance items that are not under the major tier contracts, including servers and financial planning.



Project Manager's Signature

Devintia Headen

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Support Equipment - MTPD
ID: CIP 127

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Ronald Pavlik

Useful Life
Years: 5

Project Description

This project will fund the replacement of damaged or to upgrade law enforcement equipment used for patrols, criminal investigations, surveillance and training. The project will also to provide secure equipment storage space.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,030.8	1,029.8	1,029.6	1,037.0	1,032.6	1,031.9	6,191.7

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	515.4	-	-	5.9	2.4	1.8	525.6
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	515.4	-	-	5.9	2.4	1.8	525.6
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	128.9	-	-	1.5	0.6	0.5	131.4
PRIIA	-	-	-	-	-	-	-
System Performance Funds	386.6	1,029.8	1,029.6	1,029.6	1,029.6	1,029.6	5,534.8
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	515.4	1,029.8	1,029.6	1,031.1	1,030.2	1,030.0	5,666.1
Grand Total	1,030.8	1,029.8	1,029.6	1,037.0	1,032.6	1,031.9	6,191.7

Dollars in Thousands

Operating Impact

Newer equipment will require less maintenance and have a lower overall impact.

FY2011 Deliverables

- Procure mobile radios, detention cages and light bars.
-

Planned Activities (6 Year Program)

- Unscheduled equipment replacement.
- Equipment storage.
- Surveillance equipment at Carmen Turner Facility.
- Training equipment.
- Training and work space.


Project Manager's Signature Ronald Pavlik

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Credit Facility
ID: CIP 131

Management Information

Sponsor Department: TRES
Managing Department: TRES
Project Manager: Raj Srinath

Useful Life

Years:

Project Description

This project will fund fees required to maintain a lines of credit from which WMATA may borrow for short-term needs. It will also fund the interest costs if WMATA draws upon a line of credit

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	5,000.0	6,000.0	6,000.0	6,000.0	6,500.0	6,500.0	36,000.0

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Federal							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	-	-	-	-	-	-	-
State & Local							
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	5,000.0	6,000.0	6,000.0	6,000.0	6,500.0	6,500.0	36,000.0
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	5,000.0	6,000.0	6,000.0	6,000.0	6,500.0	6,500.0	36,000.0
Grand Total	5,000.0	6,000.0	6,000.0	6,000.0	6,500.0	6,500.0	36,000.0

Dollars in Thousands

Operating Impact

None.

FY2011 Deliverables

- Availability fees.
- Borrowing costs.

Planned Activities (6 Year Program)

- Evaluate and manage short-term borrowing requirements.
- Borrowing costs.


Project Manager's Signature

Raj Srinath

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Elevator/Escalator Repairables
ID: CIP 132

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Ron Pittman

Useful Life

Years: Various

Project Description

This project will provide for the capital repairs, upgrades, and replacement components for those beyond repair for elevators and escalators.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,329.5	4,824.7	4,839.5	4,855.4	5,346.1	4,832.0	29,027.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,164.7	-	11.9	24.6	417.1	5.8	2,624.1
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,164.7	-	11.9	24.6	417.1	5.8	2,624.1
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	541.2	-	3.0	6.1	104.3	1.5	656.0
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,623.6	4,824.7	4,824.7	4,824.7	4,824.7	4,824.7	25,747.0
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,164.7	4,824.7	4,827.7	4,830.8	4,929.0	4,826.1	26,403.0
Grand Total	4,329.5	4,824.7	4,839.5	4,855.4	5,346.1	4,832.0	29,027.2

Dollars in Thousands

Operating Impact

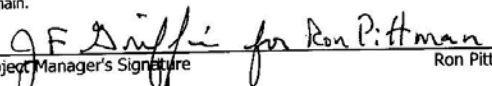
Newer equipment will require less maintenance and have a lower overall impact, in addition to utility savings.

FY2011 Deliverables

- 486 Repair brake boards.
- 4,375 Refurbish escalator steps.
- 100 Refurbish escalator reducers.
- 150 Replacement of glass on escalators and elevators.
- 200 Replacement of escalator handrails.
- 25 Heavy repairs to escalators.
- 800 Replacement of escalator rack and axle.
- 450 Replacement of escalator step chains.

Planned Activities (6 Year Program)

- Repair of 1,250 Brake Boards.
- Refurbish 17,500 escalator steps.
- Refurbish 265 escalator reducers.
- Replacement of 150 units of glass on escalators and elevators.
- Replacement of 200 escalator handrails.
- Heavy repairs to 25 escalators.
- Replacement of 1,600 sections of escalator rack and axle.
- Replacement of 900 sections of escalator step chain.


 Project Manager's Signature Ron Pittman

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Wayside Work Equipment
ID: CIP 133

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: Various

Project Description

This project will install a safety signaling system at rail portals and other locations to alert personnel to approaching trains.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,123.3	3,079.6	2,059.4	2,066.1	-	-	11,328.4

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	2,061.7	1,539.8	1,029.7	1,033.1	-	-	5,664.2
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,061.7	1,539.8	1,029.7	1,033.1	-	-	5,664.2
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	2,061.7	1,539.8	1,029.7	1,033.1	-	-	5,664.2
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,061.7	1,539.8	1,029.7	1,033.1	-	-	5,664.2
Grand Total	4,123.3	3,079.6	2,059.4	2,066.1	-	-	11,328.4

Dollars in Thousands

Operating Impact

FY2011 Deliverables

- Metro develops scope to prepare for request for proposal, evaluate bid proposal, and award contract. Utilize Outside
- Contractor completes design, procure equipment and begins installation.
- Continue equipment installation and complete acceptance of safety signaling system above ground track sections.
- Complete equipment installations. Complete system integration and acceptance testing of the safety signaling system in below ground track sections. Provide training, as built drawings and maintenance documentation. Provide

Planned Activities (6 Year Program)

- Specification development, engineering, project management and procurement.
- Outside engineering support to analyze requirements and train control and communications interfaces for the safety signaling system.
- Contractor to develop preliminary design and place purchase orders for equipment with long term delivery time.


 Project Manager's Signature

Nicolas Dimitracopoulos

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Train Control Signal
ID: CIP 135

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager:

Useful Life

Years: Various

Project Description

This project funds the initial engineering support for analysis of the train control signaling system.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	1,030.8	10,265.3	10,296.9	-	-	-	21,593.0
<i>Dollars in Thousands</i>							
Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	515.4	5,132.7	5,148.5	-	-	-	10,796.5
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	515.4	5,132.7	5,148.5	-	-	-	10,796.5
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	515.4	5,132.7	5,148.5	-	-	-	10,796.5
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	515.4	5,132.7	5,148.5	-	-	-	10,796.5
Grand Total	1,030.8	10,265.3	10,296.9	-	-	-	21,593.0
<i>Dollars in Thousands</i>							

Operating Impact

None.

FY2011 Deliverables

Preliminary engineering and procurement.

Planned Activities (6 Year Program)

- Outside engineering to analyze train control signaling system.
-



Project Manager's Signature

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Bus Preventive Maintenance
ID: CIP 137

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Darren Welt

Useful Life

Years: 12

Project Description

This project will provide preventive maintenance on buses, subsidizing the operating budget.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	11,471.2	-	-	-	-	-	11,471.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	9,042.0	-	-	-	-	-	9,042.0
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	9,042.0	-	-	-	-	-	9,042.0
5307 Formula Grant	2,231.3	-	-	-	-	-	2,231.3
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	197.9	-	-	-	-	-	197.9
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,429.1	-	-	-	-	-	2,429.1
Grand Total	11,471.1	-	-	-	-	-	11,471.1

Dollars in Thousands

Operating Impact


Cost to maintain new equipment should be the same as maintaining existing equipment.

FY2011 Deliverables

Test plan Develop specification and engineering design.

Planned Activities (6 Year Program)

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Project Manager's Signature Darren Welt

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: FCC Radio Frequency Communication Changes
ID: CIP 136

Management Information

Sponsor Department: RAIL
Managing Department: IRPG
Project Manager: Nicolas Dimitracopoulos

Useful Life

Years: Various

Project Description

This project will meet the new FCC "narrow banding" requirement that affects the agency's UHF radio system. The primary impact is to the infrastructure equipment (as opposed to the subscriber equipment - handheld and mobile radios).

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	176.3	1,026.5	10,296.9	9,297.5	-	-	20,797.2

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	88.1	513.3	5,148.5	4,648.8	-	-	10,398.6
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	88.1	513.3	5,148.5	4,648.8	-	-	10,398.6
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	-	-	-	-	-
PRIIA	88.1	513.3	5,148.5	4,648.8	-	-	10,398.6
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	88.1	513.3	5,148.5	4,648.8	-	-	10,398.6
Grand Total	176.3	1,026.5	10,296.9	9,297.5	-	-	20,797.2

Dollars in Thousands

Operating Impact


Cost to maintain new equipment should be the same as maintaining existing equipment.

FY2011 Deliverables

- Develop scope, D&F for sole source procurement, RPF to award contract. Utilize outside engineering services as required.
- Calculate narrow banding effect on Comprehensive Radio Communication System (CRCS) radio coverage. Define needs for additional remote radio frequency (RF) sites and desired locations. Specify equipment and system
- Obtain leases for new remote RF sites. Complete design, implementation plan, drawings, and test procedures.
- Develop new remote sites. Procure equipment. Reconfigure equipment at existing remote RF sites.
- Reconfigure CRCS prime site and master control systems. Install and reconfigure remaining equipment at remote RF sites. Perform coverage test for above ground and below ground radios. Provide training, spares, as built drawings, and documentation.

Planned Activities (6 Year Program)

- Engineering and program management to develop scope of work, Sole source justification, prepare request for proposals (RFP), negotiate/issue contract.
- Outside engineering services will be utilized in FY 2011 and FY 2012 with implementation beginning FY 2012.


 Project Manager's Signature Nicolas Dimitracopoulos

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: System-wide Infrastructure Rehabilitation
ID: CIP 138

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Hiten Patel

Useful Life

Years:

Project Description

This project includes completion of various system infrastructure rehabilitation contracts currently underway.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	43,956.7	30,209.8	9,267.2	-	-	-	83,433.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	29,771.2
5309 Formula Grant	22,145.6	7,625.6	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	22,145.6	7,625.6	-	-	-	-	29,771.2
5307 Formula Grant	-	-	-	-	-	-	7,472.6
5309 Formula Grant	5,566.2	1,906.4	-	-	-	-	-
PRIIA	-	-	-	-	-	-	-
System Performance Funds	16,244.9	20,677.7	9,267.2	-	-	-	46,189.8
Other (Misc & Debt)	-	-	-	-	-	-	53,662.4
State & Local Total	21,811.1	22,584.1	9,267.2	-	-	-	83,433.6
Grand Total	43,956.7	30,209.8	9,267.2	-	-	-	83,433.6

Dollars in Thousands

Operating Impact

Modest increase of infrastructure maintenance is offset by decreased frequency of breakdowns and repair costs.

FY2011 Deliverables

- Pre-Metro Matters, Beyond Metro Matters, and Metro Matters obligations (CB, CF, CG programs) rolled over.
- Settle all cumulative contract delay claim with Motorola.
- Correct 31 undersized standpipes on A Line, B Line, D Line, F Line, and G Line.
- Complete V-12 dampers and controls at 7 fan shafts.
- Install up to 11 replacement transformers and close out contract.
- Install up to 11 replacement transformers, install equipment at Telegraph Rd Training Lab, close out contract.
- Resolution of claims related to four options to replace Greenbelt and Shady Grove Train Wash system and lining of drain pipes at all locations.
- Complete restoration of Franconia-Springfield and Huntington (South) Garages and resolve all claims.
- Resolve claims and changes in rehabilitation of station vaults and platform slabs
- Complete modification of 1 Farragut West air conditioning and contract option for Foggy Bottom.

Planned Activities (6 Year Program)

- CB, CF, CG programs to be rolled over.
- Begin negotiations for project close out.
- Correct undersized standpipes on 32 systems.
- Rehabilitation of additional station and tunnel ventilation systems.
- Install up to 11 replacement transformers and close out contract.
- Install up to 11 replacement transformers, install equipment at Telegraph Rd Training Lab, and close out contract.
- Resolution of claims related to four options to replace GB and SG Train Wash system and lining of drain pipes at all locations.
- Restore Franconia-Springfield and Huntington (South) garages and resolve all claims.
- Resolve claims and changes in rehabilitation of station vaults and platform slabs
- Complete MOD 1 Farragut West air conditioning and contract option for Foggy Bottom (listing not exhaustive).

Project Manager's Signature



Hiten Patel

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: NTSB Recommendations
ID: CIP 139

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Randy Pozzi

Useful Life

Years:

Project Description

This project funds for third party contract research and design of corrective actions or equipment as necessary to respond to NTSB recommendations.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	10,308.3	10,265.3	10,296.9	-	-	-	30,870.5

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	8,237.5	-	-	-	8,237.5
PRIIA	5,154.2	5,132.7	-	-	-	-	10,286.8
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	5,154.2	5,132.7	8,237.5	-	-	-	18,524.3
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	-	-	2,059.4	-	-	-	2,059.4
PRIIA	5,154.2	5,132.7	-	-	-	-	10,286.8
System Performance Funds	-	-	-	-	-	-	-
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	5,154.2	5,132.7	2,059.4	-	-	-	12,346.2
Grand Total	10,308.3	10,265.3	10,296.9	-	-	-	30,870.5

Dollars in Thousands

Operating Impact

FY2011 Deliverables

- Design and implementation of corrective actions or equipment as necessary to respond to NTSB recommendations.

Planned Activities (6 Year Program)

- Research and design corrective actions.



Project Manager's Signature

Randy Pozzi

Washington Metropolitan Area Transit Authority Capital Improvement Program

Project: Rail Mileage Based Asset Management
ID: CIP 140

Management Information

Sponsor Department: CENV
Managing Department: CENV
Project Manager: Michael Smith

Useful Life

Years: 5

Project Description

The WMATA Maintenance Modernization Project seeks technical expertise and assistance with four objectives: 1) Create the infrastructure to capture actual miles traveled from rail cars and upload the mileage to Maximo whenever the rail car enters the rail yard. 2) Implement Maximo Asset Configuration Manager in a Maximo 7 environment. 3) Obtain consulting services to provide assistance to WMATA in implementing Mileage Based Preventive Maintenance for the Rail Car Fleet. 4) Implement handheld tools via a Mobile Maximo solution to introduce field capabilities for inventory management and work management tasks.

Budget & Funding

Budget	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Total	4,123.3	-	-	-	8,504.4	10,280.8	22,908.6

Dollars in Thousands

Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	2,061.7	-	-	-	6,803.6	8,224.6	17,089.9
PRIIA	-	-	-	-	-	-	-
CMAQ Grant	-	-	-	-	-	-	-
Federal Total	2,061.7	-	-	-	6,803.6	8,224.6	17,089.9
5307 Formula Grant	-	-	-	-	-	-	-
5309 Formula Grant	515.4	-	-	-	1,700.9	2,056.2	4,272.5
PRIIA	-	-	-	-	-	-	-
System Performance Funds	1,546.2	-	-	-	-	-	1,546.2
Other (Misc & Debt)	-	-	-	-	-	-	-
State & Local Total	2,061.7	-	-	-	1,700.9	2,056.2	5,818.7
Grand Total	4,123.3	-	-	-	8,504.4	10,280.8	22,908.6

Dollars in Thousands

Operating Impact

FY2011 Deliverables

- 500 Deliver DuraCor proof of concept
- 370 Installation of DuraCor Device on 2000/3000, 5000 and 6000 Series Railcars
- 13,200 Asset configuration Manager implementation in Maximo 7 environment
- 1,000 Test DuraCor data integration to Maximo 7 application
- 1,600 WLAN equipment installation to facilitate DuraCor data feed to Maximo
- 1,400 Move from time based PM to mileage based PM cycle in Maximo 7 for rail car fleet
- 14,000 implement mobile Maximo inventory solution in Maximo 7 environment

Planned Activities (6 Year Program)

- Secure engineering and consulting services for project
- Purchase and install 370 DuraCor devices on 2000/3000, 5000 and 6000 Series Railcar.
- Perform BPR of railcar preventive maintenance process.
- Purchase WLAN equipment for wireless upload

A. B. Ty
Project Manager's Signature

Michael Smith



Appendix A. Capital Program

This appendix includes information on four previously approved capital programs: the American Recovery and Reinvestment Act (ARRA) Capital Program, Reimbursable Projects, Other Capital Projects, and the Metro Matters Program.

American Recovery and Reinvestment Act (ARRA) Capital Program

The American Recovery and Reinvestment Act (ARRA) was signed into law by President Obama on February 17, 2009. The legislation provides significant federal funding to infrastructure projects around the nation and stimulates the economy on both national and local levels.

The projects selected receive 100 percent federal funding; no local match is required. Metro's portion of the regional allocation is \$201.8 million. The Board approved the budget in March 2009. The legislation specifies that these projects be pursued expeditiously; to that end it is expected that these projects will be completed within three years. A total of \$82 million was expended in FY2010. It is anticipated that \$119.8 million will be expended in FY2011. Projects were prioritized and selected according to Metro's goals and the ability to meet the specific legislation requirements.

There are seven categories of ARRA projects as follows:

- Vehicles & Vehicle Parts includes replacement buses, MetroAccess vehicles, bus parts, and service vehicle replacements.
- Maintenance Facility projects replace, repair, and expand maintenance and garage capacity to maintain the existing fleet and meet growing transit demand.
- Passenger Facilities projects improve the safety and efficiency of stations.
- Safety and Security projects provide for an even safer environment for customers and employees.
- Replacement of Maintenance and Repair Equipment that has reached the end of its useful life is necessary in order to provide reliable service.
- Operations Systems are important for employee and customer safety, service efficiency, and exchange of reliable real-time information.
- Information Technology projects enhance system recovery in disaster situations and improve system efficiency.

Because the entire \$201.8 million ARRA Capital Program was adopted by the Board in FY2009, no additional budget authority is required for FY2011. A forecast of expenditures for FY2011 is provided for informational purposes.

Table A.1
American Recovery and Investment Act Projects: FY2011

(dollars in millions)

	FY2010 <u>Actual</u>	FY2011 Expenditure <u>Forecast</u>	ARRA <u>Total</u>
Vehicles & Vehicle Parts			
• Replacement of Oldest Buses (ST02)	\$27.025	\$0.001	\$27.026
• MetroAccess Fleet Expansion and Replacement (ST10)	3.760	0.004	3.764
• Service Vehicle Replacement (ST14)	5.993	-	5.993
• Bus Replacement Components (ST26)	2.487	0.186	2.673
• Preventative Maintenance	11.087	0.005	11.092
Subtotal	\$50.353	\$0.196	\$50.548
Maintenance Facilities			
• New Bus Body and Paint Shop (ST04)	\$4.259	\$17.141	\$21.400
• Replacement of Southeastern Bus Garage (ST05)	1.466	28.534	30.000
• Bus Garage Facility Repairs (ST11)	4.303	3.297	7.600
Subtotal	\$10.028	\$48.972	\$59.000
Passenger Facilities			
• Replacement of Crumbling Platforms (ST08)	\$4.359	\$11.641	\$16.000
• Update Platform Real-Time Signs (ST28)	-	2.500	2.500
• Metro Center Sales Office Replacement (ST38)	0.077	1.123	1.200
Subtotal	\$4.437	\$15.263	\$19.700
Safety & Security			
• Bus Garage Security Update (ST23)	\$1.901	\$1.099	\$3.000
• Communications Equipment for OCC (ST24)	2.278	0.722	3.000
• Emergency Tunnel Evacuation Carts (ST30)	0.743	0.093	0.836
• Underground Communications Radios (ST40)	0.869	0.000	0.869
• Additional Station Alarm/Chemical Sensors (ST48)	2.434	1.557	3.991
Subtotal	\$8.224	\$3.472	\$11.696
Maintenance & Repair Equipment			
• Heavy Duty Locomotives for Maintenance (ST12)	-	\$4.999	\$4.999
• Power Tool Equipment Replacement (ST31)	1.335	0.325	1.661
• 60-Ton Crane for Track Work (ST17)	-	4.000	4.000
• Heavy Duty Track Equipment (ST07)	0.706	9.805	10.511
• Track Welding Program to Repair Defects (ST18)	0.446	3.454	3.900
• Track Pad/Shock Absorber Rehabilitation (ST37)	1.030	-	1.030
Subtotal	\$3.517	\$22.583	\$26.100
Operations Systems			
• Upgrade 3 (Three) Oldest Stations and Systems (ST09)	\$0.649	\$17.251	\$17.900
• Additional SmartTrip Fare Machines (ST19)	2.039	0.182	2.221
• Bus Real-Time, Route, and Scheduling Systems (ST21)	0.335	2.665	3.000
• Bus Engine Fluid Alert System (ST34)	-	1.500	1.500
• Kiosk and Train Control Computers (ST41)	0.292	0.065	0.357
Subtotal	\$3.315	\$21.663	\$24.978
Information Technology			
• Sensitive Data Protection Technology (ST16)	\$1.462	\$2.049	\$3.511
• Document Management System (ST32)	0.431	0.319	0.750
• Financial System Integration (ST63)	0.257	4.743	5.000
Subtotal	\$2.149	\$7.112	\$9.261
Miscellaneous Other			
• Program Management	-	\$0.550	0.550
Subtotal	-	\$0.550	\$0.550
Grand Total	\$82.023	\$119.810	\$201.833

Please note: this table reflects final FY 2010 expenditures that were higher than previously forecast.

Reimbursable Projects

Reimbursable projects are those unique projects for which separate funding has been arranged with Metro's jurisdictional partners. The most common of these projects are Metrorail station enhancements and parking facilities paid for by one of Metro's state and local government partners. It is anticipated that \$145.2 million will be expended in FY2011.

Reimbursable projects in this chapter were authorized by prior Board actions and are displayed for informational purposes. Information for these existing reimbursable projects includes actual expenditures for FY2008, FY2009 and FY2010 and the new budget authority for FY2011. Although no additional budget authority is required for FY2011, an expenditure forecast is provided for informational purposes.

New reimbursable projects or existing reimbursable projects requesting additional budget for FY2011 that require Board authority are reflected in Appendix A. Capital Program.

Table A.2
Summary of Reimbursable Capital Projects: FY2008-2011

(dollars in millions)

	FY2008 Actual	FY2009 Actual	FY2010 Actual	FY2011 Forecast
District of Columbia				
District of Columbia Government				
• Ana. Lt. Rail Dem. - Vehicles	\$ 4.932	\$ 1.053	\$ 1.831	\$ -
• DC Starter Line	0.118	0.007	0.083	-
• Navy Yard Station Modification	12.723	0.247	0.002	0.498
• NY Avenue Metrorail Station	0.047	0.084	-	1.325
• Southeast Bus Garage Replacement	3.715	0.586	8.893	29.831
• Station Surveillance Cameras		0.275	-	
• U St Stat 14 St Bus Access Imp			0.481	
• Union Row: U Str/Cardozo Stn	0.998	0.010	-	0.491
• Yellow Line Extension	0.001		0.000	0.891
Regional				
• Project Development	0.465	0.834	1.024	3.689
Subtotal	\$ 22.999	\$ 3.095	\$ 12.313	\$ 36.725
Maryland				
Maryland Department of Transportation				
• Largo Extension	\$ 12.041	\$ 0.195	\$ 0.127	\$ 2.664
• New Carrollton Rail Yard Exp.	0.108	0.261	0.296	0.402
Montgomery County				
• FDA Transit Cen. at White Oak	0.023	0.047	0.000	0.237
• Glenmont Parking Facility	0.493	(0.067)	3.529	21.803
• Silver Spring South Entrance	0.255	0.006	-	0.139
• White Flint Parking Structure	0.000	0.008	-	0.017
Regional				
• Project Development	0.315	1.280	1.151	2.767
Subtotal	\$ 13.234	\$ 1.730	\$ 5.104	\$ 28.028

Table A.2 (continued)
Summary of Reimbursable Capital Projects: FY 2008-2011

(dollars in millions)

	FY2008 Actual	FY2009 Actual	FY2010 Actual	FY2011 Forecast
Virginia				
Alexandria, City of				
• Eisenhower Avenue Entrance			\$ -	\$ 1.300
• King Street Metrorail Station Bus Loop			-	1.000
• King Street Metrorail Station Improvements	0.049	0.138	-	0.040
• Potomac Yard Alt. Analysis		0.067	0.158	0.500
Arlington County				
• Ballston-MU Metrorail Station Improvements	0.013		0.006	0.282
• Bus Super Stop Prototype		0.066	0.003	0.350
• Clarendon Station Improvements		0.003	0.086	0.127
• Columbia Pike Street Car NEPA & PE			0.150	4.060
• Crystal City Canopy	0.005		0.000	-
• Crystal City/Potomac Yard	0.099	0.027	0.196	0.499
• Rosslyn Access Improvements	0.066	0.016	-	-
• Rosslyn Station New Entrance	1.244	1.868	0.700	0.038
• Shirlington Bus Transit Facility	2.535	0.219	-	0.022
Fairfax County				
• West Falls Church Parking Structure	0.264	0.015	0.005	0.318
• Huntington Parking Facility	7.622	7.245	1.549	-
• Vienna Mezzanine Stairs			-	0.900
• West Falls Church Bus Bay	0.056	0.698	0.888	-
Virginia Dept. of Rail & Public Transportation (VDRPT)				
• Franconia-Springfield Parking Facility	(0.020)	0.025	0.001	0.008
VDRPT & Metropolitan Washington Airports Authority				
• Dulles Corridor Metrorail Project	1.597	0.013	-	0.073
• Dulles Extension Design Build	1.047	2.595	8.367	57.553
Regional				
• Project Development	0.419	0.500	1.017	0.825
Subtotal	\$ 14.995	\$ 13.495	\$ 13.124	\$ 67.896
All Jurisdictional and Other Partners				
• 6000-Series Rail Cars Base Contract	\$ 5.335	\$ 1.505	\$ 1.341	\$ -
• Other Miscellaneous Projects			13.717	12.588
Subtotal	5.335	\$ 1.505	\$ 15.058	\$ 12.588
Total	\$ 56.558	\$ 19.825	\$ 45.599	\$ 145.237

Other Capital Projects

In addition to the capital projects that are found in Capital Improvement Program (CIP), the Metro Matters Program, the American Recovery and Reinvestment Act (ARRA), and Reimbursable programs, there are a small number of other capital projects that are active. Most of these other capital projects began prior to the start of the Metro Matters Program in FY2005, and are in the process of being completed. It is anticipated that \$12.2 million will be expended in FY2011.

A number of infrastructure renewal projects began before the Metro Matters Program, will continue to draw towards completion in FY2011. The Emergency Rail Rehabilitation Program (ERRP), begun in FY1999, enters its final phase in FY2011 with the rehabilitation of the heating, ventilation, and air conditioning (HVAC) systems on the 1000-Series rail cars. Previously under ERRP, the propulsion and braking systems of the 1000-Series rail cars were rehabilitated.

The projects found under Other Capital Projects were all authorized by the Board of Directors in prior fiscal years. Although no additional budget authority is required for FY2011, an expenditure forecast is provided for informational purposes.

Table A.3
Summary of Other Capital Projects: FY2008-2011

(dollars in millions)

	FY2008 <u>Actual</u>	FY2009 <u>Actual</u>	FY2010 <u>Actual</u>	FY2011 Expenditure <u>Forecast</u>
Non-Metro Matters Infrastructure Renewal				
• Bus Procurement	\$ 1.070	\$ 1.224	\$ 0.278	\$ 0.141
• Elevator and Escalator Rehabilitation	1.051	0.239	-	-
• Emergency Rail Rehabilitation Program (ERRP)	1.004	1.045	1.785	5.259
• Regional Fare Integration Project	4.839	0.970	2.261	-
• Repairable Parts	0.102		-	0.172
• Other Infrastructure Renewal Projects	11.028	5.413	1.163	
Subtotal	\$ 19.094	\$ 8.891	\$ 5.487	\$ 5.572
Rail Car Programs				
• 5000-Series Rail Cars	\$ 0.574	\$ 0.911	\$ 0.320	\$ 6.579
Subtotal	\$ 0.574	\$ 0.911	\$ 0.320	\$ 6.579
Miscellaneous Capital Projects				
• Tax Advantage Leasing Expenses	\$ 0.004	\$ 0.880	\$ 0.848	\$ -
• Other Miscellaneous Capital Projects	0.672	0.180	0.232	0.020
Subtotal	\$ 0.676	\$ 1.060	\$ 1.080	\$ 0.020
Total	\$ 20.344	\$ 10.862	\$ 6.887	\$ 12.171

Metro Matters Program

The Metro Matters Program, began in Metro's FY2005, had a total multi-year budget of \$3.9 billion, including debt service and security projects. Although most project work was completed during the funded six-year period FY2005 to FY2010, repaying the necessary debt, including long-term bonds, will extend for multiple years into the future. This section provides data for all years of the Metro Matters program.

This program consisted of three main program elements as follows:

- A. Infrastructure Renewal Program (IRP) reduced service delays caused by infrastructure decay on components such as elevator and escalator rehabilitation, track maintenance, improved station amenities, communications and information technology improvements. Most projects were completed by the end of FY2010 but some will continue into FY2011 and beyond.
- B. Eight-Car Train Capital Initiative increased passenger carrying capacity and reduced crowding on station platforms by procuring an 184 6000-Series rail cars and expanded the Bentwood, Greenbelt, and Shady Grove Rail Yards, which allow for upgrades to 50 percent 8-car trains fleets.
- C. Bus Improvement Capital Initiative. Procured 25 expansion buses and the West Ox Bus Facility was constructed jointly in partnership with Fairfax County.

Funds to support the Metro CIP come from three primary sources:

- Federal funds
- State and local contributions
- Long and short-term borrowing

Federal funds include two Federal Transit Administration formula grants, discretionary funds authorized by Congress, and Homeland Security grants.

All Metro Matters activities and funding in FY2011 and beyond are included in the CIP.

Table A.4
Metro Matters Program Costs: FY 2005-2010
(dollars in millions - expenditure basis, except where noted)

	FY 2005 Actual	FY 2006 Actual	FY 2007 Actual	FY 2008 Actual	FY 2009 Actual	FY 2010 Actual	Total FY 2005-10
A. Infrastructure Renewal Program							
• Rolling Stock: Bus	\$ 20.756	\$ 50.507	\$ 15.810	\$ 16.629	\$ 82.505	\$ 82.352	\$ 268.559
• Rolling Stock: Rail	2.622	0.402	0.344	1.778	4.884	3.428	13.458
• Passenger Facilities	60.567	16.130	31.170	44.508	29.662	53.590	235.627
• Maintenance Facilities	33.148	4.574	14.744	21.598	17.636	16.719	108.419
• Systems	72.674	10.125	17.064	36.516	22.419	31.493	190.291
• Track and Structures	19.470	10.704	22.500	29.080	33.895	30.030	145.679
• Information Technology	4.203	2.423	8.637	16.125	22.179	17.564	71.131
• Preventive Maintenance	20.700	20.700	20.700	20.700	20.700	30.700	134.200
• Urgent Capital Needs	-	-	-	-	22.660	36.904	59.564
• Transfer to Beyond MM	30.700	-	-	-	-	-	30.700
• "Tail Expenditures" TBD	n/a	n/a	n/a	n/a	n/a	n/a	-
Subtotal	\$ 264.840	\$ 115.565	\$ 130.969	\$ 186.934	\$ 256.540	\$ 302.780	\$ 1,257.628
B. Eight-Car Train Capital Initiative							
• Rail Cars	23.960	6.084	69.919	96.961	7.361	5.134	209.419
• Facilities	-	51.637	70.115	39.375	5.396	10.696	177.219
• Systems	2.776	25.859	56.676	48.719	26.792	6.035	166.857
Subtotal	\$ 26.736	\$ 83.580	\$ 196.710	\$ 185.055	\$ 39.549	\$ 21.864	\$ 553.494
C. Bus Improvement Capital Initiative							
• Buses	-	0.214	9.471	1.204	0.001	-	10.890
• Garage	-	1.071	9.064	18.556	3.972	1.090	33.753
• Customer Facilities	-	2.797	7.811	4.732	2.843	3.368	21.551
Subtotal	\$ -	\$ 4.082	\$ 26.346	\$ 24.492	\$ 6.816	\$ 4.458	\$ 66.194
D. Program Management							
• Credit Facility	0.573	1.049	1.433	1.186	1.647	1.087	6.975
• System Expansion Planning	1.533	-	0.453	0.188	0.098	-	2.272
• Program Mgmt. & Support	9.834	5.770	5.592	9.511	14.136	15.413	60.256
• Financing Expenses	6.000	181.232	164.410	106.156	66.589	28.610	552.997
Subtotal	\$ 17.940	\$ 188.051	\$ 171.888	\$ 117.041	\$ 82.470	\$ 45.110	\$ 622.500
Total without Debt	\$ 309.516	\$ 391.278	\$ 525.913	\$ 513.522	\$ 385.375	\$ 374.213	\$ 2,499.817
E. Debt Service	0.337	2.205	8.204	8.204	5.957	8.355	25.058
Total with Debt	\$ 309.516	\$ 391.615	\$ 528.118	\$ 521.726	\$ 391.332	\$ 382.567	\$ 2,524.874
• Security Program	-	8.500	7.000	13.817	0.247	0.816	30.380
Grand Total	\$ 309.516	\$ 400.115	\$ 535.118	\$ 535.543	\$ 391.579	\$ 383.383	\$ 2,555.254

Table A.5
Metro Matters Integrated Financial Plan: FY 2005-2010

(dollars in millions)

	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>FY 2005-10</u>
► Federal Funds:							
• Federal Formula Grant Funds:							
> Section 5307 Grant	\$ 100.206	\$ 110.986	\$ 113.491	\$ 120.557	\$ 129.175	\$ 138.559	\$ 712.974
> Section 5309 Grant	59,236	58,419	70,359	81,761	91,144	100,464	461,383
Subtotal - Formula Grants	\$ 159,442	\$ 169,405	\$ 183,850	\$ 202,318	\$ 220,319	\$ 239,022	\$ 1,174,356
• Federal Bus Funds		12,510		1,490	11,310	8,100	33,410
• Federal Discretionary Funds				35,000	34,300	34,700	104,000
Subtotal: Federal Funds	\$ 159,442	\$ 181,915	\$ 183,850	\$ 238,808	\$ 265,929	\$ 281,822	\$ 1,311,766
► State and Local Funds:							
• District of Columbia	\$ 37,611	\$ 48,352	\$ 51,880	\$ 60,351	\$ 65,435	\$ 72,525	\$ 336,154
• Montgomery County	17,221	16,258	30,377	28,080	30,445	33,744	156,125
• Prince Georges County	19,675	14,707	36,844	31,040	33,654	37,301	173,221
Maryland Subtotal	\$ 36,896	\$ 30,965	\$ 67,221	\$ 59,120	\$ 64,099	\$ 71,045	\$ 329,346
• Alexandria	4,259	5,855	6,282	7,600	26,641	7,234	57,871
• Arlington County	8,281	11,474	12,311	14,756	52,160	14,185	113,167
• City of Fairfax	0,181	0,255	0,274	0,319	0,346	0,316	1,691
• Fairfax County	13,335	18,346	19,685	23,781	83,468	22,671	181,286
• Falls Church	0,269	0,371	0,398	0,480	0,885	0,513	2,916
Virginia Subtotal	\$ 26,325	\$ 36,301	\$ 38,950	\$ 46,936	\$ 163,500	\$ 44,919	\$ 356,931
Subtotal: State and Local Funds	\$ 100,832	\$ 115,618	\$ 158,051	\$ 166,407	\$ 293,034	\$ 188,489	\$ 1,022,431
► Misc. Internal CIP Funding Sources	23,715	6,000	6,000	6,000	6,000	32,854	80,569
Total without Debt	\$ 283,989	\$ 303,533	\$ 347,901	\$ 411,215	\$ 564,963	\$ 503,165	\$ 2,414,766
► Debt / Financial Management	25,527	88,082	180,217	110,511	(145,003)	59,211	318,545
Total with Debt/Fin. Mgmt.	\$ 309,516	\$ 391,615	\$ 528,118	\$ 521,726	\$ 419,960	\$ 562,376	\$ 2,733,311
• Security Program		8,500	7,000	13,817	0,247	60,790	90,354
Grand Total	\$ 309,516	\$ 400,115	\$ 535,118	\$ 535,543	\$ 420,207	\$ 623,166	\$ 2,823,665

Table A.6
Metro Matters Security Program: Revised and Original
(dollars in millions)

The Metro Matters Funding Agreement adopted by the WMATA Board of Directors and the contributing jurisdictions in FY 2005, included a Security Program that was to be entirely funded by the federal government. This was incorporated into the agreement though federal funds were not identified at the time. In the intervening period, WMATA staff have sought federal security funding. To date this effort has resulted in significantly less funding than was hoped for. For this reason, a revised Metro Matters Security Program is presented. Please note that this does not include federal security grants received by WMATA prior to the adoption of the Metro Matters Funding Agreement in October, 2004.

Revised Metro Matters Security Program

	FY2005 Actual	FY2006 Actual	FY2007 Actual	FY2008 Actual	FY2009 Actual	FY2010 Actuals	Subtotal FY2005-10	FY2011-24 Projection	Total All Years
Security Program									
• Alternative Operations Control Center	\$ -	\$ 0.559	\$ 2.400	\$ 9.006	\$ 8.776	\$ 0.352	\$ 21.093	\$ 0.071	\$ 21.164
• Other Security Initiatives			0.500	7.486	0.914	0.816	9.716	59.913	69.629
Total	\$ -	\$ 0.559	\$ 2.900	\$ 16.492	\$ 9.690	\$ 1.168	\$ 30.809	\$ 59.984	\$ 90.793
Source of Funds									
U.S. Dept. of Homeland Security Grants (a)	\$ -	\$ 8.500	\$ -	\$ 11.917	\$ 0.747	\$ 55.549	\$ 76.713		\$ 76.713
• Transit Security			7.000	1.900	-	5.180	14.080		14.080
• Urban Area Security Initiative (UASI)			7.000	13.817	0.747	60.729	90.793		90.793
Total	\$ -	\$ 8.500	\$ 7.000	\$ 13.817	\$ 0.747	\$ 60.729	\$ 90.793	\$ -	\$ 90.793

(a) Under U.S. Department of Homeland Security grant regulations, grants may be expended over a period of 18 to 24 months. For this reason, source and use of funds may not equal on an annual basis. For budgeting purposes the source of funds amount is used as the amount for the approved budget. Beginning in FY08, a portion of the funds will be used for the reimbursement of operational spending related to training and law enforcement activities that are now allowable expenses under the DHS TSGP.

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Track Welding Program to Repair
ID: CL_WELD

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life

Years: Various

Project Description

This project employs flash butt welding, which 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 bucking and pull-aparts (thus reducing delays and shut-downs).

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	3,900.0	-	-	3,900.0
Expended	-	-	-	360.1	-	-	360.1
Unexpended	-	-	-	3,539.9	-	-	3,539.9

FY2011 Expenditure Forecast

3,681.9

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	3,900.0	-	-	3,900.0
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	3,900.0	-	-	3,900.0

Operating Impact

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

FY2011 Deliverables

- Weld open joints.

Planned Activities

- No activities scheduled after FY 2011.



Project Manager's Signature

Michael Brown

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: 5000 Series Rail Car Proc.
ID: CA_SRPV

Management Information

Sponsor Department: CENV
Managing Department: CENV
Project Manager: Kenneth Morford

Useful Life

Years:

Project Description

This project designed and constructed 192 heavy rail rapid transit cars (110 base contract and 82 option), manufactured by Team AAI-CAF.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget								
Budget	383,527.5	-	-	-	-	-	383,527.5	
Expended	376,518.0	-	-	-	-	-	376,518.0	
Unexpended	7,009.5	-	-	-	-	-	7,009.5	
FY2011 Expenditure Forecast							6,579.3	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	266,076.0	-	-	-	-	-	266,076.0	
Miscellaneous	117,451.6	-	-	-	-	-	117,451.6	
TIF	-	-	-	-	-	-	-	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	383,527.5	-	-	-	-	-	383,527.5	

Operating Impact

FY2011 Deliverables

- Contract closeout negotiations are ongoing.

Planned Activities

- Complete contract close out.
- Purchase of spare parts.
- Complete repair of car 5152.

Project Manager's Signature

Kenneth Morford

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Alt. Command Center
ID: CB_ACCR

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description

This project funds a backup emergency command center at an alternative location.

Budget & Funding

Dollars in Thousands

	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget							
Budget	2,059.1	-	-	-	-	-	2,059.1
Expended	2,057.1	-	-	-	-	-	2,057.1
Unexpended	2.0	-	-	-	-	-	2.0
FY2011 Expenditure Forecast							2.0
Funding							
Federal	2,059.1	-	-	-	-	-	2,059.1
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	2,059.1	-	-	-	-	-	2,059.1

Operating Impact

FY2011 Deliverables

- Project close-out.

Planned Activities

- Project close-out.


Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Automatic Vehicles Locator
ID: CB_AVHL

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description

This project funds equipment for the bus fleet to provide central tracking and to improve emergency response.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	3,956.2	-	-	-	-	-	3,956.2	
Expended	3,938.1	-	-	-	-	-	3,938.1	
Unexpended	18.2	-	-	-	-	-	18.2	
FY2011 Expenditure Forecast							18.2	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	3,956.2	-	-	-	-	-	3,956.2	
Miscellaneous	-	-	-	-	-	-	-	
TIIF	-	-	-	-	-	-	-	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	3,956.2	-	-	-	-	-	3,956.2	

Operating Impact

FY2011 Deliverables

- Project close-out.

Planned Activities

- Project close-out.


Project Manager's Signature

Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Chemical Sensor Prg.
ID: CB_CHEM

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description

Provides chemical sensor detection in subway stations.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	16,400.0	-	-	-	-	-	16,400.0
Expended	16,345.0	-	-	-	-	-	16,345.0
Unexpended	55.0	-	-	-	-	-	55.0

FY2011 Expenditure Forecast

55.0

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	16,400.0	-	-	-	-	-	16,400.0
Miscellaneous	-	-	-	-	-	-	-
TJIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	16,400.0	-	-	-	-	-	16,400.0

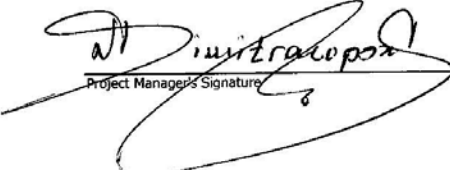
Operating Impact

FY2011 Deliverables

- Closeout of contracts and utilize funds for Protect System components.

Planned Activities

- Closeout of contracts and utilize funds for Protect System components.


 Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: ERRP Summary
ID: CB_ERRP

Management Information

Sponsor Department: CENV
Managing Department: CENV
Project Manager: Joseph Reynolds/Ed Totten

Useful Life
Years:

Project Description

Currently, four projects are active under the Emergency Rail Rehabilitation Program: automatic car identification, brake cylinder valves, rehabilitation of Rohr car fleet HVAC, and Rohr side door overhaul.

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		90,308.9	-	-	-	-	-	90,308.9
Budget		90,308.9	-	-	-	-	-	90,308.9
Expended		74,342.5	-	-	-	-	-	74,342.5
Unexpended		15,966.3	-	-	-	-	-	15,966.3
FY2011 Expenditure Forecast								5,259.0
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		46,211.2	-	-	-	-	-	46,211.2
Miscellaneous		39,480.7	-	-	-	-	-	39,480.7
TIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		4,617.0	-	-	-	-	-	4,617.0
Grand Total		90,308.9	-	-	-	-	-	90,308.9

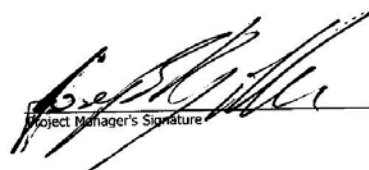
Operating Impact

FY2011 Deliverables

- Rehabilitation of 1000 Series HVAC.
- Low voltage power supply.
- Circuit breakers.
- Brake cylinder kits and brake disks.

Planned Activities

- Rehabilitation of 1000 Series HVAC.
- Low voltage power supply.
- Circuit breakers.
- Brake cylinder kits and brake disks.
- Closeout of the ERRP Program.


Project Manager's Signature Joseph Reynolds/Ed Totten

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Fiber Optic Infrastructure
ID: CB_FIBR

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description

This project provides initial redundant communications capability to assure emergency control.

Dollars in Thousands

Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	3,000.0	-	-	-	-	-	3,000.0
Expended	2,972.1	-	-	-	-	-	2,972.1
Unexpended	27.9	-	-	-	-	-	27.9
FY2011 Expenditure Forecast							27.9
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	3,000.0	-	-	-	-	-	3,000.0
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	3,000.0	-	-	-	-	-	3,000.0

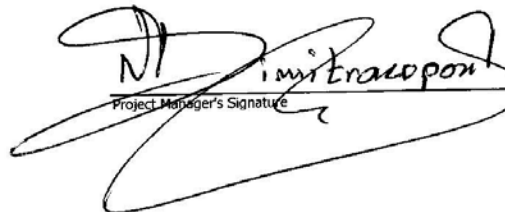
Operating Impact

FY2011 Deliverables

- Additional components for Comprehensive Radio Communication System redundancy.

Planned Activities

- Install additional components toward completing Comprehensive Radio Communication System redundancy.


 Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: ID Entry System
ID: CB_IDEY

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description

Provides electronic employee ID targets and entry gates at all unguarded Metro facilities.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	1,699.9	-	-	-	-	-	1,699.9	
Expended	1,699.5	-	-	-	-	-	1,699.5	
Unexpended	0.4	-	-	-	-	-	0.4	
FY2011 Expenditure Forecast							0.4	
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Funding	1,699.9	-	-	-	-	-	1,699.9	
Federal	-	-	-	-	-	-	-	
Miscellaneous	-	-	-	-	-	-	-	
TIF	-	-	-	-	-	-	-	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	1,699.9	-	-	-	-	-	1,699.9	

Operating Impact

FY2011 Deliverables

- Project close-out.

Planned Activities

- Project close-out.


 Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Programmable Intrusion Equip.
ID: CB_INTR

Management Information

Sponsor Department: ESVC
 Managing Department: ESVC
 Project Manager: Nicolas Dimitracopoulos

Useful Life
 Years:

Project Description

This project funds programmable intrusion equipment, including closed circuit televisions and alarms at Metro facilities.

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		10,900.0	-	-	-	-	-	10,900.0
Expended		10,886.3	-	-	-	-	-	10,886.3
Unexpended		13.7	-	-	-	-	-	13.7
FY2011 Expenditure Forecast								13.7
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		10,900.0	-	-	-	-	-	10,900.0
Miscellaneous		-	-	-	-	-	-	-
TIIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	-	-	-	-
Grand Total		10,900.0	-	-	-	-	-	10,900.0


Operating Impact

FY2011 Deliverables

- Additional programmable intrusion equipment at Carmen Turner Facility.

Planned Activities

- Install additional components for Carmen Turner Facility intrusion detection system.


 Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Repairables
ID: CB_PARD

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Chin Lai

Useful Life

Years:

Project Description

This project funds replacement of repairable inventory beyond economical repair or provides for the increase of repairable parts inventory.

Dollars in Thousands

Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		28,817.5	-	-	-	-	-	28,817.5
Expended		28,802.4	-	-	-	-	-	28,802.4
Unexpended		15.1	-	-	-	-	-	15.1
FY2011 Expenditure Forecast								15.1
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		-	-	-	-	-	-	-
Miscellaneous		28,671.5	-	-	-	-	-	28,671.5
TIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		146.0	-	-	-	-	-	146.0
Grand Total		28,817.5	-	-	-	-	-	28,817.5

Operating Impact

FY2011 Deliverables

- Project close-out.

Planned Activities

- Project close-out.


 Project Manager's Signature Chin Lai

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Employee Protection Equipment
ID: CB_PROT

Management Information
 Sponsor Department: ESVC
 Managing Department: ESVC
 Project Manager: Nicolas Dimitracopoulos

Useful Life
 Years:

Project Description
 Project funds procurement of miscellaneous protective equipment, e.g. masks, hazardous material handling equipment, emergency kits and equipment.

		<i>Dollars in Thousands</i>						
		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget & Funding	Budget	2,600.0	-	-	-	-	-	2,600.0
	Expended	2,598.9	-	-	-	-	-	2,598.9
	Unexpended	1.1	-	-	-	-	-	1.1
	FY2011 Expenditure Forecast							1.1
	Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
	Federal	2,600.0	-	-	-	-	-	2,600.0
	Miscellaneous	-	-	-	-	-	-	-
	TJIF	-	-	-	-	-	-	-
	State & Local	-	-	-	-	-	-	-
	Operating	-	-	-	-	-	-	-
	Grand Total	2,600.0	-	-	-	-	-	2,600.0

Operating Impact

- FY2011 Deliverables**
- Project close-out.

- Planned Activities**
- Project close-out.


 Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Intrusion Detection System
ID: CB_RDEC

Management Information
Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description
Provides for intrusion and detection capability at all entrances.

		<i>Dollars in Thousands</i>						
		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget & Funding								
Budget		7,600.0	-	-	-	-	-	7,600.0
Expended		7,011.0	-	-	-	-	-	7,011.0
Unexpended		589.0	-	-	-	-	-	589.0
FY2011 Expenditure Forecast								589.0
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		7,600.0	-	-	-	-	-	7,600.0
Miscellaneous		-	-	-	-	-	-	-
TJIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	-	-	-	-
Grand Total		7,600.0	-	-	-	-	-	7,600.0


Operating Impact

FY2011 Deliverables

- Install perimeter security system components at Carmen Turner Facility.

Planned Activities

- Close-out of consulting tasks and Yard Security contract. Utilize remaining funds on ongoing perimeter security system projects.


 Project Manager's Signature

Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Repairables
ID: CB_RPBL

Useful Life
 Years:

Management Information
 Sponsor Department: ESVC
 Managing Department: ESVC
 Project Manager: Chin Lai

Project Description
 This project funds replacement of repairable inventory beyond economical repair or provides for the increase of repairable parts inventory.

Dollars in Thousands

Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		25,502.7	-	-	-	-	-	25,502.7
Expended		25,345.2	-	-	-	-	-	25,345.2
Unexpended		157.5	-	-	-	-	-	157.5
FY2011 Expenditure Forecast								157.5

Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		-	-	-	-	-	-	-
Miscellaneous		25,502.7	-	-	-	-	-	25,502.7
TIIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	-	-	-	-
Grand Total		25,502.7	-	-	-	-	-	25,502.7

Operating Impact
 None.

FY2011 Deliverables
 • Closeout of remaining contracts and project.

Planned Activities
 • Closeout of remaining contracts and project.



 Project Manager's Signature Chin Lai

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Crystal City/Potomac Yard
ID: CC_CCPY

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Wendy Jia

Useful Life
Years:

Project Description

January 12, 2010 initial NEPA study and currently will be updated.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget								
Budget	1,505.7	-	-	-	-	-	1,505.7	
Expended	1,015.2	-	-	-	-	-	1,015.2	
Unexpended	490.5	-	-	-	-	-	490.5	
FY2011 Expenditure Forecast							499.4	
Funding								
Federal	983.7	-	-	-	-	-	983.7	
Miscellaneous	-	-	-	-	-	-	-	
TIF	522.0	-	-	-	-	-	522.0	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	1,505.7	-	-	-	-	-	1,505.7	


Operating Impact

FY2011 Deliverables

- Updated documented categorical exclusion.
- Pending Arlington County's request, potential tasks include operations planning and preliminary engineering.

Planned Activities

- Arlington County is anticipated to design and build the Transitway by FY 2012.


 Project Manager's Signature _____ Wendy Jia

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: DC Downtown Circulator Buses
ID: CC_CIRC

Management Information

Sponsor Department: BUS
Managing Department: BUS
Project Manager: Cindy Ganaway

Useful Life
Years:

Project Description

Deployment of 29 buses on two routes (Union Station to Georgetown, SW Waterfront to DC Convention Center) to complement Metrobus and Metrorail service in a quick and inexpensive fashion.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	12,850.0	-	6,000.0	-	-	-	18,850.0
Expended	11,591.7	-	5,812.4	-	-	-	17,404.1
Unexpended	1,258.3	-	187.6	-	-	-	1,445.9
FY2011 Expenditure Forecast							1,407.2
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	12,514.2	-	6,335.8	-	-	-	18,850.0
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	12,514.2	-	6,335.8	-	-	-	18,850.0


Operating Impact

FY2011 Deliverables

- Procure fareboxes.
- Procure support equipment.
- Procure additional buses.

Planned Activities

- No activities scheduled after FY 2011.


Project Manager's Signature Cindy Ganaway

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Columbia Pike - NEPA and PE
ID: CC_CLPK

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: John Dittmeier

Useful Life
Years:

Project Description

This project entails conducting the environmental documentation and related engineering for the Columbia Pike Transit Initiative.

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget								
Budget		-	-	-	-	2,000.0	2,060.0	4,060.0
Expended		-	-	-	-	150.0	-	150.0
Unexpended		-	-	-	-	1,850.0	2,060.0	3,910.0
FY2011 Expenditure Forecast								4,060.0
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		-	-	-	-	-	-	-
Miscellaneous		-	-	-	-	-	-	-
TIF		-	-	-	-	500.0	-	500.0
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	-	500.0	-	500.0
Grand Total		-	-	-	-	500.0	-	500.0

Operating Impact

FY2011 Deliverables

- Environmental assessment.
- Engineering plans and report.
- Financial plan.
- Application to enter Federal Transit Administration Small Starts Project Development.

Planned Activities

- Arlington County and Fairfax County will design and build the streetcar line by late 2016.


Project Manager's Signature _____ John Dittmeier

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Glenmont Parking Structure
ID: CC_GLEN

Management Information

Sponsor Department: TIES
Managing Department: ESVC
Project Manager: Ed Shepperson

Useful Life
Years:

Project Description

This project will design and construct a 1,200 space parking garage.

Dollars in Thousands

Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	23,900.0	-	-	6,221.0	-	-	30,121.0
Expended	5,033.6	-	-	-	-	-	5,033.6
Unexpended	18,866.4	-	-	6,221.0	-	-	25,087.4
FY2011 Expenditure Forecast							21,802.9
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	8,757.0
Miscellaneous	8,757.0	-	-	-	-	-	-
TJIF	-	-	-	-	-	-	600.0
State & Local	600.0	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	9,357.0	-	-	-	-	-	9,357.0

Operating Impact

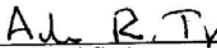
Utility costs and personnel costs for maintenance and staffing of the attendant booth.

FY2011 Deliverables

- Final design documents.
- Partially completed garage.

Planned Activities

- Complete garage FY 2012.


 Project Manager's Signature Ed Shepperson

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: King Street Station Bus Loop
ID: CC_KSBL

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: John Thomas

Useful Life

Years:

Project Description

This project would finalize the best reconfiguration for the bus loop and Kiss & Ride and then proceed to construct the improvements at the King Street Metrostation.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	-	-	-	-	4,200.0	-	4,200.0	
Expended	-	-	-	-	-	-	-	
Unexpended	-	-	-	-	4,200.0	-	4,200.0	
FY2011 Expenditure Forecast							-	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	-	-	-	-	-	-	-	
Miscellaneous	-	-	-	-	-	-	-	
TIF	-	-	-	-	-	-	-	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	-	-	-	-	-	-	-	

Operating Impact

FY2011 Deliverables

- Finalize the design and to prepare the contract documents

Planned Activities

- To cover the costs of finalizing the design, preparing contract documents and constructing the improvements

Alicia Beghin for John Thomas
Project Manager's Signature John Thomas

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: New Carrollton Rail Yard Exp.
ID: CC_NCYD

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Patrick Yerdon

Useful Life
Years:

Project Description

Build a new 20 railcar service and inspection shop, and new loop track at the New Carrollton Rail Yard.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	70,375.0	-	-	-	-	-	70,375.0	
Expended	69,288.0	-	-	-	-	-	69,288.0	
Unexpended	1,087.0	-	-	-	-	-	1,087.0	
FY2011 Expenditure Forecast							402.0	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	-	-	-	-	-	-	-	
Miscellaneous	70,375.0	-	-	-	-	-	70,375.0	
TIF	-	-	-	-	-	-	-	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	70,375.0	-	-	-	-	-	70,375.0	

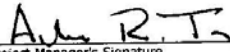
Operating Impact

FY2011 Deliverables

- Resolve real estate issues.

Planned Activities

- No activities scheduled after FY 2011.


Project Manager's Signature Patrick Yerdon

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Potomac Yard Alt. Analysis
ID: CC_PYST

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: John Thomas

Useful Life

Years: 50

Project Description

Infill Metrorail Station on the Blue-Yellow Lines between National Airport and Braddock Road Stations.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	1,500.0	-	-	1,500.0
Expended	-	-	-	220.9	-	-	220.9
Unexpended	-	-	-	1,279.1	-	-	1,279.1

FY2011 Expenditure Forecast

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	1,500.0	-	-	1,500.0
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	1,500.0	-	-	1,500.0

Operating Impact

FY2011 Deliverables

- Environmental studies as a precursor to an Environmental Impact Statement.

Planned Activities

- Preparation and distribution of an Environmental Impact Statement.
- Public hearing.
- Preliminary engineering documents.
- Contract documents.
- New Metrorail station.

A. R. T.

Project Manager's Signature

John Thomas

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Rosslyn Station New Entrance
ID: CC_RSNE

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Thomas Robinson

Useful Life

Years:

Project Description

Arlington County authorized the construction of a new Rosslyn Station entrance, consisting of 3 new high-speed elevators, an underground station mezzanine connection, an emergency stairway, and related infrastructure and improvements. Arlington County Council has approved the award of a construction contract. WMATA and the Arlington County staff are finalizing the agreement covering the Phase II construction, testing and commissioning support to be provided by WMATA.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	400.0	-	3,013.0	794.0	-	-	4,207.0
Expended	-	-	3,013.0	537.2	-	-	3,550.2
Unexpended	400.0	-	-	256.8	-	-	656.8

FY2011 Expenditure Forecast

38.3

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIIF	258.3	-	537.0	2.8	-	-	798.1
State & Local	400.0	-	2,584.9	424.0	-	-	3,408.9
Operating	-	-	-	-	-	-	-
Grand Total	658.3	-	3,121.9	426.8	-	-	4,207.0

Operating Impact

The new facilities will require operations and maintenance personnel to provide maintenance. The new facility will have new power requirements. The new Kiosk will require operations staffing.

FY2011 Deliverables

- Monitor the County construction at the project site.
- Approve critical component shop drawings.
- Review any revisions to final design.
- Procure automatic fare collection equipment.
- Test and commission facility and equipment.
- Accept facility.

Planned Activities

- Construct a new entrance at Rosslyn Station.
- Three new high-speed elevators, and underground station mezzanine and passageway connection.
- An emergency stairway.

Thomas Robinson

Project Manager's Signature

Thomas Robinson

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Southeast Bus Garage Construct
ID: CC_SEGR

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: John Thomas

Useful Life

Years:

Project Description

This new project, approved by WMATA's Board on 01-25-2007, will support the redevelopment of the Anacostia River waterfront and provide a modern facility for the storage and maintenance of the existing and future fleet of Metrobuses.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	67,534.8	-	-	-	-	67,534.8
Expended	-	14,624.3	-	-	-	-	14,624.3
Unexpended	-	52,910.4	-	-	-	-	52,910.4

FY2011 Expenditure Forecast

29,831.1

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	66,144.8	-	-	-	-	66,144.8
Operating	-	-	-	-	-	-	-
Grand Total	-	66,144.8	-	-	-	-	66,144.8

(1,390.0)

Operating Impact

FY2011 Deliverables

- Complete demolition and site preparation of DC Village Site to accommodate the new Southeastern Bus Garage.
- Coordinate with Washington Gas for the installation of a high pressure gas line for CNG fueling of buses.
- Award and issue notice-to-proceed for the design/build contract.
- Complete final design and issue construction documents for the new garage.

Planned Activities

- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.

John R. Thomas

Project Manager's Signature

John Thomas

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Columbia Pike Super Stops
ID: CC_STOP

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Royland Fraser

Useful Life
Years: 20

Project Description

This project funds a pilot program to construct 3 prototype bus super stops. The 3 planned super stops are located along Columbia Pike at the NW corner and the SW corner of Dinwiddle Street and the SE corner of Walter Reed Drive.

Budget & Funding

Dollars in Thousands

Budget	FY2005	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	2,000.0	-	-	-	-	2,000.0
Expended	-	67.0	-	-	-	-	67.0
Unexpended	-	1,933.0	-	-	-	-	1,933.0

FY2011 Expenditure Forecast

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	650.0	-	-	-	-	650.0
Operating	-	-	-	-	-	-	-
Grand Total	-	650.0	-	-	-	-	650.0

Operating Impact

Facilities maintained by the Arlington County. No impact on WMATA operations.

FY2011 Deliverables

- Complete two of three bus superstops.

Planned Activities

- Complete three prototype bus super stops.


Project Manager's Signature _____ Royland Fraser

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Takoma-Langley Park Center
ID: CC_TAKM

Management Information
Sponsor Department:
Managing Department:
Project Manager:

Useful Life
Years:

Project Description

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		6,700.0	-	-	-	-	-	6,700.0
Expended		820.8	-	-	-	-	-	820.8
Unexpended		5,879.2	-	-	-	-	-	5,879.2
FY2011 Expenditure Forecast								5,965.6
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		-	-	-	-	-	-	-
Miscellaneous		-	-	-	-	-	-	-
TIF		6,700.0	-	-	-	-	-	6,700.0
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	-	-	-	-
Grand Total		6,700.0	-	-	-	-	-	6,700.0

Operating Impact

FY2011 Deliverables

- Design and engineering work.

Planned Activities

- Complete design and engineering work.

Project Manager's Signature

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Vienna Station Improvements by Pulte Homes
ID: CC_VSPH

Management Information

Sponsor Department: JDAC
Managing Department: JDAC
Project Manager: Tariq Bushnaq

Useful Life
Years:

Project Description

Roadway and transit improvements by Pulte Home Corporation (from LAND Sales Agreement).

Dollars in Thousands

Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	60.0	-	-	-	-	60.0
Expended	-	48.5	-	-	-	-	48.5
Unexpended	-	11.5	-	-	-	-	11.5
FY2011 Expenditure Forecast							11.5
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	60.0	-	-	-	-	60.0
Operating	-	-	-	-	-	-	-
Grand Total	-	60.0	-	-	-	-	60.0

Operating Impact

FY2011 Deliverables

- Provide escort service.

Planned Activities

- Continue to provide escort service until 2012.


Project Manager's Signature

Tariq Bushnaq

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Vienna Station Mezzanine Stair
ID: CC_VSTR

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Hitendra Patel

Useful Life

Years: 30

Project Description

This project will design and construction of a new stairway, new foundations and a mezzanine extension to relieve congestion at the Vienna/Fairfax-GMU station alongside the outbound escalator to the platform.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	-	-	-	2,000.0	-	-	2,000.0	
Expended	-	-	-	2,000.0	-	-	2,000.0	
Unexpended	-	-	-	-	-	-	-	
FY2011 Expenditure Forecast								
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	-	-	-	-	-	-	-	
Miscellaneous	-	-	-	-	-	-	-	
TIF	-	-	-	1,500.0	-	-	1,500.0	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	1,500.0	-	-	1,500.0	
Grand Total	-	-	-	1,500.0	-	-	1,500.0	

Operating Impact
Additional space on mezzanine and a new stairway will result in increased maintenance costs.

FY2011 Deliverables

- Complete design of new foundations, a mezzanine extension and an additional stairway.

Planned Activities

- Complete design of new foundations, a mezzanine extension and an additional stairway.
- Complete construction of foundations and the mezzanine extension.



 Project Manager's Signature Hitendra Patel

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: West Falls Ch. Parking Struct.
ID: CC_WFCH

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Joseph Heines III

Useful Life
Years:

Project Description

A new 1,225 space, 6 level parking structure opened in December 2004.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	17,029.9	-	-	-	-	-	17,029.9	
Expended	16,707.8	-	-	-	-	-	16,707.8	
Unexpended	322.1	-	-	-	-	-	322.1	
FY2011 Expenditure Forecast							318.2	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	-	-	-	-	-	-	1,800.0	
Miscellaneous	1,800.0	-	-	-	-	-	2,000.0	
TIF	2,000.0	-	-	-	-	-	13,229.9	
State & Local	13,229.9	-	-	-	-	-	-	
Operating	-	-	-	-	-	-	-	
Grand Total	17,029.9	-	-	-	-	-	17,029.9	

Operating Impact

FY2011 Deliverables

- Closeout contract after contract Fairfax county approvals for landscaping and fire marshal's approvals.
- Finalize and record the county requested conservation easement.

Planned Activities

- No activities scheduled after FY 2011.

A. Heines III
Project Manager's Signature

Joseph Heines III

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: White Flint Parking Structure
ID: CC_WHFL

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Joseph Heines III

Useful Life
Years:

Project Description

A 1,270 space, 6 level parking structure at Marinelli Road east of White Flint Station opened in October 2005.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	17,390.0	-	-	-	-	-	17,390.0
Expended	17,373.2	-	-	-	-	-	17,373.2
Unexpended	16.8	-	-	-	-	-	16.8
FY2011 Expenditure Forecast							16.8
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIIF	4,421.7	-	-	-	-	-	4,421.7
State & Local	12,968.3	-	-	-	-	-	12,968.3
Operating	-	-	-	-	-	-	-
Grand Total	17,390.0	-	-	-	-	-	17,390.0


Operating Impact

FY2011 Deliverables

- Receive as-built drawings.

Planned Activities

- No activities scheduled after FY 2011.


Project Manager's Signature _____ Joseph Heines III

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: DC Project Development
ID: CD_DCPD

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Elizabeth Mcelhenny

Useful Life

Years:

Project Description

Regional and local jurisdiction transit planning for new transit services for high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development.

Budget & Funding

Dollars in Thousands

	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	5,291.1	1,098.8	1,098.8	1,098.8	1,098.8	1,098.8	10,784.8
Expended	4,315.6	614.2	794.7	207.9	437.0	-	6,369.5
Unexpended	975.4	484.6	304.0	890.9	661.7	1,098.8	4,415.3

FY2011 Expenditure Forecast

2,589.9

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	5,291.1	1,098.8	1,098.8	1,098.8	1,098.8	1,098.8	10,784.8
Operating	-	-	-	-	-	-	-
Grand Total	5,291.1	1,098.8	1,098.8	1,098.8	1,098.8	1,098.8	10,784.8


Operating Impact

FY2011 Deliverables

- Brookland/CUA Station Planning in Support of DC Small Area Plan.
- Union Station Capacity Enhancement Study.
- Regional Transit System Plan.

Planned Activities

- Planning for new transit services in high priority corridors.
- Station access and capacity improvements.
- Planning in support of joint development.
- Regional system planning.


 Project Manager Signature _____ Elizabeth Mcelhenny

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Dulles Extension Design Build
ID: CD_DLDB

Management Information
Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Neil Nott

Useful Life
Years: 50

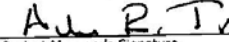
Project Description
Phase I extension of Metrorail from the Orange Line between East and West Falls Church Stations for 11 miles to Wiehle Avenue. Extension includes 5 new stations.

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	272,850.0	-	-	-	272,850.0
Expended	-	-	9,729.7	-	-	-	9,729.7
Unexpended	-	-	263,120.3	-	-	-	263,120.3
FY2011 Expenditure Forecast							57,553.3
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	14,649.9	-	-	-	14,649.9
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	14,649.9	-	-	-	14,649.9

Operating Impact
Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

- FY2011 Deliverables**
- Continue providing technical oversight for MWAA at the Dulles Corridor Metrorail Project.
 - Preparation of art for Art-In-Transit.
 - Award and issue Notice-to-Proceed for the 7K Rail Car contract.

- Planned Activities**
- Provide technical oversight.
 - Procure rail cars and non-revenue vehicles, equipment and furniture.
 - Revise the communication backbone to connect the extension to the remainder of the system.
 - Update ROCS.
 - Procure and install fare collection equipment.
 - Update graphics in the existing system.
 - Procure and install artwork at each station.
 - Coordinate system integration of the new facilities and systems with the existing WMATA facilities systems including modifications and upgrade of the train control system, traction power and communications.


Project Manager's Signature Neil Nott

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Dulles Preliminary Engineering
ID: CD_DULL

Useful Life
Years: 50

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Neil Nott

Project Description

Phase II extension of Metrorail from Wiehle Avenue Station for 11 miles into Loudon County. Extension includes 6 new stations and a new rail yard.

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		58,041.8	-	-	-	-	-	58,041.8
Expended		57,968.9	-	-	-	-	-	57,968.9
Unexpended		72.9	-	-	-	-	-	72.9
FY2011 Expenditure Forecast								72.9
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		40,000.0	-	-	-	-	-	40,000.0
Miscellaneous		-	-	-	-	-	-	-
TTIF		-	-	-	-	-	-	-
State & Local		18,041.8	-	-	-	-	-	18,041.8
Operating		-	-	-	-	-	-	-
Grand Total		58,041.8	-	-	-	-	-	58,041.8

Operating Impact


Utility costs, maintenance material costs, and personnel costs for maintenance and operations.

FY2011 Deliverables

- Preliminary engineering documents.
- Contract documents.

Planned Activities

- Review of design documents.
- Award and issue Notice-to-Proceed for the option for 64 more 7K rail cars.
- Provide technical oversight.
- Procure rail cars and non-revenue vehicles, equipment and furniture.
- Revise the communication backbone to connect the extension to the remainder of the system.
- Update ROCS.
- Procure and install fare collection equipment.
- Update graphics in the existing system.
- Procure and install artwork at each station.
- Coordinate system integration of the new facilities and systems with the existing WMATA facilities systems including modifications and upgrade of the train control system, traction power and communications.


Project Manager's Signature Neil Nott

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Largo Extension
ID: CD_LRGO

Management Information
Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: John Thomas

Useful Life
Years:

Project Description
This project funds the construction of the Largo Extension (3.1 miles), 2 new stations, 14 railcars, parking facilities, child care facility, railcar storage & O&M bldg.

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		469,590.8	-	-	-	-	-	469,590.8
Expended		466,820.4	-	-	-	-	-	466,820.4
Unexpended		2,770.4	-	-	-	-	-	2,770.4
FY2011 Expenditure Forecast								2,664.4
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		433,868.6	-	-	-	-	-	433,868.6
Miscellaneous		6,101.8	-	-	-	-	-	6,101.8
TIJF		5,432.7	-	-	-	-	-	5,432.7
State & Local		24,187.6	-	-	-	-	-	24,187.6
Operating		-	-	-	-	-	-	-
Grand Total		469,590.8	-	-	-	-	-	469,590.8

Operating Impact

- FY2011 Deliverables**
- Real estate condemnations and acquisitions.
 - Complete boundary survey negotiations.
 - Close insurance claims with Zurich.

- Planned Activities**
- Project close out.


 Project Manager's Signature John Thomas

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: MD Project Development
ID: CD_MDPD

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Elizabeth McElhenny

Useful Life
Years:

Project Description

Regional and local jurisdiction transit planning for new transit services for high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	4,306.3	905.0	1,100.2	926.3	1,076.3	1,076.3	9,390.5
Expended	3,885.4	683.3	982.6	587.2	78.7	-	6,217.2
Unexpended	420.9	221.7	117.5	339.2	997.7	1,076.3	3,173.3

FY2011 Expenditure Forecast

1,691.0

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	5,043.3	1,076.3	1,076.3	1,076.3	1,076.3	1,076.3	10,425.0
Operating	-	-	-	-	-	-	-
Grand Total	5,043.3	1,076.3	1,076.3	1,076.3	1,076.3	1,076.3	10,425.0


Operating Impact

FY2011 Deliverables

- Wheaton Station Planning in support of joint development.
- New Carrollton Station Planning in support of joint development.
- Naylor Road Station Planning in support of joint development.
- Regional Transit System Plan.

Planned Activities

- Planning for new transit services in high priority corridors.
- Station access and capacity improvements.
- Planning in support of joint development.
- Regional system planning.


 Project Manager's Signature _____ Elizabeth McElhenny

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: NY Avenue Metrorail Station
ID: CD_NYAV

Management Information

Sponsor Department: TIES
Managing Department: MCAP
Project Manager: Michael Bailey

Useful Life

Years: 50

Project Description

Construction of Metrorail In-fill Station on the Red Line between Union Station and Rhode Island Avenue Stations, which opened to revenue service on November 20, 2004.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget								
Budget	109,950.0	-	-	-	-	-	109,950.0	
Expended	108,622.9	-	-	-	-	-	108,622.9	
Unexpended	1,327.1	-	-	-	-	-	1,327.1	
FY2011 Expenditure Forecast							1,324.6	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	-	-	-	-	-	-	-	
Miscellaneous	-	-	-	-	-	-	-	
TIF	-	-	-	-	-	-	-	
State & Local	109,950.0	-	-	-	-	-	109,950.0	
Operating	-	-	-	-	-	-	-	
Grand Total	109,950.0	-	-	-	-	-	109,950.0	

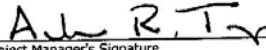
Operating Impact

FY2011 Deliverables

- Complete punch list items.
- Submit as built drawings.

Planned Activities

- Contract closeout.
- Project closeout.


Project Manager's Signature Michael Bailey

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: VA Project Development
ID: CD_VAPD

Management Information

Sponsor Department: PLJD
Managing Department: PLJD
Project Manager: Elizabeth Mcelhenny

Useful Life
Years:

Project Description

Regional and local jurisdiction transit planning for new transit services for high priority corridors, station access and capacity improvements, and pre-development planning in support of joint development.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	3,906.9	824.9	824.9	824.9	824.9	824.9	8,031.5
Expended	3,875.3	809.6	550.5	731.0	-	-	5,966.5
Unexpended	31.6	15.3	274.4	93.9	824.9	824.9	2,065.0

FY2011 Expenditure Forecast

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	3,906.9	824.9	824.9	824.9	824.9	824.9	8,031.5
Operating	-	-	-	-	-	-	-
Grand Total	3,906.9	824.9	824.9	824.9	824.9	824.9	8,031.5


Operating Impact

FY2011 Deliverables

- East Falls Church Station Planning in support of joint development.
- Ballston Station Access Improvement Plan.
- Pentagon City Capacity Enhancement Study.
- West Falls Church Pedestrian Connection.
- Regional Transit System Plan.

Planned Activities

- Planning for new transit services in high priority corridors.
- Station access and capacity improvements.
- Planning in support of joint development.
- Regional system planning.


 Project Manager's Signature _____ Elizabeth Mcelhenny

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Station Alarm/Chem Sensors
ID: CL_ALARM

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Nicolas Dimitracopoulos

Useful Life
Years:

Project Description

Relocation of existing protect chemical detection sensors from station trackbed to approved locations accessible for maintenance. Installation of qualitative alarm and monitoring bi-directional amplifiers.

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	3,991.2	-	-	3,991.2
Expended	-	-	-	2,357.7	-	-	2,357.7
Unexpended	-	-	-	1,633.5	-	-	1,633.5
FY2011 Expenditure Forecast							1,527.9
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	3,991.2	-	-	3,991.2
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	3,991.2	-	-	3,991.2

Operating Impact

Will result in a reduction to operating cost.

FY2011 Deliverables

- Complete sensor relocation at 13 center platform stations.
- Complete alarm systems for bi-directional amplifiers.

Planned Activities

- Relocation of existing Protect sensors and validation.
- Install, test and made operational the monitoring bi-directional amplifiers to include all subcomponents.


 Project Manager's Signature Nicolas Dimitracopoulos

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Bus Gar Security Upgrade
ID: CL_BGSU

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years:

Project Description

This project is for bus garage security upgrade such as closed circuit television system with analytic perimeter control, lighting, access control and guard booth. The project also includes engineering design for Bladensburg, Landover and Four Mile Run bus garages.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	3,000.0	-	-	3,000.0
Expended	-	-	-	1,892.6	-	-	1,892.6
Unexpended	-	-	-	1,107.4	-	-	1,107.4
FY2011 Expenditure Forecast							1,393.6
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	3,000.0	-	-	3,000.0
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	3,000.0	-	-	3,000.0

Operating Impact

Increases maintenance costs for camera maintenance and custodial/plumbing maintenance of guard booths.

FY2011 Deliverables

- Complete installation of closed circuit television system with analytic perimeter control at Bladensburg.
- Install closed circuit television system with analytic perimeter control at Landover and Epass capabilities at Landover entrance.

Planned Activities

- Complete installation of closed circuit television system with analytic perimeter control at Bladensburg.
- Complete installation of exterior fencing, guard booth with access control and closed circuit television system with analytic perimeter control at Landover.



Project Manager's Signature

Diana Bowdry

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Bus Body and Paint Shop
ID: CL_BODY

Management Information

Sponsor Department: ESVC
 Managing Department: ESVC
 Project Manager: Diana Bowdry

Useful Life
 Years:

Project Description

This project will reconfigure space at Carment Turner Facility for a bus body shop with paint booths.

Dollars in Thousands

Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		-	-	-	21,400.0	-	-	21,400.0
Budget		-	-	-	21,400.0	-	-	21,400.0
Expended		-	-	-	4,017.9	-	-	4,017.9
Unexpended		-	-	-	17,382.1	-	-	17,382.1
FY2011 Expenditure Forecast								19,985.2
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		-	-	-	21,400.0	-	-	21,400.0
Miscellaneous		-	-	-	-	-	-	-
TIIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	-	-	-	-
Grand Total		-	-	-	21,400.0	-	-	21,400.0

Operating Impact

Increased operating expenses for material and staffing will result from additional equipment maintenance, phones, fire alarm, gas detection, computers, cleaning, and electrical power.

FY2011 Deliverables

- Construct structural foundation, walls, roof, and drainage system.
- Install new sprinkler system and HVAC system.
- Replace lighting, compressed air and gas distribution systems, plumbing, vehicle exhaust, fluid service, electrical distribution system.

Planned Activities

- Complete facility and turnover to Bus Maintenance by Spring of 2012.



Project Manager's Signature

Diana Bowdry

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Bus Engine Fluid Alert System
ID: CL_BSEF

Management Information

Sponsor Department: BUS
Managing Department: IT
Project Manager: Robert Kramer

Useful Life
Years: 20

Project Description

Installation of Bus Engine Fluid Alert System

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	1,500.0	-	-	1,500.0
Expended	-	-	-	-	-	-	-
Unexpended	-	-	-	1,500.0	-	-	1,500.0
FY2011 Expenditure Forecast							1,500.0
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	1,500.0	-	-	1,500.0
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	1,500.0	-	-	1,500.0


Operating Impact

FY2011 Deliverables

- Phase 1 implement Bladensburg, Landover, Montgomery, Southern Ave., Northern, Western, and Royal Street bus garage.

Planned Activities

- Maintenance yards.
- Ship FMS equipments.
- FMS electrical installation.
- System training.
- FMS testing.
- Move GMS to production by garage.


Project Manager's Signature _____ Robert Kramer

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Bus Real-Time, Route and Schedule
ID: CL_BSRT

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Adam Young

Useful Life
Years:

Project Description

Bus real-time, Route and schedule systems

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget		-	-	-	3,000.0	-	-	3,000.0
Budget		-	-	-	3,000.0	-	-	3,000.0
Expended		-	-	-	335.2	-	-	335.2
Unexpended		-	-	-	2,664.8	-	-	2,664.8
FY2011 Expenditure Forecast								2,734.3
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Funds	Federal	-	-	-	3,000.0	-	-	3,000.0
	Miscellaneous	-	-	-	-	-	-	-
	TIIF	-	-	-	-	-	-	-
	State & Local	-	-	-	-	-	-	-
	Operating	-	-	-	-	-	-	-
Grand Total		-	-	-	3,000.0	-	-	3,000.0


Operating Impact

FY2011 Deliverables

- BPR: Scheduling and OPS operational review for implementation.
- Improve rail scheduling process.
- Integrate with ACS Orbital, Clever Devices system.
- WMATA work practices operational review, in terms of line based or route based scheduling
- FX Interface software for data exchange between Trapeze FX, OrbCAD, and Clever BusTool.
- Trapeze OPS-MON interface for ACS, to be provided directly to WMATA.
- Revised training program plan and training courses
- Implement automated driver sign-on and self service for daily assignments.
- Develop new reports and redesign some of the existing reports for better management reporting.
- Train IT for internal Trapeze support.

Planned Activities

- Upgrade trapeze to version 9.
- Business process review and implementation.
- Training, upgrade and integration.
- Trapeze FX interface.
- Trapeze OPS interface (MON).
- Trapeze ATIS data loader.
- OPS sign-in terminal.
- Custom reports bus infrastructure review.


Project Manager's Signature Adam Young

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Emergency Tunnel Evacuation Carts
ID: CL_CART

Management Information

Sponsor Department: MTPD/OEM
Managing Department: MTPD/OEM
Project Manager: Charles Biro

Useful Life
Years:

Project Description

Procure 20 additional Emergency Tunnel Evacuation Carts (ETECs), rehab approx. 44 ETECs, procure ETEC spare parts; and procure Storage Cabinets for at least 2 ETECs/cabinets in every Metrorail station at end of platforms for first responders.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	836.3	-	-	836.3
Expended	-	-	-	743.1	-	-	743.1
Unexpended	-	-	-	93.2	-	-	93.2
FY2011 Expenditure Forecast							345.4
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	836.3	-	-	836.3
Miscellaneous	-	-	-	-	-	-	-
TIIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	836.3	-	-	836.3

Operating Impact

Additional equipment will require additional operational support.

FY2011 Deliverables

- ETEC cabinets with roll up doors, additional repaired carts to be returned to service, and misc. spare parts.

Planned Activities

- Install remaining ETEC cabinets, receive spare parts, and contract closeout.

FOR 
Project Manager's Signature Charles Biro

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: 60-Ton Crane for Track Work
ID: CL_CRNE

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Wesley Albright

Useful Life

Years: Various

Project Description

Procure a 35 ton track maintenance railroad crane with a 40 foot length flat car for counterweight to be used throughout the Metrorail system.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	4,000.0	-	-	4,000.0
Expended	-	-	-	-	-	-	-
Unexpended	-	-	-	4,000.0	-	-	4,000.0
FY2011 Expenditure Forecast							4,000.0
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	4,000.0	-	-	4,000.0
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	4,000.0	-	-	4,000.0

Operating Impact

FY2011 Deliverables

Planned Activities

- Crane for Track Work (FY 2012).



Project Manager's Signature

Wesley Albright

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Sensitive Data Protection Tech
ID: CL_DATA

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Victor Iwugo

Useful Life
Years:

Project Description

Improve the IT enterprise infrastructure pertaining to confidentiality, integrity and accountability for Metro's sensitive data through contract services and the purchase and installation of hardware and software. This project deploys industry standard technologies to insure that only pre-approved people can access sensitive information originating at WMATA.

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	3,511.2	-	-	3,511.2
Expended	-	-	-	1,461.8	-	-	1,461.8
Unexpended	-	-	-	2,049.4	-	-	2,049.4
FY2011 Expenditure Forecast							3,318.3
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	3,511.2	-	-	3,511.2
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	3,511.2	-	-	3,511.2
Grand Total	-	-	-	3,511.2	-	-	3,511.2

Operating Impact

FY2011 Deliverables

- Conduct risk assessment on data center and infrastructure systems.
- Conduct risk assessment on network and communications systems.
- Conduct risk assessment on enterprise applications systems.
- Conduct risk assessment on data center and infrastructure systems.
- Identify management and user provisioning systems.

Planned Activities

- Conduct Risk Assessment on Data Center and Infrastructure system
- Conduct risk assessment on network and communications systems.
- Conduct risk assessment on enterprise applications systems.
- Conduct risk assessment on data center and infrastructure systems.
- Identify management and user provisioning systems.


 Project Manager's Signature Victor Iwugo

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Document Management System
ID: CL_DOCU

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Bill Burcham

Useful Life
Years: 6

Project Description

Development of a Document Management System.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	750.0	-	-	750.0
Expended	-	-	-	430.7	-	-	430.7
Unexpended	-	-	-	319.3	-	-	319.3
FY2011 Expenditure Forecast							433.3
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	750.0	-	-	750.0
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	750.0	-	-	750.0

Operating Impact

None

FY2011 Deliverables

- Development of the to-be information architecture for bus.

Planned Activities

- No activities scheduled after FY 2011.


Project Manager's Signature Bill Burcham

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Additional SmarTrip Machine
ID: CL_FARE

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life
Years:

Project Description

Upgrade approximately 100 Farecard Vending Machines to full Express Vendor configuration.

Budget & Funding							
<i>Dollars in Thousands</i>							
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	2,220.8	-	-	2,220.8
Expended	-	-	-	2,012.4	-	-	2,012.4
Unexpended	-	-	-	208.5	-	-	208.5
FY2011 Expenditure Forecast							3,336.2
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	2,220.8	-	-	2,220.8
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	2,220.8	-	-	2,220.8

Operating Impact

Maintenance needed for this upgrade will be offset by the savings from reduced magnetic cards. Upgrade of standard vendors to express vendors compatible with the SmarTrip cards will help alleviating patron congestion on mezzanines.

FY2011 Deliverables

- Resolve contractual issues and close out contract.

Planned Activities

- Resolve contractual issues and close out contract.



Project Manager's Signature

Diana Bowdry

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Financial System Integration
ID: CL_FNSY

Management Information

Sponsor Department: DGMA
Managing Department: DGMA
Project Manager: Naheed Monower

Useful Life
Years: 5

Project Description

This project will replace, update and integrate software that support corporate and financial control of operations such as accounting, treasury, budget, cash management, human capital management, procurement, and vendor relationships. This project is essential for Metro to meet its fiscal duty to maintain sufficient controls to manage its financial operations.

Budget & Funding

<i>Dollars in Thousands</i>							
Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	5,000.0	-	-	5,000.0
Expended	-	-	-	256.8	-	-	256.8
Unexpended	-	-	-	4,743.2	-	-	4,743.2
FY2011 Expenditure Forecast							4,691.9
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	5,000.0	-	-	5,000.0
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	5,000.0	-	-	5,000.0

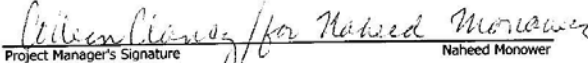
Operating Impact

FY2011 Deliverables

- Re-architecture and upgrade of various modules of PeopleSoft Financials to version 9.1.
- System upgrade of Accounts Receivable, Payable, General Ledger, Cash Management, Billing, Purchasing, Strategic Sourcing, and Asset Management.
- New implementation of Commitment Control in budgeting, Project Costing, Grants Management, and Customer Contracts.
- Re-architecture of integration between PeopleSoft and Maximo.
- New business process for project costing and grants management.
- Revised business process and workflow for procurement function.

Planned Activities

- Upgrade Metro's Human Capital Management system to current version to align with re-architected business processes.
- Upgrade the technical infrastructure (Operating systems, databases, middleware, and hardware).
- Replace the legacy training system with an integrated learning management system to incorporate training and reporting requirements.
- Automate Metro's paper-intensive employee performance management system.
- Enable Metro's data warehousing capabilities with establishment of a corporate data warehouse.
- Provide the treasury department with tools to automate cash forecasting.
- Provide the procurement department with tools for vendor and solicitation management.


Project Manager's Signature Naheed Monower

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Heavy-Duty Track Equipment
ID: CL_HDTE

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Wesley Albright

Useful Life
Years: Various

Project Description

Purchase heavy duty track equipment: prime movers to be utilized as a work train prime mover to perform snow removal and contact rail deicing, and also perform replacement/repair of rail; provide supply for hydraulic, pneumatic tools, and other wayside related maintenance.

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	10,510.6	-	-	10,510.6
Expended	-	-	-	706.0	-	-	706.0
Unexpended	-	-	-	9,804.6	-	-	9,804.6
FY2011 Expenditure Forecast							11,564.5
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	10,510.6	-	-	10,510.6
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	10,510.6	-	-	10,510.6
Grand Total	-	-	-	10,510.6	-	-	10,510.6

Operating Impact

FY2011 Deliverables

- Procure excavator, scissor lift flatbed, 45 ton non-railbond crane, 4x4 tampers, lubrication truck, scalfire, hi-rail inspection trucks, and prime mover.

Planned Activities

- Drain cleaning prime mover (FY 2012).



 Project Manager's Signature Wesley Albright

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Upgrade 3 Oldest Stations
ID: CL_INRB

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Hitendra Patel

Useful Life
Years:

Project Description

Rehabilitate the oldest Judiciary Square, Union Station and Rhode Island Avenue stations and systems to include upgrade of passenger announcement systems and closed circuit televisions, automatic train control systems, station signage, and traction power substations; replacement of skylight at Rhode Island Ave; rehabilitation of air conditioning at Judiciary Square; rehabilitation of restrooms, floors and doors at all three.

		<i>Dollars in Thousands</i>						
Budget & Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget								
Budget		-	-	-	17,900.0	-	-	17,900.0
Expended		-	-	-	332.0	-	-	332.0
Unexpended		-	-	-	17,568.0	-	-	17,568.0
FY2011 Expenditure Forecast								17,520.7
Funding		FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal		-	-	-	17,900.0	-	-	17,900.0
Miscellaneous		-	-	-	-	-	-	-
TIF		-	-	-	-	-	-	-
State & Local		-	-	-	-	-	-	-
Operating		-	-	-	17,900.0	-	-	17,900.0
Grand Total		-	-	-	17,900.0	-	-	17,900.0

Operating Impact

Upgrade of public address and closed circuit televisions will add additional speakers and cameras resulting in increased operating costs.

FY2011 Deliverables

- Upgrade and replace passenger announcement system and closed circuit television system at Rhode Island, Union and Judiciary Square Stations.
- Start replacing relays with microprocessors for vital and non-vital circuits at three train control rooms.
- Upgrade station signage at Rhode Island Ave, Union and Judiciary Square Stations.
- Upgrade and replace platform canopy skylight system at Rhode Island Ave Station.
- Improve air conditioning system at Judiciary Square Station.
- Begin upgrade of equipment at traction power substations.
- Renovate rest rooms and replace floorings of service rooms at Rhode Island Ave, Union and Judiciary Square Stations.
- Replace Waterproofing at traction power substation of Union Station.

Planned Activities

- Replace/upgrade three oldest stations under Red Line Rehabilitation Contract.
- Replace/upgrade system at stations between Stadium Armory and National Airport under Orange-Blue Line Rehabilitation contract.


 Project Manager's Signature Hitendra Patel

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Kiosk and Train Control Computer
ID: CL_KTCC

Management Information

Sponsor Department: TSSM
 Managing Department: TSSM
 Project Manager: Gairy Johnson

Useful Life

Years:

Project Description

Replace touch screen monitors and computer kiosks that are no longer functioning properly. This project is for the purchase of hardware for all kiosks at every station, which will provide reliable real-time information exchange between operations and safety services, station managers, maintenance staff, and train control room staff.

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	356.8	-	-	356.8
Expended	-	-	-	291.8	-	-	291.8
Unexpended	-	-	-	65.0	-	-	65.0
FY2011 Expenditure Forecast							44.8
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	356.8	-	-	356.8
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	356.8	-	-	356.8

Operating Impact

Installation of the new touch screen monitors will result in a reduction in the number of service calls for Communication technicians and provide better viewing capabilities for the station managers.

FY2011 Deliverables

- Installation of one hundred seventy-five (175) touch screen monitors.

Planned Activities

- Installation of one hundred seventy-five (175) touch screen monitors.



 Project Manager's Signature Gairy Johnson

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Heavy Duty Locomotives for Maintenance
ID: CL_LOCO

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Clay Bunting

Useful Life

Years: Various

Project Description

Replace four prime movers.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	4,998.9	-	-	4,998.9
Expended	-	-	-	-	-	-	-
Unexpended	-	-	-	4,998.9	-	-	4,998.9
FY2011 Expenditure Forecast							7,500.0
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	4,998.9	-	-	4,998.9
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	4,998.9	-	-	4,998.9

Operating Impact

FY2011 Deliverables

- Procure four prime movers.

Planned Activities

- Procure prime movers.


Project Manager's Signature Clay Bunting

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Metro Center Sales Office Replacement
ID: CL_MCSCO

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years:

Project Description

Replace the existing Metro Center Sales Office which has six sales windows with a new sales office that will have 10 sales windows, upgraded security, closed circuit television, work space and administrative support areas.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	1,200.0	-	-	1,200.0
Expended	-	-	-	75.8	-	-	75.8
Unexpended	-	-	-	1,124.2	-	-	1,124.2
FY2011 Expenditure Forecast							1,109.0
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	1,200.0	-	-	1,200.0
Miscellaneous	-	-	-	-	-	-	-
TIIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	1,200.0	-	-	1,200.0
Grand Total	-	-	-	1,200.0	-	-	1,200.0

Operating Impact


Additional sales office area will require more phones, cameras, electric power usage, computers and cleaning, resulting in additional operating expenses for staffing and maintenance.

FY2011 Deliverables

- Finalize design package.
- Fabricate sales office.
- Install sales office.

Planned Activities

- Complete installation of new sales office.



Project Manager's Signature

Diana Bowdry

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Update Platform Real-Time Sign
ID: CL_PIDS

Management Information

Sponsor Department: IT
Managing Department: IT
Project Manager: Robert Gholston

Useful Life
Years: 10

Project Description

Passenger Facilities -update platform real-time system.

Budget & Funding		<i>Dollars in Thousands</i>						
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Budget	-	-	-	2,500.0	-	-	2,500.0	
Expended	-	-	-	-	-	-	-	
Unexpended	-	-	-	2,500.0	-	-	2,500.0	
FY2011 Expenditure Forecast							2,500.0	
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total	
Federal	-	-	-	2,500.0	-	-	2,500.0	
Miscellaneous	-	-	-	-	-	-	-	
TIF	-	-	-	-	-	-	-	
State & Local	-	-	-	-	-	-	-	
Operating	-	-	-	2,500.0	-	-	2,500.0	
Grand Total	-	-	-	2,500.0	-	-	2,500.0	

Operating Impact

FY2011 Deliverables

- Upgrade central server contract award.
- New sign interface.
- Test and development system.
- Jackson Graham Building and Carmen Turner Facility core systems.
- Upgraded sign interface installation.

Planned Activities

- Passenger Information Display System (PIDS) sign interface development.
- Test and development server system configuration.
- Central server core system configuration.
- Station sign interface deployment.


Project Manager's Signature _____ Robert Gholston

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Communication Equipment for OCC
ID: CL_POCC

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years:

Project Description

This project funds upgrade of Operations Control Center (OCC) components at the Carmen Turner Facility (CTF) from a back-up facility to the primary OCC. The scope includes procurement, installation and testing of projectors, NTSB recommended voice recorders and miscellaneous electrical work to support upgrade.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	3,000.0	-	-	3,000.0
Expended	-	-	-	2,276.3	-	-	2,276.3
Unexpended	-	-	-	723.7	-	-	723.7
FY2011 Expenditure Forecast							660.9
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	3,000.0	-	-	3,000.0
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	3,000.0	-	-	3,000.0

Operating Impact

FY2011 Deliverables

- OCC projection system with integrated command center audio/visual communications system.
- Conversion of CTF from Baltimore Gas & Electric power to PEPCO power.

Planned Activities

- Complete final testing and personnel training for operation of the OCC projection system.
- Furnish and install new power equipment (transformers, switchgears, etc) and a power facility to convert CTF to PEPCO power.


 Project Manager's Signature Diana Bowdry

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Replacement of Crumbling Platforms
ID: CL_PTFM

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Hitendra Patel

Useful Life

Years:

Project Description

Replace deteriorated sections of platform edge slab and replace platform tiles at Shady Grove and Rockville Stations.

Budget & Funding		<i>Dollars in Thousands</i>					
	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	16,000.0	-	-	16,000.0
Expended	-	-	-	2,315.8	-	-	2,315.8
Unexpended	-	-	-	13,684.2	-	-	13,684.2
FY2011 Expenditure Forecast							15,949.1
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	16,000.0	-	-	16,000.0
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	16,000.0	-	-	16,000.0
Grand Total	-	-	-	16,000.0	-	-	16,000.0

Operating Impact

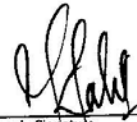
Do not expect an increase maintenance costs. Life cycle cost should better that of current tiles. Liability due to slip and fall may decrease because of better slip resistance.

FY2011 Deliverables

- Remove deteriorated platform structural slab in 8'-4" sections and replace with new slab at Rockville and Shady Grove stations.
- Begin installation of granite edge and replace existing quarry tiles with concrete pavers.

Planned Activities

- Replace six other crumbling platform under Red Line Rehabilitation contract and four platforms under Orange-Blue Line Rehabilitation contract.



Project Manager's Signature

Hitendra Patel

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Power Tool Equipment Replacement
ID: CL_PWTL

Management Information

Sponsor Department: TSSM
 Managing Department: TSSM
 Project Manager: Clay Bunting

Useful Life
 Years: 30

Project Description

Replacement of rail saws, rail drills, generators, man lifts, stake body trucks, fuel truck, and carry all utility vehicle.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	1,660.5	-	-	1,660.5
Expended	-	-	-	1,335.5	-	-	1,335.5
Unexpended	-	-	-	325.1	-	-	325.1
FY2011 Expenditure Forecast							331.4
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	1,660.5	-	-	1,660.5
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	1,660.5	-	-	1,660.5

Operating Impact

FY2011 Deliverables

- Stake body trucks.

Planned Activities

- Procure rail saws, rail drills, generators, man lifts, stake body trucks, fuel truck, and carry all utility vehicle.


 Project Manager's Signature Clay Bunting

**Washington Metropolitan Area Transit Authority
 Capital Program**

Project: Bus Replacement Components
ID: CL_RPBL

Management Information

Sponsor Department: BMNT
 Managing Department: BMNT
 Project Manager: Welt, Darin R.

Useful Life
 Years: 5

Project Description

This project provides the components necessary to maintain the bus fleet. The bus components to be purchased are needed to replace the repairable supply of replacement items such as fare box assemblies, radiator assemblies, alternators, and driver seats when the core is beyond economical repair or when the composition of the fleet changes.

<i>Dollars in Thousands</i>							
Budget & Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	2,673.1	-	-	2,673.1
Expended	-	-	-	2,487.4	-	-	2,487.4
Unexpended	-	-	-	185.7	-	-	185.7
FY2011 Expenditure Forecast							310.6
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	2,673.1	-	-	2,673.1
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	2,673.1	-	-	2,673.1

Operating Impact

None. These parts and assemblies keep buses in service.

FY2011 Deliverables

- Compete procurement and delivery of remaining bus repairables.

Planned Activities

- No activities scheduled after FY 2011.


 Project Manager's Signature Welt, Darin R.

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Bus Garage Facilities Repairs
ID: CL_RTRM

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Useful Life

Years:

Project Description

Rehabilitate operators' and mechanics' locker/rest rooms at Bladensburg, Landover, Four Mile Run, Montgomery and Western bus divisions. Landover and Western are done by PLNT with in-house staff. The renovation includes new fixtures, new ceiling, new carpets/tiles, A/C and heating system, bathroom fixtures, showers and lockers.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	7,600.0	-	-	7,600.0
Expended	-	-	-	4,274.4	-	-	4,274.4
Unexpended	-	-	-	3,325.6	-	-	3,325.6
FY2011 Expenditure Forecast							3,592.1

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	7,600.0	-	-	7,600.0
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	7,600.0	-	-	7,600.0

Operating Impact

Upgrade will have negligible effect on the operating budget and new replacement will result in slightly less maintenance.

FY2011 Deliverables

- Complete Bladensburg locker/rest rooms.
- Complete Four Mile Run locker/rest rooms.
- Complete Montgomery locker/rest rooms.
- Complete Landover locker/rest rooms.

Planned Activities

- Complete Bladensburg, Four Mile Run, Montgomery, Landover, and Western lockers and rest rooms.



Project Manager's Signature

Diana Bowdry

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Replacement of SE Bus Garage
ID: CL_SEGR

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Edward Shepperson

Useful Life

Years:

Project Description

Replace the Southeastern Bus Garage, which was built in 1922, with a facility to be built at DC Village.

Budget & Funding							
<i>Dollars in Thousands</i>							
Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	30,000.0	-	-	30,000.0
Expended	-	-	-	1,466.1	-	-	1,466.1
Unexpended	-	-	-	28,533.9	-	-	28,533.9
FY2011 Expenditure Forecast							29,319.6
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	30,000.0	-	-	30,000.0
Miscellaneous	-	-	-	-	-	-	-
TIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	30,000.0	-	-	30,000.0


Operating Impact

FY2011 Deliverables

- Complete demolition and site preparation of DC Village Site to accommodate the new Southeastern Bus Garage.
- Coordinate with Washington Gas for the installation of a high pressure gas line for CNG fueling of buses.
- Award and issue notice-to-proceed for the design/build contract.
- Complete final design and issue construction documents for the new garage.

Planned Activities

- Complete construction and commissioning of the new facility and begin bus revenue operations out of the new garage.
- Procure and install CNG fueling equipment.


 Project Manager's Signature _____ Edward Shepperson

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Track Pad/Shock Absorber Rehab
ID: CL_TPAD

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Clay Bunting

Useful Life

Years:

Project Description

Rehabilitate the track structure grout/plinth pads.

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	1,030.0	-	-	1,030.0
Expended	-	-	-	899.5	-	-	899.5
Unexpended	-	-	-	130.5	-	-	130.5

FY2011 Expenditure Forecast

162.9

Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	1,030.0	-	-	1,030.0
Miscellaneous	-	-	-	-	-	-	-
TIIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	1,030.0	-	-	1,030.0

Operating Impact

FY2011 Deliverables

- Project completed.

Planned Activities

- No activities scheduled after FY 2011.



Project Manager's Signature

Clay Bunting

**Washington Metropolitan Area Transit Authority
Capital Program**

Project: Track Welding Program to Repair
ID: CL_WELD

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Useful Life

Years: Various

Project Description

This project employs flash butt welding, which 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 bucking and pull-aparts (thus reducing delays and shut-downs).

Budget & Funding

Dollars in Thousands

Budget	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Budget	-	-	-	3,900.0	-	-	3,900.0
Expended	-	-	-	360.1	-	-	360.1
Unexpended	-	-	-	3,539.9	-	-	3,539.9
FY2011 Expenditure Forecast							3,681.9
Funding	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Federal	-	-	-	3,900.0	-	-	3,900.0
Miscellaneous	-	-	-	-	-	-	-
TIIF	-	-	-	-	-	-	-
State & Local	-	-	-	-	-	-	-
Operating	-	-	-	-	-	-	-
Grand Total	-	-	-	3,900.0	-	-	3,900.0

Operating Impact

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

FY2011 Deliverables

- Weld open joints.

Planned Activities

- No activities scheduled after FY 2011.


Project Manager's Signature

Michael Brown

Table A.8
Summary of Inactive Capital Projects
(Dollars in Thousands)

Project ID	Project	Budget	Expended	Unexpended
CC_ALEX	Alexandria Yard EA	200.0	94.1	105.9
CC_ARLG	Arlington County Project Mgmt.	900.0	780.3	119.7
CC BALL	Ballston Station Improvements	14,763.4	14,487.2	276.2
CC_BSGN	Bus Stop Signs 600 in Fairfax	96.0	-	96.0
CC_BWYD	Brentwood Yard Expansion - PE	2,390.3	2,339.0	51.3
CC_CLAR	Clarendon Station Improvements	360.8	148.1	212.7
CC_COLL	College Park Parking Structure	17,310.0	17,306.6	3.4
CC_CONV	DC Convention Center	30,304.5	29,872.1	432.4
CC_DUPT	Dupont Circle Artwork	112.0	111.7	0.3
CC_FRLK	Fair Lakes Shuttle	857.0	-	857.0
CC_FRNC	Franc./Spring. Park.	16,609.0	16,600.7	8.3
CC_GBYD	Greenbelt Yard Expansion - PE	1,828.8	1,765.4	63.3
CC_KING	King Street Stat. Improvements	16,389.0	16,349.0	40.0
CC_MINN	Minn. Ave. Public Hearing	50.0	20.4	29.6
CC_NAVY	Navy Yard Station Modification	20,000.0	19,499.1	500.9
CC_NCAR	New Carrollton Parking Garage	22,417.4	22,417.1	0.3
CC_SGYD	Shady Grove Yard Exp. - PE	2,247.9	2,212.6	35.3
CC_SHIR	Shirlington Bus Station	5,096.2	5,074.3	21.9
CC_SLVR	Silver Spring South Entrance	400.0	261.3	138.7
CC_TAGS	TAGS buses	611.3	498.0	113.3
CC_UROW	Union Row: U Str/Cardozo Stn	1,500.0	1,008.7	491.3
CC_VGMU	Vienna/Fairfax-GMU Parking	1,000.0	733.5	266.5
CC_VIEN	Vienna Parking Structure	27,100.0	26,163.5	936.5
CC_VIEW	U St Stat 14 St Bus Access Imp	500.0	480.7	19.3
CC_VSPH	Vienna Station Improvements by Pulte Horr	60.0	48.5	11.5
CC_WOAK	FDA Transit Cen. at White Oak	308.0	71.0	237.0
CC_YELL	Yellow Line Extension	1,500.0	609.1	890.9
CD_DCAA	DC Alternative Analysis	7,008.5	7,008.3	0.2
CH_DCNC	Woodley Park/Zoo Name Change	219.3	218.6	0.7
CH_GRGE	Georgetown Streetscape	1,455.0	1,411.9	43.1
CH_LRGO	Largo Blue Line Ext. Pre. Engr	10,397.3	10,198.0	199.2
CH_MARC	Rockville MARC ADA	50.0	21.0	29.0
CH_MCIA	MCI Arena	18,384.4	18,096.4	288.1
CH_MDNC	MD Sta. Name Ch./Enhancements	514.4	304.3	210.0
CH_NAIR	National Airport North Mezz.	4,960.7	4,510.3	450.5
CH_PMAC	Potomac Yards	228.1	187.1	41.0
CH_SHDY	Shady Grove Parking II	60.0	-	60.0
CH_SHRL	Shirlington Garage Des. Study	7.0	6.8	0.2
CH_TBLZ	DC Station Trailblazer Signs	130.8	93.9	36.8
CH_VANC	VA Sta. Name Ch./Enhancements	779.9	774.5	5.4
	Total	229,107.2	221,783.0	7,324.2

Table A.9
Information Technology Plan of Contact

CIP	Project Description	Office	Funding Type	Description	FY11 Estimated Value
CIP043	Bus Rail Asset Management	APPS	Capital	Maximo - Bus & Rail Asset Management Support Software & Installation	\$900,000
CIP043	Bus Operations Support Software	APPS	Capital	Bus Systems High Availability - Procurement of hardware/software & services to assure high reliability.	\$470,000
CIP043	Bus Operations Support Software	APPS	Capital	Upgrade Orbcad to current release.	\$450,000
CIP043	Bus Operations Support Software	APPS	Capital	Procurement of systems required to complete migration to CTF BOCC.	\$450,000
CIP044	Business Process Reengineering	BPR	Capital	Software Trainer - Continues current support for training on Safety and RTW applications pending conversion of resource to FTE	\$48,000
CIP044	Customer & Regional Integration	PMO	Capital	Consultant services for Customer & Regional Integration - Service Oriented Architecture.	\$850,000
CIP044	Customer & Regional Integration	PMO	Capital	Consultant services for Customer & Regional Integration - Basic Ordering Agreement.	\$810,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Data Center Supported Critical Business Applications - Staff Augmentation	\$400,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consultant services for Disaster Recovery Failover Testing - Server Consolidation	\$175,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Data Center Supported Critical Business Applications - SAN Infrastructure Augmentation	\$100,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consulting Services - Disaster Recovery Implementation Plan - SAN Infrastructure Augmentation	\$100,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Hardware and consultant services for IT Infrastructure Upgrade - pSeries Upgrade to Power7	\$801,961
CIP045	Data Centers and Infrastructures	DCI	Capital	Hardware and consultant services for IT Infrastructure Upgrade - SAN Infrastructure Augmentation	\$445,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consultant services for Disaster Recovery Failover Testing - SAN Storage Augmentation	\$350,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consultant services for Disaster Recovery Failover Testing - Virtual Servers Disaster Recovery Tools	\$200,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consultant services for Disaster Recovery Failover Testing - Active Directory & Exchange Auditing and Management Tools	\$200,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consultant services for best practices policies and procedures development and implementation - San Infrastructure Upgrade	\$400,000
CIP045	Data Centers and Infrastructures	DCI	Capital	IT Infrastructure Upgrade - Hardware for SmartTrip Disaster Recovery Infrastructure	\$1,200,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consulting Services - Disaster Recovery Implementation Plan - Microsoft Exchange - 2010 upgrade and disaster recovery	\$400,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consultant services for Disaster Recovery Failover Testing - Staff Augmentation	\$75,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Data Center Supported Critical Business Applications - Server Consolidation	\$500,000
CIP045	Data Centers and Infrastructures	DCI	Capital	Consulting Services - Disaster Recovery Implementation Plan - Server Hardware Replacement	\$400,000
CIP046	Document Management System	PMO	Capital	Hardware, software, and consultant services for implementation of the Document Management Architecture for two offices of WMATA.	\$1,500,000
CIP047	Enterprise Geographic Information System	EWPG	Capital	Consultant services for GIS Application/Web service development and training, including data maintenance tools and software interfaces to other WMATA apps.	\$70,000
CIP047	Enterprise Geographic Information System	EWPG	Capital	GIS hardware and software expansion/capital replacement	\$60,000
CIP047	Enterprise Geographic Information System	EWPG	Capital	Consultant services for acquisition/conversion/integration of WMATA data on safety incidents, infrastructure, ridership, real estate, rail station detail, building interiors, and 2010 census data/maps.	\$60,000
CIP048	Sensitive Data Protection Technology	MITIS	Capital	Hardware, software, and consultant services for Enterprise Security Zones, Payment Card Industry Migration, Enterprise Database Monitoring and Identity Management.	\$2,150,000
CIP049	Management Support Software	APPS	Capital	Upgrade and enhancements to PeopleSoft modules including rollout of next generation.	\$100,000

Table A.9
Information Technology Plan of Contact (Continued)

CIP	Project Description	Office	Funding Type	Description	FY11 Estimated Value
CIP050	Metro IT OneStop and Office Automation - IT Helpdesk	DCI	Capital	Hardware, software, and consultant services for knowledge base, automated password reset, and remote control technology for Help Desk operations.	\$750,000
CIP050	Metro IT OneStop and Office Automation - IT Helpdesk	DCI	Capital	Consultant services to identify, develop, and implement best practice business analytics capabilities for Help Desk operations.	\$600,000
CIP050	Metro IT OneStop and Office Automation - IT Helpdesk	DCI	Capital	Consultant services to identify, develop, and implement best practice customer outreach strategy and processes.	\$100,000
CIP050	Data Centers and Infrastructures	DCI	Capital	Consultant services for Disaster Recovery Implementation Plan - Staff Augmentation	\$100,000
CIP052	Network and Communications	NCS	Capital	General Retrofits -The network electronics included in this cost estimate will replace aging network electronics throughout the WMATA legacy network in rail yards and ancillary administrative offices. These areas are not covered for network retrofit.	\$684,000
CIP052	Network and Communications	NCS	Capital	MetroNet Enhancements -The network electronics provide for the implementation of a point-to-multipoint layer 2 tunneling infrastructure in the Metronet network to provide for inter-data center layer 2 capabilities.	\$747,000
CIP052	Network and Communications	NCS	Capital	Cabling & wireless for Admin locations - The copper cabling/jacks (cat 6) and the wireless network electronics are intended to provide enhanced networking services to administrative offices throughout the authority.	\$400,000
CIP052	Network and Communications	NCS	Capital	Network Software - The network management software is for additional network management software products and tools that will help automate network engineering management functions and provide network fault monitoring.	\$110,000
CIP052	Network and Communications	NCS	Capital	Data center enhancements - The network electronics included in this cost estimate provide enhanced bandwidth capabilities in the Authorities Data Centers in the form 10 Gigabit network interfaces. They encompass the next generation switching platform.	\$158,776
CIP052	Network and Communications	NCS	Capital	Wireless for rail stations - The wireless network electronics included in this cost estimate are intended to provide 802.11 wireless networking to each of the 87 rail stations throughout the Authority.	\$200,000
CIP053	Network Operations Center (NOC)	DCI	Capital	NOC Supported Critical Business Applications.	\$260,000
CIP054	Customer Electronic Communications & Outreach	EWPG	Capital	GOTRS enhancements	\$50,000
CIP054	Customer Electronic Communications & Outreach	EWPG	Capital	Internet Web Portal Refresh	\$300,000
CIP054	Customer Electronic Communications & Outreach	EWPG	Capital	Implement GIS Web Service for Trip Planner	\$400,000
CIP054	Customer Electronic Communications & Outreach	EWPG	Capital	Rebuild portal support tools	\$150,000
CIP054	Customer Electronic Communications & Outreach	EWPG	Capital	Emerging web priority projects	\$400,000
CIP054	Customer Electronic Communications & Outreach	EWPG	Capital	Cold Fusion upgrade to Version 9	\$150,000
CIP056	Rail Operations Support Software	APPS	Capital	Rail Operations Support Software.	\$2,200,000
				Total	\$21,424,737

Force Account Management Plan

FTA Grant Application Requirements:

In compliance with Grant Management Requirements, Circular 5010.1D, FTA review of a force account plan and justification are required where the total estimated cost of force account work to be performed under the grant is greater than \$10,000,000.

Basis for Reimbursement: To be eligible for reimbursement for force account work, the grantee must provide the following before incurring costs:

1. Justification for using grantee forces.
2. Preparation of a force account plan.
3. Description of the Scope of Work.
4. Construction plans and specifications which includes: cost estimates, schedule and budget, and proposed cooperative agreement when another public agency is involved.
5. Documentation equivalent to a sole source justification stating the basis for a determination that no private sector contractor has the expertise to perform the work. In addition, the required documentation must provide the basis for the grantee decision to use force account labor including the following information.
6. Present worth of the estimated cash drawdown for both the force account and private sector contract options. In the analysis, use the current interest rate paid on one-year Treasury Bills as the discount rate,
7. Cost of preparing documents; cost of administration and inspection; cost of labor, materials and specialized equipment; cost of overhead; and profit for private contract.
8. Unit prices for labor; materials and equipment; overhead; and profit, if applicable for private contract.
9. Certification that costs presented is fair and reasonable.
10. Analysis of force account labor availability, considering normal operations and maintenance activities as well as other programmed and existing capital projects. This must be consistent with costs of labor, material, and specialized equipment.

11. Relevant citations from labor union agreements and an analysis of how it pertains to the work in question.

WMATA Force Account Management Plan Process:

In compliance with Grant Management Requirements, Circular 5010.1D, the Office of Management and Budget Services (OMBS) conducts an annual budget call for planned expenditures and activities on all capital projects. As part of the annual budget call, project offices submit Force Account Plan data.

Project Offices will certify the cost of direct labor by WMATA office (Operations Mode 33 detailed by Capital Project).

Project Offices provide detailed staffing cost plans by project. Where necessary, plans should include overtime plans, as well as straight time by hours. Indicate projected time and labor by project (where applicable):

- ✓ internal labor by costs;
- ✓ straight time; and
- ✓ overtime

Project Offices provide justification for each project (where applicable) related to:

- ✓ Safety – Security;
- ✓ Union Agreement;
- ✓ Exclusive Expertise; and/or
- ✓ Cost Savings

OMBS staff compiles the Force Account Management Plan which is reviewed by the OMBS Director and approved by of the CFO. The Force Account Management Plan file will be maintained by OMBS.

OMBS staff will monitor Force Account expenditures on an ongoing basis and compile a quarterly report. This report will be used to work with project offices as necessary to develop a corrective action plan in any instance where expenditures vary from the Force Account Plan.

WMATA Force Account Plan - Quarterly Report
Fiscal Year 2011

Project No:	Project Name:	Plan	Actual				Project Status (Comments)	Difference
			9/30/2010	12/31/2010	3/30/2011	6/30/2011		
CIP 005	Bus Rehabilitation Program	14,000,000						14,000,000
CIP 011	Underground Storage Tank Replacement	20,000						20,000
CIP 018	Track Welding Program	996,865						996,865
CIP 019	Track Floating Slab Rehabilitation	956,868						956,868
CIP 020	Replacement of Rail Track Signage	714,377						714,377
CIP 021	Track Pad/Shock Absorber Rehabilitation	1,631,214						1,631,214
CIP 022	Track Structural Rehabilitation	1,152,286						1,152,286
CIP 023	Third Rail Rehabilitation	-						-
CIP 024	Track Rehabilitation	20,318,843						20,318,843
CIP 026	Station/Tunnel Leak Mitigation	2,679,331						2,679,331
CIP 027	Switch Machine Rehabilitation Project	414,901						414,901
CIP 031	Debit/Credit Processing Requirements	50,000						50,000
CIP 035	Bicycle & Pedestrian Facilities: Capacity Improvements	150,000						150,000
CIP 058	2000/3000 Series Rail Car Mid-Life Rehabilitation	12,000						12,000
CIP 062	6000 Series Rail Car Procurement	60,000						60,000
CIP 064	1000 Series Rail Car HVAC Rehabilitation	1,293,600						1,293,600
CIP 067	Rail Car Safety & Reliability Enhancements	379,200						379,200
CIP 072	Elevator Rehabilitation	30,000						30,000
CIP 073	Escalator Rehabilitation	70,000						70,000
CIP 077	8-Car Train Power Upgrades	464,236						464,236
CIP 078	Bladensburg Shop Reconfiguration	123,700						123,700
CIP 080	Jackson Graham Building Renovation	180,395						180,395
CIP 087	Station Rehabilitation Program	7,759,100						7,759,100
CIP 089	Track Fasteners	2,000,000						2,000,000
CIP 092	Ethernet Wiring for Rail Fare Machines	100,000						100,000
CIP 093	Integrating regional NEXTFARE System	100,000						100,000
CIP 097	Open Bankcard and Automatic Fare Collection System	300,000						300,000
CIP 106	Special Operations Division Facility	9,000						9,000
CIP 107	Rail Rehabilitation Tier 1 : Dupont to Silver Spring	4,560,804						4,560,804
CIP 110	Rail Rehabilitation Tier 1 : National Airport to Stadium	1,347,302						1,347,302
CIP 119	Bus Garage Facility Repairs Tier 1 : Western, Northern	755,145						755,145
CIP 127	Support Equipment - MTPD	4,500						4,500
CIP 133	Wayside Work Equipment	103,000						103,000
CIP 141	Cheverly Abutment	850,000						850,000
Total		\$ 63,586,667						\$ 63,586,667

WMATA Force Account Plan - Summary
Fiscal Year 2011

Project No:	Project Name:	Project Manager	Amount	Straight-time Hours	Over-time Hours
CIP 005	Bus Rehabilitation Program	Phil Wallace	14,000,000	350,000	0
CIP 011	Underground Storage Tank Replacement	Diana Bowdry	20,000	237	152
CIP 018	Track Welding Program	Michael Brown	996,865	15,360	3,400
CIP 019	Track Floating Slab Rehabilitation	Michael Brown	956,868	18,720	625
CIP 020	Replacement of Rail Track Signage	Larry E. Lee	714,377	12,480	1,260
CIP 021	Track Pad/Shock Absorber Rehabilitation	Larry E. Lee	1,631,214	29,120	2,500
CIP 022	Track Structural Rehabilitation	Larry E. Lee	1,152,286	18,720	3,030
CIP 023	Third Rail Rehabilitation	Michael Brown	0	0	0
CIP 024	Track Rehabilitation	Michael Brown	20,318,843	220,480	131,375
CIP 026	Station/Tunnel Leak Mitigation	Larry E. Lee	2,679,331	54,080	0
CIP 027	Switch Machine Rehabilitation Project	Michael Savina	414,901	8,320	0
CIP 031	Debit/Credit Processing Requirements	Diana Bowdry	50,000	0	1,000
CIP 035	Bicycle & Pedestrian Facilities: Capacity Improvements	Kristin Haldeman	150,000	2,885	0
CIP 058	2000/3000 Series Rail Car Mid-Life Rehabilitation	Damon Cannon	12,000	200	0
CIP 062	6000 Series Rail Car Procurement	Dave Hughson	60,000	1,100	0
CIP 064	1000 Series Rail Car HVAC Rehabilitation	Jeff Thompson	1,293,600	23,500	0
CIP 067	Rail Car Safety & Reliability Enhancements	Joseph Reynolds	379,200	6,900	0
CIP 072	Elevator Rehabilitation	Jeff Griffin	30,000	260	200
CIP 073	Escalator Rehabilitation	Jeff Griffin	70,000	600	450
CIP 077	8-Car Train Power Upgrades	Richard Shiflet	464,236	5,492	3,518
CIP 078	Bladensburg Shop Reconfiguration	Arthur Noyes	123,700	1,463	937
CIP 080	Jackson Graham Building Renovation	Arthur Noyes	180,395	2,134	1,367
CIP 087	Station Rehabilitation Program	Tom Morrison	7,759,100	149,480	0
CIP 089	Track Fasteners	Douglas Gibson	2,000,000	0	26,900
CIP 092	Ethernet Wiring for Rail Fare Machines	Diana Bowdry	100,000	1,183	758
CIP 093	Integrating regional NEXTFARE System	Ramon Abramovich	100,000	2,000	0
CIP 097	Open Bankcard and Automatic Fare Collection Systems	Ramon Abramovich	300,000	6,000	0
CIP 106	Special Operations Division Facility	Jeffrey P. Delinski	9,000	200	0
CIP 107	Rail Rehabilitation Tier 1: Dupont to Silver Spring	Kenneth Spain	4,560,804	53,955	34,562
CIP 110	Rail Rehabilitation Tier 1: National Airport to Stadium Armory	Richard Shiflet	1,347,302	15,939	10,210
CIP 119	Bus Garage Facility Repairs Tier 1: Western, Northern and Landover	Arthur Noyes	755,145	8,934	5,723
CIP 127	Support Equipment - MTPD	Jeffrey P. Delinski	4,500	200	0
CIP 133	Wayside Work Equipment	Nicolas Dimitracopoulos	103,000	0	1,593
CIP 141	Chevery Abutment	John Thomas	850,000	10,000	6,500
Total			\$ 63,586,666.51	1,019,942	236,060

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Cheverly Abutment
ID: CIP 141

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: John Thomas

Project Description

Repair damage to a bridge abutment and restore track to its original alignment and install permanent stability structure for protection against future problems.

Force Account Summary

Cost:	\$	850,000
Straight Time Hours:		10,000
Overtime Hours:		6,500
Total Hours:		16,500

Justification

Safety & Security

Safety considerations drive the need for this effort. The abutment must be repaired and structurally enhanced to maintain safe operating conditions.

Union Agreement

Exclusive Expertise

Cost Savings


Project Manager's Signature

John Thomas

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Bus Rehabilitation Program
ID: CIP 005

Management Information

Sponsor Department: BUS
Managing Department: BMNT
Project Manager: Phil Wallace

Project Description

This project will provide components necessary to rehabilitate buses, including but not limited to, electrical and mechanical parts. Programs include the Bus rehab, Transmission Overhaul, Engine Overhaul, Electronic Rebuild, and Small Components Rebuild.

Force Account Summary

Cost:	\$	14,000,000
Straight Time Hours:		350,000
Overtime Hours:		-
Total Hours:		350,000

Justification

Safety & Security

Union Agreement
Project supports approximately 100 local union employees.

Exclusive Expertise

Cost Savings


Project Manager's Signature Phil Wallace

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Underground Storage Tank Replacement
ID: CIP 011

Management Information

Sponsor Department: SAFE
Managing Department: ESVC
Project Manager: Diana Bowdry

Project Description

This project will replace Underground Storage Tanks (UST) which fuel service vehicles, track equipment and buses. USTs also store engine oils, fluids. It will replace USTs at the end of their warranty periods and rehabilitate systems at their mid-life using the latest technologies available. Upgrades and replacements are required to minimize potential liabilities.

Force Account Summary

Cost:	\$	20,000
Straight Time Hours:		237
Overtime Hours:		152
Total Hours:		388

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Personnel specializes in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Track Welding Program
ID: CIP 018

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Project Description

This project will improve the electrical conductivity of the rail, eliminate joint defects, reduce noise and wear, reduce maintenance and inspection costs, and help reduce cross tie fires by reducing the number of open rail joints throughout the rail system. This is an ongoing project. Currently there are approximately 1,750 open rail joints systemwide. As a result of running rail replacement, approximately 400 new open joints are created each year. The Flash Butt welding approach enables open joints to be welded at a much faster rate. In addition, the flash butt welding process allows for thermal adjustment to our track system, reducing the occurrences of track buckling and track pull parts, thus reducing delays and shutdown.

Force Account Summary

Cost:	\$	996,865
Straight Time Hours:		15,360
Overtime Hours:		3,400
Total Hours:		18,760

Justification

Safety & Security

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

Cost Savings

Project Manager's Signature

Michael Brown

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Track Floating Slab Rehabilitation
ID: CIP 019

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Project Description

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

Force Account Summary

Cost:	\$	956,868
Straight Time Hours:		18,720
Overtime Hours:		625
Total Hours:		19,345

Justification

Safety & Security

Union Agreement

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Exclusive Expertise

Cost Savings



Project Manager's Signature

Michael Brown

**Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011**



Project: Replacement of Rail Track Signage
ID: CIP 020

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Project Description

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

Force Account Summary

Cost:	\$	714,377
Straight Time Hours:		12,480
Overtime Hours:		1,260
Total Hours:		13,740

Justification

Safety & Security

Union Agreement

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Exclusive Expertise

Cost Savings


Project Manager's signature Larry E. Lee

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



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

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Project Description

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

Force Account Summary

Cost:	\$	1,631,214
Straight Time Hours:		29,120
Overtime Hours:		2,500
Total Hours:		31,620

Justification

Safety & Security

Union Agreement

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Exclusive Expertise

Cost Savings

A handwritten signature in black ink, appearing to read 'L. E. Lee'.

Project Manager's Signature

Larry E. Lee

**Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011**



Project: Track Structural Rehabilitation
ID: CIP 022

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Project Description

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

Force Account Summary

Cost:	\$	1,152,286
Straight Time Hours:		18,720
Overtime Hours:		3,030
Total Hours:		21,750

Justification

Safety & Security

Union Agreement

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Exclusive Expertise

Cost Savings


Project Manager's Signature

Larry E. Lee

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Third Rail Rehabilitation
ID: CIP 023

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Project Description

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

Force Account Summary

Cost:	\$	-
Straight Time Hours:		-
Overtime Hours:		-
Total Hours:		-

Justification

Safety & Security

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

Cost Savings

Project Manager's Signature

Michael Brown

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Track Rehabilitation
ID: CIP 024

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Brown

Project Description

This project will fund the procurement of material and specialized equipment to facilitate the removal and installation of the track and switch panels which prevents service delays and speed restrictions. Track components require replacement when, based on industry standards, they become worn or unserviceable due to deterioration, excessive wear, or defects. TSSM rehabilitates the track infrastructure by replacing running rail, cross ties, direct fixation fasteners, third rail insulators, and turnouts annually.

Force Account Summary

Cost:	\$	20,318,843
Straight Time Hours:		220,480
Overtime Hours:		131,375
Total Hours:		351,855

Justification

Safety & Security

Union Agreement

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Exclusive Expertise

Cost Savings


Project Manager Signature

Michael Brown

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Station/Tunnel Leak Mitigation
ID: CIP 026

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Larry E. Lee

Project Description

This project will restore and maintain the structural integrity of the tunnel liners, preventing leaks and prevent the corrosion of wayside systems and equipment. Station Tunnel Leak Mitigation eliminates unsafe wet conditions for Metrorail passengers and prevents service delays resulting from water intrusion.

Force Account Summary

Cost:	\$	2,679,331
Straight Time Hours:		54,080
Overtime Hours:		-
Total Hours:		54,080

Justification

Safety & Security

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The station and tunnel leaks will be repaired by Metro's workforces who are trained to work in underground electrical railroad stations and tunnels. These employees have been trained to operate the leak repair equipment and work trains that are used to travel to and from the work locations. Also, they are certified in Metro's safety and operational procedures, including emergency power removal and train flagging procedures to prevent accidents and injuries. This exclusive expertise, the safety and efficiency of the tunnel leak repair activity, and Metrorail Operations require the use of in-house forces.

Cost Savings



Project Manager's Signature

Larry E. Lee

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Switch Machine Rehabilitation Project
ID: CIP 027

Management Information

Sponsor Department: TSSM
Managing Department: TSSM
Project Manager: Michael Savina

Project Description

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

Force Account Summary

Cost:	\$	414,901
Straight Time Hours:		8,320
Overtime Hours:		-
Total Hours:		8,320

Justification

Safety & Security

Union Agreement

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Exclusive Expertise

The switch machines will be rehabilitated by Metro's workforces who are trained in automatic train control and Metro's safety and operational procedures for working in the trackbed and along the right-of-way of Metrorail System. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings


Project Manager's Signature

Michael Savina

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Debit/Credit Processing Requirements
ID: CIP 031

Management Information

Sponsor Department: TRES
Managing Department: TRES
Project Manager: Diana Bowdry

Project Description

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

Force Account Summary

Cost:	\$	50,000
Straight Time Hours:		-
Overtime Hours:		1,000
Total Hours:		1,000

Justification

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

Exclusive Expertise

Cost Savings

Project Manager's Signature

Diana Bowdry

**Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011**



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

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Damon Cannon

Project Description

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

Force Account Summary

Cost:	\$	12,000
Straight Time Hours:		200
Overtime Hours:		-
Total Hours:		200

Justification


Safety & Security

Union Agreement

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the 2000/3000 Series railcars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings


Project Manager's Signature Damon Cannon

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: 6000 Series Rail Car Procurement
ID: CIP 062

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Dave Hughson

Project Description

This project will complete the 6000-Series rail car procurement options. All cars were placed into service in FY 2009. Projected completion of the warranty and reliability period is FY2014.

Force Account Summary

Cost:	\$	60,000
Straight Time Hours:		1,100
Overtime Hours:		-
Total Hours:		1,100

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the 6000 Series railcars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings


Project Manager's Signature Dave Hughson

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



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

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Jeff Thompson

Project Description

This project will provide for the repair or replacement of major components including HVAC, circuit breakers, low voltage power supply, friction rings and brakes on the 1000 Series railcars to keep the cars operational until replacement cars are received in FY2014.

Force Account Summary

Cost:	\$	1,293,600
Straight Time Hours:		23,500
Overtime Hours:		-
Total Hours:		23,500

Justification

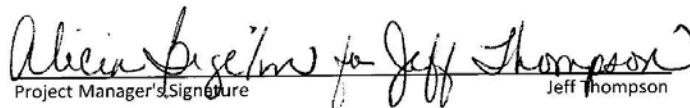
Safety & Security

Union Agreement

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on the 1000 Series railcars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings


Project Manager's Signature Jeff Thompson

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



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

Management Information

Sponsor Department: RAIL
Managing Department: CENV
Project Manager: Joseph Reynolds

Project Description

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

Force Account Summary

Cost:	\$	379,200
Straight Time Hours:		6,900
Overtime Hours:		-
Total Hours:		6,900

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Metro's workforces have been trained in specialized Metro safety and operational procedures for working on all Series of railcars. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

Project Manager's Signature

Joseph Reynolds

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Elevator Rehabilitation
ID: CIP 072

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Jeff Griffin

Project Description

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

Force Account Summary

Cost:	\$	30,000
Straight Time Hours:		260
Overtime Hours:		200
Total Hours:		460

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Assistance from Track & Structures System Maintenance (TSSM) and other departments when needed for the elevator rehabilitations.

Cost Savings



Project Manager's Signature Jeff Griffin

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Escalator Rehabilitation
ID: CIP 073

Management Information

Sponsor Department: ELES
Managing Department: ELES
Project Manager: Jeff Griffin

Project Description

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

Force Account Summary

Cost:	\$	70,000
Straight Time Hours:		600
Overtime Hours:		450
Total Hours:		1,050

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Assistance from Track & Structures System Maintenance (TSSM) and other departments when needed for the escalator rehabilitations.

Cost Savings


Project Manager's Signature Jeff Griffin

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



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

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Richard Shiflet

Project Description

This project includes of the improvements to the traction-power system to allow the deployment of up to 100% eight car trains. The increase from 6 to 8 cars increases power requirements of each train, and thus the load put on the traction power system.

Force Account Summary

Cost:	\$	464,236
Straight Time Hours:		5,492
Overtime Hours:		3,518
Total Hours:		9,010

Justification

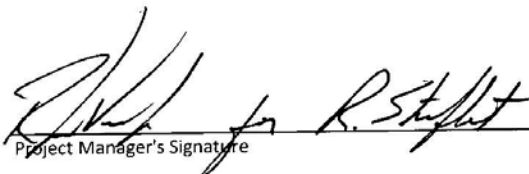
Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings


Project Manager's Signature Richard Shiflet

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Bladensburg Shop Reconfiguration
ID: CIP 078

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Arthur Noyes

Project Description

This project will reconfigure the Bladensburg Heavy Overhaul Shop to provide additional workspace (15 additional buses) for the maintenance of buses and storage of 145 buses. It supports increased fleet size and allow proper bus maintenance and reliability to meet customer design.

Force Account Summary

Cost:	\$	123,700
Straight Time Hours:		1,463
Overtime Hours:		937
Total Hours:		2,401

Justification


Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings



Project Manager's Signature Arthur Noyes

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Jackson Graham Building Renovation
ID: CIP 080

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Arthur Noyes

Project Description

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

Force Account Summary

Cost:	\$	180,395
Straight Time Hours:		2,134
Overtime Hours:		1,367
Total Hours:		3,501

Justification


Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings



Project Manager's Signature Arthur Noyes

**Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011**



Project: Station Rehabilitation Program
ID: CIP 087

Management Information

Sponsor Department: OPSV
Managing Department: PLNT
Project Manager: Tom Morrison

Project Description

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

Force Account Summary

Cost:	\$	7,759,100
Straight Time Hours:		149,480
Overtime Hours:		-
Total Hours:		149,480

Justification

Safety & Security

Cleaner stations provides more visibility which provides for a safer environment.

Union Agreement

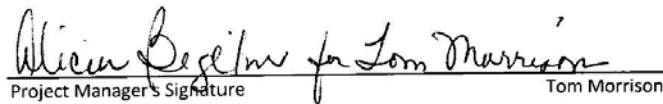
Labor performed by 67 various craft personnel under local 689.

Exclusive Expertise

Expertise in time management to perform 24 station enhancements on time within budget.

Cost Savings

Work performed by Metro personnel can be performed 40 percent less cost then contracting the work out.


Project Manager's Signature Tom Morrison

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Track Fasteners
ID: CIP 089

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Douglas Gibson

Project Description

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

Force Account Summary

Cost:	\$	2,000,000
Straight Time Hours:		-
Overtime Hours:		26,900
Total Hours:		26,900

Justification

Safety & Security

Union Agreement

Agreement between Washington Metropolitan Area Transit Authority and Local Union 689 of the Amalgamated Transit Union AFL-CIO – Section 110 – Subcontracting: The Authority shall not contract out or subcontract any work normally performed by the employees within the bargaining unit defined in this Agreement which would result in a lay-off, transfer or demotion of these employees.

Exclusive Expertise

The Right of Way track fasteners will be rehabilitated by Metro's workforces who have been trained in specialized Metro's safety and operational procedures for working in the track bed and along the right-of-way of the Metrorail system. These procedures include establishment of track rights, removal and restoration of third rail power, and train flagging to prevent accidents and injuries. This experience is required to ensure operational safety and to minimize the adverse impact on Metrorail operations.

Cost Savings

Project Manager's Signature

Douglas Gibson

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Ethernet Wiring for Rail Fare Machines
ID: CIP 092

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Diana Bowdry

Project Description

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

Force Account Summary

Cost:	\$	100,000
Straight Time Hours:		1,183
Overtime Hours:		758
Total Hours:		1,941

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings

Project Manager's Signature

Diana Bowdry

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Integrating regional NEXTFARE System
ID: CIP 093

Management Information

Sponsor Department: SMRT
Managing Department: SMRT
Project Manager: Ramon Abramovich

Project Description

This project will replace and upgrade regional NEXTFARE collection system. The current fare collection system requires upgrading or replacement as technology changes, and for improved regional fare collection.

Force Account Summary

Cost:	\$	100,000
Straight Time Hours:		2,000
Overtime Hours:		-
Total Hours:		2,000

Justification

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

Metro staff who will be escorting contractor personnel are members of Union; therefore all Union rules must be followed.

Exclusive Expertise

Metro staff knows the technical details of the equipment that will be modified by contractor and will be able to provide corrective maintenance of any equipment that is not properly functioning at beginning of modification.

Cost Savings

Metro Staff is less expensive than other resources that may be available and have requisite knowledge.


Project Manager's Signature Ramon Abramovich

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



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

Management Information

Sponsor Department: SMRT
Managing Department: SMRT
Project Manager: Ramon Abramovich

Project Description

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

Force Account Summary

Cost:	\$	300,000
Straight Time Hours:		6,000
Overtime Hours:		-
Total Hours:		6,000

Justification

Safety & Security

Escort of contractor personnel by Metro staff is required to assure safety of personnel and security of equipment and facilities.

Union Agreement

Metro staff who will be escorting contractor personnel are members of Union; therefore all Union rules must be followed.

Exclusive Expertise

Metro staff knows the technical details of the equipment that will be modified by contractor and will be able to provide corrective maintenance of any equipment that is not properly functioning at beginning of modification.

Cost Savings

Metro Staff is less expensive than other resources that may be available and have requisite knowledge.

Project Manager's Signature

Ramon Abramovich

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Special Operations Division Facility
ID: CIP 106

Management Information

Sponsor Department: MTPD
Managing Department: ESVC
Project Manager: Jeffrey P. Delinski

Project Description

This project will replace the temporary facility used by Metro Transit Police Special Operations Division located in Suitland, MD near the Branch Avenue Station. This division includes the Special Response Team, the Transit Anti-Crime Team, the Auto Theft Unit, K-9 Teams, the Explosive Ordnance Disposal Team and the Motorcycle Unit. Project is scheduled to be completed June 30, 2013.

Force Account Summary

Cost:	\$	9,000
Straight Time Hours:		200
Overtime Hours:		-
Total Hours:		200

Justification


Safety & Security

This facility will be constructed on existing Metro Transit Police Department property that house special operations staff and equipment. Escorts will be needed to make sure security facility and equipment are secured.

Union Agreement

Exclusive Expertise

Cost Savings


Project Manager's Signature Jeffrey P. Delinski

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



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

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Kenneth Spain

Project Description

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

Force Account Summary

Cost:	\$	4,560,804
Straight Time Hours:		53,955
Overtime Hours:		34,562
Total Hours:		88,517

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Personnel specializes in scheduling installation and preparing work site safely to prevent interruption to operations.

Cost Savings

Project Manager's Signature

A handwritten signature in black ink, appearing to read 'K Spain', written over a horizontal line.

Kenneth Spain

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Rail Rehabilitation Tier 1: National Airport to Stadium Armory
ID: CIP 110

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Richard Shiflet

Project Description

This project is a rail line segment rehabilitation of the Orange/Blue/Yellow Lines from National Airport to New Carrollton which includes 23 Stations with a route mileage of approximately 18.7 miles. Stations in this contract were completed and put into service between 1977 and 1978. Work will include all systems and infrastructure to increase overall efficiency.

Force Account Summary

Cost:	\$	1,347,302
Straight Time Hours:		15,939
Overtime Hours:		10,210
Total Hours:		26,149

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings


Project Manager's Signature

Richard Shiflet

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Bus Garage Facility Repairs Tier 1: Western, Northern and Landover
ID: CIP 119

Management Information

Sponsor Department: ESVC
Managing Department: ESVC
Project Manager: Arthur Noyes

Project Description

This project is a bus facility rehabilitation of Western, Northern, and Landover bus garages and other auxiliary facilities, including Metro Supply Facility, Landover Open Storage and Blair Road Support Shop. The facilities were originally put in service between 1906 and 1989. Work will include rehabilitation of all systems and infrastructure to increase overall efficiency.

Force Account Summary

Cost:	\$	755,145
Straight Time Hours:		8,934
Overtime Hours:		5,723
Total Hours:		14,656

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings



Project Manager's Signature Arthur Noyes

Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011



Project: Support Equipment - MTPD
ID: CIP 127

Management Information

Sponsor Department: MTPD
Managing Department: MTPD
Project Manager: Jeffrey P. Delinski

Project Description

This project will fund the replace of damaged or to upgrade law enforcement equipment used for patrols, criminal investigations, surveillance and training. The project will also to provide secure equipment storage space.

Force Account Summary

Cost:	\$	4,500
Straight Time Hours:		200
Overtime Hours:		-
Total Hours:		200

Justification


Safety & Security

Equipment storage space will be constructed on existing Metro Transit Police Department property that houses special operations staff and equipment. Escorts will be needed to make sure security facility and equipment are secured.

Union Agreement

Exclusive Expertise

Cost Savings


Project Manager's Signature Jeffrey P. Delinski

**Washington Metropolitan Area Transit Authority
Force Account Plan - FY2011**



Project: Wayside Work Equipment
ID: CIP 133

Management Information

Sponsor Department: RAIL
Managing Department: RAIL
Project Manager: Nicolas Dimitracopoulos

Project Description

This project will install a safety signaling system at rail portals and other locations to alert personnel to approaching trains.

Force Account Summary

Cost:	\$	103,000
Straight Time Hours:		-
Overtime Hours:		1,593
Total Hours:		1,593

Justification

Safety & Security

Union Agreement

Exclusive Expertise

Metro forces have training and expertise to escort contractors according to operating and safety regulations, ensuring contractor compliance.

Cost Savings

Project Manager's Signature

Nicolas Dimitracopoulos

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 2011 Annual Budget.

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SUBJECT: USE OF OPERATING RESERVE

2003-50
**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, By resolution #97-35 the Board established a \$7.9 million reserve to provide a contingency for potential shortfalls in federal operating assistance; and

WHEREAS, The Authority experienced a \$3.3 million budget shortfall, subject to audit, in FY03 due primarily to excess expense and revenue losses associated with the record Presidents Day snowstorm, as well as lower than planned tourist ridership; and

WHEREAS, The Authority has requested reimbursements from the Federal Emergency Management Agency to offset eligible expenses associated with the snow storm, as well as from the Office for Domestic Emergency Preparedness to offset extra security costs during the war in Iraq, but will not likely receive these funds until FY2004 or beyond; now, therefore, be it

RESOLVED, That the WMATA Board approves the conversion of the existing reserve for loss of federal operating assistance into an operating reserve, to be used only upon approval of the Board; and be it further

RESOLVED, That the WMATA Board authorizes the continued financial support of this reserve such that it will, when feasible, be maintained at a balance not to exceed 1% of the current year operating expense budget; and be it further

RESOLVED, That if, at the end of any fiscal year, the Operating Budget concludes with a subsidy surplus, the first distribution of said surplus shall be directed to this reserve in order to satisfy the authorized balance; and be it further

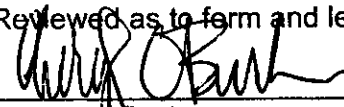
RESOLVED, That the WMATA Board authorizes the use of the aforementioned reserve to offset the FY03 operating budget shortfall of approximately \$3.3 million, subject to audit; and be it further

RESOLVED, That any reimbursements received to cover prior year operating costs will be reported to the Board and used to replenish the reserve; and be it further

RESOLVED, That the status of this reserve shall be reviewed with the Board as part of the budget review and approval process; and be it further

RESOLVED, That this resolution shall be effective immediately.

Reviewed as to form and legal sufficiency.



Cheryl D. Burke
General Counsel

Motioned by Mrs. Mack, seconded by Mr. Kauffman, unanimously approved.

Ayes: 6 - Mr. Graham, Mr. Smith, Mrs. Mack, Mr. Trotter, Mr. Zimmerman, and Mr. Kauffman

SUBJECT: IMPLEMENTATION OF A DEMONSTRATION BUS SERVICE PROJECT, LIMITED STOP METROBUS ROUTE S9, ON 16TH STREET IN THE DISTRICT OF COLUMBIA AND AMEND THE FY09 OPERATING BUDGET AND ADJUST THE FY10 PROPOSED BUDGET

**2009-16
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Metrobus 16th Street Line has the third highest ridership of any Metrobus line with over 16,000 daily riders providing bus service from Silver Spring along 16th Street, NW to Downtown at Federal Triangle and Potomac Park/State Department; and

WHEREAS, The 16th Street Line suffers from continuing performance-related problems including schedule adherence, bus bunching, passenger crowding and traffic congestion; and

WHEREAS, Between April and December 2008, the Washington Metropolitan Area Transit Authority, in partnership with the District Department of Transportation, studied ways of improving transit service along Metrobus Routes S1, S2 and S4 (collectively called the 16th Street Line); and

WHEREAS, This study process included substantial public input and participation in developing recommendations to respond to customer needs, minimize costs and enhance line effectiveness and performance; and

WHEREAS, As the first phase of service improvements on the 16th Street Line, it is proposed to add Route S9 limited-stop peak period service on weekdays between 6:30 A.M. and 10:00 A.M. and between 3:00 P.M. and 7:00 P.M. at a frequency of every 10 minutes; and

WHEREAS, The District of Columbia is providing funding support for rapid bus/limited-stop services including \$407,500 in FY09 and \$1,630,000 in FY10 for the 16th Street service; now, therefore be it

RESOLVED, That the Board of Directors approves the implementation of peak period limited-stop service on Route S9 as a demonstration project, fully funded by the District of Columbia during the demonstration period, effective March 29, 2009; and be it further

Motioned by Mr. Benjamin, seconded by Mr. Zimmerman

Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman

RESOLVED, That the Board of Directors amends the FY09 budget to increase the Metrobus subsidy by \$407,500 in FY09 to be paid by the District of Columbia; and be it further

RESOLVED, That the Board of Directors directs Staff to include \$1,630,000 in the final FY10 budget for this demonstration program to be paid by the District of Columbia and that the project be continued as a District of Columbia project in the FY11 budget development unless other regional funds become available; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: APPROVAL TO NEGOTIATE AND EXECUTE ONE OR MORE LINES OF CREDIT FOR AN AMOUNT NOT TO EXCEED \$250 MILLION

2009-18
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, In 2004, the Washington Metropolitan Area Transit Authority (Metro) and its sponsoring jurisdictions entered into a multiyear capital funding and construction agreement known as the Metro Matters Funding Agreement; and

WHEREAS, The Metro Matters Funding Agreement permitted Metro to enter into short-term financing vehicles to provide cash flows to smooth out differences between capital construction cash requirements and jurisdictional capital contributions; and

WHEREAS, Metro previously established both a Commercial Paper facility and a short-term loan with Wachovia Bank to meet those cash flow requirements; and

WHEREAS, There is a need for further short-term financing pending the issuance of long-term bonds and to smooth out any differences between Metro's cash requirements and jurisdictional contributions; and

WHEREAS, There exists the possibility of temporary shortfalls in the Operating budget which can be ameliorated by the short-term use of the Lines of Credit; and

WHEREAS, Staff has explored the renewal of the Wachovia short-term loan and the development of similar loans with other financial institutions to meet Metro's short-term loan requirements; and

WHEREAS, Wachovia Bank, JP Morgan Chase Bank and Bank of America have expressed interest in providing short-term loans and/or lines of credit to Metro; now, therefore, be it

RESOLVED, That the Board of Directors authorizes the General Manager, the Chief Financial Officer and the Treasurer to negotiate revolving lines of credit and/or loans with one or more of Wachovia Bank, JP Morgan Chase Bank and Bank of America with the following terms: duration to be no more than 364 days; an aggregate amount of \$250 million for all such lines of credit/short-term loans; an interest rate not to exceed the one month LIBOR rate plus 150 basis points, such additional fees and in such amounts as are contained in the existing Wachovia Bank short-term loan approved by the Board in Resolution 2008-23;

Motioned by Mr. Benjamin, seconded by Mrs. Hudgins

Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman

and closing costs including legal fees as were paid to close the existing Wachovia short-term loan; and be it further

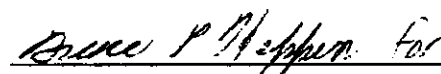
RESOLVED, That the documentation of all such lines or credit or short-term loans approved of in this Resolution shall be in substantially the form as agreed to in the existing Wachovia short-term loan approved by the Board of Directors in Resolution No. 2008-23, and John B. Catoe, Jr., Carol D. Kissal, and Raj Srinath are, and each of them hereby is, authorized to execute all required documents to implement the lines of credit and/or short-term loans approved of in this Resolution in the name of and on behalf of Metro with such changes as the person who executes the same may approve (provided such changes, when viewed as a whole, do not have a materially adverse effect on the interests of Metro), the execution of such documents to be conclusive evidence of such person's approval of all such changes; and be it further

RESOLVED, That the Board of Directors approves of granting the same indemnifications to Wachovia Bank, JP Morgan Chase Bank and Bank of America in connection with the lines of credit and/or short-term loans approved of in this Resolution as were granted to Wachovia Bank in Resolution 2008-26 in connection with the existing short-term loan; and be it further

RESOLVED, That the Board of Directors authorizes Staff to use the lines of credit and/or short-term loan 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 payable solely out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the line of credit or short-term loan 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,



Carol B. O'Keeffe
General Counsel

SUBJECT: AMENDED FISCAL 2009 REIMBURSABLE PROJECTS' BUDGET FOR POTOMAC YARD STATION PROJECT

**2009-22
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, On June 26, 2008, the Board of Directors approved the Fiscal 2009 Reimbursable Projects budget totaling \$20,050,000; and

WHEREAS, The City of Alexandria has requested Metro technical support for the study of the feasibility of constructing an in-fill station on the Blue-Yellow Line to service the development called Potomac Yard; and

WHEREAS, The City of Alexandria has identified its allocated TIIF funds as the source of the initial budget of \$1,500,000 for this project; now, therefore be it

RESOLVED, That the Board of Directors approves establishment of a reimbursable project entitled Potomac Yard Metro Rail Station; and

RESOLVED, That the Board of Directors approves establishment of an initial Project Budget of \$1.5 million using the City of Alexandria's TIIF account at Metro; and be it further

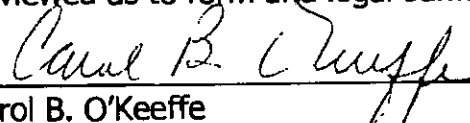
RESOLVED, That the Board of Directors approves an increase to the Fiscal 2009 Reimbursable Projects' budget by \$1,500,000 from \$20,050,000 to \$21,550,000 for this project; and be it further

RESOLVED, That the Board of Directors authorizes staff to negotiate and execute a reimbursable agreement with the City of Alexandria; and be it further

RESOLVED, That the Board of Directors approves issuance of tasks to P2d for technical support; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Motioned by Mrs. Hudgins, seconded by Mr. Zimmerman
Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman

SUBJECT: AUTHORIZE TERMINATION OF THE TRANSPORTATION INFRASTRUCTURE
FINANCE AND INNOVATION ACT GUARANTEED LOAN AGREEMENT

2009-36
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, In Resolution No. 99-58, the Board of Directors authorized the execution of the documents necessary to establish a Guaranteed Loan facility of up to \$600 million under the Transportation Infrastructure Finance and Innovation Act of 1998; and

WHEREAS, The purpose of the Transportation Infrastructure Finance and Innovation Act Guaranteed Loan facility was to provide obligational authority for various capital projects in advance of funding by the jurisdictions; and

WHEREAS, In 2004, Metro and its funding jurisdictions signed the Metro Matters Funding Agreement that set up a capital program for FY2005-FY2010 and serves as the obligational authority for those projects, thereby making the Transportation Infrastructure Finance and Innovation Act an excess agreement; and

WHEREAS, The Guaranteed Lender under the Transportation Infrastructure Finance and Innovation Act, Lehman Commercial Paper, Inc., has gone into bankruptcy and must be changed; and

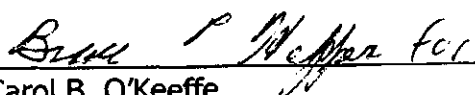
WHEREAS, The Transportation Infrastructure Finance and Innovation Act Guaranteed Loan facility will expire on January 28, 2010 and will be unavailable for new usage as of June 28, 2009; now, therefore be it

RESOLVED, That the Board of Directors approves of the early termination of the Transportation Infrastructure Finance and Innovation Act Guaranteed Loan facility to be effective as soon as possible; and be it further

RESOLVED, That the General Manager, the Chief Financial Officer and the Treasurer are each authorized to negotiate and sign all necessary documents to effectuate this termination; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keefe
General Counsel

**SUBJECT: ACCEPTANCE OF STAFF REPORT AND BOARD OF DIRECTORS ACTION ON
2009 HEARINGS ON PROPOSED SERVICE REDUCTION**

**2009-37
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Washington Metropolitan Area Transit Authority (Metro) provides Metrobus, Metrorail and MetroAccess services to the residents of the region; and

WHEREAS, These systems combine to provide about 1.3 million passenger trips daily; 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's estimated FY2010 operating budget for Metrobus, Metrorail and MetroAccess currently includes a \$154 million shortfall; and

WHEREAS, The General Manager has recommended a series of internal actions that have reduced the projected shortfall to \$29 million; and

WHEREAS, On March 26, 2009, the Board of Directors authorized public hearings on a proposed service reduction, in accordance with Section 62 of the WMATA Compact; and

WHEREAS, Six public hearings were conducted between April 13-17, 2009, to solicit public comment on the proposed service reduction and the FY2010 budget; and

WHEREAS, The proposed service adjustments had support from one person, five respondents were neutral and the remaining 2,678 respondents opposed some portion of the proposal; and

WHEREAS, A majority of respondents (54%) commented on a lack of equity in the proposal in regards to the effect on people who are transit dependent; now, therefore be it

**Motioned by Mr. Graham, seconded by Mr. Benjamin
Ayes: 5 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, and Ms. Hewlett
Naves: 1 - Mr. Zimmerman**

RESOLVED, That the Board of Directors has considered the public comments reflected in the staff report and has determined to limit the service reductions for FY2010 to the following:

Maryland

Implement J7, J9 fare change (express)
Eliminate L7, add L8 trips
Eliminate weekday, midday service on Z2
Eliminate C7, 9
Implement W19 fare change (express)

Virginia

City of Alexandria

Restructure 21A, B, C, D, and F

Arlington County


Transfer 22B and 24P from Metro to Arlington County (to be taken over by Arlington Transit); and be it further

RESOLVED, That the FY2010 Operating Budget will be balanced by using the existing Operating Reserve to provide credits of \$5.138 million to subsidy or services in the State of Maryland; \$5.060 million to subsidy or services in the District of Columbia; and \$3.141 million to subsidy or services in the Commonwealth of Virginia; and be it further

RESOLVED, That any subsidy surplus achieved in the FY2009 will be used to replenish the Operating Reserve; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: AMEND FY2010 REIMBURSABLE PROJECT BUDGET FOR DULLES RAIL EXTENSION PHASE II

2010-04

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

WHEREAS, Metro and the Metropolitan Washington Airports Authority (MWAA) have an existing reimbursable agreement that defines the terms of the parties involvement in the Dulles Metro Rail Extension Phase I; and

WHEREAS, The existing agreement does not address aspects of the Dulles Metro Rail Extension Phase II ("Phase II"); and

WHEREAS, MWAA is commencing with advancement of preliminary engineering for Phase II and has asked that an agreement be put in place to address the role of Metro staff in Phase II; and

WHEREAS, The proposed Phase II PE Reimbursable Agreement sets forth Metro's design criteria and standards applicable to preliminary engineering for Phase II, establishes a budget and provides for a process to evaluate deviations from Metro's design criteria and standards; and

WHEREAS, It is essential, as the future owner and operator of Phase II, that Metro review and approve designs prepared during preliminary engineering to ensure compliance with Metro's design criteria and standards and operating requirements; and

WHEREAS, A new reimbursable project needs to be established for Phase II as well as a budget of \$3.5M; and

WHEREAS, Metro and MWAA have negotiated a reimbursable project agreement, subject to approval by the Board of Directors; now, therefore be it

RESOLVED, That the Board of Directors authorizes the General Manager to negotiate and execute a reimbursable agreement with the Metropolitan Washington Airports Authority for Phase II of the Dulles Metro Rail Extension; and be it further

RESOLVED, That the Board of Directors approves establishment of a reimbursable project entitled Dulles Metro Rail Extension Phase II and initial Project Budget of \$3.5M contingent on execution of the agreement and receipt of funding; and be it finally

Motioned by Mr. Benjamin, seconded by Mrs. Hudgins

Ayes: 7 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Downey, Mr. Albert, Ms. Hewlett and

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: CINDER BED ROAD AGREEMENTS AND FINANCING

2010-05

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

WHEREAS, In August 2008, Metro received an unsolicited proposal to replace the Royal Street Bus Garage with a new facility at Cinder Bed Road; and

WHEREAS, In September 2009, the Board of Directors approved the public hearing report and amended the mass transit plan to include a new facility on Cinder Bed Road in Fairfax County to replace the Royal Street Bus Garage; and

WHEREAS, In order to continue planning for a new Cinder Bed Road facility, a master development agreement with Iskalo CBR, LLC for exclusivity, fee arrangements, and provisions for land acquisition and pre-site acquisition activities must be executed; and

WHEREAS, The pre-acquisition activities for the Cinder Bed Road site will require \$2M; and

WHEREAS, A design-build agreement for the new facility with Iskalo CBR, LLC will be executed only when funding is authorized by the Board of Directors in the FY 2011 Capital Budget; and

WHEREAS, Failure to aggressively pursue the pre-acquisition activities will jeopardize the ability to complete the Fairfax County Special Exception/Site Approval process and the ability to close on the land prior to December 31, 2010, as stipulated in the purchase agreement; and

WHEREAS, The Phase I closing on the sale of the Arlington Bus Garage site produced \$12M in revenue with the remaining phase(s) expected to generate approximately \$14.5M in revenue; and

WHEREAS, \$20M of the total revenue from the sale of the Arlington Bus Garage site will be returned to the Metro Matters Capital Budget which will leave approximately \$6.5M to be budgeted for grant eligible capital projects; and

WHEREAS, The Royal Street Bus Garage has exceeded its useful life, has no potential for expansion, and is not compatible with the surrounding neighborhood; and

Motioned by Mr. Benjamin, seconded by Mr. McKay

Ayes: 7 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Downey, Mr. Albert, Ms. Hewlett and Mr. Zimmerman

WHEREAS, A modern well-designed facility will help to attract new employees, advancing Metro's goal of attracting and retaining the best and the brightest; and

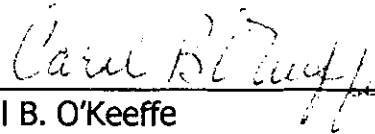
WHEREAS, The ability to provide service with new technology buses from an expanded facility will improve the quality of bus service, thereby enhancing Metro's image; now, therefore be it

RESOLVED, That the Board of Directors authorizes the General Manager to enter into a master development agreement with Iskalo CBR, LLC for exclusivity, fee arrangements, and provisions for the land acquisition and pre-site acquisition activities with closing on the site contingent on the Board's approval of a financial plan; and be it further

RESOLVED, That the Board of Directors authorizes the use of \$2M in proceeds from the sale of the Arlington Bus Facility for the Cinder Bed Road project to fund pre-closing activities; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: FY2010 FARE INCREASE AND BUDGET MEASURES

2010-06

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

WHEREAS, The Washington Metropolitan Area Transit Authority (Metro) provides Metrobus, Metrorail and MetroAccess services to the residents of the region; and

WHEREAS, These systems combine to provide about 1.3M passenger trips daily; 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, Metro's revenue has declined as a result of the economic challenges facing the region and the nation; and

WHEREAS, A \$40M funding gap is projected for Metro's 2010 Operating Budget and this gap must be closed to maintain a balanced budget; and

WHEREAS, The Board of Directors has considered the comments of the public; now, therefore be it

RESOLVED, That the Board of Directors

1. Approves increases to the Metrobus, Metrorail and MetroAccess fares to begin on or about February 28, 2010 and to terminate at 2:00 A.M. July 1, 2010, all as detailed in Attachment A to this Resolution; and

2. Determines that the value of transfers from local bus services shall follow the procedures applied in the WMATA Tariff whereby the local bus fare paid is the value of the transfer on Metrobus with any required step-up fare, if required, to be paid by the customer; and

Motioned by Mr. Zimmerman, seconded by Mrs. Hudgins

Ayes: 7 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Downey, Mr. Albert, Ms. Hewlett and

3. Approves the use of \$10M of ARRA federal funds, in accordance with Federal Transit Administration guidelines, to pay for preventive maintenance that otherwise would have been funded in the Operating Budget; and

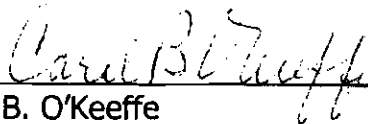
4. Approves the use of \$6M from the insurance settlement covering the rail cars involved in the June 22, 2009 incident; and

5. Approves the General Manager's proposal to reduce administrative costs by \$2.2M and authorizes the use of the Operating Reserve as needed; and

6. The Board further directs the General Manager to propose an amendment to the FY2010 Operating Budget to reduce spending by \$6M in such a manner that will not reduce service levels or impact the FY2010 approval Capital Budget; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

**FARE ADJUSTMENTS FOR METRORAIL, METROBUS AND METROACCESS
AND CHANGES TO PARTS CAPITALIZATION AND PREVENTIVE
MAINTENANCE**

I. METRORAIL

1. Metrorail Regular Fare Changes

- a. Implement a surcharge of \$0.10 that increases the base boarding charge from \$1.65 to \$1.75 for the period from March 1, 2010 to June 30, 2010.
- b. Implement a surcharge of \$0.10 that increases the max fare on the rail system from \$4.50 to \$4.60 for the period from March 1, 2010 to June 30, 2010.
- b. Implement a surcharge of \$0.10 on Senior/Disabled rail trips which are currently one-half the regular fare for the period from March 1, 2010 to June 30, 2010 but not to exceed one-half of the regular fare including the surcharge.

2. Metrorail Reduced Fare Changes

- a. Implement a surcharge of \$0.10 that increases the charge for the first 7 composite miles of travel during off-peak periods from \$1.35 to \$1.45 for the period from March 1, 2010 to June 30, 2010.
- b. Implement a surcharge of \$0.10 that increases the charge for travel between 7 and 10 composite miles of travel during off-peak periods from \$1.85 to \$1.95 for the period from March 1, 2010 to June 30, 2010.
- c. Implement a surcharge of \$0.10 that increases the charge for travel over 10 composite miles during off-peak periods from \$2.35 to \$2.45 for the period from March 1, 2010 to June 30, 2010.

II. METROBUS

1. Metrobus Fare Changes

- a. Increase the cash boarding charge by a surcharge of \$0.10, from \$1.35 to \$1.45 for the period from March 1, 2010 to June 20, 2010. The boarding charge for fares paid by SmarTrip® would also increase from \$1.25 to \$1.35 for the period from March 1, 2010 to June 30, 2010.

2. Metrobus Express Service Fare Changes

- a. Increase the cash boarding charge by a surcharge of \$0.10 from \$3.10 to \$3.20 for all express buses. The boarding charge for fares paid by SmarTrip® would also increase by a surcharge of up to

\$0.10, from \$3.00 to \$3.10 for the period from March 1, 2010 to June 30, 2010.

3. Increase Special Reduced Metrobus Fares in the District of Columbia

- a. Increase the charge for reduced Metrobus routes in the District of Columbia by a surcharge of \$0.10, for the period from March 1, 2010 to June 30, 2010

4. Increase Senior and Disabled Metrobus Fares

- a. Increase the Senior and Disabled Metrobus fare by a surcharge of \$0.10. The Senior and Disabled Metrobus fare is currently \$0.60 and will increase to \$0.70 for the period from March 1, 2010 to June 30, 2010.

III. METROACCESS

1. Increase the MetroAccess fare by a surcharge of \$0.10, from \$2.50 to \$2.60 for the period from March 1, 2010 to June 30, 2010.

IV. FARE MEDIA – PASSES – Equivalent of 10 cents

1. Changes to Metrorail Fare Media

- a. Increase the price of the Metrorail One Day Pass from to \$7.80 to \$8.30 for the period from March 1, 2010 to June 30, 2010.
- b. Increase the price of the Metrorail Weekly Short Trip Pass from \$26.40 to \$27.90 for the period from March 1, 2010 to June 30, 2010.
- c. Increase the price of the Metrorail Weekly Fast Pass from \$39.00 to \$40.50 for the period from March 1, 2010 to June 30, 2010.
- d. Increase the price of the Metrorail SmartStudent Pass from \$26.00 to \$27.50 for the period from March 1, 2010 to June 30, 2010.
- e. Increase the price of the Metrorail Transit Link Card on MARC and VRE from \$80.00 to \$84.00 for the period from March 1, 2010 to June 30, 2010.
- f. Increase the price of the Metrorail Transit Line Card on MTA from \$135.00 to \$139.00 for the period from March 1, 2010 to June 30, 2010.
- g. Increase the price of DC Student farecards from \$8.00 for 10 trips

to \$8.80 for ten trips for the period from March 1, 2010 to June 30, 2010.

2. Changes to Metrobus Fare Media

- a. Increase the price of the Metrobus weekly flash pass from \$11.00 to \$12.00 for the period from March 1, 2010 to June 30, 2010.
- b. Increase the price of DC student tokens from \$6.25 to \$6.85 for the period from March 1, 2010 to June 30, 2010.
- c. Increase the price of the weekly Senior Flash Pass from \$6.00 to \$6.60 for the period from March 1, 2010 to June 30, 2010.
- d. Increase the price of the weekly Disabled Flash Pass from \$6.00 to \$6.60 for the period from March 1, 2010 to June 30, 2010.

Items 1.d, 1.g, and 2.b will become effective upon receipt of approval from the District of Columbia Department of Transportation.

SUBJECT: EISENHOWER AVENUE METRO STATION IMPROVEMENT PROJECT

2010-16
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Hoffman Company owns several parcels of land immediately surrounding the Eisenhower Avenue Metro Station in the City of Alexandria, which it is planning to develop in stages over the next 10 years; and

WHEREAS, At full build-out, the Hoffman Company development will total approximately seven million square feet of mixed-use commercial space; and

WHEREAS, The City of Alexandria desires to acquire approximately 1.47 acres of Metro property at the Eisenhower Avenue Metro Station to construct certain infrastructure improvements to support transit oriented development on the adjacent Hoffman Company property (the "Eisenhower Avenue Metro Station Improvement Project"); and

WHEREAS, Metro Board Resolution 2008-29, provides for the transfer of Authority real estate to local jurisdictions and state governments for reimbursable and other transit projects; and

WHEREAS, The proposed Eisenhower Avenue Metro Station Improvement Project satisfies the six conditions for a no-cost transfer of Metro property for a jurisdictional transportation project as outlined in Board Resolution 2008-29; and

WHEREAS, The City of Alexandria requests that Metro enter into a Memorandum of Understanding with the City of Alexandria and the Hoffman Company regarding the proposed improvements to the Eisenhower Avenue Metro Station including new streets serving the station, consolidated bus facilities, relocated Kiss & Ride facilities, new canopies over the bus bay platform and Kiss & Ride drop-off lane and bus shelters; and

WHEREAS, The proposed improvements will bring the station up to current Metro design standards; and

WHEREAS, The proposed improvements will be constructed at no cost to Metro by the Hoffman Company and the City of Alexandria; and

WHEREAS, The proposed improvements will not change the level of service at the station, but will change the configuration and reduce the area of the Eisenhower

Motioned by Mr. Graham, seconded by Mr. Zimmerman
Ayes: 7 - Mr. Benjamin, Mrs. Hudgins, Mr. Giancola, Mr. Downey, Ms. Hewlett, Mr. Zimmerman and
Mr. Graham

Avenue Metro Station by approximately 1.47 acres, thereby necessitating an amendment to the General Plans for the Station; now, therefore be it


RESOLVED, That the Board of Directors approves amending the General Plans for the Eisenhower Avenue Metro station to reflect reconfiguration consistent with the plans shown on Attachment A and a decrease in acreage resulting from the proposed Eisenhower Avenue Metro Station Improvement Project; and be it further

RESOLVED, That the Board of Directors authorizes staff to negotiate and execute a Memorandum of Understanding with the City of Alexandria and The Hoffman Company for the Eisenhower Avenue Metro Station Improvement Project which shall include the following conditions:

1. The conveyance of property for the Urban Square, shown on Attachment A, shall be limited as to the use of the property so as to protect the Metro Aerial Structure, the use of the Metrorail Station and to allow for the installation of additional Metro infrastructure as may be needed for the construction of a new station entrance north of Eisenhower Avenue; and
2. The conveyance of Metro property shall not occur until the improvements to be made on that property have been completed; and
3. No access shall be allowed to Metro property until the appropriate Releases, Deeds, Amendments and Vacations sufficient to document, perfect, record and implement: a) WMATA's access to the Tie Breaker Station on the north side of Eisenhower Avenue, including the installation of an access driveway; and b) the Realignment of Utilities Under the Aerial Tracks on the north side of Eisenhower Avenue have been executed by all necessary entities; and be it finally

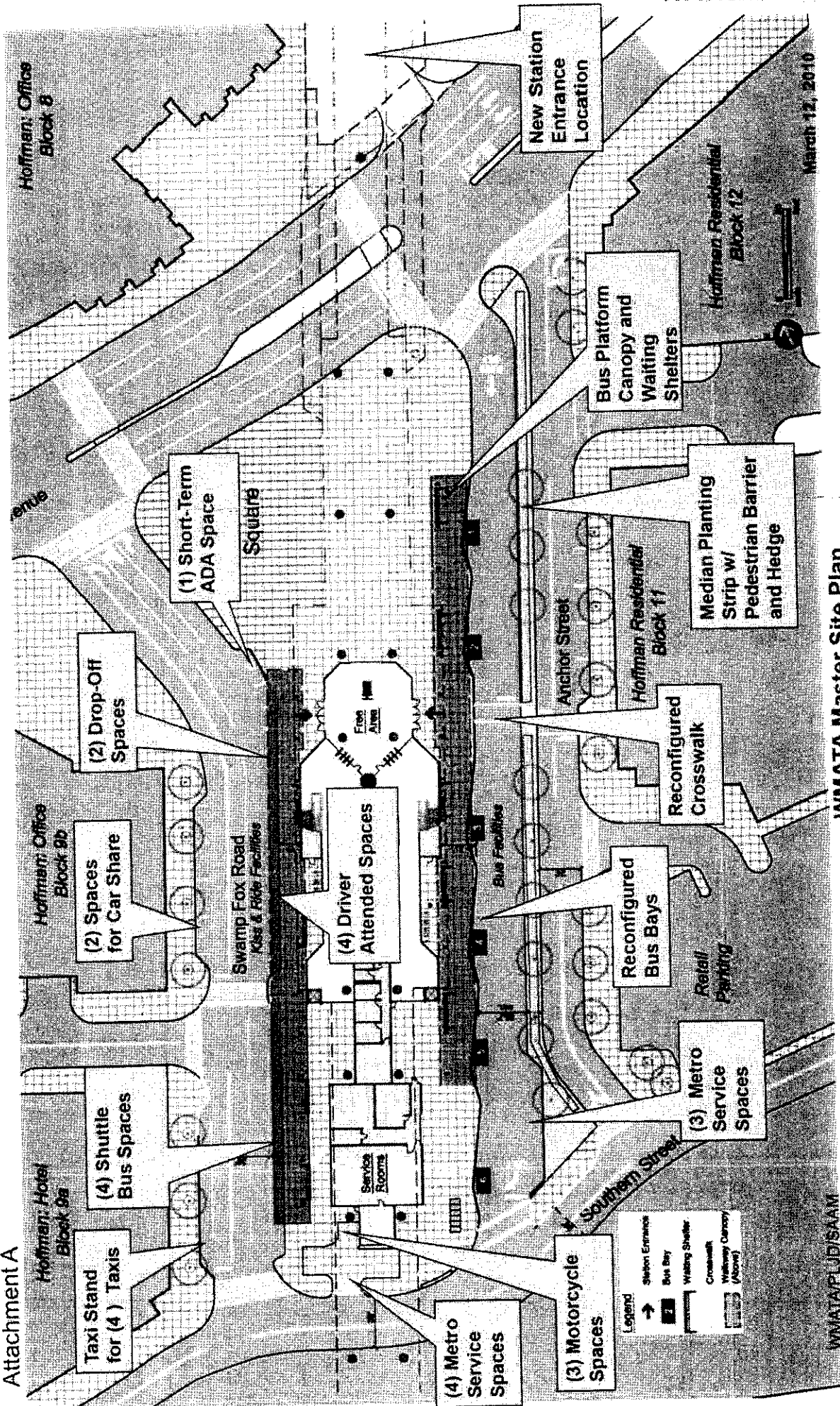
RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Attachment A



WMATA Master Site Plan

WMATA/PLJ/D/SAAM

SUBJECT: LABOR CONTRACT SETTLEMENT LOCAL 922, INTERNATIONAL BROTHERHOOD OF TEAMSTERS

2010-17

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

WHEREAS, A majority of the Operating, Maintenance, Clerical, and Administrative Personnel of the Washington Metropolitan Area Transit Authority's (Metro) Landover Bus Division are represented for purposes of collective bargaining by Local 922 International Brotherhood of Teamsters; and

WHEREAS, The 2004-2008 Labor Agreement covering the wages, hours and working conditions of these employees expired June 30, 2008; and

WHEREAS, Metro and Local 922 returned to the bargaining table to negotiate the terms of the 2008-2012 Collective Bargaining Agreement; and

WHEREAS, A settlement between the parties has been tentatively reach by Metro and the Union; and

WHEREAS, The significant provisions of the Memorandum of Understanding (MOU), attached hereto as Attachment A, are described in the fact sheet attached hereto as Attachment B; and

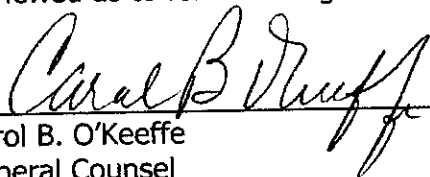
WHEREAS, A majority of the voting union membership ratified the MOU on February 27, 2010; now, therefore be it

RESOLVED, That the tentative Memorandum of Understanding reached between Metro and Local 922 of the International Brotherhood of Teamsters covering the wages, hours, and working conditions of these employees is approved by the Board of Directors, and be it further

RESOLVED, That the General Manager is authorized to execute a new Collective Bargaining Agreement completing the terms of the 2008-2012 Labor Agreement until replaced by a successor agreement; and be finally

RESOLVED, That this Resolution shall be effective immediately,

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Motioned by Mr. Albert, seconded by Ms. Hewlett
Ayes: 7 - Mr. Benjamin, Mrs. Hudgins, Mr. Giancola, Mr. Downey, Ms. Hewlett, Mr. Zimmerman and
Mr. Graham

MEMORANDUM OF UNDERSTANDING
BETWEEN
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
AND
LOCAL 922, OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS
REGARDING AMENDMENTS TO COLLECTIVE BARGAINING AGREEMENT

The Washington Metropolitan Area Transit Authority (the "Authority") and Local 922, International Brotherhood of Teamsters (the "Union") hereby agree to amend the existing collective bargaining agreement (the "CBA") and the supplemental agreement (the "NSA" or "Supplemental Agreement") between the parties that was previously extended until October 31, 2008 by a Memorandum of Understanding dated January 6, 2005. This agreement is contingent upon approval by both the Authority's Board of Directors and ratification by the Union membership. References to sections and subsections are to those contained in the CBA or NSA, as the case may be. All sections and subsections not amended by this Memorandum of Understanding (other than any provision that was scheduled to expire at the end of the contract term absent agreement to the contrary) shall continue in effect without change. Unless specifically provided otherwise, all changes are effective as of the date of both Union ratification and Board of Directors approval.

The CBA shall be amended as follows:

1. Contract Duration:

The term of this agreement is from November 1, 2008 through October 31, 2012.

2. Wages, Health and Welfare, and Pension Reopener:

Notwithstanding Section 1 above, either party to this agreement may reopen this agreement for the purposes of negotiating wages rates, health and welfare, and pension benefits to become effective November 1, 2009, November 1, 2010, and November 1, 2011, provided they so notify the other party in writing by March 30, 2011. Failing receipt by the Authority or the Union, on the date specified, of such written notice to reopen, the terms of this agreement will continue in full force and effect for the duration of the agreement.

3. Section 8 – Probation:

Section 8(b) shall be amended to read as follows:

- (b) The Union will have no liability under this provision for the cost of CDL training for any member.

4. Section 9 – Seniority:

Section 9(c) shall be amended to read as follows:

- (c) Employees returning to work from inactive status forty-five (45) days prior to the pick, will not pick or cause a bump down, but will work the Extra Board, hold down a run at their seniority level/until the next scheduled pick or successfully bid on any advertised run.

New Section – Bus Maintenance:

A new section will be added as follows:

Bus Maintenance employees in inactive status will not be allowed to participate in the quarterly work selections. Employees returning to work from inactive status between picks will be allowed to select work in their classification in accordance with their seniority. Any other employee affected will also have the right to bump any junior employee within their classification. Such selection must be made within 48 hours after notification. Employees whose work schedule is affected by this bumping process will be given a minimum of 10 calendar day's notice of the effective date of their new work schedule.

New Section – Labor Management Committee:

There shall be a new Labor-Management Committee consisting of up to three members for the Union selected by the Union and three members of the Authority selected by the Authority. The Committee will meet at least quarterly for the purpose of discussing, exploring and considering matters of mutual concern. The dates and times shall be determined mutually by the parties.

BMNT Promotion Policy – May 18, 2009:

The BMNT Promotion Policy dated May 18, 2009, will be extended to Local 922 members.

Drug Testing:

The Authority shall provide transportation to an employee subject to drug and alcohol testing to the appropriate testing site or to the nearest rail station.

5. Wages:

Effective November 1, 2008: 2% lump sum payment

To receive the 2% lump sum payment as provided above, the employee must have been on the employment rolls on the date of this agreement. The lump sum payment shall be based upon the total straight-time hourly wage earnings (including scheduled run overtime for Operators) between November 1, 2008 and October 31, 2009. This lump sum payment shall also be payable on the same basis to any employee who retired on or after November 1, 2008.

6. Contract Administration and Other Changes:

- (a) When so requested, the Authority will provide to the Union the identity and contact information of passenger or public complainants at Step 3 of the grievance procedure in disciplinary cases.
- (b) An employee whose disciplinary actions were reversed by settlement agreement or arbitration shall have all reference to such action immediately removed from the employee's work record.
- (c) If the job requires a special license or endorsement, the Authority shall reimburse the employee for the cost.

Miscellaneous:

The Authority agrees to publish procedures for EXTS runs.

Executed this _____ day of April 2010

For the Authority:

For the Union:

Brian J. Donohoe Date
Director of Labor Relations

Ferline Buie Date
President/Business Agent

**FACT SHEET
TENTATIVE AGREEMENT BETWEEN
WMATA and LOCAL 922 ATU**

PARTIES IN AGREEMENT: Washington Metropolitan Area Transit Authority and Local 922, International Brotherhood of Teamsters

CONTRACT PERIOD: November 1, 2008 through October 31, 2012

CONTRACT FEATURES:

<u>Wages Across the Board</u>	<u>Wage Increase</u>	<u>Effective Date</u>
	2.0% lump sum	March 1, 2010

Health and Welfare

The per capita monthly contribution established in November 2007 of \$800.00 will remain the same for FY09.

Reopening Provision

The parties agree to reopen this agreement for the purposes of negotiating wages rates, health and welfare, and pension benefits to become effective November 1, 2009, November 1, 2010, and November 1, 2011, provided they so notify the other party in writing by March 30, 2011. Failing receipt by Metro or the Union, on the date specified, of such written notice to reopen, the terms of this agreement will continue in full force and effect for the duration of the agreement.

Non-Economic Highlights of Tentative Agreement

The following changes closely track earlier work rule changes agreed to with Local 689 ATU:

Contract Administration and Other Changes:

- (a) When so requested, Metro will provide to the Union the identity and contact information of passenger or public complainants at Step 3 of the grievance procedure in disciplinary cases.
- (b) An employee whose disciplinary actions were reversed by settlement agreement or arbitration shall have all reference to such action immediately removed from the employee's work record.
- (c) If the job requires a special license or endorsement, Metro shall reimburse the employee for the cost.

PRESENTED AND ADOPTED: April 22, 2010

**SUBJECT: AMEND FISCAL YEAR 2010 REIMBURSABLE PROJECTS' BUDGET FOR
CRYSTAL CITY-POTOMAC YARD TRANSITWAY PROJECT**

2010-19

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

WHEREAS, On behalf of Arlington County and the City of Alexandria, Metro and its planning services consultant had prepared environmental documentation for the Crystal City-Potomac Yard Transitway in Fiscal Years 2006 and 2007, using Federal Transit Administration (FTA) grant funds; and

WHEREAS, On February 17, 2010, the U.S. Department of Transportation awarded a TIGER grant of \$8,500,000 for the construction of a section of the Transitway in the City of Alexandria, which the City will implement; and

WHEREAS, The City of Alexandria has requested Metro technical support for the update of past environmental documentation for the Crystal City-Potomac Yard Transitway in order to meet FTA grant requirements; and

WHEREAS, On June 25, 2009, the Board of Directors approved the Fiscal Year 2010 Reimbursable Projects budget totaling \$34,707,000; and

WHEREAS, The City of Alexandria has identified \$300,000 in Regional Surface Transportation Program funds via the Northern Virginia Transportation Commission to fund the costs of Metro involvement in this project; now, therefore be it

RESOLVED, That the Board of Directors approves establishment of a reimbursable project entitled Crystal City-Potomac Yard Transitway-Alexandria Update; and be it further

RESOLVED, That the Board of Directors approves establishment of a project budget of \$300,000 using Regional Surface Transportation Program funds at the Northern Virginia Transportation Commission; and be it further

RESOLVED, That the Board of Directors amends the Fiscal Year 2010 Reimbursable Projects' budget from \$45,926,554 to \$46,226,554 for this project; and be it further

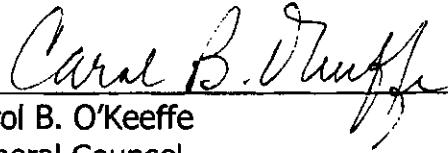
Motioned by Mrs. Hudgins, seconded by Mr. Zimmerman
Ayes: 7 - Mr. Benjamin, Mrs. Hudgins, Mr. Giancola, Mr. Downey, Ms. Hewlett, Mr. Zimmerman and
Mr. Graham

RESOLVED, That the Board of Directors authorizes staff to negotiate a reimbursable agreement with the City of Alexandria and authorizes the General Manager to execute the resulting agreement; and be it further

RESOLVED, That the Board of Directors approves issuance of tasks to Metro's on-call planning services consultant for the technical support; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: TRACKING OF SAFETY FINDINGS AND RECOMMENDATIONS BY OVERSIGHT AGENCIES

2010-21

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

WHEREAS, The Board of Directors expects to receive reports on the status of safety findings and recommendations made to the Authority by various oversight agencies, including the Tri-State Oversight Committee (TOC), National Transportation Safety Board (NTSB), Federal Transit Administration (FTA), etc., on a periodic basis; and

WHEREAS, The Board of Directors requires the General Manager to keep the Board and the Office of Inspector General informed of the progress of Corrective Actions to address those findings and recommendations on a frequent basis; now, therefore be it

RESOLVED, That the General Manager and staff shall:

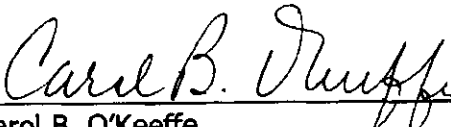
- Design and develop a mechanism for tracking all safety findings and recommendations including those made by various oversight agencies, such as the TOC, NTSB, FTA, etc; and
- Provide the Customer Service, Operations, and Safety Committee and the Office of Inspector General quarterly updates on the status of Corrective Actions to address the findings and recommendations, including planned and expected completion dates; and
- Inform the Customer Service, Operations, and Safety Committee of any significant delays, omissions, issues, or problems regarding the status of findings and recommendations made by oversight agencies; and be it further

RESOLVED, That the Inspector General and staff shall:

- Track continuously the safety findings and recommendations made by oversight agencies and inform the Customer Service, Operations, and Safety Committee immediately of any significant delays, omissions, issues, or problems regarding the completion of those actions; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Motioned by Mr. Zimmerman, seconded by Mrs. Hudgins

Ayes: 7 - Mr. Benjamin, Mrs. Hudgins, Mr. Giancola, Mr. Downey, Ms. Hewlett, Mr. Zimmerman and Mr. Graham

SUBJECT: AMEND RAILCAR BUDGET; AMEND INTERGOVERNMENTAL COOPERATIVE AGREEMENT; AUTHORIZE CONTRACT AWARD AND AUTHORIZE INTERNATIONAL TRAVEL FOR THE DULLES METRORAIL CORRIDOR PROJECT

2010-25

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

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) has solicited and received proposals for a consolidated railcar procurement and proposes to award 1) 64 Railcars for Phase I of the Dulles Metrorail Corridor Project; 2) 300 Railcars for replacement of the 1000 series railcars; and 3) 64 Railcars for Phase II of the Dulles Metrorail Corridor Project; and

WHEREAS, WMATA and the Metropolitan Washington Airport Authority (MWAA) have entered into an intergovernmental Cooperative Agreement to fund and purchase railcars for the Dulles Metrorail Corridor Project; and

WHEREAS, WMATA and MWAA have agreed to increase the number of railcars to be purchased for the Dulles Metrorail Corridor Project from 64 railcars to 128 railcars; and

WHEREAS, WMATA has agreed to participate in the funding of the Design and Development Cost associated with the railcars; and

WHEREAS, These changes require an amendment to the Dulles Railcar Budget from \$189,490,200 to \$395,358,200; and

WHEREAS, These changes require an amendment to the WMATA-MWAA Intergovernmental Cooperative Agreement; and

WHEREAS, Proper management of the contract for the purchase of railcars requires foreign travel for inspection and verification of the work performed by the vendor; now, therefore be it

RESOLVED, That the Board of Directors authorizes the award of a contract in the amount of \$885,780,492 for purchase of Base 64 Railcars (Dulles Phase I); Option #4 300 Railcars (1000 Series Replacement); and Option #1 64 Railcars (Dulles Phase II), subject to the execution of an amended Dulles Cooperative Agreement; the Board's adoption of the FY2011 capital budget and of a multi-year funding agreement for

2011-16 and availability of funding; and also subject to FTA approval to the extent required, and; be it further

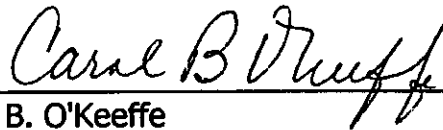
RESOLVED, That the Board of Directors approves adjusting the Dulles Railcar Budget from \$189,490,200 to \$395,358,200; and be it further

RESOLVED, That the General Manager is authorized to amend the Intergovernmental Cooperative Agreement with MWAA dated 9/14/2007 to increase the number of railcars purchased for the Dulles Metrorail Corridor Project from 64 to 128 and to provide for cost sharing between WMATA and MWAA for the design and development costs of the railcars; and be it further

RESOLVED, That the General Manager is authorized to approve foreign travel verified as necessary in support of the railcar purchase, provided that quarterly reports of authorized travel are made to the Board of Directors; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: APPROVAL OF FY2011 BUDGET AND FARE INCREASE

**2010-31
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Board of Directors has received and considered the General Manager's proposed FY2011 Budget and has conducted public hearings on proposed service and fare changes and made a determination concerning the proposed changes; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated the proposed adjustments to fares and service throughout the decision making process to determine whether these changes would have a disparate impact on minority and low-income populations, and has determined there is no significant disparate impact on minority and low-income populations at the system-wide level; now, therefore be it

RESOLVED, That the Board of Directors approves the FY2011 Budget of \$2.18 billion as detailed in Attachment A; and be it further

RESOLVED, That the FY2011 operating portion of the Budget totals \$1.4 billion with operating revenue, expense and subsidy as detailed in Attachments B-1 and B-2; and be it further

RESOLVED, That the 103-mile rail construction debt service portion of the FY2011 Budget totals \$27.5 million and is allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That \$21.2 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2011 Budget and are allocated to the jurisdictions as detailed in Attachment B-2; and be it further

RESOLVED, That the FY2011 capital portion of the Budget totals \$0.71 billion as detailed in Attachments C-1, C-2 and C-3; and be it further

RESOLVED, That the new Budget for reimbursable program projects totals \$19.0 million for the operating portion and \$3.0 million for the capital portion; non-Capital Improvement Program projects and prior-year reimbursable program project budgets already have Board of Directors approval and are detailed in Attachments D-1 and D-2; and be it further

**Motioned by Mrs. Hudgins, seconded by Ms. Hewlett
Ayes: 6 - Mr. Benjamin, Mrs. Hudgins, Mr. Giancola, Ms. Hewlett, Mr. Zimmerman and Mr. Downey**

RESOLVED, That the Board of Directors:

1. Approves increases to the Metrobus, Metrorail and MetroAccess fares to begin on or about Sunday, June 27, 2010, prior to the beginning of Sunday service as detailed in Attachments E-1 and E-2 to this resolution;
2. Directs that the changes listed on Attachment E-1 relating to the "peak of the peak" and the special surcharge for non-SmarTrip[®] rail transactions will become effective when the fare collection system can technologically accommodate the fares;
3. Approves the reduction of the bus-to-bus transfer period, the bus-to-rail transfer period and the rail-to-bus transfer period from three hours to two hours;
4. Approves increases in the reserved parking monthly fee by \$10.00 to \$65.00;
5. Approves the institution of special fares of no more than five times the normal rate for fares and passes on bus and rail and to charge up to \$25 for parking for special events;
6. Approves the increase of District of Columbia student fares, fare media and fare passes to begin on or about Sunday, June 27, 2010, prior to the beginning of Sunday service as detailed in Attachment E-2 to this resolution;
7. Approves of the use of capital funds of \$30.0 million for rail and bus lifecycle overhaul and \$30.7 million for preventative maintenance; if fare revenue exceeds the amount budgeted, expenditure savings are achieved, including those from wage increases currently in arbitration, or unanticipated subsidies become available, any excess (up to \$60.7 million) will be transferred to the capital budget after Board approval to fund up to \$60.7 million of additional capital project expenditures;
8. Determines that the value of transfers from local bus services shall follow the procedures applied in the WMATA Tariff whereby the local bus fare paid is the value of the transfer on Metrobus, with any required step-up fare, if required, to be paid by the customer;
9. Directs that the $\frac{3}{4}$ mile zone for the provision of MetroAccess service be strictly enforced starting June 26, 2010, with the exception of those MetroAccess customers who currently take MetroAccess trips outside of the $\frac{3}{4}$ mile corridor;

10. Directs that the changes listed on Attachment E-1 relating to the MetroAccess fare of twice the equivalent fixed route fare up to a maximum of \$7.00 will become effective when Metro can technologically accommodate the fares; between Sunday, June 27, 2010 and such time, Metro will charge twice the new bus fare (\$1.50) of \$3.00 per trip plus applicable supplemental fares up to a maximum of \$7.00;
11. Directs that on or after June 27, 2010, new and recertifying MetroAccess customers shall be eligible for the "Free Ride Program" only if they are determined to be conditionally eligible for paratransit service; provided that existing MetroAccess customers (and one personal care attendant per customer) may continue participating in the Free Ride Program until their current period of paratransit eligibility expires; and be it further

RESOLVED, That as part of the adoption of the annual budget, the Board of Directors approves the annual Plan of Contracts such that the General Manager is authorized to initiate and award all procurement actions presented in the Plan of Contracts as detailed in Attachments F-1 and F-2; and be it further

RESOLVED, That the Board of Directors authorizes the distribution of up to 25,000 free SmarTrip® cards to local social services agencies in the Compact jurisdictions for distribution to their clients on a one-time, limited-offer basis; and be it further

RESOLVED, That the Board of Directors approves a \$0.05 surcharge on entry and exit at up to two stations in each jurisdiction (Virginia, Maryland and the District of Columbia) for the purpose of funding station-specific capital improvements to Metro facilities at the stations where the surcharge is levied; provided that each jurisdiction receives approval for its proposed two stations from the Board prior to implementation; and be it further

RESOLVED, That in order to implement the elements of the Capital Improvement Program, the General Manager, the Chief Financial Officer and the Treasurer 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 Capital Improvement Program; and (2) execute and file the annual Federal Transit Administration Certifications and Assurances; and be it further

RESOLVED, That the General Manager or his designee is authorized to conduct public hearings in furtherance of the implementation of the Capital Improvements Program; and be it further

RESOLVED, That subject to the successful completion of the regional pass pilot, verification of technical capabilities, the development of a successful distribution plan, and the resolution of any budget issues, the launch of a regional pass and the arrangements for the reconciliation of fare revenues among the regional partners will begin on October 17, 2010, in accordance with the terms of the SmarTrip® Operations Funding Agreement and the revenue sharing model developed by Metro and the regional partners; and be it further

RESOLVED, That staff are directed to reduce the price of the SmarTrip® card to the customers and to provide a report to the Board of Directors in July on the implementation of the reduction; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

ATTACHMENT A
FY2011 BUDGET
(dollars in millions)

	Fiscal 2011 Budget
Operating Budget:	
Metrobus Operations	\$537.9
Metrorail Operations	\$822.3
MetroAccess Operations	<u>\$103.7</u>
Subsidized Operating Budget	\$1,463.9
Preventative Maintenance	(\$60.7)
Debt Service	\$27.5
Metro Matters Debt Service*	<u>\$21.2</u>
Total Operating Budget	\$1,451.9
Capital Budget:	
Capital Improvement Program	<u>\$709.3</u>
Total Capital Budget	\$709.3
Reimbursable Programs Budget:	
Operating Reimbursable Programs	\$19.0
Capital Reimbursable Programs	<u>\$3.0</u>
Total Reimbursable Budget	\$22.0
FY2011 BUDGET APPROVAL	<u><u>\$2,183.2</u></u>
FY2011 Approved Headcount	
Operating	10,372
Capital	<u>602</u>
	10,974

* Metro Matters debt service was included in the Metro Matters Capital Budget in FY2010.

ATTACHMENT B-1
FISCAL 2011 OPERATING BUDGET
REVENUE, EXPENSE & FUNDING SOURCES

	Total	Metrobus	Metrorail	MetroAccess
REVENUES				
Passenger	734,700,681	136,871,994	592,013,310	5,815,377
Other Passenger	7,000,000	2,866,185	4,133,815	-
Parking	47,842,000	-	47,842,000	-
Charter	-	-	-	-
Advertising	15,000,000	10,050,000	4,950,000	-
Joint Development	6,450,000	-	6,450,000	-
Other	4,595,000	1,624,052	2,970,949	-
Employee Parking	240,000	120,000	120,000	-
Interest	515,000	185,400	329,600	-
Fiber Optics	14,840,000	-	14,840,000	-
Total Revenues	\$ 831,182,682	\$ 151,717,631	\$ 673,649,674	\$ 5,815,377
EXPENSES				
Wages	488,661,509	223,834,419	264,781,815	45,275
Salaries	204,952,863	58,253,030	143,407,794	3,292,040
Fringe	318,185,740	131,600,945	185,105,702	1,479,093
Services	188,190,955	31,809,893	58,584,661	97,796,402
Materials & Supplies	70,160,877	29,671,062	40,293,858	195,957
Fuel & Propulsion Power	102,524,483	37,075,505	65,448,978	-
Utilities	47,368,105	9,342,324	37,950,286	75,495
Casualty & Liability	37,945,493	12,613,323	25,189,622	142,548
Leases & Rentals	5,261,490	1,789,218	2,868,776	603,496
Miscellaneous	5,033,906	1,941,109	3,039,331	53,466
Preventive Maint./Reimb.	(4,402,740)	(72,500)	(4,330,240)	-
Total Expenses	\$1,463,882,683	\$ 537,858,328	\$ 822,340,583	\$ 103,683,771
GROSS SUBSIDY	\$ 632,699,957	\$ 386,140,697	\$ 148,690,909	\$ 97,868,394
Preventative Maintenance	60,700,000	20,638,000	40,062,000	-
Net Local Subsidy	\$ 572,000,000	\$ 365,502,697	\$ 108,628,909	\$ 97,868,394

FISCAL 2011 BUDGET
SUMMARY OF STATE/LOCAL OPERATING REQUIREMENTS

	DISTRICT OF COLUMBIA	MONTGOMERY COUNTY	PRINCE GEORGES COUNTY	CITY OF ALEXANDRIA	ARLINGTON COUNTY	FAIRFAX CITY	FAIRFAX COUNTY	FALLS CHURCH	TOTAL
METROBUS OPERATING SUBSIDY									
REGIONAL SUBSIDY	\$126,156,727	\$45,207,051	\$48,482,108	\$14,294,214	\$22,680,321	\$618,562	\$37,206,658	\$1,255,566	\$295,901,206
NON-REGIONAL	\$31,260,258	\$7,799,923	\$21,603,994	\$363,182	\$637,761	\$0	\$7,936,372	\$0	\$69,601,491
TOTAL BUS OPERATING	\$157,416,985	\$53,006,974	\$70,086,102	\$14,657,396	\$23,318,082	\$618,562	\$45,143,030	\$1,255,566	\$365,502,697
	43.1%	14.5%	19.2%	4.0%	6.4%	0.2%	12.4%	0.3%	
METRO RAIL OPERATING SUBSIDY									
BASE ALLOCATION	\$35,587,256	\$19,281,337	\$18,600,835	\$4,698,657	\$9,866,246	\$307,604	\$14,531,708	\$258,118	\$103,131,761
MAX FARE SUBSIDY	\$268,916	\$3,172,466	\$784,422	\$99,397	\$52,470	\$44,906	\$1,065,958	\$8,613	\$5,497,147
TOTAL RAIL OPERATING	\$35,856,172	\$22,453,803	\$19,385,256	\$4,798,054	\$9,918,716	\$352,510	\$15,597,666	\$266,731	\$108,628,909
	33.0%	20.7%	17.8%	4.4%	9.1%	0.3%	14.4%	0.2%	
PARATRANSIT SUBSIDY									
	\$20,884,117	\$24,147,209	\$39,047,012	\$868,533	\$1,246,755	\$209,590	\$11,347,290	\$117,889	\$97,868,394
	21.3%	24.7%	39.9%	0.9%	1.3%	0.2%	11.6%	0.1%	
SUBTOTAL OPERATING SUBSIDY	\$214,157,273	\$99,607,986	\$128,518,371	\$20,323,984	\$34,483,553	\$1,180,661	\$72,087,986	\$1,640,185	\$572,000,000
DEBT SERVICE									
METRO MATTERS DEBT SERVICE *	\$10,331,300	\$4,867,500	\$4,872,900	\$1,418,200	\$2,740,200	\$46,700	\$3,168,900	\$38,500	\$27,484,200
	\$10,668,981	\$4,955,550	\$5,496,167					\$55,057	\$21,175,756
TOTAL PROPOSED SUBSIDY	\$235,157,555	\$109,431,036	\$138,857,438	\$21,742,184	\$37,223,753	\$1,227,361	\$75,256,886	\$1,733,742	\$620,659,956

* Metro Matters debt service was included in the Metro Matters Capital Budget in FY2010.

ATTACHMENT C-1
FY2011 CAPITAL BUDGET
Capital Improvement Program (CIP) Costs: FY2011-2016
 (dollars in millions)

	Annual Work Plan Year: FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
A Vehicles/ Vehicle Parts							
Replacement of Rail Cars							
CIP 057 1000 Series Rail Car Replacement	\$79,253	\$20,465	\$12,029	\$135,633	\$350,478	\$120,199	\$718,057
CIP 060 4000 Series Rail Car Replacement	0,000	0,000	0,000	22,899	0,728	186,220	209,847
Subtotal	\$79,253	\$20,465	\$12,029	\$158,531	\$351,206	\$306,419	\$927,904
Replacement of Buses							
CIP 006 Bus Replacement	\$74,227	\$71,966	\$56,307	\$59,170	\$80,347	\$100,878	\$442,894
Subtotal	\$74,227	\$71,966	\$56,307	\$59,170	\$80,347	\$100,878	\$442,894
Rehabilitation of Rail Cars							
CIP 064 1000 Series Rail Car HVAC Rehabilitation	\$4,247	\$1,111	\$0,000	\$0,000	\$0,000	\$0,000	\$5,358
CIP 058 2000/3000 Series Rail Car Mid-Life Rehabilitation	3,256	0,248	0,000	0,000	0,000	0,000	3,505
CIP 067 Rail Car Safety & Reliability Enhancements	12,082	2,499	1,502	1,653	1,699	1,755	21,191
CIP 063 Rail Rehabilitation Program	12,439	12,522	12,703	12,892	12,981	14,164	77,700
CIP 142 Rail Lifecycle Overhaul	20,000	20,800	20,864	20,932	20,831	20,831	124,258
CIP 125 Rail Preventive Maintenance	20,861	0,000	0,000	0,000	0,000	0,000	20,861
Subtotal	\$72,886	\$37,179	\$35,070	\$35,476	\$35,511	\$36,750	\$252,872
Rehabilitation of Buses							
CIP 005 Bus Rehabilitation Program	\$24,401	\$30,081	\$30,862	\$31,672	\$32,251	\$33,005	\$182,273
CIP 008 Bus Repairables	7,178	7,907	12,770	11,511	15,378	16,427	71,172
CIP 143 Bus Lifecycle Overhaul	10,000	10,715	10,748	10,783	10,731	10,731	63,708
CIP 137 Bus Preventive Maintenance	11,471	0,000	0,000	0,000	0,000	0,000	11,471
Subtotal	\$53,050	\$48,704	\$54,380	\$53,966	\$58,361	\$60,163	\$328,623
Replacement of MetroAccess Vehicles							
CIP 015 MetroAccess Fleet Replacement	\$11,428	\$12,055	\$12,202	\$10,277	\$8,571	\$10,846	\$65,379
Subtotal	\$11,428	\$12,055	\$12,202	\$10,277	\$8,571	\$10,846	\$65,379
Replacement of Service Vehicles							
CIP 009 Service Vehicle Replacement	\$2,062	\$6,823	\$7,964	\$6,968	\$7,937	\$5,718	\$37,472
Subtotal	\$2,062	\$6,823	\$7,964	\$6,968	\$7,937	\$5,718	\$37,472
Rail Car Fleet Expansion							
CIP 062 6000 Series Rail Car Procurement	\$8,052	\$0,843	\$1,658	\$1,101	\$0,000	\$0,000	\$11,654
CIP 069 75% 8-Car Train-- Rail Cars (7000 Series)	0,000	0,000	0,000	0,000	21,593	2,341	23,933
Subtotal	\$8,052	\$0,843	\$1,658	\$1,101	\$21,593	\$2,341	\$35,587
Bus Fleet Expansion							
CIP 003 Bus Capacity Enhancements: Fleet Expansion	\$0,000	\$0,000	\$0,000	\$0,000	\$8,687	\$8,687	\$17,374
Subtotal	\$0,000	\$0,000	\$0,000	\$0,000	\$8,687	\$8,687	\$17,374

ATTACHMENT C-1
FY2011 CAPITAL BUDGET
Capital Improvement Program (CIP) Costs: FY2011-2016
 (dollars in millions)

	Annual Work Plan Year: FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
Bus Enhancements							
CIP 001 Antenna Reduction/ Security Enhancements	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
CIP 002 Automatic Vehicle Location Equipment Replacement	9.419	16.053	13.530	0.000	0.000	0.000	39.002
CIP 007 Bus Camera Installation	0.000	3.006	0.000	0.000	0.000	0.000	3.006
Subtotal	\$9.419	\$19.059	\$13.530	\$0.000	\$0.000	\$0.000	\$42.007
Subtotal	\$310.376	\$217.093	\$193.138	\$325.489	\$572.213	\$531.802	\$2,150.112
B Rail System Infrastructure Rehabilitation							
Rail Line Segment Rehabilitation							
CIP 108 Rail Rehabilitation Tier 1: Dupont to Grosvenor	\$0.000	\$0.000	\$0.000	\$41.813	\$51.405	\$51.404	\$144.622
CIP 107 Rail Rehabilitation Tier 1: Dupont to Silver Spring	57.010	65.480	54.549	28.395	0.000	0.000	205.434
CIP 110 Rail Rehabilitation Tier 1: National Airport to Stadium Armory	34.546	60.416	59.548	98.786	80.118	68.457	401.872
Subtotal	\$91.556	\$125.897	\$114.097	\$168.994	\$131.523	\$119.861	\$751.928
Subtotal	\$91.556	\$125.897	\$114.097	\$168.994	\$131.523	\$119.861	\$751.928
C Maintenance Facilities							
Rehabilitation and Replacement of Bus Garages							
CIP 085 Royal Street Bus Garage Replacement (Cinder Bed Road)	\$16.595	\$31.768	\$47.979	\$2.436	\$0.000	\$0.000	\$98.779
CIP 086 Southeastern Bus Garage Replacement (DC Village)	5.732	30.746	14.918	0.000	0.000	0.000	51.396
CIP 084 Southern Avenue Bus Garage Replacement	10.533	29.246	51.759	21.720	0.000	0.000	113.258
Subtotal	\$32.861	\$91.759	\$114.657	\$24.156	\$0.000	\$0.000	\$263.433
Maintenance of Bus Garages							
CIP 119 Bus Garage Facility Repairs Tier 1: Western, Northern and Land	\$18.879	\$25.739	\$31.052	\$32.237	\$19.800	\$17.250	\$144.957
Subtotal	\$18.879	\$25.739	\$31.052	\$32.237	\$19.800	\$17.250	\$144.957
Maintenance of Rail Yards							
CIP 116 Rail Yard Facility Repairs Tier 1: Alexandria, Brentwood and New	\$0.000	\$24.761	\$29.777	\$41.770	\$32.776	\$26.671	\$155.755
Subtotal	\$0.000	\$24.761	\$29.777	\$41.770	\$32.776	\$26.671	\$155.755
Rail Maintenance Facilities							
CIP 071 Test Track & Commissioning Facility	\$5.154	\$17.451	\$17.505	\$0.000	\$0.000	\$46.264	\$86.373
Subtotal	\$5.154	\$17.451	\$17.505	\$0.000	\$0.000	\$46.264	\$86.373
Environmental Compliance Projects							
CIP 010 Environmental Compliance Projects	\$0.623	\$0.655	\$0.692	\$0.733	\$0.770	\$0.812	\$4.285
CIP 011 Underground Storage Tank Replacement	2.135	4.406	2.530	2.426	1.004	2.934	15.435
Subtotal	\$2.757	\$5.061	\$3.222	\$3.159	\$1.775	\$3.746	\$19.720

ATTACHMENT C-1
FY2011 CAPITAL BUDGET
Capital Improvement Program (CIP) Costs: FY2011-2016
 (dollars in millions)

	Annual Work Plan Year: FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
Maintenance Bus and Rail Facilities							
CIP 127 Support Equipment - MTPD	\$1,031	\$1,030	\$1,030	\$1,037	\$1,033	\$1,032	\$6,192
CIP 126 Financial Planning, Project Administration, and System Wide Inf	2,169	1,642	3,340	1,060	3,724	3,211	15,146
Subtotal	\$3,200	\$2,672	\$4,370	\$2,097	\$4,756	\$4,243	\$21,338
Expansion of Bus Garages							
CIP 078 Bladensburg Shop Reconfiguration	\$3,092	\$6,159	\$7,208	\$9,431	\$0,000	\$0,000	\$25,890
CIP 038 Bus Garage Capacity Enhancements	1,562	0,000	0,000	0,000	0,000	22,802	24,364
Subtotal	\$4,655	\$6,159	\$7,208	\$9,431	\$0,000	\$22,802	\$50,254
Subtotal	\$67,505	\$173,603	\$207,790	\$112,849	\$59,107	\$120,976	\$741,831
D Systems and Technology							
Power System Upgrades - Rail							
CIP 077 8-Car Train Power Upgrades	\$4,123	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$4,123
CIP 076 100 % 8-Car Train - Power Upgrades	0,000	0,000	6,986	7,980	6,791	7,258	29,016
Subtotal	\$4,123	\$0,000	\$6,986	\$7,980	\$6,791	\$7,258	\$33,139
Operations Support Software							
CIP 042 Bus & Rail Asset Management Software	\$1,109	\$4,140	\$5,872	\$3,613	\$6,757	\$4,948	\$26,439
CIP 043 Bus Operations Support Software	2,062	3,080	3,089	3,099	3,598	3,084	18,012
CIP 044 Customer & Regional Integration	4,295	4,791	3,776	4,821	4,797	4,797	27,278
CIP 045 Data Centers and Infrastructures	7,422	1,602	0,745	4,959	4,913	6,168	25,810
CIP 047 Enterprise Geographic Information System	2,062	3,080	2,574	2,583	3,598	2,570	16,467
CIP 052 Network and Communications	3,092	5,468	6,201	4,132	5,141	6,168	30,203
CIP 053 Network Operations Center (NOC)	1,937	3,500	3,573	3,099	1,028	0,000	13,138
CIP 051 Police Dispatch and Records Management	0,000	0,000	0,000	0,995	0,000	0,000	0,995
CIP 140 Rail Mileage Based Asset Management	4,123	0,000	0,000	0,000	8,504	10,281	22,909
CIP 056 Rail Operations Support Software	2,303	4,211	5,148	5,165	5,141	5,140	27,108
Subtotal	\$28,406	\$29,872	\$30,979	\$32,466	\$43,477	\$43,158	\$208,358
Business Support Software & Equipment							
CIP 030 Currency Processing Machines	\$1,014	\$1,447	\$0,439	\$0,000	\$0,000	\$0,000	\$2,900
CIP 054 Customer Electronic Communications & Outreach	1,546	3,336	2,832	2,066	2,056	2,056	13,893
CIP 046 Document Management System	1,546	0,000	0,000	2,626	2,613	4,667	11,453
CIP 049 Management Support Software	2,985	2,566	2,574	10,158	10,623	0,000	28,907
CIP 050 Metro IT OneStop and Office Automation	2,774	3,094	5,446	3,231	4,112	2,056	20,714
CIP 103 Police Portable Radio Replacement	0,670	0,667	0,669	0,000	0,000	0,668	2,675
CIP 048 Sensitive Data Protection Technology	4,476	5,221	4,760	4,259	4,112	4,112	26,941
Subtotal	\$15,011	\$16,332	\$16,720	\$22,341	\$23,518	\$13,560	\$107,483

ATTACHMENT C-1
 FY2011 CAPITAL BUDGET
Capital Improvement Program (CIP) Costs: FY2011-2016
 (dollars in millions)

Annual Work Plan Year: FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
Rail Fare Equipment						
CIP 091 Automatic Fare Collection Machines	\$1,075	\$1,030	\$1,033	\$4,613	\$6,675	\$14,426
CIP 031 Debit/Credit Processing Requirements	0.257	0.257	0.258	0.257	0.257	3.193
CIP 092 Ethernet Wiring for Rail Fare Machines	0.000	0.000	0.000	0.000	0.000	1.340
CIP 032 Fare Media Encoders	0.579	1.013	0.000	0.000	0.000	1.592
CIP 094 Improvements to Coin Collection Machines	0.000	0.000	0.000	0.000	0.000	2.276
CIP 093 Integrating regional NEXTFARE System	0.980	0.880	0.728	0.982	0.982	6.341
CIP 097 Open Bankcard and Automatic Fare Collection Systems	2.310	2.317	4.954	4.786	0.000	15.912
Subtotal	\$5,200	\$5,498	\$6,973	\$10,638	\$7,914	\$45,081
Subtotal	\$51,405	\$60,183	\$69,760	\$84,423	\$71,891	\$394,060
E Track and Structures						
Track Rehabilitation						
CIP 023 Third Rail Rehabilitation	\$5,518	\$4,184	\$4,408	\$4,606	\$4,835	\$23,550
CIP 089 Track Fasteners	2,053	2,059	2,066	2,056	2,056	12,353
CIP 019 Track Floating Slab Rehabilitation	1,260	1,319	1,555	1,616	1,689	9,166
CIP 021 Track Pad/Shock Absorber Rehabilitation	2,047	2,155	2,271	2,419	2,491	15,716
CIP 024 Track Rehabilitation	33,269	33,223	31,918	33,369	37,239	213,468
CIP 022 Track Structural Rehabilitation	1,542	2,890	1,840	1,787	1,876	12,268
CIP 141 Cheverly Abutment	0.000	0.000	0.000	0.000	0.000	3,196
CIP 018 Track Welding Program	2,656	2,863	3,089	3,307	3,560	16,942
Subtotal	\$48,343	\$48,693	\$47,147	\$49,161	\$53,747	\$306,658
Station/Tunnel Rehabilitation						
CIP 026 Station/Tunnel Leak Mitigation	\$3,298	\$3,276	\$3,451	\$3,607	\$3,761	\$20,451
Subtotal	\$3,057	\$3,298	\$3,451	\$3,607	\$3,761	\$20,451
Subtotal	\$51,642	\$51,969	\$50,598	\$52,767	\$57,508	\$327,109
F Passenger Facilities						
Elevator/Escalator Facilities						
CIP 072 Elevator Rehabilitation	\$3,490	\$2,265	\$1,136	\$1,645	\$2,159	\$13,067
CIP 132 Elevator/Escalator Repairables	4,825	4,840	4,855	5,346	4,832	29,027
CIP 073 Escalator Rehabilitation	8,315	11,738	13,946	13,879	9,767	62,594
Subtotal	\$16,630	\$18,843	\$19,938	\$20,870	\$16,758	\$104,688
Maintenance of Rail Station Facilities						
CIP 138 System-wide Infrastructure Rehabilitation	\$30,210	\$9,267	\$0,000	\$0,000	\$0,000	\$83,434
CIP 087 Station Rehabilitation Program	7,832	7,960	8,089	8,153	8,358	48,151
Subtotal	\$38,042	\$17,227	\$8,089	\$8,153	\$8,358	\$131,585

ATTACHMENT C-1
FY2011 CAPITAL BUDGET
Capital Improvement Program (CIP) Costs: FY2011-2016
(dollars in millions)

	Annual Work Plan Year FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
Bicycle & Pedestrian Facilities							
CIP 035 Bicycle & Pedestrian Facilities: Capacity Improvements	\$0.976	\$1.019	\$1.138	\$1.197	\$1.268	\$1.338	\$6.936
CIP 036 Replacement of Bicycle Racks & Lockers	0.457	0.469	0.421	0.436	0.448	0.464	2.695
Subtotal	\$1.433	\$1.488	\$1.559	\$1.633	\$1.716	\$1.801	\$9.631
Rail Station: Capacity/Enhancements							
CIP 039 Core & System Capacity Project Development	\$0.515	\$1.027	\$1.030	\$1.033	\$1.542	\$1.028	\$6.175
CIP 074 Installation of Parking Lot Credit Card Readers	0.000	0.000	0.000	0.000	0.000	3.364	3.364
CIP 088 Station Entrance Canopies	0.000	0.000	0.000	0.000	0.000	10.281	10.281
Subtotal	\$0.515	\$1.027	\$1.030	\$1.033	\$1.542	\$14.673	\$19.820
Bus Priority Corridor Improvements							
CIP 037 Bus Priority Corridor Network Enhancements	\$2.062	\$2.053	\$2.059	\$2.066	\$2.056	\$6.168	\$16.465
Subtotal	\$2.062	\$2.053	\$2.059	\$2.066	\$2.056	\$6.168	\$16.465
Rail Station Equipment							
CIP 099 Police Emergency Management Equipment	\$0.914	\$0.000	\$0.000	\$0.000	\$0.000	\$0.067	\$0.981
Subtotal	\$0.914	\$0.000	\$0.000	\$0.000	\$0.000	\$0.067	\$0.981
Subtotal	\$88.288	\$59.240	\$40.718	\$32.759	\$34.338	\$47.825	\$283.169
G Maintenance Equipment							
Rail Maintenance Equipment							
CIP 136 FCC Radio Frequency Communication Changes	\$0.176	\$1.027	\$10.297	\$9.298	\$0.000	\$0.000	\$20.797
CIP 065 Geometry Vehicle	0.564	4.011	1.676	0.225	0.000	0.000	6.476
CIP 139 NTSB Recommendations	10.308	10.265	10.297	0.000	0.000	0.000	30.871
CIP 066 Rail Shop Repair Equipment	2.165	4.209	4.222	4.236	4.215	4.215	23.261
CIP 020 Replacement of Rail Track Signage	1.014	1.060	1.117	1.177	1.250	1.235	6.854
CIP 027 Switch Machine Rehabilitation Project	0.908	0.950	1.001	1.054	1.101	1.157	6.170
CIP 025 Track Maintenance Equipment	17.292	20.708	10.039	10.475	10.425	12.964	81.904
CIP 135 Train Control Signal	1.031	10.265	10.297	0.000	0.000	0.000	21.593
CIP 133 Wayside Work Equipment	4.123	3.080	2.059	2.066	0.000	0.000	11.328
Subtotal	\$37.582	\$55.574	\$51.006	\$28.530	\$16.991	\$19.571	\$209.254
Bus Repair Equipment							
CIP 004 Bus Repair Equipment	\$2.732	\$2.855	\$3.015	\$3.125	\$3.213	\$3.380	\$18.320
Subtotal	\$2.732	\$2.855	\$3.015	\$3.125	\$3.213	\$3.380	\$18.320
Business Facilities Equipment							
CIP 028 Materials Handling Equipment	\$0.158	\$0.139	\$0.144	\$0.149	\$0.153	\$0.158	\$0.901
CIP 029 Warehouse Vertical Storage Units/Shelving	0.675	0.695	0.600	0.622	0.766	0.660	4.018
Subtotal	\$0.833	\$0.834	\$0.744	\$0.771	\$0.919	\$0.818	\$4.919
Subtotal	\$41.147	\$59.263	\$54.765	\$32.426	\$21.123	\$23.769	\$232.493

ATTACHMENT C-1
FY2011 CAPITAL BUDGET
Capital Improvement Program (CIP) Costs: FY2011-2016
 (dollars in millions)

	Annual Work Plan Year: FY2011 Budget	FY2011-16					Total
		FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	
H Other Facilities							
Business Support Facilities							
CIP 134 Carmen Turner Facility Parking Garage	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
CIP 080 Jackson Graham Building Renovation	3.608	0.000	0.000	0.000	0.000	0.000	3.608
CIP 033 Replacement of Revenue Facility Equipment	0.695	0.266	0.180	0.507	0.409	0.264	2.321
CIP 034 Revenue Collection Facility (RCF) Building Expansion	0.000	1.274	1.320	0.000	0.000	0.000	2.594
Subtotal	\$4.303	\$1.540	\$1.500	\$0.507	\$0.409	\$0.264	\$8.523
MTPD Support Facilities							
CIP 101 Police Substation - New District 2/Training Facility	\$1.296	\$2.524	\$13.014	\$0.544	\$0.000	\$0.000	\$17.379
CIP 102 Police Substation - New District 4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 100 Police Training Facility	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CIP 106 Special Operations Division Facility	0.831	1.626	8.338	0.341	0.000	0.000	11.136
Subtotal	\$2.127	\$4.150	\$21.353	\$0.885	\$0.000	\$0.000	\$28.515
Subtotal	\$6.429	\$5.690	\$22.853	\$1.393	\$0.409	\$0.264	\$37.038
I Project Management and Support							
Program Management	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
CIP 130 Program Management	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Subtotal	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Credit Facility	\$5.000	\$6.000	\$6.000	\$6.000	\$6.500	\$6.500	\$36.000
CIP 131 Credit Facility	\$5.000	\$6.000	\$6.000	\$6.000	\$6.500	\$6.500	\$36.000
Subtotal	\$5.000	\$6.000	\$6.000	\$6.000	\$6.500	\$6.500	\$36.000
Subtotal	\$5.000	\$6.000	\$6.000	\$6.000	\$6.500	\$6.500	\$36.000
Total	\$709.325	\$749.832	\$751.515	\$800.269	\$962.403	\$980.396	\$4,953.739

ATTACHMENT C-2
 FY2011 CAPITAL BUDGET

Capital Improvement Program (CIP) Source of Funds: FY2011-2016

(dollars in millions)

	Annual Work Plan Year: FY2011 Budget	FY2012 Forecast	FY2013 Forecast	FY2014 Forecast	FY2015 Forecast	FY2016 Forecast	Total FY2011-16
► Federal Funds:							
Federal Formula Grant Funds:							
> Section 5307 Grant	\$139.944	\$145.542	\$151.363	\$158.932	\$166.878	\$175.222	\$937.881
> Section 5309 Grant	101.468	105.527	109.748	115.235	120.997	127.047	680.021
Subtotal - Formula Grants	\$241.412	\$251.068	\$261.111	\$274.167	\$287.875	\$302.269	\$1,617.902
Federal Dedicated Funds	150.000	150.000	150.000	150.000	150.000	150.000	900.000
Subtotal: Federal Funds	\$391.412	\$401.068	\$411.111	\$424.167	\$437.875	\$452.269	\$2,517.902
► State and Local Funds:							
Match to Federal Formula Grants	\$60.353	\$62.767	\$65.278	\$68.542	\$71.969	\$75.567	\$404.476
Local Additional Funds	107.560	107.560	107.560	107.560	107.560	107.560	645.360
Subtotal: Federal Match & Local	\$167.913	\$170.327	\$172.838	\$176.102	\$179.529	\$183.127	\$1,049.836
District of Columbia	62.973	63.879	64.820	66.044	67.330	68.679	393.725
Montgomery County	29.213	29.633	30.070	30.638	31.234	31.860	182.647
Prince Georges County	32.164	32.627	33.108	33.733	34.390	35.079	201.101
Maryland Subtotal	61.377	62.260	63.178	64.371	65.623	66.939	383.748
Alexandria	6.901	7.000	7.103	7.238	7.378	7.526	43.147
Arlington County	12.903	13.089	13.281	13.532	13.796	14.072	80.673
City of Fairfax	0.435	0.442	0.448	0.457	0.465	0.475	2.722
Fairfax County	22.871	23.200	23.542	23.987	24.454	24.944	142.998
Falls Church	0.451	0.458	0.465	0.473	0.483	0.492	2.822
Virginia Subtotal	43.562	44.189	44.840	45.687	46.576	47.509	272.363
Subtotal: Contributions	167.913	170.327	172.838	176.102	179.529	183.127	1,049.836
Match to Federal Dedicated Funds	\$150.000	\$150.000	\$150.000	\$150.000	\$150.000	\$150.000	\$900.000
Subtotal: State and Local Funds	\$317.913	\$320.327	\$322.838	\$326.102	\$329.529	\$333.127	\$1,949.836
Misc. CIP Funding Sources	\$0.000	\$28.435	\$17.565	\$0.000	\$0.000	\$0.000	\$46.000
Total without Debt	\$709.325	\$749.831	\$751.514	\$750.268	\$767.404	\$785.396	\$4,513.738
Debt Strategy	\$0.000	\$0.000	\$0.000	\$50.000	\$195.000	\$195.000	\$440.000
Grand Total	\$709.325	\$749.831	\$751.514	\$800.269	\$962.404	\$980.396	\$4,953.739

ATTACHMENT C-3
 FY2011 CAPITAL BUDGET
 Capital Improvement Program (CIP) FY2011-2016

Jurisdictional Contributions

► State and Local Funds:	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Match to Federal Formula Grants	\$60.353	\$62.767	\$65.278	\$68.542	\$71.969	\$75.567	\$404.476
Local Additional Funds	\$107.560	\$107.560	\$107.560	\$107.560	\$107.560	\$107.560	\$645.360
Subtotal: Federal Match & Local	\$167.913	\$170.327	\$172.838	\$176.102	\$179.529	\$183.127	\$1,049.836
District of Columbia	62.973	63.879	64.820	66.044	67.330	68.679	393.725
Montgomery County	29.213	29.633	30.070	30.638	31.234	31.860	182.647
Prince Georges County	32.164	32.627	33.108	33.733	34.390	35.079	201.901
Maryland Subtotal	61.377	62.260	63.178	64.371	65.622	66.939	383.748
Alexandria	6.901	7.000	7.103	7.238	7.378	7.526	43.147
Arlington County	12.903	13.089	13.281	13.532	13.796	14.072	80.673
City of Fairfax	0.435	0.442	0.448	0.457	0.465	0.475	2.722
Fairfax County	22.871	23.200	23.542	23.987	24.454	24.944	142.998
Falls Church	0.451	0.458	0.465	0.473	0.483	0.492	2.822
Virginia Subtotal	43.562	44.189	44.840	45.687	46.576	47.509	272.363
Subtotal: Contributions	167.913	170.327	172.838	176.102	179.529	183.127	1,049.836
Match to Federal Dedicated Funds	150.000	150.000	150.000	150.000	150.000	150.000	900.000
Subtotal: State and Local Funds	\$317.913	\$320.327	\$322.838	\$326.102	\$329.529	\$333.127	\$1,949.836

NOTES:

- 1) Does not include Metro Matters Debt Service.
- 2) Allocated based on six-year project expenditures using FY10 allocation. All modes use FY10 modal allocation (e.g. bus allocation for bus projects).
- 3) Previous methodology used a blended/average bus and rail allocation.

Estimate of Share of Debt and Debt Service Payments

Debt assumed to be issued for rail cars

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
District of Columbia				16,747	65,314	65,314	
Montgomery County				10,015	39,057	39,057	
Prince Georges County				8,954	34,919	34,919	
Maryland Subtotal				18,968	73,976	73,976	
Alexandria				2,216	8,643	8,643	
Arlington County				4,651	18,139	18,139	
City of Fairfax				0,158	0,616	0,616	
Fairfax County				7,136	27,830	27,830	
Falls Church				0,124	0,482	0,482	
Virginia Subtotal				14,285	55,710	55,710	
Total				50,000	195,000	195,000	

	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017
District of Columbia				0.620	3.656	8.489	10.906
Montgomery County				0.371	2.186	5.076	6.521
Prince Georges County				0.331	1.955	4.539	5.831
Maryland Subtotal				0.702	4.141	9.615	12.352
Alexandria				0.082	0.484	1.123	1.443
Arlington County				0.172	1.015	2.358	3.029
City of Fairfax				0.006	0.034	0.080	0.103
Fairfax County				0.264	1.558	3.617	4.647
Falls Church				0.005	0.027	0.063	0.080
Virginia Subtotal				0.529	3.116	7.241	9.302
Total				1.850	10.915	25.345	32.560

ATTACHMENT D-1
 OTHER CAPITAL PROJECTS
 FY2011 BUDGET
 (dollars in millions)

Project	Budget	Obligated	Expended	Un-Expended	FY10 Year-End Forecast	FY11 Forecast
American Recovery & Reinvestment Act Program						
VEHICLES & VEHICLE PARTS						
Replacement of Oldest Buses	\$27,026.1	\$27,026.1	\$16,497.9	\$10,528.2	\$19,797.5	\$7,228.6
MetroAccess Fleet Expansion and Replacement	3,775.0	3,760.3	3,748.3	26.7	3,775.0	0.0
Service Vehicle Replacement	6,000.0	5,992.7	5,942.4	57.6	6,000.0	0.0
Bus Replacement Components	2,803.6	2,493.0	2,480.7	322.9	2,493.0	310.6
Preventative Maintenance	1,605.0	1,600.0	1,600.0	5.0	1,605.0	0.0
Subtotal	\$41,209.7	\$40,872.1	\$30,269.3	\$10,940.4	\$33,670.5	\$7,539.2
MAINTENANCE FACILITIES						
New Bus Body and Paint Shop	\$23,900.0	\$20,817.3	\$3,262.3	\$20,637.7	\$3,914.8	\$19,985.2
Replacement of Southeastern Bus Garage	30,000.0	1,894.0	567.0	29,433.0	680.4	29,319.6
Bus Garage Facility Repairs	7,600.0	6,639.1	3,339.9	4,260.1	4,007.9	3,592.1
Subtotal	\$61,500.0	\$29,350.4	\$7,169.2	\$54,330.8	\$8,603.1	\$52,896.9
PASSENGER FACILITIES						
Replacement of Crumbling Platforms	\$16,000.0	\$16,000.0	\$42.4	\$15,957.6	\$50.9	\$15,949.1
Update Platform Real-Time Signs	2,500.0	0.0	0.0	2,500.0	0.0	2,500.0
Metro Center Sales Office Replacement	1,200.0	1,139.7	75.8	1,124.2	91.0	1,109.0
Subtotal	\$19,700.0	\$17,139.7	\$118.2	\$19,581.8	\$141.8	\$19,558.2
SAFETY & SECURITY						
Bus Garage Security Upgrade	\$3,000.0	\$2,086.4	\$1,338.7	\$1,661.3	\$1,606.4	\$1,393.6
Communications Equipment for Operations Control Center	3,000.0	2,273.4	1,949.2	1,050.8	2,339.1	660.9
Emergency Tunnel Evacuation Carts	1,000.0	836.3	545.5	454.5	654.6	345.4
Underground Communications Radios	1,000.0	868.7	868.7	131.3	1,000.0	0.0
Additional Station Alarm / Chemical Sensors	4,000.0	3,991.2	2,060.1	1,939.9	2,472.1	1,527.9
Subtotal	\$12,000.0	\$10,055.9	\$6,762.1	\$5,237.9	\$8,072.2	\$3,927.8
MAINTENANCE & REPAIR EQUIPMENT						
Heavy Duty Locomotives for Maintenance	\$7,500.0	\$4,998.9	\$0.0	\$7,500.0	\$0.0	\$7,500.0
Power Tool Equipment Replacement	1,934.0	1,647.9	1,335.5	598.5	1,602.6	331.4
60-Ton Crane for Track Work	4,000.0	0.0	0.0	4,000.0	0.0	4,000.0
Heavy-Duty Track Equipment	11,564.5	8,058.6	0.0	11,564.5	0.0	11,564.5
Track Welding Program to Repair Defects - Flash Butt	3,900.0	2,783.7	181.8	3,718.2	218.1	3,681.9
Track Pad/Shock Absorber Rehab - ROW Grout Pad Program	1,030.0	1,030.0	722.6	307.4	867.1	162.9
Subtotal	\$29,928.5	\$18,519.1	\$2,239.8	\$27,688.7	\$2,687.8	\$27,240.7
OPERATIONS SYSTEMS						
Upgrade 3 (Three) Oldest Stations and Systems	\$17,900.0	\$17,900.0	\$316.1	\$17,583.9	\$379.3	\$17,520.7
Additional SmartTrip Fare Machines	3,500.0	2,220.8	136.5	3,363.5	163.8	3,336.2
Bus Real-Time, Route and Schedule Systems	3,000.0	2,421.0	221.5	2,778.5	265.7	2,734.3
Bus Engine Fluid Alert System	1,500.0	1,500.0	0.0	1,500.0	0.0	1,500.0
Kiosk & Train Control Computers	395.0	356.8	291.8	103.2	350.2	44.8
Subtotal	\$26,295.0	\$24,398.6	\$965.9	\$25,329.1	\$1,159.1	\$25,135.9
INFORMATION TECHNOLOGY						
Sensitive Data Protection Technology	\$4,900.0	\$1,706.4	\$1,318.1	\$3,581.9	\$1,581.7	\$3,318.3
Document Management System	750.0	749.2	263.9	486.1	316.7	433.3
Financial System Integration	5,000.0	256.8	256.8	4,743.2	308.1	4,691.9
Subtotal	\$10,650.0	\$2,712.4	\$1,838.8	\$8,811.2	\$2,206.6	\$8,443.4
Miscellaneous Other						
Program Management	\$550.0	\$0.0	\$0.0	\$550.0	\$0.0	\$550.0
Total ARRA	\$201,833.2	\$143,048.3	\$49,363.4	\$152,469.8	\$56,541.1	\$145,292.2

ATTACHMENT D-1
 OTHER CAPITAL PROJECTS
 FY2011 BUDGET
 (dollars in millions)

Project	Budget	Obligated	Expended	Un-Expended	FY10 Year-End Forecast	FY11 Forecast
Pre-Metro Matters Projects						
Infrastructure Renewal Program (IRP)						
Rolling Stock: Bus						
DC Transit Buses	\$10,993.5	\$10,881.5	\$10,852.5	\$141.0	\$10,852.5	\$141.0
Northern Bus Garage	770.4	912.6	770.4	0.0	770.4	0.0
Subtotal	\$11,764.0	\$11,794.1	\$11,622.9	\$141.0	\$11,622.9	\$141.0
Rolling Stock: Rail						
5000 Series Railcars	\$383,075.5	\$383,075.5	\$376,496.3	\$6,579.3	\$376,496.3	\$6,579.3
Emergency Rail Rehab Program (ERRP)	90,308.9	80,997.7	73,631.1	16,677.8	85,049.9	5,259.0
Subtotal	\$473,384.4	\$464,073.2	\$450,127.4	\$23,257.0	\$461,546.1	\$11,838.3
Maintenance Facilities						
Southern Ave. Annex/Cont. Abatement	\$1,639.3	\$1,639.3	\$1,639.3	\$0.0	\$1,639.3	\$0.0
Repairables	25,502.7	25,381.1	25,345.2	157.5	25,345.2	157.5
Repairables (11.03.215)	28,817.5	28,806.4	28,802.4	15.1	28,802.4	15.1
Subtotal	\$55,959.5	\$55,826.8	\$55,786.9	\$172.6	\$55,786.9	\$172.6
Security Program						
Alternative Command Center	\$2,059.1	\$2,059.1	\$2,057.1	\$2.0	\$2,057.1	\$2.0
Automatic Vehicle Locator (AVL)	3,956.2	3,938.1	3,938.1	18.2	3,938.1	18.2
Chemical Emergency Sensor Program	16,400.0	16,400.0	16,345.0	55.0	16,345.0	55.0
Employee Protect Equipment	2,600.0	2,598.9	2,598.9	1.1	2,598.9	1.1
Fiber Optic Infrastructure	3,000.0	2,972.1	2,972.1	27.9	2,972.1	27.9
ID Entry System	1,699.9	1,699.5	1,699.5	0.4	1,699.5	0.4
Programmable Intrusion Equipment	10,900.0	10,886.3	10,886.3	13.7	10,886.3	13.7
Rail Intrusion Warning System	7,600.0	7,504.7	7,011.0	589.0	7,011.0	589.0
Subtotal	\$48,215.2	\$48,058.8	\$47,508.2	\$707.1	\$47,508.2	\$707.1
TOTAL PRE-METRO MATTERS PROJECTS	\$589,323.0	\$579,752.9	\$565,045.4	\$24,277.7	\$576,464.1	\$12,858.9
TOTAL NON-METRO MATTERS PROJECTS	\$791,156.3	\$722,801.2	\$614,408.8	\$176,747.5	\$633,005.2	\$158,151.1

ATTACHMENT D-2
OTHER OPERATING AND CAPITAL PROJECTS
FY2011 BUDGET
(dollars in millions)

Project	Budget	Obligated	Expended	Un-Expended	FY10 Year-End Forecast	FY11 Forecast
Reimbursable Projects						
<u>FY2011 Operating Reimbursables</u>						
<u>New Operating Projects/Budgets</u>						
DC Circulator	\$16,700.0					\$16,700.0
DC Technology Training at Cardozo	334.0					334.0
Neutral Host	2,000.0					2,000.0
TOTAL OPERATING REIMBURSABLE PROJECTS	\$19,034.0	\$0.0	\$0.0	\$0.0	\$0.0	\$19,034.0
Capital Reimbursables						
<u>New Capital Projects/Budgets</u>						
DC Project Development (FY11) - Capital	\$1,099.0					\$1,099.0
MD Project Development (FY11) - Capital	1,076.0					1,076.0
VA Project Development (FY11) - Capital	825.0					825.0
Subtotal	\$3,000.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,000.0
<u>District of Columbia</u>						
Anacostia Light Rail Demonstration	\$16,960.0	\$16,166.7	\$14,931.6	\$2,028.4	\$16,960.0	\$0.0
Brentwood Rail Yard Expansion	2,390.3	2,390.3	2,339.0	51.3	2,339.0	51.3
DC Alternative Analysis	7,008.5	7,008.3	7,008.3	0.2	7,008.3	0.2
DC Starter Line	1,234.3	1,234.3	1,234.3	0.0	1,234.3	0.0
DC Downtown Circulator Buses	18,850.0	17,497.0	17,404.1	1,445.9	17,442.8	1,407.2
DC Convention Center	30,304.5	29,884.3	29,872.1	432.4	29,872.1	432.4
DC Station Name Changes	219.3	219.3	218.6	0.7	218.6	0.7
DC Station Trailblazer Signs	130.8	123.8	93.9	36.8	93.9	36.8
Dupont Circle Artwork	112.0	111.7	111.7	0.3	111.7	0.3
Georgetown Streetscape	1,455.0	1,454.9	1,411.9	43.1	1,411.9	43.1
MCI Arena	18,384.4	18,096.4	18,096.4	288.1	18,096.4	288.1
Minnesota Avenue Public Hearing	50.0	50.0	20.4	29.6	20.4	29.6
Navy Yard Station Modification	20,000.0	19,552.4	19,499.1	500.9	19,501.5	498.5
New York Ave. Metrorail Station	109,950.0	109,744.4	108,622.9	1,327.1	108,625.4	1,324.6
Southeast Bus Garage Replacement	66,144.8	19,520.6	14,432.7	51,712.0	36,313.6	29,831.1
Union Row: U Str/Cardozo Station	1,500.0	1,008.7	1,008.7	491.3	1,008.7	491.3
Yellow Line Extension	1,500.0	816.7	609.1	890.9	609.1	890.9
Project Development	9,686.1	8,068.9	6,059.5	3,626.6	7,096.1	2,589.9
District of Columbia Total	\$305,880.0	\$252,948.7	\$242,974.2	\$62,905.8	\$267,963.7	\$37,916.3
<u>Maryland</u>						
Montgomery County						
Glenmont Parking Facility Design Work	\$30,121.0	\$8,819.0	\$4,956.9	\$25,164.1	\$8,318.1	\$21,802.9
Shady Grove Rail Yard Expansion	2,247.9	2,228.8	2,212.6	35.3	2,212.6	35.3
Silver Spring South Entrance	400.0	272.4	261.3	138.7	261.3	138.7
Takoma Langley Park Center	6,700.0	734.4	734.4	5,965.6	734.4	5,965.6
White Flint Parking Structure	17,390.0	17,382.9	17,373.2	16.8	17,373.2	16.8
FDA Transit Center @ White Oak	308.0	241.9	71.0	237.0	71.4	236.6
Rockville MARC ADA	50.0	50.0	21.0	29.0	21.0	29.0
Shady Grove Parking II	60.0	60.0	0.0	60.0	0.0	60.0
Subtotal	\$57,276.9	\$29,789.3	\$25,630.3	\$31,646.6	\$28,992.1	\$28,284.8
Prince George's County						
College Park Parking Structure	\$17,310.0	\$17,310.0	\$17,306.6	\$3.4	\$17,306.6	\$3.4
Greenbelt Rail Yard Expansion	1,828.8	1,801.2	1,765.4	63.3	1,765.4	63.3
New Carrollton Parking Garage	22,417.4	22,417.4	22,417.1	0.3	22,417.1	0.3
New Carrollton Rail Yard Expansion	70,375.0	69,672.7	69,472.3	902.7	69,973.0	402.0
Subtotal	\$111,931.2	\$111,201.3	\$110,961.5	\$969.7	\$111,462.2	\$469.0
Maryland-wide						
Project Development	\$9,311.1	\$8,270.3	\$6,046.7	\$3,264.4	\$7,620.1	\$1,691.0
Largo Blue Line Extension - Prelim Engr	10,397.3	10,198.0	10,198.0	199.2	10,198.0	199.2
Largo Blue Line Extension	469,590.8	467,558.1	466,809.8	2,781.0	466,926.4	2,664.4
Maryland Station Name Change	514.4	306.4	304.3	210.0	304.3	210.0
Subtotal	\$489,813.5	\$486,332.9	\$483,358.9	\$6,454.6	\$485,048.9	\$4,764.6
Maryland Total	\$659,021.6	\$627,323.5	\$619,950.7	\$39,070.9	\$625,503.2	\$33,518.4

ATTACHMENT D-2
OTHER OPERATING AND CAPITAL PROJECTS
FY2011 BUDGET
(dollars in millions)

Project	Budget	Obligated	Expended	Un-Expended	FY10 Year-End Forecast	FY11 Forecast
Virginia						
Alexandria						
Alexandria Rail Yard - EA	\$200.0	\$138.6	\$94.1	\$105.9	\$94.1	\$105.9
Eisenhower Station Entrance	1,800.0	0.0	0.0	0.0	0.0	1,300.0
King Street Station Bus Loop Reconfiguration	4,200.0	0.0	0.0	0.0	0.0	1,000.0
King Street Station Improvements	16,389.0	16,349.0	16,349.0	40.0	16,349.0	40.0
Royal Street Bus Garage Replacement	4,263.1	1,737.7	381.4	3,881.7	400.0	750.0
Potomac Yards Alternative Analysis	1,500.0	306.1	220.9	1,279.1	300.0	500.0
Potomac Yards	228.1	187.1	187.1	41.0	187.1	41.0
Subtotal	\$28,580.3	\$18,718.5	\$17,232.5	\$5,347.8	\$17,330.2	\$3,737.0
Arlington County						
Arlington County Project Mgmt.	\$900.0	\$900.0	\$780.3	\$119.7	\$780.3	\$119.7
Ballston Station Improvements	14,763.4	14,483.2	14,481.3	282.1	14,481.3	282.1
Clarendon Station Improvements	360.8	241.3	148.1	212.7	233.8	127.0
Columbia Pike	4,060.0	20.0	0.0	4,060.0	0.0	4,060.0
Columbia Pike Super Stops	2,000.0	67.0	67.0	1,933.0	100.0	350.0
Crystal City Canopy	347.4	347.4	347.4	0.0	347.4	0.0
National Airport	4,960.7	4,510.3	4,510.3	450.5	4,510.3	450.5
Rosslyn Access Improvements	130.0	130.0	130.0	0.0	130.0	0.0
Rosslyn Station New Entrance	4,207.0	3,953.0	3,548.1	658.9	4,168.7	38.3
Shirlington Bus Station	5,096.2	5,091.6	5,074.3	21.9	5,074.3	21.9
Shirlington Garage Design Study	7.0	7.0	6.8	0.2	6.8	0.2
Subtotal	\$36,832.5	\$29,750.7	\$29,093.6	\$7,739.0	\$29,832.9	\$5,449.6
City of Fairfax						
None						
Fairfax County						
Franconia/Springfield Garage	\$16,609.0	\$16,600.7	\$16,600.7	\$8.3	\$16,600.7	\$8.3
Huntington Parking Structure	32,732.8	32,718.3	32,698.9	33.8	32,732.8	0.0
Fair Lakes Shuttle	857.0	0.0	0.0	857.0	0.0	857.0
Springfield Circulator	1,814.4	1,814.4	1,790.5	23.9	1,790.5	23.9
TAGS Shuttle Buses	611.3	498.0	498.0	113.3	498.0	113.3
Bus Stop Signs	96.0	0.0	0.0	0.0	0.0	50.0
Vienna/Fairfax-GMU Parking Structure	1,000.0	866.3	733.5	266.5	733.5	266.5
Vienna Parking Structure	27,100.0	26,169.5	26,163.5	936.5	26,163.5	936.5
Vienna Station Mezzanine Stairs	2,000.0	0.0	0.0	0.0	0.0	900.0
Vienna Station Improve - Pulte Home	60.0	60.0	48.5	11.5	48.5	11.5
West Falls Church Parking Structure	17,029.9	16,836.2	16,707.8	322.1	16,711.7	318.2
West Fall Church Bus Bays	2,250.0	2,048.9	2,048.9	201.1	2,250.0	0.0
Subtotal	\$102,160.3	\$97,612.3	\$97,290.3	\$2,774.1	\$97,529.1	\$3,485.2
Falls Church						
None						
Virginia-wide						
Project Development	\$7,116.6	\$6,438.7	\$5,914.8	\$1,201.7	\$7,116.6	\$0.0
Crystal City/Potomac Yard	1,505.8	1,292.7	912.9	592.9	1,006.4	499.4
Dulles Extension Design/Build	272,850.0	12,296.0	9,036.5	263,813.5	15,296.7	57,553.3
Dulles Preliminary Engineering/NEPA	58,041.8	58,041.4	57,968.9	72.9	57,968.9	72.9
VA Station Name Changes	779.9	774.5	774.5	5.4	774.5	5.4
Subtotal	\$340,294.0	\$78,843.3	\$74,607.8	\$265,686.3	\$82,163.1	\$58,130.9
Virginia Total	\$507,867.2	\$224,924.8	\$218,224.1	\$281,547.1	\$226,855.3	\$70,802.8
Regional						
6000 Rail Car Purchase - Base	\$120,000.0	\$119,992.6	\$112,151.6	\$7,848.4	\$120,000.0	(\$0.0)
Regional Travel Training (FY10) - Capital	1,234.5	47.4	0.0	1,234.5		
Regional Total	\$121,234.5	\$120,040.0	\$112,151.6	\$9,082.9	\$120,000.0	(\$0.0)
TOTAL CAPITAL REIMBURSABLE PROJECTS	\$1,597,003.3	\$1,225,236.9	\$1,193,300.6	\$392,606.7	\$1,240,322.2	\$145,237.5
TOTAL REIMBURSABLE PROJECTS	\$1,616,037.3	\$1,225,236.9	\$1,193,300.6	\$392,606.7	\$1,240,322.2	\$164,271.5

ATTACHMENT E-1
FY 2011 Fare TABLE

Fare Category	Current*	Board Guidance	Change
1 METRORAIL			
2 Increase Regular (Peak) fares			
3 Increase peak period boarding charge (less than 3 miles) to \$2.20 for paper fare card and \$1.95 for SmarTrip	\$ 1.65	\$ 1.95	\$ 0.30
4 Increase 1st Tier of peak period mileage charge (3 to 6 miles)	\$ 0.260	\$ 0.299	\$ 0.039
5 Increase 2nd Tier of peak period mileage charge (6 miles to max fare)	\$ 0.230	\$ 0.265	\$ 0.035
6 Increase the max period fare to \$5.25 for paper fare card and \$5.00 for SmarTrip, plus the Peak-of-the-Peak surcharge	\$ 4.50	\$ 5.00	\$ 0.50
7 Implement Peak-of-the-Peak pricing		\$ 0.20	\$ 0.20
8 7:30 to 9:00 in AM peak			
9 4:30 to 6:00 in PM peak			
10 Increase Discounted (Off-peak) fares			
11 Increase the Boarding Charge (First 7 miles) to \$1.85 for paper fare card and \$1.60 for SmarTrip	\$ 1.35	\$ 1.60	\$ 0.25
12 Increase the 1st Tier (7 to 10 miles) charge to \$2.40 for paper fare card and \$2.15 for SmarTrip	\$ 1.85	\$ 2.15	\$ 0.30
13 Increase the 2nd Tier (over 10 miles) charge for \$3.00 for paper fare card and \$2.75 for SmarTrip	\$ 2.35	\$ 2.75	\$ 0.40
14 Charge Regular (peak fare) on rail from midnight to closing			
15 Increase pass prices consistent with the boarding charges, peak-of-the-peak and federal and other requirements			
16 Reduce the Rail-to-bus transfer period from 3 hrs. to 2 hrs.			
17 Elderly & Disabled fares			
18 Increase the E&D fares to 50 percent of the regular (peak) fares including any applicable surcharges and differentials for all trips taken			
20 METROBUS			
21 Increase the boarding charge to \$1.70 for cash and \$1.50 for SmarTrip	\$ 1.25	\$ 1.50	\$ 0.25
22 Increase Express bus charge to \$3.85 for cash and \$3.65 for SmarTrip	\$ 3.00	\$ 3.65	\$ 0.65
23 Increase the bus fare on the Dulles (5A) and BWI shuttles (B30) to \$6.00	\$ 3.10	\$ 6.00	\$ 2.90
24 Increase the weekly bus pass price	\$ 11.00	\$ 15.00	\$ 4.00
25 Reduce bus-to-bus transfer period from 3 hrs to 2 hrs.			
26 Elderly & Disabled fares			
27 Increase the E&D fares to 50 percent of the boarding charge including any applicable surcharges and differentials			
28 Increase the boarding charge for E&D on express buses and the airport shuttle (5A and B30), exclusive of surcharges	\$ 0.60	\$ 1.80	\$ 1.20
30 METROACCESS			
31 Increase the MetroAccess fare to twice the equivalent fixed route fare, \$7 maximum fare			
32 Increase the supplemental fare for service provided in Zone 1	\$ 1.00	\$ 2.00	\$ 1.00
33 Increase the supplemental fare for service provided in Zone 2	\$ 2.00	\$ 3.00	\$ 1.00
34 Increase the supplemental fare for service provided in Zone 3	\$ 3.00	\$ 4.00	\$ 1.00
35 Increase the supplemental fare for service provided in Zone 4	\$ 4.00	\$ 5.00	\$ 1.00
37 OTHER			
38 Increase bicycle locker yearly rental fee (1,200 lockers)	\$ 70.00	\$ 200.00	\$ 130.00
39 Increase reserved parking fee based on demand	\$ 55.00	\$ 65.00	\$ 10.00

* Prior to implementation of \$0.10 surcharge in March 2010

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ATTACHMENT E-2

FY2011 Fare TABLE

Fare Category - Fare Media	Current*	June 27 Pricing	August 1 Pricing	Change
METRORAIL Fare Media				
1				
2				
3 One-Day Pass	\$ 7.80	\$ 9.00	\$ 9.00	\$ 1.20
4 7-Day Short Trip Pass	\$ 26.40	\$ 30.35	\$ 32.35	\$ 5.95
5 7-Day Fast Pass	\$ 39.00	\$ 45.00	\$ 47.00	\$ 8.00
6 SmartStudent Pass	\$ 26.00	\$ 30.00	\$ 30.00	\$ 4.00
7 DC Student 10-Trip Farecard	\$ 8.00	\$ 9.50	\$ 9.50	\$ 1.50
8 Transit Link Card	\$ 80.00	\$ 92.00	\$ 102.00	\$ 22.00
9				
METROBUS Fare Media				
10				
11				
12 Weekly Flash Pass	\$ 11.00	\$ 15.00	\$ 15.00	\$ 4.00
13 Adult Tokens 10-Pack	\$ 13.50	\$ 17.00	\$ 17.00	\$ 3.50
14 DC Student Tokens 10-Pack	\$ 6.25	\$ 7.50	\$ 7.50	\$ 1.25
15 Weekly Senior Flash Pass	\$ 6.00	\$ 7.50	\$ 7.50	\$ 1.50
16 Weekly Disabled Flash Pass	\$ 6.00	\$ 7.50	\$ 7.50	\$ 1.50
17				
18				

* Prior to implementation of \$0.10 surcharge in March 2010

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Office	Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May
ACC	New	Capital	MetroAccess Fleet Replacement	CIP 015	N/A	MetroAccess Fleet Replacement	Replacement of MetroAccess vehicles.	10,951,000	Yes	Y	9/1/2010	Y	#
APPS	New	Capital	Bus Operations Support Software	CIP 043	N/A	Orbital Upgrade	Upgrade Orbital to current release. This project is a Modification to the original BOA MEAD #100015	450,000	Y	Y		Y	#
APPS	New	Capital	Bus Operations Support Software	CIP 043	N/A	CTF BOCC Buildout	Procurement of systems required to complete migration to CTF BOCC. This project is a Modification to the original BOA MEAD #100015	450,000	Y	Y		Y	#
APPS	New	Capital	Bus Operations Support Software	CIP 043	N/A	Bus Systems High Availability	Procurement of Hardware/Software & Services to assure high reliability. This project is a Modification to the original BOA MEAD #100015	470,000	Y	Y		Y	#
APPS	New	Capital	Management Support Software	CIP 049	N/A	Enterprise Systems Software	Enhancements to PeopleSoft modules including rollout of next generation. This project is a Modification to the original BOA MEAD #100015	2,000,000	Y	Y		Y	#
APPS	New	Capital	Rail Operations Support Software	CIP 056	N/A	Rail Operations Support Software	Rail Operations Support Software. This project is a Modification to the original BOA MEAD #100015	2,200,000	Y	Y	3/31/2011	Y	#
BMNT	New	Capital	Automatic Vehicle Location Equipment Replacement	CIP 002	N/A	Automatic Vehicle Location / Radio Replacement	Replacement and upgrades of bus on board equipment that is past it's useful life. Required for bus predictions and fleet management.	9,137,000	Yes	Y	7/1/2010	Y	#
BMNT	New	Capital	Bus engineering services	CIP 002	N/A	Bus Engineering Consulting Services	Contract engineering required to support bus, extends current contract 120 days to support the current procurement authority action for the next consulting contract.	100,000	Y	Y		Y	#
BMNT	New	Capital	Bus Repair Equipment	CIP 004	N/A	Bus Capital Support Equipment	Replacement, repair, upgrade, or addition of bus service equipment	2,650,000	Yes	Y	7/1/2010	Y	#
BMNT	New	Capital	Bus Rehabilitation Program	CIP 005	N/A	Bus Rehabilitation	Parts and materials to support Bus Rehab, transmission and engine overhaul, electronics and component rebuild programs	23,671,000	Yes	Y	7/1/2010	Y	#

FY2011 Capital Plan of Contracts

ATTACHMENT F-1

Office Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
BMNT New	Capital	Bus engineering services	CIP 006	N/A	Bus Engineering Consulting Services	Contract engineering required to support bus, extends current contract 120 days to support the current procurement authority action for the next consulting contract.	875,000		Y		Y	#
BMNT New	Capital	Bus Repairables	CIP 008	N/A	Capital Repairables - Bus	replacement repairable bus components	6,963,000	Yes	Y	7/1/2010	Y	#
BMNT New	Capital	Service Vehicle Replacement	CIP 009	N/A	Replacement of Metro Service Vehicles	Non-revenue vehicles provide transport for workers, parts and equipment to work locations, emergency response, and supervisory monitoring of operations. Corridor enhancements designed to increase ridership and improvements	2,000,000		Y	9/1/2010	Y	#
BPLN New	Capital	Bus Priority Corridor Enhancements	CIP 037	NA	Bus Priority Corridor Network Enhancements		2,000,000		Y		Y	#
CENV Modification	Capital	6000 Series Rail Car Procurement	CIP 062	TC6000	6000 Series Traction Motors	New Traction Motors for 6000 Series Railcars	900,000		Y	5/1/2011	Y	
CENV Modification	Capital	6000 Series Rail Car Procurement	CIP 062	TC6000	Axle Mounted Components for 6000 Series Railcar	Axle Mounted Components for 6000 Series Railcar	750,000		Y	9/1/2010	Y	
CENV Modification	Capital	Geometry Vehicle	CIP 065	MH0604	Exercise Options on Track Geometry Vehicle	Exercise Options on Track Geometry Vehicle	5,300,000	Yes	Y	7/1/2010	Y	
CENV New	Capital	6000 Series Rail Car Procurement	CIP 062	N/A	Crimper Units & Overhaul of Gearboxes	the overhaul of 48 gearboxes	479,000		n	7/1/2010	Y	#
CENV New	Capital	Rail Car Safety & Reliability Enhancements	CIP 067	N/A	Standardization of output from the 3 fleet systems	Standardization of output from the 3 fleet systems	600,000		Y	7/1/2010	Y	
CENV New	Capital	Rail Mileage Based Asset Management	CIP 140	N/A	Purchase equipment to transfer mileage based information from railcar to server and purchase wireless handheld inventory mgmt system	Purchase equipment to transfer mileage based information from railcar to server and purchase wireless handheld inventory mgmt system	4,000,000		Y	10/1/2010	Y	#
CMNT New	Capital	Rail Rehabilitation Program	CIP 063	N/A	Annual procurement of repairable rail car components	Project provides for the annual procurement of repairable rail car components to support the maintenance of the fleet	4,067,000	Yes	Y	10/1/2010	Y	#
CMNT New	Capital	Rail Rehabilitation Program	CIP 063	N/A	Rail Reliability Program - Rehabilitation of railcars that extend the life of the railcar outside its twenty year mid-life rehab.	Rehabilitation of railcars that extend the life of the railcar outside its twenty year mid-life rehab. Provides for the replacement, repair, upgrade, or addition of rail service equipment	8,000,000	No	Y	10/1/2010	Y	#
CMNT New	Capital	Rail Shop Repair Equipment	CIP 065	N/A	Rail Capital Support Equipment		2,100,000	Yes	Y	10/1/2010	Y	

Office	Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
DCI	New	Capital	Data Centers and Infrastructures	CIP 045	N/A	Data Center Supported Critical Business Applications	Data Center Supported Critical Business Applications. This project is a Modification to the original BOA MEAD #100015	1,000,000	Y	Y	7/1/2010	Y	#
DCI	New	Capital	Data Centers and Infrastructures	CIP 045	N/A	Disaster Recovery Implementation Plan	Consultant services for Disaster Recovery Implementation Plan. This project is a Modification to the original BOA MEAD #100015	1,000,000	Y	Y	7/1/2010	Y	#
DCI	New	Capital	Data Centers and Infrastructures	CIP 045	N/A	IT Infrastructure Upgrade	Hardware and consultant services for IT Infrastructure Upgrade. This project is a Modification to the original BOA MEAD #100015	1,250,000	Y	Y	7/1/2010	Y	#
DCI	New	Capital	Data Centers and Infrastructures	CIP 045	N/A	Disaster Recovery Failover Testing	Consultant services for Disaster Recovery Failover Testing. This project is a Modification to the original BOA MEAD #100015	1,000,000	Y	Y	7/1/2010	Y	#
DCI	New	Capital	Data Centers and Infrastructures	CIP 045	N/A	Best Practices Policies and Procedures development and implementation	Consultant services for Best Practices Policies and Procedures development and implementation. This project is a Modification to the original BOA MEAD #100015	400,000	Y	Y	7/1/2010	Y	#
DCI	New	Capital	Data Centers and Infrastructures	CIP 045	N/A	IT Infrastructure Upgrade	Hardware for SmartTrip Disaster Recovery Infrastructure	1,200,000	Y	Y	7/31/2010	Y	#
DCI	New	Capital	Metro IT OneStop and Office Automation	CIP 050	N/A	Evaluate, develop, and implement knowledge base, automated password reset, and remote control technology in support of Help Desk operations	Hardware, software, and consultant services for knowledge base, automated password reset, and remote control technology in support of Help Desk operations. This project is a Modification to the original BOA MEAD #100015	750,000	Y	Y	7/31/2010	Y	#
DCI	New	Capital	Metro IT OneStop and Office Automation	CIP 050	N/A	Identify, develop, and implement best practice business analytics capabilities in support of Help Desk operations	Consultant services to identify, develop, and implement best practice business analytics capabilities in support of Help Desk operations. This project is a Modification to the original BOA MEAD #100015	600,000	Y	Y	7/31/2010	Y	#

FY2011 Capital Plan of Contracts

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Office	Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May
													(\$)
DCI	New	Capital	Metro IT OneStop and Office Automation	CIP 050	N/A	Identify, develop, and implement best practice customer outreach strategy and processes.	Consultant services to identify, develop, and implement best practice customer outreach strategy and processes. This project is a Modification to the original BOA MEAD #100015	100,000		Y	7/31/2010	Y	#
DCI	New	Capital	Network Operations Center (NOC)	CIP 053	N/A	NOC Supported Critical Business Applications	NOC Supported Critical Business Applications. This project is a Modification to the original BOA MEAD #100015	260,000		Y	7/1/2010	Y	#
ELES	Modification	Capital	Escalator Rehabilitation	CIP 073	FP7010	FY11 Escalator Funding for completing the last 18 of 70 escalators	Final year of funding for 70 escalators	4,800,000		Y	7/1/2010	Y	#
ESVC	New	Capital	Currency Processing Machines	CIP 030	N/A	Currency Processing Machines	Replace currency processing machines incl. planning for phased replacement, design, removal of existing in phases, demolition, electrical, replacement and testing.	964,300	Yes	Y	10/27/2010	Y	#
ESVC	New	Capital	Debit/Credit Processing Requirements	CIP 031	N/A	Debit / Credit Processing Requirements	Upgrade software/hardware from the mezzanine to the central computer to meet Payment Card Industry (PCI) requirements	1,850,000	Yes	Y	7/1/2010	Y	#
ESVC	New	Capital	Replacement of Revenue Facility Equipment	CIP 033	N/A	Replacement of Revenue Facility Equipment	Replacement of revenue facility equipment incl. loading dock levelers, hardware equipment, scanners, special fax equipment, money carts, and fire and intrusion System	644,800	Yes	Y	9/27/2010	Y	#
ESVC	New	Capital	Bicycle & Pedestrian Capacity Improvements	CIP 035	N/A	Bicycle & Pedestrian Facilities: Capacity Improvements	Survey, design, and make pedestrian/bicycle access improvements at 6 above-ground stations.	343,000	Yes	Y	7/1/2010	Y	#
ESVC	New	Capital	Replacement of Bicycle Racks & Lockers	CIP 036	N/A	Replacement of Bicycle Racks & Lockers	Replace 150 Bicycle racks; Replace 200 bicycle lockers with e-lockers	443,000	Yes	Y	7/1/2010	Y	#
ESVC	New	Capital	Bladensburg Shop Reconfiguration	CIP 078	N/A	Bladensburg Heavy Overhaul Shop Reconfiguration	Prepare comprehensive design plans for Bladensburg reconfiguration and rehabilitation. Convert remainder of Shop to allow access by fueled CNG Buses (includes electrical, ventilation, monitoring/alarm and lighting upgrades)	5,000,000	Yes	Y	7/1/2010	Y	#

Office Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description*	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
ESVC New	Capital	Jackson Graham Building Renovation	CIP 080	N/A	Jackson Graham Building Renovation	Jackson Graham Building Renovation: includes but not limited to mechanical, electrical, curtain wall upgrades and floor by floor interior space rehabilitation. Augment system	972,000 Yes	Y	Y	7/1/2010	Y	
ESVC New	Capital	Track Fasteners	CIP 089	N/A	Track Fasteners	Infrastructure rehab project fastener replacement programs.	2,000,000 Yes	Y	Y	7/1/2010	Y	
ESVC New	Capital	Ethernet Wiring for Rail Fare Machines	CIP 092	N/A	Mezzanine Ethernet Wiring for Rail AFC Equipment	Mezzanine Ethernet Wiring for Rail AFC Equipment	1,300,000 No	Y	Y	7/1/2010	Y	
ESVC New	Capital	Improvements to Coin Collection Machines	CIP 094	N/A	Improvement to Coin Collection Machines	Improvement to Coin Collection Machines	2,208,000 No	Y	Y	7/1/2010	Y	
ESVC New	Capital	Rail Rehabilitation Tier 1: Dupont to Silver Spring	CIP 107	N/A	Remote Terminal Units (RTU) for Red Line	Procure 39 RTUs for the Automated Energy Management System (AEMS), computer-aided tools to optimize the performance of the generation and/or transmission system, to be installed on the Red Line. Micro tunneling under a stormwater outfall	2,000,000 Yes	Y	Y	7/1/2010	Y	
ESVC Modification	Capital	Glenmont Parking Facility	CC_GLEN	JD7000	Micro Tunneling under Stormwater Outfall	structure per MDE requirements	150,000	n	n	7/31/2010	Y	
ESVC Modification	Capital	Glenmont Parking Facility	CC_GLEN	JD7000	Foundation Changes	Design changes of caissons and spread footings	150,000	n	n	7/15/2010	Y	
ESVC Modification	Capital	Glenmont Parking Facility	CC_GLEN	JD7000	Storm Water Permit Delay	3rd party delay of the storm water management permit	600,000	Y	Y	12/15/2010	Y	
EWPG New	Capital	Enterprise Geographic Information System	CIP 047	N/A	GIS Application/ Web service dev't and training	Consultant services for GIS Application/Web service development and training, including data maintenance tools and software interfaces to other WMATA apps. This project is a Modification to the original BOA MEAD #100015	70,000	Y	Y	11/1/2010	Y	
EWPG New	Capital	Enterprise Geographic Information System	CIP 047	N/A	GIS Data Conversion/Acquisition	Consultant services for acquisition/conversion/integration of WMATA data on safety incidents, infrastructure, ridership, real estate, rail station detail, building interiors, and 2010 census data/maps.. This project is a Modification to the original BOA MEAD #100015	60,000	Y	Y	5/1/2011	Y	

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FY2011 Capital Plan of Contracts

Office Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
EWPG New	Capital	Enterprise Geographic Information System	CIP 047	N/A	GIS Infrastructure Expansion/Capital Replacement	GIS hardware and software expansion/capital replacement	60,000		Y	1/31/2011	Y	#
MITTS New	Capital	Sensitive Data Protection Technology	CIP 048	N/A	Enterprise Information Security Architecture Build Out	Hardware, software, and consultant services for Enterprise Security Zones, Payment Card Industry Migration, Enterprise Database Monitoring, Identity Management (access management/physical security. This project is a Modification to the original BOA MEAD #100015	2,150,000		Y	7/1/2010	Y	#
MTPD New	Capital	Police Emergency Management Equipment	CIP 099	N/A	Automatic External Defibrillators (AEDs)	Procure 204 AEDs for placement in bus and rail facilities and MTPD patrol cars.	542,000	No	Y	9/1/2010	Y	
MTPD New	Capital	Police Emergency Management Equipment	CIP 099	N/A	Emergency Tunnel Evacuation Carts	Procure 20 replacement Emergency Tunnel Evacuation Carts (ETECs)	180,000	No	Y	8/30/2009	Y	
MTPD New	Capital	Police Emergency Management Equipment	CIP 099	N/A	ETEC Storage Cabinets with Roll-Up Doors	Procure 20 Storage Cabinets (with Roll-Up Doors) for Emergency Tunnel Evacuation Carts (ETECs)	100,000	No	Y	8/30/2010	Y	
MTPD New	Capital	Police Portable Radio Replacement	CIP 103	N/A	Motorola Astro XTS 5000 Handheld Police Radios	Procure 150 replacement Motorola Astro XTS 5000 Handheld Radios for Transit Police Officers; Base year + 2 option years	650,000	No	Y	8/1/2010	Y	
NCS New	Capital	Network and Communications	CIP 052	N/A	General Retrofits	General Retrofits -The network electronics included in this cost estimate will replace aging network electronics throughout the WMATA legacy network in rail yards and ancillary administrative offices. These areas are not covered for network retrofit. This project is a Modification to the original BOA MEAD #100015	684,000		Y	7/31/2010	Y	#

Office	Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description*	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
NCS	New	Capital	Network and Communications	CIP 052	N/A	Wireless for rail stations	Wireless for rail stations - The wireless network electronics included in this cost estimate are intended to provide 802.11 wireless networking to each of the 87 rail stations throughout the Authority. This project is a Modification to the original BOA MEAD #100015	200,000		Y	8/31/2010	Y	
							Cabling & wireless for Admin locations - The copper cabling/jacks (cat 6) and the wireless network electronics included in this cost estimate are intended to provide enhanced networking services to administrative offices throughout the authority	400,000		Y	9/30/2010	Y	
NCS	New	Capital	Network and Communications	CIP 052	N/A	Cabling & wireless for Admin locations	Data center enhancements - The network electronics included in this cost estimate provide enhanced bandwidth capabilities in the Authorities Data Centers in the form of 10 Gigabit network interfaces. They encompass the next generation switching platform	158,776		Y	10/31/2010	Y	
							MetroNet Enhancements - The network electronics included in this cost estimate provide for the implementation of a point-to-multipoint layer 2 tunneling infrastructure in the MetroNet network to provide for inter-data center layer 2 capabilities. This Network Software - The network management software included in this cost estimate is for additional network management software products and tools that will help automate network engineering management functions and provide network fault monitoring a	747,000		Y	11/30/2010	Y	
NCS	New	Capital	Network and Communications	CIP 052	N/A	Network Software		110,000		n	7/31/2010	Y	

Office Contract Type	Funding Type	Project Description	Project ID	Contract Number	Time of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
PLJD	Capital	Crystal City-Potomac Yard Transitway	CC_CCPY	SFS111	Issue new task for engineering/design services	Reimbursable - Crystal City-Potomac Yard Transitway in City of Alexandria	300,000	Y	Y		Y	
PLJD	Capital	Core & System Capacity Project Development	CIP 039	N/A	New Planning Task Order Contract (RFQ FQ10065/KPN)	Planning, conceptual engineering, etc. targeted at increasing core capacity	500,000	Y	Y		Y	
PLJD	Capital	#N/A	CC_CLPK	SFS111	Issue new task for engineering/design services	Reimbursable - Columbia Pike NEPA/AA Study	2,388,000	Y	Y		Y	
PMD	Capital	Customer & Regional Integration	CIP 044	N/A	Customer & Regional Integration - Service Oriented Architecture	Consultant services for Customer & Regional Integration - Service Oriented Architecture. This project is a Modification to the original BOA MEAD #100015	850,000	Y	Y	8/31/2010	Y	
PMD	Capital	Customer & Regional Integration	CIP 044	N/A	Customer & Regional Integration - Basic Ordering Agreement	Consultant services for Customer & Regional Integration - Basic Ordering Agreement. This project is a Modification to the original BOA MEAD #100015	810,000	Y	Y	11/30/2010	Y	
PMD	Capital	Document Management System	CIP 046	N/A	Document Management System	Hardware, software, and consultant services for implementation of the Document Management Architecture for two offices of WMATA. This project is a Modification to the original BOA MEAD #100015	1,500,000	Y	Y		Y	
PRMT	Capital	Materials Handling Equipment	CIP 028	N/A	Materials Handling Equipment	materials handling equipment for the storerooms	200,000	No	Y	7/30/2010	Y	
PRMT	Capital	Warehouse Vertical Storage Units/Shelving	CIP 029	N/A	Racks and vertical storage units for storerooms	Racks and vertical storage units for storerooms	350,000	No	Y	7/30/2010	Y	
SMART	Capital	Maintaining NEXTFARE System	CIP 093	C44444	SmartBenefits ALP Enhancement	Provide the option to allow unused transit benefits to rollover to the following month	566,000		N	8/1/2010	Y	
TIES	Capital	Various	Various	N/A	Project Management Oversight	Consultant services to provide additional capital program management assistance in areas where WMATA staffing of capabilities are not sufficient.	9,000,000	Yes	Y	8/1/2010	Y	
TSSM	Capital	Track Floating Slab Rehabilitation	CIP 019	N/A	Jacking equipment for Floating Slab	Jacking equipment for floating concrete slabs for isolator pad replacement and other required maintenance.	150,000	No	Y	7/10/2010	Y	

Office Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description*	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
TSSM New	Capital	Track Floating Slab Rehabilitation	CIP 019	N/A	Drilling equipment for Floating Slab	Drilling equipment utilized to drill holes in concrete floating slabs for isolator pad replacement. Procurement of 3" x 12" diameter rubber isolator pads to replace the failed existing floating slab support pads..	400,000 No	Y	Y	7/1/2010	Y	
TSSM New	Capital	Track Floating Slab Rehabilitation	CIP 019	N/A	Isolator Pads	Purchase of 3000 chain markers and 500 safety signs for the mainline.	200,000 Yes	Y	Y	7/1/2010	Y	
TSSM New	Capital	Replacement of Rail Track Signage	CIP 020	N/A	Signage Package for the Right-of-Way		150,000 No	Y	Y	1/7/2010	Y	
TSSM New	Capital	Track Pad/Shock Absorber Rehabilitation	CIP 021	N/A	Super Prime Mover (one)	Purchase 1 Super Prime Mover to support various projects for the Structures Department of TSSM	1,500,000 No	Y	Y	7/1/2010	Y	
TSSM New	Capital	Track Structural Rehabilitation	CIP 022	N/A	Rehabilitation of Down and Underbridge Inspection Unit	Rehabilitation of 1 Down and Underbridge Inspection Unit	250,000 No	n	n	7/1/2010	Y	
TSSM New	Capital	Track Structural Rehabilitation	CIP 022	N/A	Boom Truck with HI-rail gear	Purchase of 1 Boom Truck with HI-rail gear-Boom truck. Contractor will weld five 78ft running rail lengths into 390ft continuous welded rail.	360,000 No	Y	Y	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024	CQ1008	Exercise option year 1- 78ft Running Rail	Modification to add 302 for additional flash butt welds	1,677,412	Y	Y	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024	CP10023	Modification to request 369 ea additional 78ft 115RE running rail	Request additional 369 additional 78ft 115RE running rails	52,000	n	n	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024	CQ10008	Exercise option year 3 - 115RE running rail	Procurement of 78 foot lengths of running rail.	950,000	Y	Y	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024	FQ8006	Direct Fixation Fasteners FY10 Not yet awarded	Exercise option year 1- Turnouts & Crossovers	858,300	n	n	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024		Direct Fixation Fasteners- Request 7500 additional fasteners.	Fasteners, 15,000	3,500,000	Y	Y	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024	FQ8006	Request 7500 additional fasteners.	Modification to add 7500 additional fasteners.	500,000	Y	Y	7/1/2010	Y	
TSSM New	Capital	Track Rehabilitation	CIP 024	N/A	Lease of Heavy Equipment	Contractor will provide equipment with operators and riggers to assist TSSM personnel in various track construction projects.	1,500,000 Yes	Y	Y	7/1/2010	Y	
TSSM New	Capital	Track Rehabilitation	CIP 024	N/A	Crossies	Purchase of 12,000 Crossies and components	1,350,000 Yes	Y	Y	7/1/2010	Y	
TSSM New	Capital	Track Rehabilitation	CIP 024	N/A	Verse equipment with training	Purchase 1 Verse rail de-stresser with training	100,000 No	n	n	7/1/2009	Y	
TSSM New	Capital	Track Rehabilitation	CIP 025	N/A	Super Prime Movers	Replacement of 4 Super Prime Movers to replace existing single axle prime movers.	7,200,000 No	Y	Y	7/1/2010	Y	

Office Contract Type	Funding Type	Project Description	Project ID	Contract Number	Title of Requirement	Summary Description'	FY11 Estimated Value	Multiple Year Funding?	Competitive Y/N	Required Date of Award	Board Authority Required?	Changes since May (#)
TSSM New	Capital	Track Maintenance Equipment	CIP 025	N/A	Locomotives	Purchase of 3 Locomotives to pull the Rail Train. Locomotives needed due to weight limitations and bridge configurations. Contractor will weld	9,000,000	No	Y	7/1/2010	Y	
TSSM Modification	Capital	Track Rehabilitation	CIP 024	CP10023	Exercise option year 1- five 78ft running rail Rail Welding Flashbutt- lengths into 390ft off track	continuous welded rail.	96,000		N	7/1/2010	Y	
							173,477,588					

ATTACHMENT F-2
FY2011 Operating Budget Plan of Contracts

Office	Contract Type	Funding Type	Contract Number	Title of Requirement	Summary Description	FY2011 Estimated Value	Required Date of Award	Number of Option	Value of Each Option Year	Competitive Y/N	Board Authority Required Y/N	New or Change from May
BMNT	New	Operating	N/A	Voice Annunciation	This contract covers the hardware maintenance and extended warranty of the IVN/ speakeasy systems on WMATA buses.	\$1,500,000	12/1/2009	5	\$1,500,000 FY12 - \$437K	N	Y	
BUS	New	Operating	N/A	Three year Northern Bus Employee Parking Contract**	Off-Site Employees Parking	\$436,400	7/1/2010	2	FY14 - \$437K FY15 - \$363K	N	Y	
BUS	Modification	Operating	N/A	Western Bus Garage Employee Parking	Off-Site Employees Parking	\$201,600	7/1/2010		N/A	N/A	Y	
BUS	Modification	Operating	N/A	Four Mile Run Garage Employee Parking	Off-Site Employees Parking	\$129,600	7/1/2010		N/A	N/A	Y	
CMMT	New	Operating	N/A	Exterior Railcar Wash	Exterior Car Wash contract to clean the exterior of WMATA rail fleet as requested by Board	\$1,349,320	2/17/2010	2	FY11 - \$1.3M	Y	Y	
COJN	New	Operating	N/A	On-call legal services program	Outside counsel	\$330,000	7/1/2010	4	\$560,000	N	Y	
COJN	New	Operating	N/A	Bond counsel	Bond counsel	\$200,000	7/1/2010	4	\$200,000	N	Y	
COJN	New	Operating	N/A	IT services	Litigation support	\$300,000	1/1/2011	0		Y	Y	
CPO	Modification	Operating	CQ10148	Consulting and Professional Services	Multiple awards for consulting and professional services in support of the Office of Performance's strategic management plans.	\$855,000			N/A	N/A	Y	
ELES	NEW	Operating	N/A	Escalator Steps Refurbishment	Refurbishment of Escalator Steps	\$875,000	7/1/2010	3	\$875,000	Y	Y	
ELES	NEW	Operating	YR00001	Rack & Axle Modular Escalator	One of the most critical components of the escalator. ELES needs to have sufficient amounts on hand at all times.	\$598,500	8/1/2010	1	\$598,500	Y	Y	
ELES	NEW	Operating	N/A	Double Bearing Hand Rail Drive Assembly	ELES will be changing out all the single bearing handrail drive assemblies and installing the double bearing assemblies. We presently have over 1,000 single bearing assemblies in operation that will need to be changed out.	\$200,000	8/1/2010	1	\$200,000	Y	Y	
ELES	NEW	Operating	N/A	Heavy Escalator/Elevator Repair Service	Due to manpower constraints, some WMATA heavy repair work needed on escalators / elevators to reduce the time frame that units are out of service.	\$300,000	9/1/2010	1	\$150,000	Y	Y	
ELES	NEW	Operating	N/A	Hand Rail Replacement	Replacement of Escalator Handrail	\$300,000	10/1/2010	NO		Y	Y	
ELES	NEW	Operating	N/A	Escalator Glass Replacement	Replacement of Escalator Glass	\$200,000	10/1/2010	1	\$100,000	Y	Y	
ELES	NEW	Operating	N/A	Fujitec Steps w/Mold	WMATA system has over 50 Fujitec escalators with avg. step count of at least 100 per escalator. More than half of all Fujitec escalators need the entire step banned replaced as soon as possible.	\$1,500,000	1/1/2011	3	\$1,000,000	Y	Y	
ELES	NEW	Operating	YR10048	Rebuild Guide Stop Brake Boards	Average cost to purchase a new brake board is \$1,650 to \$2,000 each. In FY08 we replaced 486 brake boards. The average cost for a rebuilt board is \$275.	\$167,000	N/A	1	\$83,500	Y	Y	
ELES	NEW	Operating	YR10049	Speed Reducers Refurbishment	Every escalator has at least one reducer and some has as many as four per escalator. The avg. cost of a new reducer is \$6,500 to \$7,000. The cost to refurbish a reducer is \$1,200 to \$2,000.	\$132,125	N/A	1	\$88,325	Y	Y	
HR	NEW	Operating	N/A	Strategic structural operating efficiencies	Strategic structural operating efficiencies	\$150,000	N/A			Y	N	*
HR	NEW	Operating	N/A	Transformational Management Plan	Transformational Management Plan	\$150,000	N/A			Y	N	*
LABR	New	Operating	TBD	Consulting and Professional Services	Labor technical consultant service for the Authority's pension, health & welfare, and in-kind plans.	\$300,000				Y	Y	
MKTG	New	Operating	N/A	Analysis of in-house printing function	Accomplish a comprehensive analysis of the current in-house printing function, the alternatives and the financial implications.	\$150,000	12/31/2010	None	Zero	Y	Y	
MTPD	NEW	Operating	TBD	Technical Support and Independent Testing for the Chemical Sensor System	One year base services contract and three one year options.	\$452,557	6/1/2010	3	FY12-\$470K- FY13-\$483K- FY14-\$500K	N	Y	
NCS	New	Operating	N/A	Consultant Support - Network Engineering	CCTV, Cellular- Neutral Host, Video and Network Engineers	\$540,000	6/30/2010	4	\$540,000	Y	Y	
PLJD	New	Operating	N/A	Economic, environmental, and transit benefits of transit system expansion in DC region.	Consultant study documenting the economic, environmental, and transit benefits of expansion in DC region.	\$196,000	12/31/2010			Y	Y	
PLNT	New	Operating	N/A	Procurement of Bulk Salt	Contract for the procurement of bulk salt for snow removal operations	\$400,000	7/1/2010	1	FY12 - \$200K FY13 - \$200K	Y	Y	

ATTACHMENT F-2
FY2011 Operating Budget Plan of Contracts

Office	Contract Type	Funding Type	Contract Number	Title of Requirement	Summary Description	FY2011 Estimated Value	Required Date of Award	Number of Option	Value of Each Option Year	Competitive Y/N	Board Authority Required Y/N	New or Change from May
PLMT	New	Operating	N/A	Procurement of Calcium Chloride	Contract for the procurement of calcium chloride for snow removal operations	\$400,000	7/1/2010	1	FY12 - \$200K FY13 - \$200K	Y	Y	
PLMT	New	Operating	N/A	Heating Oil	Contract for the procurement of heating oil for WMATA facilities	\$1,200,000	7/1/2010	4	FY12 - \$240K FY13 - \$240K FY14 - \$240K FY15 - \$240K	Y	Y	
PLMT	New	Operating	N/A	Three Year contract for Leasing Portable Toilets	Leasing Portable Toilets	\$150,000	7/1/2010	2	FY11 - \$50K FY12 - \$50K	Y	Y	
PLMT	New	Operating	N/A	Warehouse Management System for MSF	Warehouse Management System for MSF	\$350,000	7/30/2010			Y	Y	
SAFE	New	Operating	NA	Consulting & Professional Services	Multiple awards for consulting and professional services in support of the Department of Safety	\$400,000	7/1/2010			Y	Y	
SAFE	New	Operating	NA	Professional & Technical Services	Multiple awards for the consulting and professional services in support of technical assistance to address FTA/TOC recommendations	\$6,200,000	7/1/2010			Y	Y	
SMRT	New	Operating	N/A	RCSC Operations	Providing support for Regional Partners and Customers throughout the region	\$6,626,042	4/30/2010			Y	Y	
SMRT	New	Operating	CO9228	RSMA - FY11	Software Maintenance for Regional Fare Collection System	\$1,200,000	7/1/2010			N	Y	
TSSM	New	Operating	N/A	Neptune Intelligence Computer Engineering (NICE)-Systems-Recording System	Service agreement to maintain the NICE recording system supporting the OCC's and Metro Access at satisfactory performance levels. The new recording system was required due to the move of the OCC's from JGB to CTF. Red LED flashing lights on platforms in the stations. The Red LED's flash to indicate a approaching train and serves as a safety enhancement by clearly defining the platform edge. Contract is for 3600 LED's per year for 3 years.	\$100,000	7/1/2010	4	FY12-\$320K & FY13-\$350K FY14-\$115K- FY15-\$120K	N	Y	
TSSM	New	Operating	N/A	LED Red Flashing Platform Lights	Contractor to provide labor, tools, materials and equipment necessary to automatically inspect and measure track geometry.	\$300,000	7/1/2010	2	FY12-\$320K & FY13-\$350K	Y	Y	
TSSM	New	Operating	N/A	Track Geometry/Lateral Load Testing	Contractor to provide labor, tools, and equipment to collect various types of condition assessment data to submit to WMATA for analysis of the rail system.	\$570,000	7/1/2010	2	FY12-\$600K & FY13-\$630K	Y	Y	
TSSM	New	Operating	N/A	Automated Inspection Services	Contractor to provide all labor, tools, and equipment to provide qualified and certified traffic control services to divert, slow down and modify traffic movement for the safety of TSSM personnel while performing inspection duties of WMATA bridges near surface roads or highways.	\$250,000	7/1/2010	2	FY12-\$270K & FY13-\$290K	Y	Y	
TSSM	New	Operating	N/A	Traffic Control Services	Contractor to provide all labor, materials, tools and equipment to cut and remove weeds, brush and trees from the right-of way.	\$350,000	7/1/2010	2	FY12-\$370K & FY13-\$390K	Y	Y	
TSSM	New	Operating	N/A	JOC-Electrical Services	Contractor to provide services for electrical repairs, relamping projects and repair services for transformers and generators of WMATA owned equipment.	\$400,000	7/10/2010	N/A	N/A	Y	Y	
TOTAL Contracts that require Board approval						\$30,659,144						
Contracts that require Board approval												
ACCS	Modification	Operating	CO9100	Eligibility Assessment Contract - Increase of Services and Exercise of First Option Period	Modify contract to increase service levels and exercise first option period of contract with NovaCare to perform eligibility assessments in the Transit Accessibility Center	\$500,000	7/1/2010			N/A	N	
ACCS	Modification	Operating	CO10081	Printing and Mailing Services Contract - Exercise of First Option Period	Production of printed materials and mailing services for Metro Access, Office of ADA Programs and Office of Eligibility Certification. Includes all printed material and mailing for the Transit Accessibility Center.	\$157,000	7/1/2010			N/A	N	
APPS	Modification	Operating	CO7067	Oracle Enterprise Database - Annual Maintenance	Oracle - DLT Solutions - Support and Updates	\$532,440	6/29/2010			N/A	N	

ATTACHMENT F-2
FY2011 Operating Budget Plan of Contracts

Office	Contract Type	Funding Type	Contract Number	Title of Requirement	Summary Description	FY2011 Estimated Value	Required Date of Award	Number of Option	Value of Each Option Year	Competitive Y/N	Board Authority Required Y/N	New or Change from May
APPS	Modification	Operating	CQ2067	Oracle Enterprise Applications - Annual Maintenance	Oracle/PeopleSoft Maintenance	\$1,142,640	6/29/2010			N/A	N	
APPS	Modification	Operating	CQ2067	PeopleSoft Enterprise Learning Maintenance Renewal	PeopleSoft Enterprise Learning - Contract Mntn - Software Update License & Support	\$103,195	6/29/2010			N/A	N	
APPS	New	Operating	N/A	Optiarm Support and Maintenance	Annual Maintenance for Optiarm software	\$162,000	6/30/2010	4	\$170,000	N	N	
APPS	New	Operating	N/A	Annual Maintenance for Bus Fleetwatch	Annual Software License Maintenance for Bus Fleetwatch	\$162,000	6/30/2010	4	\$170,000	N	N	
APPS	New	Operating	N/A	ROCS Application Systems Specialists	ROCS Application Systems Specialists for the AIM and RPM Systems	\$672,000	6/30/2010	4	\$500,000	Y	N	
APPS	New	Operating	N/A	Operations and Maintenance Support	Operations and Maintenance Support - Enterprise/PeopleSoft Systems	\$2,410,350	6/30/2010	4	\$2,000,000	Y	N	
APPS	New	Operating	N/A	Operations and Maintenance Support	Operations and Maintenance Support - Materials Management Maintenance System (MMMS)	\$1,022,726	6/30/2010	4	\$1,000,000	Y	N	
APPS	Modification	Operating	Various	Face Collection System	Contract maintenance and support for Face Collection	\$400,000	6/30/2010			N/A	N	
APPS	Modification	Operating	TBD - Award Pending	Obital - OrbCad Maintenance	License Maintenance and Support for OrbCAD/AVL	\$400,000	6/30/2010			N/A	N	
APPS	Modification	Operating	TBD - Award Pending	MTPD CAD and RMS System	Annual Maintenance for MTPD CAD/RMS	\$154,000	6/30/2010			N/A	N	
APPS	Modification	Operating	CQ9083	Clever Automatic Vehicle Maintenance (AVM)	Annual License - Clever Automatic Vehicle Maintenance (AVM)	\$400,000	6/30/2010			N/A	N	
APPS	Modification	Operating	TBD - Award Pending	AIM system technical support and maintenance	Annual Maintenance for AIM system & technical support	\$140,000	6/30/2010			N/A	N	
APPS	Modification	Operating	PO 24670	Maximo Software Renewal Support	MAXIMO PACSP Premium Support	\$388,800	6/30/2010			N/A	N	
APPS	Modification	Operating	PO 37082	Documentum Support Renewal	Documentum Annual Maintenance and Support, software updates, upgrades and technical support	\$226,800	7/1/2010			N/A	N	
APPS	Modification	Operating	PO 17938	Trapeze Software Maintenance	Trapeze FX-Mon, FX/Blockbuster/Magmaker, OPS w/PeopleSoft and MIRO Interface	\$652,795	4/1/2011			N/A	N	
BMNT	Modification	Operating	C06062	ULSD Fuel - Opt. 3	Approval to exercise Opt. 3 of the ULSD fuel contract for FY11	\$22,500,000	12/17/2009			N/A	N	
BMNT	Modification	Operating	CP5054	Bus Batteries - Exercise Opt. 2	Approval to exercise Opt. 2 of the Bus Battery contract for FY11	\$500,000	2/8/2010			N/A	N	
BMNT	Modification	Operating	C06042	Bus Coolant - Opt. 3	Approval to exercise Opt. 3 of the Bus Coolant contract for FY11	\$250,000	2/8/2010			N/A	N	
BMNT	Modification	Operating	YR7058	Bus Tire Leasing - Opt 1	Approval to exercise Opt. 1 of the Bus Tire Leasing contract for FY11	\$6,000,000	4/15/2010			N/A	N	
BMNT	Modification	Operating	CQ2082	Bus Interior Cleaning Opt.3	Approval to exercise Opt. 3 of the Bus Interior Cleaning contract for FY11	\$1,600,000	6/20/2010			N/A	N	
BMNT	Modification	Operating	CQ9025	Bus Camera Maintenance - Opt 1	Approval to exercise Opt 1 of the Bus Camera Maint. contract for FY11	\$1,600,000	6/30/2010			N/A	N	
BMNT	Modification	Operating	CQ2097	Bus Seat Refurbishment - Opt 2	Approval to exercise Opt. 2 of Bus Seat Refurbishment contract for FY11	\$990,000	7/31/2010			N/A	N	
BMNT	Modification	Operating	YR7033	Bus Bonded Brakes - Opt 2	Approval to exercise Opt. 2 of Bus Bonded Brakes contract for FY11	\$2,250,000	8/1/2010			N/A	N	
BMNT	Modification	Operating	CQ10037	Unleaded Gasoline - Opt 1	Approval to exercise Opt. 1 of the Unleaded Gasoline contract for FY11	\$2,408,000	8/31/2010			N/A	N	
BMNT	Modification	Operating	CQ6029	Destination Sign Maintenance - Opt. 4	Approval to exercise Opt. 4 of the Destination Sign Maint. contract for FY11	\$650,000	9/28/2010			N/A	N	
BMNT	Modification	Operating	CQ8155	Bus Fire Suppression Maintenance - Opt.1	Approval to exercise Opt. 1 of the Bus Fire Suppression contract for FY11	\$600,000	11/9/2010			N/A	N	
BMNT	Modification	Operating	CP5127	Bus Fluid Analysis - Opt.3	Approval to exercise Opt. 3 of the Bus Fluid Analysis contract for FY11	\$108,000	11/12/2010			N/A	N	
BMNT	Modification	Operating	CQ9023	Bus Lubricants - Opt. 1	Approval to exercise Opt. 1 of the Bus Lubricants contract for FY11	\$2,240,000	12/17/2010			N/A	N	
BMNT	Modification	Operating	TBD - Award Pending	Vehicle Maintenance & Support for CRS	Provide Vehicle Maintenance & Support Services for WMATA's Comprehensive Radio Systems, (CRS)	\$1,590,000	7/1/2010			N/A	N	*

ATTACHMENT F-2
FY2011 Operating Budget Plan of Contracts

Contract Type	Funding Type	Contract Number	Title of Requirement	Summary Description	FY2011 Estimated Value	Required Date of Award	Number of Option	Value of Each Option Year	Competitive Y/N	Board Authority Required Y/N	New or Change from May
BUS	Modification	Operating	F02010	Traffic Cameras	OCC monitors traffic and road conditions in support of bus operations	\$50,000	7/1/2010		N/A	N	
								FY11- \$222,800 FY12- \$162,800 FY13- \$162,800			
BUSV	Modification	Operating	FO-5168	Exercise Option Year I of Contract	Contractor (Nextbus) to provide real-time bus information system	\$222,800	7/1/2010	4	N/A	N	
COUN	Modification	Operating	CO7078	Leads/leads	Online legal research	\$55,000	7/1/2010	2	N/A	N	
COUN	New	Operating	N/A	Court reporting	Court reporting	\$60,000	1/1/2011	4	Y	N	
DCI	New	Operating	N/A	Increase capacity of Existing Facility	Reconfigure 8th floor JRG to more efficiently utilize space	\$275,000	8/1/2010		Y	*	
DCI	Modification	Operating	PO 9542	CA Software Maintenance	Computer Associates Operating System Contract Maintenance	\$270,000	6/29/2010		N/A	N	
DCI	Modification	Operating	CO9032	IBM Software Maintenance	Annual Maintenance for IBM Software	\$415,000	6/30/2010		N/A	N	
DCI	Modification	Operating	CO6003	PC/Peripheral Equipment Maintenance	Annual Maintenance for PC/Peripheral Equipment	\$380,000	6/30/2010		N/A	N	
DCI	Modification	Operating	CO9014	Help Desk Support	Annual Renewal for Help Desk Support	\$650,000	6/30/2010		N/A	N	
DCI	Modification	Operating	CO8150	Microsoft License	Annual Microsoft License buy-up	\$500,000	6/30/2010		N/A	N	
DCI	Modification	Operating	CO9033	IBM Hardware Maintenance	Annual Maintenance for IBM Hardware	\$1,000,000	10/1/2010		N/A	N	
GOVR	Modification	Operating	M	Exercise 1st Option Year	Government Representation - Van Scoyoc Associates Legal services for collective bargaining process, as well as, professional consultation related to arbitration proceedings.	\$200,000	11/1/2010		N/A	N	
LABR	Modification	Operating	C6009	Consulting and Professional Services	Legal services for collective bargaining process, as well as, professional consultation related to arbitration proceedings.	\$600,000			N/A	N	
LABR	Modification	Operating	C7008	Consulting and Professional Services	Legal services for collective bargaining process, as well as, professional consultation related to arbitration proceedings.	\$300,000			N/A	N	
MTS	Modification	Operating	CO9072	McAfee Annual Maintenance	Annual Maintenance for McAfee Software	\$275,000	12/31/2010		N/A	N	
MKTG	Modification	Operating	CO2023	paper	Authority-wide printing and copier paper requirement. Exercise option year on Contract No. CO-7005-3 with Key Finance	\$800,000	1/9/2011		N/A	N	
MKTG	Modification	Operating	CO7005-3	Exercise option year	Exercise option year on Contract No. 18509 with Xenox Corp	\$263,258	5/3/2011		N/A	N	
MKTG	Modification	Operating	9	Exercise option year	Exercise the second option year and provide funding	\$251,600	5/3/2011		N/A	N	
MKTG	Modification	Operating	CO-6030	Customer Satisfaction Measurement	Exercise and Fund Option Year 1	\$154,000	6/15/2011		N/A	N	
MKTG	Modification	Operating	TBD	Advertising Agency Services Option Year 1	Exercise first option year of a police uniforms contract that is expected to be awarded by May 1, 2010. Option-year 1 is 5/1/11 thru 4/30/12.	\$1,800,000	6/15/2011		N/A	N	
MTPD	Modification	Operating	TBD	Police Uniforms Contract - Option Year 1	Exercise first option year of a police uniforms contract that is expected to be awarded by May 1, 2010. Option-year 1 is 5/1/11 thru 4/30/12.	\$400,000	5/1/2011		N/A	N	
NCS	Modification	Operating	TBD	Internet Service Provider	Annual Fee for Internet Service Provider	\$144,000	6/30/2010		N/A	N	
NCS	Modification	Operating	CO8044	Cisco Equipment Maintenance	Annual Maintenance for Cisco Router and Switches Comm System Maintenance (AVAYA and SONEIT hardware)	\$1,200,000	6/30/2010		N/A	N	
NCS	Modification	Operating	PO 33071	Communications System Maintenance	Annual costs for Voice Services - Verizon, etc.	\$778,000	6/30/2010		N/A	N	
NCS	Modification	Operating	Various	Voice and Land Line Service	Software License Maintenance (Solarwinds, Cisco works, NETflo, lasers, Stellarad, MTPD, Itemize & video conferencing)	\$3,448,849	6/30/2010		N/A	N	
NCS	Modification	Operating	Various	Annual Software License Maintenance	Infrastructure cabling,racks,conduit,cabinets, connectors, etc. for new CTF facilities and WPMATA facilities.	\$348,000	6/30/2010		N/A	N	
NCS	Modification	Operating	TBD - Award Pending	Network Equipment - Blanket Purchase Order	Renewal of software license used for capital program prioritization	\$400,000	7/1/2010		N/A	N	
PLJD	Modification	Operating	CO8048	Decision Support Software	Contract for snow removal operations - Option Year	\$115,000	8/1/2010		N/A	N	
PLNT	Modification	Operating	CO7111	Exercise Option Year III of Contract	Contract for snow removal operations - Option Year	\$474,000	7/1/2010		N/A	N	
PLNT	Modification	Operating	CO8027	Exercise Option Year III of Contract	Contract for snow removal operations - Option Year	\$230,550	7/1/2010		N/A	N	
PLNT	Modification	Operating	CO8066	Exercise Option Year III of Contract	Contract for storm water restoration and management	\$200,000	7/1/2010		N/A	N	

ATTACHMENT F-2
 FY2011 Operating Budget Plan of Contracts

Office	Contract Type	Funding Type	Contract Number	Title of Requirement	Summary Description	FY2011 Estimated Value	Required Date of Award	Number of Option	Value of Each Option Year	Competitive Y/N	Board Authority Required Y/N	New or Change from May
PLNT	Modification	Operating	CQ8068 not yet awarded	Exercise Option Year III of Contract	Contractor to provide temporary laborers for landscape maintenance, custodial maintenance, snow removal operations. Option Year III	\$2,500,000				N/A	N	
PRMT	Modification	Operating	CQ9000	Inventory Optimization Service	Annual renewal of authority wide operating insurance program	\$160,000	7/1/2010			N/A	N	
RISK	Modification	Operating	CQ8089	Operating Insurance Program	Exercise Option Year 1 of 4 to provide underground storage tank inspection & testing	\$13,000,000	7/1/2010	NA	NA	NA	N	
SAFE	Modification	Operating	CQ9203	Technical Asst	Exercise Option Year 2 out of 4 to pick up, transport and dispose or recycle regulated wastes.	\$985,000	7/1/2010			N/A	N	
SAFE	Modification	Operating	CQ8134	Non-hazardous Waste Disposal	Exercise Option Year 3 out of 4 to pickup, transport and dispose or recycle hazardous wastes.	\$824,250	7/1/2010			N/A	N	
SAFE	Modification	Operating	SP7112	Hazardous Waste Disposal	Excess Revenue Processing Service	\$159,122	7/1/2010			N/A	N	
TRIS	Modification	Operating	CQ9208	Exercise Option Year I of Contract	Ultrasound Rail Flaw testing is a program designed to detect internal defects in the running rail that cannot be repaired or replaced immediately to assure safe operations.	\$197,705	15-Sep-10	3 years left	\$198,000	NA	N	
TSSM	Modification	Operating	CQ9001	Exercise Option Year 1- Ultrasound Rail Flaw Testing	Switch points and stock rails are components of each turnout. A switch point is used to divert rolling stock from one track to another, and a stock rail is the running rail against which the switch rail operates.	\$300,500	1/1/2010			N/A	N	
TSSM	Modification	Operating	CQ9027	Exercise Option Year 3-Switch Points & Stock Rails	Service agreement for the maintenance of the Chemical Emergency Sensor System	\$280,169	2/1/2010			N/A	N	
TSSM	Modification	Operating	FY10- awarded yet	Exercise FY11-Option year 1- for Service agreement for Chemical Emergency Sensor System		\$2,309,094	7/1/2010			N/A	N	
TSSM	Modification	Operating	Pending award	Exercise Option Year 1- Service Agreement for SMDT depot level repair.		\$510,000	7/1/2010			N/A	N	
TSSM	Modification	Operating	CP7050	Exercise Option Year 3- Track Geometry	The automated Track Geometry Inspection Service provides measurements that are necessary for safety inspections, maintenance forecasts and budgeting. Information derived from the track geometry inspections is used to indicate trends and wear pattern	\$205,200	7/1/2010			N/A	N	
TSSM	Modification	Operating	FQ8013	Microlite-Exercise Option Year 2-Comprehensive Radio Communication System	Microlite, will provide technical support services, software upgrades, and depot level repair for WHATA. This is a mission critical resource for MTPD, Metrorail and Metrolinx services.	\$630,000	7/1/2010			N/A	N	
TSSM	Modification	Operating	CQ9010	Exercise Option Year 2- 5000 Contract Rail Insulators	An insulator is a non-conducting assembly attached to the concrete invert or wooden tie, that supports the third rail throughout the entire WHATA system.	\$160,700	7/1/2010			N/A	N	
TSSM	Modification	Operating	CQ10008	Exercise Option Year 1-Running Rail 39ft Lengths	Running Rail in thirty-nine (39') foot lengths is replaced for spot renewal due to detected defects and special work (turnout) replacements. Failure to replace running rail on a timely basis will impact normal and safe operation of revenue service.	\$401,135	7/1/2010			N/A	N	
TSSM	Modification	Operating	CQ10008	Modification to add 200 ea additional 39ft rail to existing contract	Running Rail in thirty-nine (39') foot lengths is replaced for spot renewal due to detected defects and special work (turnout) replacements. Failure to replace running rail on a timely basis will impact normal and safe operation of revenue service.	\$241,800	7/1/2010			N/A	N	
TSSM	Modification	Operating	FY10 Not awarded yet	Exercise FY11 Option Year 1 for Rail Grinding	Rail grinding allows us to maintain an acceptable rail profile condition throughout the operating revenue system, while providing our customers with the highest ride quality.	\$756,000	7/19/2010			N/A	N	
TOTAL, Contracts that do not require Board approval						\$93,203,078						
Grand Total						\$123,862,222						

SUBJECT: AMEND THE FY2010 BUDGET TO INCLUDE THE ENERGY STORAGE DEMONSTRATION PROJECT

2010-34
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (Metro) has been awarded a Federal Transit Administration grant totaling \$300,000; and

WHEREAS, The grant is 100% Federal funding and does not require any local jurisdictional matching funds; and

WHEREAS, The grant provides support to examine the feasibility and cost-effectiveness of installing a wayside energy storage system to capture and reuse regenerated brake energy that is currently being lost; and

WHEREAS, The grant will fund project organization, procurement and management; installation; data collection and evaluation; and final report and recommendation costs; now, therefore be it

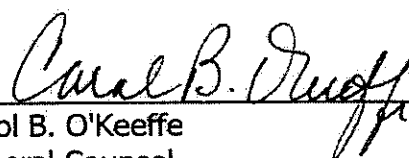
RESOLVED, That the Board of Directors increases the FY2010 Beyond Metro Matters Capital Budget from \$0 to \$300,000; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager to initiate and award one or more competitive contracts to partner with one or more suppliers to provide, on a demonstration basis and at no cost to Metro, a wayside battery storage system with installation support which is hoped will increase the stability and reliability of the Traction Power Substations; and be it further

RESOLVED, That the Board of Directors authorizes the use of federal grant funds referenced in this Resolution to fund project organization, procurement and management; installation of the demonstration equipment; data collection and evaluation; and final report and recommendation costs which will include an assessment of the cost savings and determine the return on investment through simulations and actual testing; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

Motioned by Mrs. Hudgins, seconded by Mr. Graham

Mr. Benjamin, Mrs. Hudgins, Mr. Gonzalez, Mr. Hewlett, Mr. Zimmerman, Mr. Graham and

SUBJECT: AMENDMENT OF THE WMATA RETIREMENT PLAN – COST OF LIVING ADJUSTMENTS

2010-37
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority Retirement Plan (“the Plan”) addresses the calculation of annual Cost Of Living Adjustments (COLA) for benefits payable to retired participants under Article XX of the Plan, and the annual COLA is calculated through the use of a ratio of the previous year’s Consumer Price Index (CPI) over the CPI from a year earlier; and

WHEREAS, The calculation under Article XX typically results in an increase to benefits; and

WHEREAS, The recent economic downturn resulted in a decrease to the CPI which in turn would produce a ratio resulting in a decrease to retiree benefits; and

WHEREAS, The Plan Trustees have determined that Article XX contemplates only increasing benefits via COLA, does not authorize a COLA that decreases benefits, and does not authorize accounting for a COLA decrease in subsequent years; and

WHEREAS, Failing to account for a COLA decrease in subsequent years would result in artificially high benefit payments; and

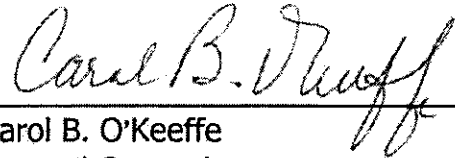
WHEREAS, The Plan Trustees have approved a proposed amendment to Article XX (attached to this Resolution as Attachment A and shown in redline) that permits deferring COLA decreases to subsequent years to offset COLA increases; and

WHEREAS, The Plan § 10.01 requires that all Plan amendments be made by a written Resolution of the Board of Directors; now, therefore be it

RESOLVED, That Article XX of the Metropolitan Area Transit Authority Retirement Plan is amended consistent with Attachment A to this Resolution, to permit deferring cost of living adjustments that would result in a decrease in benefits and offsetting those decreases against COLA increases in subsequent years; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

A handwritten signature in cursive script, appearing to read "Carol B. O'Keeffe", written over a horizontal line.

Carol B. O'Keeffe
General Counsel

ARTICLE XX
Cost of Living Adjustments

20.01 Benefits Eligible for Cost of Living Adjustments. All benefits payable under Articles III, IV, V, VI, VII, VIII, XIV, XV, XVI, or XVII of this Plan shall be eligible for an annual Cost of Living Adjustment as computed under section 20.02 of this Plan.

20.02 Computation of Annual Cost of Living Adjustment. The annual benefit adjustment for Participants who retire from the Washington Metropolitan Area Transit Authority shall be computed as set forth in this section. The monthly pension benefit of all parties receiving benefits will be adjusted, as required by this section, effective with the benefit payment to be made January 1st of the following year.

- (a) to be the amount determined by multiplying the benefit payment that would otherwise have been paid on January 1 st of the following year by the A ratio shall be determined with a numerator consisting of (1) the Consumer Price Index for the month of September of the latest year, to (2) and a denominator consisting of the Consumer Price Index for the month of September, one year earlier.
- (b) If the ratio determined in part (a) is less than one, then there shall be no annual benefit adjustment that year, except as described in this part (b). The carry-over for such a year is the number resulting when one (1) is subtracted from the ratio, which difference is carried-over to the following year. For example, if the ratio in year A is .98, then the carry-over for the following year B is -.02 (.98-1=-.02).
- (i) During the year following a year (or following two consecutive years) resulting in carry-over, the carry-over shall be added to the ratio. If the resulting sum is not less than one, then the benefit adjustment shall be computed in accordance with part (c). If the resulting sum is less than one, the number resulting when one (1) is subtracted from the sum shall be the carry-over for the following year. For example, if the ratio in year A is .98, in year B is .99 and in year C is 1.03, then there shall be no benefit adjustment in year A (.98-1.0=-.02 carry-over for year B), no benefit adjustment in year B (.99-.02=.97, .97-1.0=-.03 carry-over for year C) and an adjustment computed with a ratio of 1.0 in year C (1.03-.03=1.0), which adjustment shall be computed as set forth in part (c).
- (ii) In the year following two consecutive years with no benefit increase computed under part (c), there shall be a benefit adjustment rather than applying the carry-over to the following year. The sum of the ratio and the carry-over shall be used to compute the adjustment, even if the result is a decrease to monthly benefits. For example, if the ratio in year A is .96, in year B is 1.01 and in year C is 1.02, then there shall be no benefit adjustment in year A (.96-1.0=-.04 carry-over for year B), no adjustment in year B (1.01-.04=.97, .97-1.0=-.03 carry-over for year C), and an adjustment computed with a ratio of .99 in year C (1.02-.03=.99).

which adjustment shall be computed as set forth in part (c).

(c) If the ratio determined in part (a), including any carry-over from part (b), is not less than one, or if the ratio is less than one and there has been no adjustment under this part for the prior two years as described in part (b)(ii), then ~~The~~ the exact portion of the increase adjustment so determined that is payable applied to the each Participant's monthly benefit will be computed as follows:

(a)(i) One hundred percent (100%) of the adjustment computed above ratio (including carry-over from part (b)) will be applied to the dollar value of the monthly benefit accrued before July 1, 1997, which is added to

(b)(ii) eighty percent (80%) of the adjustment computed above ratio (including carry-over from part (b)), which is applied to the dollar value of the monthly benefit accrued after June 30, 1997.

The resulting number obtained from adding subsections subparts (a) and (b) of this section part will be the adjustment due thefor each Participant under this Articlepart.

(d) As used in this Plan the Consumer Price Index will be defined as the total Consumer Price Index (CPI-U) for the greater Washington Metropolitan Area or any other local index which geographically embraces the greater Washington Metropolitan Area. Should the Consumer Price Index no longer report data as of September, then the data for the month closest to September which is reported in the Consumer Price Index will be used.

SUBJECT: FY2011 DISADVANTAGED BUSINESS ENTERPRISE GOAL

2010-41
RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) is a recipient of federal assistance from the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA); and

WHEREAS, It is the policy of WMATA that businesses owned and controlled by socially and economically disadvantaged individuals shall have the opportunity to participate in WMATA federally-assisted contracts; and

WHEREAS, Under DOT regulation 49 C.F.R. Part 26, as amended February 3, 2010, WMATA, as a recipient of federal financial assistance, is required to submit a revised Disadvantaged Business Enterprise (DBE) goal every three years on a schedule established by the FTA and that schedule requires WMATA to submit its 2011 federal fiscal year goal on August 1, 2010; and

WHEREAS, The DBE goal is required to be bifurcated between race-conscious and race-neutral measures; and

WHEREAS, In accordance with 49 C.F.R. Part 26.45 and Board of Directors approval, WMATA has provided for public participation in the goal-setting process by publishing notice of the proposed goal, providing a public comment period from May 28 to July 12, 2010, and holding a public meeting on June 30, 2010; now, therefore be it

RESOLVED, That the Board of Directors affirms the policy of nondiscrimination and compliance with federal requirements for engaging in affirmative action in contracting; and be it further

RESOLVED, That it is the policy of the Board of Directors that neither WMATA, nor any of its contractors or vendors, shall discriminate on the basis of race, color, national origin, sex or any other unlawful basis in the award and performance of contracts or subcontracts; and be it further

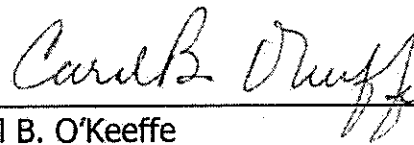
Motioned by Mr. Zimmerman, seconded by Mrs. Hudgins
Ayes: 7 - Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman, Mr. Brown and Mr. Downey

RESOLVED, That the Board of Directors adopts a final DBE goal of 25% for Federal Fiscal Year 2011 for implementation of the DOT regulations for federally-funded contracts, recognizing that the overall goal will be achieved through 19% race-conscious and 6% race-neutral measures and be established on a contract-by-contract basis; and be it further

RESOLVED, That the General Manager is hereby authorized to submit the foregoing goal to the FTA; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel

SUBJECT: AMENDED FISCAL 2011 CAPITAL BUDGET FOR MOBILE EMERGENCY
RESPONSE VEHICLE CABINETS

2010-42

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

WHEREAS, Under the FY2007 Urban Area Security Initiative (UASI) grant, Arlington County received funding to purchase motorized Mobile Emergency Response Vehicles (MERV) customized for use on Metrorail tracks; and

WHEREAS, The MERV carts have been purchased and delivered, but industrial strength cabinets with a dedicated power source are needed for storage; and

WHEREAS, On June 8, 2010, the DC Homeland Security and Emergency Management Agency has issued a sub-grant award to Metro to procure and install the necessary cabinets for the MERV carts under the FY2008 UASI grant program in the amount of \$175,000; now, therefore be it

RESOLVED, That the Board of Directors approves the increase to the FY2011 Capital Budget by \$175,000, from \$709.3 million to \$709.5 million; and be it further

RESOLVED, That the Board of Directors approves establishment of a project entitled Mobile Emergency Response Vehicle Cabinet Project, and that this project does not require a local grant match; and be it further

RESOLVED, That the Board of Directors authorizes staff to award a contract to design, fabricate, and install 24 Mobile Emergency Response Vehicle cabinets; and be it finally

RESOLVED, That this Resolution shall be effective immediately

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel



Appendix C. Office Budgets

This appendix includes all offices pertinent to the FY2011 budget for Metro. Department budgets were discussed in Chapter 5.

OPERATING COST BY MODE
General Manager Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$853	\$312	\$535	\$6
Full-Time Salaries	\$853	\$312	\$535	\$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	\$853	\$312	\$535	\$6
Fringes (Total)	\$419	\$153	\$263	\$3
Fringe Health	\$368	\$134	\$231	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$52	\$19	\$32	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,273	\$465	\$799	\$9
Services (Total)	\$45	\$19	\$26	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$20	\$10	\$10	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$25	\$9	\$16	\$0
Materials & Supplies (Total)	\$8	\$3	\$5	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$276	\$103	\$170	\$2
Dues And Subscriptions	\$188	\$69	\$118	\$1
Conferences and Meetings	\$52	\$19	\$33	\$0
Business Travel/Public Hrq	\$14	\$5	\$9	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$22	\$11	\$11	\$1
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$329	\$126	\$201	\$2
TOTAL COST	\$1,602	\$590	\$1,000	\$12

Agreed to
Richard R. Sarles
General Manager

OPERATING COST BY MODE
Inspector General Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$2,165	\$790	\$1,360	\$16
Full-Time Salaries	\$2,233	\$815	\$1,403	\$16
Salary Lapse	-\$68	-\$25	-\$43	\$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	\$2,165	\$790	\$1,360	\$16
Fringes (Total)	\$962	\$351	\$604	\$7
Fringe Health	\$962	\$351	\$604	\$7
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,127	\$1,141	\$1,964	\$22
Services (Total)	\$336	\$133	\$200	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$310	\$123	\$184	\$2
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6	\$2	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$20	\$7	\$12	\$0
Materials & Supplies (Total)	\$14	\$5	\$8	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$8	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$53	\$28	\$23	\$2
Dues And Subscriptions	\$1	\$1	\$1	\$0
Conferences and Meetings	\$1	\$0	\$0	\$0
Business Travel/Public Hrs	\$43	\$25	\$17	\$2
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$9	\$3	\$5	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$402	\$166	\$231	\$5
TOTAL COST	\$3,529	\$1,307	\$2,196	\$26

Helen Lew
Agreed to
Helen Lew
Inspector General

OPERATING COST BY MODE
Counsel Summary
APPROVED BUDGET

(Dollars in Thousands)

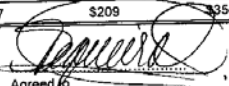
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$3,161	\$1,152	\$1,984	\$25
Full-Time Salaries	\$3,161	\$1,152	\$1,984	\$25
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,161	\$1,152	\$1,984	\$25
Fringes (Total)	\$1,366	\$498	\$858	\$11
Fringe Health	\$1,361	\$496	\$854	\$11
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$2	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,528	\$1,650	\$2,842	\$36
Services (Total)	\$815	\$298	\$512	\$5
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$627	\$229	\$394	\$4
Temporary Help	\$17	\$6	\$11	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$170	\$62	\$107	\$1
Materials & Supplies (Total)	\$46	\$17	\$29	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$46	\$17	\$29	\$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)	\$54	\$20	\$34	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$54	\$20	\$34	\$0
Miscellaneous (Total)	\$82	\$30	\$51	\$1
Dues And Subscriptions	\$53	\$19	\$33	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrs interview & Relocation	\$14	\$5	\$9	\$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	\$996	\$364	\$626	\$5
TOTAL COST	\$5,524	\$2,014	\$3,468	\$43

Carol O'Keefe
Agreed to
Carol O'Keefe
General Counsel

OPERATING COST BY MODE
Board Secretary Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$230	\$84	\$144	\$2
Full-Time Salaries	\$230	\$84	\$144	\$2
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$66	\$21	\$35	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$66	\$21	\$35	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$287	\$105	\$180	\$2
Fringes (Total)	\$123	\$45	\$77	\$1
Fringe Health	\$123	\$45	\$77	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$410	\$150	\$257	\$3
Services (Total)	\$58	\$21	\$36	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$5	\$8	\$0
Temporary Help	\$15	\$6	\$10	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$30	\$11	\$19	\$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)	\$93	\$36	\$57	\$0
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$21	\$8	\$13	\$0
Business Travel/Public Hrq	\$30	\$13	\$17	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$31	\$11	\$19	\$0
Other	\$6	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$157	\$59	\$97	\$1
TOTAL COST	\$567	\$209	\$354	\$4


Agreed to
Loyda Sequeira-Castillo
Board Secretary

OPERATING COST BY MODE
Operations Administration
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$3,030	\$1,244	\$1,778	\$8
Full-Time Salaries	\$3,057	\$1,258	\$1,791	\$8
Salary Lapse	-\$75	-\$36	-\$39	\$0
Overtime Salaries	\$48	\$22	\$26	\$0
Wages (Total)	\$5,922	\$3,166	\$2,756	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$6,144	\$3,215	\$2,928	\$0
Wage Lapse	-\$222	-\$49	-\$173	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,952	\$4,410	\$4,534	\$8
Fringes (Total)	\$3,931	\$1,910	\$2,018	\$3
Fringe Health	\$3,931	\$1,910	\$2,018	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$12,882	\$6,320	\$6,552	\$11
Services (Total)	\$348	\$128	\$222	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$114	\$35	\$79	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$17	\$6	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$217	\$85	\$132	\$0
Materials & Supplies (Total)	\$100	\$48	\$51	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$100	\$48	\$51	\$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	\$7	\$12	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$2	\$3	\$0
Business Travel/Public Hrg	\$12	\$5	\$8	\$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
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$467	\$181	\$286	\$0
TOTAL COST	\$13,349	\$6,501	\$6,838	\$11

Dana Kublock 9/23/10 for
Agreed to
Dana Kublock
DGM Operations

OPERATING COST BY MODE
Operations Support Admin.
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$906	\$186	\$714	\$6
Full-Time Salaries	\$920	\$191	\$723	\$6
Salary Lapse	-\$16	-\$6	-\$10	\$0
Overtime Salaries	\$2	\$1	\$1	\$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	\$906	\$186	\$714	\$6
Fringes (Total)	\$401	\$84	\$315	\$3
Fringe Health	\$397	\$83	\$312	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$4	\$2	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,307	\$270	\$1,029	\$9
Services (Total)	\$100	\$15	\$85	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$85	\$10	\$75	\$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	\$15	\$5	\$10	\$0
Materials & Supplies (Total)	\$45	\$11	\$34	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$45	\$11	\$34	\$0
Fuel & Propulsion (Total)	\$65,449	\$0	\$65,449	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$65,449	\$0	\$65,449	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$44,026	\$8,305	\$35,652	\$69
Electricity and Gas	\$41,882	\$7,607	\$34,207	\$68
Utilities - Other	\$2,144	\$698	\$1,445	\$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)	\$36	\$13	\$22	\$0
Dues And Subscriptions	\$1	\$0	\$0	\$0
Conferences and Meetings	\$4	\$1	\$2	\$0
Business Travel/Public Hrg	\$15	\$6	\$10	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$16	\$6	\$10	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$109,655	\$8,344	\$101,242	\$69
TOTAL COST	\$110,963	\$8,614	\$102,271	\$78

Daniel Spass for 9/23/10
Agreed to
Dave Kubicek
DGM Operations

OPERATING COST BY MODE
Engineering Services Office
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$6,396	\$704	\$5,685	\$7
Full-Time Salaries	\$8,323	\$704	\$5,612	\$7
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$73	\$0	\$73	\$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	\$6,396	\$704	\$5,685	\$7
Fringes (Total)	\$2,536	\$118	\$2,418	\$0
Fringe Health	\$2,536	\$118	\$2,418	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$8,933	\$822	\$8,104	\$7
Services (Total)	\$703	\$42	\$661	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$325	\$7	\$319	\$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	\$375	\$34	\$340	\$0
Materials & Supplies (Total)	\$351	\$52	\$299	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$351	\$52	\$299	\$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)	\$63	\$24	\$38	\$0
Dues And Subscriptions	\$16	\$12	\$4	\$0
Conferences and Meetings	\$8	\$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	\$5	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,117	\$118	\$899	\$0
TOTAL COST	\$10,050	\$940	\$9,102	\$7

R.T.V.
Agreed to
Robert Troup
Managing Director/Engineering Service

OPERATING COST BY MODE
Plant Maintenance Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$7,764	\$557	\$7,205	\$2
Full-Time Salaries	\$7,830	\$547	\$7,281	\$2
Salary Lapse	-\$286	-\$15	-\$271	\$0
Overtime Salaries	\$220	\$25	\$195	\$0
Wages (Total)	\$35,652	\$4,891	\$30,761	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$35,458	\$4,857	\$30,601	\$0
Wage Lapse	-\$1,070	-\$146	-\$924	\$0
Overtime Wages	\$1,264	\$180	\$1,084	\$0
TOTAL SALARIES AND WAGES	\$43,416	\$5,448	\$37,966	\$2
Fringes (Total)	\$18,695	\$2,415	\$16,280	\$1
Fringe Health	\$18,402	\$2,350	\$16,051	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$293	\$65	\$229	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$62,111	\$7,863	\$54,246	\$3
Services (Total)	\$8,280	\$3,208	\$5,051	\$21
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$2,105	\$632	\$1,473	\$0
Contract Maintenance	\$5,991	\$2,553	\$3,417	\$21
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$183	\$23	\$161	\$0
Materials & Supplies (Total)	\$6,195	\$2,184	\$4,009	\$1
Fuel and Lubricants	\$34	\$33	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6,161	\$2,151	\$4,009	\$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)	\$2,110	\$539	\$1,572	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$2,110	\$539	\$1,572	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$180	\$10	\$170	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$180	\$10	\$170	\$0
Miscellaneous (Total)	\$29	\$4	\$26	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$3	\$0	\$3	\$0
Business Travel/Public Hrg	\$5	\$0	\$5	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$19	\$4	\$15	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$16,795	\$5,945	\$10,827	\$23
TOTAL COST	\$78,906	\$13,808	\$65,073	\$25

Connie L. Williams
Agreed to
Connie Williams
Acting Director/Plant Maintenance

OPERATING COST BY MODE
Car Maintenance Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$8,268	\$14	\$8,253	\$0
Full-Time Salaries	\$8,325	\$14	\$8,310	\$0
Salary Lapse	-\$234	\$0	-\$234	\$0
Overtime Salaries	\$177	\$0	\$177	\$0
Wages (Total)	\$57,867	\$0	\$57,867	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$57,493	\$0	\$57,493	\$0
Wage Lapse	-\$1,686	\$0	-\$1,686	\$0
Overtime Wages	\$2,060	\$0	\$2,060	\$0
TOTAL SALARIES AND WAGES	\$68,134	\$14	\$66,120	\$0
Fringes (Total)	\$29,451	\$0	\$29,451	\$0
Fringe Health	\$28,827	\$0	\$28,827	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$624	\$0	\$624	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$95,585	\$14	\$95,571	\$0
Services (Total)	\$2,766	\$0	\$2,766	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$179	\$0	\$179	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$2,389	\$0	\$2,389	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$195	\$0	\$195	\$0
Materials & Supplies (Total)	\$14,551	\$19	\$14,532	\$0
Fuel and Lubricants	\$184	\$0	\$184	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14,367	\$19	\$14,348	\$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)	\$69	\$0	\$69	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$64	\$0	\$64	\$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	\$17,386	\$19	\$17,367	\$0
TOTAL COST	\$112,971	\$33	\$112,937	\$0

Eugene Garzone 9/22/10
Agreed to
Eugene Garzone
Director/Car Maintenance

OPERATING COST BY MODE
Chief Eng. Vehicles Summary
WORKING BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$4,999	\$137	\$4,862	\$0
Full-Time Salaries	\$5,149	\$141	\$5,007	\$0
Salary Lapse	-\$158	-\$4	-\$154	\$0
Overtime Salaries	\$8	\$0	\$8	\$0
Wages (Total)	\$273	\$0	\$273	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$262	\$0	\$262	\$0
Wage Lapse	-\$8	\$0	-\$8	\$0
Overtime Wages	\$19	\$0	\$19	\$0
TOTAL SALARIES AND WAGES	\$5,272	\$137	\$5,135	\$0
Fringes (Total)	\$2,339	\$61	\$2,278	\$0
Fringe Health	\$2,339	\$61	\$2,278	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$7,611	\$198	\$7,413	\$0
Services (Total)	\$679	\$0	\$679	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$605	\$0	\$605	\$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	\$74	\$0	\$74	\$0
Materials & Supplies (Total)	\$307	\$0	\$307	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$307	\$0	\$307	\$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)	\$60	\$0	\$60	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$4	\$0	\$4	\$0
Business Travel/Public Hrg	\$50	\$0	\$50	\$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	\$1,046	\$0	\$1,046	\$0
TOTAL COST	\$8,657	\$198	\$8,460	\$0

James Coxon for Mike Hiller
Agreed to
Michael Hiller
Director/Chief Engineer Vehicles

OPERATING COST BY MODE
Elevator Escalator Summary
APPROVED BUDGET


(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$3,343	\$11	\$3,332	\$0
Full-Time Salaries	\$3,295	\$0	\$3,295	\$0
Salary Lapse	-\$99	\$0	-\$99	\$0
Overtime Salaries	\$147	\$11	\$136	\$0
Wages (Total)	\$10,228	\$3	\$10,226	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$10,065	\$0	\$10,065	\$0
Wage Lapse	-\$361	\$0	-\$361	\$0
Overtime Wages	\$525	\$3	\$522	\$0
TOTAL SALARIES AND WAGES	\$13,572	\$14	\$13,558	\$0
Fringes (Total)	\$5,972	\$0	\$5,972	\$0
Fringe Health	\$5,900	\$0	\$5,900	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$73	\$0	\$73	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$19,544	\$14	\$19,530	\$0
Services (Total)	\$2,012	\$0	\$2,012	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$23	\$0	\$23	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$1,971	\$0	\$1,971	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$18	\$0	\$18	\$0
Materials & Supplies (Total)	\$3,209	\$14	\$3,195	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$3,209	\$14	\$3,195	\$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)	\$64	\$0	\$64	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$64	\$0	\$64	\$0
Miscellaneous (Total)	\$65	\$0	\$65	\$0
Dues And Subscriptions	\$7	\$0	\$7	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$30	\$0	\$30	\$0
Interview & Relocation	\$1	\$0	\$1	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$12	\$0	\$12	\$0
Other	\$15	\$0	\$15	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$5,349	\$14	\$5,335	\$0
TOTAL COST	\$24,893	\$28	\$24,865	\$0

David A. Lacosse
Agreed to
David Lacosse
Director/Elevator and Escalator Services

OPERATING COST BY MODE
Track & Structures Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$5,783	\$0	\$5,783	\$0
Full-Time Salaries	\$5,719	\$0	\$5,719	\$0
Salary Lapse	-\$175	\$0	-\$175	\$0
Overtime Salaries	\$239	\$0	\$239	\$0
Wages (Total)	\$11,999	\$0	\$11,999	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$11,794	\$0	\$11,794	\$0
Wage Lapse	-\$350	\$0	-\$350	\$0
Overtime Wages	\$555	\$0	\$555	\$0
TOTAL SALARIES AND WAGES	\$17,783	\$0	\$17,783	\$0
Fringes (Total)	\$7,868	\$0	\$7,868	\$0
Fringe Health	\$7,735	\$0	\$7,735	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$133	\$0	\$133	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$25,651	\$0	\$25,651	\$0
Services (Total)	\$2,330	\$0	\$2,330	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$55	\$0	\$55	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,181	\$0	\$2,181	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$94	\$0	\$94	\$0
Materials & Supplies (Total)	\$4,284	\$0	\$4,284	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$4,284	\$0	\$4,284	\$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)	\$124	\$0	\$124	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$124	\$0	\$124	\$0
Miscellaneous (Total)	\$27	\$0	\$27	\$0
Dues And Subscriptions	\$2	\$0	\$2	\$0
Conferences and Meetings	\$1	\$0	\$1	\$0
Business Travel/Public Hrg	\$18	\$0	\$18	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$6	\$0	\$6	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$6,765	\$0	\$6,765	\$0
TOTAL COST	\$32,416	\$0	\$32,416	\$0


Agreed to
Darvin Kelly
Director/ Track & Structures

OPERATING COST BY MODE
Systems Maint. Summary
APPROVED BUDGET

(Dollars in Thousands)

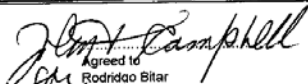
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$8,063	\$148	\$7,915	\$0
Full-Time Salaries	\$7,957	\$120	\$7,838	\$0
Salary Lapse	-\$247	-\$4	-\$243	\$0
Overtime Salaries	\$353	\$32	\$320	\$0
Wages (Total)	\$46,309	\$1,225	\$45,083	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$44,840	\$1,099	\$43,741	\$0
Wage Lapse	-\$1,336	-\$33	-\$1,303	\$0
Overtime Wages	\$2,805	\$159	\$2,646	\$0
TOTAL SALARIES AND WAGES	\$54,372	\$1,374	\$52,998	\$0
Fringes (Total)	\$24,024	\$599	\$23,425	\$0
Fringe Health	\$23,574	\$596	\$22,978	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$449	\$3	\$447	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$78,396	\$1,973	\$76,423	\$0
Services (Total)	\$4,013	\$314	\$3,699	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$3,909	\$314	\$3,595	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$104	\$0	\$104	\$0
Materials & Supplies (Total)	\$5,741	\$606	\$5,135	\$0
Fuel and Lubricants	\$9	\$0	\$9	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$5,732	\$606	\$5,127	\$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)	\$1,065	\$338	\$727	\$0
Property	\$900	\$338	\$562	\$0
Equipment	\$165	\$0	\$165	\$0
Miscellaneous (Total)	\$18	\$0	\$18	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$14	\$0	\$14	\$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
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$10,837	\$1,257	\$9,580	\$0
TOTAL COST	\$89,233	\$3,230	\$86,003	\$0


Agreed to
Darvin Kelly
Director/ System Maintenance

OPERATING COST BY MODE
RAIL QAAW Administration Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$1,394	\$0	\$1,394	\$0
Full-Time Salaries	\$1,438	\$0	\$1,438	\$0
Salary Lapse	-\$44	\$0	-\$44	\$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	\$1,394	\$0	\$1,394	\$0
Fringes (Total)	\$619	\$0	\$619	\$0
Fringe Health	\$619	\$0	\$619	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,014	\$0	\$2,014	\$0
Services (Total)	\$39	\$0	\$39	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$30	\$0	\$30	\$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	\$9	\$0	\$9	\$0
Materials & Supplies (Total)	\$19	\$0	\$19	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$19	\$0	\$19	\$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)	\$33	\$0	\$33	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrs	\$15	\$0	\$15	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$18	\$0	\$18	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$92	\$0	\$92	\$0
TOTAL COST	\$2,106	\$0	\$2,106	\$0


Agreed to
Rodolfo Bitar
Director/Quality Assurance and Warranty

OPERATING COST BY MODE
RAIL SRML Administration
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$571	\$69	\$500	\$2
Full-Time Salaries	\$583	\$69	\$512	\$2
Salary Lapse	-\$12	\$0	-\$12	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$1,524	\$40	\$1,484	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,512	\$40	\$1,472	\$0
Wage Lapse	-\$36	\$0	-\$36	\$0
Overtime Wages	\$48	\$0	\$48	\$0
TOTAL SALARIES AND WAGES	\$2,095	\$109	\$1,984	\$2
Fringes (Total)	\$909	\$46	\$862	\$1
Fringe Health	\$909	\$46	\$862	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,004	\$155	\$2,846	\$3
Services (Total)	\$9	\$0	\$9	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$0	\$2	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$8	\$0	\$8	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$25	\$0	\$25	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$25	\$0	\$25	\$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)	\$11	\$0	\$11	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$0	\$2	\$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	\$1	\$0	\$1	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$46	\$0	\$46	\$0
TOTAL COST	\$3,050	\$155	\$2,892	\$3


Agreed to
Pretha Mitchell
Director/Storerooms & Materials Logistics

OPERATING COST BY MODE
Rail Service Summary
APPROVED BUDGET

(Dollars in Thousands)

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$20,537	\$0	\$20,537	\$0
Full-Time Salaries	\$20,152	\$0	\$20,152	\$0
Salary Lapse	-\$585	\$0	-\$585	\$0
Overtime Salaries	\$969	\$0	\$969	\$0
Wages (Total)	\$93,820	\$0	\$93,820	\$0
Operator/StatMgr Wages	\$76,681	\$0	\$76,681	\$0
Operator/StatMgr Overtime	\$11,922	\$0	\$11,922	\$0
Full Time Wages	\$4,618	\$0	\$4,618	\$0
Wage Lapse	-\$127	\$0	-\$127	\$0
Overtime Wages	\$726	\$0	\$726	\$0
TOTAL SALARIES AND WAGES	\$114,357	\$0	\$114,357	\$0
Fringes (Total)	\$47,314	\$0	\$47,314	\$0
Fringe Health	\$46,867	\$0	\$46,867	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$447	\$0	\$447	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$161,671	\$0	\$161,671	\$0
Services (Total)	\$869	\$0	\$869	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$435	\$0	\$435	\$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	\$418	\$0	\$418	\$0
Materials & Supplies (Total)	\$787	\$0	\$787	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$787	\$0	\$787	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$70	\$0	\$70	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$38	\$0	\$36	\$0
Business Travel/Public Hrg	\$20	\$0	\$20	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$14	\$0	\$14	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,726	\$0	\$1,726	\$0
TOTAL COST	\$163,397	\$0	\$163,397	\$0


Agreed to
Daniel Epps
Managing Director/Rail Operations

OPERATING COST BY MODE
Access Services Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$2,865	\$0	\$0	\$2,865
Full-Time Salaries	\$2,935	\$0	\$0	\$2,935
Salary Lapse	-\$90	\$0	\$0	-\$90
Overtime Salaries	\$20	\$0	\$0	\$20
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$2,865	\$0	\$0	\$2,865
Fringes (Total)	\$1,273	\$0	\$0	\$1,273
Fringe Health	\$1,273	\$0	\$0	\$1,273
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$4,137	\$0	\$0	\$4,137
Services (Total)	\$97,552	\$0	\$0	\$97,552
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$224	\$0	\$0	\$224
Temporary Help	\$9	\$0	\$0	\$9
Contract Maintenance	\$1	\$0	\$0	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$96,768	\$0	\$0	\$96,768
Other	\$549	\$0	\$0	\$549
Materials & Supplies (Total)	\$170	\$0	\$0	\$170
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$170	\$0	\$0	\$170
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)	\$601	\$0	\$0	\$601
Property	\$601	\$0	\$0	\$601
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$41	\$0	\$0	\$41
Dues And Subscriptions	\$4	\$0	\$0	\$4
Conferences and Meetings	\$22	\$0	\$0	\$22
Business Travel/Public Hrg	\$6	\$0	\$0	\$6
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2	\$0	\$0	\$2
Other	\$6	\$0	\$0	\$6
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$98,363	\$0	\$0	\$98,363
TOTAL COST	\$102,500	\$0	\$0	\$102,500


Agreed to
Christian Kent
ACM/Access Services

OPERATING COST BY MODE
MACS Summary Offices
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$708	\$0	\$0	\$708
Full-Time Salaries	\$751	\$0	\$0	\$751
Salary Lapse	-\$43	\$0	\$0	-\$43
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	\$708	\$0	\$0	\$708
Fringes (Total)	\$324	\$0	\$0	\$324
Fringe Health	\$324	\$0	\$0	\$324
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,032	\$0	\$0	\$1,032
Services (Total)	\$96,852	\$0	\$0	\$96,852
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	\$96,768	\$0	\$0	\$96,768
Other	\$84	\$0	\$0	\$84
Materials & Supplies (Total)	\$74	\$0	\$0	\$74
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$74	\$0	\$0	\$74
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)	\$601	\$0	\$0	\$601
Property	\$601	\$0	\$0	\$601
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$5	\$0	\$0	\$5
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$0	\$0	\$2
Business Travel/Public Hrq	\$4	\$0	\$0	\$4
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	\$97,533	\$0	\$0	\$97,533
TOTAL COST	\$98,565	\$0	\$0	\$98,565


Agreed to
Christian Kent
AGM/Access Services

OPERATING COST BY MODE
Eligibility Summary
APPROVED BUDGET

(Dollars in Thousands)

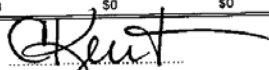
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$777	\$0	\$0	\$777
Full-Time Salaries	\$757	\$0	\$0	\$757
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$20	\$0	\$0	\$20
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$777	\$0	\$0	\$777
Fringes (Total)	\$334	\$0	\$0	\$334
Fringe Health	\$334	\$0	\$0	\$334
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,111	\$0	\$0	\$1,111
Services (Total)	\$404	\$0	\$0	\$404
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	\$404	\$0	\$0	\$404
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 Hrq	\$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	\$404	\$0	\$0	\$404
TOTAL COST	\$1,515	\$0	\$0	\$1,515


Agreed to
Christian Kent
AGM/Access Services

OPERATING COST BY MODE
ADA Programs Summary
APPROVED BUDGET

(Dollars in Thousands)

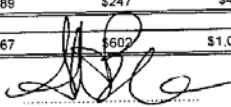
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$907	\$0	\$0	\$907
Full-Time Salaries	\$932	\$0	\$0	\$932
Salary Lapse	-\$26	\$0	\$0	-\$26
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$907	\$0	\$0	\$907
Fringes (Total)	\$401	\$0	\$0	\$401
Fringe Health	\$401	\$0	\$0	\$401
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,308	\$0	\$0	\$1,308
Services (Total)	\$139	\$0	\$0	\$139
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$82	\$0	\$0	\$82
Temporary Help	\$9	\$0	\$0	\$9
Contract Maintenance	\$1	\$0	\$0	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$46	\$0	\$0	\$46
Materials & Supplies (Total)	\$52	\$0	\$0	\$52
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$52	\$0	\$0	\$52
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	\$0	\$24
Dues And Subscriptions	\$1	\$0	\$0	\$1
Conferences and Meetings	\$17	\$0	\$0	\$17
Business Travel/Public Hra	\$1	\$0	\$0	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$6	\$0	\$0	\$6
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$215	\$0	\$0	\$215
TOTAL COST	\$1,523	\$0	\$0	\$1,523


 Agreed to
 Christian Kent
 AGM/Access Services

OPERATING COST BY MODE
Performance Summary
APPROVED BUDGET

(Dollars in Thousands)

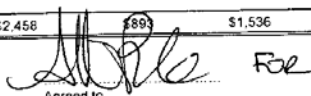
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$683	\$248	\$427	\$8
Full-Time Salaries	\$683	\$248	\$427	\$8
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$683	\$248	\$427	\$8
Fringes (Total)	\$294	\$107	\$184	\$3
Fringe Health	\$294	\$107	\$184	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$978	\$355	\$611	\$11
Services (Total)	\$637	\$228	\$398	\$11
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$590	\$211	\$369	\$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	\$47	\$17	\$29	\$1
Materials & Supplies (Total)	\$14	\$5	\$9	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$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)	\$38	\$14	\$24	\$0
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$16	\$6	\$10	\$0
Business Travel/Public Hro	\$17	\$6	\$11	\$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	\$689	\$247	\$431	\$11
TOTAL COST	\$1,667	\$602	\$1,042	\$23


Agreed to
Andrea Burnside
Chief/CPO

OPERATING COST BY MODE
Labor Relations Summary
APPROVED BUDGET

(Dollars in Thousands)

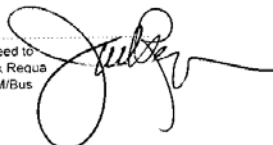
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$858	\$312	\$536	\$10
Full-Time Salaries	\$858	\$312	\$536	\$10
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$858	\$312	\$536	\$10
Fringes (Total)	\$369	\$134	\$231	\$4
Fringe Health	\$369	\$134	\$231	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,227	\$446	\$767	\$14
Services (Total)	\$1,192	\$433	\$745	\$14
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,155	\$420	\$722	\$14
Temporary Help	\$4	\$2	\$3	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$33	\$12	\$20	\$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)	\$33	\$12	\$20	\$0
Dues And Subscriptions	\$18	\$7	\$12	\$0
Conferences and Meetings	\$6	\$2	\$4	\$0
Business Travel/Public Hro	\$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	\$1,230	\$447	\$769	\$14
TOTAL COST	\$2,458	\$893	\$1,536	\$28


Agreed to
Brian Donohoe
Director/Labor Relations

OPERATING COST BY MODE
COO Bus Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$6,348	\$5,489	\$856	\$3
Full-Time Salaries	\$6,245	\$5,359	\$883	\$3
Salary Lapse	-\$131	-\$104	-\$27	\$0
Overtime Salaries	\$234	\$234	\$0	\$0
Wages (Total)	\$2,422	\$2,137	\$285	\$0
Operator/StaMgr Wages	\$320	\$308	\$13	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,102	\$1,830	\$272	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$8,770	\$7,627	\$1,141	\$3
Fringes (Total)	\$3,678	\$3,159	\$518	\$1
Fringe Health	\$3,678	\$3,159	\$518	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$12,448	\$10,785	\$1,658	\$4
Services (Total)	\$596	\$596	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$30	\$30	\$0	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$16	\$16	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$549	\$549	\$0	\$0
Materials & Supplies (Total)	\$74	\$74	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$74	\$74	\$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)	\$12	\$12	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hro	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Toils	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$12	\$12	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$682	\$682	\$0	\$0
TOTAL COST	\$13,130	\$11,468	\$1,658	\$4

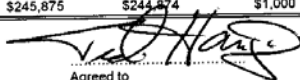
Agreed to
Jack Requa
AGM/Bus



OPERATING COST BY MODE
Bus Transportation Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$14,625	\$14,281	\$344	\$0
Full-Time Salaries	\$14,915	\$14,564	\$351	\$0
Salary Lapse	-\$486	-\$479	-\$7	\$0
Overtime Salaries	\$196	\$196	\$0	\$0
Wages (Total)	\$154,859	\$154,505	\$354	\$0
Operator/StaMgr Wages	\$135,723	\$135,413	\$310	\$0
Operator/StaMgr Overtime	\$14,243	\$14,243	\$0	\$0
Full Time Wages	\$4,791	\$4,742	\$49	\$0
Wage Lapse	-\$143	-\$139	-\$4	\$0
Overtime Wages	\$246	\$246	\$0	\$0
TOTAL SALARIES AND WAGES	\$169,484	\$168,786	\$698	\$1
Fringes (Total)	\$74,426	\$74,123	\$302	\$0
Fringe Health	\$73,197	\$72,894	\$302	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,229	\$1,229	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$243,910	\$242,909	\$1,000	\$1
Services (Total)	\$591	\$591	\$0	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$94	\$94	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$28	\$28	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$469	\$469	\$0	\$0
Materials & Supplies (Total)	\$361	\$361	\$0	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$361	\$361	\$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)	\$903	\$903	\$0	\$0
Property	\$854	\$854	\$0	\$0
Equipment	\$49	\$49	\$0	\$0
Miscellaneous (Total)	\$111	\$111	\$0	\$0
Dues And Subscriptions	\$1	\$1	\$0	\$0
Conferences and Meetings	\$10	\$10	\$0	\$0
Business Travel/Public Hrs	\$1	\$1	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$99	\$99	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$1,965	\$1,965	\$0	\$0
TOTAL COST	\$245,875	\$244,874	\$1,000	\$1


Agreed to
Ted Harris
General Superintendent/Bus Transportation

OPERATING COST BY MODE
Bus Maintenance Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$9,561	\$9,331	\$230	\$0
Full-Time Salaries	\$9,494	\$9,268	\$226	\$0
Salary Lapse	-\$252	-\$245	-\$7	\$0
Overtime Salaries	\$319	\$308	\$10	\$0
Wages (Total)	\$56,494	\$54,243	\$2,250	\$0
Operator/StaMgr Wages	\$79	\$25	\$54	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$53,088	\$51,014	\$2,074	\$0
Wage Lapse	-\$1,553	-\$1,504	-\$49	\$0
Overtime Wages	\$4,880	\$4,709	\$171	\$0
TOTAL SALARIES AND WAGES	\$66,055	\$63,574	\$2,480	\$0
Fringes (Total)	\$28,393	\$27,321	\$1,071	\$0
Fringe Health	\$27,890	\$26,835	\$1,055	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$503	\$487	\$17	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$94,448	\$90,896	\$3,552	\$0
Services (Total)	\$6,657	\$6,469	\$198	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$111	\$111	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5,958	\$5,765	\$193	\$0
Custodial Services	\$141	\$141	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$448	\$443	\$5	\$0
Materials & Supplies (Total)	\$26,761	\$24,322	\$2,439	\$0
Fuel and Lubricants	\$4,675	\$2,974	\$1,701	\$0
Tires	\$5,490	\$5,364	\$126	\$0
Other	\$16,596	\$15,984	\$613	\$0
Fuel & Propulsion (Total)	\$40,076	\$40,076	\$0	\$0
Diesel Fuel	\$28,919	\$28,919	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$11,157	\$11,157	\$0	\$0
Utilities (Total)	\$65	\$65	\$0	\$0
Electricity and Gas	\$58	\$58	\$0	\$0
Utilities - Other	\$8	\$8	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$27	\$27	\$0	\$0
Property	\$27	\$27	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$21	\$15	\$6	\$0
Dues And Subscriptions	\$9	\$3	\$5	\$0
Conferences and Meetings	\$0	\$0	\$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	\$11	\$10	\$0	\$0
Reimbursements (Total)	-\$75	-\$75	\$0	\$0
Reimbursements	-\$75	-\$75	\$0	\$0
TOTAL NONPERSONNEL COST	\$73,531	\$70,888	\$2,643	\$0
TOTAL COST	\$167,979	\$161,784	\$6,195	\$0

P. C. Reed
Agreed to
Philip Wallace
General Superintendent/Bus Maintenance

OPERATING COST BY MODE
CFO Administrative Office
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$325	\$119	\$203	\$3
Full-Time Salaries	\$325	\$119	\$203	\$3
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$325	\$119	\$203	\$3
Fringes (Total)	\$140	\$51	\$88	\$2
Fringe Health	\$140	\$51	\$88	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$466	\$170	\$291	\$5
Services (Total)	\$3	\$1	\$2	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$28	\$9	\$19	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hrg	\$21	\$7	\$14	\$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	\$36	\$12	\$23	\$0
TOTAL COST	\$501	\$182	\$314	\$5


Agreed to
Carol Kissal
DGMA/CFO

OPERATING COST BY MODE
Accounting Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$3,146	\$1,149	\$1,975	\$22
Full-Time Salaries	\$3,230	\$1,179	\$2,028	\$22
Salary Lapse	-\$122	-\$44	-\$76	-\$1
Overtime Salaries	\$38	\$14	\$24	\$0
Wages (Total)	\$792	\$289	\$497	\$6
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$755	\$276	\$474	\$6
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$37	\$14	\$23	\$0
TOTAL SALARIES AND WAGES	\$3,938	\$1,438	\$2,472	\$28
Fringes (Total)	\$1,742	\$636	\$1,094	\$12
Fringe Health	\$1,742	\$636	\$1,094	\$12
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$5,680	\$2,074	\$3,566	\$40
Services (Total)	\$38	\$14	\$24	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$9	\$3	\$6	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$28	\$10	\$18	\$0
Materials & Supplies (Total)	\$56	\$20	\$35	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$56	\$20	\$35	\$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)	\$130	\$47	\$81	\$1
Dues And Subscriptions	\$22	\$8	\$14	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrg	\$102	\$37	\$64	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$223	\$81	\$140	\$1
TOTAL COST	\$5,903	\$2,155	\$3,706	\$41

Stephanie Audette
Agreed to
Stephanie Audette
Comptroller

OPERATING COST BY MODE
Treasury Summary Offices
APPROVED BUDGET

(Dollars in Thousands)

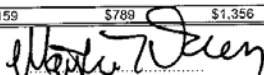
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$4,183	\$1,159	\$3,011	\$13
Full-Time Salaries	\$4,234	\$1,197	\$3,024	\$13
Salary Lapse	-\$186	-\$56	-\$130	-\$1
Overtime Salaries	\$135	\$18	\$118	\$0
Wages (Total)	\$4,139	\$857	\$3,281	\$1
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$4,104	\$851	\$3,251	\$1
Wage Lapse	-\$1	\$0	-\$1	\$0
Overtime Wages	\$37	\$6	\$30	\$0
TOTAL SALARIES AND WAGES	\$8,322	\$2,016	\$6,292	\$14
Fringes (Total)	\$20,731	\$9,435	\$11,289	\$6
Fringe Health	\$3,574	\$858	\$2,710	\$6
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$7	\$3	\$4	\$0
Workers Compensation	\$17,150	\$8,575	\$8,575	\$0
TOTAL PERSONNEL COST	\$29,053	\$11,451	\$17,581	\$21
Services (Total)	\$9,737	\$2,117	\$7,587	\$33
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,425	\$1,483	\$1,941	\$1
Temporary Help	\$34	\$12	\$21	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$6,278	\$622	\$5,625	\$32
Materials & Supplies (Total)	\$827	\$164	\$663	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$827	\$164	\$663	\$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)	\$37,945	\$12,613	\$25,190	\$143
Insurance	\$12,637	\$3,232	\$9,404	\$0
Claims	\$25,309	\$9,381	\$15,785	\$143
Leases (Total)	\$29	\$10	\$19	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$29	\$10	\$19	\$0
Miscellaneous (Total)	\$382	\$41	\$341	\$0
Dues And Subscriptions	\$16	\$7	\$9	\$0
Conferences and Meetings	\$3	\$2	\$1	\$0
Business Travel/Public Hrs	\$40	\$6	\$33	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$323	\$26	\$297	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$48,920	\$14,945	\$33,799	\$177
TOTAL COST	\$77,973	\$26,396	\$51,380	\$197

Agreed to
Raj Sinnath
Treasurer/Treasury

Raj Sinnath 9/10/10

OPERATING COST BY MODE
Management & Budget Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$1,329	\$485	\$835	\$8
Full-Time Salaries	\$1,371	\$501	\$861	\$9
Salary Lapse	-\$42	-\$15	-\$26	\$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	\$1,329	\$485	\$835	\$8
Fringes (Total)	\$590	\$216	\$371	\$4
Fringe Health	\$590	\$216	\$371	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,919	\$701	\$1,206	\$12
Services (Total)	\$158	\$58	\$99	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$84	\$34	\$58	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$41	\$0
Other	\$64	\$24	\$41	\$0
Materials & Supplies (Total)	\$43	\$16	\$27	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$43	\$16	\$27	\$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
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$39	\$14	\$24	\$0
Dues And Subscriptions	\$17	\$6	\$11	\$0
Conferences and Meetings	\$4	\$2	\$3	\$0
Business Travel/Public Hrg	\$17	\$6	\$11	\$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	\$88	\$151	\$2
TOTAL COST	\$2,159	\$789	\$1,356	\$14


Agreed to
Matthew Brown
Managing Director/OMBS

OPERATING COST BY MODE
Procurement
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$5,545	\$2,018	\$3,483	\$43
Full-Time Salaries	\$5,548	\$2,020	\$3,485	\$43
Salary Lapse	-\$136	-\$50	-\$66	-\$1
Overtime Salaries	\$133	\$49	\$84	\$1
Wages (Total)	\$2,050	\$748	\$1,280	\$23
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,985	\$724	\$1,239	\$22
Wage Lapse	-\$40	-\$14	-\$25	\$0
Overtime Wages	\$105	\$38	\$66	\$1
TOTAL SALARIES AND WAGES	\$7,594	\$2,766	\$4,763	\$66
Fringes (Total)	\$3,348	\$1,219	\$2,099	\$29
Fringe Health	\$3,327	\$1,212	\$2,086	\$29
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$21	\$8	\$13	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$10,942	\$3,986	\$6,862	\$95
Services (Total)	\$573	\$213	\$356	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$381	\$143	\$236	\$2
Temporary Help	\$2	\$1	\$1	\$0
Contract Maintenance	\$125	\$46	\$79	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$65	\$24	\$40	\$0
Materials & Supplies (Total)	\$1,912	\$699	\$1,202	\$12
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,912	\$699	\$1,202	\$12
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)	\$125	\$46	\$77	\$1
Dues And Subscriptions	\$34	\$13	\$22	\$0
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	\$36	\$13	\$23	\$0
Other	\$20	\$7	\$13	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,612	\$959	\$1,637	\$16
TOTAL COST	\$13,556	\$4,945	\$8,499	\$111

Heather A. Obora
Agreed to
Heather Obora
Chief Procurement Officer

OPERATING COST BY MODE
Smart Trip Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$336	\$137	\$198	\$1
Full-Time Salaries	\$336	\$137	\$198	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$336	\$137	\$198	\$1
Fringes (Total)	\$145	\$59	\$85	\$1
Fringe Health	\$145	\$59	\$85	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$481	\$195	\$284	\$2
Services (Total)	\$7,838	\$2,613	\$5,217	\$8
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2	\$0	\$2	\$0
Temporary Help	\$1	\$1	\$0	\$0
Contract Maintenance	\$2	\$0	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$7,833	\$2,611	\$5,213	\$8
Materials & Supplies (Total)	\$17	\$5	\$12	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$17	\$5	\$12	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$19	\$8	\$11	\$0
Dues And Subscriptions	\$2	\$2	\$0	\$0
Conferences and Meetings	\$7	\$4	\$3	\$0
Business Travel/Public Hrg	\$9	\$1	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1	\$0	\$1	\$0
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	-\$506	\$3	-\$508	\$0
Reimbursements	-\$506	\$3	-\$508	\$0
TOTAL NONPERSONNEL COST	\$7,367	\$2,627	\$4,731	\$8
TOTAL COST	\$7,848	\$2,823	\$5,015	\$10

Nancy E. Brooks 9/8/10
Agreed to
Nancy Brooks
Director/Smart Trip Program

OPERATING COST BY MODE
Information Technology Admin.
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$2,151	\$778	\$1,339	\$35
Full-Time Salaries	\$2,219	\$803	\$1,381	\$35
Salary Lapse	-\$68	-\$25	-\$42	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$329	\$120	\$206	\$4
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$157	\$57	\$97	\$3
Wage Lapse	-\$5	-\$2	-\$3	\$0
Overtime Wages	\$177	\$65	\$111	\$1
TOTAL SALARIES AND WAGES	\$2,481	\$898	\$1,545	\$38
Fringes (Total)	\$1,097	\$397	\$683	\$17
Fringe Health	\$1,097	\$397	\$683	\$17
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,577	\$1,295	\$2,227	\$55
Services (Total)	\$66	\$24	\$42	\$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	\$66	\$24	\$42	\$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)	\$21	\$8	\$13	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$3	\$1	\$2	\$0
Business Travel/Public Hq	\$17	\$6	\$11	\$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	\$87	\$32	\$55	\$1
TOTAL COST	\$3,665	\$1,327	\$2,282	\$56

Mary Bane for 9/2/2010
Agreed to
Suzanne Deck
AGM/Information Technology

OPERATING COST BY MODE
Enterprise Web Portal
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$498	\$180	\$309	\$9
Full-Time Salaries	\$514	\$186	\$319	\$9
Salary Lapse	-\$16	-\$6	-\$10	\$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	\$498	\$180	\$309	\$9
Fringes (Total)	\$221	\$80	\$137	\$4
Fringe Health	\$221	\$80	\$137	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$720	\$260	\$447	\$13
Services (Total)	\$200	\$73	\$126	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$200	\$73	\$126	\$1
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	\$200	\$73	\$126	\$1
TOTAL COST	\$920	\$333	\$573	\$14

Agreed to  9/2/10
Victor Grimes
Chief/Enterprise Web Portal

OPERATING COST BY MODE
Project Management
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$460	\$168	\$289	\$3
Full-Time Salaries	\$475	\$173	\$298	\$3
Salary Lapse	-\$14	-\$5	-\$9	\$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	\$460	\$168	\$289	\$3
Fringes (Total)	\$205	\$75	\$129	\$1
Fringe Health	\$205	\$75	\$129	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$665	\$243	\$418	\$4
Services (Total)	\$51	\$19	\$32	\$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	\$51	\$19	\$32	\$0
Materials & Supplies (Total)	\$217	\$79	\$136	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$217	\$79	\$136	\$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)	\$0	\$0	\$0	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hq	\$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	\$268	\$98	\$168	\$2
TOTAL COST	\$933	\$341	\$586	\$6

Mary Bays 9/2/2010
Agreed to
Mary Bays
Chief/Project Management

OPERATING COST BY MODE
Business Process Re-engineering
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$121	\$44	\$76	\$1
Full-Time Salaries	\$121	\$44	\$76	\$1
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$121	\$44	\$76	\$1
Fringes (Total)	\$52	\$19	\$33	\$0
Fringe Health	\$52	\$19	\$33	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$173	\$63	\$109	\$1
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 Hrq	\$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	\$173	\$63	\$109	\$1

Elizabeth Durham 9-2-2010
Agreed to:
Elizabeth Durham
Chief/Business Process Re-engineering

OPERATING COST BY MODE
Enterprise Architecture
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$99	\$36	\$62	\$1
Full-Time Salaries	\$102	\$37	\$64	\$1
Salary Lapse	-\$3	-\$1	-\$2	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr 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	\$99	\$36	\$62	\$1
Fringes (Total)	\$44	\$16	\$28	\$0
Fringe Health	\$44	\$16	\$28	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$143	\$52	\$90	\$1
Services (Total)	\$47	\$17	\$29	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$47	\$17	\$29	\$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 Hrs	\$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	\$47	\$17	\$29	\$0
TOTAL COST	\$189	\$69	\$119	\$1

Mary Bador 9/2/2010
Agreed to
Chief/Enterprise Architecture

OPERATING COST BY MODE
Data Center Infrastructure
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$1,208	\$441	\$769	\$8
Full-Time Salaries	\$1,205	\$440	\$757	\$8
Salary Lapse	-\$37	-\$13	-\$23	\$0
Overtime Salaries	\$40	\$15	\$25	\$0
Wages (Total)	\$46	\$26	\$20	\$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	\$46	\$26	\$20	\$0
TOTAL SALARIES AND WAGES	\$1,254	\$467	\$779	\$8
Fringes (Total)	\$555	\$207	\$345	\$4
Fringe Health	\$555	\$207	\$345	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,810	\$674	\$1,124	\$12
Services (Total)	\$3,075	\$1,123	\$1,933	\$19
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$3,075	\$1,123	\$1,933	\$19
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
Materials & Supplies (Total)	\$665	\$243	\$418	\$4
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$665	\$243	\$418	\$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	\$3,740	\$1,366	\$2,350	\$24
TOTAL COST	\$5,550	\$2,040	\$3,475	\$35

Veronica Lioscombe 9/2/10
Agreed to
Veronica Lioscombe
Chief Data Center Infrastructure

OPERATING COST BY MODE
IT Security
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$594	\$217	\$373	\$5
Full-Time Salaries	\$613	\$223	\$384	\$5
Salary Lapse	-\$19	-\$7	-\$12	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr 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	\$594	\$217	\$373	\$5
Fringes (Total)	\$264	\$96	\$166	\$2
Fringe Health	\$264	\$96	\$166	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$858	\$313	\$538	\$7
Services (Total)	\$450	\$164	\$283	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$450	\$164	\$283	\$3
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 Hrs	\$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	\$450	\$164	\$283	\$3
TOTAL COST	\$1,308	\$477	\$821	\$10

[Signature]
Agreed to
Victor Iwuoro
Chief/IT Security
9/2/2010

OPERATING COST BY MODE
Application Dev. & Operations
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$4,578	\$1,647	\$2,902	\$29
Full-Time Salaries	\$4,723	\$1,699	\$2,994	\$30
Salary Lapse	-\$145	-\$52	-\$92	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$498	\$181	\$313	\$3
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$471	\$172	\$296	\$3
Wage Lapse	-\$14	-\$5	-\$9	\$0
Overtime Wages	\$41	\$15	\$26	\$0
TOTAL SALARIES AND WAGES	\$5,076	\$1,829	\$3,215	\$32
Fringes (Total)	\$2,250	\$810	\$1,425	\$14
Fringe Health	\$2,250	\$810	\$1,425	\$14
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$7,326	\$2,639	\$4,641	\$46
Services (Total)	\$6,581	\$2,404	\$4,136	\$41
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,587	\$580	\$997	\$10
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,994	\$1,824	\$3,139	\$31
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	\$6,581	\$2,404	\$4,136	\$41
TOTAL COST	\$13,907	\$5,043	\$8,776	\$87

Robert Kramer 9/3/2010
Agreed to
Robert Kramer
Chief/Applications Development

OPERATING COST BY MODE
Network and Communications
APPROVED BUDGET

(Dollars in Thousands)


	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$2,286	\$835	\$1,436	\$16
Full-Time Salaries	\$2,342	\$855	\$1,470	\$18
Salary Lapse	-\$72	-\$26	-\$45	-\$1
Overtime Salaries	\$17	\$6	\$10	\$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	\$2,286	\$835	\$1,436	\$16
Fringes (Total)	\$1,016	\$371	\$638	\$8
Fringe Health	\$1,016	\$371	\$638	\$8
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$3,302	\$1,205	\$2,073	\$24
Services (Total)	\$5,230	\$1,910	\$3,287	\$33
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$237	\$86	\$149	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2,060	\$752	\$1,294	\$13
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,934	\$1,072	\$1,844	\$18
Materials & Supplies (Total)	\$43	\$16	\$27	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$43	\$16	\$27	\$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)	\$1,009	\$368	\$634	\$6
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$1,009	\$368	\$634	\$6
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 Hro	\$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	\$6,282	\$2,294	\$3,948	\$40
TOTAL COST	\$9,584	\$3,500	\$6,021	\$64

Charles A. Wolfe
Agreed to
Charles Wolfe
Chief/Network and Communications

OPERATING COST BY MODE
Human Resources Admin
APPROVED BUDGET

(Dollars in Thousands)

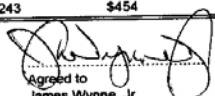
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$857	\$313	\$538	\$7
Full-Time Salaries	\$883	\$322	\$554	\$7
Salary Lapse	-\$26	-\$9	-\$16	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$857	\$313	\$538	\$7
Fringes (Total)	\$380	\$139	\$239	\$3
Fringe Health	\$380	\$139	\$239	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,238	\$452	\$777	\$10
Services (Total)	\$273	\$100	\$171	\$2
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$245	\$89	\$154	\$2
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$2	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$26	\$9	\$16	\$0
Materials & Supplies (Total)	\$36	\$13	\$23	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$36	\$13	\$23	\$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)	\$50	\$18	\$32	\$0
Dues And Subscriptions	\$11	\$4	\$7	\$0
Conferences and Meetings	\$18	\$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	\$19	\$7	\$12	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$359	\$131	\$226	\$2
TOTAL COST	\$1,597	\$583	\$1,002	\$12


Agreed to
Gary Baldwin
Chief Human Resources

OPERATING-COST BY MODE
Civil Rights Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$630	\$230	\$396	\$4
Full-Time Salaries	\$652	\$238	\$410	\$4
Salary Lapse	-\$22	-\$8	-\$14	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StdMgr Wages	\$0	\$0	\$0	\$0
Operator/StdMgr 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	\$630	\$230	\$396	\$4
Fringes (Total)	\$281	\$103	\$176	\$2
Fringe Health	\$281	\$103	\$176	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$911	\$333	\$572	\$6
Services (Total)	\$291	\$106	\$183	\$2
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$250	\$91	\$157	\$2
Temporary Help	\$5	\$2	\$3	\$0
Contract Maintenance	\$3	\$1	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$34	\$12	\$21	\$0
Materials & Supplies (Total)	\$30	\$11	\$19	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$30	\$11	\$19	\$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)	\$11	\$4	\$7	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$6	\$2	\$4	\$0
Business Travel/Public Hrs	\$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	\$332	\$121	\$209	\$2
TOTAL COST	\$1,243	\$454	\$781	\$8


Agreed to
James Wynne, Jr
Director/Civil Rights

OPERATING COST BY MODE
Client Services
APPROVED BUDGET

(Dollars in Thousands)

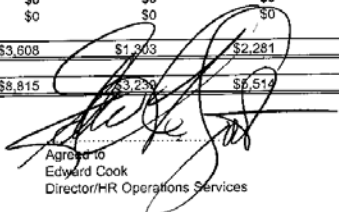
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$1,976	\$721	\$1,239	\$15
Full-Time Salaries	\$2,035	\$742	\$1,277	\$16
Salary Lapse	-\$59	-\$22	-\$37	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StatMgr Wages	\$0	\$0	\$0	\$0
Operator/StatMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$1,976	\$721	\$1,239	\$15
Fringes (Total)	\$876	\$320	\$550	\$7
Fringe Health	\$876	\$320	\$550	\$7
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,852	\$1,040	\$1,789	\$22
Services (Total)	\$322	\$117	\$202	\$2
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$257	\$94	\$162	\$2
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$17	\$6	\$11	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$47	\$17	\$30	\$0
Materials & Supplies (Total)	\$39	\$14	\$24	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$39	\$14	\$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)	\$449	\$176	\$270	\$3
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	\$3	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$434	\$170	\$261	\$3
Other	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$810	\$307	\$497	\$5
TOTAL COST	\$3,661	\$1,348	\$2,286	\$28


Agreed to
Ethel Roy
Director/Client Services

OPERATING COST BY MODE
Human Resources Operations Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$3,107	\$1,159	\$1,927	\$21
Full-Time Salaries	\$3,208	\$1,197	\$1,990	\$22
Salary Lapse	-\$101	-\$38	-\$63	-\$1
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$179	\$65	\$112	\$2
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$190	\$69	\$119	\$2
Wage Lapse	-\$11	-\$4	-\$7	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,287	\$1,225	\$2,039	\$23
Fringes (Total)	\$1,920	\$712	\$1,195	\$13
Fringe Health	\$1,461	\$544	\$906	\$10
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$459	\$168	\$288	\$3
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$5,207	\$1,936	\$3,234	\$37
Services (Total)	\$2,785	\$1,003	\$1,761	\$21
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,524	\$909	\$1,596	\$20
Temporary Help	\$71	\$26	\$44	\$0
Contract Maintenance	\$4	\$1	\$2	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$187	\$68	\$118	\$1
Materials & Supplies (Total)	\$199	\$71	\$126	\$1
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$199	\$71	\$126	\$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)	\$359	\$131	\$226	\$2
Property	\$0	\$0	\$0	\$0
Equipment	\$359	\$131	\$226	\$2
Miscellaneous (Total)	\$285	\$97	\$168	\$0
Dues And Subscriptions	\$3	\$1	\$2	\$0
Conferences and Meetings	\$7	\$2	\$4	\$0
Business Travel/Public Hrg	\$12	\$5	\$8	\$0
Interview & Relocation	\$18	\$7	\$11	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$225	\$82	\$143	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,608	\$1,303	\$2,281	\$25
TOTAL COST	\$8,815	\$3,239	\$5,515	\$61


 Agreed to
 Edward Cook
 Director/HR Operations Services

OPERATING COST BY MODE
Planning & Joint Development Administration
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$516	\$189	\$323	\$4
Full-Time Salaries	\$516	\$189	\$323	\$4
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	\$516	\$189	\$323	\$4
Fringes (Total)	\$222	\$81	\$139	\$2
Fringe Health	\$222	\$81	\$139	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$738	\$270	\$463	\$6
Services (Total)	\$112	\$41	\$71	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$92	\$34	\$58	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$21	\$8	\$13	\$0
Materials & Supplies (Total)	\$64	\$23	\$40	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$64	\$23	\$40	\$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)	\$70	\$26	\$44	\$0
Dues And Subscriptions	\$15	\$6	\$9	\$0
Conferences and Meetings	\$37	\$14	\$23	\$0
Business Travel/Public Hq	\$18	\$7	\$11	\$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	\$247	\$90	\$156	\$2
TOTAL COST	\$985	\$360	\$619	\$8

Agreed to
Nat B. Zscheimer
AGM/Planning and Joint Development

OPERATING COST BY MODE
Parking Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$423	\$68	\$354	\$0
Full-Time Salaries	\$406	\$71	\$335	\$0
Salary Lapse	-\$3	-\$3	\$0	\$0
Overtime Salaries	\$20	\$0	\$20	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$423	\$68	\$354	\$0
Fringes (Total)	\$183	\$31	\$152	\$0
Fringe Health	\$183	\$31	\$152	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$606	\$99	\$507	\$0
Services (Total)	\$3,287	\$0	\$3,287	\$0
Management Fee	\$3,139	\$0	\$3,139	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$45	\$0	\$45	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$103	\$0	\$103	\$0
Materials & Supplies (Total)	\$94	\$0	\$94	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$94	\$0	\$94	\$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	\$0	\$7	\$0
Dues And Subscriptions	\$1	\$0	\$1	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$5	\$0	\$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
Unknown(Total)	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$3,388	\$0	\$3,388	\$0
TOTAL COST	\$3,994	\$99	\$3,894	\$0

Agreed to
Nat Bottighermer
AGM/Planning & Joint Development

OPERATING COST BY MODE
Long Range Planning Summary
APPROVED BUDGET

(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$998	\$359	\$631	\$8
Full-Time Salaries	\$998	\$359	\$631	\$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	\$998	\$359	\$631	\$8
Fringes (Total)	\$430	\$154	\$272	\$4
Fringe Health	\$430	\$154	\$272	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,427	\$513	\$902	\$12
Services (Total)	\$119	\$44	\$75	\$1
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$88	\$32	\$55	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$31	\$11	\$19	\$0
Materials & Supplies (Total)	\$7	\$2	\$4	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$7	\$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)	\$19	\$7	\$12	\$0
Dues And Subscriptions	\$2	\$1	\$1	\$0
Conferences and Meetings	\$5	\$2	\$3	\$0
Business Travel/Public Hrs	\$8	\$3	\$5	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$4	\$2	\$3	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$145	\$53	\$91	\$1
TOTAL COST	\$1,572	\$568	\$994	\$13




Agreed to
Thomas Harrington
Director/Long Range Planning

OPERATING COST BY MODE
Station Area Planning & Asset Mgmt
APPROVED BUDGET

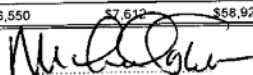
(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$1,433	\$387	\$1,046	\$0
Full-Time Salaries	\$1,433	\$387	\$1,046	\$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	\$1,433	\$387	\$1,046	\$0
Fringes (Total)	\$617	\$167	\$450	\$0
Fringe Health	\$617	\$167	\$450	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$2,050	\$553	\$1,497	\$0
Services (Total)	\$605	\$21	\$586	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$438	\$19	\$419	\$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	\$168	\$2	\$167	\$0
Materials & Supplies (Total)	\$21	\$2	\$19	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$21	\$2	\$19	\$0
Fuel & Propulsion (Total)	\$0	\$0	\$0	\$0
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
Utilities (Total)	\$0	\$0	\$0	\$0
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
Casualty & Liability (Total)	\$0	\$0	\$0	\$0
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
Leases (Total)	\$0	\$0	\$0	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
Miscellaneous (Total)	\$39	\$0	\$39	\$0
Dues And Subscriptions	\$14	\$0	\$14	\$0
Conferences and Meetings	\$4	\$0	\$4	\$0
Business Travel/Public Hrs	\$7	\$0	\$7	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$3	\$0	\$3	\$0
Other	\$11	\$0	\$11	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$666	\$22	\$643	\$0
TOTAL COST	\$2,715	\$575	\$2,140	\$0


Agreed to
Steve Goldin
Director/Station Area Planning & Asset Mgmt

OPERATING COST BY MODE
Metro Transit Police Summary
APPROVED BUDGET

(Dollars in Thousands)	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$44,320	\$4,638	\$39,676	\$5
Full-Time Salaries	\$40,156	\$3,732	\$36,419	\$5
Salary Lapse	-\$613	-\$49	-\$564	\$0
Overtime Salaries	\$4,777	\$955	\$3,822	\$0
Wages (Total)	\$282	\$213	\$69	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$248	\$186	\$62	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$34	\$27	\$7	\$0
TOTAL SALARIES AND WAGES	\$44,602	\$4,851	\$39,746	\$5
Fringes (Total)	\$19,305	\$2,126	\$17,177	\$2
Fringe Health	\$19,001	\$2,065	\$16,934	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$304	\$61	\$243	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$63,907	\$6,977	\$56,923	\$8
Services (Total)	\$1,298	\$340	\$956	\$3
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$59	\$8	\$50	\$1
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$14	\$4	\$10	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,225	\$327	\$896	\$2
Materials & Supplies (Total)	\$1,274	\$281	\$993	\$1
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,273	\$280	\$991	\$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)	\$4	\$1	\$3	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$1	\$3	\$0
Miscellaneous (Total)	\$66	\$14	\$52	\$0
Dues And Subscriptions	\$9	\$2	\$7	\$0
Conferences and Meetings	\$22	\$4	\$17	\$0
Business Travel/Public Hq	\$28	\$6	\$22	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$7	\$1	\$6	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$2,642	\$635	\$2,004	\$4
TOTAL COST	\$66,550	\$7,612	\$58,926	\$11

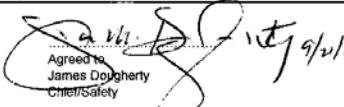


Agreed to
Michael A. Taborn
Chief/Metro Transit Police

OPERATING COST BY MODE
Safety Summary
APPROVED BUDGET

(Dollars in Thousands)

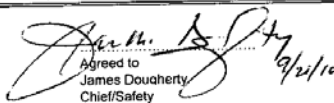
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries(Total)	\$4,718	\$2,580	\$2,071	\$67
Full-Time Salaries	\$4,756	\$2,612	\$2,077	\$67
Salary Lapse	-\$38	-\$32	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages(Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$4,718	\$2,580	\$2,071	\$67
Fringes(Total)	\$2,046	\$1,125	\$893	\$27
Fringe Health	\$2,040	\$1,122	\$890	\$27
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$6	\$3	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$6,763	\$3,704	\$2,964	\$95
Services(Total)	\$11,247	\$5,248	\$5,984	\$14
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8,849	\$4,067	\$4,768	\$14
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$12	\$5	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,385	\$1,176	\$1,209	\$0
Materials & Supplies(Total)	\$385	\$151	\$232	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$385	\$151	\$232	\$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)	\$1	\$0	\$1	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$1	\$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	\$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	\$11,841	\$5,402	\$6,223	\$16
TOTAL COST	\$18,404	\$9,107	\$9,187	\$111


 Agreed to
 James Dougherty
 Chief/Safety

OPERATING COST BY MODE
Chief Safety Office Admin.
APPROVED BUDGET

(Dollars in Thousands)

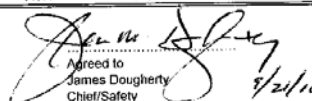
	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$809	\$356	\$451	\$2
Full-Time Salaries	\$809	\$356	\$451	\$2
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$809	\$356	\$451	\$2
Fringes (Total)	\$341	\$150	\$190	\$1
Fringe Health	\$341	\$150	\$190	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$1,150	\$506	\$641	\$3
Services (Total)	\$8,915	\$4,102	\$4,798	\$14
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$8,754	\$4,023	\$4,716	\$14
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	\$79	\$82	\$0
Materials & Supplies (Total)	\$284	\$104	\$179	\$2
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$284	\$104	\$179	\$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)	\$2	\$1	\$1	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0
Reimbursements (Total)	\$0	\$0	\$0	\$0
Reimbursements	\$0	\$0	\$0	\$0
TOTAL NONPERSONNEL COST	\$9,202	\$4,207	\$4,979	\$16
TOTAL COST	\$10,352	\$4,713	\$5,620	\$19


Agreed to
James Dougherty
Chief/Safety
9/21/10

OPERATING COST BY MODE
System Safety & Environmental Mgmt
APPROVED BUDGET


(Dollars in Thousands)

	TOTAL	BUS	RAIL	PARATRANSIT
Salaries (Total)	\$3,908	\$2,224	\$1,620	\$65
Full-Time Salaries	\$3,947	\$2,256	\$1,626	\$65
Salary Lapse	-\$38	-\$32	-\$6	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
Wages (Total)	\$0	\$0	\$0	\$0
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
TOTAL SALARIES AND WAGES	\$3,908	\$2,224	\$1,620	\$65
Fringes (Total)	\$1,704	\$975	\$703	\$27
Fringe Health	\$1,698	\$972	\$700	\$27
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$8	\$3	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$5,613	\$3,199	\$2,323	\$91
Services (Total)	\$2,332	\$1,146	\$1,186	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$96	\$44	\$52	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$12	\$5	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,224	\$1,097	\$1,127	\$0
Materials & Supplies (Total)	\$100	\$47	\$53	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$100	\$47	\$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)	\$1	\$0	\$1	\$0
Property	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$1	\$0
Miscellaneous (Total)	\$6	\$2	\$4	\$0
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$6	\$2	\$4	\$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	\$2,439	\$1,195	\$1,244	\$0
TOTAL COST	\$8,052	\$4,393	\$3,567	\$91


Agreed to
James Dougherty
Chief/Safety 4/21/10

OPERATING COST BY MODE
Customer Service, Communication and Marketing
APPROVED BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
Salaries (Total)	\$6,716	\$3,133	\$3,578	\$4
Full-Time Salaries	\$6,801	\$3,175	\$3,622	\$4
Salary Lapse	-\$204	-\$96	-\$108	\$0
Overtime Salaries	\$119	\$56	\$64	\$0
Wages (Total)	\$2,912	\$1,097	\$1,810	\$5
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,692	\$990	\$1,697	\$5
Wage Lapse	-\$91	-\$37	-\$54	\$0
Overtime Wages	\$312	\$144	\$167	\$0
TOTAL SALARIES AND WAGES	\$9,628	\$4,231	\$5,388	\$9
Fringes (Total)	\$4,164	\$1,835	\$2,325	\$4
Fringe Health	\$4,159	\$1,832	\$2,323	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$3	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
TOTAL PERSONNEL COST	\$13,792	\$6,066	\$7,713	\$13
Services (Total)	\$3,178	\$1,559	\$1,619	\$0
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$430	\$215	\$215	\$0
Temporary Help	\$47	\$22	\$24	\$0
Contract Maintenance	\$197	\$33	\$164	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,504	\$1,288	\$1,215	\$0
Materials & Supplies (Total)	\$1,156	\$134	\$1,022	\$0
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,156	\$134	\$1,022	\$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)	\$158	\$65	\$93	\$0
Electricity and Gas	\$158	\$65	\$93	\$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)	\$1,848	\$349	\$1,499	\$0
Property	\$0	\$0	\$0	\$0
Vehicles	\$0	\$0	\$0	\$0
Equipment	\$1,848	\$349	\$1,499	\$0
Miscellaneous (Total)	\$2,049	\$1,015	\$1,034	\$0
Dues And Subscriptions	\$38	\$19	\$20	\$0
Conferences and Meetings	\$66	\$31	\$34	\$0
Business Travel/Public Hrg	\$70	\$34	\$36	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,820	\$905	\$915	\$0
Other	\$55	\$27	\$29	\$0
Reimbursements (Total)	-\$3,822	\$0	-\$3,822	\$0
Reimbursements	-\$3,822	\$0	-\$3,822	\$0
TOTAL NONPERSONNEL COST	\$4,566	\$3,121	\$1,444	\$1
TOTAL COST	\$18,358	\$9,187	\$9,157	\$14


Agreed to
Barbara Richardson
AGM/Customer Service, Communication & Marketing

Appendix D. Key Performance Indicators (KPI)

This appendix includes information on Metro's performance for the prior year. Metro reports on Key Performance Indicators (KPI's) to measure what is working well, what is not, and what actions are being taken to improve performance.

These KPI's focus on critical safety and security measures and the core operational performance for Metro's three modes of transportation: Metrobus, Metrorail and MetroAccess.

All KPI's have targets for accountability purposes and for transparency reasons the actual results are presented monthly to Metro's Board of Directors and published as a scorecard on Metro's wmata.com web site.

Each of the KPI's is tied to Metro's Strategic Framework which contains Metro's five strategic goals and associated objectives, as discussed in Chapter 1.

KPI Year End Review

- Metrobus on-time performance remained relatively consistent throughout the year with roughly three out of every four buses being able to adhere to published schedules.
- The Metrobus fleet performed well during the year with reliability rates exceeding the targets very consistently during the latter half of the year.
- Metrorail on-time performance recovered by mid-year to reach a consistent level but never achieved its target due to the system not running on automatic train control for safety reasons.

- MetroAccess service achieved its performance target very consistently throughout the year. The only notable exception was associated with extreme winter weather and shutdown of regional roadways for snow clearing activities.
- Escalator and elevator reliability continued steady trends. Escalator availability did not achieve its target but elevator availability did. An outside consultant is evaluating elevator and escalator performance with a report expected out during the upcoming year.
- The bus and rail customer injury rate hovered consistently low all year at approximately one injury per million passenger trips. February was the exception, again due to extreme snow and ice storms causing a higher number of slips and falls.
- The MetroAccess passenger injury rate experienced volatility through the year but displayed an overall trend of improvement with a gradual decline in the number of accidents.
- The employee injury rate did not consistently reach its target during the year but there is a general trend of improvement with a gradual decrease in the rate of claims filings.
- Crime on board Metrobus remained very low with approximately one report per million passenger trips. Crime in the Metrorail system and in parking lots had both ups and downs throughout the year but by year end the rates were trending favorably.

Summary

Reporting on performance is a key first step toward improving performance. The KPI's displayed here are also publicly reported monthly along with analysis if results and detailed actions to improve performance. This sets up a continuous loop of monitoring performance, studying results to learn, and taking action to improve performance.

KPI's that Score How Metro is Performing

KPI: Bus On-Time Performance (June)

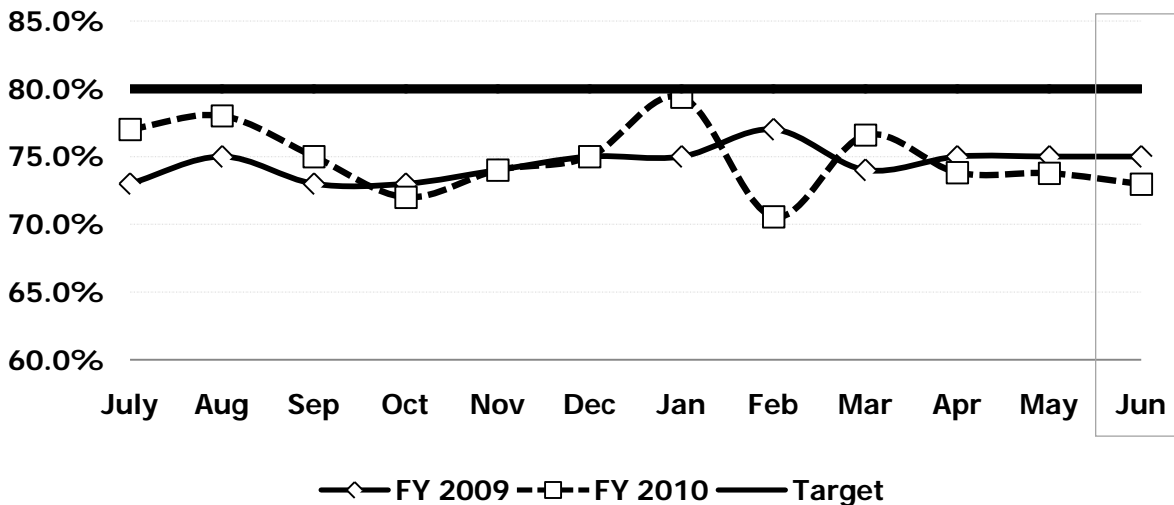
Objective 2.1 Improve Service Reliability

Reason to Track: This indicator illustrates how closely Metrobus adheres to published route schedules on a system-wide basis. Factors which affect 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.

Why Did Performance Change?

- Approximately three out of every four buses adhered to the published schedule in June. The June, on-time performance of 73.0% was down slightly from the prior two months and prior year June activity. Approximately one out of every four buses did not adhere to the published schedule, but ran late 20% of the time or early 7% of the time. Late performance was influenced by the conditions of the summer: heavier traffic, increased construction, and special events – such as June 5th, Race for the Cure. These special events create additional congestion in the downtown corridors.

Bus On-Time Performance



Actions to Improve Performance

- Actions are continuing to be implemented to ensure on-time pull-out from garages and the reduction of bus bunching, the concept that a late bus tends to get later and later as it completes its run, while the bus following tends to run earlier and earlier. The status of those corrective actions will be reported in August.
- Modifying bus schedules, to meet more current run times, will be proposed for late December, 2010 service changes.

Conclusion: Throughout the spring and summer, Metrobus on-time performance remained steady and continues to trend closely in line with prior year activity.

KPI: Bus Fleet Reliability (June)
(Mean Distance Between Failures)

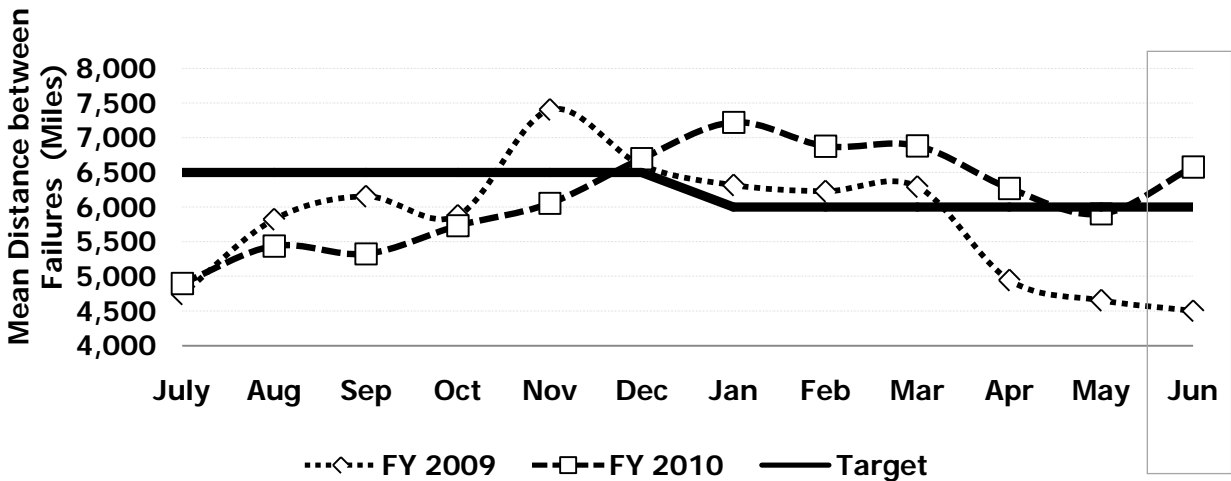
Objective 2.1 Improve Service Reliability

Reason to Track: One source of reliability problems are vehicle breakdowns that cause buses to go out of service. This key performance indicator communicates service reliability and is used to monitor trends in vehicle breakdowns and to plan corrective actions. Factors that influence bus fleet reliability are the quality of a maintenance program, vehicle age, original vehicle quality, and road conditions. For this measure higher miles are better, meaning that the vehicle goes farther without breaking down.

Why Did Performance Change:

- Bus fleet reliability exceeded the target⁽¹⁾ for the month of June. Performance improved as a result of replacing 19 older, less reliable buses. Even with record high temperatures, the maintenance program's success is evident when assessing the reliability performance of the bus fleet.
- The incorporation of an automatic vehicle monitoring system on new buses supports reliability efforts by continuously measuring, monitoring, and reporting the status of critical maintenance needs; as well as aiding in the avoidance of service interruptions.

Bus Fleet Reliability



Actions to Improve Performance

- Continue to place 148 new buses in service, removing the older, less reliable buses.
- Improve monitoring service interruptions to identify trends and develop actions to reduce or eliminate repeat failures.
- Stay abreast of new technologies that can be tested for enhanced reliability and customer satisfaction.

Conclusion: Bus Reliability returned to its earlier five consecutive month pattern of outperforming the target. Also, as bus fleet reliability continues to improve, lost trips will be reduced. In June, lost trips improved by 46% when compared to June of the prior year and 11% when compared to the prior month. FY10 ended with a mean distance between failures of 6,054 miles. With the continual arrival of new buses, retiring the oldest buses and having awarded the option for 52 new buses for FY11, the bus fleet reliability target will be revised to 6,700 miles.

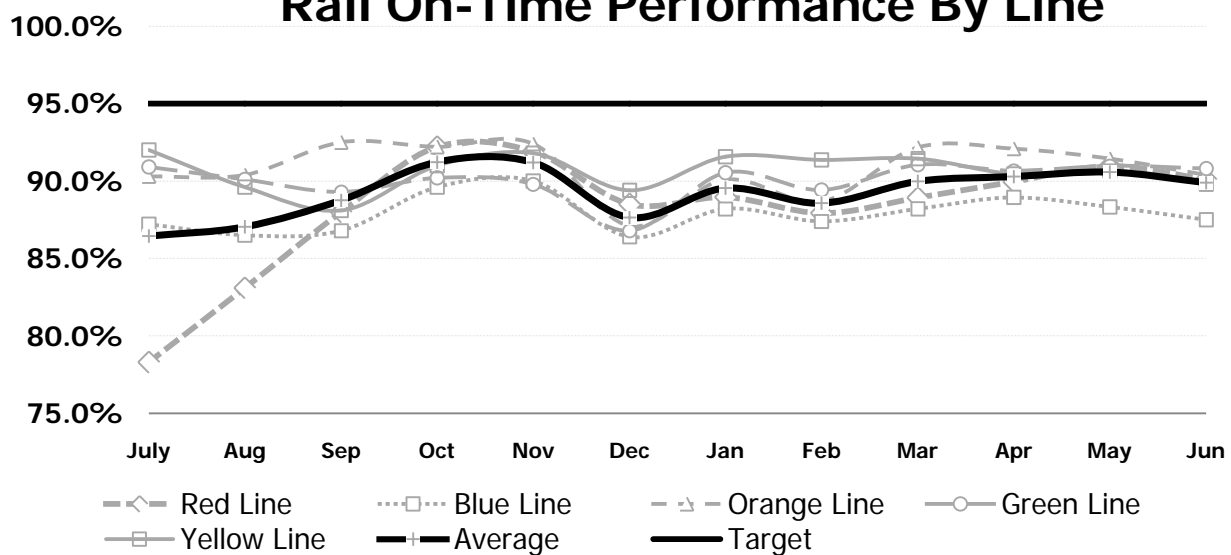
KPI: Rail On-Time Performance by Line (June) Objective 2.1 Improve Service Reliability

Reason to Track: On-time performance measures the adherence to weekday headways, the time between trains. Factors that can affect on-time performance include track conditions resulting in speed restrictions, the number of passengers accessing the system at once, dwell time at stations, equipment failures and delays such as sick passengers or offloads. On-time performance, along with other measures, is a component of customer satisfaction.

Why Did Performance Change:

- Time needed to isolate “hot cars” in record summer heat, door delays due to heavy passenger loads, and necessary track maintenance work negatively impacted rail on-time performance in June.
- Of the total door delays, 49% occurred on the Blue and Orange Lines and 29% occurred on the Red Line. The Green and Yellow Lines each experienced 11% and the remainder did not get attributed to a particular line. Door delays are often caused by passengers entering vehicles after the door closing process has begun.
- A quarter of the Red Line delays were due to insulator repair work on the third rail.
- All lines continue to operate in manual mode, which reduces the maximum achievable on-time performance.
- Daily availability of trains is made more complex with 1000 Series cars used only in the middle of trains. 1000 Series cars comprise 26% of Metro’s rail car fleet.

Rail On-Time Performance By Line



Actions to Improve Performance

- Evaluate and adjust train schedules and spacing to address crowded platforms during peak periods. For example, a Red Line schedule change will be implemented in July 2010 to better maintain scheduled headways.
- During the summer months, perform additional inspections as necessary on the HVAC systems, which may impact on-time performance if cars are put into isolation.
- Make announcements to customers to spread out and use all doors and all cars on the trains. This will help even the number of passengers per car and improve door performance.
- Replacement of the 1000 Series railcars is underway (vehicle delivery starts in 2013). See Board of Directors Meeting May 27, 2010, Action Item 12: Approval to Award Contract for 7000 Series Railcar Purchase.

Conclusion: In spite of the hottest June on record and increased passenger activity, system-wide Metrorail on-time performance remains near 90 percent.

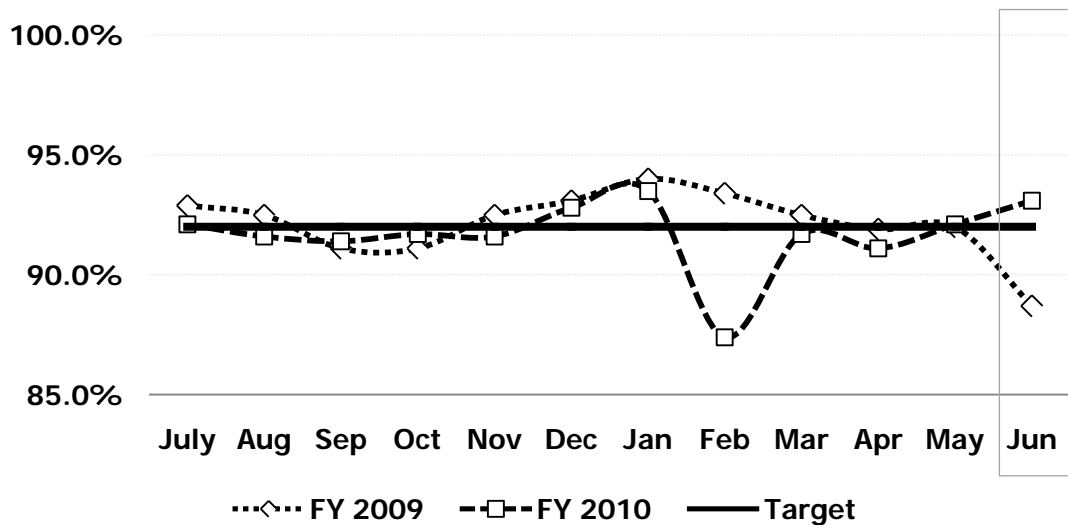
KPI: MetroAccess On-Time Performance (June) Objective 2.1 Improve Service Reliability

Reason to Track: On-time performance is a critical measure of MetroAccess service reliability and customer expectations. Adhering to the customer's scheduled pick-up window is comparable to Metrobus adhering to scheduled timetables. Factors which affect on-time performance are traffic congestion, inclement weather, scheduling, vehicle reliability and operational behavior. MetroAccess on-time performance is essential to delivering quality service to customers.

Why Did Performance Change?

- In June, on-time performance exceeded the target of 92% of delivered trips being performed within the pick-up window. Dispatcher refresher training and streamlined dispatch procedures at the division level positively impacted performance during June.

MetroAccess On-Time Performance



Actions to Improve Performance

- Continue to monitor implementation of streamlined procedures and gains made from refresher training.
- Continue to ensure that all dispatchers are monitoring the delivery of service proactively, so that good on-time performance can be maintained.

Conclusion: MetroAccess delivered 93.1% of trips on-time for June 2010, exceeding its target of 92.0%. MetroAccess on-time performance shows consistent delivery of service within customer expectations.

KPI: Escalator System Availability (June)

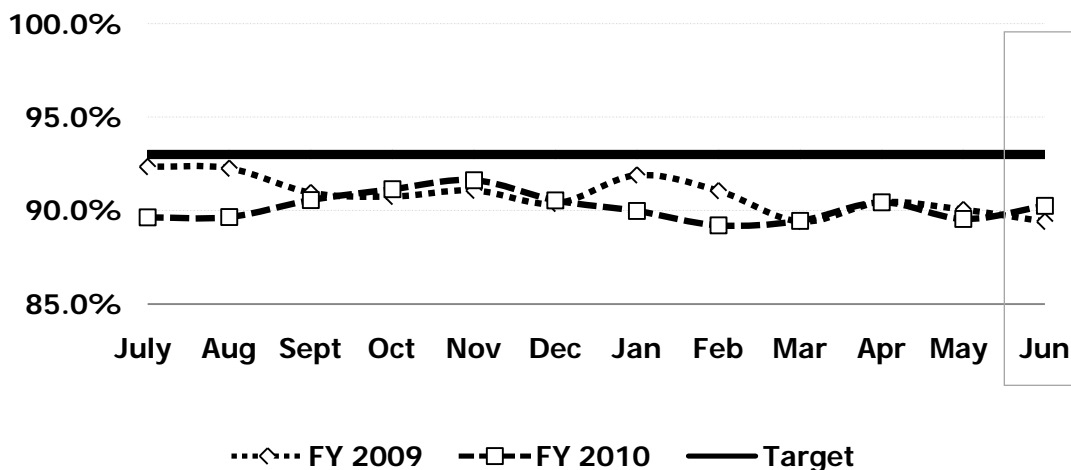
Objective 2.1 Improve Service Reliability

Reason to Track: Riders 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 the rider's total travel time and may make stations inaccessible to some customers. Escalator availability is a key component of customer satisfaction with Metrorail service.

Why Did Performance Change?

- System availability improved in June by an equivalent of 5 escalators due to a decrease in unscheduled repairs and faster response time by maintenance staff (12% faster from May to June).
- Nineteen escalators were out of service due to major rehabilitation during some or all of June: one each at Bethesda, Federal Triangle, Van Ness-UDC, Virginia Square-GMU and Woodley Park-Zoo/Adams Morgan, two each at Franconia-Springfield and Tenleytown-AU, three at Gallery Pl-Chinatown and seven "walkers" (units that are turned off so that these stations remained accessible by foot).
- The outside assessment of elevator/escalator maintenance continued in June with visits to Foggy Bottom-GWU and Columbia Heights stations.

Escalator System Availability



Actions to Improve Performance

- Metro will take over maintenance of 55 contractor maintained escalators (9% of escalators in system) on July 1st in order to improve response time. As maintenance teams address any necessary repairs to these units, system availability is expected to temporarily decline slightly over the next few months.
- Examine key escalator/elevator maintenance, rehabilitation and parts procurement processes to reduce re-work and improve customer satisfaction, incorporating recommendations from outside consultant in September.
- Two additional maintenance employees received certification as master technicians. These employees will focus on conducting maintenance inspections that proactively identify maintenance issues, reducing instances of units going out of service unexpectedly.

Conclusion: Metrorail escalators were available for 307,261 hours in June (equivalent to an average of 532 out of 588 escalators in operation systemwide). This represents a 1% increase in availability from May to June when an average of 527 units were available.

KPI: Elevator System Availability (June)

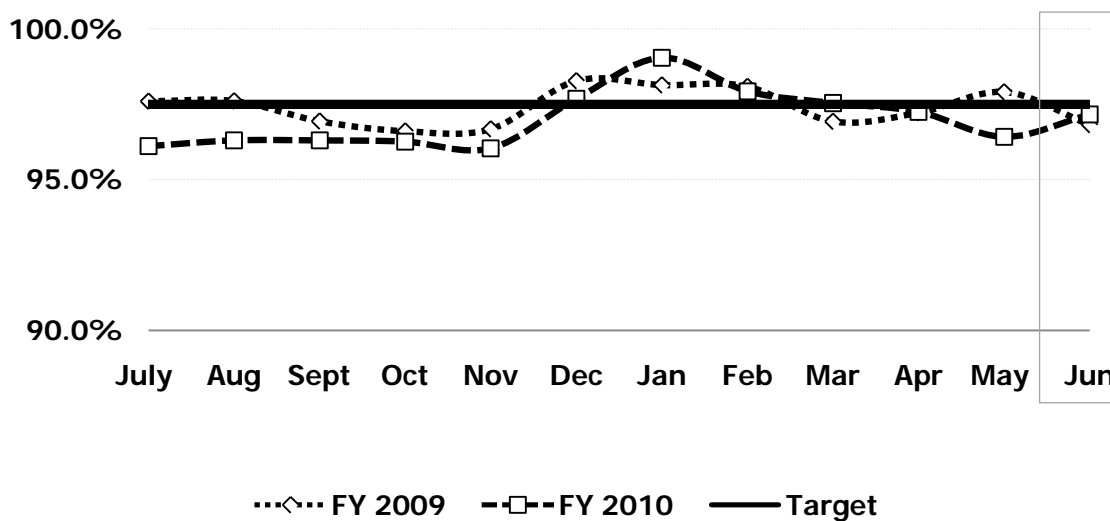
Objective 2.1 Improve Service Reliability

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.

Why Did Performance Change?

- Elevator system availability improved slightly in June, approaching the target. Improvements resulted from a decrease in unscheduled repairs and faster response time by maintenance staff (39% faster from May to June).
- The outside assessment of elevator/escalator maintenance continued in June with visits to Foggy Bottom-GWU and Columbia Heights stations.

Elevator System Availability



Actions to Improve Performance

- Examine key escalator/elevator maintenance, rehabilitation and parts procurement processes to reduce re-work and improve customer satisfaction, incorporating recommendations from outside consultant in September.

Conclusion: Metrorail elevators were available for 156,197 hours in June (equivalent to an average of 270 out of 277 elevators in operation systemwide). This is an increase of 3 units in June from May when 267 elevators were available.

KPI: Customer Injury Rate (Metrorail & Metrobus) (June)

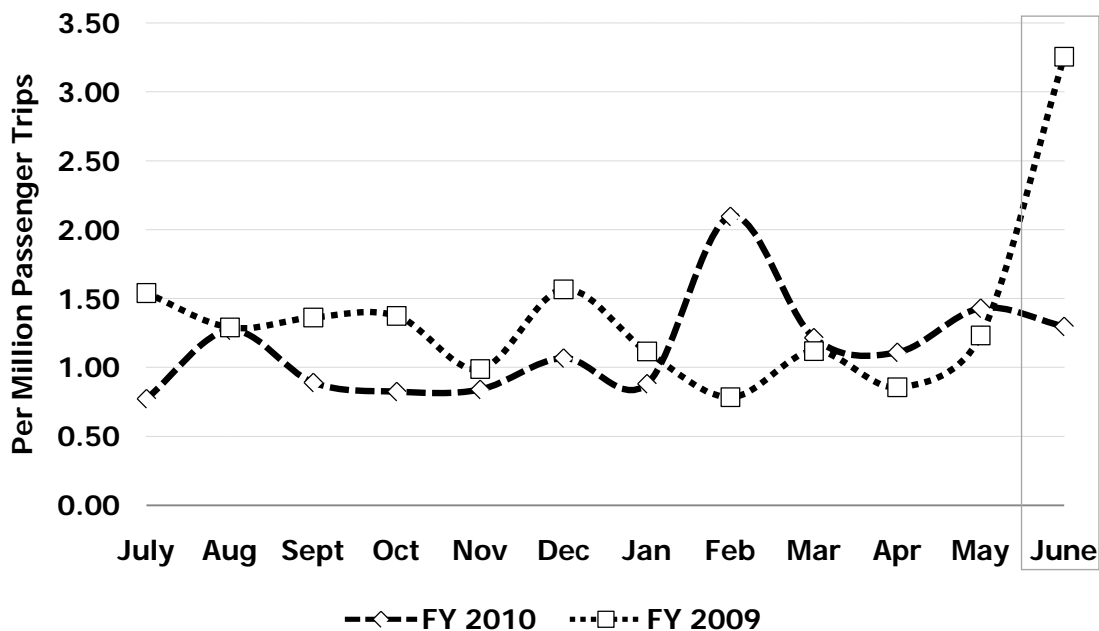
Objective 1.1 Improve Customer and Employee Safety and Security

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.

Why Did Performance Change?

- This month marked the one year anniversary of the June 22, rail collision.
- The overall customer injury rate decreased from last month by 0.13 injuries per million trips, or one less injury for every 8 million passenger trips provided.
- Last month the largest rate of customer injuries occurred in rail transit facilities caused by slips and falls. This month rail transit facility injuries decreased from last month by 12.5%.

Customer Injury Rate



Actions to Improve Performance

- Developed a new Safety Measurement System designed to aid in root cause analysis.
- Worked with National Transportation Safety Board, and the Tri-State Oversight Committee to close 202 of 256 safety action plans or followed through recommendations that were received by these agencies.
- DriveCam, a tool used to improve driving behavior and assess collision environment, will be installed in the entire Metro bus fleet.

Conclusion: Safety remains Metro's number one priority and everyone in the Metro family is committed to preventing accidents.

**KPI: MetroAccess Passenger Injury Rate (May)
(Per 100,000 Passengers)**

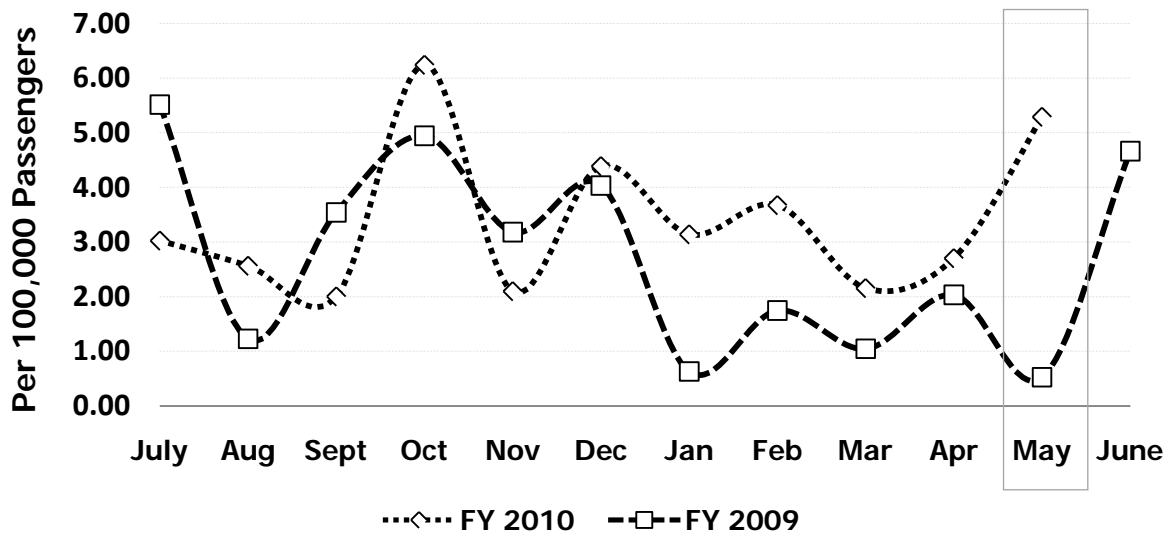
Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Safely transporting passengers is the highest priority for Metro. MetroAccess transports customers with disabilities who require the most assistance of all of Metro's riders.

Why Did Performance Change?

- Of the eleven injuries in May, four of the passenger injuries occurred during separate collisions, where a MetroAccess vehicle was struck by a privately owned vehicle. Three other injuries were related to passenger assistance and three were related to securing mobility devices such as wheelchairs or scooters. The remaining injury was the result of rough road conditions. All reported injuries resulted in either an observatory visit to a medical facility or treatment for minor injuries.

MetroAccess Passenger Injury Rate



Actions to Improve Performance

- MetroAccess operators will receive enhanced refresher training in defensive driving, which includes the following modules: following distance, intersections, distracted driving, fixed objects/mirror settings, railroad crossings, and pre-trip/post trip safety checks.
- MetroAccess operators are currently being recertified in how to secure mobility devices (e.g. wheelchairs).
- Mandatory operator safety meetings will highlight passenger assistance, focusing on how to respectfully discuss safety procedures with customers and verbally inform customers of potential obstacles in their path of travel.
- MetroAccess is continuing its customer safety awareness campaign and education initiative and will invite the participation of the Accessibility Advisory Committee. The importance of accepting assistance in boarding and alighting vehicles and following safety related customer policies and guidance is being emphasized.
- MetroAccess Safety Director will conduct new four-hour safety seminars with all division general managers and safety, operations, and maintenance management personnel. Topics include hiring, training, and risk-reducing techniques.

Conclusion: MetroAccess will continue to work toward improving its overall passenger safety performance through greater service monitoring, employee training, and customer education and awareness.

KPI: Employee Injury Rate (June)
(Worker's Compensation Claims with Cost of More than \$20)

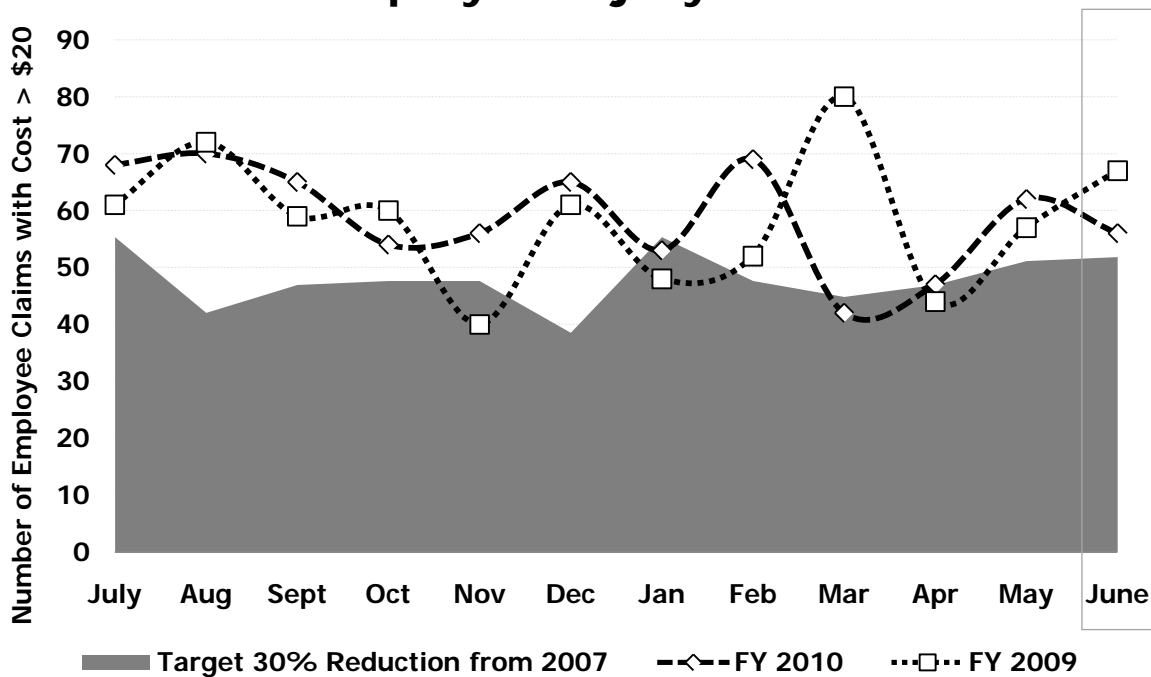
Objective 1.1 Improve Customer and Employee Safety and Security

Reason to Track: Worker's compensation claims are a key indicator of how safe employees are in the workplace. This measure captures all of the types of claims filed where there is a cost of more than \$20.

Why Did Performance Change?

- Employee injury claims decreased by 10% when compared to the prior month of May, and decreased by 14% when compared to the base year of 2007. There is an average of 59 claims per month.
- According to the National Safety Council, more than 25,000 accidents per day are attributed to slips and falls. New bus operator footwear requirements were adopted to address this safety concern.
- Three additional safety officers have been employed to address the need for additional inspections, training, and analysis.

Employee Injury Rate



Actions to Improve Performance

- Implementing roadway worker protection program (Fall 2010); this program will effectuate rules regarding notification to train operators to prevent accidents and/or casualties caused by moving trains and maintenance vehicles.
- In July, an employee safety survey will be conducted. It is anticipated that this survey will be used to better understand the workforce safety culture and environment and establish benchmarks to aid in improving performance.

Conclusion: Employee injuries while at work decreased in June. Progress is being made through improved communications, updated rules and procedures, and increased safety training. Employee injuries on the job are the primary measure of success of these activities.

**KPI: Crime Rate (June)
(Per Million Passengers)**

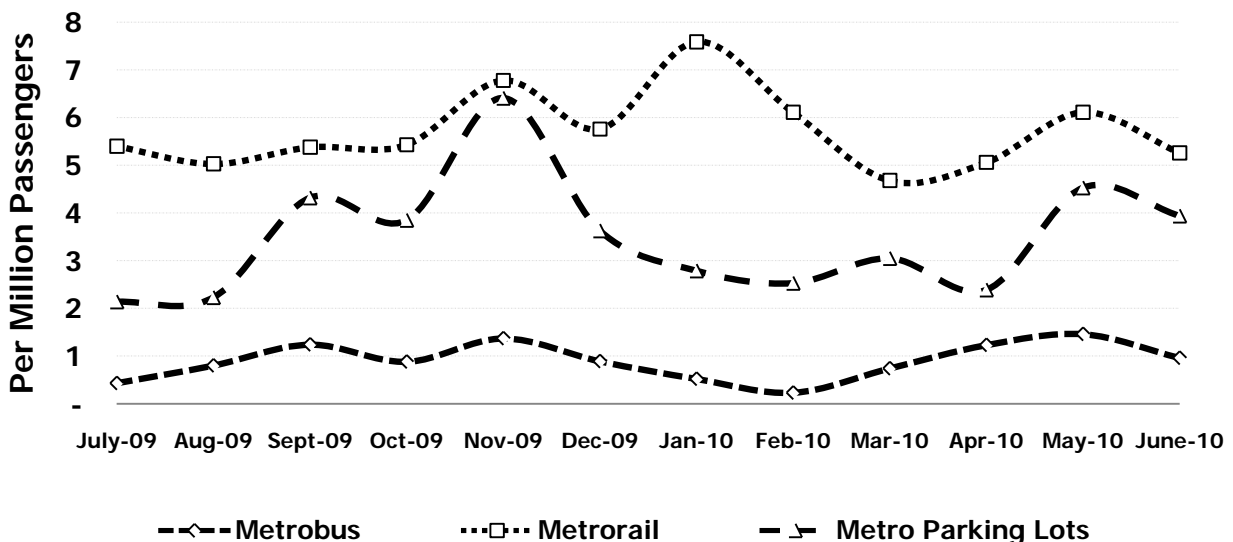
Objective 1.2 Strengthen Metro's Safety and Security Response

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.

Why Did Performance Change?

- The Metro crime rate decreased in all transit venues.
- Robberies decreased 20% which was largely attributed to a 28% reduction in small electronic device robberies.
- Outdoor crimes continue to drive the number of larcenies. In June, half of larcenies were thefts from autos (54 of 111, 49%), primarily GPS devices from parked vehicles. The balance were largely bicycle thefts (44 of 111, 40%).
- Aggravated assaults returned down to monthly trends of between 7 and 10 events reported.
- Patrol commanders used various deployment strategies to reduce crime in partnership with local, state and federal law enforcement agencies, including high visibility details in stations and decoy cars in parking lots.

Crime Rate



Actions to Improve Performance

- The MTPD uniformed patrol division is coordinating deployment strategies to maximize police presence in the transit system. Deployment strategies include the continuous use of uniformed and plain clothes officer presence in hot spots, such as New Carrollton and Branch Avenue to address motor vehicle crimes and in downtown core stations including Gallery Place and L'Enfant Plaza for robberies and youth disorder.
- MTPD is initiating "MetroStat" to target deployments strategies to trends in criminal activity.
- Continue aggressive public awareness campaign to educate customers and reduce robberies of small electronic devices. This includes an advertising campaign on trains and in stations and rider tips on Metro's website.

Conclusion: The crime rate reduced in June for Metrobus, Metrorail and Parking Lots as MTPD focused on crime prevention through uniform police presence in hot spot stations and customer education.

KPI: Arrests, Citations and Summonses (June)

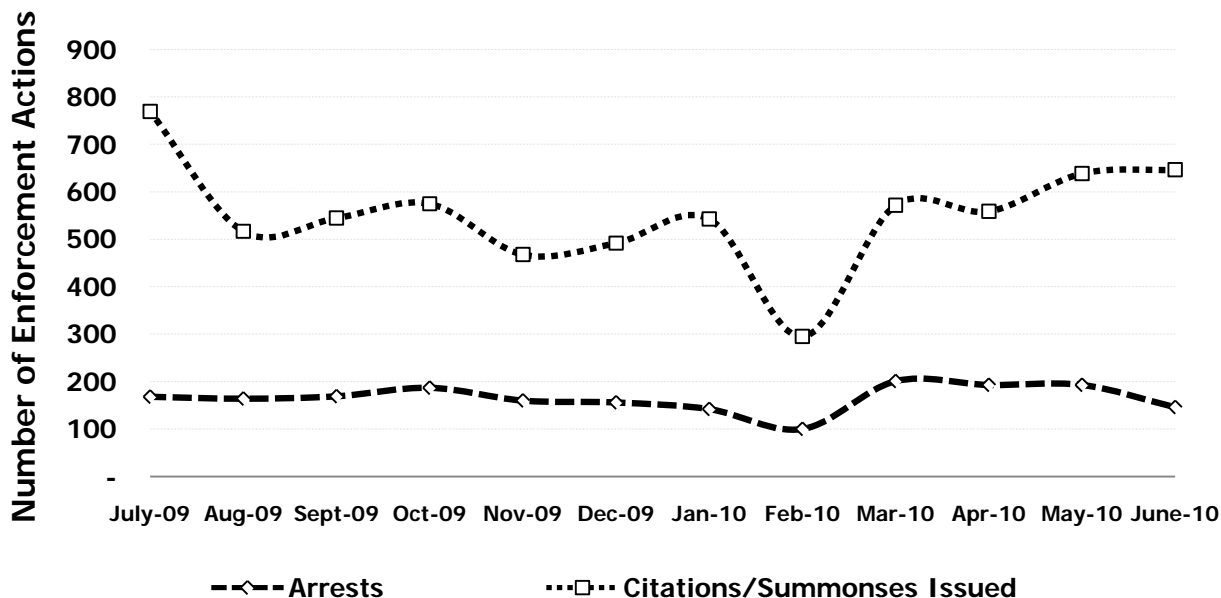
Objective 1.2 Strengthen Metro's Safety and Security Response

Reason to Track: This measure reflects actions by the Metro Transit Police Department to keep the Metro system safe. This includes arrests of individuals breaking the law within the Metro system and citations/summonses issued by transit police officers. Examples of citations/summonses include fare evasion and public conduct violations.

Why Did Performance Change?

- Arrests were down from 193 in May to 146 in June. During June, a number of these arrests were made by officers patrolling platforms in an effort to reduce robberies of small electronic devices.
- Citations/summonses stayed consistent with May, with citations exceeding over 600 in each month. Almost 7% more citations/summonses were issued for public conduct ordinances in FY2010 (July 1, 2009 to June 30, 2010) compared to FY2009. The target was a 5% increase for FY2010.
- Fare evasion citations made up 58% of June 2010 citations/summonses. Compared with the same month in 2009, fare evasion citations increased by 25%.

Arrests, Citations and Summonses



Actions to Improve Performance

- Continue focusing attention on station platforms and trains to reduce robberies of small electronic devices during rush hours.
- Deploy youth disorder details to maintain order in stations and trains particularly during evenings and weekends. Continue attention on decreasing public conduct offenses by issuing citations/summonses.

Conclusion: MTPD's targeted efforts to patrol platforms, address youth disorder and decrease public conduct offenses can be seen in recent arrest, citation and summon trends.

Vital Signs Report

Definitions for Key Performance Indicators

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 revenue 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: Number of failures / miles

Rail On-Time Performance by Line – Rail on-time performance is measured by line during weekday peak and off-peak periods. During peak service (AM/PM), station stops made within the scheduled headway plus two minutes are considered on-time. During non-peak (mid-day and late night), station stops made within the scheduled headway plus no more than 50% of the scheduled headway are considered on-time.

Calculation: Number of Metrorail station stops made up to the scheduled headway plus 2 minutes / total Metrorail station stops for peak service. Number of Metrorail station stops made up to 150% of the scheduled headway / total Metrorail station stops for off-peak service.

MetroAccess On-Time Performance – The number of trips provided within the on-time pick-up window of the trips that were actually dispatched into service (delivered). This includes trips where the vehicle arrived, but the customer was not available to be picked up. Vehicles arriving at the pick-up location after the end of the 30-minute on-time window are considered late. Vehicles arriving more than 30 minutes after the end of the on-time window are regarded as very late.

Calculation: The number of vehicle arrivals at the pick-up location within the 30-minute on-time window / the total number of trips delivered.

Elevator and Escalator System Availability – Percentage of time that the Metrorail escalator or elevator system is in service during operating hours.

Calculation: Hours in service / operating hours. Hours in service = operating hours – hours out of service (both scheduled and unscheduled). Operating hours = revenue hours per unit * number of units.

Customer Injury Rate (per Million Passenger Trips) – The number of customers injured and requiring medical transport from the rail and bus system for every one million passenger trips. Customer injuries per million passenger trips is used to demonstrate the relative proportion of safe service which is provided.

Calculation: Bus passenger injuries, rail passenger injuries, rail facility injuries, including escalator injuries / (passenger trips / 1,000,000).

MetroAccess Passenger Injury Rate (per 100,000 Passengers) – The number of passengers injured and requiring medical transport for every one hundred thousand passengers transported by Metro Access.

Calculation: Passenger injuries requiring medical transport / total passengers.

Employee Injury Rate (Worker's Compensation Claims with Cost > \$20) – The number of worker's compensation claims made by employees per month. This measure compares the base year of FY 2007 and the target reduction of 30% fewer than the base year number of claims, and is a measure of improving the safe behavior of employees throughout the agency.

Calculation: Number of Worker's Compensation Claims with Cost > \$20 per month as compared with the target of 30% less than the number of claims made in FY 2007 by month.

Crime Rate (per Million Passengers) – Crimes reported to Metro Transit Police Department on bus, rail, or at parking lots, Metro facilities, bus stops and other locations in relation to Metro's monthly passenger trips. Reported by Metrobus, Metrorail, and Metro parking lots.

Calculation: Number of crimes / (passenger trips / 1,000,000)

Arrests, Citations and Summonses – The number of arrests and citations/summonses issued by the Metro Transit Police Department. Examples of citations/summonses include minor misdemeanors, fare evasion and public conduct violations.

Appendix E. Glossary of Acronyms and Abbreviations



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 guideway transit
AIT	Art in Transit
APS	auxiliary power supply
APTA	American Public Transportation Association
ARS	Adopted Regional System
ATC	automatic train control
ATO	automated train operation
ATD	advanced technology diesel
ATS	automatic transfer switch
AVL	automatic vehicle locator
AVR	automatic voltage regulator
AWP	Annual Work Plan

B

BAFO	best and final offer
BAH	Booz, Allen & Hamilton, Inc.
BDA	bi-directional amplifiers
BEAC	budget estimate at completion
BMM	Beyond Metro Matters Program
BRT	bus rapid transit

C

CADD	computer-aided drafting and design
CAFE	Computer Authorization for Expenditure Workflow System
CAP	certified apprenticeship program
CCP	communications control panel
CCTV	closed-circuit television
CD	calendar days
CDR	conceptual design review
CM	construction manager
CMAA	Construction Management Association of America
CMAQ	Congestion Mitigation and Air Quality
CMC	construction management consultant
CMU	concrete masonry unit
CNG	compressed natural gas
COTS	commercial off the shelf

C cont'd

CRCS	Comprehensive Radio Communications System
CSP	construction safety program
CTB	(Virginia) Commonwealth Transportation Board
CTC	Capital Transit Consultants
CTF	Carmen Turner Facility

D

D/B	design/build
D/B/B	design/bid/build
DBE	disadvantaged business enterprise
DBFM	dynamic brake feedback module
DCU	door control unit
DEIS	draft environmental impact statement
DMJM	Daniel, Mann, Johnson & Mendenhall
DPS	drainage pumping station
DRB	Dispute Review Board
DRPT	(Virginia) Department of Rail and Public Transportation
DTP	Dulles Transit Partners, LLC

E

E&O	errors and omissions
EA	environmental assessment
EDADS	enhanced data acquisition and display system
EIS	environmental impact statement
EMI	engineering modification instructions, or electro-magnetic interference
ERRP	Emergency Rail Rehabilitation Program
ETEC	emergency tunnel evacuation carts
ETC	estimate to complete
EV	earned value

F

FAI	first article inspection
FCCI	first car configuration inspection
FDR	final design review
FEIS	final environmental impact statement
FFGA	full funding grant agreement
FFP	firm-fixed price
FHWA	Federal Highway Administration
FIA	fire and intrusion alarm
FMO	financial management oversight
F/O	fiber optic
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FUA	first unit accepted

G

GEC	general engineering consultant
GIS	Geographic Information System
GMP	guaranteed maximum price
GOTRS	General Order Track Rights System

H

HEOP	Heavy Equipment Overhaul Program
HVAC	heating, ventilation, and air conditioning

I

IAWP	Integrated Annual Work Plan
ICCA	Interim Capital Contributions Agreement
IFC	issued for construction
IFP	Integrated Financial Plan
IGF	Internally generated funds
IRP	Infrastructure Renewal Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	intelligent transportation systems

J

JARC	Job Access/Reverse Commute
JCC	Jurisdictional Coordinating Committee
JOC	Job Order Contracting Program
JV	joint venture

L

LBT	large bore tunnel
LD	liquidated damages
LGS	Lane, Granite and Skanska Joint Venture
LNTP	limited notice to proceed
LPA	locally preferred alternative
LRT	light rail transit
LRV	light rail vehicle
LUA	last unit accepted

M

MARC	Maryland Rail Commuter
MCC	motor control center
MDBD	mean distance between delays
MIS	major investment study
MMFA	Metro Matters Funding Agreement
MMMS	Material Maintenance and Management System
MMP	Metro Matters Program
MOD	(contract) modification
MOS	minimum operable segment
MPS	master program schedule

M cont'd

MTTR	mean time to repair
MWAA	Metropolitan Washington Airport Authority
MWCOG	Metropolitan Washington Council of Governments

N

NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NSP	New Start Project
NTD	National Transit Database
NTE	not to exceed
NTI	National Transit Institute
NTP	notice to proceed

O

O&M	operating and maintenance (such as O&M costs)
OCC	Operations Control Center
ODC	other direct costs
ODP	(U.S.) Office of Domestic Preparedness
OFS	order for services
OTP	on-time performance

P

PB(QD)	Parsons, Brinckerhoff, Quade & Douglas, Inc.
PCO	pending (or proposed) change order
PDR	preliminary design review
PE	preliminary engineering
P/I	policy instruction
PIDS	passenger information display system
PLE	parking lot equipment
PM	project manager
PMI	Project Management Institute
PMO	project management oversight
PMOC	project management oversight contractor
PMP	project management plan
PPE	personal protective equipment
PSS	program station stop, or public safety system
P2D	Parsons Transportation Group, Inc.; Parsons, Brinckerhoff, Quade & Douglas, Inc.; and Delon Hampton & Associates

Q

QA	quality assurance
QC	quality control

R

RCSC	Regional Customer Service Center
RE	resident engineer
RFP	request for proposal

R

RFQ	request for qualifications
RMS	records management system
ROCS	Rail Operations Computer System
ROD	record of decision, or revenue operations date
ROW	right of way
RTU	remote terminal unit

S

S&I	storage/service and inspection
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SAP	System Access/Capacity Program, or safety awareness program
SCI	substantial completion inspections
SCP	safety certification program
SCWG	safety certification working group
SEP	System Expansion Program
SEIP	System Expansion and Improvement Program
SM	switch machine
SMADS	Station Monitor and Display System (fare collection equipment)
SOS	scope of service
SOW	scope of work
SRO	station over-run
SSOA	state safety oversight agency
SSPP	system safety program plan
SSPS	system safety program standards
SSWP	site specific work plan

T

TBS	tie breaker station
TC	train control
TCR	train control room
TEA-21	Transportation Equity Act for the 21 st Century
TIFIA	Transportation Infrastructure Finance & Innovation Act
TIIF	Transportation Infrastructure Investment Fund
TIP	transportation improvement program
TOD	transit oriented development
TPSG	traction power switch gear
TPSS	traction power substation
TSP	transit signal priority
TUN	temporary user notice

U

UPS uninterrupted power supply

V

VE value engineering
VMS vehicle management/monitoring system
VRE Virginia Railway Express

W

WBS work breakdown structure

Y

YOE year of expenditure
YTD year to date

Appendix 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. Its efforts have resulted in numerous service upgrades including gap reducers, which make it easier for customers who use wheelchairs to board Metrorail trains.
Accounting Basis	The accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.
Accrual	Basis of Accounting where revenues are recognized when they are measurable and earned. Expenses are recorded when incurred.
ADA (<i>Americans With Disabilities Act</i>)	Refers to Federal civil rights legislation passed in 1990 that requires public transportation services to be accessible to, and usable by, persons with disabilities. In compliance, Washington Metropolitan Area Transit Authority (Metro) operates Metrobus with a bus fleet equipped with passenger lifts and wheelchair tie downs, Metrorail with elevators and platforms that are ADA compliant and MetroAccess 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 Board of Metro for a specific one year period starting on July 1.
ART	Refers to the bus service that operates within Arlington County, providing access to Metrorail

	and supplementing Metrobus with smaller, neighborhood-friendly vehicles.
Articulated bus <i>Also see "Slinky" bus</i>	Refers to buses that have an "accordion" section in the middle that allows the bus to bend and flex (articulate). Articulated bus has more passenger capacity than standard 40-foot buses.
AGM <i>(Assistant General Manager)</i>	An executive who usually reports directly to one of two Deputy General Managers 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 expenditure 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 of the budget document usually by the head of the organization.
Bus Shelter	A shelter for riders to wait for the bus, a canopy area with or without bench seating. In addition, the shelter includes a display case with bus information for Metrobus riders and is equipped with a trash receptacle.
Bus Stop	Refers to a stop indicated by a sign for riders to wait for the bus.
CAFR <i>(Comprehensive Annual Financial Report)</i>	A report containing financial statements and statistical data that provides full disclosure of all material financial operations of Metro in conformity with generally accepted accounting principles.
Capital Assets	Assets of a material value and having a useful life of more than one year. Also called fixed assets.
Capital Budget	The portion of the budget that provides for the funding of improvements, projects and major equipment purchases.
Capital Improvement Plan	The six-year plan of capital projects to be completed by Metro.
Cash Basis	Basis for keeping accounts whereby revenue and expense are recorded on the books of account when received and paid, respectively, without regard to the period to which they apply.
Compact	Refers to interstate compact creating Metro; this is a special type of contract or agreement between the three jurisdictions within which the organization operates.
Compressed Natural Gas <i>(CNG)</i>	A natural gas fuel used in a clean engine technology.
Contingency Funds	Operating and capital funds reserved for

Cost Allocation	unexpected expenditures during the fiscal year which were not addressed in the annual budget. Refers to the assignment of expenses accounted for in one fund to another fund. For example, certain operating expenses of a division may be charged to a capital grant.
COLA (<i>Cost of Living Adjustment</i>)	Cost of Living Adjustment (COLA) for inflation for employees.
Department	A major organizational unit that has overall responsibility for an operation or a group of operations within a functional area.
DGM (<i>Deputy General Manager</i>)	An executive who reports directly to the General Manager.
Deficit	Refers to an excess of Assets over Liabilities or Expenses over Revenue.
DC Circulator	Refers to a bus route funded by the DC Government with support from Metro to take persons to Washington, DC's premier cultural, shopping, dining, and business destinations.
Diesel fuel	Fuel composed of petroleum distillates that has a boiling point and specific gravity higher than gasoline.
Division	Refers to a garage and yard facility where buses are stored, maintained, and dispatched into service.
The Fairfax Connector	The bus system that runs seven days a week with service throughout Fairfax County and to Metrorail Stations on the Orange, Blue and Yellow lines, including the Pentagon.
Fare box recovery ratio	Refers to the ratio of passenger fares (including inter-agency agreements related to fares) to total operating costs.
Farecard	Refers to a paper pass to ride Metrorail. A

pass is gate-activated the first time it is used and prints the last valid date on the pass. Farecards contain a set value. Trip values are subtracted from the farecard upon exiting the station gate.

Flash Pass	Metrobus pass valid for unlimited use for a designated seven-day period.
Four-point securement system	Refers to an onboard securement system for wheelchairs, three-wheel and four-wheel scooters. The system incorporates four seatbelt type straps that attach to the frame of a mobility device as a way to keep it from moving or rolling while on the bus.
FTA <i>(Federal Transit Authority)</i>	A federal administration within the US Department of Transportation. The FTA provides stewardship of combined formula and discretionary programs totaling more than \$10 billion to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States.
GAAP <i>(Generally Accepted Accounting Principles)</i>	Accounting standards, revised periodically, to which both private and public organizations within the United States are expected to conform.
General Manager <i>(GM)</i>	The chief executive officer of Metro who reports directly to the Board.
Head sign	Refers to the sign above the front windshield of a bus describing the line number or letter, its line name, and destination.
Headway <i>Also see Frequency</i>	Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.
JCC <i>(The Jurisdictional Coordinating Committee)</i>	The staff members from the jurisdictions supporting Metro. The JCC was established by the Board of Directors to facilitate the exchange of information between jurisdictions and Metro staff.
KPI <i>(Key Performance Indicator)</i>	A measurement used to assess the performance of operations and support departments based on targets set for management and staff. They may be financial and non-financial benchmarks used to monitor performance and efficiency.

Kiss and ride Refers to an area within a station where commuters are driven by private car and dropped off to board Metrobus or Metrorail.

Kneeling bus
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.

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 A linked a trip is where a rider may transfer between types of vehicles (e.g., Metrobus and Metrorail), or multiple stops, such as stopping at a daycare center or store along a commute trip. An unlinked trip is a passenger trip taken on a single vehicle, such as a single bus ride.

Loop Refers to a portion of a bus line where the driver operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.

Loudon County Transit The weekday bus service for Loudon County to Washington D.C., the Pentagon and Rosslyn from stops in Purcellville, Hamilton, Leesburg and Sterling. A reverse commute bus service is now available from West Falls Church to Loudoun County.

MARC <i>(Maryland Area Regional Commuter)</i> See Also VRE	A commuter rail system whose service areas include Harford County, Maryland; Baltimore City; Washington D.C.; Brunswick, Maryland; Frederick, Maryland and Martinsburg, West Virginia.
MDBF <i>(Mean Distance Between Failures)</i>	A key performance indicator that measures performance for bus, rail and paratransit. It measures the probability of failure per unit of time of items in operation; sometimes estimated as a ratio of the number of failures to the accumulated operating time for the items.
MDBSI <i>(Mean Distance Between Service Interruptions)</i>	A key performance indicator that measures performance for bus, rail and paratransit. It measures the miles traveled between any incident which caused the customer to transfer between buses/rails for any reason, i.e. maintenance, accidents, occurrences, etc.
MetroAccess	The operating unit of Washington Metropolitan Area Transit Authority (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 Washington Metropolitan Area Transit Authority (Metro) that offers bus service on 332 routes on 180 lines throughout the Metro region utilizing 12,216 bus stops and 2,477 shelters. Buses currently running are made by Flxible, Orion, New Flyer, Neoplan and NABI.

Metrorail	The operating unit of Washington Metropolitan Area Transit Authority (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. Fleet consists of 1000, 2000, 3000, 4000, 5000 and 6000 Series cars. The 7000 Series cars are currently under initial development.
Modified Accrual Basis	An accounting method that combines accrual-basis accounting with cash-basis accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with a few exceptions, recognizes expenditures when liabilities are incurred.
Multimodal	Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place by means other than privately owned vehicles; by bus, trolley, light rail, streetcar, cable car, and/or ferry systems.
MTA <i>(Maryland Transit Administration)</i>	Refers to the bus, light rail, and subway services in Maryland. MTA also operates the MARC train service.
NextBus	Refers to the application that uses satellite technology for Metrobus locations to track the arrival times for bus operators and customers.
Office	An organizational unit that falls under the structure of a department.
Operations Control Center (OCC)	The operations center that facilitates monitoring and communications for Metrorail operations.
Park and Ride	Refers to the parking facility available for riders at Metrorail stations.

Passenger Information Display System (PIDS)	Refers to signs located on each platform and mezzanine of every rail station to provide information to let customers know when the next trains are scheduled to arrive, alert customers to service delays, provide information about elevator outages, and identify how to make free shuttle arrangements when elevators are out of service.
Paratransit	Refers to scheduled service for people who cannot use regular fixed-route bus service. MetroAccess uses vans and sedans to provide this service in the Washington Metropolitan Area.
Passenger lift <i>Also see Kneeling bus</i>	A mechanical device, either a lift or ramp, that allows wheelchair or scooter users, as well as other mobility-impaired passengers, to board a bus without climbing the steps. By law, passenger lifts must be capable of lifting at least 600 pounds.
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 a.m. in the morning, and between 3 p.m. and 7 p.m. at night.
Personnel Services	Refers to expenditure in the operating budget for salaries and wages paid for services performed by Metro employees as well as fringe benefits costs associated with their employment.
Platform hours	The total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.
Proposed Budget	Refers to the Budget prepared with preliminary estimates by the GM for the consideration of the Metro Board.
Programmed Reader	A machine that is attached to the fare gate/fare box where magnetic fare media can be read on Metrorail and Metrobus.

Revenue	An increase in fund assets from operational activity such as passenger fares, parking and advertising.
Revenue Bonds	A bond on which debt service is payable solely from a restricted revenue source.
Revenue Hours (Also known as Revenue Service)	Refers to all scheduled time a bus/rail spends serving passengers, which can also be defined as platform hours minus deadhead and layover time.
Revenue Passengers	Refers to passengers who enter the system through the payment of a fare.
Revenue trip Also see <i>Linked/Unlinked trip</i>	Refers to any linked or unlinked trip that generates revenue by cash payment, use of a pass, and/or any other means of payment.
Ride-On	Refers to Montgomery County Regional bus transit system in Maryland.
RAC (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.
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 <i>Articulated bus</i>	Refers to a nickname used by many passengers for the articulated bus.
SmartTrip®	Refers to a technology built and designed by Cubic Transportation Systems, Inc., a subsidiary of San Diego-based Cubic Corporation to add and deduct value from an electronically encoded card when a rider passes the card near a

	programmed reader on Metrobuses and at fare gates on Metrorail.
SmartStudent Pass	A monthly pass for unlimited travel on Metrobus and Metrorail for students under the age of 19 years of age who live and attend school in the District of Columbia.
Strategic buses	Refers to spare buses available for service in the event that a bus in route becomes out of service.
Subsidy	Refers to funding received from jurisdictional funding partners in the Washington Metropolitan area consisting of Washington, D.C., suburban Maryland (Montgomery County and Prince Georges County) and Northern Virginia counties of Arlington, Fairfax and Loudon and the Cities of Alexandria, Fairfax and Falls Church.
TheBus	A weekday service between Upper Marlboro and Metrorail Stations in Prince Georges County, MD.
Transit advertising	Refers to ads posted on the exterior and interior of buses and rail cars.
TSI <i>(Transportation Safety Institute)</i>	A Federal Transit Administration-sponsored institute that conducts a full range of training programs in rail and bus safety and accident investigation. Its headquarters is in Oklahoma City.
Trunk line <i>Also see Feeder line and Headway</i>	A route operating along a major corridor that carries a large number of passengers and operates at headway frequencies of 15 minutes or less.
VRE <i>(Virginia Railway Express)</i> <i>See Also MARC</i>	The commuter rail service that connects the Northern Virginia suburbs to Union Station in Washington, D. C., via two lines: the Fredericksburg Line from Fredericksburg, Virginia, and the Manassas Line from Broad Run/Airport station in Bristow, Virginia.

WMATA
(*Also known as Metro*)

Refers to the acronym used for Washington Metropolitan Area Transit Authority serving the Washington Metropolitan area which consists of Washington, D.C., suburban Maryland (Montgomery County and Prince Georges County) and Northern Virginia counties of Arlington, Fairfax and Loudon and the cities of Alexandria, Fairfax and Falls Church consisting of a population of five million people and three million jobs. Metro operates the second largest rail/subway system and the sixth largest bus system in the nation.

