



Washington Metropolitan Area Transit Authority

Approved Fiscal 2010 Annual Budget



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## General Manager's Message

As Fiscal Year 2009 was coming to a close, Metro and the region as a whole experienced a tragic event that overshadowed everything else. On June 22, 2009, a tragic collision on the Red Line claimed the lives of nine people and injured more than 70 others. Our hearts go out to the friends and families of those who died, as well as to those who were injured. Metro is cooperating fully with local and federal safety officials as efforts continue to determine the cause and work to prevent something like this from happening again. Much of what we will do in Fiscal Year 2010 will be geared toward addressing any safety issues that may be identified as a result of this investigation.

Although everything else that happened in Fiscal Year 2009 pales in the light of this devastating accident, there were some notable events. In Fiscal Year 2009 we moved to using electronic transfers exclusively, and adopted an equal transfer discount between bus and rail service.

It was a year that saw Metro support the Inauguration Ceremony of President Barack Obama, by providing 1.5 million trips to customers on Inauguration Day. It was also a year in which we needed to make many tough decisions.

We were forced to reduce our staffing, as well as make some cuts to transit service, in the coming year. The service reductions reflect the dire state of the nation's economy and our own limited funding sources. Thankfully, we were able to minimize service reductions, and we put forward a balanced budget that did not require a major increase in the contribution from our regional partners or a major fare increase.

Even in these tough economic times, and with some assistance from the American Recovery and Reinvestment Act, we will be able to make improvements to our service over the next year. We will continue efforts to implement the planned network of priority bus corridors, which could improve service for up to half of Metrobus customers in as little as six years. We will also continue to replace our older buses with new buses, which will help us keep our average fleet age as close to 7.5 years as possible and support regional efforts to improve air quality.

A very important task for FY10 will be to put a new agreement in place that assures Metro has sufficient funding for capital maintenance to provide safe, reliable service. We have identified more than \$11 billion in capital needs over the next decade, and it will be a challenge to fully fund that program even with the passage of federal legislation that authorizes \$1.5 billion in federal capital funding for Metro over the next ten years.

There is much to do in FY10. This will be a year in which every employee is focused on regaining the trust of Metro's customers. I hope you will find this to be a useful document, and that it will answer any questions you have about our mission and our funding.



John B. Catoe, Jr.  
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. 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 eighth largest paratransit service in the nation.
- Known as “America’s Transit System,” average weekday passenger trips on Metrorail and Metrobus total nearly 1.2 million.
- Metrorail and Metrobus serve a population of 3.5 million within a 1,500 square-mile area.
- 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% 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.

### ***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 FY 2008, 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 persons 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.

### ***Metrobus***

Metrobus operates bus service on 350 routes on 135 lines throughout the Metro region utilizing 12,216 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

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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 FY 2009, more than 133 million trips were taken on Metrobus.

### ***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 500 vans and sedans and provides 2.1 million passenger trips annually. Service is available seven days a week, from 5 AM to midnight Monday through Thursday, from 5 AM to 3 AM on Friday, from 7 AM to 3 AM on Saturday, and from 7 AM to midnight on Sunday

Table 1.1  
Sequence of Metrorail Openings

Line	Segment	Stations	Miles	Date
Red	Farragut North to Rhode Island Ave	5	4.6	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

## Metro Board of Directors and Agency Oversight

### *Board of Directors*

Metro is governed by a 12-member Board of Directors composed of six voting and six alternate members. Maryland, the District of Columbia and Virginia each appoint two voting members and two alternates.



**Jim Graham, Chairman**, 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.



**Peter Benjamin, First Vice 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, Second 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** 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.



**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.



**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.



**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.



**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.

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## **Agency Oversight**

### ***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. 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. Diana Zinkl 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. Kevin Thornton, representing Prince George's County, currently serves as JCC chairman.

### ***Accessibility Advisory Committee***

Metro's Accessibility Advisory Committee 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.

## Regional Planning

The Washington Metropolitan Area encompasses over 4,000 square miles in the District of Columbia, suburban Maryland and Northern Virginia. The region is home to five million people and three million jobs, more than 70 percent of which are located within the WMATA Compact area. 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 2007. Ridership on the Metro transit system has continued to rise in recent years, and ridership growth is faster in the non-work transit use category and in the midday and evening off-peak periods. In FY08, ridership on Metrorail and Metrobus reached 348 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 WMATA Compact gives Metro the power to adopt a Mass Transit Plan for the WMATA 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 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 the Authority in 2007 totals 3.8 million people and includes four counties, three independent cities and one federal district. This area makes up most of the Washington Metropolitan Area, the ninth largest metropolitan area of the country. As per the 2007 Census survey, the demographic profile of the Metropolitan area is as follows: 51.7% of the population is White – Non-Hispanic, 26.3% is Black, 11.6% is Hispanic, 8.4% is Asian and 2.0% is Mixed-Other. Between 2003 and 2007, the area grew by more than 275,700 people, 5.5%. In terms of education, 42.5% of Washington-area residents have a bachelor's degree and 19% have a graduate degree, the area also claims the highest percentage of PhDs nationwide, at 2.5 percent of the population.

### ***Economy***

Between 2003 and 2007, the region added 182,714 jobs. As a result, the total number of jobs in the area rose to 2.9 million in 2007. Within the jurisdictions served directly by the Authority, the number of jobs increased by more than 106,000. As of May 2009, the Government sector lead employment growth in the region, adding 12,400 jobs and the Professional and Business Services sector added 10,600 jobs during the last year. Among the major sectors experiencing a regional decline are the Construction and Natural Resources sectors with a loss of nearly 5,400 jobs compared to May 2007.

## Organization Chart

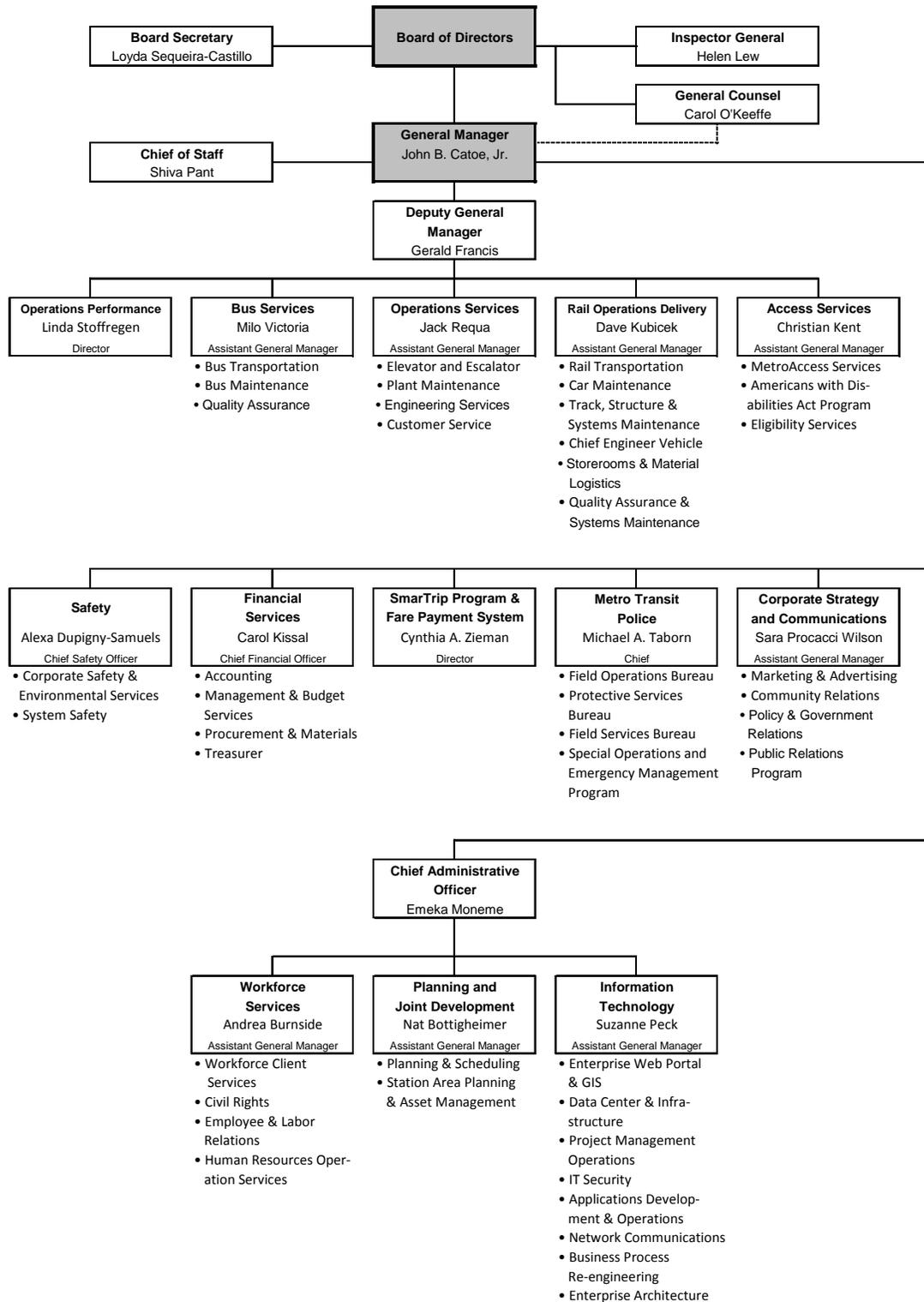


Table 1.2  
Summary of Budgeted Positions by Department

<u>Department</u>	<u>Positions</u>
General Manager	6
Audit	29
General Counsel	40
Board Secretary	5
Deputy General Manager	49
Bus Services	3,893
Operations Support	1,258
Rail Services	4,090
Access Services	42
Financial Services	345
MTPD	599
Corporate Strategy & Communications	77
Chief Administrative Officer	3
Workforce Services	127
Planning & Joint Development	57
Information Technology	203
Safety	30
	<hr/>
	10,853

## How to Contact Metro

### ***By mail or in person:***

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

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

### ***By website:***

<http://www.wmata.com>

### ***By email:***

Customer assistance:  
[csvc@wmata.com](mailto:csvc@wmata.com)

### ***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

The \$2.1 billion annual budget, as adopted by the Board of Directors, provides the authority to expend funds. It includes all operating, capital and debt service requirements of WMATA for the fiscal year, July 1st to June 30th.

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 focuses on the assets and infrastructure needed to support bus, rail, and paratransit services. Assets and infrastructure include Metro's buses, rail cars, stations, track, maintenance facilities, and power systems. Budgetary issues for the capital budget center on the condition of the current assets and infrastructure and what is needed to maintain them in safe and reliable condition. 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 WMATA's sole fund, the Enterprise Fund. These businesses-type activities include transit operating and capital costs, infrastructure construction and debt activities.

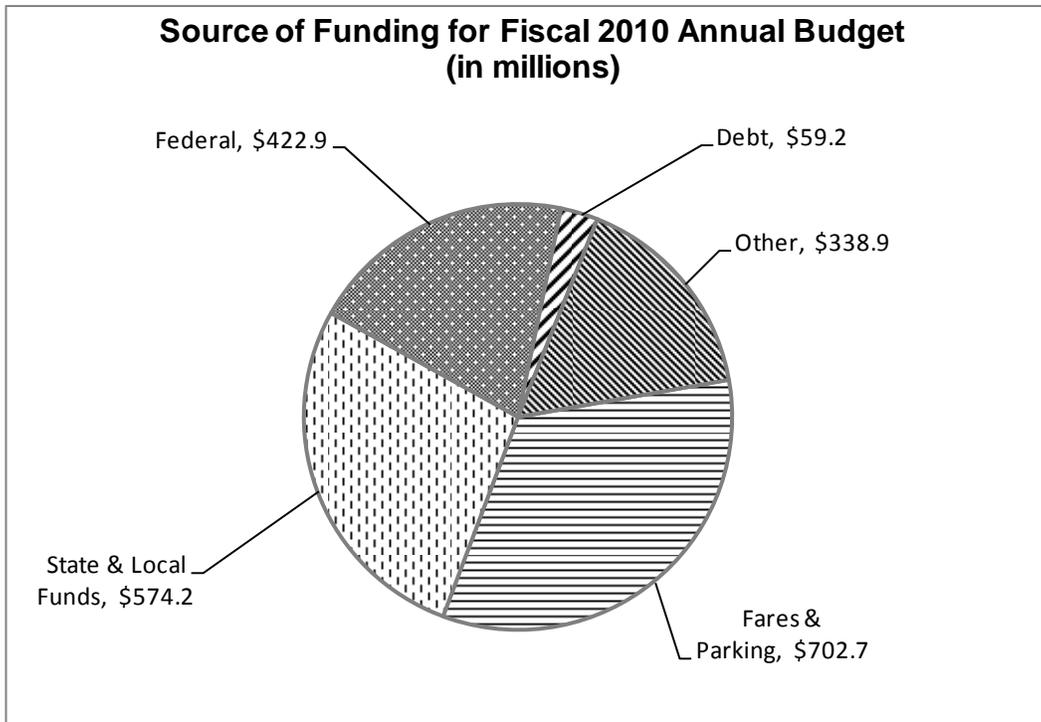
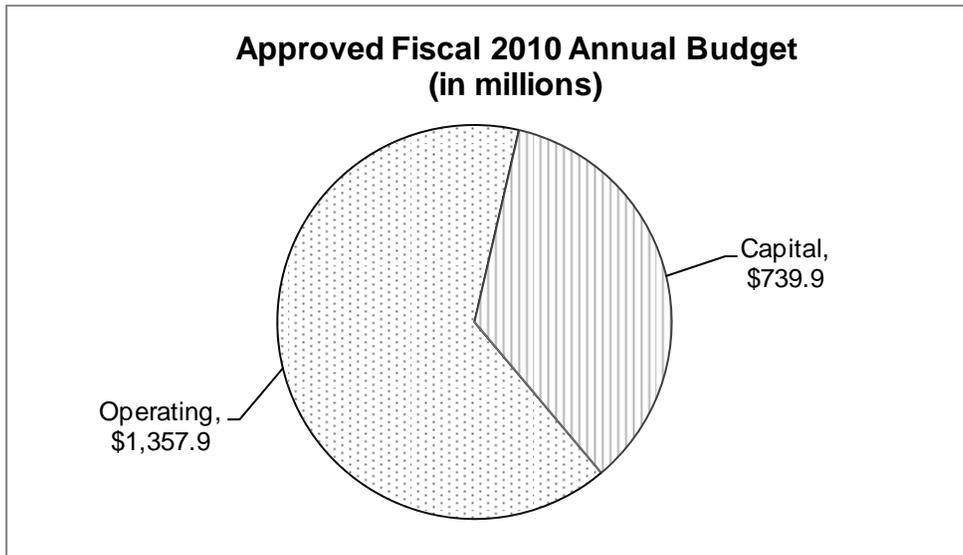
***Developing the Budget***

Metro began the process of developing the FY10 budget shortly after the adoption of the FY09 budget. As part of the budget development process, FY09 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 FY09 forecast data, the Authority assigned targets to each department and held the department manager responsible for meeting the target. Simultaneously, WMATA aggressively pursued additional federal, state and local revenue and grants.

The FY10 budget was eventually balanced through a combination of expense reductions, fare revenue increases and minor reductions in service levels.

Please see Appendix B for a more detailed discussion of the Authority's budget process.



**Table 2.1**  
**Summary of Expenses/Expenditures by Program**

(dollars in millions)

	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Budget</u>	Fiscal 2010 <u>Approved</u>
<b>Operating Budget</b>				
• Metrobus	\$ 437.3	\$ 453.5	\$ 518.2	\$ 506.1
• Metrorail	636.4	648.0	764.0	782.8
• MetroAccess	57.7	66.5	67.6	85.6
Subtotal	\$ 1,131.5	\$ 1,168.0	\$ 1,349.8	\$ 1,374.5
• Debt Service/Other	6.8	6.8	6.8	(16.6)
Subtotal	\$ 1,138.2	\$ 1,174.8	\$ 1,356.6	\$ 1,357.9
<b>Capital Budget</b>				
• Metro Matters	535.1	535.5	440.2	527.4
• ARRA "Stimulus" Program	-	-	-	149.2
• Reimbursable Projects	59.0	48.0	31.6	34.7
• Other Capital Projects	76.8	29.5	13.6	28.6
Subtotal	\$ 670.9	\$ 613.0	\$ 485.4	\$ 739.9
Total	\$ 1,809.1	\$ 1,787.8	\$ 1,842.0	\$ 2,097.8

**Table 2.2**  
**Summary of Funding by Program and Source**

(dollars in millions)

	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Budget</u>	Fiscal 2010 <u>Approved</u>
<b>Operating Budget</b>				
• Passenger Fares & Parking	\$ 556.2	\$ 581.0	\$ 711.6	\$ 702.7
• State and Local Funds	508.4	478.9	562.7	574.2
• Business Revenues	55.5	57.3	59.6	59.8
• Other Sources	18.1	57.6	22.6	21.3
Subtotal	\$ 1,138.2	\$ 1,174.8	\$ 1,356.6	\$ 1,357.9
<b>Capital Budget</b>				
• Federal Funds	190.9	252.6	266.2	422.9
• State and Local Funds	258.7	224.1	328.2	237.3
• Other Sources	41.1	25.8	36.0	20.5
• Debt/Financial Management	180.2	110.5	(145.0)	59.2
Subtotal	\$ 670.9	\$ 613.0	\$ 485.4	\$ 739.9
Total	\$ 1,809.1	\$ 1,787.8	\$ 1,842.0	\$ 2,097.8

Table 2.3  
Summary of Operating Budget Expenses

(dollars in millions)

	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Budget</u>	Fiscal 2010 <u>Approved</u>
<b>Metrobus</b>				
• Salaries, Wages & Benefits	\$344.7	\$363.0	\$382.1	\$391.7
• Materials, Supplies & Fuel	62.6	64.4	79.0	67.9
• Services	15.8	18.7	24.3	25.7
• Utilities & Other	14.1	17.0	32.9	18.8
• Reimbursement	0.0	(9.7)	(0.1)	2.0
Subtotal	\$437.3	\$453.5	\$518.2	\$506.1
<b>Metrorail</b>				
• Salaries, Wages & Benefits	\$486.7	\$512.0	\$539.1	\$556.2
• Materials, Supplies & Fuel	78.9	90.5	109.7	113.8
• Services	33.9	38.1	56.6	57.1
• Utilities & Other	40.3	45.5	62.5	57.3
• Reimbursement	(3.4)	(38.0)	(3.9)	(1.6)
Subtotal	\$636.4	\$648.0	\$764.0	\$782.8
<b>MetroAccess</b>				
• Salaries, Wages & Benefits	\$0.5	\$0.6	\$3.9	\$4.7
• Materials, Supplies & Fuel	0.1	0.1	0.2	0.2
• Services	56.6	65.9	62.6	79.9
• Utilities & Other	0.5	0.4	0.8	0.7
• Reimbursement	0.0	(0.6)	0.0	0.1
Subtotal	57.7	66.5	67.6	85.6
<b>Subtotal</b>	<b>\$1131.5</b>	<b>\$1168.0</b>	<b>\$1349.7</b>	<b>\$1374.5</b>
Preventive Maint./Other	(20.7)	(20.7)	(20.7)	(44.0)
Debt Service	27.5	27.5	27.5	27.5
<b>Total</b>	<b>\$1138.2</b>	<b>\$1174.8</b>	<b>\$1356.5</b>	<b>\$1358.0</b>

Table 2.4  
Summary of Operating Budget Funding

(dollars in millions)

	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Budget</u>	Fiscal 2010 <u>Approved</u>
<b>Passenger Fares &amp; Parking</b>				
• Passenger Fares	\$517.1	\$536.6	\$660.1	\$652.6
• Parking	39.2	44.4	51.5	50.1
Subtotal	\$556.2	\$581.0	\$711.6	\$702.7
<b>State and Local Funds</b>				
• Operating Subsidy	480.9	451.4	535.2	546.7
• Debt Service	27.5	27.5	27.5	27.5
Subtotal	\$508.4	\$478.9	\$562.7	\$574.2
<b>Business Revenues</b>				
• Advertising	33.0	35.3	39.0	42.0
• Bus Charters	1.7	1.5	0.0	0.0
• Joint Development	10.5	8.8	7.2	5.7
• Fiber Optic Tunnel Leases	10.3	11.7	13.4	12.1
Subtotal	\$55.5	\$57.3	\$59.6	\$59.8
<b>Other Sources</b>				
• Miscellaneous Revenue	13.5	53.7	17.9	18.1
• Interest Earnings	4.5	3.9	4.7	3.2
Subtotal	\$18.1	\$57.6	\$22.6	\$21.3
<b>Total</b>	<b>\$1138.2</b>	<b>\$1174.8</b>	<b>\$1356.5</b>	<b>\$1357.9</b>

Table 2.5  
Summary of Capital Budget Expenditures

(dollars in millions)

	Fiscal 2007 Actual	Fiscal 2008 Actual	Fiscal 2009 Forecast	Fiscal 2010 Forecast
<b>Metro Matters Program:</b>				
Infrastructure Renewal Program				
• Bus & Rail Rolling Stock	\$ 16.1	\$ 18.4	\$ 86.1	\$ 121.6
• Passenger & Maint. Facilities	45.9	66.1	56.4	69.5
• Track, Structures & Systems	39.6	65.6	64.9	61.7
• Information Technology	8.6	16.1	23.9	27.2
• Preventive Maintenance	20.7	20.7	20.7	30.7
• Urgent Capital Needs	-	-	22.9	71.3
• Systems Infra Rehab Prgm	-	-	-	35.2
Subtotal	\$ 130.9	\$ 186.9	\$ 274.9	\$ 417.2
Eight-Car Train Initiative				
• Rail Cars	69.9	96.9	5.6	18.4
• Facilities	70.1	39.4	5.9	11.1
• Systems	56.7	48.7	28.6	8.4
Subtotal	\$ 196.7	\$ 185.0	\$ 40.1	\$ 37.9
Bus Improvement Initiative				
• Buses	9.5	1.2	-	0.0
• Garage	9.1	18.6	3.8	2.0
• Customer Facilities	7.8	4.7	3.0	9.5
Subtotal	\$ 26.4	\$ 24.5	\$ 6.8	\$ 11.5
Program Management				
• Program & Credit Support	7.5	10.9	13.0	13.8
• Financing Expenses	164.4	106.2	85.0	25.8
Subtotal	171.9	117.1	98.0	39.6
Debt Service	2.2	8.2	20.1	21.2
Metro Matters Security Program	7.0	13.8	0.3	-
<b>Total Metro Matters</b>	<b>\$ 535.1</b>	<b>\$ 535.5</b>	<b>\$ 440.2</b>	<b>\$ 527.4</b>
<b>ARRA "Stimulus" Program</b>				
• Vehicles & Vehicle Parts	-	-	-	39.5
• Maintenance Facilities	-	-	-	43.8
• Passenger Facilities	-	-	-	8.9
• Safety & Security	-	-	-	9.5
• Maintenance & Repair Equipment	-	-	-	27.7
• Operations Systems	-	-	-	11.1
• Information Technology	-	-	-	8.7
<b>Total ARRA "Stimulus" Program</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 149.2</b>

Table 2.5  
Summary of Capital Budget Expenditures (Cont.)

(dollars in millions)

	Fiscal 2007 Actual	Fiscal 2008 Actual	Fiscal 2009 Forecast	Fiscal 2010 Forecast
<b>Reimbursable Projects</b>				
<b>District of Columbia</b>				
• Anacostia Light Rail Demo. - Vehicles	\$ 2.0	\$ 4.9	\$ 0.9	\$ 2.5
• D.C. Bus Circulator and Buses	-	0.5	9.7	17.0
• New York Ave. Metrorail In-Fill Station	5.3	-	-	-
• Project Development	0.6	0.5	1.1	1.1
• Transportation Technology School	-	-	0.3	0.3
• Union Row: U Str/Cardozo Stn	-	1.0	-	0.3
• All Others	7.6	12.9	0.5	0.1
Subtotal	\$ 15.5	\$ 19.8	\$ 12.5	\$ 21.3
<b>Maryland</b>				
• Metrorail Blue Line Extension to Largo Town Center	\$ 14.6	\$ 12.0	\$ -	\$ 2.9
• Glenmont Parking Facility	0.7	0.5	6.2	0.4
• Project Development	0.4	0.3	1.1	1.1
• Silver Spring South Entrance	-	0.3	-	0.1
• White Flint Parking Facility	1.2	-	-	-
• All Others	3.1	0.1	-	1.1
Subtotal	\$ 20.0	\$ 13.2	\$ 7.3	\$ 5.6
<b>Virginia</b>				
• Ballston-MU Metrorail Station Improvements	\$ 0.6	\$ -	\$ -	\$ -
• Bus Super Stop Prototype	-	-	-	1.5
• Columbia Pike Street Car NEPA & PE	-	-	2.0	2.0
• Crystal City/Potomac Yard	0.6	0.1	-	0.2
• Dulles Corridor Metrorail Design/Build Project	4.5	2.6	-	1.1
• Fiber Optic Cable Agreement	-	-	2.5	0.3
• Huntington Parking Facility	15.3	7.6	-	-
• King Street Metrorail Station Improvements	0.6	-	-	-
• Potomac Yard Alt. Analysis	-	-	1.5	0.5
• Project Development	0.4	0.4	0.8	0.8
• Rosslyn Station New Entrance	-	1.2	1.2	0.9
• Royal Street Bus Garage Replacement Study	-	-	0.3	-
• Shirlington Bus Transit Facility	1.1	2.5	-	0.3
• West Falls Bus Bay	-	0.1	-	0.2
• West Falls Church Canopy	-	-	1.3	-
• West Falls Church Parking Structure	-	0.3	-	-
• All Others	0.5	0.2	-	0.1
Subtotal	\$ 23.6	\$ 15.0	\$ 9.6	\$ 7.9
<b>WMATA and All Jurisdictional Partners</b>				
• Wireless Comm. Infrastructure (Neutral Host)			\$ 2.4	
Subtotal	\$ -	\$ -	\$ 2.4	\$ -
<b>Total Reimbursable Projects</b>	<b>\$ 59.0</b>	<b>\$ 48.0</b>	<b>\$ 31.6</b>	<b>\$ 34.7</b>

Table 2.5  
Summary of Capital Budget Expenditures (Cont.)

(dollars in millions)

	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Forecast</u>	Fiscal 2010 <u>Forecast</u>
<b>Other Capital Projects</b>				
• Non-Metro Matters Infrastructure Renewal	33.2	19.1	8.9	\$ 13.9
• Rail Car Programs	41.0	5.9	2.4	13.4
• Miscellaneous Capital Projects	2.6	4.5	2.3	1.3
<b>Total Other Capital Projects</b>	<b>\$ 76.8</b>	<b>\$ 29.5</b>	<b>\$ 13.6</b>	<b>\$ 28.6</b>
<b>Total Capital</b>	<b>\$ 670.9</b>	<b>\$ 613.0</b>	<b>\$ 485.4</b>	<b>\$ 739.9</b>

Table 2.6  
Summary of Capital Budget Funding

(dollars in millions)

	Fiscal 2007 <u>Actual</u>	Fiscal 2008 <u>Actual</u>	Fiscal 2009 <u>Forecast</u>	Fiscal 2010 <u>Forecast</u>
<b>Federal Funds</b>				
• Federal Formula Grants	\$ 183.9	\$ 202.3	\$ 220.3	\$ 388.2
• Federal Discretionary Funds	-	36.5	45.6	34.7
• Federal Security Grants	7.0	13.8	0.3	-
Subtotal	\$ 190.9	\$ 252.6	\$ 266.2	\$ 422.9
State and Local Funds	258.7	224.1	328.2	237.3
Other Sources	41.1	25.8	36.0	20.5
Debt	180.2	110.5	(145.0)	59.2
<b>Total</b>	<b>\$ 670.9</b>	<b>\$ 613.0</b>	<b>\$ 485.4</b>	<b>\$ 739.9</b>

Table 2.7  
Summary of State and Local Funding to WMATA for FY 2010

(dollars in millions)

	<u>Operating Budget</u>				<u>Total</u>
	<u>Operating Subsidy</u>	<u>Debt Service</u>	<u>Metro Matters Budget</u>	<u>Reimbursable Projects</u>	
<b>District of Columbia</b>					
District of Columbia Government	\$ 201.6	\$ 10.3	\$ 72.5	\$ 18.5	\$ 302.9
<b>Maryland</b>					
Montgomery County	95.0	4.9	33.7	0.5	134.1
Prince George's County	120.6	4.9	37.3	0.6	163.4
Subtotal	\$ 215.6	\$ 9.8	\$ 71.0	\$ 1.1	\$ 297.5
<b>Virginia</b>					
Alexandria	19.9	1.4	7.2	0.1	28.6
Arlington County	34.9	2.7	14.2	0.3	52.1
City of Fairfax	1.1	-	0.4	-	1.5
Fairfax County	72.0	3.2	22.7	0.4	98.3
Falls Church	1.5	-	0.5	0.1	2.1
Subtotal	\$ 129.4	\$ 7.3	\$ 45.0	\$ 0.9	\$ 182.6
<b>Total</b>	<b>\$ 546.6</b>	<b>\$ 27.4</b>	<b>\$ 188.5</b>	<b>\$ 20.5</b>	<b>\$ 783.0</b>

Note: Reflects only funds that need to be billed to Jurisdictions in Fiscal Year 2010.



## Chapter 3. Budget Assumptions and Statistics

This chapter provides information on some of the most important factors that contribute to the Fiscal Year 2010 annual budget. These factors include: ridership and passenger revenues, wages and fringe benefits, debt service costs, and employee statistics. 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.

## Ridership and Revenue

Approved operating revenue for Fiscal 2010 is \$783.7 million. The major components are \$647.6 million in passenger revenue, and \$136 million in non-passenger revenue. The key revenue assumptions for FY2010 include; no systemwide fare increases, the assumption that ridership growth by mode will continue at the current level of 3 percent in FY2010, and the full year impact of several fare policy adjustment. These policy adjustments include termination of fare integration where \$13.6 million annually was transferred from rail revenue to bus revenue, and the elimination of the \$0.90 rail-to-bus transfer in favor of the bus/rail balanced transfer which provides an equal value of \$0.50 for bus-to-rail and rail-to-bus transfers. FY2010 also is the first full year of the elimination of paper transfers for all bus-to-bus trips not paid with a SmarTrip card.

The economic downturn is negatively affecting the level of several non-passenger revenue accounts, and this trend is projected to continue through FY2010. The effect of the downturn at Metro is year-over-year decreases in some categories of non-passenger revenue. The approved budget expects less revenue in FY2010 than the previous year, including declining interest revenue as well declining income from property rental and joint development.

### ***Passenger Revenues***

Total approved passenger revenue for FY2010 is \$647.6 million. The modal components include \$116.7 million in bus passenger revenue, \$525.9 million in rail passenger revenue, and parking revenue of \$50.1 million. MetroAccess revenue for the year is budgeted at almost \$5 million.

Budgeted bus passenger revenue for FY2010 includes several new components, including implementation of balanced transfers and the elimination of paper transfers. In addition, the process of fare integration where \$13.6 million annually was transferred from rail passenger to bus passenger revenue has been discontinued, with the effect of reducing bus passenger revenues by \$13.6 million. However, the revenue lost by discontinuing fare integration is balanced by \$4.4 million in revenue generated by the implementation of the balanced transfer, and \$10.0 million from the elimination of paper transfers. In addition, bus system ridership growth of 3 percent above the level in FY2009 is expected to generate revenue of 4.6 million. For FY2010, total bus passenger revenue is budgeted to increased \$5.4 million above the total for FY2009 or 4.9 percent.

Two main factors are fueling the growth in rail passenger revenue in FY2010. The first factor is the elimination of fare integration, which discontinues the process of transferring \$13.6 million annually from rail passenger to bus passenger revenue. The second factor is systemwide rail ridership growth which is budgeted to increase 9 million, based on peak period ridership growth of 3.6 percent and growth between 4-6 percent in off-peak periods. Total rail revenue for the year is budgeted at \$525.9, \$21.9 million above FY2009.

MetroAccess passenger revenue is budgeted at \$5 million with 2.1 million trips.

<b>Passenger Revenue (\$1,000)</b>	<b>Metrorail</b>	<b>Metrobus</b>	<b>MetroAccess</b>
<b>Fiscal 2009 Base (Including fare Increase)</b>	\$504.0	\$111.0	\$3.9
<b>Stop Fare Integration</b>	\$13.6	(\$13.6)	-
<b>Balanced Transfer Growth</b>	(\$9.0)	\$4.4	-
	\$17.3	\$10.0	-
<b>FY2010 Approved Budget</b>	<b>\$525.9</b>	<b>\$116.4</b>	<b>5.0</b>
<b>Projected Ridership (millions of trips)</b>	<b>230.8</b>	<b>139.7</b>	<b>2.1</b>

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

The total District of Columbia School Subsidy for FY2010 is \$5.0 million, \$2.9 million for Metrobus and \$2.1 million for Metrorail.

***Car Sharing Revenue***

A new revenue source for FY2010 is car sharing revenue which is expected to generate a little 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 revenue for FY2010 is approximately \$50,100.

***Parking***

The parking revenue for FY2010 is \$50.1 million. This approved revenue reflects the increases in parking fees that went into effect with the fare increase on January 6, 2008, along with increases in the reserved parking charges and the increase in the hourly rate for parking meters.

***Charter***

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

***Advertising***

The FY2010 advertising revenue is \$42.0 million. This reflects the amount in the Minimum Annual Guarantee between WMATA and the contractor.

**Joint Development**

The FY2010 Joint Development revenue allocated to the operating budget is \$5.7 million, a reduction from the budgeted revenue for FY2009.

**Safe Clean Reliable Funding**

Clean Safe Reliable Funding (SCRF) for FY2010 is budgeted at \$9.0 million, a portion of which is earmarked for safety and customer service initiatives on the bus and rail systems.

**Southeastern Garage Offset**

For FY2010, \$5.1 million is included to offset the additional bus miles that will be incurred due to the additional deadheading that is forecasted due to the replacement of the Southeastern Bus Garage. This account will pay for the additional expenses until such time that the Southeastern Bus Garage property is sold, a new site for a replacement garage is selected, and a new garage constructed. This is an increase of \$0.3 million over the budgeted amount for FY2009 of \$4.8 million.

**Other Revenue**

Other revenues included in the FY2010 budget are vending, pay telephones, cellular telephones, bike locker revenue, subrogation collections and employee parking. Employee parking revenue for FY2010 is \$0.2 million for parking fees at the Jackson Graham Building, which are consistent with parking fees at Metrorail parking facilities. These revenue sources combined, contribute \$4.0 million to the FY10 non-passenger revenues. These revenue categories, along with Safe Clean Reliable Funding and the Southeastern Garage Offset, are the revenue categories included in Other Revenue, with a budget total of \$18.1 million for FY2010.

**Interest Revenue**

For FY10, the approved budget for interest revenue is \$3.2 million, which is a decrease of \$1.5 million from FY2009 due to declining interest rates and cash balances.

**Fiber Optics**

Initiated in September 1986, the WMATA Fiber Optic Program was designed to allow for the installation, operation and maintenance of a fiber optic-based telecommunication network utilizing the excess capacity within the WMATA right-of-way. As part of the compensation package, WMATA receives, in a separate fiber optic cable, a number of fibers for its own use. For FY2010, fiber optic revenue is expected to be \$12.1 million.

Table 3.1  
Revenue Comparison by Operating Unit: FY 2006 - 2009  
(dollars in thousands)

	<u>Actual</u> <u>2006</u>	<u>Actual</u> <u>2007</u>	<u>Approved</u> <u>Budget</u> <u>2008</u>	<u>Approved</u> <u>Budget</u> <u>2009</u>	<u>Change</u>
<b>Metrobus</b>					
Passenger	\$103,855.6	\$104,619.8	\$108,442.8	\$110,951.8	\$2,509.0
Other Passenger	3,357.5	2,685.9	2,866.2	2,866.2	0.0
Fare Increase Reserve	-	-	-	400.0	400.0
Parking	7.2	-	-	-	-
Charter	2,048.7	1,745.4	2,000.0	-	(2,000.0)
Advertising	21,000.0	23,067.0	25,460.0	26,130.0	670.0
Joint Development	-	-	-	-	-
Other	3,981.9	3,714.7	3,619.7	8,419.7	4,800.0
Employee Parking	19.9	16.0	90.0	104.4	14.4
Interest	1,969.7	3,717.3	2,919.8	3,003.0	83.2
Fiber Optics	0.0	0.0	0.0	0.0	0.0
<b>Subtotal</b>	<b>\$136,240.6</b>	<b>\$139,566.2</b>	<b>\$145,398.5</b>	<b>\$151,875.1</b>	<b>\$6,476.6</b>
<b>Metrorail</b>					
Passenger	\$398,547.8	\$404,837.8	\$422,456.6	\$504,025.0	\$81,568.4
Other Passenger	1,362.6	1,962.6	2,133.8	2,133.8	0.0
Fare Increase Reserve	-	-	-	35,800.0	35,800.0
Parking	38,580.8	39,173.4	40,000.0	51,500.0	11,500.0
Charter	-	0.6	-	-	-
Advertising	9,000.0	9,933.0	12,540.0	12,870.0	330.0
Joint Development	7,824.6	10,483.4	7,219.9	7,219.9	-
Other	11,371.4	9,669.0	9,206.8	9,206.8	-
Employee Parking	124.9	125.4	90.0	104.4	14.4
Interest	1,264.0	817.1	1,650.2	1,697.0	46.8
Fiber Optics	9,283.0	10,293.6	9,800.0	13,400.0	3,600.0
<b>Subtotal</b>	<b>\$477,359.0</b>	<b>\$487,295.9</b>	<b>\$505,097.3</b>	<b>\$637,956.9</b>	<b>\$132,859.6</b>
<b>Metro Access</b>					
Passenger	\$2,993.5	\$2,949.8	\$3,400.0	\$3,900.0	\$500.0
Other Passenger	-	-	-	-	-
Fare Increase Reserve	-	-	-	-	-
Parking	-	-	-	-	-
Charter	-	-	-	-	-
Advertising	-	-	-	-	-
Joint Development	-	-	-	-	-
Other	252.2	-	-	-	-
Employee Parking	-	-	-	-	-
Interest	-	-	-	-	-
Fiber Optics	-	-	-	-	-
<b>Subtotal</b>	<b>\$3,245.7</b>	<b>\$2,949.8</b>	<b>\$3,400.0</b>	<b>\$3,900.0</b>	<b>\$500.0</b>
<b>Total</b>					
Passenger	\$505,396.9	\$512,407.5	\$534,299.4	\$618,876.8	\$84,577.4
Other Passenger	4,720.1	4,648.5	5,000.0	5,000.0	-
Fare Increase Reserve	-	-	-	36,200.0	36,200.0
Parking	38,588.1	39,173.4	40,000.0	51,500.0	11,500.0
Charter	2,048.7	1,746.0	2,000.0	-	(2,000.0)
Advertising	30,000.0	33,000.0	38,000.0	39,000.0	1,000.0
Joint Development	7,824.6	10,483.4	7,219.9	7,219.9	-
Other	15,605.5	13,383.7	12,826.5	17,626.5	4,800.0
Employee Parking	144.9	141.4	180.0	208.8	28.8
Interest	3,233.7	4,534.4	4,570.0	4,700.0	130.0
Fiber Optics	9,283.0	10,293.6	9,800.0	13,400.0	3,600.0
<b>Grand Total</b>	<b>\$616,845.3</b>	<b>\$629,811.9</b>	<b>\$653,895.8</b>	<b>\$793,732.0</b>	<b>\$139,836.2</b>

**Table 3.2**  
**Metro Fares and Fees Effective January 6, 2008**

<b>Metrorail Fares</b>	<b>Fares / Fees</b>
<b>Regular Fares<sup>1</sup></b>	
• Boarding charge	\$1.65
• Composite miles between 3 and 6	\$0.26
• Composite miles over 6	\$0.23
• Maximum regular fare	\$4.50
• Charge for senior/disabled is one-half regular fare	\$0.80-\$2.25
<b>Reduced Fares<sup>2</sup></b>	
• Charge for first 7 composite miles	\$1.35
• Charge for composite miles between 7 and 10	\$1.85
• Charge for composite miles greater than 10	\$2.35
<b>Rail Passes</b>	
• Rail-to-bus transfers issued on SmarTrip cards only	n/a
• One day pass	\$7.80
• Weekly short trip pass	\$26.40
• Weekly fast pass	\$39.00
• SmartStudent pass	\$26.00
• Transit Link Card on MARC and VRE	\$80.00
• Transit Link Card on MTA	\$135.00
<b>Other Rail</b>	
• DC student farecards/10 trips	\$8.00
<b>Metrobus Fares and Fees</b>	
• Cash boarding charge	\$1.35
• Cash Boarding charge for express bus	\$3.10
• Boarding charge with SmarTrip	\$1.25
• SmartTrip Boarding charge for express bus	\$3.00
• Charge for senior/disabled	\$0.60
• Bus-to-bus transfers issued on SmartTrip cards only	n/a
<b>Bus Passes</b>	
• Weekly flash pass	\$11.00
• Weekly senior flash pass	\$6.00
• Weekly disabled flash pass	\$6.00
• DC student tokens 10/trips	\$6.25

**Table 3.2**  
**Metro Fares and Fees Effective January 6, 2008 (Cont.)**

**MetroAccess Fares**

• MetroAccess fare	\$2.50
• Supplemental zone fares	\$1.00-\$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	\$55.00
• 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	\$70.00 (annual)
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<sup>1</sup>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 2:00 a.m. until closing Friday and Saturday nights., except on national holidays.

<sup>2</sup>Reduced fares are in effect from 9:31a.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 2:00 a.m. Fridays and apply all day Saturday(except for 2:00 a.m. to 3:00 a.m. late night) , Sunday, and national holidays.

**Table 3.3**  
**Ridership by Service: FY 2006 - FY 2010**

	<b>FY 2007</b> <b><u>Actual</u></b>	<b>FY 2008</b> <b><u>Actual</u></b>	<b>FY 2009</b> <b><u>Budget</u></b>	<b>FY2010</b> <b><u>Budget</u></b>
MetroAccess Ridership	1,648	1,483	1,800	2,100
Metrobus Ridership*	131,490	132,849	134,278	139,662
<b>Metrorail Ridership</b>	<b>207,906</b>	<b>215,315</b>	<b>221,828</b>	<b>230,756</b>
<b>Total</b>	<b>341,044</b>	<b>349,647</b>	<b>357,906</b>	<b>372,518</b>

Note: Metrobus ridership is based on unlinked trips

\* Beginning in FY2005, Metrobus ridership is reported using data from the new Smartrip fare boxes; this reflects better data, not a ridership reduction compared to previous years.

Table 3.4  
Transit Pass Program**Metrobus Only Flash Passes**

Weekly Metrobus Flash Pass	Valid for unlimited travel on regular Metrobus service during the designated seven day period and valid for base fare towards Express fare	\$11.00
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.	\$6.00
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.	\$6.00

**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.	\$26.00
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.	\$6.25

**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.	\$7.80
Weekly Short Trip Pass	Valid for trips costing up to \$2.65 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 \$2.65 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.	\$26.40
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.	\$39.00

Table 3.5  
Other Special Fare Media, Products and Fees

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. Allows the patron to go negative once in the bus and rail modes before requiring value to be added.
Senior Farecards	Available for \$10 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 for \$10 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 \$8.00 to qualified students at selected WMATA 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.
Metro Access Farecards	Five pre-encoded, \$2.50 farecards packaged and sold to Metro Access customers @\$12.50. These cards 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 \$1.35 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 \$13.50.

Table 3.6  
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 \$1.75 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 \$55.00 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. Following the same formula used in past years, for FY2010, the fixed fee is \$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% of the funding for WMATA's annual operating and capital budgets. A series of calculations and contractual agreements allocate this support among WMATA'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 allocations
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 also may 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 are that interjurisdictional routes:
  - Cross a jurisdictional (independent city, county, state) boundary; and
  - 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% 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 (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 \$4.50. 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% 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 well as the rail base subsidy allocation. The rail stations factor is calculated by taking the number of stations, or portions of stations, assigned to each jurisdiction, divided by the total number of stations in the system. Ridership is calculated by taking the system average weekday ridership (month of May sample) times the jurisdictional ridership distribution, as determined by the rail passenger survey. Only persons who reside in the compact area are included in the distribution.

#### Formula 5: Paratransit Subsidy Allocation

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

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

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

#### Formula 6: Rail Construction Debt Service Allocation

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

### **Capital Budget**

WMATA's jurisdictional partners support the capital budget by providing the required local match on federal formula grants and federal discretionary funding, and by providing an "over-match" which allows WMATA 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 over-match) to the specific jurisdictions is governed by the Metro Matters Funding Agreement which was adopted by the local jurisdictions and the WMATA Board of Directors in October 2004.

Under the terms of the Metro Matters Funding Agreement, each jurisdiction's percent contribution, as determined by the formula used to compute the WMATA fiscal 2005 capital budget, would remain static through WMATA's fiscal 2010. The fiscal 2005 (or pre-Metro Matters) formula allocated Metrobus and Metrorail infrastructure renewal program (IRP) costs as follows:

- Metrobus-related IRP costs were distributed using a projection of weekday revenue bus miles by jurisdiction
- Metrorail-related IRP costs were distributed using the past five year average of rail operating assistance percentages.

Table 3.7  
Summary of State and Local Operating Requirements

	District of Columbia	Montgomery County	Prince Georges County	City of Alexandria	Arlington County	Fairfax City	Fairfax County	Falls Church	Total
<b>Metrobus Operating Subsidy</b>									
Regional Bus Subsidy	\$ 101,132,197	\$ 36,510,474	\$ 39,965,144	\$ 11,900,032	\$ 18,506,752	\$ 465,223	\$ 30,449,634	\$ 1,033,428	\$ 239,962,884
Non-Regional Bus Subsidy	30,504,082	7,247,778	20,732,661	310,588	627,209	-	9,769,748	-	69,192,066
Subtotal	\$ 131,636,279	\$ 43,758,252	\$ 60,697,805	\$ 12,210,620	\$ 19,133,961	\$ 465,223	\$ 40,219,382	\$ 1,033,428	\$ 309,154,950
Percent of Total	42.6%	14.2%	19.6%	3.9%	6.2%	0.2%	13.0%	0.3%	100%
<b>Metrorail Operating Subsidy</b>									
Base Allocation	52,827,032	28,621,910	27,611,707	6,974,870	14,645,776	456,632	21,571,393	383,143	153,092,463
Max. Fare Subsidy	265,030	3,126,083	772,934	50,570	99,119	44,203	1,050,353	8,491	5,416,784
Subtotal	\$ 53,092,062	\$ 31,747,992	\$ 28,384,642	\$ 7,025,440	\$ 14,744,895	\$ 500,836	\$ 22,621,746	\$ 391,633	\$ 158,509,246
Percent of Total	33.5%	20.0%	17.9%	4.4%	9.3%	0.3%	14.3%	0.2%	100%
<b>MetroAccess Suidsidy</b>									
Subtotal	16,870,060	19,497,935	31,539,139	699,329	1,007,424	169,293	9,163,549	95,253	79,041,981
Percent of Total	21.3%	24.7%	39.9%	0.9%	1.3%	0.2%	11.6%	0.1%	100%
<b>Subtotal Operating Subsidy</b>	<b>\$ 201,598,402</b>	<b>\$ 95,004,179</b>	<b>\$ 120,621,585</b>	<b>\$ 19,935,388</b>	<b>\$ 34,886,280</b>	<b>\$ 1,135,351</b>	<b>\$ 72,004,677</b>	<b>\$ 1,520,314</b>	<b>\$ 546,706,177</b>
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
<b>Total Approved Subsidy</b>	<b>\$ 211,929,702</b>	<b>\$ 99,871,679</b>	<b>\$ 125,494,485</b>	<b>\$ 21,353,588</b>	<b>\$ 37,626,480</b>	<b>\$ 1,182,051</b>	<b>\$ 75,173,577</b>	<b>\$ 1,558,814</b>	<b>\$ 574,190,377</b>
Percent of Total	36.9%	17.4%	22.1%	3.6%	6.4%	0.2%	13.2%	0.3%	100%

Table 3.8  
Summary of State and Local Contributions for Capital

Jurisdiction	FY 2010 Contribution	Percent of Total	Federal Formula Grants			Local Additional Funds	Total
			Section 5307	Section 5309	Federal Discretionary		
<b>Estimated Federal Funding for FY 2010:</b>							
			<b>\$ 138,558,000</b>	<b>\$ 100,463,000</b>	<b>\$ 34,700,000</b>		
		Rate required for local match:	20.0%	20.0%	40.0%		
		Local match required (see below):	\$ 34,639,500	\$ 25,115,750	\$ 23,133,000		
							Also called the 'over-match'
			Required Local Match Distributed by Jurisdiction				
District of Columbia	\$ 72,525,000	38.477%	\$ 13,328,240	\$ 9,663,787	\$ 8,900,884	\$ 40,632,089	\$ 72,525,000
Maryland:							
Montgomery County	33,744,000	17.902%	6,201,163	4,496,222	4,141,270	18,905,345	33,744,000
Prince Georges County	37,301,000	19.789%	6,854,811	4,970,156	4,577,789	20,898,244	37,301,000
Virginia:							
Subtotal: MD	\$ 71,045,000	37.691%	\$ 13,055,974	\$ 9,466,378	\$ 8,719,059	\$ 39,803,589	\$ 71,045,000
Alexandria	7,234,000	3.838%	1,329,464	963,942	887,845	4,052,749	7,234,000
Arlington County	14,185,000	7.526%	2,606,969	1,890,211	1,740,990	7,946,830	14,185,000
City of Fairfax	316,000	0.168%	58,194	42,194	38,863	176,749	316,000
Fairfax County	22,671,000	12.028%	4,166,439	3,020,922	2,782,437	12,701,202	22,671,000
Falls Church	513,000	0.272%	94,219	68,315	62,922	287,544	513,000
Subtotal: VA	\$ 44,919,000	23.832%	\$ 8,255,285	\$ 5,985,584	\$ 5,513,057	\$ 25,165,074	\$ 44,919,000
<b>Total</b>	<b>\$ 188,489,000</b>	<b>100.000%</b>	<b>\$ 34,639,499</b>	<b>\$ 25,115,749</b>	<b>\$ 23,133,000</b>	<b>\$ 105,600,752</b>	<b>\$ 188,489,000</b>

Calculation of Local Match	
Federal estimate:	\$ 138,558,000
Local match:	\$ 34,639,500
Total of grant application:	\$ 173,197,500
Local match as percent of total grant application:	20.000%
Federal estimate:	\$ 100,463,000
Local match:	\$ 25,115,750
Total of grant application:	\$ 125,578,750
Local match as percent of total grant application:	20.000%

## Grants

WMATA receives approximately \$260 million per year in federal grants which fund nearly half of Metro Matters expenses. The grant amounts are determined primarily through a federal formula allocation. Smaller federal grants are awarded as discretionary earmarks or through a competitive process. The majority of federal funds provide for capital improvements and purchases, such as, but not limited to, the purchase of rail cars and buses, preventive maintenance, and track and facilities repair and enhancements. Additional grants fund operating activities such as reverse commuting and 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 Metro Matters 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 WMATA 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 Metro Matters 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.

## LOCAL MATCH REQUIREMENTS

Matching funds requirements for grants vary by grantor, program, and purpose. Federal Transit Administration (FTA) formula grants require matching funds for 20 percent of the cost while WMATA'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)**
  - Metro Matters activities may include planning, engineering, bus and rail vehicle purchase and rehabilitation, construction of maintenance and passenger facilities; track, signals, and 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 such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.
  
- **Rail Modernization and Fixed Guideway (Section 5309)**
  - Metro Matters projects may include modernization or improvement of rail and bus fixed guideway systems such as 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 including computer hardware and software, system extensions, and preventive maintenance.

### Discretionary

- **New Starts (49 U.S.C. Section 5309)**
  - Series 6000 rail car purchase and traction power expansion, including related engineering, project management, and parts

## Competitive

- **Job Access and Reverse Commute program (JARC) (Section 5316) and New Freedom (Section 5317)**
  - Purchase MetroAccess vehicles
  - Provide two-week long intensive training sessions on transit uses
- **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 to reuse 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
  - Funds were allocated according to the formula for Section 5309 funds for the first four of seven tiers of the formula; funding was not sufficient to allocate funds to the last three tiers.
  - ARRA projects are subject to the same eligibility requirements as the projects funded by annual appropriations under Section 5309.

### Competitive – Opportunities for ARRA funds are presented by several entities

- Grant opportunities for which WMATA is competing are:
  - FTA - Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)
  - Department of Transportation - Grants for Transportation Investment Generating Economic Recovery (TIGER)
  - Environmental Protection Agency - National Clean Diesel Funding Assistance Program
  - Department of Homeland Security - Public Transportation Security Assistance
  - Department of Justice - COPS Hiring Recovery Program

## **SECURITY GRANTS**

- Competitively awarded by the Department of Homeland Security
  - Transit Security Grant Program (TSGP) is funding enhancement of the alternate operations control center and surveillance on bus and rail among other projects.
  - Urbanized Area Security Initiative (UASI) funds are improving communications systems that are shared among WMATA and other emergency responders in the region.

## Debt Service

In October 2003, the Authority issued \$163.5 Million of Gross Revenue Transit Refunding Bonds, Series-2003, to refund the callable portion of the Authority's outstanding Gross Revenue Transit Refunding Bonds, Series-1993. The final maturity for the 1993 bonds is 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, the Authority 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 the Authority'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, the Authority 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. 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.

The Authority 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, the Authority 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 be utilized to finance Metro Matters capital projects.

In addition, the Authority 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.

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

- The Authority must punctually pay principal and interest according to provisions in the bond document.
- Except for certain instances, the Authority 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.
- The Authority must at all times maintain certain insurance or self-insurance covering the assets and operations of the transit system.

### ***Debt Policy***

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

Table 3.10  
Gross Revenue Transit Refunding Bonds

	<u>Principal</u>	<u>Interest</u>	<u>Total Due</u>
<b>Gross Revenue Transit Refunding Bonds:</b>			
<b>Series 1993</b>			
Due to Bondholders 7/1/2009	\$ 10,810,000	\$ 666,900	\$ 11,476,900
Due to Bondholders 1/1/2010	-	342,600	342,600
	<u>\$ 10,810,000</u>	<u>\$ 1,009,500</u>	<u>\$ 11,819,500</u>
<b>Series 2003</b>			
Due to Bondholders 7/1/2009	215,000	2,046,156	2,261,156
Due to Bondholders 1/1/2010	11,350,000	2,042,931	13,392,931
	<u>\$ 11,565,000</u>	<u>\$ 4,089,088</u>	<u>\$ 15,654,088</u>
Subtotal			27,473,588
Applied for future payments			10,607
Total			<u>\$ 27,484,194</u>
<b>Gross Revenue Transit Bonds:</b>			
<b>Series 2003B</b>			
Due to Bondholders 7/1/2009	5,440,000	278,750	5,718,750
Due to Bondholders 1/1/2010	-	142,750	142,750
Total	<u>5,440,000</u>	<u>421,500</u>	<u>5,861,500</u>
<b>Gross Revenue Transit Bonds:</b>			
<b>Series 2009A</b>			
Due to Bondholders 7/1/2009	-	-	-
Due to Bondholders 1/1/2010	-	6,571,995	6,571,995
Total	<u>-</u>	<u>6,571,995</u>	<u>6,571,995</u>
<b>Gross Revenue Transit Bonds:</b>			
<b>Series 2009B</b>			
Due to Bondholders 7/1/2009	-	-	-
Due to Bondholders 1/1/2010	-	1,286,542	1,286,542
Total	<u>-</u>	<u>1,286,542</u>	<u>1,286,542</u>

Table 3.11  
Statement of Debt Service Principal and Interest

Period Ending	Gross Revenue Transit Refunding Bonds				Gross Revenue Transit Bonds Elevator and Escalator			
	Principal	Series 1993 Interest	Debt Service		Principal	Series 2003 Interest	Debt Service	
1/1/2004	---	\$1,264,500	\$1,264,500	---	\$5,060,000	\$937,132	\$5,997,132	
7/1/2004	---	\$1,264,500	\$1,264,500	\$7,730,000	\$4,741,545	\$12,471,545	\$712,675	
1/1/2005	---	\$1,264,500	\$1,264,500	\$9,100,000	\$3,373,806	\$12,473,806	\$5,282,675	
7/1/2005	---	\$1,264,500	\$1,264,500	\$9,190,000	\$3,282,806	\$12,472,806	\$626,525	
1/1/2006	---	\$1,264,500	\$1,264,500	\$9,280,000	\$3,190,906	\$12,470,906	\$531,625	
7/1/2006	---	\$1,264,500	\$1,264,500	\$9,465,000	\$3,005,306	\$12,470,306	\$531,625	
1/1/2007	---	\$1,264,500	\$1,264,500	\$9,655,000	\$2,816,006	\$12,471,006	\$531,625	
7/1/2007	\$9,685,000	\$1,264,500	\$10,949,500	\$210,000	\$2,574,631	\$2,784,631	\$408,250	
1/1/2008	---	\$973,950	\$973,950	\$10,195,000	\$2,572,269	\$12,767,269	\$5,588,250	
7/1/2008	\$10,235,000	\$973,950	\$11,208,950	\$210,000	\$2,317,394	\$2,527,394	\$278,750	
1/1/2009	---	\$666,900	\$666,900	\$10,755,000	\$2,315,031	\$13,070,031		
<b>7/1/2009</b>	<b>\$10,810,000</b>	<b>\$666,900</b>	<b>\$11,476,900</b>	<b>\$215,000</b>	<b>\$2,046,156</b>	<b>\$2,261,156</b>	<b>\$278,750</b>	<b>\$5,718,750</b>
<b>1/1/2010</b>	<b>---</b>	<b>\$342,600</b>	<b>\$342,600</b>	<b>\$11,350,000</b>	<b>\$2,042,931</b>	<b>\$13,392,931</b>	<b>\$142,750</b>	<b>\$142,750</b>
7/1/2010	\$11,420,000	\$342,600	\$11,762,600	\$215,000	\$1,759,181	\$1,974,181	\$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>\$6,338,282</u>	<u>\$41,978,282</u>

Table 3.11  
Statement of Debt Service Principal and Interest (Cont.)

Period Ending	Series 2009A Bonds						Series 2009B BABs						Aggregate Debt Service
	Principal	Interest	Debt Service	Principal	Interest	BAB Credit	Principal	Interest	BAB Credit	Debt Service			
1/1/2010	---	\$ 6,571,995	\$ 6,571,995	---	\$ 2,042,639	\$ (766,097)	---	\$ 2,042,639	\$ (766,097)	\$ 1,286,542	\$ 7,858,537		
7/1/2010	\$ 5,375,000	\$ 6,571,995	\$ 11,946,995	---	\$ 2,042,639	\$ (673,750)	---	\$ 2,042,639	\$ (673,750)	\$ 1,368,889	\$ 13,315,884		
1/1/2011	---	\$ 6,059,128	\$ 6,059,128	---	\$ 1,925,000	\$ (673,750)	---	\$ 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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 13,865,378		
1/1/2012	---	\$ 5,895,253	\$ 5,895,253	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 14,031,503		
1/1/2013	---	\$ 5,734,128	\$ 5,734,128	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 14,190,378		
1/1/2014	---	\$ 5,556,653	\$ 5,556,653	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 14,367,903		
1/1/2015	---	\$ 5,385,753	\$ 5,385,753	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 14,537,003		
1/1/2016	---	\$ 5,193,503	\$ 5,193,503	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 14,729,753		
1/1/2017	---	\$ 4,992,472	\$ 4,992,472	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 14,933,722		
1/1/2018	---	\$ 4,775,222	\$ 4,775,222	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 15,151,472		
1/1/2019	---	\$ 4,547,097	\$ 4,547,097	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 15,378,347		
1/1/2020	---	\$ 4,307,597	\$ 4,307,597	---	\$ 1,925,000	\$ (673,750)	---	\$ 1,925,000	\$ (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)	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	\$ 15,618,847		

Table 3.11  
Statement of Debt Service Principal and Interest (Cont.)

Period Ending	Gross Revenue Transit Refunding Bonds										Aggregate Debt Service
	Series 2009A Bonds			Series 2009B BABs			Series 2009B BABs			Debt Service	
	Principal	Interest	Debt Service	Principal	Interest	BAB Credit	Debt Service	Principal	Interest		BAB Credit
1/1/2021	---	\$ 4,043,522	\$ 4,043,522	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2021	\$ 10,585,000	\$ 4,043,522	\$ 14,628,522	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2022	---	\$ 3,765,666	\$ 3,765,666	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2022	\$ 11,140,000	\$ 3,765,666	\$ 14,905,666	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2023	---	\$ 3,473,241	\$ 3,473,241	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2023	\$ 11,725,000	\$ 3,473,241	\$ 15,198,241	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2024	---	\$ 3,165,459	\$ 3,165,459	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2024	\$ 12,340,000	\$ 3,165,459	\$ 15,505,459	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2025	---	\$ 2,841,534	\$ 2,841,534	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2025	\$ 12,990,000	\$ 2,841,534	\$ 15,831,534	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2026	---	\$ 2,500,547	\$ 2,500,547	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2026	\$ 13,670,000	\$ 2,500,547	\$ 16,170,547	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2027	---	\$ 2,141,709	\$ 2,141,709	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2027	\$ 14,390,000	\$ 2,141,709	\$ 16,531,709	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2028	---	\$ 1,763,972	\$ 1,763,972	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2028	\$ 15,145,000	\$ 1,763,972	\$ 16,908,972	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2029	---	\$ 1,366,416	\$ 1,366,416	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2029	\$ 15,940,000	\$ 1,366,416	\$ 17,306,416	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2030	---	\$ 953,850	\$ 953,850	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2030	\$ 16,765,000	\$ 953,850	\$ 17,718,850	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2031	---	\$ 527,756	\$ 527,756	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
7/1/2031	\$ 17,620,000	\$ 527,756	\$ 18,147,756	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250	---	\$ 1,925,000	\$ (673,750)	\$ 1,251,250
1/1/2032	---	\$ 79,931	\$ 79,931	\$ 15,370,000	\$ 1,387,050	\$ (485,468)	\$ 901,583	---	\$ 1,387,050	\$ (485,468)	\$ 901,583
7/1/2032	\$ 3,145,000	\$ 79,931	\$ 3,224,931	\$ 19,375,000	\$ 1,387,050	\$ (485,468)	\$ 20,276,583	---	\$ 1,387,050	\$ (485,468)	\$ 20,276,583
1/1/2033	---	\$ 79,931	\$ 79,931	\$ 20,255,000	\$ 708,925	\$ (248,124)	\$ 460,801	---	\$ 708,925	\$ (248,124)	\$ 460,801
7/1/2033	\$ 17,620,000	\$ 527,756	\$ 18,147,756	\$ 55,000,000	\$ 92,977,228	\$ (32,542,030)	\$ 115,435,198	---	\$ 92,977,228	\$ (32,542,030)	\$ 115,435,198
1/1/2034	---	\$ 79,931	\$ 79,931	\$ 242,675,000	\$ 171,284,809	\$ 413,959,809	\$ 529,395,007	---	\$ 171,284,809	\$ 413,959,809	\$ 529,395,007
7/1/2034	\$ 3,145,000	\$ 79,931	\$ 3,224,931	\$ 242,675,000	\$ 171,284,809	\$ 413,959,809	\$ 529,395,007	---	\$ 171,284,809	\$ 413,959,809	\$ 529,395,007

Table 3.12  
Series 2009-A and 2009-B Debt Service by Jurisdiction

Period Ending	Total Debt Service	District of Columbia	Montgomery County	Prince Georges County	City of Falls Church
1/1/2010	\$ 8,614,634	\$ 4,340,053	\$ 2,015,824	\$ 2,236,359	\$ 22,398
7/1/2010	13,989,634	7,047,978	3,273,574	3,631,709	36,373
1/1/2011	7,984,128	4,022,404	1,868,286	2,072,680	20,759
7/1/2011	14,539,128	7,324,813	3,402,156	3,774,358	37,802
1/1/2012	7,820,253	3,939,844	1,829,939	2,030,138	20,333
7/1/2012	14,705,253	7,408,507	3,441,029	3,817,484	38,234
1/1/2013	7,659,128	3,858,669	1,792,236	1,988,310	19,914
7/1/2013	14,864,128	7,488,548	3,478,206	3,858,728	38,647
1/1/2014	7,481,653	3,769,257	1,750,707	1,942,237	19,452
7/1/2014	15,041,653	7,577,985	3,519,747	3,904,813	39,108
1/1/2015	7,310,753	3,683,157	1,710,716	1,897,872	19,008
7/1/2015	15,210,753	7,663,177	3,559,316	3,948,712	39,548
1/1/2016	7,118,503	3,586,302	1,665,730	1,847,963	18,508
7/1/2016	15,403,503	7,760,285	3,604,420	3,998,749	40,049
1/1/2017	6,917,472	3,485,022	1,618,688	1,795,776	17,985
7/1/2017	15,607,472	7,863,044	3,652,148	4,051,700	40,579
1/1/2018	6,700,222	3,375,572	1,567,852	1,739,378	17,421
7/1/2018	15,825,222	7,972,747	3,703,102	4,108,228	41,146
1/1/2019	6,472,097	3,260,642	1,514,471	1,680,156	16,827
7/1/2019	16,052,097	8,087,046	3,756,191	4,167,124	41,735
1/1/2020	6,232,597	3,139,982	1,458,428	1,617,982	16,205
7/1/2020	16,292,597	8,208,210	3,812,468	4,229,558	42,361
1/1/2021	5,968,522	3,006,941	1,396,634	1,549,428	15,518
7/1/2021	16,553,522	8,339,664	3,873,524	4,297,294	43,039
1/1/2022	5,690,666	2,866,957	1,331,616	1,477,297	14,796
7/1/2022	16,830,666	8,479,289	3,938,376	4,369,241	43,760
1/1/2023	5,398,241	2,719,634	1,263,188	1,401,383	14,035
7/1/2023	17,123,241	8,626,689	4,006,838	4,445,193	44,520
1/1/2024	5,090,459	2,564,573	1,191,167	1,321,483	13,235
7/1/2024	17,430,459	8,781,465	4,078,727	4,524,947	45,319
1/1/2025	4,766,534	2,401,380	1,115,369	1,237,392	12,393
7/1/2025	17,756,534	8,945,742	4,155,029	4,609,596	46,167
1/1/2026	4,425,547	2,229,591	1,035,578	1,148,872	11,506
7/1/2026	18,095,547	9,116,537	4,234,358	4,697,604	47,048
1/1/2027	4,066,709	2,048,808	951,610	1,055,718	10,573
7/1/2027	18,456,709	9,298,490	4,318,870	4,791,362	47,987
1/1/2028	3,688,972	1,858,504	863,219	957,657	9,591
7/1/2028	18,833,972	9,488,555	4,407,149	4,889,299	48,968
1/1/2029	3,291,416	1,658,215	770,191	854,451	8,558
7/1/2029	19,231,416	9,688,787	4,500,151	4,992,475	50,002
1/1/2030	2,878,850	1,450,365	673,651	747,349	7,485
7/1/2030	19,643,850	9,896,572	4,596,661	5,099,543	51,074
1/1/2031	2,452,756	1,235,699	573,945	636,736	6,377
7/1/2031	20,072,756	10,112,655	4,697,025	5,210,888	52,189
1/1/2032	2,004,931	1,010,084	469,154	520,480	5,213
7/1/2032	20,519,931	10,337,941	4,801,664	5,326,974	53,352
1/1/2033	1,387,050	698,796	324,570	360,078	3,606
7/1/2033	20,762,050	10,459,921	4,858,320	5,389,828	53,981
1/1/2034	708,925	357,156	165,888	184,037	1,843
7/1/2034	20,963,925	10,561,625	4,905,558	5,442,235	54,506
	\$ 561,937,037	\$ 283,103,879	\$ 131,493,267	\$ 145,878,855	\$ 1,461,036

\* - Note that All of the Virginia jurisdictions except for Falls Church elected not to participate and Falls Church only did a 75% participation.

**Table 3.13**  
**Revised Jurisdictional Commitment to Metro Matters**  
**After Opting-Out of Debt (dollars in millions)**

<b>Alexandria</b>	<u>FY 2009</u>	<u>FY 2010</u>
• Original Funding Commitment	\$ 7.924	\$ 8.782
• Plus: Opt-Out Capital Payment	18.718	
• Less: Credit for FY 2009 Debt Issue		(1.548)
Revised Funding Commitment	\$ 26.642	\$ 7.234
<b>Arlington County</b>	<u>FY 2009</u>	<u>FY 2010</u>
• Original Funding Commitment	\$ 15.527	\$ 17.210
• Plus: Opt-Out Capital Payment	36.589	
• Less: Credit for FY 2009 Debt Issue		(3.025)
Revised Funding Commitment	\$ 52.116	\$ 14.185
<b>City of Fairfax</b>	<u>FY 2009</u>	<u>FY 2010</u>
• Original Funding Commitment	\$ 0.346	\$ 0.383
• Plus: Opt-Out Capital Payment	0.808	
• Less: Credit for FY 2009 Debt Issue		(0.067)
Revised Funding Commitment	\$ 1.154	\$ 0.316
<b>Fairfax County</b>	<u>FY 2009</u>	<u>FY 2010</u>
• Original Funding Commitment	\$ 24.828	\$ 27.519
• Plus: Opt-Out Capital Payment	58.635	
• Less: Credit for FY 2009 Debt Issue		(4.848)
Revised Funding Commitment	\$ 83.463	\$ 22.671
<b>Falls Church</b>	<u>FY 2009</u>	<u>FY 2010</u>
• Original Funding Commitment	\$ 0.502	\$ 0.556
• Plus: Opt-Out Capital Payment	0.383	
• Less: Credit for FY 2009 Debt Issue		(0.043)
Revised Funding Commitment	\$ 0.885	\$ 0.513

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

	Allocation Before Opting-Out			Opting-Out		Allocation After Opting-Out			Opt-Out Credit
	Estimated Debt Principal: \$	Estimated Annual Debt Service: \$	Allocation of Annual Debt Service	Opting to Pay Cash (all or portion)	Remaining Debt Principal	Actual Debt Principal: \$	Actual Annual Debt Service: \$	Allocation of Annual Debt Service	
	Percent of Total	Percent of Total	Percent of Total			Percent of Total	Percent of Total	Percent of Total	Opt-Out Credit Amount
<b>District of Columbia</b>	36.6%	\$ 154,598	\$ 12,781	\$ -	\$ 154,598	50.4%	\$ 156,134	\$ 10,668	\$ -
• District of Columbia									
<b>Maryland</b>	17.0%	71,802	5,936	-	71,802	23.4%	72,515	4,955	-
• Montgomery County									
• 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	\$ -
<b>Virginia</b>	4.4%	18,718	1,548	18,718	-	0.0%	-	-	1,548
• Alexandria									
• 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					
		Less Opted Funds:		(115,134)					
		Subtotal:		\$ 306,866					
		Cost of Issuance:		3,049					
		Actual Debt Principal:		\$ 309,915					

## Human Capital

Human capital is a way of defining and categorizing people's skills and abilities and how they are used to accomplish the goals and objectives of the organization. At WMATA, 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 providing the "Best Ride in the Nation."

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 the Authority fall into one of two major categories — labor or fringe benefit costs.

Labor costs make up approximately 70% 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 FY 2010 labor budget is \$724.5 million.

Fringe benefit costs at WMATA comprise the personnel-related expenses incurred by an employer that are above and beyond the cost of employee pay. The Authority's fringe benefits are composed of the health insurance and pension plans required to attract and retain a large professional workforce, plus government mandated costs such as unemployment insurance, workers' compensation coverage and payroll taxes. The FY 2010 fringe benefits budget is \$305.6 million.

The following tables provide a detailed, three-year comparison of total human capital requirements and costs for WMATA.

Table 3.5  
Human Capital Summary

	FY2008 Budget	FY2009 Budget	FY2010 Approved	Change from FY2009 to FY2010
<b>POSITIONS</b>	<b>11,483</b>	<b>11,232</b>	<b>10,853</b>	<b>(379)</b>
<b>PAYROLL</b>	<b>\$699,172,430</b>	<b>\$739,617,188</b>	<b>\$724,499,415</b>	<b>(\$15,117,773)</b>
Health Care	\$140,592,765	\$142,525,362	\$140,808,261	(\$1,717,101)
Taxes -- FICA	\$53,138,600	\$56,212,600	\$52,536,652	(\$3,675,948)
Pension -- Defined Benefit	\$43,279,667	\$48,908,015	\$84,713,760	\$35,805,745
Pension -- Defined Contribution	\$3,220,000	\$3,500,000	\$3,663,500	\$163,500
Life Insurance	\$1,309,500	\$1,284,400	\$1,300,000	\$15,600
Long Term Disability	\$781,008	\$769,800	\$712,600	(\$57,200)
Accident Insurance	\$6,000	\$8,800	\$0	(\$8,800)
Taxes -- Unemployment	\$400,000	\$400,000	\$400,000	\$0
<b>Total Allocated Fringe Benefits</b>	<b>\$242,727,540</b>	<b>\$253,608,977</b>	<b>\$284,134,772</b>	<b>\$30,525,795</b>
<b>Unallocated Fringe Benefits and Workers' Compensation</b>	<b>\$22,489,052</b>	<b>\$6,560,700 *</b>	<b>\$21,500,828</b>	<b>\$14,940,128</b>
<b>TOTAL FRINGE BENEFITS</b>	<b>\$265,216,592</b>	<b>\$260,169,677</b>	<b>\$305,635,600</b>	<b>\$45,465,923</b>
<b>Allocated Fringe Benefits Budgeting Rates</b>	<b>Average Annual Pay</b>		<b>Full Fringe Cost</b>	<b>Full Fringe Rate</b>
	\$66,756		\$26,180	39%

\* FY2009 Workers' Compensation Reserve Budget (\$21.5M) was included in the Department of Safety's Budget, instead of the Fringe Benefits Budget.

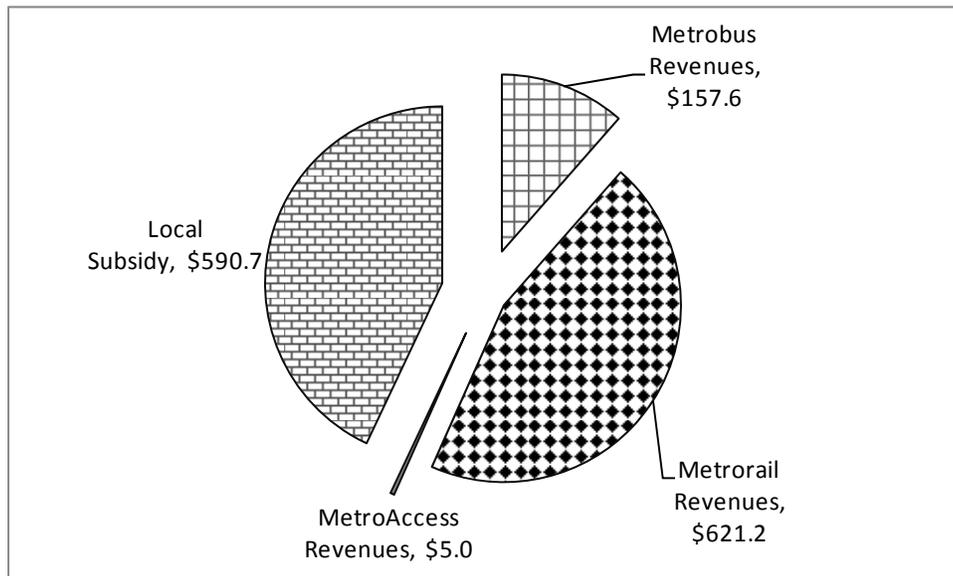


## Chapter 4. Operating Budget

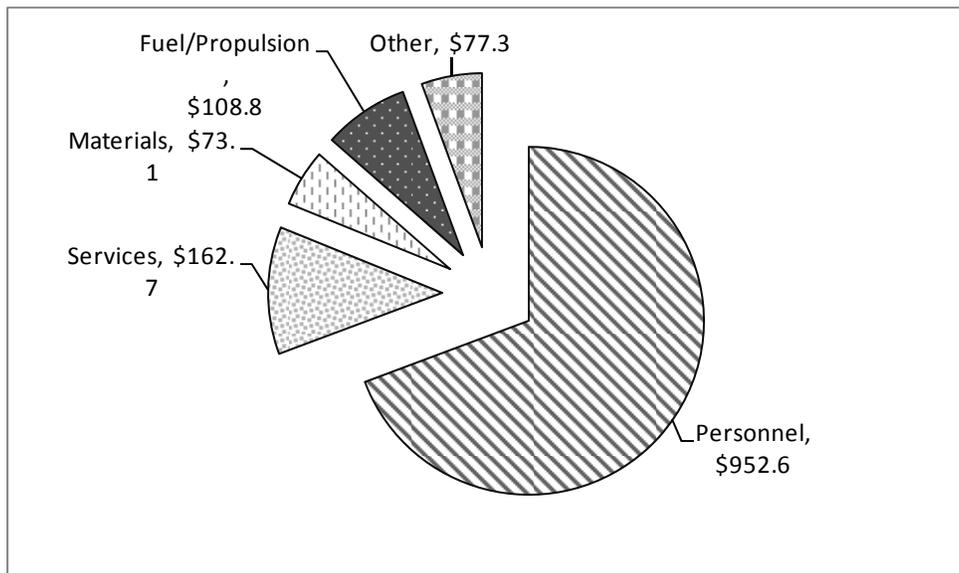
This chapter provides information on Metro's three primary services – Metrobus, Metrorail and MetroAccess. Operating expenses, anticipated revenues and subsidy are provided for each service. Operating expenses for each service include its share of administrative costs. More specific department-by-department data is provided in Chapter 6.

## Operating Budget Fiscal 2010 Approved: \$1,374.5 Million

### Where it Comes From



### Where it Goes



**\$ Millions**

Note: Excludes Reimbursable Operating Projects

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

	Total Fiscal <u>2010</u>	<u>Metrobus</u>	<u>Metro</u> <u>rail</u>	<u>Metro</u> <u>Access</u>
<b>REVENUES</b>				
Passenger	\$647,583.3	\$116,677.8	\$525,938.9	\$4,966.6
Other Passenger	5,000.0	2,866.2	2,133.8	0.0
Parking	50,100.0	0.0	50,100.0	0.0
Charter	0.0	0.0	0.0	0.0
Advertising	42,000.0	28,140.0	13,860.0	0.0
Joint Development	5,700.0	0.0	5,700.0	0.0
Other	18,148.0	8,730.1	9,417.9	0.0
Interest	3,160.0	1,137.6	2,022.4	0.0
Fiber Optics	12,055.9	0.0	12,055.9	0.0
<b>Total Revenues</b>	<b>\$783,747.2</b>	<b>\$157,551.7</b>	<b>\$621,228.9</b>	<b>\$4,966.6</b>
<b>EXPENSES</b>				
Personnel	\$952,627.0	\$391,702.5	\$556,232.4	\$4,692.1
Services	162,713.9	25,691.8	57,084.7	79,937.4
Materials & Supplies	73,093.3	30,944.7	41,960.5	188.1
Fuel & Propulsion Power	108,792.0	36,933.7	71,858.3	0.0
Utilities	47,564.1	9,221.4	38,259.7	83.1
Casualty & Liability	24,710.4	8,298.1	16,312.2	100.0
Leases & Rentals	4,548.0	1,293.5	2,712.7	541.8
Miscellaneous	4,916.9	2,073.7	2,791.6	51.6
Preventive Maint./Reimb.	(4,472.4)	(72.5)	(4,399.9)	0.0
<b>Total Expenses</b>	<b>\$1,374,493.1</b>	<b>\$506,086.8</b>	<b>\$782,812.1</b>	<b>\$85,594.2</b>
<b>GROSS SUBSIDY</b>	<b>\$590,745.9</b>	<b>\$348,535.1</b>	<b>\$161,583.2</b>	<b>\$80,627.6</b>
Less: Reserve Drawdown	(\$13,339.7)	(\$8,680.2)	(\$3,074.0)	(\$1,585.6)
Less: Preventive Maintenance	(30,700.0)	(30,700.0)	0.0	0.0
<b>NET OPERATING SUBSIDY</b>	<b>\$546,706,177</b>	<b>\$309,154,950</b>	<b>\$158,509,246</b>	<b>\$79,041,981</b>
Cost Recovery Ratio	57.02%	31.13%	79.36%	5.80%

\* - 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, Expenses and Subsidy**  
**Subsidized by Account**

(dollars in thousands)

	Actual 2007	Actual 2008	Approved Budget 2009	Approved Budget 2010	<u>Change</u>
<b>REVENUES</b>					
Passenger	\$512,407.5	\$568,164.9	\$618,876.8	\$647,583.3	\$28,706.5
Other Passenger	4,648.5	4,612.1	5,000.0	5,000.0	0.0
Parking	39,173.4	44,408.7	51,500.0	50,100.0	(1,400.0)
Charter	1,746.0	1,538.0	0.0	0.0	0.0
Advertising	33,000.0	35,296.2	39,000.0	42,000.0	3,000.0
Joint Development	10,483.4	8,799.8	7,219.9	5,700.0	(1,519.9)
Other	13,525.1	17,539.6	17,835.3	18,148.0	312.7
Interest	4,534.4	3,856.2	4,700.0	3,160.0	(1,540.0)
Fiber Optics	10,293.6	11,651.6	13,400.0	12,055.9	(1,344.1)
<b>Total Revenues</b>	<b>\$629,811.9</b>	<b>\$695,867.1</b>	<b>\$757,532.0</b>	<b>\$783,747.2</b>	<b>\$26,215.2</b>
<b>EXPENSES</b>					
Personnel	\$831,982.8	\$875,646.0	\$925,081.1	\$952,627.0	\$27,545.9
Services	106,343.3	122,708.9	143,536.3	162,713.9	19,177.6
Materials & Supplies	67,886.2	79,751.9	79,860.4	73,093.3	(6,767.2)
Fuel & Propulsion Power	73,718.1	75,232.8	108,984.9	108,792.0	(192.9)
Utilities	32,074.1	36,235.4	42,776.2	47,564.1	4,787.9
Casualty & Liability	12,736.3	17,610.4	43,298.6	24,710.4	(18,588.3)
Leases & Rentals	5,950.9	5,091.5	4,526.3	4,548.0	21.8
Miscellaneous	4,110.6	4,002.4	5,550.7	4,916.9	(633.8)
Preventive Maint./Reimb.*	(3,364.1)	(48,285.5)	(3,940.0)	(4,472.4)	(532.4)
<b>Total Expenses</b>	<b>\$1,131,438.2</b>	<b>\$1,167,993.9</b>	<b>\$1,349,674.5</b>	<b>\$1,374,493.1</b>	<b>\$24,818.6</b>
<b>GROSS SUBSIDY</b>	<b>\$501,626.2</b>	<b>\$472,126.8</b>	<b>\$592,142.5</b>	<b>\$590,745.9</b>	<b>(\$1,396.6)</b>
Less: Reserve Drawdown	\$0.0	\$0.0	\$0.0	(\$13,339.7)	(\$13,339.7)
Less: Preventive Maintenance	(20,700.0)	(20,700.0)	(20,700.0)	(30,700.0)	(10,000.0)
<b>NET OPERATING SUBSIDY</b>	<b>\$480,926.2</b>	<b>\$451,426.8</b>	<b>\$571,442.5</b>	<b>\$546,706.2</b>	<b>(\$24,736.3)</b>
<b>Cost Recovery Ratio</b>	<b>55.66%</b>	<b>59.58%</b>	<b>56.13%</b>	<b>57.02%</b>	<b>105.63%</b>

\* In FY 2008, Preventive Maintenance/Reimbursement includes a \$40M building construction settlement

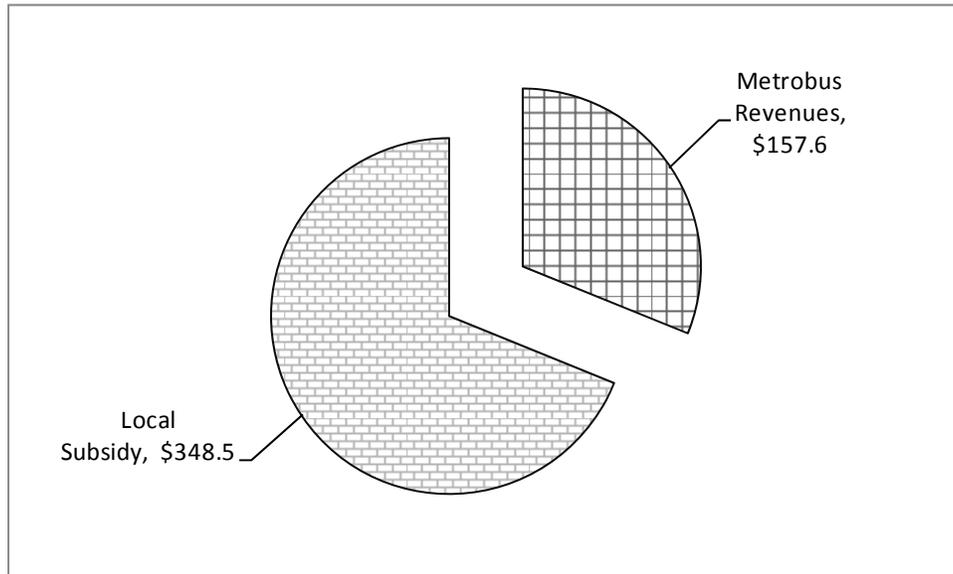
Table 4.3  
Four-Year Operating Expenses  
Subsidized Authority-Wide  
(dollars in thousands)

	Actual 2007	Actual 2008	Approved Budget 2009	Approved Budget 2010	Change
Salaries(Total)	\$174,740.0	\$181,484.2	\$200,176.1	\$202,595.5	\$2,419.5
Full-Time Salaries	160,018.9	168,676.6	198,689.0	200,780.2	2,091.2
Salary Lapse	0.0	0.0	(8,079.6)	(5,407.4)	2,672.2
Overtime Salaries	14,721.1	12,807.6	9,566.6	7,222.7	(2,343.9)
Wages(Total)	\$440,878.4	\$452,860.1	\$484,006.4	\$465,734.9	(\$18,271.5)
Operator/StaMgr Wages	171,758.5	182,366.4	201,360.1	202,663.6	1,303.4
Operator/StaMgr Overtime	39,593.7	37,441.9	37,986.0	27,037.2	(10,948.8)
Full Time Wages	204,719.1	209,093.6	233,769.9	229,212.7	(4,557.2)
Wage Lapse	0.0	0.0	(7,752.1)	(7,192.2)	559.9
Overtime Wages	24,807.2	23,958.3	18,642.4	14,013.6	(4,628.8)
<b>TOTAL SALARIES AND WAGES</b>	<b>\$615,618.4</b>	<b>\$634,344.3</b>	<b>\$684,182.4</b>	<b>\$668,330.4</b>	<b>(\$15,852.1)</b>
Fringes(Total)	\$216,364.4	\$241,301.7	\$240,898.7	\$284,296.7	\$43,398.0
Fringe Health	116,866.5	124,015.2	133,031.5	131,596.7	(1,434.8)
Fringe Pension	36,919.2	45,447.2	49,189.2	82,500.0	33,310.8
Other Fringe Benefits	49,088.0	49,658.4	56,377.9	53,050.0	(3,327.9)
Workers Compensation	13,490.6	22,180.9	2,300.0	17,150.0	14,850.0
<b>TOTAL PERSONNEL COST</b>	<b>\$831,982.8</b>	<b>\$875,646.0</b>	<b>\$925,081.1</b>	<b>\$952,627.1</b>	<b>\$27,546.0</b>
Services(Total)	\$106,343.3	\$122,708.9	\$143,536.3	\$162,713.9	\$19,177.6
Management Fee	3,915.7	3,656.6	4,835.1	4,073.1	(762.0)
Professional & Technical	8,002.2	11,109.2	20,493.0	16,542.0	(3,950.9)
Temporary Help	1,684.6	2,596.4	1,929.4	2,296.3	367.0
Contract Maintenance	21,893.6	24,848.5	33,785.6	33,006.4	(779.2)
Custodial Services	21.1	18.7	0.0	0.0	0.0
Paratransit	56,410.2	65,456.3	62,036.8	78,917.7	16,880.8
Other	14,415.9	15,023.1	20,456.4	27,878.3	7,421.9
Materials & Supplies(Total)	\$67,886.2	\$79,751.9	\$79,860.4	\$73,093.3	(\$6,767.2)
Fuel and Lubricants	3,352.5	3,732.4	3,689.7	3,835.9	146.1
Tires	2,472.9	5,015.7	5,723.5	5,489.8	(233.7)
Other	62,060.8	71,003.8	70,447.1	63,767.6	(6,679.6)
Fuel & Propulsion(Total)	\$73,718.1	\$75,232.8	\$108,984.9	\$108,792.0	(\$192.9)
Diesel Fuel	25,356.8	23,539.8	39,358.6	28,918.5	(10,440.1)
Propulsion Power	39,364.0	47,066.9	63,595.2	71,858.3	8,263.1
Clean Natural Gas	8,997.2	4,626.2	6,031.1	8,015.2	1,984.1
Utilities(Total)	\$32,074.1	\$36,235.4	\$42,776.2	\$47,564.1	\$4,787.9
Electricity and Gas	25,554.8	29,632.1	37,479.9	42,414.5	4,934.6
Utilities - Other	6,519.3	6,603.3	5,296.4	5,149.6	(146.7)
Casualty & Liability(Total)	\$12,736.3	\$17,610.4	\$43,298.6	\$24,710.4	(\$18,588.3)
Insurance	7,791.8	7,976.6	9,359.0	9,359.0	0.0
Claims	4,944.5	9,633.8	33,939.6	15,351.3	(18,588.3)
Leases(Total)	\$5,950.9	\$5,091.5	\$4,526.3	\$4,548.0	\$21.8
Property	2,431.6	1,931.5	1,738.4	1,715.6	(22.8)
Vehicles					0.0
Equipment	3,519.3	3,160.0	2,787.9	2,832.4	44.5
Miscellaneous(Total)	\$4,110.6	\$4,002.4	\$5,550.7	\$4,916.9	(\$633.8)
Dues And Subscriptions	369.7	452.2	540.6	501.2	(39.4)
Conferences and Meetings	277.7	191.9	520.1	406.1	(113.9)
Business Travel/Public Hrg	546.2	412.6	723.1	632.9	(90.2)
Interview & Relocation	114.1	279.6	88.6	24.0	(64.6)
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1,983.8	2,143.4	2,640.8	2,331.8	(308.9)
Other	819.0	522.7	1,037.5	1,020.8	(16.7)
<b>Preventive Maint./Reimb (Total)</b>	<b>(\$3,364.1)</b>	<b>(\$48,285.5)</b>	<b>(\$3,940.0)</b>	<b>(\$4,472.4)</b>	<b>(\$532.4)</b>
Preventive Maint./Reimb	(3,364.1)	(48,285.5)	(3,940.0)	(4,472.4)	(532.4)
<b>TOTAL NONPERSONNEL COST</b>	<b>\$299,455.4</b>	<b>\$292,347.9</b>	<b>\$424,593.4</b>	<b>\$421,866.1</b>	<b>(\$2,727.3)</b>
<b>TOTAL COST</b>	<b>\$1,131,438.2</b>	<b>\$1,167,993.9</b>	<b>\$1,349,674.5</b>	<b>\$1,374,493.2</b>	<b>\$24,818.7</b>

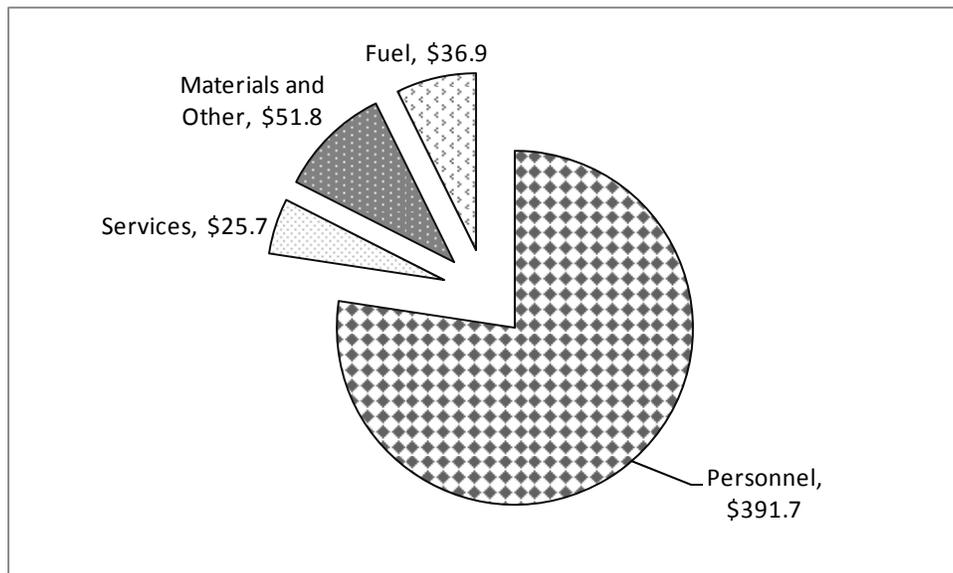
## Operating Budget by Mode: Metrobus

## Metrobus Fiscal 2010 Approved: \$506.1 Million

### Where it Comes From



### Where it Goes



**\$ Millions**

Note: Excludes Reimbursable Operating Projects

Table 4.4  
Revenue, Expense and Funding Source  
Metrobus by Account

(dollars in thousands)

	Actual 2007	Actual 2008	Approved Budget 2009	Approved Budget 2010	Change
<b>REVENUES</b>					
Passenger	\$104,619.8	\$106,588.7	\$110,951.8	\$116,677.8	\$5,726.0
Other Passenger	2,685.9	2,640.8	2,866.2	2,866.2	0.0
Charter	1,745.4	1,588.3	0.0	0.0	0.0
Advertising	23,067.0	24,494.0	26,130.0	28,140.0	2,010.0
Other	3,730.6	10,762.1	8,524.1	8,730.1	206.0
Interest	3,717.3	2,871.1	3,003.0	1,137.6	(1,865.4)
<b>Total Revenues</b>	<b>\$139,566.2</b>	<b>\$148,945.0</b>	<b>\$151,475.1</b>	<b>\$157,551.7</b>	<b>\$6,076.6</b>
<b>EXPENSES</b>					
Personnel	\$344,734.1	\$363,023.0	\$382,059.5	\$391,702.4	\$9,642.9
Services	15,823.0	18,714.0	24,308.6	25,691.8	1,383.2
Materials & Supplies	28,278.4	36,022.0	33,559.7	30,944.7	(2,615.0)
Fuel & Propulsion Power	34,346.9	28,397.0	45,389.7	36,933.7	(8,456.0)
Utilities	6,988.0	7,412.0	8,135.8	9,221.4	1,085.6
Casualty & Liability	3,827.6	6,250.0	21,500.9	8,298.1	(13,202.8)
Leases & Rentals	1,596.4	1,768.0	1,306.3	1,293.5	(12.8)
Miscellaneous	1,646.1	1,584.0	1,969.4	2,073.7	104.3
Preventive Maint./Reimb.	0.0	(9,683.0)	(72.5)	(72.5)	0.0
<b>Total Expenses</b>	<b>\$437,240.5</b>	<b>\$453,487.0</b>	<b>\$518,157.4</b>	<b>\$506,086.8</b>	<b>(\$12,070.6)</b>
<b>GROSS SUBSIDY</b>	<b>\$297,674.3</b>	<b>\$304,542.0</b>	<b>\$366,682.2</b>	<b>\$348,535.1</b>	<b>(\$18,147.2)</b>
Less: Reserve Drawdown	\$0.0	\$0.0	\$0.0	(\$8,680.2)	(\$8,680.2)
Less: Preventive Maintenance	(18,000.0)	(18,000.0)	(18,000.0)	(30,700.0)	(12,700.0)
<b>Net Local Subsidy</b>	<b>\$279,674.3</b>	<b>\$286,542.0</b>	<b>\$348,682.2</b>	<b>\$309,154.9</b>	<b>(\$39,527.4)</b>
Cost Recovery Ratio	31.92%	32.84%	29.23%	31.13%	

Table 4.5  
Multi-Year Operating Expenses  
Metrobus by Account  
(dollars in thousands)

	Actual 2007	Actual 2008	Approved Budget 2009	Approved Budget 2010	Change
<b>Salaries(Total)</b>	<b>\$50,284.1</b>	<b>\$54,205.3</b>	<b>\$56,890.2</b>	<b>\$58,972.2</b>	<b>\$2,082.0</b>
Full-Time Salaries	48,316.6	52,434.7	56,903.2	59,086.4	2,183.2
Salary Lapse	0.0	0.0	(2,164.2)	(1,638.0)	526.1
Overtime Salaries	1,967.5	1,770.6	2,151.3	1,523.9	(627.4)
<b>Wages(Total)</b>	<b>\$203,182.0</b>	<b>\$207,445.5</b>	<b>\$226,265.2</b>	<b>\$213,360.8</b>	<b>(\$12,904.4)</b>
Operator/StaMgr Wages	111,833.6	118,691.6	134,973.8	130,522.2	(4,451.6)
Operator/StaMgr Overtime	23,868.5	21,601.9	19,982.8	14,243.2	(5,739.7)
Full Time Wages	59,692.4	60,243.4	66,614.0	65,116.4	(1,497.6)
Wage Lapse	0.0	0.0	(2,076.3)	(1,988.2)	88.1
Overtime Wages	7,787.5	6,908.5	6,770.9	5,467.2	(1,303.7)
<b>TOTAL SALARIES AND WAGES</b>	<b>\$253,466.1</b>	<b>\$261,650.8</b>	<b>\$283,155.4</b>	<b>\$272,333.1</b>	<b>(\$10,822.4)</b>
<b>Fringes(Total)</b>	<b>\$91,266.8</b>	<b>\$101,372.2</b>	<b>\$98,904.1</b>	<b>\$119,369.4</b>	<b>\$20,465.3</b>
Fringe Health	47,913.0	50,851.5	54,575.5	55,254.3	678.8
Fringe Pension	14,766.3	18,228.4	20,179.6	34,639.8	14,460.2
Other Fringe Benefits	21,064.2	20,976.7	23,349.0	22,274.4	(1,074.6)
Workers Compensation	7,523.2	11,315.7	800.0	7,200.9	6,400.9
<b>TOTAL PERSONNEL COST</b>	<b>\$344,732.9</b>	<b>\$363,023.0</b>	<b>\$382,059.5</b>	<b>\$391,702.5</b>	<b>\$9,642.9</b>
<b>Services(Total)</b>	<b>\$15,823.0</b>	<b>\$18,713.9</b>	<b>\$24,308.6</b>	<b>\$25,691.8</b>	<b>\$1,383.2</b>
Management Fee	15.6	1.0	0.0	0.0	0.0
Professional & Technical	3,635.5	4,404.1	7,398.5	6,372.7	(1,025.8)
Temporary Help	320.5	414.5	593.7	703.3	109.6
Contract Maintenance	7,428.5	9,100.3	10,118.6	10,226.9	108.3
Custodial Services	0.0	0.0	0.0	0.0	0.0
Paratransit	137.3	41.4	0.0	0.0	0.0
Other	4,285.6	4,752.6	6,197.8	8,388.8	2,191.0
<b>Materials &amp; Supplies(Total)</b>	<b>\$28,278.4</b>	<b>\$36,021.5</b>	<b>\$33,559.7</b>	<b>\$30,944.7</b>	<b>(\$2,615.0)</b>
Fuel and Lubricants	2,090.2	2,063.6	2,212.1	2,347.2	135.0
Tires	2,364.7	4,853.6	5,597.6	5,363.9	(233.7)
Other	23,823.5	29,104.3	25,750.0	23,233.6	(2,516.3)
<b>Fuel &amp; Propulsion(Total)</b>	<b>\$34,346.9</b>	<b>\$28,397.4</b>	<b>\$45,389.7</b>	<b>\$36,933.7</b>	<b>(\$8,456.0)</b>
Diesel Fuel	25,349.2	23,538.6	39,358.6	28,918.5	(10,440.1)
Propulsion Power	0.4	232.6	0.0	0.0	0.0
Clean Natural Gas	8,997.2	4,626.2	6,031.1	8,015.2	1,984.1
<b>Utilities(Total)</b>	<b>\$6,988.0</b>	<b>\$7,412.3</b>	<b>\$8,135.8</b>	<b>\$9,221.4</b>	<b>\$1,085.6</b>
Electricity and Gas	5,126.3	5,743.3	6,723.5	7,717.6	994.1
Utilities - Other	1,861.7	1,668.9	1,412.3	1,503.8	91.5
<b>Casualty &amp; Liability(Total)</b>	<b>\$3,827.6</b>	<b>\$6,250.4</b>	<b>\$21,500.9</b>	<b>\$8,298.1</b>	<b>(\$13,202.8)</b>
Insurance	2,040.8	2,752.1	2,393.8	2,393.8	0.0
Claims	1,786.8	3,498.3	19,107.2	5,904.3	(13,202.8)
<b>Leases(Total)</b>	<b>\$1,596.4</b>	<b>\$1,768.3</b>	<b>\$1,306.3</b>	<b>\$1,293.5</b>	<b>(\$12.8)</b>
Property	971.5	1,188.6	757.1	734.3	(22.8)
Equipment	624.9	579.7	549.2	559.2	10.0
<b>Miscellaneous(Total)</b>	<b>\$1,646.1</b>	<b>\$1,583.7</b>	<b>\$1,969.4</b>	<b>\$2,073.7</b>	<b>\$104.3</b>
Dues And Subscriptions	127.9	142.6	185.6	180.2	(5.4)
Conferences and Meetings	96.5	64.5	172.0	151.3	(20.7)
Business Travel/Public Hrg	114.2	96.5	148.9	139.7	(9.2)
Interview & Relocation	38.8	99.5	31.7	6.2	(25.5)
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	924.1	1,032.2	1,045.1	1,270.0	224.9
Other	344.5	148.5	386.1	326.3	(59.8)
<b>Preventive maint./Reimb (Total)</b>	<b>\$0.0</b>	<b>(\$9,683.0)</b>	<b>(\$72.5)</b>	<b>(\$72.5)</b>	<b>\$0.0</b>
Preventive maint./Reimb	0.0	(9,683.0)	(72.5)	(72.5)	0.0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$92,506.3</b>	<b>\$90,464.5</b>	<b>\$136,097.8</b>	<b>\$114,384.4</b>	<b>(\$21,713.5)</b>
					0.0
<b>TOTAL COST</b>	<b>\$437,239.2</b>	<b>\$453,487.6</b>	<b>\$518,157.4</b>	<b>\$506,086.8</b>	<b>(\$12,070.5)</b>

**Metrobus Revenue Vehicle Fleet Management Plan**

The Metrobus Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which WMATA 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/bus\\_fleet\\_plan\\_200704.pdf](http://www.wmata.com/pdfs/planning/bus_fleet_plan_200704.pdf).

Table 4.6  
Metrobus Statistics: FY 2007 - FY 2010

	FY 2007 Actual	FY 2008 Actual	FY 2009 Approved	FY 2010 Approved
<b>STATISTICS:</b>				
Total Bus Miles (000s)	47,671	48,368	50,682	49,929
Revenue (budget) Bus Miles (000s)	38,431	38,875	39,690	39,109
Total Passengers (000s)	131,490	132,849	134,368	139,622
Bus Fleet Size (Year End)	1,475	1,487	1,507	1,512
Total Passenger Revenue (000s)	\$107,306	\$109,455	\$113,818	\$119,544
Total Operating Revenue (000s)	\$139,566	\$148,945	\$151,475	\$157,552
Total Operating Expenses (000s)	\$437,241	\$453,488	\$518,157	\$506,087
Gross Subsidy (000s)	\$297,674	\$304,543	\$366,682	\$348,535
<b>RATIOS:</b>				
Cost Per Total Bus Mile	9.17	9.38	10.22	10.14
Passengers Per Bus	89.15	89.34	89.16	92.34
Passengers Per Scheduled Bus Mile	3.42	3.42	3.39	3.57
Cost Per Passenger	\$3.33	\$3.41	\$3.86	\$3.62
Subsidy Per Passenger	\$2.26	\$2.29	\$2.73	\$2.50
Average Passenger Fare *	\$0.82	\$0.82	\$0.85	\$0.86
Percentage of Operating Cost Recovered from Passenger Revenues	24.5%	24.1%	22.0%	23.6%
Percentage of Operating Cost Recovered from all Operating Revenues	31.9%	32.8%	29.2%	31.1%

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

Table 4.7  
Active Bus Fleet: FY 2010

	<u>MAXIMUM SCHEDULED FLEET</u>	<u>TOTAL ACTIVE FLEET</u>
Fiscal 2009 End of Year	1,281	1,507
Fiscal 2010 End of Year *	1,257	1,512

Table 4.8  
Average Age of Bus Fleet at End of FY 2010

<u>MANUFACTURER</u>	<u>YEAR ENTERED SERVICE</u>	<u>NUMBER OF BUSES</u>	<u>AVERAGE AGE</u>
METRO FLXIBLE	1993	89	17
METRO FLXIBLE	1994	66	15
ORION (V)	1997	263	12
ORION V)	2000	132	9
ORION (VI)	2000	100	9
NEW CNG	2001	100	8
NEW CNG	2002	64	7
NEOPLAN	2003	21	6
THOMAS	2003	4	6
ORION VII - CNG	2005	250	4
HYBRID ELECTRIC	2006	50	3
CLEAN DIESEL	2006	117	3
NEW FLYER - CNG	2007	25	2
TAGS	2007	6	2
NABI	2008	22	1
NEW FLYER - HYBRID	2008	103	1
NEW FLYER - HYBRID	2009	100	
<b>TOTAL*</b>		<b>1,512</b>	<b>7.16</b>

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: FY 2010

Garage	Fiscal 2010 Maximum Scheduled Fleet *	Total Fleet	Spare Ratio
Bladensburg	238	293	23.1%
Northern	143	171	19.6%
Western	114	131	14.9%
Southern Avenue Annex	115	125	8.7%
Four Mile Run	186	222	19.4%
Royal	55	81	47.3%
Landover	142	173	21.8%
Montgomery	165	205	24.2%
West Ox	99	111	12.1%
<b>SYSTEM TOTAL</b>	<b>1,257</b>	<b>1,512</b>	<b>20.3%</b>

\* Maximum Scheduled Fleet Includes 25 Strategic Buses

Table 4.10  
Comparison of Bus Miles Operated: FY 2007 - FY 2010

	FY 2007 APPROVED	FY 2008 APPROVED	FY 2009 APPROVED	FY 2010 APPROVED
Total Scheduled	48,141,487	49,071,724	49,612,427	48,885,836
Strategic	335,300	340,000	340,000	340,000
Sub-Contract	150,000	150,000	-	-
Special Service	100,000	100,000	100,000	100,000
Change-Offs	260,864	270,900	266,000	262,000
Yard Work	453,008	463,358	467,258	444,329
Missed Trips	(105,000)	(105,000)	(104,000)	(103,000)
Total Unscheduled	1,194,172	1,219,258	1,069,258	1,043,329
<b>TOTAL MILES</b>	<b>49,335,659</b>	<b>50,290,982</b>	<b>50,681,685</b>	<b>49,929,165</b>
Estimated Articulated Bus included in above	2,597,410	2,597,410	2,597,410	2,597,410

Table 4.11  
Bus Operator Payhours: FY 2010

Category	FY2010 Bus Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled (straight + OT)*	4,809,825	\$23.68	\$113,902,043
<b>Subtotal:</b>	<b>4,809,825</b>		<b>\$113,902,043</b>
Non-Scheduled OT/Special Event	65,107	\$23.68	\$1,541,807
Standing Extra	38,756	\$23.68	\$917,785
Utility	58,614	\$23.68	\$1,388,045
Training	116,767	\$23.68	\$2,765,173
Miscellaneous	148,683	\$23.68	\$3,520,980
Guarantees	83,009	\$23.68	\$1,965,746
Funeral Leave	7,500	\$23.68	\$177,608
Jury Duty	5,016	\$23.68	\$118,784
Vacation	376,185	\$23.68	\$8,908,482
Sick	219,138	\$23.68	\$5,189,433
Holiday	218,922	\$23.68	\$5,184,318
<b>Subtotal:</b>	<b>1,337,697</b>		<b>\$31,678,163</b>
<b>Grand Total:</b>	<b>6,147,522</b>	<b>\$23.68</b>	<b>\$145,580,206</b>

\* Strategics are included in the FY10 Scheduled Pay Hours

Table 4.12  
Metrobus Route Summary: FY 2010

	<b>Annual Platform Hours</b>			
	Total Service FY2007	Total Service FY2008	Total Service FY2009	Total Service FY2010
<b>Regional Routes</b>				
District of Columbia	1,530,651	1,541,272	1,604,118	1,615,035
Maryland	794,094	802,985	828,900	828,831
Virginia	670,537	682,654	695,785	731,804
<b>Totals for Regional:</b>	<b>2,995,282</b>	<b>3,026,911</b>	<b>3,128,803</b>	<b>3,175,671</b>
<b>Non-Regional Routes</b>				
District of Columbia	383,997	395,331	410,432	417,155
Maryland	323,763	342,285	389,966	384,846
Virginia	122,547	128,012	137,854	104,746
<b>Totals for Non-Regional:</b>	<b>830,307</b>	<b>865,627</b>	<b>938,252</b>	<b>906,747</b>
<b>Reimbursable Routes</b>				
District of Columbia	75,571	74,873	-	-
Maryland	58,947	41,580	-	-
Virginia	50,607	18,743	5,998	-
<b>Totals for Reimbursable:</b>	<b>185,125</b>	<b>135,195</b>	<b>5,998</b>	<b>-</b>
<b>TOTAL METROBUS ROUTES</b>	<b>4,010,714</b>	<b>4,027,734</b>	<b>4,073,053</b>	<b>4,082,418</b>

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## 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 because they serve major activity centers and carry high volume of riders either in one jurisdiction or in multiple jurisdictions, and the Non-Regional Bus Subsidy Allocation which distributes the subsidy for non-regional bus 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 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 FY2010 budget, the cost per platform hour for regional routes is \$102.41; for non-regional routes the cost per hour platform is \$95.79.

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		
		TOTAL SERVICE FY2009	ADDITIONAL SERVICE CHANGES	TOTAL SERVICE FY2010
31	WISCONSIN AVE	0	29,608	29,608
34	NAYLOR RD	0	21,979	21,979
37	WISCONSIN AVE LTD	0	6,413	6,413
39	PA AVE LIMITED	0	8,245	8,245
42,43	MT PLEASANT	21,055	43,842	64,897
79	GEORGIA AVE METRO EXTRA	22,459	1,815	24,274
80	NORTH CAPITOL ST	60,735	8	60,743
32,36	PENNSYLVANIA AVE	161,599	(49,065)	112,534
52,53,54	14TH ST	97,975	(5)	97,970
5A	DC-DULLES	63,526	(40,349)	23,177
62,63	TAKOMA-PETWORTH	20,396	10,690	31,086
60,64	FORT TOTTEN-PETWORTH	20,855	20,619	41,474
66,68	PETWORTH-11TH ST	33,339	(33,339)	0
70,71	GEORGIA AVE-7TH ST	99,346	(11,286)	88,060
90,92,93	U ST-GARFIELD	108,815	(633)	108,182
94	STANTON ROAD	11,614	0	11,614
96,97	EAST CAPITOL ST-CARDOZO	60,421	43	60,464
A2,6,7,8,42,46,48	ANACOSTIA-CONGRESS HEIGHTS	79,438	248	79,686
A4,5	ANACOSTIA-FORT DRUM	25,139	29	25,168
A9	SOUTH CAPITOL ST	6,548	(88)	6,460
B2	BLADENSBURG RD-ANACOSTIA	55,731	116	55,847
D1,3,6	SIBLEY HOSPITAL-STADIUM/ARMORY	67,358	55	67,413
D5	MACARTHUR BLVD-GEORGETOWN	3,652	165	3,817
E2,3,4	MILITARY RD-CROSTOWN	48,931	37	48,968
G2	P ST-LEDROIT PARK	26,434	(0)	26,434
G8	RHODE ISLAND AVE	34,519	(42)	34,477
H1	BROOKLAND-POTOMAC PARK	4,914	(1)	4,913
H2,3,4	CROSTOWN	50,351	5,375	55,726
L1,2,4	CONNECTICUT AVE	43,352	127	43,479
N2,3,4,6	MASSACHUSETTS AVE	43,908	445	44,353
N22	NAVY YARD SHUTTLE	30,070	(30,070)	0
S1	16TH ST-POTOMAC PARK	9,647	2,614	12,261
S2,4	16TH ST	111,636	(1,006)	110,630
S9	16TH ST. EXPRESS	0	18,692	18,692
U2	MINNESOTA AVE-ANACOSTIA	11,934	-	11,934
V5	FAIRFAX VILLAGE-L'ENFANT PLAZA	5,475	(1)	5,474
V7,8,9	MINNESOTA AVE-M ST	44,757	(5)	44,752
W4	DEANWOOD-ALABAMA AVE	41,609	1,635	43,244
X1,3	BENNING RD	10,697	132	10,829
X2	BENNING RD-H ST	65,883	3,876	69,759
<b>TOTAL D.C. REGIONAL</b>		<b>1,604,118</b>	<b>10,917</b>	<b>1,615,035</b>

Table 4.13 (continued)  
Metrobus Regional and Non-Regional Route Summary**NON-REGIONAL ROUTES**

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

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

<u>MARYLAND ROUTES</u>	<u>LINE NAME</u>	<u>ANNUAL PLATFORM HOURS</u>		
		<u>TOTAL SERVICE FY2009</u>	<u>ADDITIONAL SERVICE CHANGES</u>	<u>TOTAL SERVICE FY2010</u>
81,82,83,86	COLLEGE PARK	47,889	149	48,038
84	RI AVE-NEW CARR	17,057	171	17,228
A11,12	M L KING HIGHWAY	33,803	(0)	33,803
C11,13	CLINTON	4,929	86	5,015
C12,14	HILLCREST HEIGHTS	10,518	(335)	10,183
C2,4	GBLT-TWINBROOK	99,603	(0)	99,603
C7,9	GREENBELT-GLENMONT	8,027	(8,027)	0
C8	COL PK-WHITE FLNT	18,886	7,355	26,241
D12,13,14	OXON HILL-SUIT	46,602	351	46,953
F1,2	CHILLUM ROAD	20,446	90	20,536
F4,6	PRINCE GEORGE'S - SILSPG	53,750	83	53,833
H11,12,13	MAR HTS-TEMP HILL	15,625	112	15,737
J1,2,3	BETHESDA-SIL SPR	57,611	(8)	57,603
J4	COLLEGE PK-BETHESDA	10,379	(0)	10,379
K11,12,13	FORESTVILLE	19,206	(1)	19,205
K6	NEW HAMP AVE-MD	41,611	536	42,147
P12	EASTOVER-ADDISON	46,147	(3)	46,144
P17,18,19	OXON HILL-FT WASH	25,569	(405)	25,164
Q2	VEIRS MILL RD	69,764	60	69,824
R1,2,5	RIGGS ROAD	29,135	299	29,434
T18	ANNAPOLIS ROAD	21,552	62	21,614
V11,12	DIST HTS-SUITLAND	16,331	33	16,364
W13,14	BOCK ROAD	14,581	(917)	13,664
W15	CAMP SPRING-INDIAN HEAD HWY	4,488	(85)	4,403
Y5,7,8,9	GEORGIA AVE-MD	59,084	40	59,124
Z8	FAIRLAND	36,307	287	36,594
<b>TOTAL MARYLAND REGIONAL</b>		<b>828,900</b>	<b>(69)</b>	<b>828,831</b>

Table 4.13 (continued)  
Metrobus Regional and Non-Regional Route Summary**NON-REGIONAL ROUTES**

		ANNUAL PLATFORM HOURS		
		TOTAL SERVICE FY2009	ADDITIONAL SERVICE CHANGES	TOTAL SERVICE FY2010
<b>MARYLAND ROUTES</b>	<b>LINE NAME</b>			
87,88	LAUREL EXPRESS	9,818	(9)	9,809
89,89M	LAUREL	8,229	(1)	8,228
B21,22	BOWIE STATE UNIVERSITY	7,349	(1)	7,348
B24,25	BOWIE-BELAIR	10,613	(39)	10,574
B27	BOWIE-NEW CARROLLTON	3,473	(1)	3,472
B29,31	CROFTON-NEW CARROLLTON	3,231	(10)	3,222
B30	GREENBELT-BWI AIRPORT	17,470	(1)	17,469
C21,22,25,26,29	CENTRAL AVENUE	27,130	32	27,162
C28	POINTER RIDGE	6,005	0	6,005
F12	ARDWICK INDUSTRIAL PARK SHUTTLE	6,865	(1)	6,864
F13	CHEVERLY-WASH BUSINESS PARK	8,933	1	8,934
F14	SHERIFF RD-CAPITOL HEIGHTS	20,197	(0)	20,197
F8	PRINCE GEORGE'S-LANGLEY PARK	18,019	0	18,019
J11,12,13,14,15	MARLBORO PIKE	12,674	1	12,675
J5	TWINBROOK-SILVER SPRING	4,126	1	4,127
J8,9	I-270 EXPRESS	8,364	-	8,364
L8	CONNECTICUT AVE-MARYLAND	23,070	(2,479)	20,591
NH1	NATIONAL HARBOR	16,103	(1,698)	14,405
R12	KENILWORTH AVE-NEW CARROLLTON	25,627	(1)	25,626
R3	GREENBELT-FORT TOTTEN	15,249	42	15,291
R4	QUEENS CHAPEL RD	12,023	160	12,183
T16,17	GREENBELT	17,319	17	17,336
T2	RIVER RD	19,984	(1)	19,984
V14,15	DISTRICT HEIGHTS-SEAT PLEASANT	16,931	46	16,977
W19	INDIAN HEAD EXPRESS	10,328	2,601	12,929
Z11,13	GREENCASTLE-BRIGGS CHANEY EXPRESS	12,388	14	12,402
Z2	COLESVILLE RD-ASHTON	15,563	(4,024)	11,539
Z6	CALVERTON-WESTFARM	22,282	230	22,512
Z9,29	BURTONSVILLE-LAUREL EXPRESS	10,603	1	10,604
<b>TOTAL MARYLAND NON-REGIONAL</b>		<b>389,966</b>	<b>(5,120)</b>	<b>384,846</b>

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

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

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

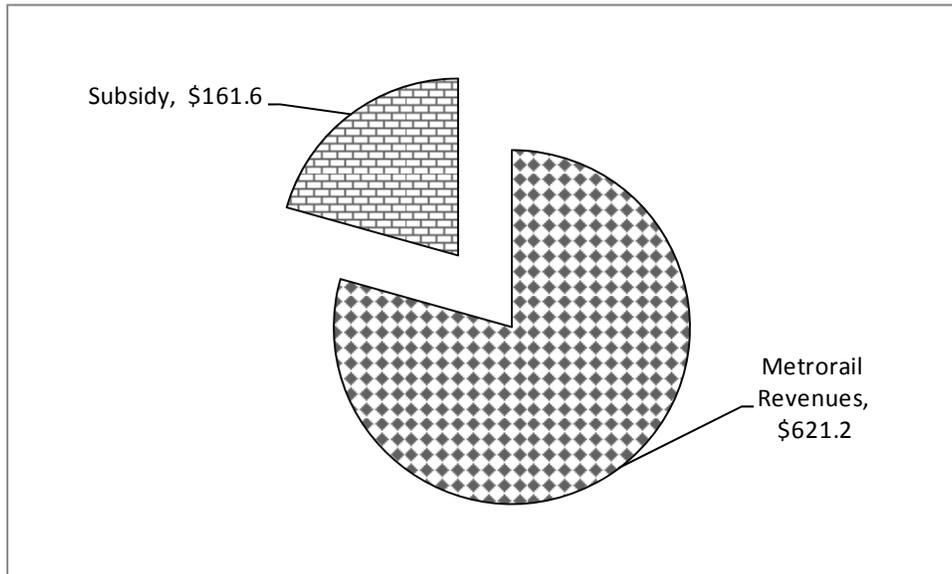
\* Routes operated by Fairfax Connector



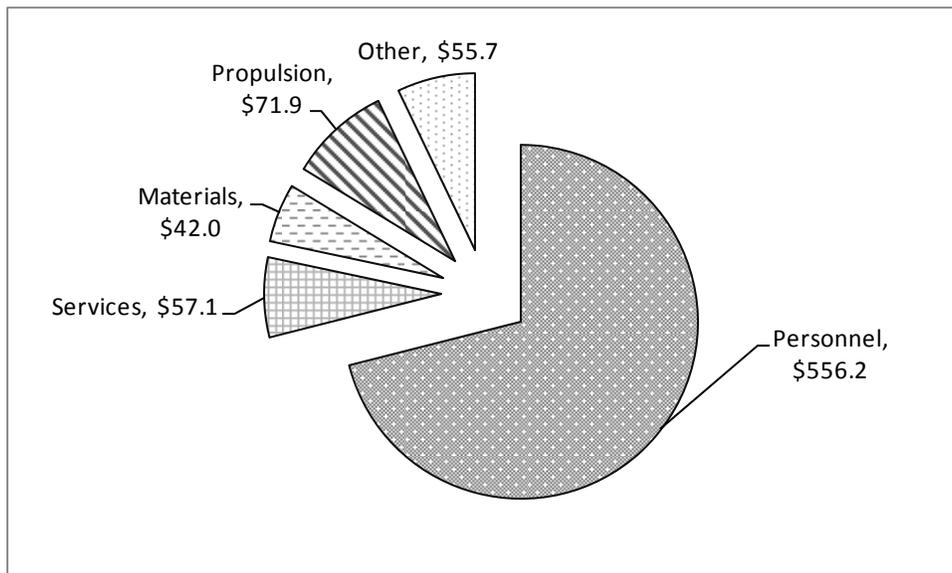
## Operating Budget by Mode: Metrorail

## Metrorail Fiscal 2010 Approved: \$782.8 Million

### *Where it Comes From*



### *Where it Goes*



**\$ Millions**

Note: Excludes Reimbursable Operating Projects

Table 4.14  
Revenue, Expense and Subsidy  
Metrorail by Account

<i>(DOLLARS IN THOUSANDS)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Budget 2009</b>	<b>Budget 2010</b>	<b>Change</b>
<b>REVENUES</b>					
Passenger	\$404,837.8	\$458,304.9	\$504,025.0	\$525,938.9	\$21,913.9
Other Passenger	1,962.6	1,971.3	2,133.8	2,133.8	0.0
Parking	39,173.4	44,408.6	51,500.0	50,100.0	(1,400.0)
Charter	0.6	(50.2)	0.0	0.0	0.0
Advertising	9,933.0	10,802.2	12,870.0	13,860.0	990.0
Joint Development	10,483.4	8,799.8	7,219.9	5,700.0	(1,519.9)
Other	9,794.4	6,777.5	9,311.2	9,417.9	106.7
Interest	817.1	985.1	1,697.0	2,022.4	325.4
Fiber Optics	10,293.6	11,651.6	13,400.0	12,055.9	(1,344.1)
<b>Total Revenues</b>	<b>\$487,295.9</b>	<b>\$543,650.8</b>	<b>\$602,156.9</b>	<b>\$621,228.9</b>	<b>\$19,072.0</b>
<b>EXPENSES</b>					
Personnel	\$486,735.7	\$511,996.9	\$539,130.2	\$556,232.4	\$17,102.3
Services	33,877.6	38,080.4	56,618.0	57,084.7	466.7
Materials & Supplies	39,555.3	43,657.1	46,059.3	41,960.5	(4,098.9)
Fuel & Propulsion Power	39,371.1	46,835.4	63,595.2	71,858.3	8,263.1
Utilities	25,002.2	28,715.7	34,560.7	38,259.7	3,698.9
Casualty & Liability	8,896.2	11,341.3	21,689.7	16,312.2	(5,377.5)
Leases & Rentals	3,863.4	3,022.7	2,678.2	2,712.7	34.5
Miscellaneous	2,441.2	2,399.1	3,532.2	2,791.6	(740.6)
Preventive Maint./Reimb.	(3,364.0)	(38,025.9)	(3,867.5)	(4,399.9)	(532.4)
<b>Total Expenses</b>	<b>\$636,378.5</b>	<b>\$648,022.6</b>	<b>\$763,996.0</b>	<b>\$782,812.1</b>	<b>\$18,816.1</b>
<b>GROSS SUBSIDY</b>	<b>\$149,082.6</b>	<b>\$104,371.8</b>	<b>\$161,839.1</b>	<b>\$161,583.2</b>	<b>(\$255.9)</b>
Less: Reserve Drawdown	\$0.0	\$0.0	\$0.0	(\$3,074.0)	(\$3,074.0)
Less: Preventive Maintenance	(2,700.0)	(2,700.0)	(2,700.0)	0.0	2,700.0
<b>Net Local Subsidy</b>	<b>\$146,382.6</b>	<b>\$101,671.8</b>	<b>\$159,139.1</b>	<b>\$158,509.2</b>	<b>(\$629.9)</b>
<b>Cost Recovery Ratio</b>	<b>76.57%</b>	<b>83.89%</b>	<b>78.82%</b>	<b>79.36%</b>	

Table 4.15  
Multi-Year Operating Expenses  
Metrorail by Account

<i>(DOLLARS IN THOUSANDS)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries(Total)</b>	<b>\$124,083.4</b>	<b>\$126,832.0</b>	<b>\$140,421.1</b>	<b>\$140,391.4</b>	<b>(\$29.7)</b>
Full-Time Salaries	111,342.9	115,801.8	138,828.7	138,383.3	(445.4)
Salary Lapse	0.0	0.0	(5,822.9)	(3,670.8)	2,152.1
Overtime Salaries	12,740.5	11,030.2	7,415.3	5,678.9	(1,736.4)
<b>Wages(Total)</b>	<b>\$237,689.4</b>	<b>\$245,410.2</b>	<b>\$257,737.6</b>	<b>\$252,208.7</b>	<b>(\$5,528.9)</b>
Operator/StaMgr Wages	59,924.9	63,674.8	66,386.3	72,032.6	5,646.2
Operator/StaMgr Overtime	15,725.1	15,839.9	18,003.2	12,794.0	(5,209.1)
Full Time Wages	145,020.3	148,846.3	167,152.3	164,038.7	(3,113.5)
Wage Lapse	0.0	0.0	(5,675.6)	(5,201.1)	474.5
Overtime Wages	17,019.1	17,049.2	11,871.4	8,544.4	(3,327.0)
<b>TOTAL SALARIES AND WAGES</b>	<b>\$361,772.9</b>	<b>\$372,242.2</b>	<b>\$398,158.7</b>	<b>\$392,600.1</b>	<b>(\$5,558.6)</b>
<b>Fringes(Total)</b>	<b>\$124,962.8</b>	<b>\$139,754.7</b>	<b>\$140,971.5</b>	<b>\$163,632.4</b>	<b>\$22,660.9</b>
Fringe Health	68,881.8	73,078.9	77,876.6	75,743.0	(2,133.6)
Fringe Pension	22,129.0	27,169.6	28,795.4	47,484.5	18,689.1
Other Fringe Benefits	27,988.4	28,641.0	32,799.5	30,533.9	(2,265.6)
Workers Compensation	5,963.7	10,865.2	1,500.0	9,871.0	8,371.0
<b>TOTAL PERSONNEL COST</b>	<b>\$486,735.7</b>	<b>\$511,996.9</b>	<b>\$539,130.2</b>	<b>\$556,232.5</b>	<b>\$17,102.4</b>
<b>Services(Total)</b>	<b>\$33,877.6</b>	<b>\$38,080.4</b>	<b>\$56,618.0</b>	<b>\$57,084.7</b>	<b>\$466.7</b>
Management Fee	3,900.0	3,655.7	4,835.1	4,073.1	(762.0)
Professional & Technical	4,262.4	6,591.2	12,832.1	9,911.1	(2,921.0)
Temporary Help	1,360.9	2,180.8	1,326.2	1,583.6	257.4
Contract Maintenance	14,436.4	15,720.2	23,627.7	22,618.9	(1,008.7)
Custodial Services	21.1	18.7	0.0	0.0	0.0
Paratransit	0.0	0.0	0.0	0.0	0.0
Other	9,896.8	9,913.8	13,996.9	18,897.9	4,901.0
<b>Materials &amp; Supplies(Total)</b>	<b>\$39,555.3</b>	<b>\$43,657.1</b>	<b>\$46,059.3</b>	<b>\$41,960.5</b>	<b>(\$4,098.9)</b>
Fuel and Lubricants	1,262.3	1,668.7	1,477.6	1,488.7	11.1
Tires	108.2	162.2	125.9	125.9	0.0
Other	38,184.8	41,826.2	44,455.8	40,345.8	(4,110.0)
<b>Fuel &amp; Propulsion(Total)</b>	<b>\$39,371.1</b>	<b>\$46,835.4</b>	<b>\$63,595.2</b>	<b>\$71,858.3</b>	<b>\$8,263.1</b>
Diesel Fuel	7.5	1.2	0.0	0.0	0.0
Propulsion Power	39,363.6	46,834.3	63,595.2	71,858.3	8,263.1
Clean Natural Gas	0.0	0.0	0.0	0.0	0.0
<b>Utilities(Total)</b>	<b>\$25,002.2</b>	<b>\$28,715.7</b>	<b>\$34,560.7</b>	<b>\$38,259.7</b>	<b>\$3,698.9</b>
Electricity and Gas	20,384.9	23,839.5	30,694.1	34,626.7	3,932.6
Utilities - Other	4,617.2	4,876.2	3,866.7	3,633.0	(233.7)
<b>Casualty &amp; Liability(Total)</b>	<b>\$8,896.2</b>	<b>\$11,341.3</b>	<b>\$21,689.7</b>	<b>\$16,312.2</b>	<b>(\$5,377.5)</b>
Insurance	5,751.0	5,224.5	6,965.3	6,965.3	0.0
Claims	3,145.2	6,116.8	14,724.5	9,347.0	(5,377.5)
<b>Leases(Total)</b>	<b>\$3,863.4</b>	<b>\$3,022.7</b>	<b>\$2,678.2</b>	<b>\$2,712.7</b>	<b>\$34.5</b>
Property	971.5	443.6	440.5	440.5	0.0
Equipment	2,891.9	2,579.1	2,237.7	2,272.2	34.5
<b>Miscellaneous(Total)</b>	<b>\$2,441.2</b>	<b>\$2,399.1</b>	<b>\$3,532.2</b>	<b>\$2,791.6</b>	<b>(\$740.6)</b>
Dues And Subscriptions	241.0	309.0	349.4	312.1	(37.2)
Conferences and Meetings	166.7	122.1	323.2	232.4	(90.7)
Business Travel/Public Hrg	427.8	306.6	566.5	482.4	(84.1)
Interview & Relocation	75.0	179.5	56.7	17.6	(39.1)
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	1,056.7	1,108.3	1,592.2	1,059.1	(533.1)
Other	474.0	373.7	644.3	688.0	43.7
<b>Reimbursements(Total)</b>	<b>(\$3,364.0)</b>	<b>(\$38,025.9)</b>	<b>(\$3,867.5)</b>	<b>(\$4,399.9)</b>	<b>(\$532.4)</b>
Preventive Maint./Reimb.	(3,364.0)	(38,025.9)	(3,867.5)	(4,399.9)	(532.4)
<b>TOTAL NONPERSONNEL COST</b>	<b>\$149,642.9</b>	<b>\$136,025.7</b>	<b>\$224,865.9</b>	<b>\$226,579.7</b>	<b>\$1,713.8</b>
<b>TOTAL COST</b>	<b>\$636,378.6</b>	<b>\$648,022.6</b>	<b>\$763,996.0</b>	<b>\$782,812.2</b>	<b>\$18,816.2</b>

**Metrorail Revenue Vehicle Fleet Management Plan**

The Metrorail Revenue Vehicle Fleet Management Plan is a statement of the processes and practices by which WMATA 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](http://www.wmata.com/pdfs/planning/Rail_Fleet_Management_Plan_Revised_20070601.pdf).

Table 4.16  
Metrorail Statistics: FY 2007 - FY 2010

(in thousands)

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Approved</u>	FY 2010 <u>Approved</u>
<b>STATISTICS:</b>				
Total Railcar Miles	69,002	71,755	82,015	82,015
Revenue Railcar Miles	67,030	69,793	80,415	80,415
Total Passengers	207,907	215,314	217,468	230,943
Total Passenger Revenue	\$406,800	\$460,276	\$506,159	\$528,073
Total Operating Revenue	\$487,296	\$543,651	\$602,157	\$621,229
Total Operating Expense	\$636,379	\$648,023	\$763,996	\$782,812
Gross Subsidy	\$149,083	\$104,372	\$161,839	\$161,583
<b>RATIOS:</b>				
Passengers Per Revenue Railcar Mile	3.10	3.09	2.70	2.87
Cost Per Total Railcar Mile	\$9.22	\$9.03	\$9.32	\$9.54
Cost Per Passenger	\$3.06	\$3.01	\$3.51	\$3.39
Subsidy Per Passenger	\$0.72	\$0.48	\$0.74	\$0.70
Average Passenger Fare	\$1.96	\$2.14	\$2.33	\$2.29
Percentage of Operating Cost Recovered from Passenger Revenues	63.9%	71.0%	66.3%	67.5%
Percentage of Operating Cost Recovered from all Operating Revenues	76.6%	83.9%	78.8%	79.4%

Table 4.17  
Payhours for Rail Operators and Station Managers: FY 2010

Category	FY2010 Train Operator Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	1,024,062	\$25.52	\$26,134,062
Scheduled P/T (1)	46,800	\$32.86	1,537,848
Car Testing	393	\$25.52	10,029
Interlocking Pay Hours	101,987	\$31.60	3,222,581
<b>Subtotal:</b>	<b>1,173,242</b>		<b>\$30,904,521</b>
NonScheduled Overtime/Special Event	152,927	\$44.18	\$6,756,286
Standing Extra	1,004	\$25.52	\$25,622
Utility	54,570	\$34.54	\$1,884,848
Training	79,895	\$25.52	\$2,038,904
Retraining	26,430	\$25.52	\$674,494
Misc.	6,740	\$25.52	\$172,005
Funeral/Other	1,905	\$25.52	\$48,616
Vacation	125,000	\$25.52	\$3,190,000
Sick	37,104	\$25.52	\$946,894
Holiday	69,600	\$25.52	\$1,776,192
<b>Subtotal:</b>	<b>555,175</b>		<b>\$17,513,860</b>
<b>Total:</b>	<b>1,728,417</b>		<b>\$48,418,381</b>

Category	FY2010 Station Manager Wages		
	Payhours	Average Hourly Rate	Budget
Scheduled F/T	918,611	\$27.65	\$25,399,594
Scheduled P/T (1)	37,399	\$29.58	\$1,106,262
<b>Subtotal:</b>	<b>956,010</b>		<b>\$26,505,857</b>
NonScheduled Overtime/Special Event	59,165	\$41.33	\$2,445,315
Standing Extra	1,210	\$27.65	\$33,457
Utility	13,008	\$34.48	\$448,516
Training	14,748	\$27.65	\$407,782
Retraining	10,385	\$27.65	\$287,145
Misc.	4,537	\$27.65	\$125,448
Funeral/Other	2,117	\$27.65	\$58,535
Vacation	108,382	\$27.65	\$2,994,985
Sick	36,900	\$27.65	\$1,020,285
Holiday	62,638	\$27.65	\$1,731,941
<b>Subtotal:</b>	<b>313,090</b>		<b>\$9,553,409</b>
<b>Total:</b>	<b>1,269,100</b>		<b>\$36,059,266</b>

**GRAND TOTAL \$84,477,647**

(1) Maximum 30 hours work week

Table 4.18  
Rail Car Miles

	<u>FISCAL 2007</u>	<u>FISCAL 2008*</u>	<u>FISCAL 2009</u>	<u>FISCAL 2010</u>
Red Line	25,282,662	26,534,962	26,534,962	26,534,962
Blue Line	11,668,707	11,892,925	11,892,925	11,892,925
Orange Line	13,406,191	13,791,442	13,791,442	13,791,442
Yellow Line	4,009,510	5,165,744	5,165,744	5,165,744
Green Line	8,288,490	8,459,084	8,459,084	8,459,084
Verizon Arena	1,711,283	1,711,283	1,711,283	1,711,283
Ridership Pattern	325,000	325,000	-	-
Gap Trains	500,000	500,000	300,000	300,000
National Baseball	486,000	486,000	486,000	486,000
Six-Car vs Four-Car off Peak			4,142,000	4,142,000
6000 / Metro Matter Car Deployment	3,263,000	3,865,400 (a)	7,931,600	7,931,600
<b>Sub-Total Revenue Miles</b>	<b>68,940,843</b>	<b>72,731,840</b>	<b>80,415,040</b>	<b>80,415,040</b>
Start-Up/Car Testing	200,000	200,000	200,000	200,000
Revenue Collection	700,000	700,000	700,000	700,000
Other	700,000	700,000	700,000	700,000
<b>Total Car Miles</b>	<b>70,540,843</b>	<b>74,331,840</b>	<b>82,015,040</b>	<b>82,015,040</b>

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

(a) FY08 revised to reflect 6000 railcar Deployment Delay

Table 4.19  
Rail Service Levels: FY 2007 - FY 2010

<u>Rail Lines</u>	<u>FY 2007 Actual</u>	<u>FY 2008 Actual</u>	<u>FY 2009 Approved</u>	<u>FY 2010 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 Square	Huntington/Mt. Vernon Square	Huntington/Mt. Vernon Square	Huntington/Mt. Vernon Square
Green Line	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.	Greenbelt/Branch Ave.
<b><u>RUSH HOURS TRAINS</u></b>				
Red Line	44	44	44	44
Blue Line	23	23	23	23
Orange Line	32	31	31	31
Yellow Line	10	10	10	10
Green Line				
Greenbelt to Branch Ave.	20	20	20	20
Gap	4	4	4	5
Start-up	1	1	1	1
<b>TOTAL</b>	<b>134</b>	<b>133</b>	<b>133</b>	<b>134</b>

Table 4.20  
Rail Service Levels: FY 2007 - FY 2010

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Approved</u>	FY 2010 <u>Approved</u>
<u>RUSH HOUR HEADWAYS (MINUTES BETWEEN TRAINS)</u>				
Red Line:				
Glenmont-Shady Grove	5	5	5	5
Silver Spring-Grosvenor	2.5	2.5	2.5	2.5
Orange Line *	6	6	6	6
Blue Line	6	6	6	6
Yellow Line *	6	6	6	6
Green Line	6	6	6	6
<u>NON-RUSH HOUR--MIDDAY-WEEKDAY-SAT/SUN--MINUTES BETWEEN TRAINS</u>				
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: FY 2007 - FY 2010

	FY 2007 <u>Actual</u>	FY 2008 <u>Approved</u>	FY 2009 <u>Approved</u>	FY 2010 <u>Approved</u>
<b><u>PEAK SCHEDULED RAILCARS</u></b>				
Red Line	264	276	278	284
Blue Line	120	124	138	138
Orange Line	190	200	198	198
Yellow Line	56	60	60	60
Green Line	120	130	128	140
6000-Series	56	56	92	62
Option Cars	60	20	-	-
Gap	30	8	18	30
<b>Total Scheduled Car</b>	<b>896</b>	<b>874</b>	<b>912</b>	<b>912</b>
Spares (20%)	174	174	182	182
Revenue Collection	4	4	4	4
<b>Total Car Requirement</b>	<b>1,074</b>	<b>1,052</b>	<b>1,098</b>	<b>1,098</b>
<b><u>HOURS OF OPERATION</u></b>				
Weekday (Mon-Thur)	19	19	19	19
Friday	22	22	22	22
Saturday	20	20	20	20
Sunday	17	17	17	17
<b><u>DAYS OF OPERATION</u></b>				
Weekday	250	251	251	251
Saturday	58	57	57	57
Sunday	57	58	58	58

Table 4.22  
Rail Service Levels: FY 2007 - FY 2010

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Approved</u>	FY 2010 <u>Approved</u>
<b><u>CARS PER TRAIN RUSH HOUR</u></b>				
Red Line	44-6's	38-6's/6-8's	37-6's/7-8's	34-6's/10-8's
Blue Line	9-4's/14-6's	7-4's/16-6's	23-6's	23-6's
Orange Line	1-4's/31-6's	24-6's/7-8's	21-6's/9-8's	21-6's/9-8's
Yellow Line	2-4's/8-6's	10-6's	10-6's	10-6's
Green Line	20-6's	15-6's/5-8's	12-6's/7-8's	10-6's/10-8's
Gap	4's-6's	4's-6's	4's-6's	5's-6's
<b><u>CARS PER TRAIN WEEKDAY BASE/NIGHT (AFTER 8 P.M.)</u></b>				
Red Line	4/4	6/4	6/4	6/4
Blue Line	4/4	4/4	6/4	6/4
Orange Line	4/4	6/4	6/4	6/4
Yellow Line	4/4	4/4	6/4	6/4
Green Line	4/4	6/4	6/4	6/4

**Table 4.23**  
**Railcar Fleet Profile**

<b>Manufacturer</b>	<b>Series</b>	<b>Number Owned</b>	<b>Years Purchased</b>	<b>Mid Point Age</b>
Rohr Industries	1000	296	1974-1978	33
Breda Construzioni Ferroviarie	2000	76	1983-1984	25.5
Breda Construzioni Ferroviarie	3000	288	1983-1988	23.5
Breda Construzioni Ferroviarie	4000	100	1992-1994	16
Construcciones y Auxiliar de Ferrocarriles, S.A. (CAF)	5000	192	1998-2003	8.5
Alstom	6000	184	2006-2009	1.5

**Total** **1,136**

\*Four Rohr cars were converted to revenue collection, four were accident destroyed (1982 and 1996).

\*One Breda car and one Rohr car were destroyed in 2004.

**Table 4.24**  
**Rail Car Fleet Storage Capacity**

<b>Location</b>	<b>Existing Storage Capacity</b>	<b>Fleet Need w/Alstom Cars</b>	<b>Excess Storage Capacity</b>
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**

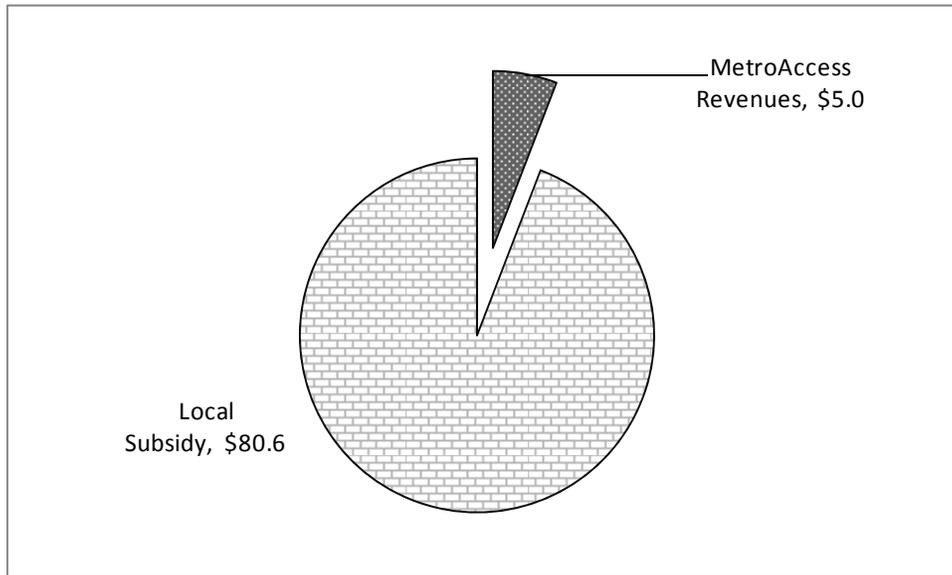
Table 4.25  
Park and Ride Facilities: FY 2010

Station / Region	Capacity (parking spaces)	Parking Fee To Customer	Base Revenue To WMATA	Revenue To Reserve Fund
<b><u>Montgomery County</u></b>				
Grosvenor	1,894	\$4.75	\$3.25	\$1.50
White Flint	1,270	\$4.75	\$3.25	\$1.50
Twinbrook	1,097	\$4.75	\$3.25	\$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
<b><u>Prince George's County</u></b>				
New Carrollton	3,519	\$4.25	\$3.50	\$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
Prince George's 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	1,890	\$4.25	\$3.50	\$0.75
Branch Avenue	3,072	\$4.25	\$3.50	\$0.75
Largo Town Center	2,200	\$4.25	\$3.50	\$0.75
Morgan Blvd	608	\$4.25	\$3.50	\$0.75
<b><u>District of Columbia</u></b>				
Deanwood	194	\$4.25	\$4.25	
Minnesota Avenue	333	\$3.25	\$3.25	
Rhode Island Avenue	340	\$4.25	\$4.25	
Fort Totten	408	\$4.25	\$4.25	
Anacostia	808	\$4.25	\$4.25	
<b><u>Northern Virginia</u></b>				
Huntington, N	3,026	\$4.50	\$3.25	\$1.25
West Falls Church	2,009	\$4.50	\$3.25	\$1.25
Dunn Loring	1,326	\$4.50	\$3.25	\$1.25
Vienna	5,169	\$4.50	\$3.25	\$1.25
Franconia-Springfield	5,069	\$4.50	\$3.25	\$1.25
Van Dorn Street	361	\$4.50	\$4.00	\$0.50
East Falls Church	422	\$4.50	\$3.50	\$1.00
<b>Grand Totals</b>	<b>57,732</b>			

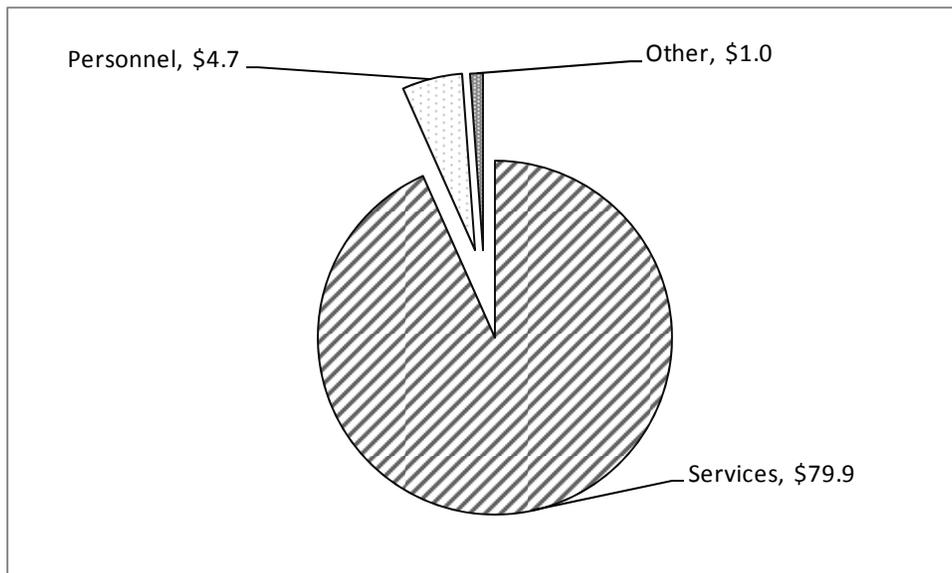
## Operating Budget by Mode: MetroAccess

## MetroAccess Fiscal 2010 Approved: \$85.6 Million

### *Where it Comes From*



### *Where it Goes*



**\$ Millions**

Note: Excludes Reimbursable Operating Projects

Table 4.26  
Revenue, Expense and Subsidy  
MetroAccess by Account

(dollars in thousands)

	Actual <u>2007</u>	Actual <u>2008</u>	Approved Budget <u>2009</u>	Approved Budget <u>2010</u>	<u>Change</u>
<b>REVENUES</b>					
Passenger	\$2,949.8	\$3,271.3	\$3,900.0	\$4,966.6	\$1,066.6
Other	0.0	0.0	0.0	0.0	0.0
<b>Total Revenues</b>	<b>\$2,949.8</b>	<b>\$3,271.3</b>	<b>\$3,900.0</b>	<b>\$4,966.6</b>	<b>\$1,066.6</b>
<b>EXPENSES</b>					
Personnel	\$513.0	\$626.0	\$3,891.4	\$4,692.1	\$800.7
Services	56,642.6	65,914.6	62,609.7	79,937.4	17,327.7
Materials & Supplies	52.5	73.3	241.4	188.1	(53.3)
Fuel & Propulsion Power	0.1	0.0	0.0	0.0	0.0
Utilities	84.0	107.5	79.7	83.1	3.4
Casualty & Liability	12.5	18.7	108.0	100.0	(7.9)
Leases & Rentals	491.1	300.5	541.8	541.8	0.0
Miscellaneous	23.3	19.6	49.1	51.6	2.5
Preventive Maint./Reimb.	0.0	(576.6)	0.0	0.0	0.0
<b>Total Expenses</b>	<b>\$57,819.2</b>	<b>\$66,483.7</b>	<b>\$67,521.1</b>	<b>\$85,594.2</b>	<b>\$18,073.1</b>
<b>GROSS SUBSIDY</b>	<b>\$54,869.4</b>	<b>\$63,212.4</b>	<b>\$63,621.1</b>	<b>\$80,627.6</b>	<b>\$17,006.5</b>
Cost Recovery Ratio	5.10%	4.92%	5.78%	5.80%	

Table 4.27  
Multi-Year Operating Expense  
MetroAccess by Account  
(dollars in thousands)

	Actual 2007	Actual 2008	Approved Budget 2009	Approved Budget 2010	Change
<b>Salaries(Total)</b>	<b>\$371.4</b>	<b>\$446.8</b>	<b>\$2,864.7</b>	<b>\$3,231.9</b>	<b>\$367.2</b>
Full-Time Salaries	359.4	440.0	2,957.2	3,310.5	353.3
Salary Lapse	0.0	0.0	(92.6)	(98.6)	(6.1)
Overtime Salaries	12.1	6.8	0.0	20.0	20.0
<b>Wages(Total)</b>	<b>\$7.0</b>	<b>\$4.5</b>	<b>\$3.6</b>	<b>\$165.3</b>	<b>\$161.7</b>
Operator/StaMgr Wages	0.0	(0.0)	0.0	108.8	108.8
Operator/StaMgr Overtime	0.0	0.0	0.0	0.0	0.0
Full Time Wages	6.4	3.9	3.6	57.5	53.9
Wage Lapse	0.0	0.0	(0.1)	(2.9)	(2.8)
Overtime Wages	0.6	0.5	0.1	2.0	1.9
<b>TOTAL SALARIES AND WAGES</b>	<b>\$378.5</b>	<b>\$451.3</b>	<b>\$2,868.3</b>	<b>\$3,397.2</b>	<b>\$528.9</b>
<b>Fringes(Total)</b>	<b>\$134.5</b>	<b>\$174.7</b>	<b>\$1,023.1</b>	<b>\$1,294.9</b>	<b>\$1,488.6</b>
Fringe Health	71.7	84.8	579.5	1,294.9	715.4
Fringe Pension	24.0	49.2	214.3	599.4	385.1
Other Fringe Benefits	35.1	40.8	229.3	375.8	146.5
Workers Compensation	3.7	0.0	0.0	241.6	241.6
				78.1	
<b>TOTAL PERSONNEL COST</b>	<b>\$513.0</b>	<b>\$626.0</b>	<b>\$3,891.4</b>	<b>\$4,692.1</b>	<b>\$2,017.5</b>
<b>Services(Total)</b>	<b>\$56,642.6</b>	<b>\$65,914.6</b>	<b>\$62,609.7</b>	<b>\$79,937.4</b>	<b>\$17,327.7</b>
Management Fee	0.1	0.0	0.0	0.0	0.0
Professional & Technical	104.4	113.9	262.4	258.2	(4.2)
Temporary Help	3.1	1.2	9.5	9.4	(0.0)
Contract Maintenance	28.7	27.9	39.3	160.5	121.2
Custodial Services	0.0	0.0	0.0	0.0	0.0
Paratransit	56,272.8	65,414.9	62,036.8	78,917.7	16,880.8
Other	233.5	356.7	261.7	591.6	329.9
<b>Materials &amp; Supplies(Total)</b>	<b>\$52.5</b>	<b>\$73.3</b>	<b>\$241.4</b>	<b>\$188.1</b>	<b>(\$53.3)</b>
Fuel and Lubricants	0.0	0.0	0.0	0.0	0.0
Tires	0.0	0.0	0.0	0.0	0.0
Other	52.5	73.3	241.4	188.1	(53.3)
<b>Fuel &amp; Propulsion(Total)</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
Diesel Fuel	0.1	0.0	0.0	0.0	0.0
Propulsion Power	0.0	0.0	0.0	0.0	0.0
Clean Natural Gas	0.0	0.0	0.0	0.0	0.0
<b>Utilities(Total)</b>	<b>\$84.0</b>	<b>\$107.5</b>	<b>\$79.7</b>	<b>\$83.1</b>	<b>\$3.4</b>
Electricity and Gas	43.6	49.3	62.3	70.2	7.9
Utilities - Other	40.4	58.2	17.4	12.9	(4.5)
<b>Casualty &amp; Liability(Total)</b>	<b>\$12.5</b>	<b>\$18.7</b>	<b>\$108.0</b>	<b>\$100.0</b>	<b>(\$7.9)</b>
Insurance	0.0	0.0	0.0	0.0	0.0
Claims	12.5	18.7	108.0	100.0	(7.9)
<b>Leases(Total)</b>	<b>\$491.1</b>	<b>\$300.5</b>	<b>\$541.8</b>	<b>\$541.8</b>	<b>\$0.0</b>
Property	488.7	299.3	540.8	540.8	0.0
Equipment	2.4	1.2	1.0	1.0	0.0
<b>Miscellaneous(Total)</b>	<b>\$23.3</b>	<b>\$19.6</b>	<b>\$49.1</b>	<b>\$51.6</b>	<b>\$2.5</b>
Dues And Subscriptions	0.8	0.7	5.7	8.9	3.2
Conferences and Meetings	14.5	5.4	24.9	22.4	(2.5)
Business Travel/Public Hrg	4.3	9.6	7.6	10.8	3.1
Interview & Relocation	0.3	0.5	0.2	0.2	0.0
Tolls	0.0	0.0	0.0	0.0	0.0
Advertising	2.9	2.8	3.5	2.7	(0.7)
Other	0.5	0.6	7.2	6.6	(0.6)
<b>Reimbursements(Total)</b>	<b>\$0.0</b>	<b>(\$576.6)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
Reimbursements	0.0	(576.6)	0.0	0.0	0.0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$57,306.2</b>	<b>\$65,857.7</b>	<b>\$63,629.7</b>	<b>\$80,902.1</b>	<b>\$17,272.4</b>
<b>TOTAL COST</b>	<b>\$57,819.2</b>	<b>\$66,483.7</b>	<b>\$67,521.1</b>	<b>\$85,594.2</b>	<b>\$19,289.8</b>



## Chapter 5. Capital Improvement Program (CIP)

Metro's Capital Improvement Program consists of four programs – the Metro Matters Program, the American Recovery and Reinvestment Act (ARRA) Capital Program, Reimbursable Projects, and Other Capital Projects. Capital assets include repairable assets, which are replacement parts with a unit cost of \$500 or more. Other capital assets are defined as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year.

The \$3.9 billion Metro Matters Program was adopted in October 2004 as part of a six-year funding agreement between Metro and its jurisdictional partners. The goals of the program are to (1) maintain Metro's aging facilities and systems in a state of good repair, (2) relieve Metrorail passenger crowding and accommodate ridership growth by having 50% of peak-hour trains operating with eight cars, and (3) improve Metrobus service reliability by reducing the average age of the fleet, and improve regional air quality by replacing standard diesel buses with alternative fuel buses.

The ARRA Capital Program, also known as the "stimulus" program, is a federally funded program administered by the Federal Transit Administration (FTA). The goal of the program is to promote national and local economic recovery. In FY 2009, Metro received \$202 million through this program. These funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems.

Reimbursable Projects include projects that were originated from separate funding sources which are typically arranged by a local jurisdiction. The most common of these projects are station improvements for access and capacity, and system expansion.

In addition to the capital projects included in the programs above, there are a small number of other capital projects that are active. Most of these other capital projects were begun prior to the start of the Metro Matters Program in FY 2005. All of these projects are in the process of being completed.

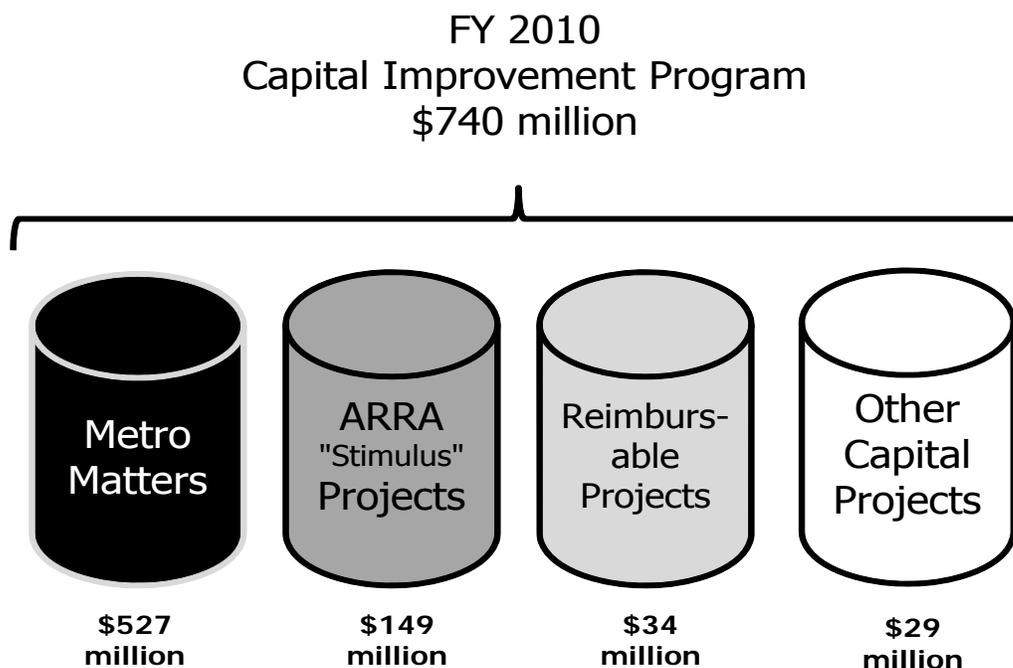
## Budget Authority for FY 2010

In order to provide the most up-to-date information on the Metro Matters Program, this document displays a forecast of expenditures for both FY 2009 and FY 2010, the last two funded years of the program. These forecasts, along with actual expenditures for FY 2005 through FY 2008, provide a complete status of the Metro Matters Program, and thus constitute the budget authority for the program.

Because the entire \$202 million ARRA Capital Program was adopted by the WMATA Board of Directors in FY 2009, no additional budget authority is required for FY 2010. However a forecast of expenditures for FY 2010 and beyond is provided for informational purposes.

The reimbursable projects, authorized by prior Board actions, are displayed for informational purposes. Information for these existing reimbursable projects include actual expenditures for FY 2007 and FY 2008, and new budget authority for FY 2009. Although no additional budget authority is required for FY 2010, an expenditure forecast is provided for informational purposes.

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 FY 2010, an expenditure forecast is provided for informational purposes.



## **Next Capital Funding Agreement**

Metro is wrapping-up its six-year capital improvement program known as “Metro Matters.” Thanks to the commitment of our Federal and Local funding partners, the program has been an extraordinary success. Without Metro Matters, Metro would not have been able to provide the day-to-day maintenance to our tracks, trains and buses that allows delivery of reliable service. The Authority would not have been able to reduce the age of our bus fleet or procure 122 new 6000-series rail cars.

On the day of President Obama’s Inauguration, Metro moved 1.5 million people. We provided rush-hour service for seventeen straight hours as well as shuttle bus service to the Mall area. We pushed the Metro system to its maximum capabilities. In the not-so-distant future the 1.5 million riders we moved that day will not be the exception, it will be the norm. The next capital funding agreement will prepare us for meeting such future challenges.

Over the course of the past year, Metro’s planning staff has successfully implemented a “Strategic Capital Planning Process” and has presented prioritized capital needs at various funding levels to its Board of Directors and the public. Prioritized capital needs will provide the foundation for the next capital funding agreement. Negotiations with jurisdiction funding partners will begin in the Fall of 2009

Table 5.1  
Metro Matters Program: FY 2010

(dollars in millions)

	FY 2010 Expenditure Forecast
<b>A. Infrastructure Renewal Program</b>	
• Rolling Stock: Bus	\$ 107.574
• Rolling Stock: Rail	14.041
• Passenger Facilities	31.018
• Maintenance Facilities	38.524
• Systems	34.999
• Track and Structures	26.718
• Information Technology	27.201
• Preventive Maintenance	30.700
• Urgent Capital Needs	71.270
• New Projects / Segments	35.182
Subtotal	\$ 417.228
<b>B. Eight-Car Train Capital Initiative</b>	
• Rail Cars	18.371
• Facilities	11.128
• Systems	8.370
Subtotal	\$ 37.869
<b>C. Bus Improvement Capital Initiative</b>	
• Buses	0.022
• Garage	2.036
• Customer Facilities	9.446
Subtotal	\$ 11.504
<b>D. Program Management</b>	
• Credit Facility	2.000
• System Expansion Planning	0.723
• Program Mgmt. & Support	11.079
• Financing Expenses	25.842
Subtotal	\$ 39.644
<b>Total without Debt</b>	<b>\$ 506.245</b>
E. Debt Service	21.176
<b>Total with Debt</b>	<b>\$ 527.421</b>
• Security Program	-
<b>Grand Total</b>	<b>\$ 527.421</b>

Table 5.2  
Sources of Funds for Metro Matters  
Program: FY 2010

(dollars in millions)

	FY 2010 Forecast
<b>Federal Funds:</b>	
• Federal Formula Grant Funds:	
– Section 5307 Federal Grant	\$ 138.558
– Section 5309 Federal Grant	100.463
Subtotal - Formula Grants	\$ 239.021
• Federal Bus Funds	-
• Federal Discretionary	34.700
Subtotal: Federal Funds	\$ 273.721
<b>State and Local Funds:</b>	
• District of Columbia	\$ 72.525
• Montgomery County	33.744
• Prince Georges County	37.301
Maryland Subtotal	\$ 71.045
• Alexandria	7.234
• Arlington County	14.185
• City of Fairfax	0.316
• Fairfax County	22.671
• Falls Church	0.513
Virginia Subtotal	\$ 44.919
Subtotal: State and Local Funds	\$ 188.489
Misc. Internal CIP Funding Sources	6.000
<b>Total without Debt</b>	<b>\$ 468.210</b>
Debt / Financial Management	59.211
<b>Total with Debt</b>	<b>\$ 527.421</b>
• Security Program	-
<b>Grand Total</b>	<b>\$ 527.421</b>

**Table 5.3**  
**Capital Improvement Program: FY 2010**

(dollars in millions)

	FY 2010 Expenditure <u>Forecast</u>
<b>American Recovery and Reinvestment Act (ARRA) Projects</b>	
• Vehicles and Vehicle Parts	\$ 39.575
• Maintenance Facilities	43.800
• Passenger Facilities	8.916
• Safety and Security	9.500
• Maintenance and Repair Equipment	27.732
• Operations Systems	11.050
• Information Technology	8.672
<b>Total</b>	<b>\$ 149.245</b>
	FY 2010 <u>Budget</u>
<b>Reimbursable Projects</b>	
• District of Columbia	21.259
• Maryland	5.554
• Virginia	7.894
<b>Total</b>	<b>\$ 34.707</b>
	FY 2010 Expenditure <u>Forecast</u>
<b>Other Capital Projects</b>	
• Non-Metro Matters Infrastructure Renewal	13.888
• Rail Car Programs	13.399
• Miscellaneous Capital Projects	1.305
<b>Total</b>	<b>\$ 28.592</b>
<b>Metro Matters Program</b>	
• Table 5.1	527.421
<b>Grand Total</b>	<b>\$ 739.965</b>

**Table 5.4**  
**Sources of Funds for Capital Improvement Program: FY 2010**

(dollars in millions)

	FY 2010 <u>Forecast</u>
<b>American Recovery and Reinvestment Act (ARRA) Projects</b>	
• Federal ARRA Funds via Federal Transit Administration (FTA)	\$ 149.245
<b>Total</b>	<b>\$ 149.245</b>
<b>Reimbursable Projects</b>	
• District of Columbia	21.259
• Maryland	5.554
• Virginia	7.894
<b>Total</b>	<b>\$ 34.707</b>
<b>Other Capital Projects</b>	
• Pre-Metro Matters Funding	13.888
• Jurisdictional Agreements	13.399
• State & Local Funds	0.665
• Miscellaneous Funds	0.640
<b>Total</b>	<b>\$ 28.592</b>
<b>Metro Matters Program</b>	
• Table 5.2	527.421
<b>Grand Total</b>	<b>\$ 739.965</b>

## Metro Matters Annual Work Plan: FY 2010

The Metro Matters Program, begun in Metro's FY 2005, has a total multi-year budget of \$3.9 billion, including debt service and security projects. Although most project work will be completed during the funded six-year period FY 2005 to FY 2010, repaying the necessary debt, including long-term bonds, will extend for multiple years into the future. This section provides the FY 2010 Metro Matters Annual Work Plan. Although special emphasis is placed on FY 2010, data for all years of the Metro Matters program is provided.

The approved Metro Matters Program budget for FY 2010 is \$527 million. This program consists of five program elements (A-E).

- A. **Infrastructure Renewal Program (IRP).** The purpose of the IRP is to maintain, rehabilitate, and replace Metro's infrastructure and rolling stock. Infrastructure components supported by the IRP include:
- stations and passenger parking facilities,
  - elevators and escalators,
  - tracks, tunnels, aerial guideways,
  - bus and rail car maintenance and storage facilities,
  - communications, power, and train control systems,
  - computer systems and support equipment (vehicle washers, lifts, etc.), and
  - warehouses, fueling stations, and other support facilities.
- B. **Eight-Car Train Capital Initiative.** This program element allows Metrorail to support operating fifty percent of its peak hour trains in an eight-car configuration. Eight-car train operations will significantly increase the passenger-carrying capacity of the Metrorail system, and reduce crowding on the station platforms. To achieve these goals, WMATA is procuring 184 6000-series rail cars (of which 122 are funded by the Metro Matters Program), and expanding and making other necessary improvements to the Brentwood, Greenbelt, and Shady Grove rail yards and maintenance facilities. In addition, power distribution and train control (specifically precision stopping control) systems are being upgraded to accommodate the larger train configurations. Fifty percent eight-car train operations are now possible on all five lines.

- C. **Bus Improvement Capital Initiative.** An important component of Metro's strategic plan is the improvement of the Metrobus system. In order to expand and improve service to Metrobus riders, WMATA is considering procurement of additional expansion buses, and has constructed a new bus storage and maintenance facility in Fairfax County, Virginia. This new bus facility, on West Ox Road, is a joint-use facility along with the Fairfax County government.
- D. **Program Management.** Program Management funds general and program administration costs for the CIP, and financing costs for long and short-term borrowing.
- E. **Debt Strategy.** The Metro Matters Funding Agreement allows for a variety of short and long-term financial instruments for funding the Metro Matters Program.

Funds to support the Metro capital improvement program come from three primary sources: federal funds, state and local contributions, and long and short-term borrowing. Federal funds include two Federal Transit Administration formula grants, discretionary funds authorized by Congress, and Homeland Security grants.

**Table 5.5**  
**Metro Matters Program Costs: FY 2005-2034**

(dollars in millions - expenditure basis, except where noted)

	FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		Annual Work Plan Year: FY 2010 Forecast	FY 2011-34		Total All Years
	Actual	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast	Actual	Forecast		Total FY 2005-10	Forecast	
<b>A. Infrastructure Renewal Program</b>														
• Rolling Stock: Bus	\$ 20.908		\$ 50.507	\$ 15.810	\$ 16.629	\$ 80.688	\$ 107.574		\$ 292.116					292.116
• Rolling Stock: Rail	2.622		0.402	0.344	1.778	5.411	14.041		24.598					24.598
• Passenger Facilities	60.616		16.130	31.170	44.508	34.768	31.018		218.210					218.210
• Maintenance Facilities	32.822		4.574	14.744	21.598	21.617	38.524		133.879					133.879
• Systems	73.033		10.125	17.064	36.516	28.705	34.999		200.442					200.442
• Track and Structures	19.710		10.704	22.500	29.080	36.193	26.718		144.905					144.905
• Information Technology	4.242		2.423	8.637	16.125	23.877	27.201		82.505					82.505
• Preventive Maintenance	20.700		20.700	20.700	20.700	20.700	30.700		134.200					134.200
• Urgent Capital Needs						22.900	71.270		94.170					94.170
• New Projects / Segments						-	35.182		35.182					35.182
• Transfer to Beyond MM	30.700					-	-		30.700					30.700
• "Tail Expenditures" TBD	n/a		n/a	n/a	n/a	n/a	n/a		-			387.694		387.694
Subtotal	\$ 265.353		\$ 115.565	\$ 130.969	\$ 186.934	\$ 274.859	\$ 417.228		\$ 1,390.908			\$ 387.694		\$ 1,778.602
<b>B. Eight-Car Train Capital Initiative</b>														
• Rail Cars	23.960		6.084	69.919	96.961	5.588	18.371		220.883			8.207		229.090
• Facilities			51.637	70.115	39.375	5.914	11.128		178.169					178.169
• Systems	2.776		25.859	56.676	48.719	28.614	8.370		171.014					171.014
Subtotal	\$ 26.736		\$ 83.580	\$ 196.710	\$ 185.055	\$ 40.116	\$ 37.869		\$ 570.066			\$ 8.207		\$ 578.273
<b>C. Bus Improvement Capital Initiative</b>														
• Buses			0.214	9.471	1.204	0.001	0.022		10.912			83.698		94.610
• Garage			1.071	9.064	18.556	3.758	2.036		34.485			1.515		36.000
• Customer Facilities			2.797	7.811	4.732	3.068	9.446		27.854			0.146		28.000
Subtotal	\$ -		\$ 4.082	\$ 26.346	\$ 24.492	\$ 6.827	\$ 11.504		\$ 73.251			\$ 85.359		\$ 158.610
<b>D. Program Management</b>														
• Credit Facility	0.573		1.049	1.433	1.186	1.442	2.000		7.683					7.683
• System Expansion Planning	1.533			0.453	0.188	0.103	0.723		3.000					3.000
• Program Mgmt. & Support	9.834		5.770	5.592	9.511	11.469	11.079		53.255			10.496		63.751
• Financing Expenses	6.000		181.232	164.410	106.156	85.000	25.842		568.640					568.640
Subtotal	\$ 17.940		\$ 188.051	\$ 171.888	\$ 117.041	\$ 98.014	\$ 39.644		\$ 632.578			\$ 10.496		\$ 643.074
<b>Total without Debt</b>	<b>\$ 310.029</b>		<b>\$ 391.278</b>	<b>\$ 525.913</b>	<b>\$ 513.522</b>	<b>\$ 419.816</b>	<b>\$ 506.245</b>		<b>\$ 2,666.803</b>			<b>\$ 491.756</b>		<b>\$ 3,158.559</b>
E. Debt Service			0.337	2.205	8.204	20.144	21.176		52.066			508.219		560.285
<b>Total with Debt</b>	<b>\$ 310.029</b>		<b>\$ 391.615</b>	<b>\$ 528.118</b>	<b>\$ 521.726</b>	<b>\$ 439.960</b>	<b>\$ 527.421</b>		<b>\$ 2,718.869</b>			<b>\$ 999.975</b>		<b>\$ 3,718.844</b>
• Security Program			8.500	7.000	13.817	0.247			29.564					29.564
<b>Grand Total</b>	<b>\$ 310.029</b>		<b>\$ 400.115</b>	<b>\$ 535.118</b>	<b>\$ 535.543</b>	<b>\$ 440.207</b>	<b>\$ 527.421</b>		<b>\$ 2,748.433</b>			<b>\$ 999.975</b>		<b>\$ 3,748.408</b>

Table 5.6  
**Metro Matters Integrated Financial Plan: FY 2005-2034**  
(dollars in millions)

	FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		Annual Work Plan Year: FY 2010 Forecast	Total FY 2005-10	FY 2011-34 Forecast	Total All Years
	Actual		Actual		Actual		Actual		Actual					
<b>▲ Federal Funds:</b>														
• Federal Formula Grant Funds:														
> Section 5307 Grant	\$ 100.206	\$ 110.986	\$ 113.491	\$ 120.557	\$ 129.175						\$ 138.558	\$ 712.973	\$ 175.142	\$ 888.115
> Section 5309 Grant	59.236	58.419	70.359	81.761	91.144						100.463	461.382	116.762	578.144
Subtotal - Formula Grants	\$ 159.442	\$ 169.405	\$ 183.850	\$ 202.318	\$ 220.319						\$ 239.021	\$ 1,174.355	\$ 291.904	\$ 1,466.259
• Federal Bus Funds		12.510		1.490	11.310						34.700	25.310		25.310
• Federal Discretionary Funds				35.000	34.300							104.000		104.000
Subtotal: Federal Funds	\$ 159.442	\$ 181.915	\$ 183.850	\$ 238.808	\$ 265.929						\$ 273.721	\$ 1,303.665	\$ 291.904	\$ 1,595.569
<b>▲ State and Local Funds:</b>														
• District of Columbia	\$ 37.611	\$ 48.352	\$ 51.880	\$ 60.351	\$ 65.435						\$ 72.525	336.154	TBD	336.154
• Montgomery County	17.221	16.258	30.377	28.080	30.445						33.744	156.125	TBD	156.125
• Prince Georges County	19.675	14.707	36.844	31.040	33.654						37.301	173.221	TBD	173.221
Maryland Subtotal	\$ 36.896	\$ 30.965	\$ 67.221	\$ 59.120	\$ 64.099						\$ 71.045	\$ 329.346	\$ -	\$ 329.346
• Alexandria	4.259	5.855	6.282	7.600	26.641						7.234	57.871	TBD	57.871
• Arlington County	8.281	11.474	12.311	14.756	52.160						14.185	113.167	TBD	113.167
• City of Fairfax	0.181	0.255	0.274	0.319	0.346						0.316	1.691	TBD	1.691
• Fairfax County	13.335	18.346	19.685	23.781	83.468						22.671	181.286	TBD	181.286
• Falls Church	0.269	0.371	0.398	0.480	0.885						0.513	2.916	TBD	2.916
Virginia Subtotal	\$ 26.325	\$ 36.301	\$ 38.950	\$ 46.936	\$ 163.500						\$ 44.919	\$ 356.931	\$ -	\$ 356.931
Subtotal: State and Local Funds	\$ 100.832	\$ 115.618	\$ 158.051	\$ 166.407	\$ 293.034						\$ 188.489	\$ 1,022.431	\$ 708.071	\$ 1,730.502
▲ Misc. Internal CIP Funding Sources	24,228	6,000	6,000	6,000	26,000						6,000	74,228		74,228
<b>Total without Debt</b>	<b>\$ 284.502</b>	<b>\$ 303.533</b>	<b>\$ 347.901</b>	<b>\$ 411.215</b>	<b>\$ 584.963</b>						<b>\$ 468.210</b>	<b>\$ 2,400.324</b>	<b>\$ 999.975</b>	<b>\$ 3,400.299</b>
▲ Debt / Financial Management	25,527	88,082	180,217	110,511	(145,003)						59,211	318,545		318,545
<b>Total with Debt/Fin. Mgmt.</b>	<b>\$ 310.029</b>	<b>\$ 391.615</b>	<b>\$ 528.118</b>	<b>\$ 521.726</b>	<b>\$ 439.960</b>						<b>\$ 527.421</b>	<b>\$ 2,718.869</b>	<b>\$ 999.975</b>	<b>\$ 3,718.844</b>
• Security Program		8,500	7,000	13,817	0.247							29,564		29,564
<b>Grand Total</b>	<b>\$ 310.029</b>	<b>\$ 400.115</b>	<b>\$ 535.118</b>	<b>\$ 535.543</b>	<b>\$ 440.207</b>						<b>\$ 527.421</b>	<b>\$ 2,748.433</b>	<b>\$ 999.975</b>	<b>\$ 3,748.408</b>

Table 5.7  
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**

	FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		Annual Work Plan Year: FY 2010 Forecast	Subtotal FY 2005-10	FY 2011-24 Projection	Total All Years
	Actual		Actual		Actual		Actual		Forecast					
Security Program														
• Alternative Operations Control Center		\$ 0.559	\$ 2.400	\$ 9.006	\$ 8.699						\$ 20.664		\$ 20.664	
• Other Security Initiatives			0.500	7.486	0.914						8.900		8.900	
Total	\$ -	\$ 0.559	\$ 2.900	\$ 16.492	\$ 9.613						\$ 29.564	\$ -	\$ 29.564	
Source of Funds														
U.S. Dept. of Homeland Security Grants (a)	\$ -	\$ 8.500	\$ -	\$ 11.917	\$ 0.247						\$ 20.664		\$ 20.664	
• Transit Security				1.900	-						8.900		8.900	
• Urban Area Security Initiative (UASI)			7.000											
Total	\$ -	\$ 8.500	\$ 7.000	\$ 13.817	\$ 0.247						\$ 29.564	\$ -	\$ 29.564	

(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.

**Original Metro Matters Security Program Proposed in the Funding Agreement**

	FY 2005		FY 2006		FY 2007		FY 2008		FY 2009		FY 2010	Subtotal FY 2005-10	FY 2011-24 Projection	Total
Security Program														
• Alternative Operations Control Center	\$ 2.300	\$ 17.600	\$ 22.700	\$ 17.900	\$ 2.000						4.850	\$ 62.500		\$ 62.500
• Other Security Initiatives	7.150	20.900	22.900	16.900	8.300						4.850	81.000		81.000
Total	\$ 9.450	\$ 38.500	\$ 45.600	\$ 34.800	\$ 10.300						\$ 4.850	\$ 143.500	\$ -	\$ 143.500
Source of Funds														
• Federal funds to be determined	\$ 143.500	\$ -	\$ -	\$ -	\$ -						\$ -	\$ 143.500	\$ -	\$ 143.500

## 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% 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; and to that end it is expected that these projects will be completed within three years. It is anticipated that \$149.2 million will be expended in FY 2010. 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.

- Vehicles & Vehicle Parts includes replacement buses, MetroAccess vehicles, bus parts, and service vehicle replacements.
- Maintenance Facility projects will replace, repair, and expand maintenance and garage capacity to maintain the existing fleet and meet growing transit demand.
- Passenger Facilities projects will 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 will enhance system recovery in disaster situations and improve system efficiency.

Table 5.8  
American Recovery and Investment Act Projects: FY 2010  
(dollars in millions)

	FY 2010 Expenditure Forecast	ARRA Balance	ARRA Total
<b>Vehicles &amp; Vehicle Parts</b>			
• Replacement of Oldest Buses (ST02)	\$ 27.000	\$ 0.040	\$ 27.040
• MetroAccess Fleet Expansion and Replacement (ST10)	3.775	-	3.775
• Service Vehicle Replacement (ST14)	6.000	-	6.000
• Bus Replacement Components (ST26)	2.800	-	2.800
Subtotal	\$ 39.575	\$ 0.040	\$ 39.615
<b>Maintenance Facilities</b>			
• New Bus Body and Paint Shop (ST04)	11.000	19.000	30.000
• Replacement of Southeastern Bus Garage (ST05)	30.000	0.550	30.550
• Bus Garage Facilities Rehabilitation (ST11)	2.800	4.800	7.600
Subtotal	\$ 43.800	\$ 24.350	\$ 68.150
<b>Passenger Facilities</b>			
• Replacement of Crumbling Platforms (ST08)	7.000	9.000	16.000
• Update Platform Real-Time Signs (ST28)	0.916	1.584	2.500
• Metro Center Sales Office Replacement (ST38)	1.000	-	1.000
Subtotal	\$ 8.916	\$ 10.584	\$ 19.500
<b>Safety &amp; Security</b>			
• Bus Garage Security Upgrade (ST23)	2.000	1.000	3.000
• Communications Equip. for Operations Control Center (ST24)	3.000	-	3.000
• Emergency Tunnel Evacuation Carts (ST30)	1.000	-	1.000
• Underground Communications Radios (ST40)	1.000	-	1.000
• Additional Station Alarm / Chemical Sensors (ST48)	2.500	1.500	4.000
Subtotal	\$ 9.500	\$ 2.500	\$ 12.000
<b>Maintenance &amp; Repair Equipment</b>			
• Heavy Duty Locomotives for Maintenance (ST12)	7.500	-	7.500
• Power Tool Equipment Replacement (ST31)	1.930	-	1.930
• 60-Ton Crane for Track Work (ST17)	4.000	-	4.000
• Heavy-Duty Track Equipment (ST07)	11.565	-	11.565
• Track Welding Program to Repair Defects (ST18)	1.707	2.193	3.900
• Track Pad/Shock Absorber Replacement (ST37)	1.030	-	1.030
Subtotal	\$ 27.732	\$ 2.193	\$ 29.925
<b>Operations Systems</b>			
• Upgrade 3 Oldest Stations and Systems (ST09)	2.700	9.300	12.000
• Additional SmarTrip Fare Machines (ST19)	3.500	-	3.500
• Bus Real-Time, Route and Schedule Systems (ST21)	2.600	0.400	3.000
• Bus Engine Fluid Alert System (ST34)	1.500	-	1.500
• Kiosk & Train Control Computers (ST41)	0.750	-	0.750
Subtotal	\$ 11.050	\$ 9.700	\$ 20.750
<b>Information Technology</b>			
• Sensitive Data Protection Technology (ST16)	4.230	0.670	4.900
• Document Management System (ST32)	1.642	0.358	2.000
• Financial System Integration (ST63)	2.800	2.200	5.000
Subtotal	\$ 8.672	\$ 3.228	\$ 11.900
<b>Total</b>	<b>\$ 149.245</b>	<b>\$ 52.595</b>	<b>\$ 201.840</b>

## Reimbursable Projects

Reimbursable projects are those unique projects for which separate funding have been arranged. 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 \$34.7 million will be expended in FY 2010.

Table 5.9  
Summary of Reimbursable Capital Projects: FY 2007-2010

(dollars in millions)

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>	FY 2010 <u>Forecast</u>
<b>District of Columbia</b>				
District of Columbia Government				
• Adams Morgan - U Street Link	\$ 0.150			
• Ana. Lt. Rail Dem. - Vehicles	1.964	4.932	0.860	2.454
• Brentwood Yard Expansion - PE	0.005			
• DC Alternative Analysis	0.213			
• DC Convention Center	0.050			
• DC Downtown Circulator Buses		0.522		
• DC Downtown Circulator Operations			9.683	17.036
• DC Starter Line	0.110	0.118		
• Navy Yard Station Modification	6.517	12.723		
• NY Avenue Metrorail Station	5.290	0.047		
• Transportation Technology School			0.334	0.334
• U St Stat 14 St Bus Access Imp			0.500	
• Union Row: U Str/Cardozo Stn		0.998		0.336
• Yellow Line Extension	0.608	0.001		
Regional				
• Project Development	0.551	0.465	1.098	1.099
Subtotal	\$ 15.457	\$ 19.807	\$ 12.475	\$ 21.259
<b>Maryland</b>				
Maryland Department of Transportation				
• Largo Extension	\$ 14.644	\$ 12.041		\$ 2.897
• New Carrollton Parking Garage	0.046			
• New Carrollton Rail Yard Exp.	2.952	0.108		1.103
Montgomery County				
• FDA Transit Cen. at White Oak	0.001	0.023		0.021
• Glenmont Parking Facility	0.683	0.493	6.221	0.370
• Silver Spring South Entrance		0.255		0.087
• White Flint Parking Facility	1.227			
Regional				
• Project Development	0.400	0.315	1.077	1.076
Subtotal	\$ 19.953	\$ 13.234	\$ 7.298	\$ 5.554

Table 5.9 (continued)  
Summary of Reimbursable Capital Projects: FY 2007-2010

(dollars in millions)

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 <u>Budget</u>	FY 2010 <u>Forecast</u>
<b>Virginia</b>				
Alexandria, City of				
• King Street Metrorail Station Improvements	\$ 0.614	\$ 0.048		
• Potomac Yard Alt. Analysis			1.500	0.500
Arlington County				
• Ballston-MU Metrorail Station Improvements	0.641	0.013		
• Bus Super Stop Prototype				1.500
• Clarendon Station Improvements				0.007
• Columbia Pike Street Car NEPA & PE			1.600	1.600
• Crystal City Canopy	0.168	0.005		
• Crystal City/Potomac Yard	0.569	0.099		0.164
• Rosslyn Access Improvements	0.049	0.066		0.043
• Rosslyn Livable Communities	0.049	0.000		
• Rosslyn Station New Entrance		1.244	1.194	0.852
• Shirlington Bus Transit Facility	1.147	2.535		0.326
City of Falls Church				
• West Falls Church Parking Structure	0.046	0.260		0.029
Fairfax County				
• Columbia Pike Street Car NEPA & PE			0.400	0.400
• Huntington Parking Facility	15.341	7.622		
• Vienna Parking Facility	0.001			
• West Falls Bus Bay		0.056		0.217
• West Falls Church Canopy			1.250	
Virginia Dept. of Rail & Public Transportation (VDRPT)				
• Franconia-Springfield Parking Facility	0.004	(0.020)		
• Royal Street Bus Garage Replacement Study			0.250	
VDRPT & Metropolitan Washington Airports Authority				
• Dulles Extension Design Build		1.047		1.123
• Dulles Corridor Metrorail Project	4.516	1.597		
Virginia Department of Transportation (VDOT)				
• Fiber Optic Cable Agreement			2.500	0.308
Regional				
• Project Development	0.418	0.418	0.825	0.825
Subtotal	\$ 23.562	\$ 14.989	\$ 9.519	\$ 7.894
<b>All Jurisdictional and Other Partners</b>				
• Wireless Communications Infrastructure (Neutral Host)			2.352	
Subtotal	\$ -	\$ -	\$ 2.352	\$ -
<b>Total</b>	<b>\$ 58.971</b>	<b>\$ 48.030</b>	<b>\$ 31.644</b>	<b>\$ 34.707</b>

## Other Capital Projects

In addition to the capital projects that are found in the Metro Matters, 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 were begun prior to the start of the Metro Matters Program in FY 2005, and are in the process of being completed.

### **Non-Metro Matters Infrastructure Renewal**

A number of infrastructure renewal projects, begun before Metro Matters, will continue to draw towards completion in FY 2010. The Emergency Rail Rehabilitation Program (ERRP), begun in FY 1999, enters its final phase in FY 2010 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 Regional Fare Integration Project will close-out one of its major contracts in FY 2010. Finally, several projects, with relatively small remaining budget balances, will have expenses for final contract activities and settlements.

### **Rail Car Programs**

The 5000-series rail car contract with Team AAI-CAF is anticipated to be closed-out in FY 2010, with the resolution of all outstanding issues. Post-production technical problems that required a retrofit program involved cracks on laminated flooring, delamination of floor panels, and the reliability of the propulsion system, door control units, and auxiliary power supply systems. Although the last of the 6000-series rail cars were delivered in FY 2009, expenditures in FY 2010 will include payment for spare parts and final contract close-out costs.

### **Miscellaneous Capital Projects**

Miscellaneous capital projects in FY 2010 include financial fees associated with the Tax Advantage Leasing Program, and the final costs associated with the relocation of the Track and Structures-Systems Maintenance (TSSM) facility from Twinbrook to Shady Grove.

Table 5.10  
Summary of Other Capital Projects: FY 2007-2010

(dollars in millions)

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 Expenditure <u>Forecast</u>	FY 2010 Expenditure <u>Forecast</u>
<b>Non-Metro Matters Infrastructure Renewal</b>				
• Bus Procurement	\$ 3.621	\$ 1.070	\$ 1.224	\$ 1.000
• Elevator and Escalator Rehabilitation	0.281	1.051	0.239	1.000
• Emergency Rail Rehabilitation Program (ERRP)	7.110	1.004	1.045	6.447
• Precision Stopping - Eight-Car Train Control				0.803
• Regional Fare Integration Project	0.870	4.839	0.970	3.370
• Repairable Parts	1.603	0.102		0.105
• Other Infrastructure Renewal Projects	19.715	11.028	5.413	1.163
Subtotal	\$ 33.200	\$ 19.094	\$ 8.891	\$ 13.888
<b>Rail Car Programs</b>				
• 5000-Series Rail Cars	2.528	0.574	0.911	6.000
• 6000-Series Rail Cars Base Contract*	38.433	5.335	1.505	7.399
Subtotal	\$ 40.961	\$ 5.909	\$ 2.416	\$ 13.399
<b>Miscellaneous Capital Projects</b>				
• Southeast Bus Garage Construction	0.595	3.715	0.586	0.390
• Station Surveillance Cameras			0.200	0.075
• Tax Advantage Leasing Expenses	0.945	0.004	0.880	0.540
• Twinbrook TSSM Facility Relocation		0.130	0.420	0.200
• Other Miscellaneous Capital Projects	1.041	0.672	0.180	0.100
Subtotal	\$ 2.581	\$ 4.521	\$ 2.266	\$ 1.305
<b>Total</b>	<b>\$ 76.742</b>	<b>\$ 29.524</b>	<b>\$ 13.573</b>	<b>\$ 28.592</b>

\*the contract option for 122 cars was funded under the Metro Matters Program

Table 5.11  
Sources of Funds for Other Capital Projects: FY 2007-2010

(dollars in millions)

	FY 2007 <u>Actual</u>	FY 2008 <u>Actual</u>	FY 2009 Expenditure <u>Forecast</u>	FY 2010 Expenditure <u>Forecast</u>
<b>Non-Metro Matters Infrastructure Renewal</b>				
• Pre-Metro Matters IRP Funding	\$ 33.200	\$ 19.094	\$ 8.891	\$ 13.888
Subtotal	\$ 33.200	\$ 19.094	\$ 8.891	\$ 13.888
<b>Rail Car Programs</b>				
• Interim Capital Contributions Agreement (ICCA) #5	2.528	0.574	0.911	6.000
• Coordinated Rail Car Procurement Funding Agreement of July 2002	38.433	5.335	1.505	7.399
Subtotal	\$ 40.961	\$ 5.909	\$ 2.416	\$ 13.399
<b>Miscellaneous Capital Projects</b>				
• State and Local Funds	0.595	3.845	1.206	0.665
• Tax Advantage Leasing Agreements	0.945	0.004	0.880	0.540
• Miscellaneous Funding Sources	1.041	0.672	0.180	0.100
Subtotal	\$ 2.581	\$ 4.521	\$ 2.266	\$ 1.305
<b>Total</b>	<b>\$ 76.742</b>	<b>\$ 29.524</b>	<b>\$ 13.573</b>	<b>\$ 28.592</b>

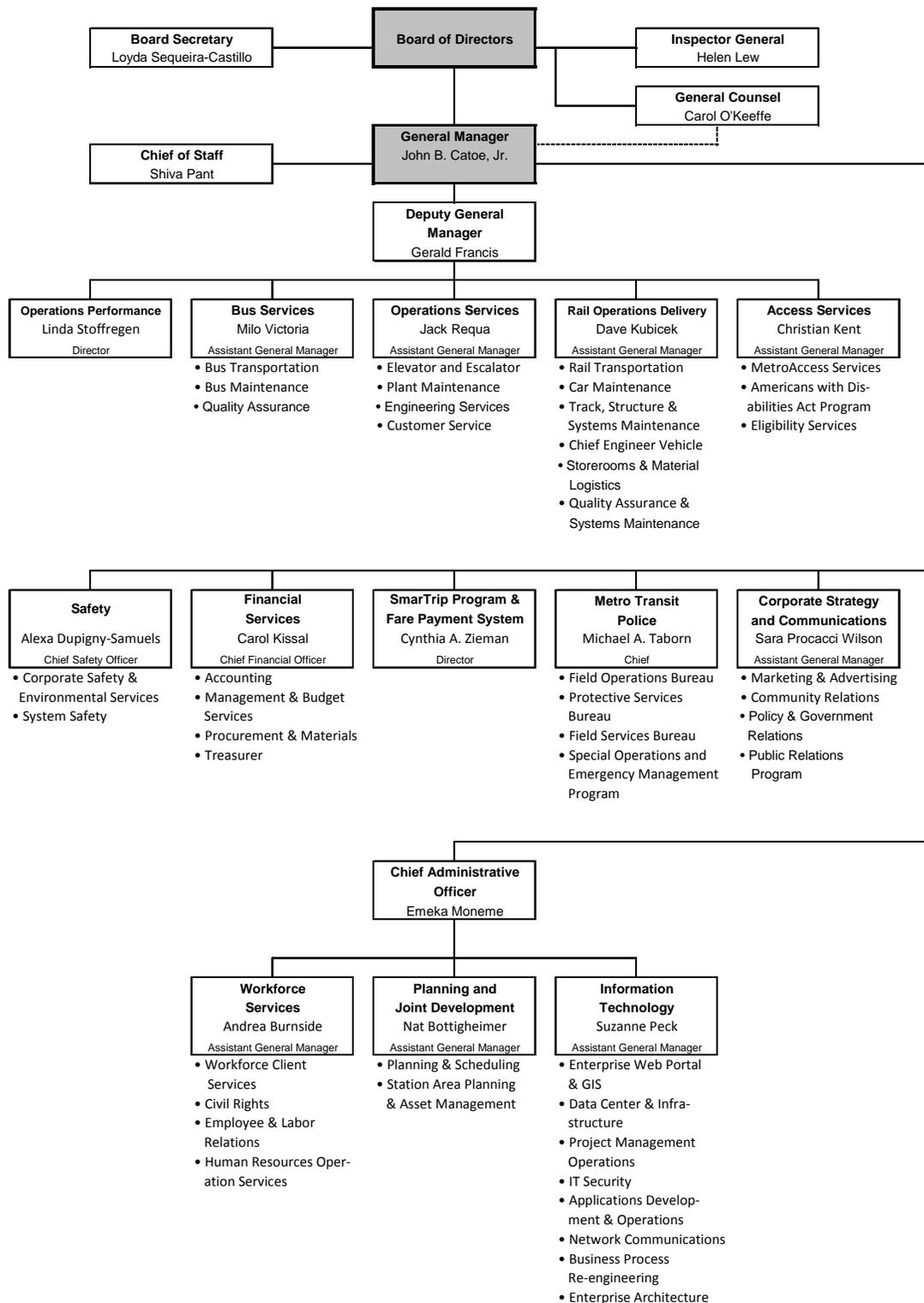
## Chapter 6. Department Budgets

This chapter provides detailed goals, objectives, staffing and line-item budgets for each department in the fiscal 2010 operating budget.

Note: Historical data (FY 2007-2009) presented may not accurately reflect the Departments' previous budget/actual due to corporate reorganization. It does not affect the total for the Authority. It is expected that additional adjustment to the Authority's organizational structure will be made during FY2010.

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

### Authority-Wide



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## WMATA Goals and Objectives

The primary mission of the Washington Metropolitan Area Transit Authority (WMATA) is to provide the nation's best transit service to our customers and improve the quality of life in the Washington Metropolitan area. However, in achieving this overarching mission WMATA has received praise as well as criticism regarding strategic planning. WMATA does not appraise the criticism or praise lightly. To address the importance of strategic planning, WMATA has established a strategic framework which provides direction for achieving its mission. The Authority has identified five strategic goals, concrete steps (objectives) to achieve these goals, and performance measures to assess progress.

### 1. Create a Safety Culture

#### Objectives:

1. Improve customer and employee safety
2. Strengthen WMATA's safety and security response
3. Enhance asset security

### 2. Deliver Quality Service

#### Objectives:

1. Improve reliability of service
2. Enhance regional mobility by improving access and linkages between transportation options
3. Increase service and capacity to relieve overcrowding and meet future demand
4. Maximize customer satisfaction through convenient and comfortable service/facilities

### 3. Use Every Resource Wisely

#### Objectives:

1. Manage agency/assets efficiently
2. Target investments/initiatives that reduce environment impacts

### 4. Maintain and Enhance WMATA's Image

#### Objectives:

1. Enhance communication with customers
2. Promote the region's economy and strengthen opportunities for joint development

### 5. Retain and Attract the Best and Brightest

#### Objectives:

1. Support workforce development

## OPERATING COST BY MODE

## All Departments

Approved FY2010 Budget

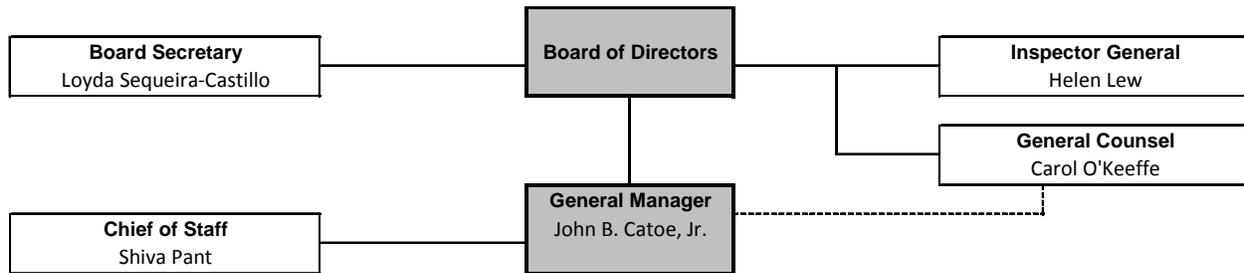
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$202,596</b>	<b>\$58,972</b>	<b>\$140,391</b>	<b>\$3,232</b>
Full-Time Salaries	\$200,780	\$59,086	\$138,383	\$3,311
Salary Lapse	-\$5,407	-\$1,638	-\$3,671	-\$99
Overtime Salaries	\$7,223	\$1,524	\$5,679	\$20
<b>Wages (Total)</b>	<b>\$465,735</b>	<b>\$213,361</b>	<b>\$252,209</b>	<b>\$165</b>
Operator/StaMgr Wages	\$202,664	\$130,522	\$72,033	\$109
Operator/StaMgr Overtime	\$27,037	\$14,243	\$12,794	\$0
Full Time Wages	\$229,213	\$65,116	\$164,039	\$57
Wage Lapse	-\$7,192	-\$1,988	-\$5,201	-\$3
Overtime Wages	\$14,014	\$5,467	\$8,544	\$2
<b>TOTAL SALARIES AND WAGES</b>	<b>\$668,330</b>	<b>\$272,333</b>	<b>\$392,600</b>	<b>\$3,397</b>
<b>Fringes (Total)</b>	<b>\$284,297</b>	<b>\$119,369</b>	<b>\$163,632</b>	<b>\$1,295</b>
Fringe Health	\$161,362	\$66,441	\$94,070	\$851
Fringe Pension	\$49,189	\$20,180	\$28,795	\$214
Other Fringe Benefits	\$56,595	\$23,427	\$32,939	\$229
Workers Compensation	\$17,150	\$9,322	\$7,828	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$952,627</b>	<b>\$391,702</b>	<b>\$556,232</b>	<b>\$4,692</b>
<b>Services (Total)</b>	<b>\$162,714</b>	<b>\$25,692</b>	<b>\$57,085</b>	<b>\$79,937</b>
Management Fee	\$4,073	\$0	\$4,073	\$0
Professional & Technical	\$16,542	\$6,373	\$9,911	\$258
Temporary Help	\$2,296	\$703	\$1,584	\$9
Contract Maintenance	\$33,006	\$10,227	\$22,619	\$161
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$78,918	\$0	\$0	\$78,918
Other	\$27,878	\$8,389	\$18,898	\$592
<b>Materials &amp; Supplies (Total)</b>	<b>\$73,093</b>	<b>\$30,945</b>	<b>\$41,960</b>	<b>\$188</b>
Fuel and Lubricants	\$3,836	\$2,347	\$1,489	\$0
Tires	\$5,490	\$5,364	\$126	\$0
Other	\$63,768	\$23,234	\$40,346	\$188
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$108,792</b>	<b>\$36,934</b>	<b>\$71,858</b>	<b>\$0</b>
Diesel Fuel	\$28,919	\$28,919	\$0	\$0
Propulsion Power	\$71,858	\$0	\$71,858	\$0
Clean Natural Gas	\$8,015	\$8,015	\$0	\$0
<b>Utilities (Total)</b>	<b>\$47,564</b>	<b>\$9,221</b>	<b>\$38,260</b>	<b>\$83</b>
Electricity and Gas	\$42,414	\$7,718	\$34,627	\$70
Utilities - Other	\$5,150	\$1,504	\$3,633	\$13
<b>Casualty &amp; Liability (Total)</b>	<b>\$24,710</b>	<b>\$8,298</b>	<b>\$16,312</b>	<b>\$100</b>
Insurance	\$9,359	\$2,394	\$6,965	\$0
Claims	\$15,351	\$5,904	\$9,347	\$100
<b>Leases (Total)</b>	<b>\$4,548</b>	<b>\$1,294</b>	<b>\$2,713</b>	<b>\$542</b>
Property	\$1,716	\$734	\$440	\$541
Equipment	\$2,832	\$559	\$2,272	\$1
<b>Miscellaneous (Total)</b>	<b>\$4,917</b>	<b>\$2,074</b>	<b>\$2,792</b>	<b>\$52</b>
Dues And Subscriptions	\$501	\$180	\$312	\$9
Conferences and Meetings	\$406	\$151	\$232	\$22
Business Travel/Public Hrg	\$633	\$140	\$482	\$11
Interview & Relocation	\$24	\$6	\$18	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$2,332	\$1,270	\$1,059	\$3
Other	\$1,021	\$326	\$688	\$7
<b>Reimbursements (Total)</b>	<b>-\$4,472</b>	<b>-\$73</b>	<b>-\$4,400</b>	<b>\$0</b>
Reimbursements	-\$4,472	-\$73	-\$4,400	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$421,866</b>	<b>\$114,384</b>	<b>\$226,580</b>	<b>\$80,902</b>
<b>TOTAL COST</b>	<b>\$1,374,493</b>	<b>\$506,087</b>	<b>\$782,812</b>	<b>\$85,594</b>

MULTI-YEAR OPERATING COST COMPARISON  
Authority-Wide

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$174,738</b>	<b>\$181,484</b>	<b>\$200,176</b>	<b>\$202,596</b>	<b>\$2,419</b>
Full-Time Salaries	\$160,019	\$168,677	\$198,689	\$200,780	\$2,091
Salary Lapse	\$0	\$0	-\$8,080	-\$5,407	\$2,672
Overtime Salaries	\$14,719	\$12,808	\$9,567	\$7,223	-\$2,344
<b>Wages (Total)</b>	<b>\$440,878</b>	<b>\$452,860</b>	<b>\$484,006</b>	<b>\$465,735</b>	<b>-\$18,272</b>
Operator/StaMgr Wages	\$171,758	\$182,366	\$201,360	\$202,664	\$1,303
Operator/StaMgr Overtime	\$39,594	\$37,442	\$37,986	\$27,037	-\$10,949
Full Time Wages	\$204,719	\$209,094	\$233,770	\$229,213	-\$4,557
Wage Lapse	\$0	\$0	-\$7,752	-\$7,192	\$560
Overtime Wages	\$24,807	\$23,958	\$18,642	\$14,014	-\$4,629
<b>TOTAL SALARIES AND WAGES</b>	<b>\$615,616</b>	<b>\$634,344</b>	<b>\$684,182</b>	<b>\$668,330</b>	<b>-\$15,852</b>
<b>Fringes (Total)</b>	<b>\$216,364</b>	<b>\$241,302</b>	<b>\$240,899</b>	<b>\$284,297</b>	<b>\$43,398</b>
Fringe Health	\$116,867	\$124,015	\$133,032	\$161,362	\$28,331
Fringe Pension	\$36,919	\$45,447	\$49,189	\$49,189	\$0
Other Fringe Benefits	\$49,087	\$49,658	\$56,378	\$56,595	\$217
Workers Compensation	\$13,491	\$22,181	\$2,300	\$17,150	\$14,850
<b>TOTAL PERSONNEL COST</b>	<b>\$831,980</b>	<b>\$875,646</b>	<b>\$925,081</b>	<b>\$952,627</b>	<b>\$27,546</b>
<b>Services (Total)</b>	<b>\$106,343</b>	<b>\$122,709</b>	<b>\$143,536</b>	<b>\$162,714</b>	<b>\$19,178</b>
Management Fee	\$3,916	\$3,657	\$4,835	\$4,073	-\$762
Professional & Technical	\$8,002	\$11,109	\$20,493	\$16,542	-\$3,951
Temporary Help	\$1,685	\$2,596	\$1,929	\$2,296	\$367
Contract Maintenance	\$21,894	\$24,848	\$33,786	\$33,006	-\$779
Custodial Services	\$21	\$19	\$0	\$0	\$0
Paratransit	\$56,410	\$65,456	\$62,037	\$78,918	\$16,881
Other	\$14,416	\$15,023	\$20,456	\$27,878	\$7,422
<b>Materials &amp; Supplies (Total)</b>	<b>\$67,886</b>	<b>\$79,752</b>	<b>\$79,860</b>	<b>\$73,093</b>	<b>-\$6,767</b>
Fuel and Lubricants	\$3,352	\$3,732	\$3,690	\$3,836	\$146
Tires	\$2,473	\$5,016	\$5,724	\$5,490	-\$234
Other	\$62,061	\$71,004	\$70,447	\$63,768	-\$6,680
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$73,718</b>	<b>\$75,233</b>	<b>\$108,985</b>	<b>\$108,792</b>	<b>-\$193</b>
Diesel Fuel	\$25,357	\$23,540	\$39,359	\$28,919	-\$10,440
Propulsion Power	\$39,364	\$47,067	\$63,595	\$71,858	\$8,263
Clean Natural Gas	\$8,997	\$4,626	\$6,031	\$8,015	\$1,984
<b>Utilities (Total)</b>	<b>\$32,073</b>	<b>\$36,235</b>	<b>\$42,776</b>	<b>\$47,564</b>	<b>\$4,788</b>
Electricity and Gas	\$25,555	\$29,632	\$37,480	\$42,414	\$4,935
Utilities - Other	\$6,518	\$6,603	\$5,296	\$5,150	-\$147
<b>Casualty &amp; Liability (Total)</b>	<b>\$12,736</b>	<b>\$17,610</b>	<b>\$43,299</b>	<b>\$24,710</b>	<b>-\$18,588</b>
Insurance	\$7,792	\$7,977	\$9,359	\$9,359	\$0
Claims	\$4,945	\$9,634	\$33,940	\$15,351	-\$18,588
<b>Leases (Total)</b>	<b>\$5,951</b>	<b>\$5,092</b>	<b>\$4,526</b>	<b>\$4,548</b>	<b>\$22</b>
Property	\$2,432	\$1,931	\$1,738	\$1,716	-\$23
Equipment	\$3,519	\$3,160	\$2,788	\$2,832	\$45
<b>Miscellaneous (Total)</b>	<b>\$4,111</b>	<b>\$4,002</b>	<b>\$5,551</b>	<b>\$4,917</b>	<b>-\$634</b>
Dues And Subscriptions	\$370	\$452	\$541	\$501	-\$39
Conferences and Meetings	\$278	\$192	\$520	\$406	-\$114
Business Travel/Public Hrg	\$546	\$413	\$723	\$633	-\$90
Interview & Relocation	\$114	\$280	\$89	\$24	-\$65
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$1,984	\$2,143	\$2,641	\$2,332	-\$309
Other	\$819	\$523	\$1,038	\$1,021	-\$17
<b>Reimbursements (Total)</b>	<b>-\$3,364</b>	<b>-\$48,286</b>	<b>-\$3,940</b>	<b>-\$4,472</b>	<b>-\$532</b>
Reimbursements	-\$3,364	-\$48,286	-\$3,940	-\$4,472	-\$532
<b>TOTAL NONPERSONNEL COST</b>	<b>\$299,454</b>	<b>\$292,348</b>	<b>\$424,593</b>	<b>\$421,866</b>	<b>-\$2,727</b>
<b>TOTAL COST</b>	<b>\$1,131,434</b>	<b>\$1,167,994</b>	<b>\$1,349,675</b>	<b>\$1,374,493</b>	<b>\$24,819</b>

## Independent Offices



### **General Manager**

John B. Catoe, Jr. oversees the second largest rail transit system, the sixth largest bus network and eighth largest paratransit service in the United States. Metro employs more than 10,000 operating, administrative and engineering professionals to implement a \$1.4 billion Operating budget and a \$0.7 million Capital Improvement Program (FY 2010). In 2009, Mr. Catoe was named the nation's top public transportation manager by the American Public Transportation Association (APTA).

### **Board Secretary**

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

### **Inspector General**

The Office of Inspector General (OIG) is an independent office that reports to the WMATA Board of Directors. OIG is modeled after the federal Offices of Inspector General to advance the Authority's goals of accountability and transparency. OIG conducts audits, program evaluations and investigations of Authority 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.

### **General Counsel**

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

OPERATING COST BY MODE  
**General Manager Summary**  
Approved FY 2010 Budget

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$671</b>	<b>\$242</b>	<b>\$427</b>	<b>\$2</b>
Full-Time Salaries	\$671	\$242	\$427	\$2
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$671</b>	<b>\$242</b>	<b>\$427</b>	<b>\$2</b>
<b>Fringes (Total)</b>	<b>\$318</b>	<b>\$112</b>	<b>\$205</b>	<b>\$1</b>
Fringe Health	\$249	\$90	\$158	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$69	\$22	\$47	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$989</b>	<b>\$354</b>	<b>\$632</b>	<b>\$3</b>
<b>Services (Total)</b>	<b>\$1,013</b>	<b>\$852</b>	<b>\$161</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$989	\$843	\$146	\$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	\$24	\$9	\$15	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$8</b>	<b>\$3</b>	<b>\$5</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$360</b>	<b>\$143</b>	<b>\$216</b>	<b>\$1</b>
Dues And Subscriptions	\$176	\$62	\$113	\$0
Conferences and Meetings	\$65	\$23	\$42	\$0
Business Travel/Public Hrg	\$12	\$4	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$107	\$53	\$53	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$1,381</b>	<b>\$998</b>	<b>\$382</b>	<b>\$1</b>
<b>TOTAL COST</b>	<b>\$2,370</b>	<b>\$1,352</b>	<b>\$1,014</b>	<b>\$4</b>

MULTI-YEAR OPERATING COST COMPARISON  
General Manager Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$614</b>	<b>\$744</b>	<b>\$608</b>	<b>\$671</b>	<b>\$63</b>
Full-Time Salaries	\$606	\$740	\$608	\$671	\$63
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$7	\$4	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$614</b>	<b>\$744</b>	<b>\$608</b>	<b>\$671</b>	<b>\$63</b>
<b>Fringes (Total)</b>	<b>\$274</b>	<b>\$326</b>	<b>\$310</b>	<b>\$318</b>	<b>\$8</b>
Fringe Health	\$0	\$0	\$220	\$249	\$30
Fringe Pension	\$54	\$77	\$0	\$0	\$0
Other Fringe Benefits	\$220	\$249	\$90	\$69	-\$21
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$888</b>	<b>\$1,070</b>	<b>\$918</b>	<b>\$989</b>	<b>\$71</b>
<b>Services (Total)</b>	<b>\$230</b>	<b>\$271</b>	<b>\$24</b>	<b>\$1,013</b>	<b>\$989</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$201	\$247	\$0	\$989	\$989
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	\$29	\$24	\$24	\$24	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$3</b>	<b>\$5</b>	<b>\$9</b>	<b>\$8</b>	<b>-\$1</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$3	\$5	\$9	\$8	-\$1
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$5</b>	<b>\$13</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$4	\$0	\$0	\$0
Utilities - Other	\$5	\$8	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$4	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$196</b>	<b>\$398</b>	<b>\$511</b>	<b>\$360</b>	<b>-\$151</b>
Dues And Subscriptions	\$118	\$232	\$230	\$176	-\$54
Conferences and Meetings	\$31	\$30	\$95	\$65	-\$30
Business Travel/Public Hrg	\$10	\$48	\$17	\$12	-\$5
Interview & Relocation	\$38	\$88	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$169	\$107	-\$62
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$439</b>	<b>\$686</b>	<b>\$544</b>	<b>\$1,381</b>	<b>\$837</b>
<b>TOTAL COST</b>	<b>\$1,327</b>	<b>\$1,756</b>	<b>\$1,462</b>	<b>\$2,370</b>	<b>\$909</b>

OPERATING COST BY MODE  
**Inspector General Summary**  
Approved FY 2010 Budget

*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$2,227</b>	<b>\$814</b>	<b>\$1,398</b>	<b>\$14</b>
Full-Time Salaries	\$2,276	\$822	\$1,440	\$15
Salary Lapse	-\$50	-\$8	-\$42	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$2,227</b>	<b>\$814</b>	<b>\$1,398</b>	<b>\$14</b>
<b>Fringes (Total)</b>	<b>\$845</b>	<b>\$305</b>	<b>\$535</b>	<b>\$5</b>
Fringe Health	\$845	\$305	\$535	\$5
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$3,072</b>	<b>\$1,120</b>	<b>\$1,933</b>	<b>\$20</b>
<b>Services (Total)</b>	<b>\$286</b>	<b>\$103</b>	<b>\$179</b>	<b>\$3</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$260	\$94	\$163	\$3
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$6	\$2	\$4	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$19	\$7	\$12	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$14</b>	<b>\$5</b>	<b>\$9</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$14	\$5	\$9	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$52</b>	<b>\$19</b>	<b>\$33</b>	<b>\$1</b>
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$1	\$0	\$0	\$0
Business Travel/Public Hrg	\$43	\$16	\$27	\$1
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$8	\$3	\$5	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$352</b>	<b>\$127</b>	<b>\$221</b>	<b>\$4</b>
<b>TOTAL COST</b>	<b>\$3,424</b>	<b>\$1,247</b>	<b>\$2,153</b>	<b>\$24</b>

MULTI-YEAR OPERATING COST COMPARISON  
Inspector General Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$1,371</b>	<b>\$1,382</b>	<b>\$2,044</b>	<b>\$2,227</b>	<b>\$182</b>
Full-Time Salaries	\$1,371	\$1,382	\$2,154	\$2,276	\$122
Salary Lapse	\$0	\$0	-\$110	-\$50	\$60
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$1,371</b>	<b>\$1,382</b>	<b>\$2,044</b>	<b>\$2,227</b>	<b>\$182</b>
<b>Fringes (Total)</b>	<b>\$472</b>	<b>\$501</b>	<b>\$719</b>	<b>\$845</b>	<b>\$126</b>
Fringe Health	\$0	\$0	\$719	\$845	\$126
Fringe Pension	\$39	\$51	\$0	\$0	\$0
Other Fringe Benefits	\$434	\$450	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$1,843</b>	<b>\$1,883</b>	<b>\$2,764</b>	<b>\$3,072</b>	<b>\$308</b>
<b>Services (Total)</b>	<b>\$14</b>	<b>\$68</b>	<b>\$279</b>	<b>\$286</b>	<b>\$7</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$60	\$260	\$260	\$1
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$8	\$6	-\$2
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$14	\$8	\$11	\$19	\$8
<b>Materials &amp; Supplies (Total)</b>	<b>\$10</b>	<b>\$60</b>	<b>\$21</b>	<b>\$14</b>	<b>-\$8</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$10	\$60	\$21	\$14	-\$8
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$32</b>	<b>\$42</b>	<b>\$32</b>	<b>\$52</b>	<b>\$20</b>
Dues And Subscriptions	\$0	\$21	\$1	\$0	-\$1
Conferences and Meetings	\$0	\$0	\$1	\$1	\$0
Business Travel/Public Hrg	\$31	\$16	\$31	\$43	\$12
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$5	\$0	\$8	\$8
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$56</b>	<b>\$170</b>	<b>\$332</b>	<b>\$352</b>	<b>\$19</b>
<b>TOTAL COST</b>	<b>\$1,900</b>	<b>\$2,053</b>	<b>\$3,096</b>	<b>\$3,424</b>	<b>\$328</b>

OPERATING COST BY MODE  
**General Counsel Summary**  
Approved FY 2010 Budget

*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$2,961</b>	<b>\$1,069</b>	<b>\$1,884</b>	<b>\$7</b>
Full-Time Salaries	\$3,089	\$1,115	\$1,966	\$7
Salary Lapse	-\$128	-\$46	-\$82	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$2,961</b>	<b>\$1,069</b>	<b>\$1,884</b>	<b>\$7</b>
<b>Fringes (Total)</b>	<b>\$1,219</b>	<b>\$440</b>	<b>\$776</b>	<b>\$3</b>
Fringe Health	\$1,214	\$438	\$773	\$3
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$2	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$4,179</b>	<b>\$1,509</b>	<b>\$2,660</b>	<b>\$10</b>
<b>Services (Total)</b>	<b>\$1,079</b>	<b>\$342</b>	<b>\$735</b>	<b>\$2</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$770	\$278	\$490	\$2
Temporary Help	\$15	\$6	\$10	\$0
Contract Maintenance	\$1	\$0	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$292	\$58	\$234	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$43</b>	<b>\$16</b>	<b>\$27</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$43	\$16	\$27	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$11,501</b>	<b>\$3,979</b>	<b>\$7,422</b>	<b>\$100</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$11,501	\$3,979	\$7,422	\$100
<b>Leases (Total)</b>	<b>\$52</b>	<b>\$19</b>	<b>\$33</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$52	\$19	\$33	\$0
<b>Miscellaneous (Total)</b>	<b>\$84</b>	<b>\$30</b>	<b>\$54</b>	<b>\$0</b>
Dues And Subscriptions	\$57	\$21	\$37	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$13	\$5	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$12	\$4	\$8	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$12,760</b>	<b>\$4,386</b>	<b>\$8,271</b>	<b>\$103</b>
<b>TOTAL COST</b>	<b>\$16,939</b>	<b>\$5,895</b>	<b>\$10,931</b>	<b>\$113</b>

MULTI-YEAR OPERATING COST COMPARISON  
Counsel Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$2,992</b>	<b>\$2,812</b>	<b>\$3,164</b>	<b>\$2,961</b>	<b>-\$204</b>
Full-Time Salaries	\$2,983	\$2,812	\$3,293	\$3,089	-\$204
Salary Lapse	\$0	\$0	-\$128	-\$128	\$0
Overtime Salaries	\$9	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$6	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$2,998</b>	<b>\$2,812</b>	<b>\$3,164</b>	<b>\$2,961</b>	<b>-\$204</b>
<b>Fringes (Total)</b>	<b>\$1,056</b>	<b>\$1,033</b>	<b>\$1,054</b>	<b>\$1,219</b>	<b>\$164</b>
Fringe Health	\$0	\$5	\$1,049	\$1,214	\$164
Fringe Pension	\$109	\$108	\$0	\$0	\$0
Other Fringe Benefits	\$946	\$920	\$5	\$5	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$4,054</b>	<b>\$3,845</b>	<b>\$4,219</b>	<b>\$4,179</b>	<b>-\$39</b>
<b>Services (Total)</b>	<b>\$731</b>	<b>\$946</b>	<b>\$1,407</b>	<b>\$1,079</b>	<b>-\$329</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$576	\$765	\$988	\$770	-\$218
Temporary Help	\$18	\$25	\$25	\$15	-\$10
Contract Maintenance	\$0	\$1	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$136	\$155	\$394	\$292	-\$101
<b>Materials &amp; Supplies (Total)</b>	<b>\$74</b>	<b>\$68</b>	<b>\$88</b>	<b>\$43</b>	<b>-\$45</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$74	\$68	\$88	\$43	-\$45
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$2</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$2	\$1	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$4,945</b>	<b>\$9,634</b>	<b>\$12,413</b>	<b>\$11,501</b>	<b>-\$912</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$4,945	\$9,634	\$12,413	\$11,501	-\$912
<b>Leases (Total)</b>	<b>\$51</b>	<b>\$38</b>	<b>\$57</b>	<b>\$52</b>	<b>-\$5</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$51	\$38	\$57	\$52	-\$5
<b>Miscellaneous (Total)</b>	<b>\$67</b>	<b>\$80</b>	<b>\$98</b>	<b>\$84</b>	<b>-\$14</b>
Dues And Subscriptions	\$45	\$60	\$68	\$57	-\$11
Conferences and Meetings	\$2	\$0	\$2	\$2	\$0
Business Travel/Public Hrg	\$11	\$7	\$8	\$13	\$4
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$10	\$13	\$19	\$12	-\$7
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$5,869</b>	<b>\$10,767</b>	<b>\$14,064</b>	<b>\$12,760</b>	<b>-\$1,304</b>
<b>TOTAL COST</b>	<b>\$9,923</b>	<b>\$14,611</b>	<b>\$18,282</b>	<b>\$16,939</b>	<b>-\$1,343</b>

OPERATING COST BY MODE  
**Board Secretary Summary**  
Approved FY 2010 Budget

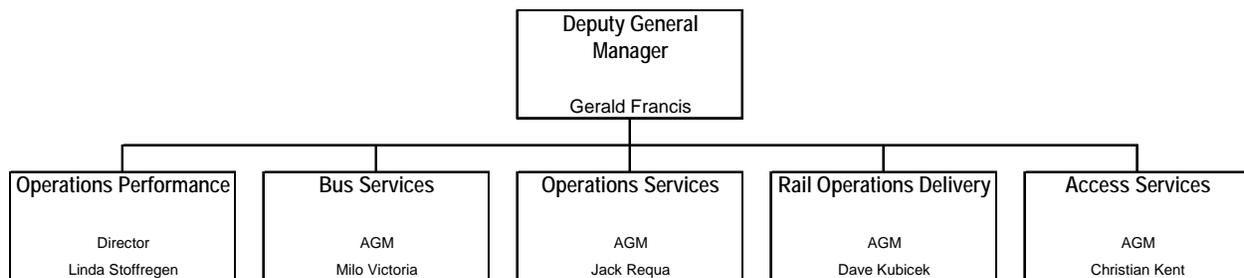
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$292</b>	<b>\$105</b>	<b>\$186</b>	<b>\$2</b>
Full-Time Salaries	\$292	\$105	\$186	\$2
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$292</b>	<b>\$105</b>	<b>\$186</b>	<b>\$2</b>
<b>Fringes (Total)</b>	<b>\$109</b>	<b>\$39</b>	<b>\$69</b>	<b>\$1</b>
Fringe Health	\$109	\$39	\$69	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$401</b>	<b>\$144</b>	<b>\$255</b>	<b>\$2</b>
<b>Services (Total)</b>	<b>\$56</b>	<b>\$20</b>	<b>\$36</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$13	\$5	\$8	\$0
Temporary Help	\$15	\$5	\$10	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$29	\$10	\$19	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$6</b>	<b>\$2</b>	<b>\$4</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6	\$2	\$4	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$66</b>	<b>\$29</b>	<b>\$36</b>	<b>\$1</b>
Dues And Subscriptions	\$5	\$2	\$3	\$0
Conferences and Meetings	\$20	\$7	\$13	\$0
Business Travel/Public Hrg	\$15	\$7	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$21	\$11	\$9	\$1
Other	\$5	\$2	\$3	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$129</b>	<b>\$51</b>	<b>\$76</b>	<b>\$1</b>
<b>TOTAL COST</b>	<b>\$530</b>	<b>\$196</b>	<b>\$331</b>	<b>\$3</b>

MULTI-YEAR OPERATING COST COMPARISON  
Board Secretary Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Approved Budget 2009</u>	<u>Approved Budget 2010</u>	<u>Change</u>
<b>Salaries (Total)</b>	<b>\$198</b>	<b>\$208</b>	<b>\$292</b>	<b>\$292</b>	<b>\$1</b>
Full-Time Salaries	\$195	\$208	\$301	\$292	-\$9
Salary Lapse	\$0	\$0	-\$9	\$0	\$9
Overtime Salaries	\$3	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$11</b>	<b>\$29</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$11	\$29	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$209</b>	<b>\$237</b>	<b>\$292</b>	<b>\$292</b>	<b>\$1</b>
<b>Fringes (Total)</b>	<b>\$76</b>	<b>\$95</b>	<b>\$101</b>	<b>\$109</b>	<b>\$8</b>
Fringe Health	\$0	\$0	\$101	\$109	\$8
Fringe Pension	\$10	\$15	\$0	\$0	\$0
Other Fringe Benefits	\$66	\$80	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$285</b>	<b>\$332</b>	<b>\$392</b>	<b>\$401</b>	<b>\$9</b>
<b>Services (Total)</b>	<b>-\$64</b>	<b>\$22</b>	<b>\$58</b>	<b>\$56</b>	<b>-\$2</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	-\$87	\$0	\$14	\$13	-\$1
Temporary Help	\$0	\$0	\$15	\$15	\$0
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$23	\$22	\$30	\$29	-\$1
<b>Materials &amp; Supplies (Total)</b>	<b>\$4</b>	<b>\$6</b>	<b>\$7</b>	<b>\$6</b>	<b>-\$1</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$4	\$6	\$7	\$6	-\$1
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$40</b>	<b>\$70</b>	<b>\$125</b>	<b>\$66</b>	<b>-\$59</b>
Dues And Subscriptions	\$0	\$0	\$5	\$5	\$0
Conferences and Meetings	\$18	\$7	\$23	\$20	-\$2
Business Travel/Public Hrg	\$8	\$22	\$13	\$15	\$2
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$14	\$41	\$79	\$21	-\$58
Other	\$0	\$0	\$6	\$5	-\$1
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>-\$20</b>	<b>\$98</b>	<b>\$191</b>	<b>\$129</b>	<b>-\$62</b>
<b>TOTAL COST</b>	<b>\$265</b>	<b>\$430</b>	<b>\$583</b>	<b>\$530</b>	<b>-\$53</b>

## Deputy General Manager



### Introduction

The Deputy General Manager's department directs the daily operation of the Metrobus, Metrorail, MetroAccess, and vertical transportation.

### 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 our system in the Washington Metropolitan region.

### Goals and Objectives

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

- Achieve a 15% reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Reduce Metrobus and Metrorail passenger injuries by 10% (FY 09 is the baseline)
- Enhance asset security by installing cameras on the entire bus fleet by January, 2010
- Target investments/initiatives that reduce operating/capital costs and/or generate revenue by reducing non-scheduled overtime by 15% by December, 2009 (2008 is the baseline)
- Enhance communication with customers by finalizing customer service standards by March 2010 working with the Riders Advisory Council and Jurisdictional Coordinating Committee; and improve the connectivity and quality of PIDS, e-alerts, and website service information by the end of 2009

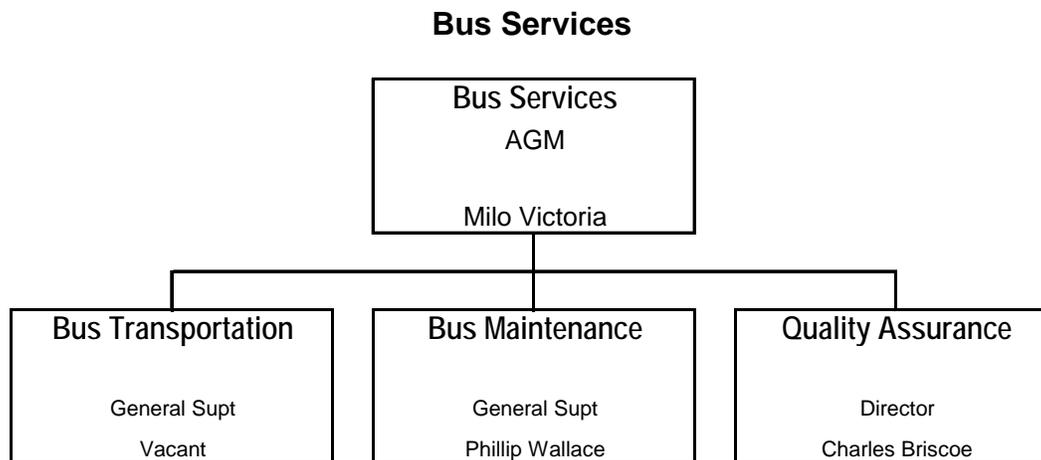
OPERATING COST BY MODE  
**Deputy General Manager**  
Approved FY 2010 Budget

*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$3,054</b>	<b>\$1,415</b>	<b>\$1,636</b>	<b>\$3</b>
Full-Time Salaries	\$3,091	\$1,430	\$1,659	\$3
Salary Lapse	-\$37	-\$14	-\$23	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$1,228</b>	<b>\$969</b>	<b>\$259</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$1,228	\$969	\$259	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$4,283</b>	<b>\$2,384</b>	<b>\$1,896</b>	<b>\$3</b>
<b>Fringes (Total)</b>	<b>\$1,616</b>	<b>\$900</b>	<b>\$715</b>	<b>\$1</b>
Fringe Health	\$1,616	\$900	\$715	\$1
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$5,899</b>	<b>\$3,285</b>	<b>\$2,611</b>	<b>\$4</b>
<b>Services (Total)</b>	<b>\$211</b>	<b>\$80</b>	<b>\$131</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$9	\$4	\$5	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$201	\$76	\$125	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$38</b>	<b>\$9</b>	<b>\$28</b>	<b>\$1</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$38	\$9	\$28	\$1
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$17</b>	<b>\$7</b>	<b>\$11</b>	<b>\$0</b>
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$4	\$3	\$1	\$0
Business Travel/Public Hrg	\$11	\$3	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$1	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$266</b>	<b>\$95</b>	<b>\$169</b>	<b>\$1</b>
<b>TOTAL COST</b>	<b>\$6,164</b>	<b>\$3,380</b>	<b>\$2,780</b>	<b>\$5</b>

MULTI-YEAR OPERATING COST COMPARISON  
Operations Administration

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$0</b>	<b>\$377</b>	<b>\$620</b>	<b>\$3,054</b>	<b>\$2,434</b>
Full-Time Salaries	\$0	\$377	\$620	\$3,091	\$2,471
Salary Lapse	\$0	\$0	\$0	-\$37	-\$37
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,228</b>	<b>\$1,228</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$1,228	\$1,228
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$0</b>	<b>\$377</b>	<b>\$620</b>	<b>\$4,283</b>	<b>\$3,662</b>
<b>Fringes (Total)</b>	<b>\$0</b>	<b>\$149</b>	<b>\$207</b>	<b>\$1,616</b>	<b>\$1,409</b>
Fringe Health	\$0	\$0	\$207	\$1,616	\$1,409
Fringe Pension	\$0	\$30	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$118	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$0</b>	<b>\$526</b>	<b>\$828</b>	<b>\$5,899</b>	<b>\$5,071</b>
<b>Services (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$232</b>	<b>\$211</b>	<b>-\$21</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0	\$0
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$9	\$9	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$222	\$201	-\$21
<b>Materials &amp; Supplies (Total)</b>	<b>\$0</b>	<b>\$18</b>	<b>\$37</b>	<b>\$38</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$18	\$37	\$38	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$1	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$0</b>	<b>\$10</b>	<b>\$19</b>	<b>\$17</b>	<b>-\$2</b>
Dues And Subscriptions	\$0	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$1	\$5	\$4	\$0
Business Travel/Public Hrg	\$0	\$8	\$13	\$11	-\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$2	\$1	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$0</b>	<b>\$29</b>	<b>\$288</b>	<b>\$266</b>	<b>-\$23</b>
<b>TOTAL COST</b>	<b>\$0</b>	<b>\$554</b>	<b>\$1,116</b>	<b>\$6,164</b>	<b>\$5,049</b>



## Introduction

The Department of Bus (BUS) is responsible for all functions of bus operations: providing "the best ride in the nation," maintenance, service planning and scheduling.

## 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 WMATA's five strategic goals and related objectives. The applicable departmental goals are: Create a Safety Culture, 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:

- Achieve a 15% reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Reduce Metrobus passenger injuries by 10% (FY 09 is the baseline)
- Maintain the goal of 80% compliance of Safety Conversations
- Improve reliability of service by achieving 80% on-time performance
- Improve efficiency and reliability by taking delivery of 203 hybrid electric buses by March 2010
- Target investments/initiatives that reduce operating/capital costs and/or generate revenue by identifying \$2.0 million in efficiency improvements (FY09 is the baseline) through analysis of bus deployment, passenger counts, scheduling, and deadheading

OPERATING COST BY MODE  
**Bus Services Summary**  
Approved FY 2010 Budget

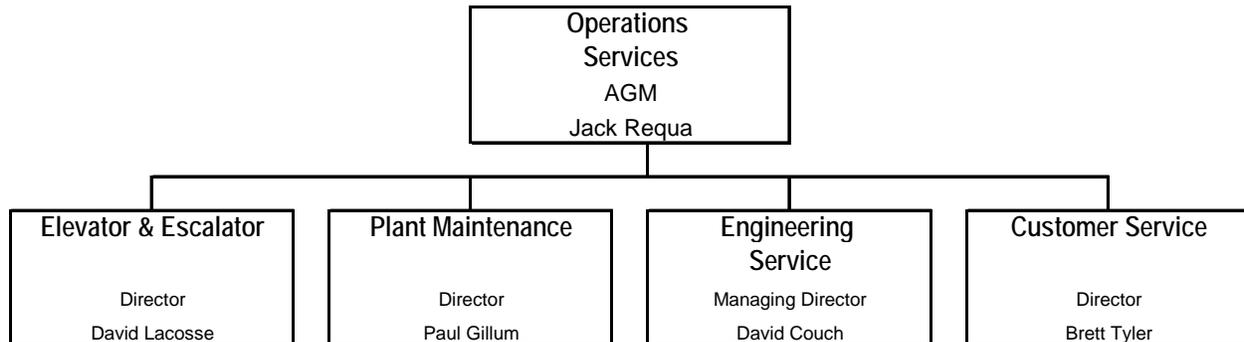
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$29,561</b>	<b>\$28,398</b>	<b>\$1,162</b>	<b>\$1</b>
Full-Time Salaries	\$29,927	\$28,739	\$1,187	\$1
Salary Lapse	-\$904	-\$868	-\$36	\$0
Overtime Salaries	\$538	\$528	\$10	\$0
<b>Wages (Total)</b>	<b>\$202,241</b>	<b>\$200,224</b>	<b>\$2,017</b>	<b>\$0</b>
Operator/StaMgr Wages	\$130,871	\$130,567	\$304	\$0
Operator/StaMgr Overtime	\$14,243	\$14,243	\$0	\$0
Full Time Wages	\$53,857	\$52,265	\$1,592	\$0
Wage Lapse	-\$1,685	-\$1,635	-\$50	\$0
Overtime Wages	\$4,955	\$4,784	\$171	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$231,803</b>	<b>\$228,623</b>	<b>\$3,179</b>	<b>\$1</b>
<b>Fringes (Total)</b>	<b>\$94,008</b>	<b>\$92,768</b>	<b>\$1,240</b>	<b>\$0</b>
Fringe Health	\$92,382	\$91,154	\$1,228	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,627	\$1,615	\$12	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$325,811</b>	<b>\$321,391</b>	<b>\$4,418</b>	<b>\$2</b>
<b>Services (Total)</b>	<b>\$7,436</b>	<b>\$6,249</b>	<b>\$1,187</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$232	\$220	\$12	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$5,471	\$4,301	\$1,170	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,733	\$1,728	\$5	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$28,145</b>	<b>\$26,112</b>	<b>\$2,034</b>	<b>\$0</b>
Fuel and Lubricants	\$3,608	\$2,314	\$1,294	\$0
Tires	\$5,490	\$5,364	\$126	\$0
Other	\$19,047	\$18,434	\$614	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$39,934</b>	<b>\$39,934</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$28,919	\$28,919	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$11,015	\$11,015	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$445</b>	<b>\$445</b>	<b>\$0</b>	<b>\$0</b>
Property	\$397	\$397	\$0	\$0
Equipment	\$48	\$48	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$131</b>	<b>\$125</b>	<b>\$6</b>	<b>\$0</b>
Dues And Subscriptions	\$10	\$4	\$6	\$0
Conferences and Meetings	\$10	\$10	\$0	\$0
Business Travel/Public Hrg	\$2	\$2	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$109	\$109	\$0	\$0
<b>Reimbursements (Total)</b>	<b>-\$75</b>	<b>-\$75</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	-\$75	-\$75	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$76,016</b>	<b>\$72,790</b>	<b>\$3,226</b>	<b>\$0</b>
<b>TOTAL COST</b>	<b>\$401,827</b>	<b>\$394,181</b>	<b>\$7,645</b>	<b>\$2</b>

MULTI-YEAR OPERATING COST COMPARISON  
Bus Services Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$17,975</b>	<b>\$21,575</b>	<b>\$29,556</b>	<b>\$29,561</b>	<b>\$5</b>
Full-Time Salaries	\$17,194	\$20,643	\$29,637	\$29,927	\$290
Salary Lapse	\$0	\$0	-\$903	-\$904	-\$2
Overtime Salaries	\$781	\$932	\$822	\$538	-\$283
<b>Wages (Total)</b>	<b>\$188,558</b>	<b>\$193,605</b>	<b>\$213,942</b>	<b>\$202,241</b>	<b>-\$11,701</b>
Operator/StaMgr Wages	\$111,463	\$118,277	\$135,274	\$130,871	-\$4,403
Operator/StaMgr Overtime	\$23,818	\$21,563	\$19,980	\$14,243	-\$5,737
Full Time Wages	\$46,183	\$47,545	\$54,272	\$53,857	-\$415
Wage Lapse	\$0	\$0	-\$1,572	-\$1,685	-\$113
Overtime Wages	\$7,093	\$6,220	\$5,989	\$4,955	-\$1,033
<b>TOTAL SALARIES AND WAGES</b>	<b>\$206,532</b>	<b>\$215,180</b>	<b>\$243,498</b>	<b>\$231,803</b>	<b>-\$11,696</b>
<b>Fringes (Total)</b>	<b>\$66,757</b>	<b>\$73,174</b>	<b>\$84,241</b>	<b>\$94,008</b>	<b>\$9,768</b>
Fringe Health	\$0	\$4	\$82,708	\$92,382	\$9,674
Fringe Pension	\$122	\$204	\$0	\$0	\$0
Other Fringe Benefits	\$66,634	\$72,966	\$1,533	\$1,627	\$94
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$273,289</b>	<b>\$288,354</b>	<b>\$327,739</b>	<b>\$325,811</b>	<b>-\$1,928</b>
<b>Services (Total)</b>	<b>\$4,374</b>	<b>\$5,609</b>	<b>\$7,023</b>	<b>\$7,436</b>	<b>\$413</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$15	\$221	\$175	\$232	\$57
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$4,113	\$5,050	\$6,271	\$5,471	-\$800
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$246	\$338	\$577	\$1,733	\$1,156
<b>Materials &amp; Supplies (Total)</b>	<b>\$26,924</b>	<b>\$35,319</b>	<b>\$30,492</b>	<b>\$28,145</b>	<b>-\$2,347</b>
Fuel and Lubricants	\$3,153	\$3,560	\$3,473	\$3,608	\$135
Tires	\$2,472	\$5,015	\$5,724	\$5,490	-\$234
Other	\$21,299	\$26,744	\$21,295	\$19,047	-\$2,248
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$34,343</b>	<b>\$32,675</b>	<b>\$48,390</b>	<b>\$39,934</b>	<b>-\$8,456</b>
Diesel Fuel	\$25,345	\$23,538	\$39,359	\$28,919	-\$10,440
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$8,997	\$9,137	\$9,031	\$11,015	\$1,984
<b>Utilities (Total)</b>	<b>\$79</b>	<b>\$64</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$2	\$0	\$0	\$0	\$0
Utilities - Other	\$77	\$64	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$457</b>	<b>\$486</b>	<b>\$468</b>	<b>\$445</b>	<b>-\$23</b>
Property	\$435	\$462	\$419	\$397	-\$23
Equipment	\$22	\$24	\$48	\$48	\$0
<b>Miscellaneous (Total)</b>	<b>\$219</b>	<b>\$104</b>	<b>\$145</b>	<b>\$131</b>	<b>-\$13</b>
Dues And Subscriptions	\$4	\$7	\$10	\$10	\$0
Conferences and Meetings	\$46	\$33	\$11	\$10	-\$1
Business Travel/Public Hrg	\$22	\$24	\$2	\$2	\$0
Interview & Relocation	\$0	\$17	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$148	\$24	\$122	\$109	-\$12
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>-\$22</b>	<b>-\$75</b>	<b>-\$75</b>	<b>\$0</b>
Reimbursements	\$0	-\$22	-\$75	-\$75	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$66,397</b>	<b>\$74,236</b>	<b>\$86,442</b>	<b>\$76,016</b>	<b>-\$10,426</b>
<b>TOTAL COST</b>	<b>\$339,686</b>	<b>\$362,589</b>	<b>\$414,182</b>	<b>\$401,827</b>	<b>-\$12,354</b>

## Operations Services



### Introduction

Operations Services (OPSV) provides, under the direction of the Deputy General Manager, maintenance, and/or support to Metrobus, Metrorail, and vertical transportation

### Mission Statement

The mission of OPSV is to manage and maintain all vertical transportation equipment; initiate and successfully achieve a comprehensive maintenance program; manage and maintain Authority facilities and mechanical equipment systems; provide the Department of Operations with route planning, service scheduling, traffic measurement, operations budget preparation, personnel and labor oversight, and operations training.

### Goals and Objectives

The Department of Operations Services' measures are linked to WMATA's five strategic goals and related objectives. The applicable departmental goals are: Create a Safety Culture, Deliver Quality Service and Use Every Resource Wisely. The strategic frameworks used to achieve these goals and their respective measures to assess progress are as follows:

- Achieve a 15% reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Improve reliability of service by achieving 93% escalator system availability – as well as- achieve 97.5% elevator system availability
- Target investments/initiatives that reduce operating/capital costs and/or generate revenue by implementing a process to provide for a replacement site for the Southeast bus garage, by the end of 2009
- Use natural resources efficiently and reduce environmental impacts by lowering by reducing energy costs and managing/reducing consumption

OPERATING COST BY MODE  
**Operations Support Summary**  
Approved FY 2010 Budget

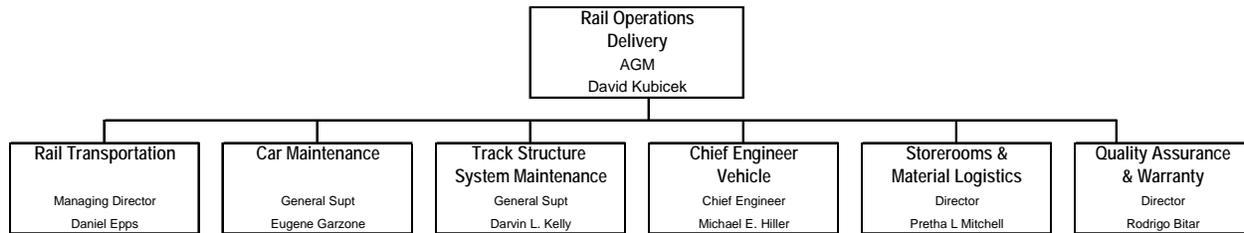
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$19,458</b>	<b>\$3,098</b>	<b>\$16,356</b>	<b>\$4</b>
Full-Time Salaries	\$19,398	\$3,080	\$16,314	\$4
Salary Lapse	-\$408	-\$86	-\$323	\$0
Overtime Salaries	\$468	\$104	\$364	\$0
<b>Wages (Total)</b>	<b>\$45,109</b>	<b>\$6,489</b>	<b>\$38,614</b>	<b>\$6</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$44,825	\$6,367	\$38,452	\$6
Wage Lapse	-\$1,428	-\$205	-\$1,223	\$0
Overtime Wages	\$1,711	\$327	\$1,384	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$64,566</b>	<b>\$9,586</b>	<b>\$54,970</b>	<b>\$11</b>
<b>Fringes (Total)</b>	<b>\$25,806</b>	<b>\$3,961</b>	<b>\$21,841</b>	<b>\$4</b>
Fringe Health	\$25,496	\$3,893	\$21,599	\$4
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$310	\$68	\$242	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$90,372</b>	<b>\$13,547</b>	<b>\$76,810</b>	<b>\$15</b>
<b>Services (Total)</b>	<b>\$17,710</b>	<b>\$3,049</b>	<b>\$14,637</b>	<b>\$24</b>
Management Fee	\$4,073	\$0	\$4,073	\$0
Professional & Technical	\$485	\$49	\$435	\$0
Temporary Help	\$2,122	\$635	\$1,487	\$0
Contract Maintenance	\$10,192	\$2,242	\$7,926	\$24
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$837	\$121	\$715	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$9,321</b>	<b>\$2,169</b>	<b>\$7,150</b>	<b>\$1</b>
Fuel and Lubricants	\$33	\$33	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$9,287	\$2,136	\$7,150	\$1
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$2,602</b>	<b>\$740</b>	<b>\$1,862</b>	<b>\$0</b>
Electricity and Gas	\$156	\$64	\$92	\$0
Utilities - Other	\$2,446	\$676	\$1,770	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$827</b>	<b>\$345</b>	<b>\$482</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$827	\$345	\$482	\$0
<b>Miscellaneous (Total)</b>	<b>\$410</b>	<b>\$120</b>	<b>\$290</b>	<b>\$1</b>
Dues And Subscriptions	\$27	\$12	\$15	\$0
Conferences and Meetings	\$14	\$6	\$8	\$0
Business Travel/Public Hrg	\$89	\$12	\$77	\$0
Interview & Relocation	\$2	\$0	\$2	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$12	\$0	\$12	\$0
Other	\$266	\$90	\$176	\$1
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$30,870</b>	<b>\$6,423</b>	<b>\$24,420</b>	<b>\$26</b>
<b>TOTAL COST</b>	<b>\$121,242</b>	<b>\$19,971</b>	<b>\$101,230</b>	<b>\$41</b>

MULTI-YEAR OPERATING COST COMPARISON  
Operations Services Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$22,739</b>	<b>\$26,344</b>	<b>\$22,119</b>	<b>\$21,208</b>	<b>-\$910</b>
Full-Time Salaries	\$20,901	\$24,711	\$22,014	\$21,072	-\$942
Salary Lapse	\$0	\$0	-\$725	-\$459	\$266
Overtime Salaries	\$1,838	\$1,633	\$830	\$596	-\$234
<b>Wages (Total)</b>	<b>\$49,228</b>	<b>\$51,736</b>	<b>\$54,786</b>	<b>\$54,548</b>	<b>-\$238</b>
Operator/StaMgr Wages	\$71	\$33	\$0	\$0	\$0
Operator/StaMgr Overtime	\$109	\$0	\$0	\$0	\$0
Full Time Wages	\$43,817	\$46,327	\$53,705	\$54,195	\$489
Wage Lapse	\$0	\$0	-\$1,852	-\$1,723	\$129
Overtime Wages	\$5,230	\$5,376	\$2,933	\$2,077	-\$856
<b>TOTAL SALARIES AND WAGES</b>	<b>\$71,967</b>	<b>\$78,080</b>	<b>\$76,905</b>	<b>\$75,756</b>	<b>-\$1,149</b>
<b>Fringes (Total)</b>	<b>\$23,271</b>	<b>\$26,887</b>	<b>\$26,843</b>	<b>\$30,318</b>	<b>\$3,475</b>
Fringe Health	\$14	\$14	\$26,489	\$29,945	\$3,456
Fringe Pension	\$284	\$942	\$0	\$0	\$0
Other Fringe Benefits	\$22,973	\$25,931	\$355	\$373	\$19
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$95,238</b>	<b>\$104,967</b>	<b>\$103,748</b>	<b>\$106,074</b>	<b>\$2,326</b>
<b>Services (Total)</b>	<b>\$15,146</b>	<b>\$16,254</b>	<b>\$19,312</b>	<b>\$17,710</b>	<b>-\$1,602</b>
Management Fee	\$3,913	\$3,654	\$4,835	\$4,073	-\$762
Professional & Technical	-\$296	\$290	\$845	\$485	-\$361
Temporary Help	\$1,254	\$1,842	\$1,737	\$2,122	\$385
Contract Maintenance	\$9,869	\$9,870	\$10,895	\$10,192	-\$702
Custodial Services	\$6	\$1	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$400	\$598	\$999	\$837	-\$162
<b>Materials &amp; Supplies (Total)</b>	<b>\$9,429</b>	<b>\$10,100</b>	<b>\$11,176</b>	<b>\$10,076</b>	<b>-\$1,099</b>
Fuel and Lubricants	\$19	\$17	\$33	\$33	\$0
Tires	\$1	\$0	\$0	\$0	\$0
Other	\$9,409	\$10,083	\$11,143	\$10,043	-\$1,099
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$12</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$12	\$2	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$2,026</b>	<b>\$2,105</b>	<b>\$2,848</b>	<b>\$2,602</b>	<b>-\$246</b>
Electricity and Gas	\$122	\$111	\$130	\$156	\$26
Utilities - Other	\$1,904	\$1,994	\$2,718	\$2,446	-\$272
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$727</b>	<b>\$1,011</b>	<b>\$866</b>	<b>\$866</b>	<b>\$0</b>
Property	\$4	\$12	\$0	\$0	\$0
Equipment	\$723	\$999	\$866	\$866	\$0
<b>Miscellaneous (Total)</b>	<b>\$381</b>	<b>\$236</b>	<b>\$448</b>	<b>\$412</b>	<b>-\$36</b>
Dues And Subscriptions	\$9	\$8	\$27	\$27	\$0
Conferences and Meetings	\$11	\$10	\$15	\$14	-\$1
Business Travel/Public Hrg	\$59	\$20	\$95	\$89	-\$6
Interview & Relocation	\$0	\$0	\$2	\$2	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$4	\$12	\$12	\$0
Other	\$302	\$194	\$297	\$268	-\$29
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>-\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	-\$1	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$27,720</b>	<b>\$29,707</b>	<b>\$34,650</b>	<b>\$31,667</b>	<b>-\$2,983</b>
<b>TOTAL COST</b>	<b>\$122,958</b>	<b>\$134,674</b>	<b>\$138,398</b>	<b>\$137,741</b>	<b>-\$657</b>

## Rail Operations Delivery



### Introduction

The Department of Rail is responsible for all facets of rail operations: providing "the best ride in the nation," maintenance, and scheduling of all revenue service delivery.

### Mission

The mission of the Rail 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 WMATA's five strategic goals and related objectives. The applicable departmental goal is: Create a Safety Culture and Deliver Quality Service. The strategic framework used to achieve this goal and its respective measure to assess progress is as follows:

- Achieve a 15% reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Reduce Metrorail passenger injuries by 10% (FY 09 is the baseline)
- Improve reliability of service by achieving 95% on-time performance

OPERATING COST BY MODE  
**Rail Operations Delivery**  
Approved FY 2010 Budget

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$50,793</b>	<b>\$654</b>	<b>\$50,139</b>	<b>\$0</b>
Full-Time Salaries	\$50,388	\$637	\$49,751	\$0
Salary Lapse	-\$1,483	-\$15	-\$1,468	\$0
Overtime Salaries	\$1,888	\$32	\$1,856	\$0
<b>Wages (Total)</b>	<b>\$207,355</b>	<b>\$2,949</b>	<b>\$204,406</b>	<b>\$0</b>
Operator/StaMgr Wages	\$71,684	-\$45	\$71,729	\$0
Operator/StaMgr Overtime	\$12,794	\$0	\$12,794	\$0
Full Time Wages	\$120,001	\$2,908	\$117,094	\$0
Wage Lapse	-\$3,795	-\$73	-\$3,722	\$0
Overtime Wages	\$6,671	\$159	\$6,512	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$258,148</b>	<b>\$3,603</b>	<b>\$254,545</b>	<b>\$0</b>
<b>Fringes (Total)</b>	<b>\$103,504</b>	<b>\$1,427</b>	<b>\$102,077</b>	<b>\$0</b>
Fringe Health	\$102,061	\$1,423	\$100,638	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$1,443	\$4	\$1,439	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$361,653</b>	<b>\$5,031</b>	<b>\$356,622</b>	<b>\$0</b>
<b>Services (Total)</b>	<b>\$9,304</b>	<b>\$106</b>	<b>\$9,198</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,070	\$0	\$1,070	\$0
Temporary Help	\$3	\$0	\$3	\$0
Contract Maintenance	\$7,391	\$104	\$7,286	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$840	\$2	\$838	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$28,211</b>	<b>\$626</b>	<b>\$27,584</b>	<b>\$0</b>
Fuel and Lubricants	\$193	\$0	\$193	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$28,018	\$626	\$27,391	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$71,858</b>	<b>\$0</b>	<b>\$71,858</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$71,858	\$0	\$71,858	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$44,112</b>	<b>\$8,178</b>	<b>\$35,863</b>	<b>\$71</b>
Electricity and Gas	\$42,258	\$7,653	\$34,535	\$70
Utilities - Other	\$1,853	\$524	\$1,328	\$1
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1,035</b>	<b>\$338</b>	<b>\$697</b>	<b>\$0</b>
Property	\$778	\$338	\$440	\$0
Equipment	\$257	\$0	\$257	\$0
<b>Miscellaneous (Total)</b>	<b>\$283</b>	<b>\$10</b>	<b>\$273</b>	<b>\$0</b>
Dues And Subscriptions	\$5	\$0	\$4	\$0
Conferences and Meetings	\$36	\$1	\$35	\$0
Business Travel/Public Hrg	\$183	\$2	\$181	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$6	\$0	\$6	\$0
Other	\$53	\$5	\$47	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$154,802</b>	<b>\$9,257</b>	<b>\$145,474</b>	<b>\$71</b>
<b>TOTAL COST</b>	<b>\$516,455</b>	<b>\$14,287</b>	<b>\$502,096</b>	<b>\$71</b>

MULTI-YEAR OPERATING COST COMPARISON  
Rail Operations Delivery

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$44,746</b>	<b>\$44,617</b>	<b>\$49,044</b>	<b>\$49,043</b>	<b>-\$1</b>
Full-Time Salaries	\$39,802	\$40,181	\$48,604	\$48,714	\$110
Salary Lapse	\$0	\$0	-\$1,533	-\$1,432	\$101
Overtime Salaries	\$4,945	\$4,436	\$1,973	\$1,761	-\$212
<b>Wages (Total)</b>	<b>\$186,965</b>	<b>\$193,170</b>	<b>\$202,393</b>	<b>\$197,916</b>	<b>-\$4,477</b>
Operator/StaMgr Wages	\$60,151	\$63,953	\$66,086	\$71,684	\$5,597
Operator/StaMgr Overtime	\$15,666	\$15,879	\$18,006	\$12,794	-\$5,212
Full Time Wages	\$99,697	\$101,936	\$113,005	\$110,632	-\$2,373
Wage Lapse	\$0	\$0	-\$3,749	-\$3,499	\$250
Overtime Wages	\$11,452	\$11,403	\$9,044	\$6,306	-\$2,738
<b>TOTAL SALARIES AND WAGES</b>	<b>\$231,712</b>	<b>\$237,787</b>	<b>\$251,436</b>	<b>\$246,959</b>	<b>-\$4,478</b>
<b>Fringes (Total)</b>	<b>\$74,237</b>	<b>\$80,367</b>	<b>\$87,505</b>	<b>\$98,992</b>	<b>\$11,487</b>
Fringe Health	\$5	\$6	\$86,258	\$97,612	\$11,354
Fringe Pension	\$423	\$375	\$0	\$0	\$0
Other Fringe Benefits	\$73,809	\$79,986	\$1,247	\$1,380	\$133
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$305,949</b>	<b>\$318,154</b>	<b>\$338,941</b>	<b>\$345,951</b>	<b>\$7,010</b>
<b>Services (Total)</b>	<b>\$4,708</b>	<b>\$7,043</b>	<b>\$9,842</b>	<b>\$9,304</b>	<b>-\$539</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	-\$129	\$530	\$1,100	\$1,070	-\$30
Temporary Help	\$17	\$10	\$3	\$3	\$0
Contract Maintenance	\$4,591	\$5,989	\$7,919	\$7,391	-\$528
Custodial Services	\$14	\$18	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$214	\$497	\$820	\$840	\$19
<b>Materials &amp; Supplies (Total)</b>	<b>\$25,860</b>	<b>\$27,534</b>	<b>\$30,576</b>	<b>\$27,455</b>	<b>-\$3,121</b>
Fuel and Lubricants	\$179	\$154	\$182	\$193	\$11
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$25,681	\$27,380	\$30,394	\$27,262	-\$3,132
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$39,364</b>	<b>\$47,067</b>	<b>\$63,595</b>	<b>\$71,858</b>	<b>\$8,263</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$39,364	\$47,067	\$63,595	\$71,858	\$8,263
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$29,607</b>	<b>\$33,731</b>	<b>\$39,115</b>	<b>\$44,112</b>	<b>\$4,997</b>
Electricity and Gas	\$25,420	\$29,495	\$37,350	\$42,258	\$4,909
Utilities - Other	\$4,187	\$4,236	\$1,765	\$1,853	\$88
<b>Casualty &amp; Liability (Total)</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$16	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1,846</b>	<b>\$1,067</b>	<b>\$996</b>	<b>\$996</b>	<b>\$0</b>
Property	\$1,187	\$786	\$778	\$778	\$0
Equipment	\$660	\$281	\$218	\$218	\$0
<b>Miscellaneous (Total)</b>	<b>\$179</b>	<b>\$160</b>	<b>\$291</b>	<b>\$281</b>	<b>-\$10</b>
Dues And Subscriptions	\$12	\$3	\$5	\$5	\$0
Conferences and Meetings	\$23	\$18	\$39	\$36	-\$3
Business Travel/Public Hrg	\$124	\$116	\$184	\$183	-\$1
Interview & Relocation	\$3	\$5	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$6	\$6	\$0
Other	\$16	\$17	\$56	\$51	-\$5
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$1	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$101,580</b>	<b>\$116,602</b>	<b>\$144,415</b>	<b>\$154,005</b>	<b>\$9,590</b>
<b>TOTAL COST</b>	<b>\$407,529</b>	<b>\$434,757</b>	<b>\$483,356</b>	<b>\$499,956</b>	<b>\$16,600</b>



## Introduction

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

## 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 WMATA activities with the disability community and stakeholders.

## Goals and Objectives

The Department of Access Services' measures are linked to WMATA's five strategic goals and related objectives. The applicable departmental goals are: Create a Safety Culture, 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:

- Achieve a **15%** reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Maintain MetroAccess accident rate below **2.9%** per 100,000 miles"
- Improve reliability of service by achieving 93% reliability
- Increase service and capacity to relieve overcrowding and meet future demand by placing 40 new MetroAccess vehicles into service by June 30, 2009 and 20 new MetroAccess vehicles into service by August 31, 2009
- Maximize customer satisfaction through convenient and comfortable services/facilities that are in good condition and easy to navigate by implementing a MetroAccess EZ-Pay system by June 30, 2009, which will provide the ability to pre-pay fares online – by interactive voice recognition – or by utilizing Smart Benefits

- Improve MetroAccess customer focus; establish the Transit Accessibility Center under the Office of Eligibility Certification and implement improved paratransit eligibility function by July 1, 2009
- Manage the agency's assets efficiently by replacing 75 of the oldest vehicles

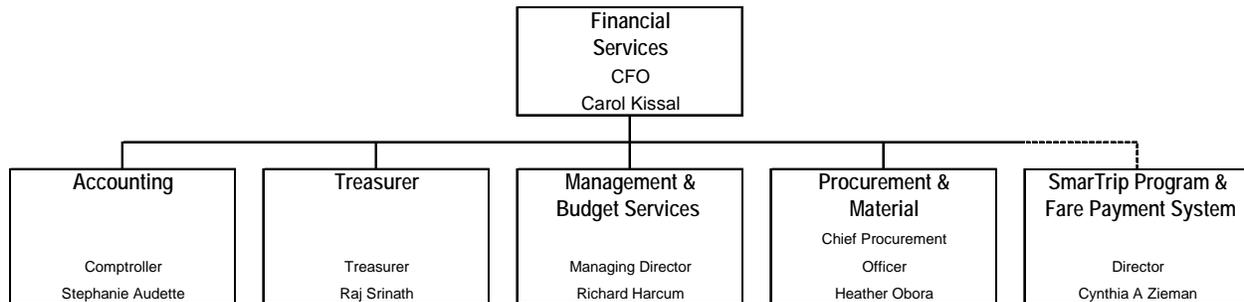
OPERATING COST BY MODE  
Access Services Summary  
APPROVED BUDGET

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$3,009</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,009</b>
Full-Time Salaries	\$3,079	\$0	\$0	\$3,079
Salary Lapse	-\$89	\$0	\$0	-\$89
Overtime Salaries	\$20	\$0	\$0	\$20
<b>Wages (Total)</b>	<b>\$108</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108</b>
Operator/StaMgr Wages	\$109	\$0	\$0	\$109
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$0	\$0	\$0	\$0
Wage Lapse	-\$1	\$0	\$0	-\$1
Overtime Wages	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$3,117</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,117</b>
<b>Fringes (Total)</b>	<b>\$1,185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,185</b>
Fringe Health	\$1,185	\$0	\$0	\$1,185
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$4,302</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,302</b>
<b>Services (Total)</b>	<b>\$79,694</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,694</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$222	\$0	\$0	\$222
Temporary Help	\$9	\$0	\$0	\$9
Contract Maintenance	\$1	\$0	\$0	\$1
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$78,918	\$0	\$0	\$78,918
Other	\$544	\$0	\$0	\$544
<b>Materials &amp; Supplies (Total)</b>	<b>\$168</b>	<b>\$0</b>	<b>\$0</b>	<b>\$168</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$168	\$0	\$0	\$168
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$541</b>
Property	\$541	\$0	\$0	\$541
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40</b>
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
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$80,443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,443</b>
<b>TOTAL COST</b>	<b>\$84,745</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,745</b>

MULTI-YEAR OPERATING COST COMPARISON  
Access Services Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$1,407</b>	<b>\$1,881</b>	<b>\$2,793</b>	<b>\$3,009</b>	<b>\$216</b>
Full-Time Salaries	\$1,382	\$1,864	\$2,883	\$3,079	\$196
Salary Lapse	\$0	\$0	-\$89	-\$89	\$0
Overtime Salaries	\$25	\$16	\$0	\$20	\$20
<b>Wages (Total)</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108</b>	<b>\$108</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$109	\$109
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1	\$0	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	-\$1	-\$1
Overtime Wages	\$0	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$1,408</b>	<b>\$1,881</b>	<b>\$2,793</b>	<b>\$3,117</b>	<b>\$323</b>
<b>Fringes (Total)</b>	<b>\$478</b>	<b>\$707</b>	<b>\$996</b>	<b>\$1,185</b>	<b>\$189</b>
Fringe Health	\$0	\$0	\$996	\$1,185	\$189
Fringe Pension	\$24	\$84	\$0	\$0	\$0
Other Fringe Benefits	\$454	\$623	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$1,887</b>	<b>\$2,588</b>	<b>\$3,790</b>	<b>\$4,302</b>	<b>\$512</b>
<b>Services (Total)</b>	<b>\$56,835</b>	<b>\$66,037</b>	<b>\$62,543</b>	<b>\$79,694</b>	<b>\$17,150</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$102	\$101	\$247	\$222	-\$25
Temporary Help	\$27	\$17	\$9	\$9	\$0
Contract Maintenance	\$16	\$18	\$1	\$1	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$56,410	\$65,456	\$62,037	\$78,918	\$16,881
Other	\$280	\$445	\$250	\$544	\$294
<b>Materials &amp; Supplies (Total)</b>	<b>\$49</b>	<b>\$71</b>	<b>\$187</b>	<b>\$168</b>	<b>-\$19</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$49	\$71	\$187	\$168	-\$19
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$10</b>	<b>\$34</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$10	\$34	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$518</b>	<b>\$396</b>	<b>\$541</b>	<b>\$541</b>	<b>\$0</b>
Property	\$518	\$396	\$541	\$541	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$15</b>	<b>\$18</b>	<b>\$44</b>	<b>\$40</b>	<b>-\$4</b>
Dues And Subscriptions	\$0	\$0	\$4	\$4	\$0
Conferences and Meetings	\$10	\$7	\$24	\$22	-\$2
Business Travel/Public Hrg	\$4	\$9	\$7	\$6	-\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$2	\$2	\$2	\$0
Other	\$0	\$0	\$6	\$6	-\$1
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$57,426</b>	<b>\$66,556</b>	<b>\$63,315</b>	<b>\$80,443</b>	<b>\$17,128</b>
<b>TOTAL COST</b>	<b>\$59,313</b>	<b>\$69,143</b>	<b>\$67,105</b>	<b>\$84,745</b>	<b>\$17,640</b>

## Financial Services



### Introduction

The Department of Financial Services is responsible for the financial integrity of the Authority, including the collection of revenues and other income, purchasing all goods and services required by the Authority, 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.

### Mission Statement

The mission of Financial Services is to maintain the fiscal integrity of the Authority; provide best-in-class service; advocate for best-in-industry practices; benchmark and track financial performance of the Authority; and add value to the Authority's business processes.

### Goals and Objectives

The Department of Financial Services' measures are linked to WMATA'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:

- Maximize customer satisfaction through convenient and comfortable services/facilities by creating a SmarTrip website that will allow customers to create a SmarTrip user web account to view transactions, card balance, and report lost or stolen registered cards by December, 2009
- Manage the agency's assets efficiently by completing FY 09 below budget and FY 10 at budget; propose guidance to the Board for the development of the FY 11 Operating and Capital budgets by September, 2009 and present to the Board by January 2010; gain approval by June 30, 2010
- 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 by September, 2009

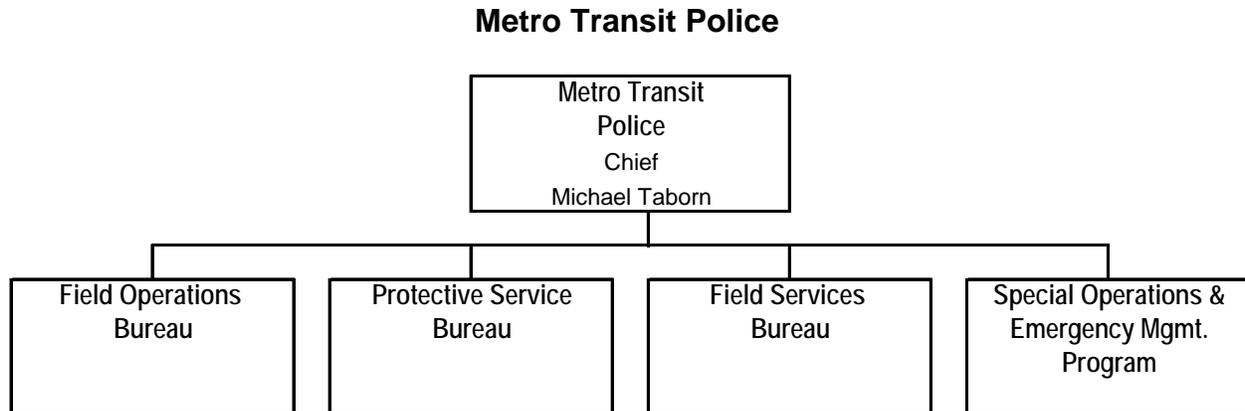
- Target investments/initiatives that generate revenue by identifying at least one new revenue generating initiative in 2009

OPERATING COST BY MODE  
**Financial Services Summary**  
Approved FY 2010 Budget

<i>(Dollars in Thousands)</i>	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$15,778</b>	<b>\$5,517</b>	<b>\$10,162</b>	<b>\$99</b>
Full-Time Salaries	\$15,894	\$5,567	\$10,226	\$101
Salary Lapse	-\$372	-\$128	-\$241	-\$3
Overtime Salaries	\$255	\$78	\$177	\$0
<b>Wages (Total)</b>	<b>\$6,238</b>	<b>\$1,608</b>	<b>\$4,607</b>	<b>\$24</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$5,944	\$1,537	\$4,382	\$24
Wage Lapse	-\$185	-\$47	-\$137	-\$1
Overtime Wages	\$479	\$118	\$361	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$22,016</b>	<b>\$7,124</b>	<b>\$14,769</b>	<b>\$122</b>
<b>Fringes (Total)</b>	<b>\$25,645</b>	<b>\$12,067</b>	<b>\$13,531</b>	<b>\$47</b>
Fringe Health	\$8,467	\$2,736	\$5,685	\$47
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$28	\$10	\$17	\$0
Workers Compensation	\$17,150	\$9,322	\$7,828	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$47,661</b>	<b>\$19,192</b>	<b>\$28,300</b>	<b>\$169</b>
<b>Services (Total)</b>	<b>\$17,418</b>	<b>\$4,196</b>	<b>\$13,212</b>	<b>\$10</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,224	\$1,514	\$1,708	\$1
Temporary Help	\$30	\$13	\$17	\$0
Contract Maintenance	\$73	\$30	\$43	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$14,092	\$2,640	\$11,443	\$9
<b>Materials &amp; Supplies (Total)</b>	<b>\$2,942</b>	<b>\$974</b>	<b>\$1,966</b>	<b>\$1</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$2,942	\$974	\$1,966	\$1
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$13,209</b>	<b>\$4,319</b>	<b>\$8,890</b>	<b>\$0</b>
Insurance	\$9,359	\$2,394	\$6,965	\$0
Claims	\$3,850	\$1,925	\$1,925	\$0
<b>Leases (Total)</b>	<b>\$31</b>	<b>\$10</b>	<b>\$20</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$31	\$10	\$20	\$0
<b>Miscellaneous (Total)</b>	<b>\$611</b>	<b>\$109</b>	<b>\$497</b>	<b>\$5</b>
Dues And Subscriptions	\$90	\$34	\$54	\$2
Conferences and Meetings	\$29	\$16	\$13	\$0
Business Travel/Public Hrg	\$88	\$25	\$61	\$3
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$36	\$13	\$23	\$0
Other	\$368	\$21	\$347	\$0
<b>Reimbursements (Total)</b>	<b>-\$506</b>	<b>\$3</b>	<b>-\$508</b>	<b>\$0</b>
Reimbursements	-\$506	\$3	-\$508	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$33,706</b>	<b>\$9,611</b>	<b>\$24,077</b>	<b>\$17</b>
<b>TOTAL COST</b>	<b>\$81,367</b>	<b>\$28,803</b>	<b>\$52,377</b>	<b>\$186</b>

MULTI-YEAR OPERATING COST COMPARISON  
Financial Services Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Approved Budget 2009</u>	<u>Approved Budget 2010</u>	<u>Change</u>
<b>Salaries (Total)</b>	<b>\$14,808</b>	<b>\$14,450</b>	<b>\$16,692</b>	<b>\$15,778</b>	<b>-\$915</b>
Full-Time Salaries	\$14,462	\$14,220	\$17,045	\$15,894	-\$1,150
Salary Lapse	\$0	\$0	-\$582	-\$372	\$210
Overtime Salaries	\$346	\$230	\$230	\$255	\$25
<b>Wages (Total)</b>	<b>\$10,961</b>	<b>\$8,853</b>	<b>\$6,842</b>	<b>\$6,238</b>	<b>-\$604</b>
Operator/StaMgr Wages	\$82	\$106	\$0	\$0	\$0
Operator/StaMgr Overtime	\$1	\$0	\$0	\$0	\$0
Full Time Wages	\$10,137	\$8,223	\$6,662	\$5,944	-\$719
Wage Lapse	\$0	\$0	-\$292	-\$185	\$107
Overtime Wages	\$741	\$524	\$471	\$479	\$8
<b>TOTAL SALARIES AND WAGES</b>	<b>\$25,769</b>	<b>\$23,303</b>	<b>\$23,534</b>	<b>\$22,016</b>	<b>-\$1,518</b>
<b>Fringes (Total)</b>	<b>\$21,999</b>	<b>\$29,764</b>	<b>\$9,605</b>	<b>\$25,645</b>	<b>\$16,041</b>
Fringe Health	\$0	\$5	\$8,256	\$8,467	\$211
Fringe Pension	\$291	\$341	\$0	\$0	\$0
Other Fringe Benefits	\$8,207	\$7,687	\$48	\$28	-\$21
Workers Compensation	\$13,501	\$21,730	\$1,300	\$17,150	\$15,850
<b>TOTAL PERSONNEL COST</b>	<b>\$47,768</b>	<b>\$53,067</b>	<b>\$33,138</b>	<b>\$47,661</b>	<b>\$14,522</b>
<b>Services (Total)</b>	<b>\$10,986</b>	<b>\$11,380</b>	<b>\$16,016</b>	<b>\$17,418</b>	<b>\$1,403</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$2,899	\$2,915	\$7,217	\$3,224	-\$3,993
Temporary Help	\$216	\$489	\$39	\$30	-\$9
Contract Maintenance	\$130	\$25	\$148	\$73	-\$75
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$7,741	\$7,951	\$8,612	\$14,092	\$5,480
<b>Materials &amp; Supplies (Total)</b>	<b>\$2,487</b>	<b>\$1,364</b>	<b>\$1,143</b>	<b>\$2,942</b>	<b>\$1,799</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$2,487	\$1,364	\$1,143	\$2,942	\$1,799
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$25</b>	<b>\$20</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$25	\$20	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$7,776</b>	<b>\$7,977</b>	<b>\$30,885</b>	<b>\$13,209</b>	<b>-\$17,676</b>
Insurance	\$7,776	\$7,977	\$9,359	\$9,359	\$0
Claims	\$0	\$0	\$21,526	\$3,850	-\$17,676
<b>Leases (Total)</b>	<b>\$42</b>	<b>\$21</b>	<b>\$34</b>	<b>\$31</b>	<b>-\$3</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$42	\$21	\$34	\$31	-\$3
<b>Miscellaneous (Total)</b>	<b>\$520</b>	<b>\$137</b>	<b>\$605</b>	<b>\$611</b>	<b>\$7</b>
Dues And Subscriptions	\$32	\$27	\$74	\$90	\$16
Conferences and Meetings	\$14	\$3	\$28	\$29	\$0
Business Travel/Public Hrg	\$131	\$15	\$191	\$88	-\$103
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$11	\$14	\$35	\$36	\$1
Other	\$333	\$78	\$277	\$368	\$92
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3</b>	<b>-\$506</b>	<b>-\$508</b>
Reimbursements	\$0	\$0	\$3	-\$506	-\$508
<b>TOTAL NONPERSONNEL COST</b>	<b>\$21,834</b>	<b>\$20,898</b>	<b>\$48,685</b>	<b>\$33,706</b>	<b>-\$14,979</b>
<b>TOTAL COST</b>	<b>\$69,603</b>	<b>\$73,965</b>	<b>\$81,823</b>	<b>\$81,367</b>	<b>-\$456</b>



\* Relationships to the Metro Transit Police Department are offices

## 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. Uniformed and plainclothes officers ride the Metrobus at random in areas where problems have been reported and also patrol 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.

## 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 WMATA'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 as follows:

- Achieve a **15%** reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Improve customer and employee safety by reducing assaults of Metrobus operators by 4%
- Increase citations written for Public Conduct Violations by 5%
- Decrease Part 1 Crimes at top ten Metrorail stations by 4% (FY 09 is the baseline for the above referenced measures) Strengthen WMATA's safety and security response by training 2,500 area first responders including Metro operations employees, police and fire personnel in Safety and Security Incident

Management Training by December 31, 2009 to provide better coordination among responding agencies to major service disruptions

- Enhance asset security by improving security of Northern, Four Mile Run, and Landover bus garages to comply with FTA and external audit recommendations by December, 2009 through actions to increase lighting, access control, installation of camera systems and guard booths with 24/7 security
- Identify funding for the purchase and installation of security cameras at every Metrorail station entrance; make access to the camera system available to the local jurisdictions through user agreements; work with local jurisdictions to increase the fine for eating in the Metro system

OPERATING COST BY MODE  
**Metro Transit Police Summary**  
Approved FY 2010 Budget

*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$43,681</b>	<b>\$5,125</b>	<b>\$38,557</b>	<b>\$0</b>
Full-Time Salaries	\$40,717	\$4,487	\$36,230	\$0
Salary Lapse	-\$1,016	-\$114	-\$902	\$0
Overtime Salaries	\$3,981	\$752	\$3,229	\$0
<b>Wages (Total)</b>	<b>\$269</b>	<b>\$203</b>	<b>\$66</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$235	\$176	\$59	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$34	\$27	\$7	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$43,950</b>	<b>\$5,328</b>	<b>\$38,623</b>	<b>\$0</b>
<b>Fringes (Total)</b>	<b>\$16,419</b>	<b>\$2,018</b>	<b>\$14,401</b>	<b>\$0</b>
Fringe Health	\$16,124	\$1,959	\$14,165	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$295	\$59	\$236	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$60,369</b>	<b>\$7,346</b>	<b>\$53,024</b>	<b>\$0</b>
<b>Services (Total)</b>	<b>\$1,491</b>	<b>\$370</b>	<b>\$1,120</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$159	\$38	\$121	\$0
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$16	\$7	\$9	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$1,315	\$326	\$990	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$1,240</b>	<b>\$249</b>	<b>\$992</b>	<b>\$0</b>
Fuel and Lubricants	\$2	\$0	\$1	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,239	\$248	\$990	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$4</b>	<b>\$1</b>	<b>\$3</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$4	\$1	\$3	\$0
<b>Miscellaneous (Total)</b>	<b>\$66</b>	<b>\$13</b>	<b>\$53</b>	<b>\$0</b>
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
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$2,801</b>	<b>\$633</b>	<b>\$2,168</b>	<b>\$0</b>
<b>TOTAL COST</b>	<b>\$63,170</b>	<b>\$7,979</b>	<b>\$55,192</b>	<b>\$0</b>

MULTI-YEAR OPERATING COST COMPARISON  
Metro Transit Police Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$35,715</b>	<b>\$37,888</b>	<b>\$40,749</b>	<b>\$43,681</b>	<b>\$2,932</b>
Full-Time Salaries	\$29,630	\$32,470	\$37,244	\$40,717	\$3,473
Salary Lapse	\$0	\$0	-\$2,112	-\$1,016	\$1,096
Overtime Salaries	\$6,084	\$5,419	\$5,618	\$3,981	-\$1,637
<b>Wages (Total)</b>	<b>\$352</b>	<b>\$274</b>	<b>\$274</b>	<b>\$269</b>	<b>-\$5</b>
Operator/StaMgr Wages	-\$9	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$381	\$234	\$238	\$235	-\$3
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	-\$19	\$39	\$36	\$34	-\$2
<b>TOTAL SALARIES AND WAGES</b>	<b>\$36,067</b>	<b>\$38,162</b>	<b>\$41,023</b>	<b>\$43,950</b>	<b>\$2,927</b>
<b>Fringes (Total)</b>	<b>\$11,650</b>	<b>\$12,968</b>	<b>\$14,324</b>	<b>\$16,419</b>	<b>\$2,094</b>
Fringe Health	\$25	\$46	\$14,054	\$16,124	\$2,070
Fringe Pension	\$29	\$54	\$0	\$0	\$0
Other Fringe Benefits	\$11,596	\$12,868	\$270	\$295	\$25
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$47,717</b>	<b>\$51,130</b>	<b>\$55,347</b>	<b>\$60,369</b>	<b>\$5,022</b>
<b>Services (Total)</b>	<b>\$1,008</b>	<b>\$1,192</b>	<b>\$1,102</b>	<b>\$1,491</b>	<b>\$388</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$41	\$30	\$57	\$159	\$102
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$18	\$0	\$16	\$16	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$949	\$1,163	\$1,030	\$1,315	\$286
<b>Materials &amp; Supplies (Total)</b>	<b>\$794</b>	<b>\$1,252</b>	<b>\$1,281</b>	<b>\$1,240</b>	<b>-\$40</b>
Fuel and Lubricants	\$1	\$2	\$1	\$2	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$793	\$1,250	\$1,279	\$1,239	-\$40
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$65</b>	<b>\$93</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$65	\$93	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1</b>	<b>\$1</b>	<b>\$4</b>	<b>\$4</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$1	\$1	\$4	\$4	\$0
<b>Miscellaneous (Total)</b>	<b>\$41</b>	<b>\$107</b>	<b>\$63</b>	<b>\$66</b>	<b>\$4</b>
Dues And Subscriptions	\$15	\$9	\$6	\$9	\$3
Conferences and Meetings	\$19	\$19	\$40	\$22	-\$18
Business Travel/Public Hrg	\$0	\$23	\$9	\$28	\$19
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$6	\$56	\$7	\$7	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>-\$373</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	-\$373	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$1,909</b>	<b>\$2,272</b>	<b>\$2,450</b>	<b>\$2,801</b>	<b>\$352</b>
<b>TOTAL COST</b>	<b>\$49,626</b>	<b>\$53,402</b>	<b>\$57,797</b>	<b>\$63,170</b>	<b>\$5,373</b>

## Corporate Strategy and Communications



### Introduction

The Department of Corporate Strategy and Communications (CSAC) is made up of a variety of professional offices responsible for important functions here at Metro including policy and government relations, public and media relations, community outreach, and marketing and advertising.

**The Office of Policy & Government Relations (GOVR)** provides information and resources to our internal stakeholders (Board of Directors and staff) on important governmental issues that affect the Authority and builds relationships with our funding partners in federal, state, and local governments.

**The Office of Public Relations (PREL)** proactively develops key messages and communication strategies to ensure a consistent approach to internal and external communications. This group acts as the official "spokesperson" for the General Manager and other Metro offices, responding promptly to news media inquiries and providing accurate information.

**The Office of Community Relations (CREL)** is responsible for promoting public understanding of and support for WMATA activities, policies and initiatives. We reach out to the communities we serve, foster relationships and seek community participation in WMATA's decision-making processes. CREL proactively works with external stakeholders on all special events and acts as the official liaison to event coordinators for the General Manager and other key WMATA officials.

**The Office of Marketing (MKTG)** draws on the skills, creativity and expertise of marketing staff and Metro's advertising agency, to provide information and position Metro as the transportation choice in the region. WMATA marketing communications are designed from concept to execution to attract new customers and revenue to Metro services and products and encourage expanded use of the system among existing customers.

## **Mission Statement**

Our mission is simple: to help ensure that WMATA is the best transit agency in the country by building relationships with government officials, communicating effectively with the public, providing outreach to local communities, and attracting new customers and revenues.

## **Goals and Objectives**

The Corporate Strategy and Communication Department's measures are linked to WMATA's five strategic goals and related objectives. The applicable departmental goals are: Create a Safety Culture, Enhance Regional Mobility by Improving Access and Linkages between Transportation Options, Use Every Resource Wisely, Maintain and Enhance WMATA's Image, 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:

- Improve customer and employee safety by supporting the passage of legislation in Maryland and Virginia which increases punishment on crimes against Bus and Rail operators (legislation has passed in the District)
- Strengthen WMATA's safety and security events by developing an emergency communications plan for working with the media during a major emergency situation; conduct at least one exercise that uses the new plan as part of the drill
- Successfully provide service for major special events such as the Cherry Blossom Festival, July 4<sup>th</sup>, and Marine Corps Marathon
  
- Target investments/initiatives that reduce operating/capital costs and/or generate revenue by developing legislative strategies for seeking increased capital funding to be communicated to the Board by Summer 2009; staff will pursue Congressional approval of dedicated funding compact amendments, and a FY 11 federal appropriation of dedicated funding
- Initiatives that reduce operating/capital costs and/or generate revenue will also be addressed by working with the American Public Transportation Association to obtain new federal highway and transit authorization legislation which maximizes potential funding; apprise the Board of major policy issues with regard to proposed legislation, including short-term re-authorization proposals and multi-modal regional surface transportation funding proposals
- Enhance communication with customers by providing a monthly column in The Express to reach out to regular riders; publish annual report by December, 2009; expand use of social media to communicate directly with customers and the public
- Support workforce development by publicly recognizing employees for extraordinary achievement in performing their duties

OPERATING COST BY MODE  
**Corp Strategy and Comm Summary**  
Approved FY 2010 Budget

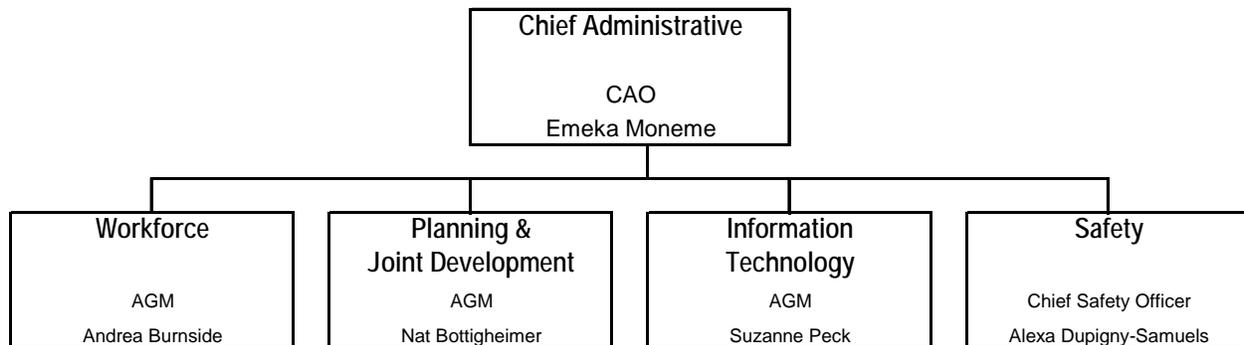
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$5,393</b>	<b>\$2,348</b>	<b>\$3,044</b>	<b>\$0</b>
Full-Time Salaries	\$5,518	\$2,402	\$3,115	\$0
Salary Lapse	-\$169	-\$74	-\$95	\$0
Overtime Salaries	\$44	\$20	\$24	\$0
<b>Wages (Total)</b>	<b>\$631</b>	<b>\$0</b>	<b>\$631</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$633	\$0	\$633	\$0
Wage Lapse	-\$20	\$0	-\$20	\$0
Overtime Wages	\$18	\$0	\$18	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$6,023</b>	<b>\$2,348</b>	<b>\$3,674</b>	<b>\$0</b>
<b>Fringes (Total)</b>	<b>\$2,313</b>	<b>\$899</b>	<b>\$1,414</b>	<b>\$0</b>
Fringe Health	\$2,313	\$899	\$1,414	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$8,336</b>	<b>\$3,248</b>	<b>\$5,088</b>	<b>\$1</b>
<b>Services (Total)</b>	<b>\$2,994</b>	<b>\$1,462</b>	<b>\$1,532</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$395	\$198	\$198	\$0
Temporary Help	\$28	\$14	\$14	\$0
Contract Maintenance	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,571	\$1,251	\$1,320	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$1,090</b>	<b>\$104</b>	<b>\$986</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,090	\$104	\$986	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1,276</b>	<b>\$13</b>	<b>\$1,264</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$1,276	\$13	\$1,264	\$0
<b>Miscellaneous (Total)</b>	<b>\$2,028</b>	<b>\$1,184</b>	<b>\$844</b>	<b>\$0</b>
Dues And Subscriptions	\$41	\$20	\$21	\$0
Conferences and Meetings	\$84	\$40	\$43	\$0
Business Travel/Public Hrg	\$67	\$33	\$34	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$1,802	\$1,074	\$728	\$0
Other	\$33	\$16	\$17	\$0
<b>Reimbursements (Total)</b>	<b>-\$3,892</b>	<b>\$0</b>	<b>-\$3,892</b>	<b>\$0</b>
Reimbursements	-\$3,892	\$0	-\$3,892	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$3,496</b>	<b>\$2,762</b>	<b>\$734</b>	<b>\$0</b>
<b>TOTAL COST</b>	<b>\$11,833</b>	<b>\$6,010</b>	<b>\$5,822</b>	<b>\$1</b>

MULTI-YEAR OPERATING COST COMPARISON  
Corp Strategy and Comm Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Approved Budget 2009</u>	<u>Approved Budget 2010</u>	<u>Change</u>
<b>Salaries (Total)</b>	<b>\$5,502</b>	<b>\$4,997</b>	<b>\$5,520</b>	<b>\$5,393</b>	<b>-\$128</b>
Full-Time Salaries	\$5,433	\$4,983	\$5,830	\$5,518	-\$312
Salary Lapse	\$0	\$0	-\$353	-\$169	\$184
Overtime Salaries	\$69	\$15	\$43	\$44	\$1
<b>Wages (Total)</b>	<b>\$1,335</b>	<b>\$804</b>	<b>\$668</b>	<b>\$631</b>	<b>-\$38</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$1,315	\$763	\$692	\$633	-\$59
Wage Lapse	\$0	\$0	-\$42	-\$20	\$22
Overtime Wages	\$20	\$41	\$18	\$18	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$6,837</b>	<b>\$5,802</b>	<b>\$6,188</b>	<b>\$6,023</b>	<b>-\$165</b>
<b>Fringes (Total)</b>	<b>\$2,368</b>	<b>\$2,131</b>	<b>\$2,233</b>	<b>\$2,313</b>	<b>\$80</b>
Fringe Health	\$2	\$6	\$2,215	\$2,313	\$98
Fringe Pension	\$183	\$191	\$0	\$0	\$0
Other Fringe Benefits	\$2,184	\$1,934	\$19	\$0	-\$19
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$9,206</b>	<b>\$7,933</b>	<b>\$8,422</b>	<b>\$8,336</b>	<b>-\$85</b>
<b>Services (Total)</b>	<b>\$2,010</b>	<b>\$1,797</b>	<b>\$3,468</b>	<b>\$2,994</b>	<b>-\$473</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$614	\$349	\$749	\$395	-\$354
Temporary Help	\$13	\$29	\$28	\$28	\$0
Contract Maintenance	\$0	\$0	\$0	\$0	\$0
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$1,383	\$1,418	\$2,690	\$2,571	-\$119
<b>Materials &amp; Supplies (Total)</b>	<b>\$1,057</b>	<b>\$967</b>	<b>\$1,320</b>	<b>\$1,090</b>	<b>-\$230</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$1,057	\$967	\$1,320	\$1,090	-\$230
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$40</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$40	\$23	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1,094</b>	<b>\$1,272</b>	<b>\$1,237</b>	<b>\$1,276</b>	<b>\$39</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$1,094	\$1,272	\$1,237	\$1,276	\$39
<b>Miscellaneous (Total)</b>	<b>\$1,764</b>	<b>\$1,927</b>	<b>\$2,288</b>	<b>\$2,028</b>	<b>-\$260</b>
Dues And Subscriptions	\$21	\$18	\$37	\$41	\$4
Conferences and Meetings	\$53	\$18	\$115	\$84	-\$31
Business Travel/Public Hrg	\$23	\$15	\$75	\$67	-\$8
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$1,648	\$1,848	\$2,026	\$1,802	-\$224
Other	\$19	\$28	\$35	\$33	-\$1
<b>Reimbursements (Total)</b>	<b>-\$3,364</b>	<b>-\$3,347</b>	<b>-\$3,867</b>	<b>-\$3,892</b>	<b>-\$24</b>
Reimbursements	-\$3,364	-\$3,347	-\$3,867	-\$3,892	-\$24
<b>TOTAL NONPERSONNEL COST</b>	<b>\$2,602</b>	<b>\$2,639</b>	<b>\$4,445</b>	<b>\$3,496</b>	<b>-\$948</b>
<b>TOTAL COST</b>	<b>\$11,808</b>	<b>\$10,572</b>	<b>\$12,867</b>	<b>\$11,833</b>	<b>-\$1,034</b>

## Chief Administrative Officer



### Introduction

The Office of the Chief Administrative Officer (CAO) was established in September, 2008 by the General Manager at which time Emeka Moneme was appointed as the Authority's inaugural Chief Administrative Officer. As a member of the Executive Leadership Team, the CAO has oversight responsibilities of the following departments: Information Technology, Planning and Joint Development, Safety and Risk Management, and Workforce Services.

### Mission Statement

The mission of the Chief Administrative Office is to coordinate and deliver aligned and complementary administrative resources and services which add value to WMATA's ability to provide safe and high quality transit service.

### Goals and Objectives

The Chief Administrative Office measures are linked to WMATA's five strategic goals and related objectives. The applicable departmental goals are: Use Every Resource Wisely. The strategic framework used to achieve this goal and its respective measure to assess progress is as follows:

- Manage the agency's assets efficiently by prioritizing potential projects for economic stimulus legislation based on WMATA's strategic goals and exceed the American Recovery and Reinvestment Act of 2009 requirements that 50% of funds are obligated within 180 days of apportionment and the remaining funds are obligated within one year

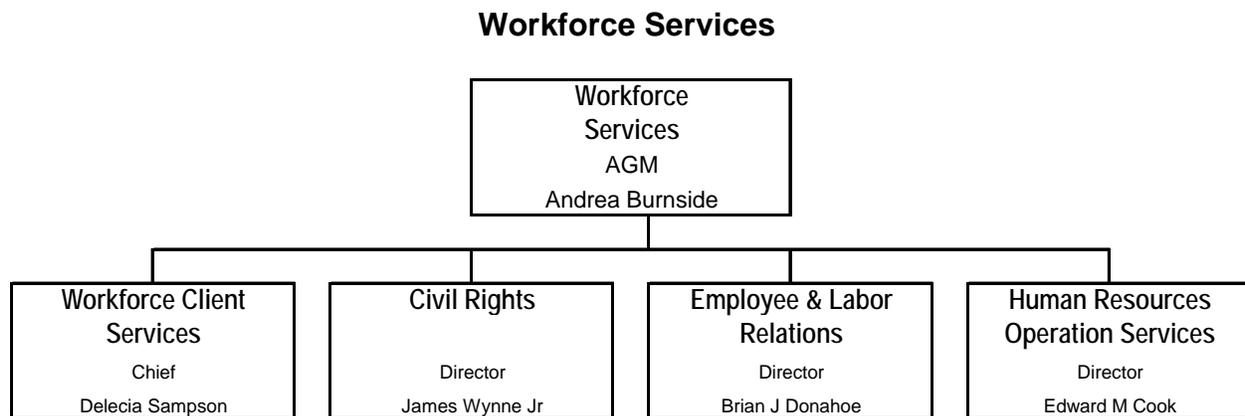
OPERATING COST BY MODE  
**Chief Admin Officer Summary**  
Approved FY 2010 Budget

*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$409</b>	<b>\$204</b>	<b>\$204</b>	<b>\$0</b>
Full-Time Salaries	\$409	\$204	\$204	\$0
Salary Lapse	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$409</b>	<b>\$204</b>	<b>\$204</b>	<b>\$0</b>
<b>Fringes (Total)</b>	<b>\$152</b>	<b>\$76</b>	<b>\$76</b>	<b>\$0</b>
Fringe Health	\$152	\$76	\$76	\$0
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$560</b>	<b>\$280</b>	<b>\$280</b>	<b>\$0</b>
<b>Services (Total)</b>	<b>\$106</b>	<b>\$53</b>	<b>\$53</b>	<b>\$0</b>
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	\$106	\$53	\$53	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$6</b>	<b>\$3</b>	<b>\$3</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$6	\$3	\$3	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$7</b>	<b>\$3</b>	<b>\$3</b>	<b>\$0</b>
Dues And Subscriptions	\$4	\$2	\$2	\$0
Conferences and Meetings	\$3	\$1	\$1	\$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
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$118</b>	<b>\$59</b>	<b>\$59</b>	<b>\$0</b>
<b>TOTAL COST</b>	<b>\$678</b>	<b>\$339</b>	<b>\$339</b>	<b>\$0</b>

MULTI-YEAR OPERATING COST COMPARISON  
Chief Admin Officer Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Approved Budget 2009</u>	<u>Approved Budget 2010</u>	<u>Change</u>
<b>Salaries (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$409</b>	<b>\$409</b>
Full-Time Salaries	\$0	\$0	\$0	\$409	\$409
Salary Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Salaries	\$0	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$409</b>	<b>\$409</b>
<b>Fringes (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$152</b>	<b>\$152</b>
Fringe Health	\$0	\$0	\$0	\$152	\$152
Fringe Pension	\$0	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$560</b>	<b>\$560</b>
<b>Services (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$106</b>	<b>\$106</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$0	\$0	\$0	\$0	\$0
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	\$0	\$0	\$0	\$106	\$106
<b>Materials &amp; Supplies (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6</b>	<b>\$6</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$6	\$6
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7</b>	<b>\$7</b>
Dues And Subscriptions	\$0	\$0	\$0	\$4	\$4
Conferences and Meetings	\$0	\$0	\$0	\$3	\$3
Business Travel/Public Hrg	\$0	\$0	\$0	\$0	\$0
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$118</b>	<b>\$118</b>
<b>TOTAL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$678</b>	<b>\$678</b>



## Introduction

The Department of Workforce Development (WORX) provides administrative guidance and oversight of personnel management, organizational development, and training

## Mission Statement

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

## Goals and Objectives

The Workforce Services' measures are linked to WMATA's five strategic goals and related 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:

- Manage the agency's assets efficiently by concluding negotiations and signing all contracts with Local 2, FOP, Local 689, and Local 922 by June 30, 2009
- Support workforce development by tracking and improving hiring cycle times by an average of 10% (2008 baseline; 120 days to fill); develop, provide funding for, and implement an annual employee awards program to recognize the top 1% of the employee population for safety and other performance achievements; address diversity goals by providing a diversity training program for hiring managers and creating a system of electronic tracking of diversity goals; review and update human resource policies and procedures to align with industry best practices and reflect WMATA's strategic goals and objectives

OPERATING COST BY MODE  
**Workforce Services Summary**  
Approved FY 2010 Budget

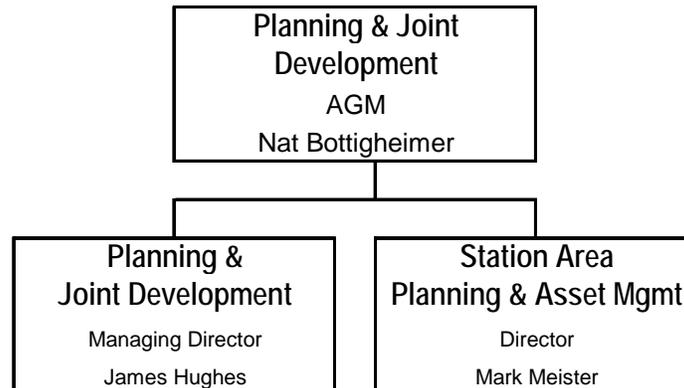
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$7,869</b>	<b>\$2,870</b>	<b>\$4,987</b>	<b>\$12</b>
Full-Time Salaries	\$8,131	\$2,963	\$5,155	\$13
Salary Lapse	-\$262	-\$93	-\$169	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$43</b>	<b>\$20</b>	<b>\$23</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$43	\$20	\$23	\$0
Wage Lapse	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$7,912</b>	<b>\$2,890</b>	<b>\$5,010</b>	<b>\$12</b>
<b>Fringes (Total)</b>	<b>\$3,483</b>	<b>\$1,270</b>	<b>\$2,208</b>	<b>\$6</b>
Fringe Health	\$3,036	\$1,108	\$1,923	\$5
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$447	\$161	\$285	\$1
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$11,396</b>	<b>\$4,160</b>	<b>\$7,218</b>	<b>\$18</b>
<b>Services (Total)</b>	<b>\$3,645</b>	<b>\$1,193</b>	<b>\$2,447</b>	<b>\$5</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$3,276	\$1,045	\$2,226	\$4
Temporary Help	\$72	\$30	\$42	\$0
Contract Maintenance	\$29	\$22	\$7	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$269	\$96	\$173	\$1
<b>Materials &amp; Supplies (Total)</b>	<b>\$239</b>	<b>\$89</b>	<b>\$149</b>	<b>\$1</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$239	\$89	\$149	\$1
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$336</b>	<b>\$123</b>	<b>\$212</b>	<b>\$1</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$336	\$123	\$212	\$1
<b>Miscellaneous (Total)</b>	<b>\$585</b>	<b>\$223</b>	<b>\$359</b>	<b>\$3</b>
Dues And Subscriptions	\$34	\$12	\$20	\$2
Conferences and Meetings	\$38	\$17	\$21	\$0
Business Travel/Public Hrg	\$25	\$9	\$15	\$1
Interview & Relocation	\$22	\$6	\$15	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$449	\$172	\$277	\$0
Other	\$18	\$6	\$11	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$4,805</b>	<b>\$1,628</b>	<b>\$3,168</b>	<b>\$10</b>
<b>TOTAL COST</b>	<b>\$16,201</b>	<b>\$5,787</b>	<b>\$10,385</b>	<b>\$28</b>

MULTI-YEAR OPERATING COST COMPARISON  
Workforce Services Summary

<i>(Dollars in Thousands)</i>	<u>Actual 2007</u>	<u>Actual 2008</u>	<u>Approved Budget 2009</u>	<u>Approved Budget 2010</u>	<u>Change</u>
<b>Salaries (Total)</b>	<b>\$5,890</b>	<b>\$6,147</b>	<b>\$8,015</b>	<b>\$7,869</b>	<b>-\$146</b>
Full-Time Salaries	\$5,809	\$6,067	\$8,465	\$8,131	-\$334
Salary Lapse	\$0	\$0	-\$450	-\$262	\$188
Overtime Salaries	\$81	\$80	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$14</b>	<b>\$65</b>	<b>\$0</b>	<b>\$43</b>	<b>\$43</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$14	\$60	\$0	\$43	\$43
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$6	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$5,904</b>	<b>\$6,212</b>	<b>\$8,015</b>	<b>\$7,912</b>	<b>-\$103</b>
<b>Fringes (Total)</b>	<b>\$2,358</b>	<b>\$2,747</b>	<b>\$3,257</b>	<b>\$3,483</b>	<b>\$226</b>
Fringe Health	\$0	\$4	\$2,827	\$3,036	\$209
Fringe Pension	\$210	\$259	\$0	\$20	\$0
Other Fringe Benefits	\$2,148	\$2,485	\$430	\$447	\$17
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$8,262</b>	<b>\$8,960</b>	<b>\$11,273</b>	<b>\$11,396</b>	<b>\$123</b>
<b>Services (Total)</b>	<b>\$3,018</b>	<b>\$3,012</b>	<b>\$5,277</b>	<b>\$3,645</b>	<b>-\$1,631</b>
Management Fee	\$9	\$3	\$0	\$0	\$0
Professional & Technical	\$2,468	\$2,379	\$4,815	\$3,276	-\$1,539
Temporary Help	\$139	\$164	\$71	\$72	\$0
Contract Maintenance	\$2	\$17	\$13	\$29	\$16
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$400	\$448	\$377	\$269	-\$108
<b>Materials &amp; Supplies (Total)</b>	<b>\$354</b>	<b>\$456</b>	<b>\$325</b>	<b>\$239</b>	<b>-\$86</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$354	\$456	\$325	\$239	-\$86
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$22</b>	<b>\$36</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$11	\$19	\$0	\$0	\$0
Utilities - Other	\$11	\$17	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$289</b>	<b>\$279</b>	<b>\$323</b>	<b>\$336</b>	<b>\$13</b>
Property	\$288	\$275	\$0	\$0	\$0
Equipment	\$0	\$5	\$323	\$336	\$13
<b>Miscellaneous (Total)</b>	<b>\$447</b>	<b>\$532</b>	<b>\$694</b>	<b>\$585</b>	<b>-\$109</b>
Dues And Subscriptions	\$58	\$28	\$36	\$34	-\$2
Conferences and Meetings	\$17	\$17	\$55	\$38	-\$17
Business Travel/Public Hrg	\$5	\$31	\$25	\$25	-\$1
Interview & Relocation	\$68	\$170	\$86	\$22	-\$65
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$292	\$231	\$473	\$449	-\$24
Other	\$7	\$56	\$19	\$18	-\$1
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$4,129</b>	<b>\$4,315</b>	<b>\$6,619</b>	<b>\$4,805</b>	<b>-\$1,814</b>
<b>TOTAL COST</b>	<b>\$12,391</b>	<b>\$13,274</b>	<b>\$17,891</b>	<b>\$16,201</b>	<b>-\$1,691</b>

## 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 Best Ride in the Nation vision. PLJD advances mobility improvements through participation in regional and local planning activities. It conducts planning studies and technical analyses to identify, evaluate, and advance transit improvement projects that are best aligned with the Authority's vision and strategic goals. It acquires, manages, develops, and disposes of real property in support of Metrorail, Metrobus, and MetroAccess and implements innovative programs that generate revenue and promote transit use.

### 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 WMATA's role in the region.

### Goals and Objectives

The Planning and Joint Development measures are linked to WMATA'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 WMATA's Image. The strategic framework used to achieve these goals and their respective measures to assess progress are as follows:

- Enhance regional mobility by improving access and linkages between transportation options by implementing two additional Metrobus corridors from the Bus Priority Corridor Network plan by the end of 2009; develop a Long-Range Regional Transit Plan for the Year 2030 to clearly communicate WMATA's role in the area's mobility to the year 2030 and beyond
- Manage the agency's assets efficiently by delivering a prioritized FY 2011- FY 2020 capital improvement plan and finalize capital funding arrangement with jurisdictions by Spring 2010

- Enhance communication with customers by improving public outreach, create an internal website by September 2009 for joint development projects to provide information or background and status for stakeholders; once the pilot proves to be successful, the Authority will roll this out to the organization's external website in FY 2010; conducting a minimum of fifteen community outreach and service planning meetings in 2009
- Promote the region's economy and strengthen opportunities for joint development by developing and negotiating three joint development solicitations or development agreement amendments; complete at least one joint development memorandum of understanding with a local partner; seek Board approval by Fall 2009 for an affordable housing policy in joint development guidelines

OPERATING COST BY MODE  
**Planning Joint Dev. Summary**  
Approved FY 2010 Budget

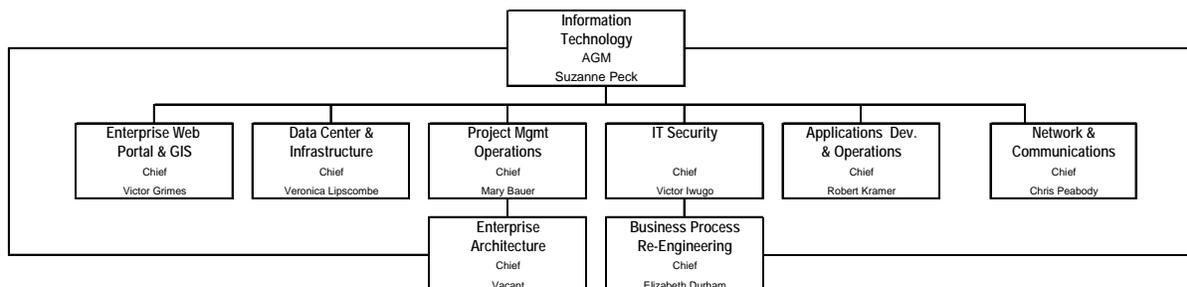
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$4,342</b>	<b>\$2,081</b>	<b>\$2,233</b>	<b>\$27</b>
Full-Time Salaries	\$4,369	\$2,100	\$2,241	\$27
Salary Lapse	-\$27	-\$19	-\$8	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$4,342</b>	<b>\$2,081</b>	<b>\$2,233</b>	<b>\$27</b>
<b>Fringes (Total)</b>	<b>\$1,646</b>	<b>\$798</b>	<b>\$839</b>	<b>\$10</b>
Fringe Health	\$1,646	\$798	\$839	\$10
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$5,988</b>	<b>\$2,879</b>	<b>\$3,072</b>	<b>\$37</b>
<b>Services (Total)</b>	<b>\$1,176</b>	<b>\$142</b>	<b>\$1,033</b>	<b>\$1</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$887	\$81	\$805	\$0
Temporary Help	\$2	\$1	\$1	\$0
Contract Maintenance	\$38	\$24	\$14	\$0
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$249	\$36	\$213	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$180</b>	<b>\$66</b>	<b>\$114</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$180	\$66	\$114	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$151</b>	<b>\$50</b>	<b>\$101</b>	<b>\$0</b>
Dues And Subscriptions	\$38	\$8	\$30	\$0
Conferences and Meetings	\$55	\$20	\$35	\$0
Business Travel/Public Hrg	\$29	\$9	\$20	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$4	\$0	\$4	\$0
Other	\$25	\$13	\$12	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$1,507</b>	<b>\$258</b>	<b>\$1,248</b>	<b>\$1</b>
<b>TOTAL COST</b>	<b>\$7,495</b>	<b>\$3,137</b>	<b>\$4,320</b>	<b>\$38</b>

MULTI-YEAR OPERATING COST COMPARISON  
Planning Joint Dev. Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$4,689</b>	<b>\$4,247</b>	<b>\$4,991</b>	<b>\$4,342</b>	<b>-\$650</b>
Full-Time Salaries	\$4,666	\$4,237	\$5,164	\$4,369	-\$795
Salary Lapse	\$0	\$0	-\$225	-\$27	\$197
Overtime Salaries	\$23	\$10	\$52	\$0	-\$52
<b>Wages (Total)</b>	<b>\$2,508</b>	<b>\$2,531</b>	<b>\$2,566</b>	<b>\$0</b>	<b>-\$2,566</b>
Operator/StaMgr Wages	\$1	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$2,313	\$2,303	\$2,648	\$0	-\$2,648
Wage Lapse	\$0	\$0	-\$93	\$0	\$93
Overtime Wages	\$195	\$229	\$11	\$0	-\$11
<b>TOTAL SALARIES AND WAGES</b>	<b>\$7,197</b>	<b>\$6,778</b>	<b>\$7,557</b>	<b>\$4,342</b>	<b>-\$3,216</b>
<b>Fringes (Total)</b>	<b>\$2,581</b>	<b>\$2,390</b>	<b>\$2,654</b>	<b>\$1,646</b>	<b>-\$1,008</b>
Fringe Health	\$1	\$2	\$2,647	\$1,646	-\$1,000
Fringe Pension	\$161	\$143	\$0	\$0	\$0
Other Fringe Benefits	\$2,419	\$2,245	\$7	\$0	-\$7
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$9,778</b>	<b>\$9,168</b>	<b>\$10,211</b>	<b>\$5,988</b>	<b>-\$4,223</b>
<b>Services (Total)</b>	<b>\$1,125</b>	<b>\$933</b>	<b>\$1,350</b>	<b>\$1,176</b>	<b>-\$174</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$763	\$828	\$1,042	\$887	-\$155
Temporary Help	\$0	\$20	\$2	\$2	\$0
Contract Maintenance	\$20	\$7	\$36	\$38	\$2
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$341	\$79	\$270	\$249	-\$20
<b>Materials &amp; Supplies (Total)</b>	<b>\$216</b>	<b>\$189</b>	<b>\$217</b>	<b>\$180</b>	<b>-\$37</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$216	\$189	\$217	\$180	-\$37
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$38</b>	<b>\$48</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$2	\$0	\$0	\$0
Utilities - Other	\$38	\$46	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$83</b>	<b>\$78</b>	<b>\$164</b>	<b>\$151</b>	<b>-\$13</b>
Dues And Subscriptions	\$14	\$31	\$38	\$38	\$1
Conferences and Meetings	\$16	\$20	\$65	\$55	-\$10
Business Travel/Public Hrg	\$30	\$16	\$30	\$29	-\$2
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$19	\$3	\$8	\$4	-\$5
Other	\$5	\$7	\$22	\$25	\$3
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$1,462</b>	<b>\$1,249</b>	<b>\$1,731</b>	<b>\$1,507</b>	<b>-\$223</b>
<b>TOTAL COST</b>	<b>\$11,240</b>	<b>\$10,417</b>	<b>\$11,942</b>	<b>\$7,495</b>	<b>-\$4,447</b>

## 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.

### Mission Statement

The mission of IT is to serve as a strategic asset for Metro as it embarks on its mission to provide the best ride in the nation.

### Goals and Objectives

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

- Assuring that WMATA's website aids customers, as well as, supporting the SmarTrip website
- Provide IT infrastructure that supports the Authority's mission; implement standards for hardware and software utilities

OPERATING COST BY MODE  
**Information Technology Summary**  
Approved FY 2010 Budget

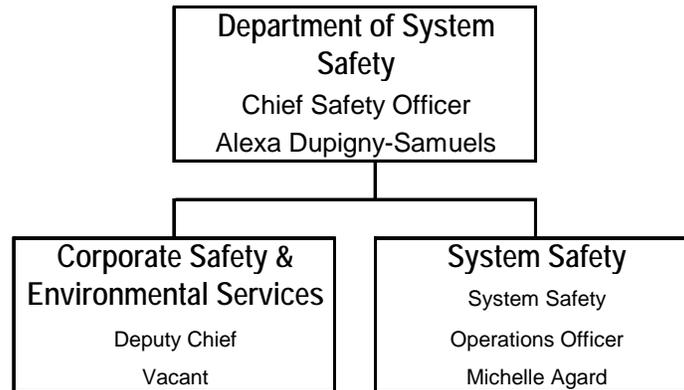
*(Dollars in Thousands)*

	<u>TOTAL</u>	<u>BUS</u>	<u>RAIL</u>	<u>PARATRANSIT</u>
<b>Salaries (Total)</b>	<b>\$10,502</b>	<b>\$3,819</b>	<b>\$6,636</b>	<b>\$47</b>
Full-Time Salaries	\$10,855	\$3,945	\$6,858	\$52
Salary Lapse	-\$381	-\$136	-\$240	-\$5
Overtime Salaries	\$28	\$10	\$18	\$0
<b>Wages (Total)</b>	<b>\$2,513</b>	<b>\$899</b>	<b>\$1,586</b>	<b>\$28</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0
Full Time Wages	\$2,447	\$876	\$1,544	\$27
Wage Lapse	-\$79	-\$28	-\$50	-\$1
Overtime Wages	\$145	\$52	\$91	\$2
<b>TOTAL SALARIES AND WAGES</b>	<b>\$13,015</b>	<b>\$4,719</b>	<b>\$8,222</b>	<b>\$74</b>
<b>Fringes (Total)</b>	<b>\$5,030</b>	<b>\$1,823</b>	<b>\$3,177</b>	<b>\$30</b>
Fringe Health	\$5,030	\$1,823	\$3,177	\$30
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$0	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$18,045</b>	<b>\$6,541</b>	<b>\$11,399</b>	<b>\$104</b>
<b>Services (Total)</b>	<b>\$14,260</b>	<b>\$5,089</b>	<b>\$8,974</b>	<b>\$197</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$1,829	\$653	\$1,151	\$25
Temporary Help	\$0	\$0	\$0	\$0
Contract Maintenance	\$9,767	\$3,486	\$6,146	\$135
Custodial Services	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0
Other	\$2,664	\$951	\$1,677	\$37
<b>Materials &amp; Supplies (Total)</b>	<b>\$1,050</b>	<b>\$375</b>	<b>\$661</b>	<b>\$15</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$1,050	\$375	\$661	\$15
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$850</b>	<b>\$303</b>	<b>\$535</b>	<b>\$12</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$850	\$303	\$535	\$12
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$0	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$16</b>	<b>\$6</b>	<b>\$10</b>	<b>\$0</b>
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$2	\$1	\$1	\$0
Business Travel/Public Hrg	\$13	\$5	\$8	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$1	\$0	\$1	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$16,176</b>	<b>\$5,773</b>	<b>\$10,179</b>	<b>\$224</b>
<b>TOTAL COST</b>	<b>\$34,221</b>	<b>\$12,314</b>	<b>\$21,579</b>	<b>\$328</b>

MULTI-YEAR OPERATING COST COMPARISON  
Information Technology Summary

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$7,782</b>	<b>\$9,249</b>	<b>\$11,548</b>	<b>\$10,502</b>	<b>-\$1,045</b>
Full-Time Salaries	\$7,533	\$9,218	\$12,277	\$10,855	-\$1,422
Salary Lapse	\$0	\$0	-\$729	-\$381	\$348
Overtime Salaries	\$248	\$31	\$0	\$28	\$28
<b>Wages (Total)</b>	<b>\$658</b>	<b>\$1,793</b>	<b>\$2,535</b>	<b>\$2,513</b>	<b>-\$23</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$564	\$1,673	\$2,547	\$2,447	-\$101
Wage Lapse	\$0	\$0	-\$153	-\$79	\$74
Overtime Wages	\$93	\$121	\$141	\$145	\$4
<b>TOTAL SALARIES AND WAGES</b>	<b>\$8,440</b>	<b>\$11,042</b>	<b>\$14,083</b>	<b>\$13,015</b>	<b>-\$1,068</b>
<b>Fringes (Total)</b>	<b>\$2,895</b>	<b>\$4,078</b>	<b>\$4,998</b>	<b>\$5,030</b>	<b>\$31</b>
Fringe Health	\$3	\$0	\$4,998	\$5,030	\$31
Fringe Pension	\$215	\$420	\$0	\$0	\$0
Other Fringe Benefits	\$2,677	\$3,659	\$0	\$0	\$0
Workers Compensation	\$0	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$11,335</b>	<b>\$15,121</b>	<b>\$19,081</b>	<b>\$18,045</b>	<b>-\$1,037</b>
<b>Services (Total)</b>	<b>\$3,842</b>	<b>\$6,172</b>	<b>\$13,791</b>	<b>\$14,260</b>	<b>\$469</b>
Management Fee	-\$6	\$0	\$0	\$0	\$0
Professional & Technical	\$715	\$2,179	\$2,720	\$1,829	-\$891
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$3,129	\$3,871	\$8,451	\$9,767	\$1,317
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$4	\$121	\$2,621	\$2,664	\$44
<b>Materials &amp; Supplies (Total)</b>	<b>\$733</b>	<b>\$876</b>	<b>\$2,596</b>	<b>\$1,050</b>	<b>-\$1,546</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$733	\$876	\$2,596	\$1,050	-\$1,546
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$47</b>	<b>\$54</b>	<b>\$813</b>	<b>\$850</b>	<b>\$37</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$47	\$54	\$813	\$850	\$37
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$920</b>	<b>\$521</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$920	\$521	\$0	\$0	\$0
<b>Miscellaneous (Total)</b>	<b>\$52</b>	<b>\$39</b>	<b>\$15</b>	<b>\$16</b>	<b>\$1</b>
Dues And Subscriptions	\$2	\$8	\$0	\$0	\$0
Conferences and Meetings	\$2	\$2	\$2	\$2	\$0
Business Travel/Public Hrg	\$47	\$28	\$12	\$13	\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$1	\$1	\$1	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$5,594</b>	<b>\$7,661</b>	<b>\$17,216</b>	<b>\$16,176</b>	<b>-\$1,039</b>
<b>TOTAL COST</b>	<b>\$16,929</b>	<b>\$22,781</b>	<b>\$36,297</b>	<b>\$34,221</b>	<b>-\$2,076</b>

## Safety



### Introduction

The Department of System Safety and Environmental Management (SAFE) services the Metro System with the following: provide identification, elimination and proper disposal of chemical, environment, and other related hazards; apprise and updates the agency as to local and federal safety requirements; recommends the design and fabrication of safety equipment; and conducts 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.

### Mission Statement

The mission of the Safety Department is to ensure that WMATA'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 WMATA'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:

- Achieve a 15% reduction in the cost of claims for work related injuries in FY 10 (FY 09 is the baseline)
- Reduce Metrobus and Metrorail passenger injuries by 10% (FY 09 is the baseline)
- Maintain MetroAccess accident rate below 2.9% per 100,000 miles

## OPERATING COST BY MODE

**Safety Summary**

Approved FY 2010 Budget

*(Dollars in Thousands)*

	<b><u>TOTAL</u></b>	<b><u>BUS</u></b>	<b><u>RAIL</u></b>	<b><u>PARATRANSIT</u></b>
<b>Salaries (Total)</b>	<b>\$2,596</b>	<b>\$1,211</b>	<b>\$1,381</b>	<b>\$4</b>
Full-Time Salaries	\$2,675	\$1,248	\$1,424	\$4
Salary Lapse	-\$80	-\$37	-\$42	\$0
Overtime Salaries	\$0	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
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
<b>TOTAL SALARIES AND WAGES</b>	<b>\$2,596</b>	<b>\$1,211</b>	<b>\$1,381</b>	<b>\$4</b>
<b>Fringes (Total)</b>	<b>\$998</b>	<b>\$466</b>	<b>\$531</b>	<b>\$2</b>
Fringe Health	\$993	\$463	\$528	\$2
Fringe Pension	\$0	\$0	\$0	\$0
Other Fringe Benefits	\$5	\$3	\$3	\$0
Workers Compensation	\$0	\$0	\$0	\$0
<b>TOTAL PERSONNEL COST</b>	<b>\$3,594</b>	<b>\$1,676</b>	<b>\$1,912</b>	<b>\$6</b>
<b>Services (Total)</b>	<b>\$4,835</b>	<b>\$2,386</b>	<b>\$2,449</b>	<b>\$0</b>
Management Fee	\$0	\$0	\$0	\$0
Professional & Technical	\$2,732	\$1,355	\$1,377	\$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	\$2,092	\$1,026	\$1,066	\$0
<b>Materials &amp; Supplies (Total)</b>	<b>\$393</b>	<b>\$144</b>	<b>\$249</b>	<b>\$0</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0
Other	\$393	\$144	\$249	\$0
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0
Utilities - Other	\$0	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$1	\$0
<b>Miscellaneous (Total)</b>	<b>\$8</b>	<b>\$2</b>	<b>\$6</b>	<b>\$0</b>
Dues And Subscriptions	\$0	\$0	\$0	\$0
Conferences and Meetings	\$0	\$0	\$0	\$0
Business Travel/Public Hrg	\$8	\$2	\$6	\$0
Interview & Relocation	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$5,238</b>	<b>\$2,532</b>	<b>\$2,705</b>	<b>\$0</b>
<b>TOTAL COST</b>	<b>\$8,831</b>	<b>\$4,209</b>	<b>\$4,617</b>	<b>\$6</b>

MULTI-YEAR OPERATING COST COMPARISON  
Safety and Emergency Mgmt

<i>(Dollars in Thousands)</i>	<b>Actual 2007</b>	<b>Actual 2008</b>	<b>Approved Budget 2009</b>	<b>Approved Budget 2010</b>	<b>Change</b>
<b>Salaries (Total)</b>	<b>\$3,958</b>	<b>\$2,582</b>	<b>\$2,419</b>	<b>\$2,596</b>	<b>\$177</b>
Full-Time Salaries	\$3,946	\$2,581	\$2,550	\$2,675	\$125
Salary Lapse	\$0	\$0	-\$131	-\$80	\$52
Overtime Salaries	\$12	\$1	\$0	\$0	\$0
<b>Wages (Total)</b>	<b>\$37</b>	<b>\$6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Operator/StaMgr Wages	\$0	\$0	\$0	\$0	\$0
Operator/StaMgr Overtime	\$0	\$0	\$0	\$0	\$0
Full Time Wages	\$37	\$6	\$0	\$0	\$0
Wage Lapse	\$0	\$0	\$0	\$0	\$0
Overtime Wages	\$0	\$0	\$0	\$0	\$0
<b>TOTAL SALARIES AND WAGES</b>	<b>\$3,995</b>	<b>\$2,588</b>	<b>\$2,419</b>	<b>\$2,596</b>	<b>\$177</b>
<b>Fringes (Total)</b>	<b>\$1,356</b>	<b>\$912</b>	<b>\$1,850</b>	<b>\$998</b>	<b>-\$852</b>
Fringe Health	\$5	\$5	\$843	\$993	\$150
Fringe Pension	\$82	\$75	\$0	\$0	\$0
Other Fringe Benefits	\$1,268	\$832	\$7	\$5	-\$2
Workers Compensation	\$0	\$0	\$1,000	\$0	-\$1,000
<b>TOTAL PERSONNEL COST</b>	<b>\$5,351</b>	<b>\$3,500</b>	<b>\$4,269</b>	<b>\$3,594</b>	<b>-\$675</b>
<b>Services (Total)</b>	<b>\$2,244</b>	<b>\$1,974</b>	<b>\$1,812</b>	<b>\$4,835</b>	<b>\$3,023</b>
Management Fee	\$0	\$0	\$0	\$0	\$0
Professional & Technical	\$120	\$217	\$265	\$2,732	\$2,467
Temporary Help	\$0	\$0	\$0	\$0	\$0
Contract Maintenance	\$0	\$0	\$18	\$12	-\$6
Custodial Services	\$0	\$0	\$0	\$0	\$0
Paratransit	\$0	\$0	\$0	\$0	\$0
Other	\$2,124	\$1,757	\$1,529	\$2,092	\$563
<b>Materials &amp; Supplies (Total)</b>	<b>\$532</b>	<b>\$331</b>	<b>\$386</b>	<b>\$393</b>	<b>\$7</b>
Fuel and Lubricants	\$0	\$0	\$0	\$0	\$0
Tires	\$0	\$0	\$0	\$0	\$0
Other	\$532	\$331	\$386	\$393	\$7
<b>Fuel &amp; Propulsion (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$0	\$0	\$0	\$0	\$0
Propulsion Power	\$0	\$0	\$0	\$0	\$0
Clean Natural Gas	\$0	\$0	\$0	\$0	\$0
<b>Utilities (Total)</b>	<b>\$27</b>	<b>\$14</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Electricity and Gas	\$0	\$0	\$0	\$0	\$0
Utilities - Other	\$27	\$14	\$0	\$0	\$0
<b>Casualty &amp; Liability (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Insurance	\$0	\$0	\$0	\$0	\$0
Claims	\$0	\$0	\$0	\$0	\$0
<b>Leases (Total)</b>	<b>\$1</b>	<b>\$0</b>	<b>\$1</b>	<b>\$1</b>	<b>\$0</b>
Property	\$0	\$0	\$0	\$0	\$0
Equipment	\$1	\$0	\$1	\$1	\$0
<b>Miscellaneous (Total)</b>	<b>\$60</b>	<b>\$23</b>	<b>\$9</b>	<b>\$8</b>	<b>-\$1</b>
Dues And Subscriptions	\$41	\$1	\$0	\$0	\$0
Conferences and Meetings	\$11	\$7	\$0	\$0	\$0
Business Travel/Public Hrg	\$8	\$14	\$9	\$8	-\$1
Interview & Relocation	\$0	\$0	\$0	\$0	\$0
Tolls	\$0	\$0	\$0	\$0	\$0
Advertising	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Reimbursements (Total)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Reimbursements	\$0	\$0	\$0	\$0	\$0
<b>TOTAL NONPERSONNEL COST</b>	<b>\$2,863</b>	<b>\$2,341</b>	<b>\$2,208</b>	<b>\$5,238</b>	<b>\$3,029</b>
<b>TOTAL COST</b>	<b>\$8,214</b>	<b>\$5,842</b>	<b>\$6,478</b>	<b>\$8,831</b>	<b>\$2,354</b>

## Chapter 7                      Capital Projects Budgets

This chapter provides information on Capital Improvements Program.

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Metro Matters Program Costs: FY 2005 - 2010  
Summary of Capital Projects  
(Dollars in Thousands)

FY05-10 Program Costs										
Description	Program ID	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Actual	FY09 Forecast	FY10 Forecast	Total All Years		
<b>Infrastructure Renewel Program (IRP):</b>										
<b>Rolling Stock: Bus</b>										
Bus Enhancements	CE_BENH	282	0	0	0	0	0	282		
Bus Procurement	CE_BPUR	20,011	0	0	15,713	1,349	539	37,611		
Advanced Tech. Diesel Replacement	CE_DIES	0	25,023	15,810	67	0	6	40,905		
Hybrid/Electr Bus Proc.	CE_HYBR	615	25,484	0	849	79,340	107,030	213,318		
<b>Subtotal</b>		<b>20,908</b>	<b>50,507</b>	<b>15,810</b>	<b>16,629</b>	<b>80,688</b>	<b>107,574</b>	<b>292,116</b>		
<b>Rolling Stock: Rail</b>										
2000/3000 Series RailCar Rehab	CE_23ML	2,622	402	344	1,778	5,411	10,000	20,557		
4000 Series Rail Car Rehab	CE_4KML	0	0	0	0	0	0	0		
7000 Series Railcar Procurement	CE_7RPU	0	0	0	0	0	4,000	4,000		
9000 Series Railcar Procurement	CE_9RPU	0	0	0	0	0	0	0		
Rail Car Enhancements	CE_RCEH	0	0	0	0	0	41	41		
<b>Subtotal</b>		<b>2,622</b>	<b>402</b>	<b>344</b>	<b>1,778</b>	<b>5,411</b>	<b>14,041</b>	<b>24,597</b>		
<b>Passenger Facilities</b>										
Escalator Rehab.	CE_ESRH	11,591	81	514	1,125	207	4,452	17,970		
Elevator/Escalator Maintenance	CE_EEMN	14,250	2,240	6,290	8,502	4,763	3,145	39,191		
Station Elevator Rehab.	CE_EVRH	2,921	146	287	1,768	581	741	6,444		
Station Enhancement Program	CE_STEH	5,936	5,514	6,523	6,695	6,544	7,746	38,958		
Parking Lot Rehab.	CE_PLOT	12,022	1,981	8,900	12,386	4,937	3,012	43,237		
Station and Tunnel Rehab.	CE_TUNN	5,570	1,481	1,525	4,937	3,708	2,434	19,654		
Fire System Rehab.	CE_FIRE	2,564	2,473	4,584	4,906	9,606	6,571	30,705		
Station Chiller Rehab.	CE_CHLR	2,622	1,452	1,360	2,829	2,894	2,846	14,003		
Drainage Pumping/Sewer Rehab	CE_PUMP	3,139	763	1,187	1,360	1,527	73	8,049		
<b>Subtotal</b>		<b>60,616</b>	<b>16,130</b>	<b>31,170</b>	<b>44,508</b>	<b>34,767</b>	<b>31,019</b>	<b>218,210</b>		
<b>Maintenance Facilities</b>										
Environment Assessment	CE_ENAS	350	189	188	336	1,029	1	2,093		
Emergency Construction Bus	CE_EMER	2,985	478	767	1,917	184	2	6,334		
Rail/Bus Structures, Field Bases, Yards	CE_YARD	5,979	1,068	3,330	3,797	2,829	0	17,004		
Repairs	CE_RPBL	4,116	596	1,992	4,396	7,403	5,825	24,328		
Non-revenue Vehicles	CE_RSVH	2,527	85	870	1,098	1,104	2,730	8,415		
Support Equipment - Other Office	CE_SEGT	1,565	1,224	1,788	132	894	2,484	8,088		
Support Equipment - IT	CE_INFO	1,580	0	0	693	915	3,561	6,749		
Support Equipment - MTPD	CE_MNSP	0	0	0	1,533	575	6,125	8,234		
Gr. Shop and Ot. Eqpt-Bus	CE_SHOP	1,197	229	1,002	753	662	1,942	5,785		
Rail Support Equipment	CE_RSEQ	3,396	469	1,269	2,706	2,810	4,384	15,034		
Bus Lifts/Bus Work Eqpt	CE_BWEQ	4,867	82	1,823	1,240	1,029	12	9,054		
Bus Washer Rehab.	CE_BWSH	995	0	1,110	336	18	0	2,459		
Rail Car Washer Rehab.	CE_RWSH	0	0	86	2,096	1,975	0	4,157		
Rail Work Equipment	CE_RWEQ	1,465	153	519	429	188	18	2,772		
Locomotives and Prime Movers	CE_LOCO	1,800	0	0	134	0	11,441	13,375		
<b>Subtotal</b>		<b>32,822</b>	<b>4,574</b>	<b>14,744</b>	<b>21,598</b>	<b>21,617</b>	<b>38,525</b>	<b>133,879</b>		

Metro Matters Program Costs: FY 2005 - 2010  
Summary of Capital Projects  
(Dollars in Thousands)

FY05-10 Program Costs										
Description	Program ID	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Actual	FY09 Forecast	FY10 Forecast	Total All Years		
<b>Systems</b>										
Comm. Systems Upgrade	CE_RCOM	19,237	2,725	5,584	12,401	5,023	7,349	52,319		
ML Rehab. ATC Wsde Eqpt.	CE_IMATC	13,194	2,540	3,127	5,923	6,993	3,907	35,685		
ML Rehab. AC/TPSS/TBS	CE_TPSS	2,136	1,737	4,045	2,483	2,159	704	13,264		
Traction Power Switchgear	CE_TPSSG	27,670	1,638	1,574	6,307	6,290	15	43,494		
UPS System Replacement	CE_UPSR	2,195	184	469	1,106	912	557	5,423		
Electrical Systems Rehab	CE_ELCR	4,734	1,301	1,636	2,369	1,196	278	11,514		
Fare Collection Eqpt.	CE_FARE	3,866	0	629	5,926	4,839	6,282	21,542		
Regional Smart Trip System	CE_RFAR	0	0	0	0	1,293	15,907	17,200		
<b>Subtotal</b>		<b>73,033</b>	<b>10,125</b>	<b>17,064</b>	<b>36,516</b>	<b>28,705</b>	<b>34,998</b>	<b>200,441</b>		
<b>Track and Structure</b>										
ROW Structural Rehab.	CE_STRC	9,892	4,022	5,125	11,820	14,045	3,795	48,699		
ROW Floating Slab Retrofit	CE_SLAB	512	695	887	920	1,099	1,287	5,399		
ROW Track Rehabilitation	CE_TRAC	7,238	3,942	13,719	14,052	18,345	16,938	74,233		
Station Tunnel Leak Mitigation	CE_LEAK	2,068	2,046	2,769	2,289	2,704	4,698	16,575		
<b>Subtotal</b>		<b>19,710</b>	<b>10,704</b>	<b>22,500</b>	<b>29,080</b>	<b>36,193</b>	<b>26,718</b>	<b>144,906</b>		
<b>Information Technology</b>										
Information Technology (IT)	CE_ITIS	4,242	2,423	7,796	15,547	23,619	26,878	80,504		
ROCS Upgrade Program (IRPG)	CE_ROCS	0	0	840	578	259	323	2,000		
<b>Subtotal</b>		<b>4,242</b>	<b>2,423</b>	<b>8,637</b>	<b>16,125</b>	<b>23,877</b>	<b>27,201</b>	<b>82,504</b>		
<b>Preventive Maintenance</b>										
Preventive Maintenance	CE_PVMN	20,700	20,700	20,700	20,700	20,700	30,700	134,200		
<b>Subtotal</b>		<b>20,700</b>	<b>20,700</b>	<b>20,700</b>	<b>20,700</b>	<b>20,700</b>	<b>30,700</b>	<b>134,200</b>		
<b>Urgent Capital Needs</b>										
Train Power Systems	CE_8CAR	0	0	0	0	676	2,803	3,479		
MetroAccess Vehicle Procurement	CE_ACCS	0	0	0	0	3,646	1,354	5,000		
Bus Cameras	CE_BCAM	0	0	0	0	0	3,687	3,687		
NextBus		0	0	0	0	500	0	500		
Info. Technology Update	CE_ITUP	0	0	0	0	4,913	23,629	28,542		
Rail Cars	CE_RCAR	0	0	0	950	10,471	11,421	11,421		
Rail Equipment	CE_REQT	0	0	0	0	0	1,983	1,983		
Safety	CE_SAFE	0	0	0	0	0	500	500		
State of Good Repair	CE_SOGR	0	0	0	0	12,215	26,842	39,058		
<b>Subtotal</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,900</b>	<b>71,269</b>	<b>94,170</b>		
<b>New Projects</b>										
Red Line - 1	CE_IMDAB	0	0	0	0	0	19,169	19,169		
Blue and Orange Line - 1	TBD	0	0	0	0	0	8,131	8,131		
Bus Facilities - 1	CE_BMFR	0	0	0	0	0	5,882	5,882		
Rail - 1	TBD	0	0	0	0	0	2,000	2,000		
Fiscal 1999 Rail Rehab. Prtg (ERRP)	TBD	0	0	0	0	0	0	0		
<b>Subtotal</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,182</b>	<b>35,182</b>		

Metro Matters Program Costs: FY 2005 - 2010  
Summary of Capital Projects  
(Dollars in Thousands)

Description	Program ID	FY05-10 Program Costs										Total All Years
		FY05 Actual	FY06 Actual	FY07 Actual	FY08 Actual	FY09 Forecast	FY10 Forecast					
<b>Transfer to Beyond MM</b>												
Transfer to Beyond MM	N/A	30,700	0	0	0	0	0	0	0	0	0	30,700
<b>Subtotal</b>		<b>30,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,700</b>
<b>Total: Infrastructure Renewal Program (IRP)</b>												<b>1,390,908</b>
<b>Eight-Car Train Capital Initiative:</b>												
<b>Rail Cars</b>												
6000 Series Rail Car - Option	CF_6RPU	23,960	6,084	69,919	96,961	5,588	18,370	220,881				
<b>Subtotal</b>		<b>23,960</b>	<b>6,084</b>	<b>69,919</b>	<b>96,961</b>	<b>5,588</b>	<b>18,370</b>	<b>220,881</b>				
<b>Facilities</b>												
Rail Yard Maintenance & Storage Exp.	CE_RMTN	0	51,637	70,115	39,375	5,914	11,127	178,170				
<b>Subtotal</b>		<b>0</b>	<b>51,637</b>	<b>70,115</b>	<b>39,375</b>	<b>5,914</b>	<b>11,127</b>	<b>178,170</b>				
<b>Systems</b>												
MM Traction Power Substation	CE_RTSP	2,776	25,639	54,367	47,619	27,407	6,868	164,677				
MM Precision Stopping	CE_RSTP	0	220	2,310	1,100	1,206	1,503	6,339				
<b>Subtotal</b>		<b>2,776</b>	<b>25,859</b>	<b>56,676</b>	<b>48,719</b>	<b>28,613</b>	<b>8,371</b>	<b>171,016</b>				
<b>Total: Eight-Car Train Capital Initiative</b>		<b>26,736</b>	<b>83,580</b>	<b>196,710</b>	<b>185,055</b>	<b>40,116</b>	<b>37,869</b>	<b>570,066</b>				
<b>Bus Improvement Capital Initiative:</b>												
<b>Buses</b>												
MM Bus Procurement	CE_BSPU	0	214	9,471	1,204	1	22	10,912				
<b>Subtotal</b>		<b>0</b>	<b>214</b>	<b>9,471</b>	<b>1,204</b>	<b>1</b>	<b>22</b>	<b>10,912</b>				
<b>Garage</b>												
West Ox Bus Facility	CE_BGAR	0	1,071	9,064	18,555	3,758	2,036	34,485				
<b>Subtotal</b>		<b>0</b>	<b>1,071</b>	<b>9,064</b>	<b>18,555</b>	<b>3,758</b>	<b>2,036</b>	<b>34,485</b>				
<b>Customer Facilities</b>												
Customer Facilities (IRPG)	CE_BFAC	0	2,797	7,189	4,732	3,068	0	17,787				
Bus Customer/Priority Corridor (PLAN)	CE_BFAC	0	0	622	0	0	9,446	10,068				
<b>Subtotal</b>		<b>0</b>	<b>2,797</b>	<b>7,811</b>	<b>4,732</b>	<b>3,068</b>	<b>9,446</b>	<b>27,855</b>				
<b>Total: Bus Improvement Train Capital Initiative</b>		<b>0</b>	<b>4,082</b>	<b>26,346</b>	<b>24,492</b>	<b>6,827</b>	<b>11,504</b>	<b>73,251</b>				
<b>Total: Capital Projects</b>		<b>292,089</b>	<b>203,227</b>	<b>354,024</b>	<b>396,482</b>	<b>321,802</b>	<b>466,600</b>	<b>2,034,225</b>				

Metro Matters Program Costs: FY 2005 - 2010  
Summary of Capital Projects  
(Dollars in Thousands)

FY05-10 Program Costs										
Description	Program ID	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Actual	FY09 Forecast	FY10 Forecast	Total All Years		
<b>Program Management:</b>										
<b>Project Management</b>										
Program Administration	CE_OVHD	9,834	5,770	5,580	9,500	11,420	11,000	53,104		
System Expansion Planning		1,533	0	453	188	103	723	2,999		
Financing Costs	CE_FIN	0	0	12	10	49	80	150		
Vertical Transportation Bonds	CE_VTBD	6,000	6,000	6,000	6,000	6,000	6,000	36,000		
Pre-MM Project Expenditures		0	175,232	158,410	100,156	79,000	19,842	532,639		
MM Credit Facilities	CE_CRED	573	1,049	1,433	1,187	1,443	1,998	7,683		
<b>Subtotal</b>		<b>17,940</b>	<b>188,051</b>	<b>171,888</b>	<b>117,041</b>	<b>98,014</b>	<b>39,643</b>	<b>632,576</b>		
<b>Total: Program Management</b>		<b>17,940</b>	<b>188,051</b>	<b>171,888</b>	<b>117,041</b>	<b>98,014</b>	<b>39,643</b>	<b>632,578</b>		
<b>Total:</b>		<b>310,029</b>	<b>391,278</b>	<b>525,913</b>	<b>513,522</b>	<b>419,816</b>	<b>506,245</b>	<b>2,666,803</b>		
<b>Debt Service:</b>										
<b>Debt Service</b>										
Debt Service		0	337	2,205	8,204	20,144	21,176	52,066		
<b>Subtotal</b>		<b>0</b>	<b>337</b>	<b>2,205</b>	<b>8,204</b>	<b>20,144</b>	<b>21,176</b>	<b>52,066</b>		
<b>Total: Debt Service</b>		<b>0</b>	<b>337</b>	<b>2,205</b>	<b>8,204</b>	<b>20,144</b>	<b>21,176</b>	<b>52,066</b>		
<b>Safety &amp; Security:</b>										
<b>Safety &amp; Security</b>										
Safety & Security		0	8,500	7,000	13,817	247	0	29,564		
<b>Subtotal</b>		<b>0</b>	<b>8,500</b>	<b>7,000</b>	<b>13,817</b>	<b>247</b>	<b>0</b>	<b>29,564</b>		
<b>Total: Safety &amp; Security</b>		<b>0</b>	<b>8,500</b>	<b>7,000</b>	<b>13,817</b>	<b>247</b>	<b>0</b>	<b>29,564</b>		
<b>Grand Total: All Capital Needs</b>		<b>310,029</b>	<b>400,115</b>	<b>535,118</b>	<b>535,543</b>	<b>440,207</b>	<b>527,421</b>	<b>2,748,433</b>		

**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Rolling Stock: Bus**

**Scope / Project Description**

This project funds timely replacement of WMATA's bus fleet in order to maintain a 7.5 year average fleet age. Only vehicles that meet strict air-quality standards are procured. The current fleet consists of approximately 1,500 buses. These include the 442 buses added thus far via this program (275 CNGs; 117 clean diesels; and 50 diesel-electric hybrids).

Manager(s): Phillip Wallace, BMNT

**Actual and Planned Expenditures**

(dollars in millions)

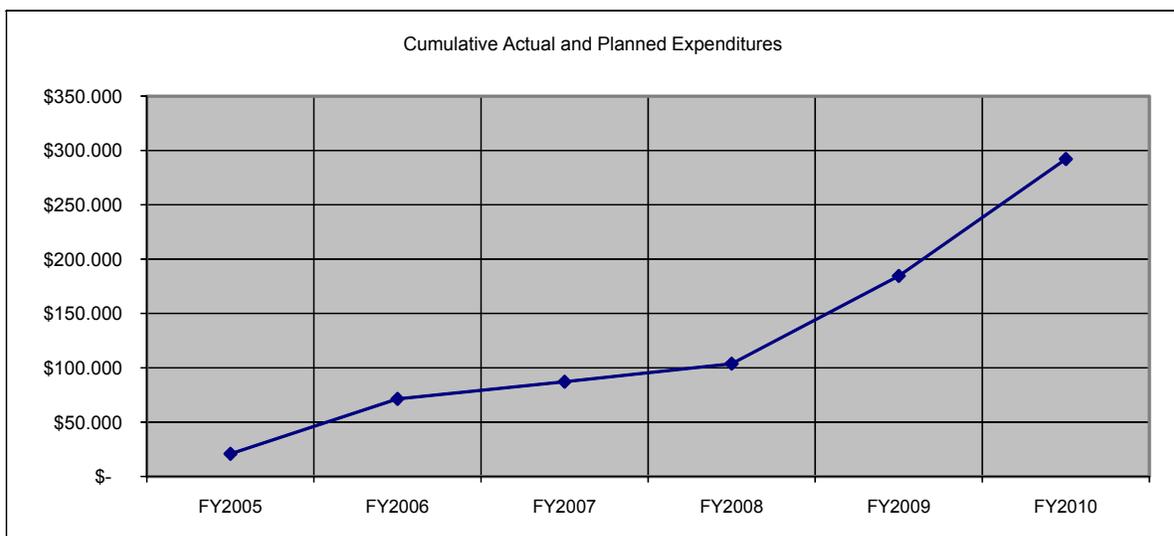
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 20.908	\$ 50.507	\$ 15.810	\$ 16.629	\$ 80.688	\$ 107.574	\$ 292.116

**Accomplishments / Goals**

- FY 2006 - 206 buses placed in service: 131 CNGs; 25 Clean Diesels; and 50 Diesel-electric Hybrids
- FY 2007 - 236 buses placed in service: 144 CNGs; and 92 Clean Diesels

**Planned Activities**

- Procurement of 225 additional buses prior to FY 2011, subject to availability of funding:
  - FY 2008 - Delivery of 22 sixty foot (60') articulated CNG buses
  - FY 2009 - 2010 - Delivery of 161, forty-two-foot (42'), 20 - thirty-seven foot (37'), and 22 sixty-two foot (62') Diesel-electric Hybrid buses



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Rolling Stock: Rail**

**Scope / Project Description**

By the end of 2009, WMATA's rail car fleet will consist of over 1,100 revenue vehicles. This program funds timely planning for performing mid-life overhaul, enhancement, and replacement programs to maintain the rail fleet in a state of good repair and provide customers with "the best ride in the nation".

Manager(s): Michael Hiller, CENV  
Randy Pozzi, CENV

**Actual and Planned Expenditures**

(dollars in millions)

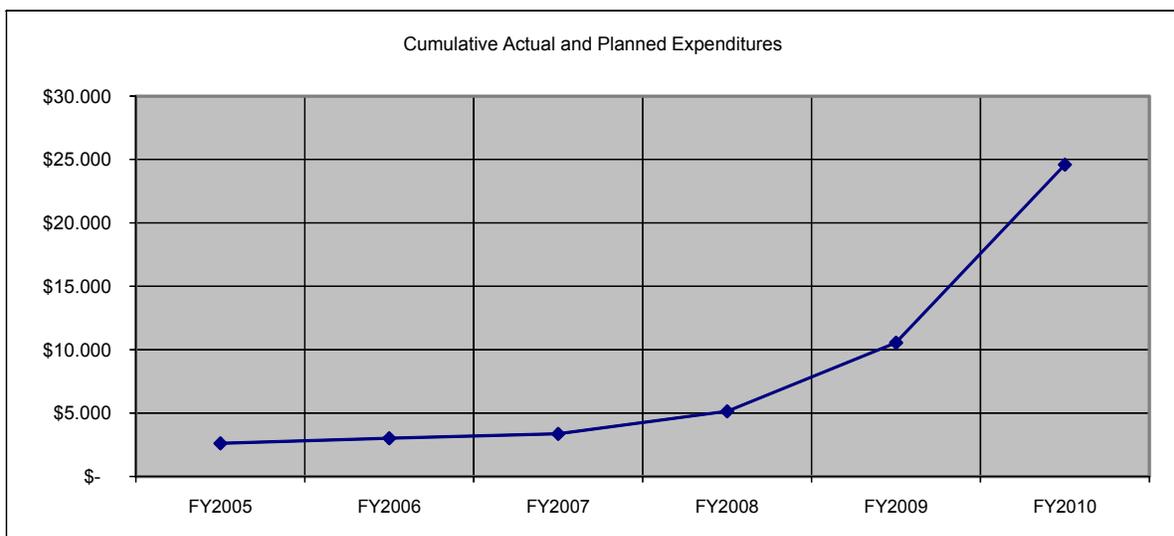
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 2.622	\$ 0.402	\$ 0.344	\$ 1.778	\$ 5.411	\$ 14.041	\$ 24.597

**Accomplishments / Goals**

- The midlife overhaul program for the 2000/3000-series Breda rail cars is nearly complete and will extend the operable life of these 364 units by 20 years.

**Planned Activities**

- FY 2008-2009 - Rewind the 1000-series Rohr Car AC Traction Motors and retrofit and/or replace rail car related equipment to will improve accessibility, safety, diagnostic capability, maintenance, appearance and reliability of the rail car fleet.
- FY 2010 - Begin preliminary engineering for the rehabilitation of the 100 Breda 4000 Series Rail Cars, which will shortly reach their mid-life. Begin preliminary engineering for the replacement of the 300 Rohr 1000 Series Rail Cars, which will shortly reach their life expectancy.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Passenger Facilities**

**Scope / Project Description**

Supports providing safe, clean, reliable, and comfortable service by maintaining Metrorail passenger facilities in a state of good repair. The program emphasizes mechanical and paving projects with rehabilitation driven by life-cycle and condition assessment. It provides for improvements and upgrade to station cooling, fire suppression, and drainage pumping systems; and parking facilities and access roads. It also funds elevator and escalator modernization. The WMATA transit system contains the largest amount of vertical transportation equipment in the US with 269 elevators and 589 escalators.

Manager(s): David Couch, ESVC  
David Lacosse, ELES

**Actual and Planned Expenditures**

(dollars in millions)

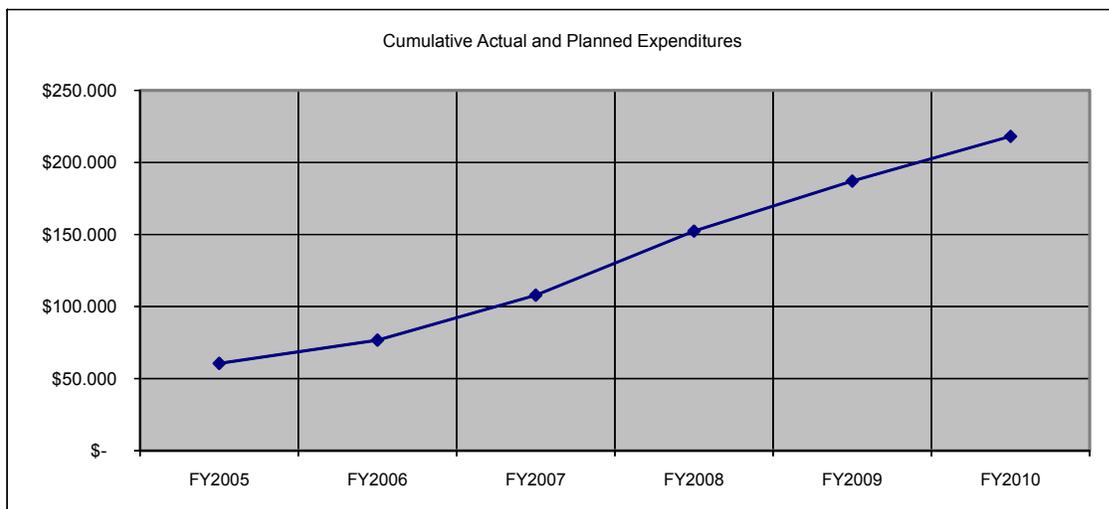
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 60.616	\$ 16.130	\$ 31.170	\$ 44.508	\$ 34.767	\$ 31.019	\$ 218.210

**Accomplishments / Goals**

- Since the beginning of FY05 92 escalators and 58 elevators have been rehabilitated. In FY08 8 escalators and 16 elevators have been rehabilitated.
- Completed rehabilitation of Vienna North garage and awarded contract for rehabilitation of five garages.
- Completed one of ten phases at Shady Grove. Mobilized at Glenmont garage.
- Repaved 10 parking lots/ Kiss & Ride/Bus Loops on an annual basis
- Rehabilitated 13 drainage pumping stations and replaced 19 sewage ejectors.
- Replaced 61 dry standpipe systems in the tunnels and wet standpipe systems in 10 stations.
- Overhauled seven chillers and 233 tunnel ventilation fans, replaced 53 tunnel access doors, replaced

**Planned Activities**

- Rehabilitation of 70 solid balustrade platform escalators commenced in April 2008.
- Contract for an additional 50-65 elevator modernizations is planned for advertisement in Summer 2008.
- FY09 complete parking garage rehabilitation at Wheaton, Addison Road, Shady Grove and Glenmont garages. Mobilize at Prince George Plaza garage (PG).
- Rehabilitate 18 drainage pumping stations and replace dampers at 49 vent and fan shafts.
- Replace wet/dry standpipe systems at 35 stations and replace 72 dry standpipe systems in the tunnels.
- Overhaul 25 chiller units at 17 locations.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Maintenance Facilities**

**Scope / Project Description**

Funds interior and exterior structural system renovation and upgrade of all rail and bus facilities along with shop fixtures and equipment. This program also funds replacement of non-revenue service vehicles. The program emphasizes mechanical and electrical projects with rehabilitation driven by life-cycle and condition assessment. It provides for heavy-duty bus and rail maintenance and cleaning equipment; improvements and upgrade of environmental systems, including underground storage tanks, fueling systems, hazardous material, and waste product management; as well as emergency repairs and other unplanned construction and improvements.

Manager(s): David Couch, ESVC  
Phillip Wallace, BMNT

**Actual and Planned Expenditures**

(dollars in millions)

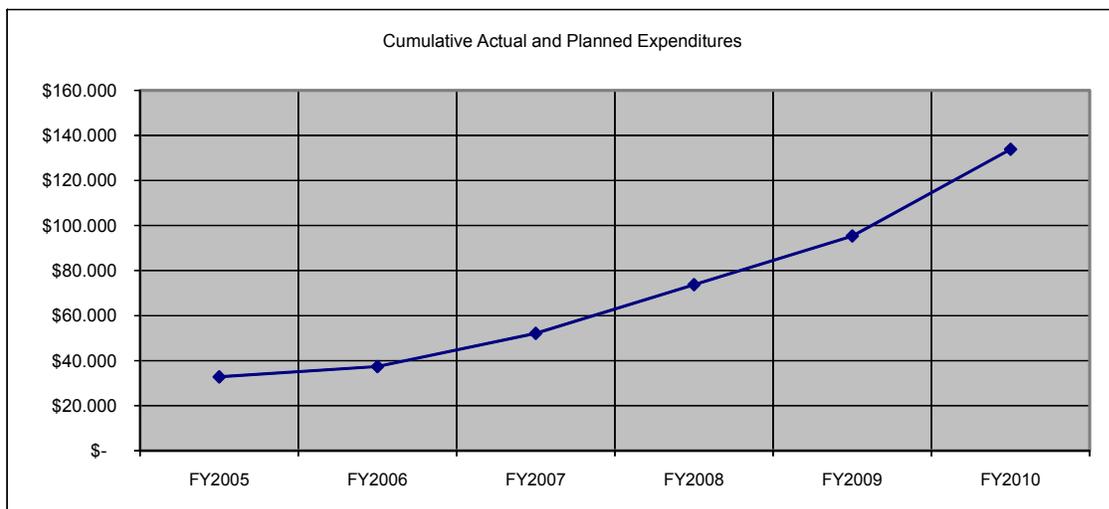
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 32.822	\$ 4.574	\$ 14.744	\$ 21.598	\$ 21.617	\$ 38.525	\$ 133.879

**Accomplishments / Goals**

- Replaced In-ground Bus Lifts, completing two of three phases. The third phase is 70% complete.
- Rehab and facility upgrade projects at the Revenue Collection Facility (RCF), four rail and three bus facilities
- Replaced heating boilers at two bus facilities and equipment at one rail and two bus facilities
- Replaced Diesel Exhaust Extraction systems at nine bus maintenance facilities and complete bus wash systems at three bus maintenance facilities, Upgraded Bus Wash Systems at four bus maintenance facilities
- Rehabilitated four railcar wheel truing machines, Installed one new wheel truing machine
- Completed seven environmental related tasks per year.

**Planned Activities**

- Heating boiler replacements at two bus facilities.
- Complete Phase three of bus In-ground lift replacement program
- Complete rehabilitation of three railcar wash systems and HVAC upgrades in two train wash systems.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Systems**

**Scope / Project Description**

Funds upgrades and replacement of rail communications, fare collection, and MetroRail power and automatic train control (ATC) systems. The traction power system is comprised of 106 power substations and 101 tie breaker stations. These components make up the bulk of the hardware needed to supply electrical power to MetroRail's third rail. Vital communications systems supported include fire alarm, public address and closed-circuit TV. Power and ATC system upgrades are required in order to safely operate the system and permit an increase in train length from four- and six- to eight-car trains.

Manager(s): David Couch, ESVC  
Gregory Garbeck, SMRT

**Actual and Planned Expenditures**

(dollars in millions)

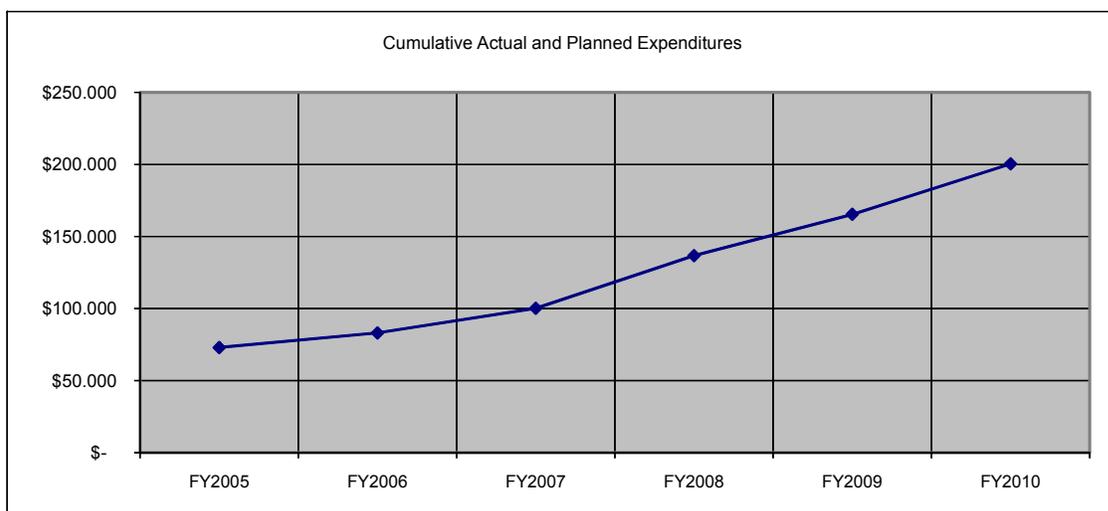
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 73.033	\$ 10.125	\$ 17.064	\$ 36.516	\$ 28.705	\$ 34.998	\$ 200.441

**Accomplishments / Goals**

- Installed new Public Address (PA) systems in 19 Stations and replaced intercom systems in 87 MetroRail stations.
- Installed new Fire Intrusion Alarm (FIA) systems in four bus garages.
- Replaced 120 track circuits in five of 22 train control rooms and purchased 332,540 feet of heat tape, installed 97,000 feet.
- Completed 16 Motor Control Centers (MCC's) and 39 Auto Voltage Regulators (AVR's)
- Installed new software in all vendors to accept \$1 coin and in all Automatic Fare Collection (AFC) machines to new \$5 bill and converted 98 vendors to Express Vendors and purchased new Bill Handling Units.

**Planned Activities**

- Install 20 new PA systems and 27 new CCTV's.
- Install mod bus 35 Remote Terminal Unit's (RTU) replacing old RTU's.
- Install 10,000 feet of heat tape.
- Continue installation of Bill Handling Unit (BHU)



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Track and Structures**

**Scope / Project Description**

Maintains MetroRail system structures in a state of good repair by replacing or repairing structural components as they become worn or otherwise unserviceable. The WMATA track system is comprised of 109 route miles (about 218 rail miles) of main line track, aerial structures, concrete retaining walls, and eight storage and service yards.

Manager(s): Darvin Kelly, TSSM  
David Couch, ESVC

**Actual and Planned Expenditures**

(dollars in millions)

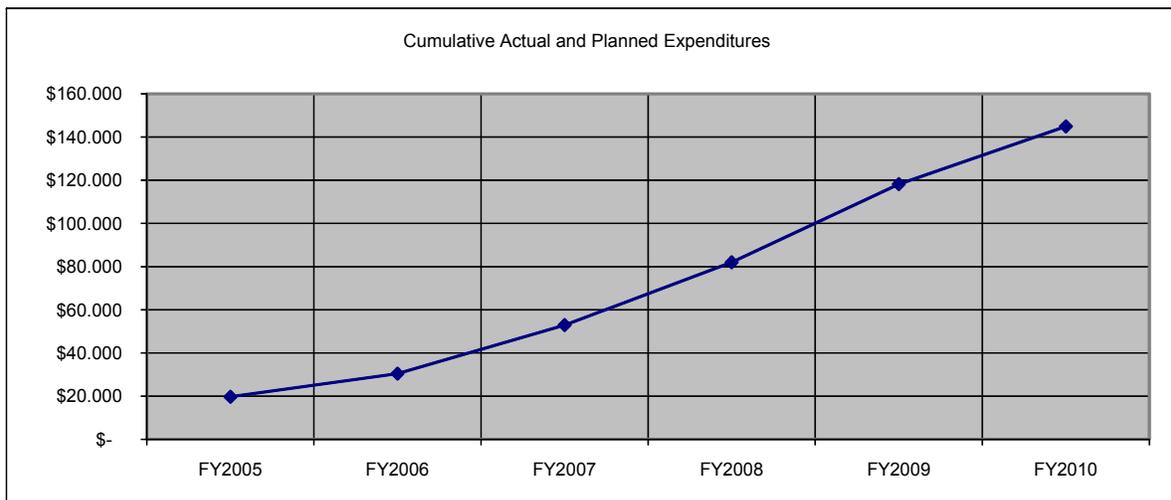
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 19.710	\$ 10.704	\$ 22.500	\$ 29.080	\$ 36.193	\$ 26.718	\$ 144.906

**Accomplishments / Goals**

- Floating Slabs: 9,450 linear feet retrofitted
- Station Tunnel Leak Mitigation: 10,119 tunnel Leaks repaired, 275 linear feet of leak joints sealed
- Replaced 92 switches, 4,498 insulators, 150,637 linear feet of running rail, 20,499 cross ties and 61,126 fasteners, 5,381 linear feet bridge expansion joints, 3,218 Right-of-Way Graphic signs, and 9,928 linear feet of grout pads, and rehabilitated 48 bridge anchor bolts and 90 bridge hatch doors.
- Completed rehab of Steel Lined Tunnel between L'Enfant and Waterfront Stations, painting of bridge superstructure at Westmoreland Bridge and at Landover Aerial, structural concrete rehab for six underground stations, structural concrete rehab for three platform slabs, scour counter measures installation at four piers of Potomac River bridge and platform pave tile repairs at five stations.

**Planned Activities**

- Complete 5,400 linear feet of floating Slabs, 6,600 tunnel leak repairs, 300,000 sq. ft. clean and seal concrete and 1,000 leaking joint repairs.
- Replace 60 switches, 72,912 linear feet of running rail, 5,000 cross ties, 40,000 fasteners, 10,000 insulators, 3,500 Right-of-Way graphic signs; repair 44 bridge ground straps; rehabilitate 800 linear feet bridge expansion joints, 10,000 linear feet grout pads and complete 74 bridge hatch door modifications.
- Rehab of 3 concrete lined tunnel segments, structural concrete at 6 underground stations, structural concrete and other improvements at 14 bridges and 3 aerial structures, concrete rehab to prevent Alkali Silica Reaction, Right-of-Way fence between Rockville and Shady Grove stations.
- Bearing replacement for platform girders at Metro Center Station and platform pave tile repairs at two stations.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Information Technology**

**Scope / Project Description**

This project funds the upgrade and replacement of WMATA's inventory of over 7,000 pieces of office IT equipment in order to enhance customer services, deliver the most efficient business processes, and optimize previous and future technology investments. Specific projects include: wide area networking, email messaging, enterprise IT security, consolidation of data center operations, and improving the network operations center.

Manager(s): Robert Kramer, IT  
Victor Grimes, IT  
Chris Peabody, IT

**Actual and Planned Expenditures**

(dollars in millions)

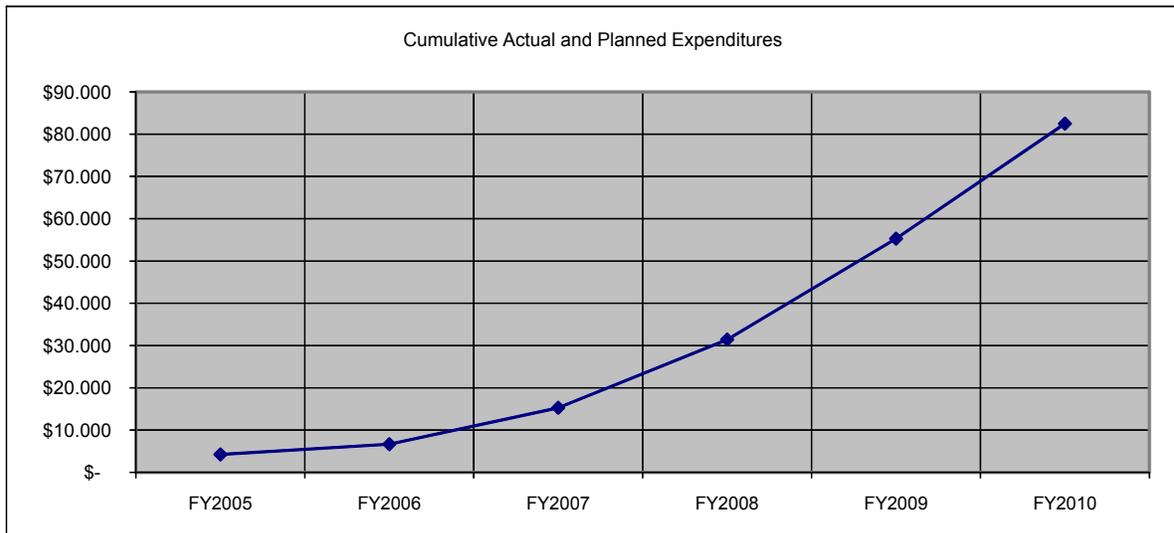
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 4.242	\$ 2.423	\$ 8.637	\$ 16.125	\$ 23.877	\$ 27.201	\$ 82.504

**Accomplishments / Goals**

- Replacement and upgrade to the larger components of the Information Technology (IT) infrastructure supporting bus, rail and administrative operations.

**Planned Activities**

- Continue to implement goals of the IT strategic plan adopted by the board of directors in September 2006, including: Goal #2 - Improving the Foundation of the IT Infrastructure. Specific projects will focus on:
  - Wide area networking,
  - Email messaging,
  - Enterprise IT security,
  - Data center operations consolidation, and
  - Improving the network operations center.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Preventive Maintenance**

**Scope / Project Description**

This project provides funding for the comprehensive rail and bus overhaul/maintenance program.

Manager(s): Chad Krukowski, OMBS

**Actual and Planned Expenditures**

(dollars in millions)

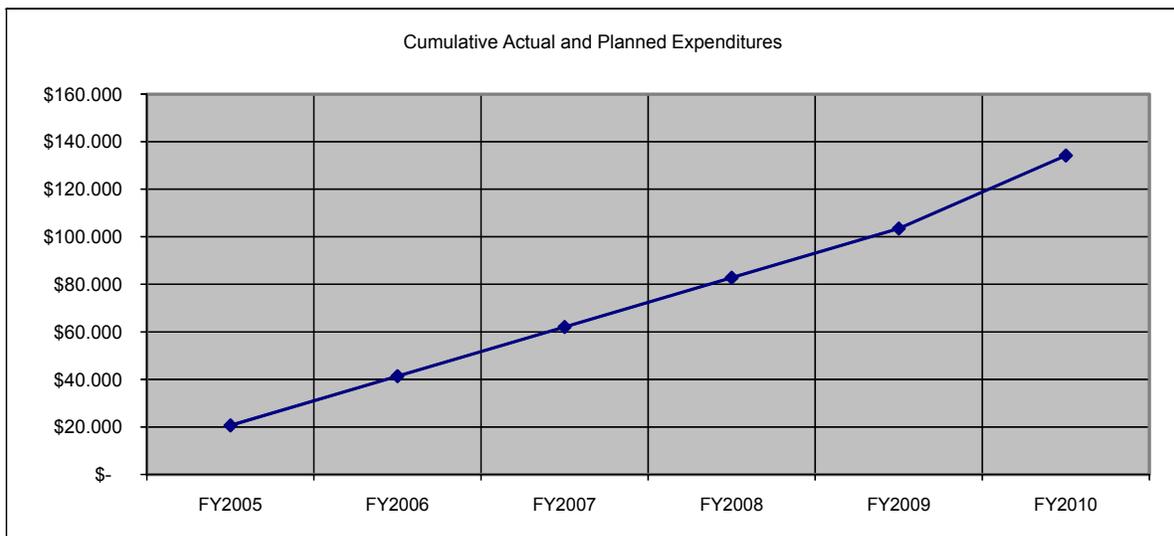
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 20.700	\$ 30.700	\$ 134.200

**Accomplishments / Goals**

- Continuous funding of the comprehensive rail and bus overhaul/maintenance program.

**Planned Activities**

- Continuation of preventive maintenance program.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - Infrastructure Renewal Program

**Urgent Capital Needs**

**Scope / Project Description**

This project provides funding for the urgent capital needs for new and expanded capital repair and maintenance projects.

Manager(s): Various

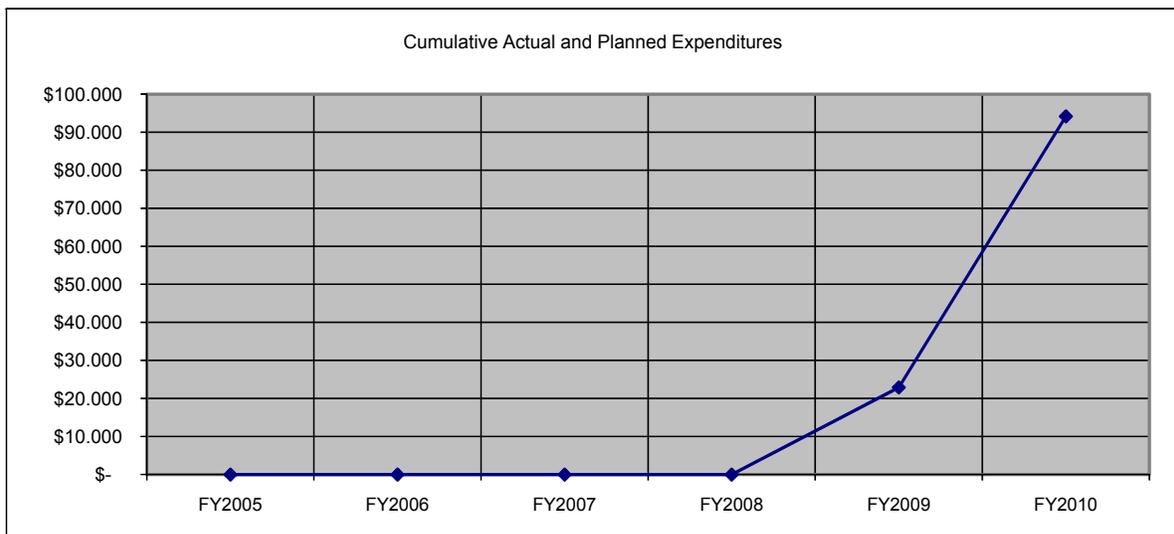
**Actual and Planned Expenditures**

(dollars in millions)

FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ -	\$ -	\$ -	\$ -	\$ 22.900	\$ 71.269	\$ 94.170

**Planned Activities**

- Phase 1 of replacement of station platform structural slabs at three above-ground stations.
- Cable replacement due to water infiltration and deterioration of old, worn-out cables.
- Renovation of employee and administrative facilities.
- Replacement of MetroAccess vehicles for disabled customers.
- Reconstruction of two existing bus facilities.
- Upgrades and enhancement in Information Technology.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element A - New Projects

**New Projects**

**Scope / Project Description**

These projects will consolidate and focus rehabilitation efforts by simplifying track access and improving contractor efficiency. These projects group a multitude of rehabilitation activities into single Line Segment, or Bus Facility contracts.

Manager(s): Various

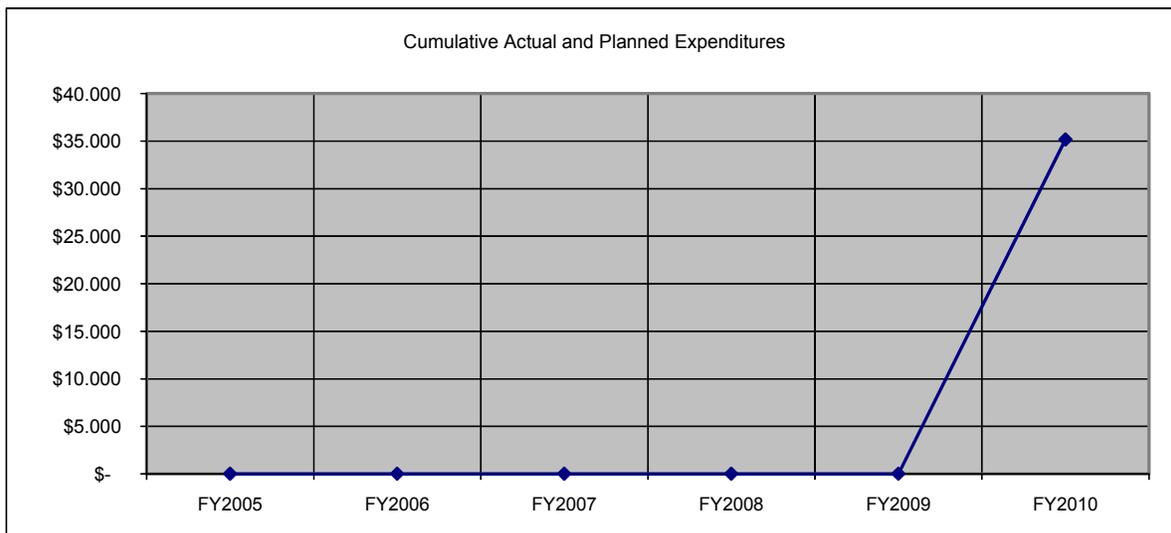
**Actual and Planned Expenditures**

(dollars in millions)

FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35.182	\$ 35.182

**Planned Activities**

- On the Red and Orange/Blue Lines: Traction power, automatic train control, and communications upgrades, track fastener replacement, tunnel lighting replacement, tunnel ventilation and fire standpipe rehabilitation.
- On the Red and Orange/Blue Lines: Station rehabilitation includes platform slab and tile replacement, canopy roof replacements, station vault repairs, air conditioning and ventilation equipment rehabilitation and replacement, lighting, public address, and CCTV system upgrades.
- Elevator and escalator rehabilitation.
- Rehabilitation of Northern, Western, and Landover Bus Facilities.
- Rehabilitation of locker rooms and bathrooms in various bus facilities.
- Rehabilitation of HVAC and electrical systems in various bus facilities.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element B - Eight-Car Train Capital Initiative

**6000 Rail Car Series**

**Scope / Project Description**

This project funds procurement of up to 122 6000-series heavy rail rapid transit cars in order to relieve overcrowding and initiate the use of 8-car trains. The 6000-series rail car procurement program began in FY 2002 as a base contract with Alstom for constructing 62 rail cars (not included here), with contract options to procure these additional cars.

Manager(s): Micheel Hiller, CENV  
Randy Pozzi, CENV

**Actual and Planned Expenditures**

(dollars in millions)

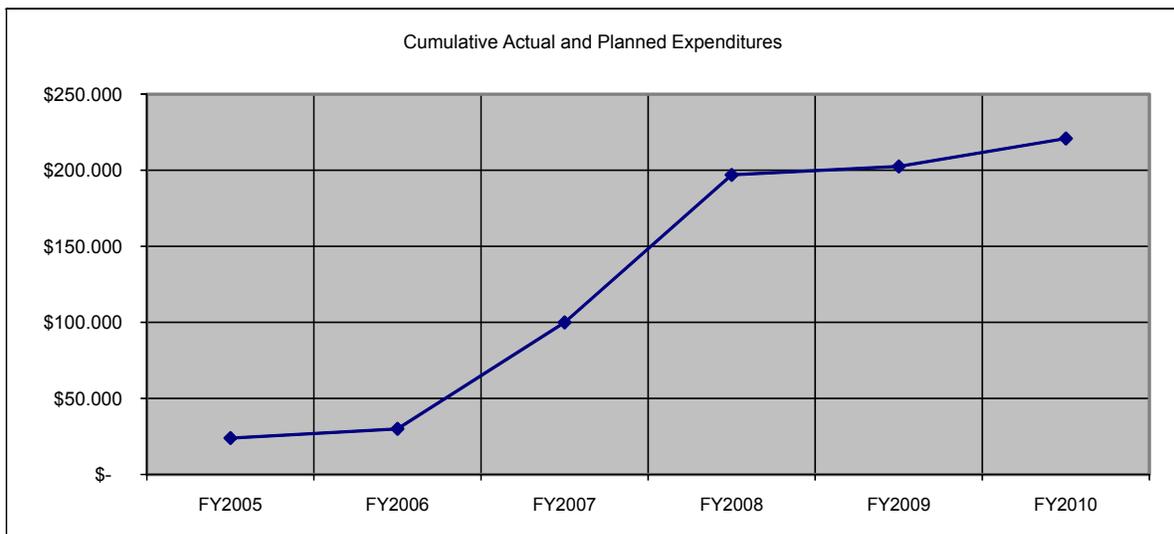
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 23.960	\$ 6.084	\$ 69.919	\$ 96.961	\$ 5.588	\$ 18.370	\$ 220.881

**Accomplishments / Goals**

- The first 6000-series pilot cars were delivered by December 2005. Testing was conducted during the following year, and pilot car acceptance occurred on September 25, 2006.
- WMATA has exercised contract options for the 120 cars funded by this project, a change including two additional cars, and other contract modifications.
- As of May 31, 2008, a total of 116 cars (58 married pairs) from this 120-car (plus two) option have been conditionally accepted.

**Planned Activities**

- Railcar delivery will be completed FY 2008. Acceptance testing, reliability monitoring and warranty issues will be on-going through FY 2010.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element B - Eight-Car Train Capital Initiative

**Facilities**

**Scope / Project Description**

This project funds the expansion of Rail Yards at Shady Grove, Greenbelt and Brentwood Yards to provide more maintenance capacity to accommodate increased fleet expansion and 8-car train operation. This program also provides for constructing a new 16-bay Service & Inspection (S&I) maintenance shop at Shady Grove; and construction of an annex at the Greenbelt Yard to accommodate relocation of heavy truck repair operation and shop functions.

Manager(s): David Couch, ESVC

**Actual and Planned Expenditures**

(dollars in millions)

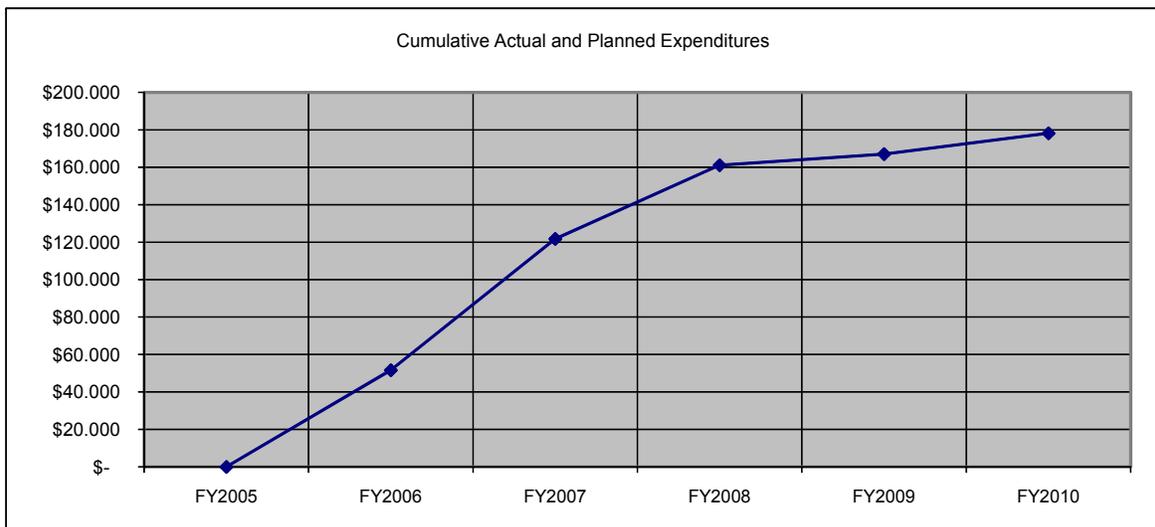
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ -	\$ 51.637	\$ 70.115	\$ 39.375	\$ 5.914	\$ 11.127	\$ 178.170

**Accomplishments / Goals**

- Completed relocation of storm water pipes, PEPCO duct banks, and installation of associated cable at Shady Grove Yard.
- Completed placement of new parking lot and construction of new dome at Shady Grove Yard.
- New Oil Storage and Weld Shop at Greenbelt Yard is 99% complete.
- Construction of Annex at Greenbelt Yard is complete.
- Continuing renovation on the mezzanine level at the Brentwood Yard.
- Started installation of skylights including abatement of asbestos.

**Planned Activities**

- Various rough-ins; commission and test of mechanical, electrical and plumbing (MEP) systems; install lighting fixtures and overhead doors, etc.
- Shady Grove Facility to be completed by December 31, 2008.
- Brentwood Facility completion anticipated by June 30, 2008.
- Greenbelt Facility Annex complete.
- Greenbelt Shop lift replacement planned for completion summer 2010.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element B - Eight-Car Train Capital Initiative

**Systems**

**Scope / Project Description**

This project is critical to facilitating 8-car train service. The current Automatic Train Control programmed stopping system has a tolerance of plus/minus 6 feet. Since the length of an eight-car train is nearly equal to the length of station platforms, the stopping tolerance must be reduced to 3.5 feet at 99.999% reliability.

Manager(s): David Couch, ESVC  
CENV

**Actual and Planned Expenditures**

(dollars in millions)

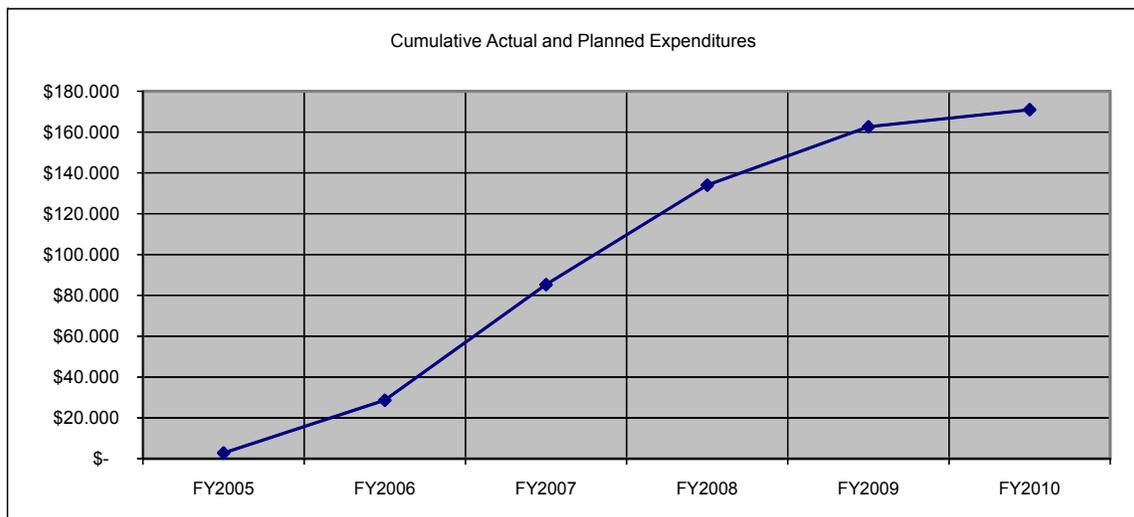
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 2.776	\$ 25.859	\$ 56.676	\$ 48.719	\$ 28.613	\$ 8.371	\$ 171.016

**Accomplishments / Goals**

- Completed 40 out of 60 traction power substation site preparation tasks.
- Delivered equipment needed for traction power substation upgrades to 20% of the sites where upgrade is required in order to run 8-car trains (38 locations).
- Completed traction power substation equipment installation at 16 of 29 scheduled sites.
- Completed 89% of 3rd rail cable installation.
- Completed bond installation at 6 locations.

**Planned Activities**

- Complete site preparation in the remaining 20 TPSS's.
- Complete all need TPSS upgrades to support 50% 8-car train operations by December 2008.
- Completed 45 locations for bond installations.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element C - Bus Improvement Capital Initiative

**Buses**

**Scope / Project Description**

This project funds bus fleet expansion to improve system access and capacity. It conditionally funds procurement of up to 185 buses to accommodate ridership in underserved and new markets, including "Express" corridor service. The current expansion fleet consists of 25 buses.

Manager(s): Phillip Wallace, BMNT

**Actual and Planned Expenditures**

(dollars in millions)

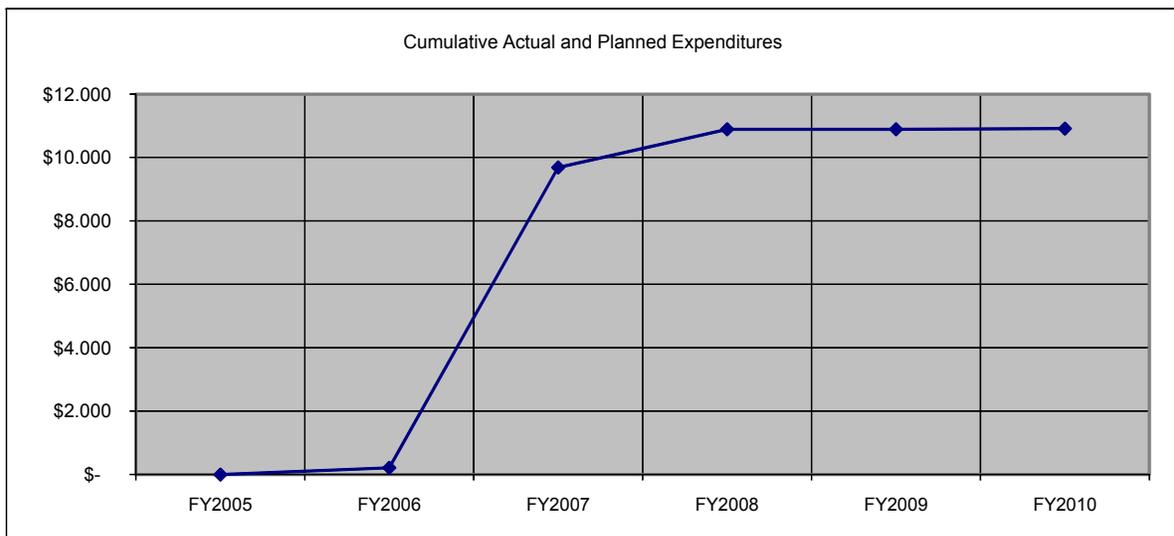
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ -	\$ 0.214	\$ 9.471	\$ 1.204	\$ 0.001	\$ 0.022	\$ 10.912

**Accomplishments / Goals**

- FY 2007 - 25 CNG buses placed in service.

**Planned Activities**

- Proceed with procurements pursuant to directive of WMATA's board of directors, and jurisdiction partners.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element C - Bus Improvement Capital Initiative

**Garage**

**Scope / Project Description**

This project contributes funding to a joint-use bus maintenance facility to benefit Fairfax County, Virginia and WMATA. It will initially accommodate 175 buses, and ultimately 300 buses. Of the initial 175 buses, the County and WMATA have requirements for 75 and 100 buses, respectively. Fairfax County will construct and own the facility on public land.

Manager(s): David Couch, ESVC

**Actual and Planned Expenditures**

(dollars in millions)

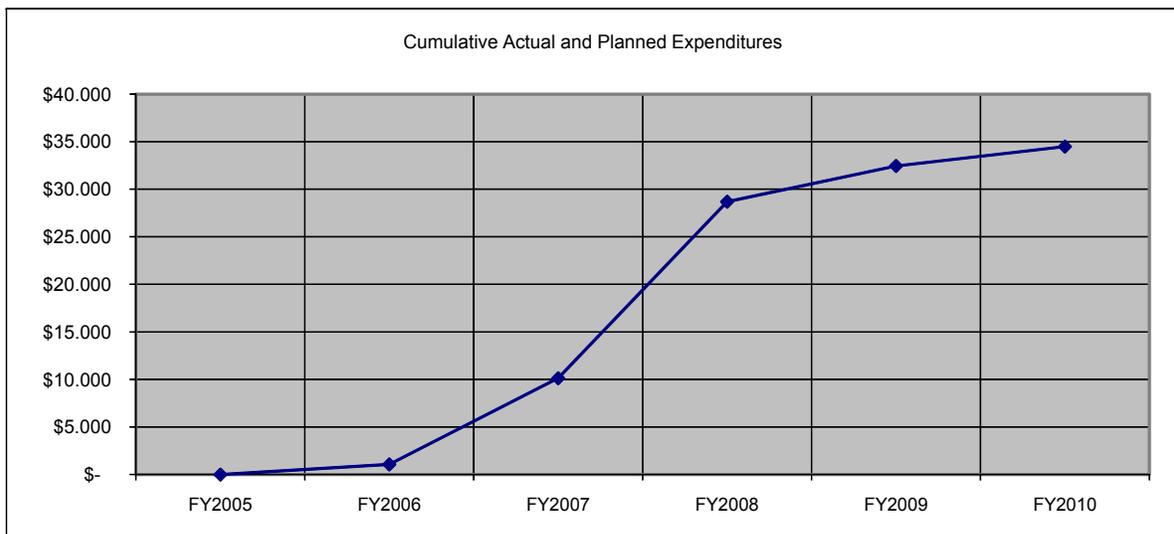
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ -	\$ 1.071	\$ 9.064	\$ 18.555	\$ 3.758	\$ 2.036	\$ 34.485

**Accomplishments / Goals**

- Continuing construction work on Service, Maintenance, and Administration Buildings.
- Installed fuel lines which passed Fire Marshall inspection at Tank Farm (Fuel Facility).
- Placed coarse asphalt base on Employee Parking Lot.
- Continuing excavation, utilities, fine grade and placing curb and gutter for Bus Parking Lot.

**Planned Activities**

- WMATA will continue to oversee construction in coordination with Fairfax County. The facility is expected to be open in January 2009.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element C - Bus Improvement Capital Initiative

**Customer Facilities**

**Scope / Project Description**

This project funds the development and implementation of new and enhanced MetroBus and MetroExtra services in priority corridors, and improvements to related customer facilities.

Manager(s): Jim Hamre, PLAN  
David Couch, ESVC

**Actual and Planned Expenditures**

(dollars in millions)

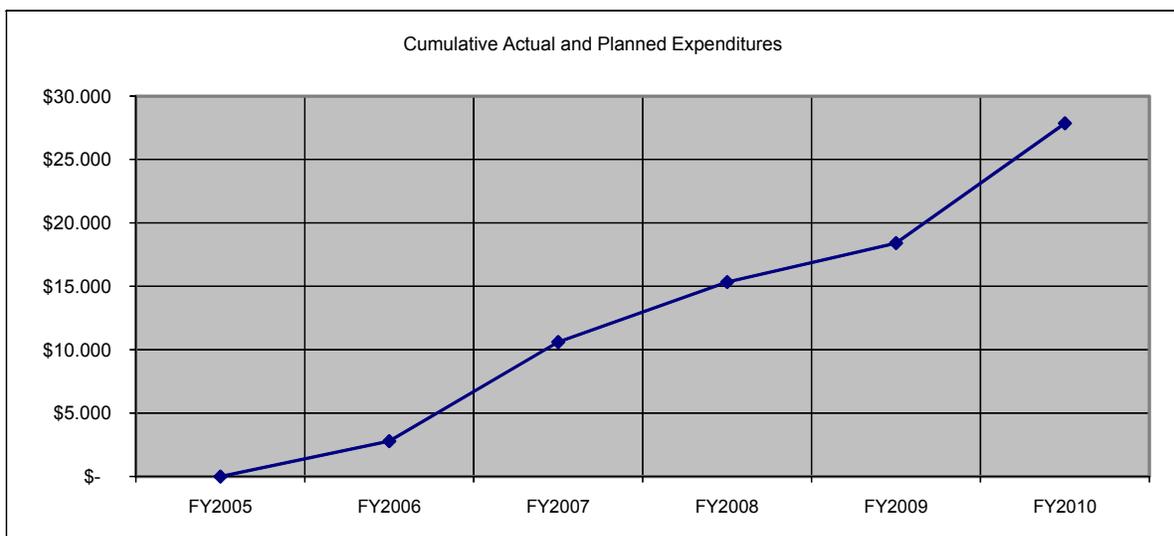
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ -	\$ 2.797	\$ 7.811	\$ 4.732	\$ 3.068	\$ 9.446	\$ 27.855

**Accomplishments / Goals**

- Implement revised 30s Line service and operations plan.
- Implement new NH1 service to National Harbor.
- Prepare service evaluation and strategy recommendation for MetroBus route 38B.
- Begin service study of Leesburg Pike (28ABFG).
- Continue to develop bus stop inventory database and application.
- Implement Bus Systems Integration Phase II deployment.

**Planned Activities**

- Complete recommendations for Sixteenth Street (S1,24) service enhancement.
- Prepare plans for Veirs Mill Road (MetroBus Q2) service enhancement.
- Complete study of regional traffic systems management and recommend enhancements.
- Provide bus stop shelter maps via DC shelter replacement program.
- Conduct Metrobus flag, pole and display pilot program.
- Implement Bus Systems Integration Phase III.



**FY 2005-2010 Proposed Capital Program**

Metro Matters Program Element D - Program Management

**Program Management**

**Scope / Project Description**

This project funds general and program administration costs, financing associated with the Transportation Infrastructure Finance and Innovation Act (TIFIA), and issuance of bonds to accelerate the Vertical Transportation Modernization Program.

Manager(s): Chad Krukowski, OMBS

**Actual and Planned Expenditures**

(dollars in millions)

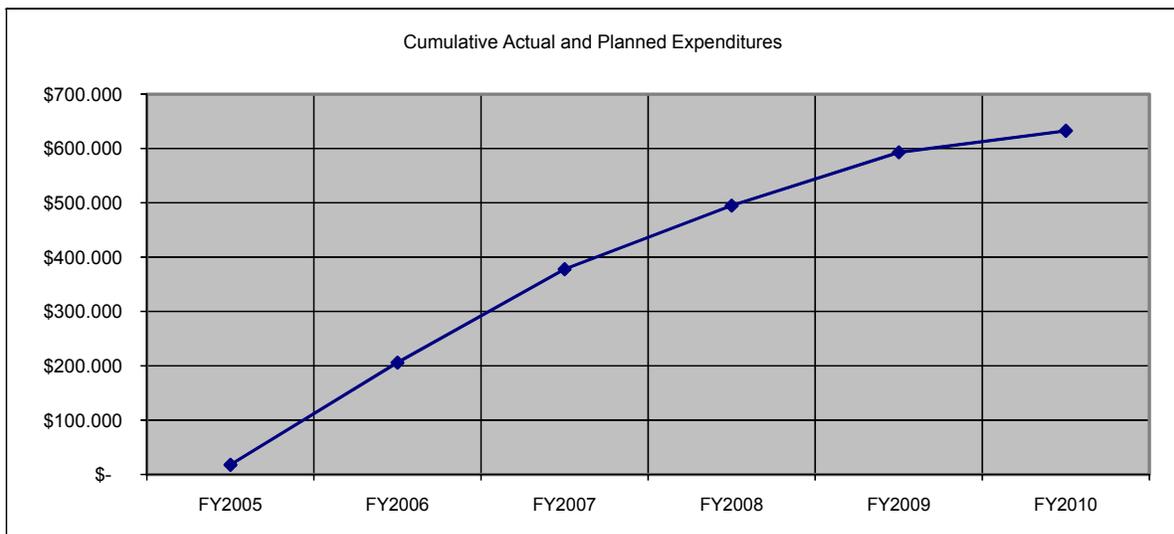
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	Total
<u>Actual Obl.</u>	<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Forecast</u>	<u>Forecast</u>	<u>All Years</u>
\$ 17.940	\$ 188.051	\$ 171.888	\$ 117.041	\$ 98.014	\$ 39.643	\$ 632.578

**Accomplishments / Goals**

- Provided continuous staff support and administration of the Capital Improvement Program.

**Planned Activities**

- Annual costs to support the management and administration of Capital Improvement Program, including retiring the TIFIA loan guarantee and repayment of the debt service against the vertical transportation bonds.



Non-Metro Matters Program Costs  
Summary of Capital Projects  
(dollars in thousands)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
<b>A. Reimbursable Projects:</b>						
District of Columbia						
NY Avenue Metrorail Station	\$109.950	\$109.950	\$108.588	\$0.000	\$1.138	\$0.224
Convention Center	\$30.305	\$30.305	\$29.872	\$0.000	\$0.019	\$0.414
Navy Yard Station Modification	\$20.000	\$20.000	\$19.479	\$0.000	\$0.455	\$0.066
Circulator Bus Purchase	\$18.850	\$18.850	\$17.325	\$0.000	\$0.260	\$1.265
Circulator Contract	\$17.036	\$17.036	\$0.000	\$17.036	\$0.000	\$0.000
Trans Tech School	\$0.334	\$0.334	\$0.000	\$0.334	\$0.000	\$0.000
Ana. Lt. Rail Dem. - Vehicles	\$16.960	\$16.100	\$12.723	\$2.454	\$1.219	\$0.563
DC Project Development	\$12.982	\$8.587	\$5.060	\$1.099	\$1.300	\$5.524
Union Row: U Str/Cardozo Stn	\$1.500	\$1.500	\$1.009	\$0.336	\$0.001	\$0.154
Yellow Line Extension	\$1.500	\$1.500	\$0.609	\$0.000	\$0.003	\$0.888
Student SmartTrip Pass	\$0.390	\$0.390	\$0.009	\$0.000	\$0.000	\$0.381
Minn. Ave. Public Hearing	\$0.050	\$0.050	\$0.020	\$0.000	\$0.000	\$0.030
subtotal	\$229.857	\$224.602	\$194.694	\$21.259	\$4.393	\$9.510
Maryland						
Largo Extension	\$469.591	\$469.564	\$466.693	\$2.897	\$0.000	\$0.001
New Carrollton Rail Yard Exp.	\$70.375	\$70.375	\$68.959	\$1.103	\$0.153	\$0.160
Glenmont Parking Structure	\$30.121	\$1.600	\$1.596	\$0.370	\$0.002	\$28.153
White Flint Parking Structure	\$17.390	\$17.390	\$17.373	\$0.000	\$0.005	\$0.012
Project Development	\$12.540	\$8.272	\$4.536	\$1.076	\$1.459	\$5.469
Takoma-Langley Park Center	\$6.700	\$6.744	\$0.000	\$0.000	\$0.000	\$6.700
Shady Grove Yard Exp. - PE	\$2.248	\$2.248	\$2.213	\$0.000	\$0.016	\$0.019
Greenbelt Yard Expansion - PE	\$1.829	\$1.829	\$1.765	\$0.000	\$0.036	\$0.028
Silver Spring South Entrance	\$0.400	\$0.400	\$0.261	\$0.087	\$0.003	\$0.049
FDA Transit Cen. at White Oak	\$0.308	\$0.307	\$0.063	\$0.021	\$0.142	\$0.082
subtotal	\$611.502	\$578.729	\$563.459	\$5.554	\$1.816	\$40.672
Virginia						
Dulles Extension Design Build	\$272.850	\$3.836	\$3.034	\$1.123	\$0.897	\$267.796
Dulles Preliminary Engineering	\$58.042	\$58.036	\$57.969	\$0.000	\$0.072	\$0.000 *
Huntington Parking Structure	\$31.183	\$31.240	\$31.142	\$0.000	\$0.041	\$0.000 *
Vienna Parking Structure	\$27.100	\$27.100	\$26.163	\$0.000	\$0.020	\$0.917
West Falls Ch. Parking Struct.	\$17.367	\$17.367	\$16.704	\$0.029	\$0.016	\$0.618
Franc./Spring. Park.	\$16.609	\$16.609	\$16.601	\$0.000	\$0.000	\$0.008
Ballston Station Improvements	\$14.763	\$14.763	\$14.481	\$0.000	\$0.002	\$0.280
Project Development	\$9.681	\$6.382	\$4.727	\$0.825	\$0.639	\$3.490
Shirlington Bus Station	\$5.400	\$5.618	\$5.074	\$0.326	\$0.000	\$0.000
Royal Street Bus Garage Replac	\$4.263	\$0.000	\$0.000	\$0.000	\$0.000	\$4.263
Rosslyn Station New Entrance	\$4.207	\$3.013	\$2.554	\$0.852	\$0.004	\$0.797
Columbia Pike Street Car	\$4.060	\$0.000	\$0.000	\$2.000	\$0.000	\$2.060
Fiber Optic Cable Installation	\$2.500	\$2.500	\$0.576	\$0.308	\$1.414	\$0.202
West Falls Church Bus Bay	\$2.250	\$2.250	\$1.258	\$0.217	\$0.667	\$0.107
Columbia Pike Super Stops	\$2.000	\$0.500	\$0.031	\$1.500	\$0.000	\$0.469
Potomac Yard Alt. Analysis	\$1.500	\$1.500	\$0.000	\$0.500	\$0.000	\$1.000
Vienna/Fairfax-GMU Parking	\$1.000	\$1.000	\$0.733	\$0.000	\$0.000	\$0.267
Crystal City/Potomac Yard	\$0.984	\$0.984	\$0.819	\$0.164	\$0.000	\$0.000
Arlington County Project Mgmt.	\$0.900	\$0.900	\$0.780	\$0.000	\$0.000	\$0.120
Fair Lakes Shuttle	\$0.857	\$0.857	\$0.000	\$0.000	\$0.000	\$0.857
Clarendon Station Improvements	\$0.361	\$0.361	\$0.062	\$0.007	\$0.000	\$0.291
Rosslyn Access Improvements	\$0.300	\$0.300	\$0.130	\$0.043	\$0.000	\$0.127
Alexandria Yard EA	\$0.200	\$0.200	\$0.094	\$0.000	\$0.045	\$0.061
Vien.Sta. Impr. by Pulte Homes	\$0.060	\$0.060	\$0.049	\$0.000	\$0.000	\$0.011
subtotal	\$478.437	\$195.376	\$182.983	\$7.894	\$3.818	\$283.742

\*Less than \$100 thousand

Non-Metro Matters Program Costs  
Summary of Capital Projects  
(dollars in thousands)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
<b>B. American Recovery and Reinvestment Act "ARRA"</b>						
Replacement of Oldest Buses (ST02)	\$27.040	\$0.000	\$0.000	\$27.000	\$0.000	\$0.040
MetroAccess Fleet (ST10)	\$3.775	\$0.000	\$0.000	\$3.775	\$0.000	\$0.000
Service Vehicle Replacement (ST14)	\$6.000	\$0.000	\$0.000	\$6.000	\$0.000	\$0.000
Bus Replacement Components (ST26)	\$2.800	\$0.000	\$0.000	\$2.800	\$0.000	\$0.000
New Bus Body and Paint Shop (ST04)	\$30.000	\$0.000	\$0.000	\$11.000	\$0.000	\$19.000
Replacement of Southeastern Bus Garage (ST05)	\$30.550	\$0.000	\$0.000	\$30.000	\$0.000	\$0.550
Bus Garage Facilities Rehabilitation (ST11)	\$7.600	\$0.000	\$0.000	\$2.800	\$0.000	\$4.800
Replacement of Crumbling Platforms (ST08)	\$16.000	\$0.000	\$0.000	\$7.000	\$0.000	\$9.000
Update Platform Real-Time Signs (ST28)	\$2.500	\$0.000	\$0.000	\$0.916	\$0.000	\$1.584
Metro Center Sales Office Replacement (ST38)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000
Bus Garage Security Upgrade (ST23)	\$3.000	\$0.000	\$0.000	\$2.000	\$0.000	\$1.000
Comm. Equip. for OCC (ST24)	\$3.000	\$0.000	\$0.000	\$3.000	\$0.000	\$0.000
Emergency Tunnel Evacuation Carts ST30)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000
Underground Communications Radios (ST40)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000
Additional Station Alarm / Chemical Sensors (ST48)	\$4.000	\$0.000	\$0.000	\$2.500	\$0.000	\$1.500
Heavy Duty Locomotives for Maintenance (ST12)	\$7.500	\$0.000	\$0.000	\$7.500	\$0.000	\$0.000
Power Tool Equipment Replacement (ST31)	\$1.930	\$0.000	\$0.000	\$1.930	\$0.000	\$0.000
60-Ton Crane for Track Work (ST17)	\$4.000	\$0.000	\$0.000	\$4.000	\$0.000	\$0.000
Heavy-Duty Track Equipment (ST07)	\$11.565	\$0.000	\$0.000	\$11.565	\$0.000	\$0.000
Track Welding Program to Repair Defects (ST18)	\$3.900	\$0.000	\$0.000	\$1.707	\$0.000	\$2.193
Track Pad/Shock Absorber Replacement (ST37)	\$1.030	\$0.000	\$0.000	\$1.030	\$0.000	\$0.000
Upgrade 3 Oldest Stations and Systems (ST09)	\$12.000	\$0.000	\$0.000	\$2.700	\$0.000	\$9.300
Additional SmartTrip Fare Machines (ST19)	\$3.500	\$0.000	\$0.000	\$3.500	\$0.000	\$0.000
Bus Real-Time, Route and Schedule Systems (ST21)	\$3.000	\$0.000	\$0.000	\$2.600	\$0.000	\$0.400
Bus Engine Fluid Alert System (ST34)	\$1.500	\$0.000	\$0.000	\$1.500	\$0.000	\$0.000
Kiosk & Train Control Computers (ST41)	\$0.750	\$0.000	\$0.000	\$0.750	\$0.000	\$0.000
Sensitive Data Protection Technology (ST16)	\$4.900	\$0.000	\$0.000	\$4.230	\$0.000	\$0.670
Document Management System (ST32)	\$2.000	\$0.000	\$0.000	\$1.642	\$0.000	\$0.358
Financial System Integration (ST63)	\$5.000	\$0.000	\$0.000	\$2.800	\$0.000	\$2.200
subtotal	\$201.840	\$0.000	\$0.000	\$149.245	\$0.000	\$52.595
<b>C. Other Projects:</b>						
5000-Series Rail Cars	\$383.078	\$383.078	\$376.163	\$6.000	\$0.795	\$0.120
6000-Series Rail Cars - Base Buy	\$120.000	\$120.000	\$108.530	\$7.399	\$4.071	\$0.001
Emergency Rail Rehab. Program	\$90.309	\$75.641	\$72.650	\$6.447	\$0.576	\$10.636
Southeast Bus Garage Construction	\$65.470	\$65.470	\$4.880	\$0.390	\$0.926	\$59.274
Repairable Parts	\$25.572	\$25.572	\$25.345	\$0.105	\$0.122	\$0.000
Bus Procurement	\$19.094	\$15.817	\$16.647	\$1.000	\$1.375	\$0.072
MCI Arena	\$18.384	\$18.100	\$18.096	\$0.000	\$0.000	\$0.288
Safety & Security - Fire Chiefs Grant	\$17.672	\$6.672	\$6.534	\$0.000	\$0.000	\$11.138
Regional Fare Integration	\$12.500	\$6.666	\$6.666	\$3.370	\$2.464	\$0.000
Largo Preliminary Engineering	\$10.397	\$10.397	\$10.198	\$0.000	\$0.000	\$0.199
Core Capacity Buses	\$8.945	\$8.945	\$4.037	\$0.000	\$0.000	\$4.908
Tax Advantage Leases	\$8.420	\$8.044	\$5.829	\$0.540	\$0.697	\$1.354
Rail Intrusion Warning System	\$7.600	\$7.600	\$6.993	\$0.113	\$0.494	\$0.000
National Airport North Mezzanine	\$4.961	\$4.904	\$4.510	\$0.000	\$0.000	\$0.451
Elevator Escalator Rehabilitation	\$3.558	\$1.571	\$1.532	\$1.000	\$0.885	\$0.141
Precision Stopping Pilot Prog.	\$3.000	\$3.000	\$2.605	\$0.263	\$0.132	\$0.000
Bus Bike Racks	\$1.630	\$1.430	\$1.430	\$0.000	\$0.000	\$0.200
ITS Communication Enhancement	\$1.562	\$1.875	\$1.379	\$0.150	\$0.032	\$0.000 *
Track Rehabilitation	\$1.125	\$0.000	\$0.000	\$0.000	\$1.125	\$0.000 *
Twinbrook Facility Relocation	\$1.000	\$1.000	\$0.512	\$0.200	\$0.144	\$0.144
Precision Stopping - PE	\$0.992	\$0.992	\$0.452	\$0.540	\$0.000	\$0.000
Station Name Changes	\$0.514	\$5.140	\$0.304	\$0.000	\$0.000	\$0.210
GRVBond Fees	\$0.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500
Security/Surveillance Cameras	\$0.275	\$0.275	\$0.200	\$0.075	\$0.000	\$0.000
Rollup All Other Projects	\$127.036	\$126.235	\$123.804	\$1.000	\$1.263	\$0.969
subtotal	\$933.594	\$898.424	\$799.295	\$28.592	\$15.101	\$90.606
<b>Total Non-Metro Matters Project Budgets</b>	<b>\$2,455.229</b>	<b>\$1,897.130</b>	<b>\$1,740.432</b>	<b>\$212.544</b>	<b>\$25.129</b>	<b>\$477.125</b>

\*Less than \$100 thousand

**FY 2005-2010 Proposed Capital Program**

Reimbursable Projects

**Reimbursables**

**Scope / Project Description**

Reimbursable Projects include projects, not funded by Metro Matters, that were originated from separate funding sources typically arranged by a local jurisdiction. The most common of these projects are station improvements for access and capacity or system expansion.

Manager(s): Various

**Actual and Planned Expenditures**

(dollars in millions)

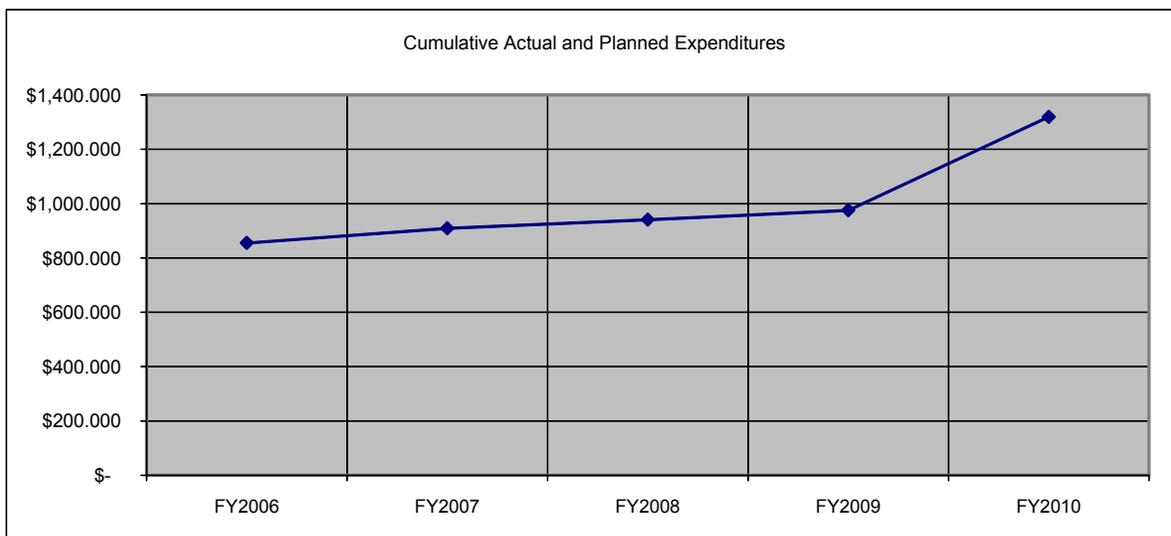
FY '06-Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total
<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Forecast</u>	<u>&amp; Beyond</u>	<u>All Years</u>
\$ 757.431	\$ 97.956	\$ 53.830	\$ 31.919	\$ 34.707	\$ 343.953	\$ 1,319.796

**Accomplishments / Goals**

- New entrance at the Navy Yard station and the New York Ave-Florida Ave infill station
- Blue Line was extended 3.2 miles to the Largo Town Center
- Shirlington Bus Transit Facility was completed and a parking structure at the Huntington station

**Planned Activities**

- National Environmental Policy Act (NEPA) coordination and public outreach and Preliminary Engineering (PE) for the Columbia Pike Street Car.
- Design a wireless communication network infrastructure (Neutral Host) sponsored by a private consortium



**FY 2005-2010 Proposed Capital Program**

American Recovery & Reinvestment Act (ARRA) Program

**ARRA Program**

**Scope / Project Description**

The American Recovery & Reinvestment Act 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% federal funding; no local match is required.

Manager(s): Various

**Actual and Planned Expenditures**

(dollars in millions)

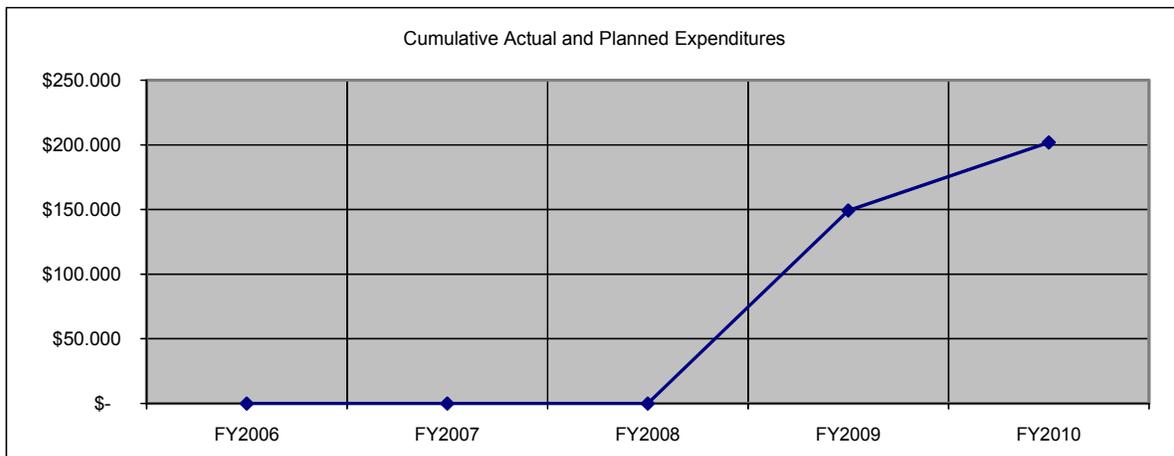
FY '06-Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total
<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Forecast</u>	<u>&amp; Beyond</u>	<u>All Years</u>
\$ -	\$ -	\$ -	\$ -	\$ 149.245	\$ 52.595	\$ 201.840

**Accomplishments / Goals**

- The legislation specifies that these projects be pursued expeditiously.
- It is expected that these projects will be completed within three years.
- Projects were prioritized and selected according to Metro’s goals and the ability to meet the specific legislation requirements.

**Planned Activities**

There are seven categories of ARRA projects: Vehicles & Vehicle Parts, Maintenance Facility, Passenger Facilities, Safety and Security, Replacement of Maintenance and Repair Equipment, Operations Systems, and Information Technology



**FY 2005-2010 Proposed Capital Program**

Other Capital Projects

**Other Capital Projects**

**Scope / Project Description**

Other Capital Projects include pre-Metro Matters infrastructure renewal projects, rail car procurements, and cost recovery projects such as the relocation of the Twinbrook Maintenance Facility and Station Surveillance Cameras.

Manager(s): Various

**Actual and Planned Expenditures**

(dollars in millions)

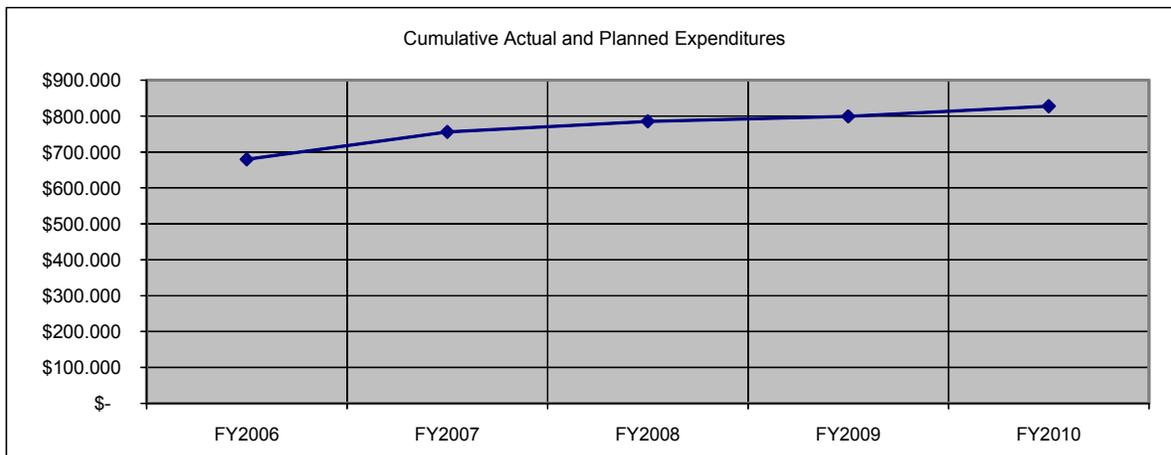
FY '06-Prior	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	Total
<u>Actual</u>	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Forecast</u>	<u>&amp; Beyond</u>	<u>All Years</u>
\$ 679.456	\$ 76.742	\$ 29.524	\$ 13.573	\$ 28.592	\$ 105.707	\$ 933.594

**Accomplishments / Goals**

- Maintenance of the Metrobus and Metrorail infrastructure prior to the adoption of the Metro Matters Program in FY 2005.
- Procurement of the 5000-series and 6000-series rail cars.
- Initiated innovative funding under the Tax Advantage Leasing project.

**Planned Activities**

- Complete rehabilitation of the HVAC systems on the 1000-series rail cars under the Emergency Rail Rehabilitation Program (ERRP).
- Develop systems to allow customers to use debit and credit cards directly at the fare gate and on buses, under the Regional Fare Integration Program.
- Close-out the contracts for the 5000-series and 6000-series rail cars.





## Appendix A. 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 2010 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

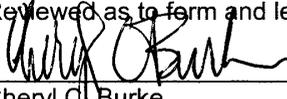
*RESOLVED*, That the WMATA Board authorizes the use of the aforementioned reserve to offset the FY03 operating budget shortfall of approximately \$3.3 million, subject to audit; and be it further

*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 C. 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

**PRESENTED AND ADOPTED: December 13, 2007**

SUBJECT: APPROVAL OF FARE INCREASES

**2007-47**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (WMATA) provides Metrobus, Metrorail and MetroAccess services to the residents of the region; and

WHEREAS, These systems combine to provide about 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 are 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 FY09 operating budget for Metrobus, Metrorail and MetroAccess currently includes a \$109 million shortfall; and

WHEREAS, The General Manager has recommended that the budget shortfall be addressed through state and local government subsidy increases of 6.5 percent, and passenger revenue increases; and

WHEREAS, On October 25, 2007, in accordance with Section 62 of the WMATA Compact, the Board of Directors, authorized public hearings on a proposed fare increase; and

WHEREAS, Six public hearings were conducted between November 13–15, 2007, to solicit public comment on the proposed fare increase; and

WHEREAS, The Board of Directors has considered the comments of the public as detailed in the Staff Report; now, therefore be it

**Motioned by Mr. Graham, seconded by Mr. Zimmerman**  
**Ayes: 5 - Ms. Hewlett, Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mr. Moneme**  
**Nays: 1 - Mr. Kauffman**

*RESOLVED*, That the Board of Directors approves increases to the Metrobus, Metrorail and parking fees to begin on or about January 6, 2008, as detailed in Attachment (A), with the understanding that the increase for parking fees collected through meters will be implemented incrementally as the appropriate equipment is installed; and be it further

*RESOLVED*, That the Board of Directors authorizes the distribution of up to 50,000 SmarTrip® cards to local social services agencies in the Compact jurisdictions to distribute to their clients on a one-time, limited-offer basis, to be funded through the existing reserve for the purchase of SmarTrip® cards; and be it further

*RESOLVED*, That the extension on the Metrobus transfer period from two to three hours will be implemented only when transfers are eliminated except for SmarTrip® usage only; and be it further;

*RESOLVED*, That subsequent to the adoption of fare changes for the FY09 budget, a policy will be adhered to which will call for the implementation of future fare adjustments to occur on a biennial basis beginning in FY11 (July 1<sup>st</sup> 2010). Those subsequent biennial fare adjustments will be tied to the biennial increase in the consumer price index for that period and all fares will increase proportionally (as detailed in Attachment-B), subject to the requirements of the WMATA Compact; and be it further

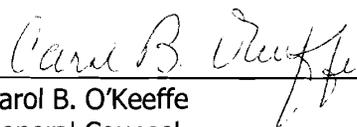
*RESOLVED*, That staff is instructed to study and report back to the Board of Directors a recommended fare policy that evaluates all aspect of fares, revenues and expenses including distance traveled, time of day, mode, capacity, elasticity and other variables that affect ridership, revenue and expenses; and be it further

*RESOLVED*, That staff is instructed to study and report back to the Board of Directors a recommended service guarantee policy with options for the Board to consider to refund customer fares when service does not meet established benchmarks; and be it further

*RESOLVED*, That the Board of Directors directs staff to amend the WMATA Tariff on Metro Operations and the Subcontracting and Special Transit Service Tariff accordingly to implement this Resolution; 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

Docket B073		Courtside Meetings	Newark Proposed Meeting	New Maryland Proposal
<b>MetroRail Fares</b>				
Peak	Increase boarding charge by 30 cents	\$1.35	\$1.65	\$1.65
	Increase charge for composite miles between 3 and 6 by 5 cents	\$0.22	\$0.27	\$0.26
	Increase charge for composite miles over 6 by 4.5 cents	\$0.195	\$0.24	\$0.23
	Increase maximum regular fare by 80 cents	\$3.90	\$4.70	\$4.50
Off Peak	Increase the charge for senior/disabled to one-half regular fare	\$0.65-\$1.95	\$0.80-\$2.35	\$0.80-\$2.25
	Charge for first 7 composite miles remains the same	\$1.35	\$1.35	\$1.35
	Charge for composite miles between 7 and 10 remains the same	\$1.85	\$1.85	\$1.85
	Charge for composite miles greater than 10 remains the same	\$2.35	\$2.35	\$2.35
Passes	After one year transition, rail-to-bus transfers issued on Smartcards only			
	Increase price of the one day pass	\$6.50	\$7.80	\$7.80
	Increase price of the weekly short trip pass	\$22.00	\$26.40	\$26.40
	Increase price of the weekly fast pass	\$32.50	\$39.00	\$39.00
	Eliminate the metro passport	\$15.00-\$30.00		
	Increase the price of the SmartStudent pass	\$22.00	\$26.00	\$26.00
	Increase price of transit link card on MARC and VRE	\$65.00	\$80.00	\$80.00
	Increase price of transit link card on MTA	\$110.00	\$135.00	\$135.00
Other Rail	Increase the charge for DC student farecards/ 10 trips	\$6.50	\$8.00	\$8.00
<b>Metrobus Fares and Fees</b>				
	Increase cash boarding charge by 10 cents	\$1.25	\$1.35	\$1.35
	Increase cash boarding charge for express bus by 10 cents	\$3.00	\$3.10	\$3.10
	Boarding charge with Smart Trips remains the same	\$1.25	\$1.25	\$1.25
	Charge for senior / disabled remains the same	\$0.60	\$0.60	\$0.60
	After one year transition, bus-to-bus transfers issued on Smartcards only			
	Extend bus-to-bus transfer period from two to three hours			
Other Bus	Increase all special fares by 25 cents	Varies	Varies	Varies
	Eliminate regional one day pass	\$3.00		
	Price of the weekly flash pass remains the same	\$11.00	\$11.00	\$11.00
	Price of the weekly senior flash pass remains the same	\$6.00	\$6.00	\$6.00
	Price of the weekly disabled flash pass remains the same	\$6.00	\$6.00	\$6.00
	Eliminate regular Metrobus tokens			
	Charge for DC student tokens remains the same	\$6.25	\$6.25	\$6.25
<b>MetroAccess Fares</b>				
	MetroAccess fare remains the same	\$2.50	\$2.50	\$2.50
	Supplemental zone fares remain the same	\$1.00-\$4.00	\$1.00-\$4.00	\$1.00-\$4.00
<b>Parking Fees</b>				
	Increase parking fee by \$1.15	Varies	Varies	Increase \$0.75
	Increase monthly reserved parking fee by \$10.00 and add 3,500 spaces	\$45.00	\$55.00	Increase \$10.00
	Increase the rate for parking meters to \$1.00 for 60 minutes	\$0.25	\$1.00	\$1.00
	Increase New Carrollton county garage base and surcharge fees	\$55.00/\$10.00	\$70.00/\$15.00	\$70.00/\$15.00
	Extend the non-Metro parking fees to all Metrorail stations			no
	Eliminate the \$25.00 Redskins game day fee at Morgan Blvd. and Largo			no
<b>Other Fees</b>				
	Bicycle locker rental rate remains the same	\$70.00	\$70.00	\$70.00
	Increase contract and bus charter rates by 20 percent	Varies	Varies	Varies

for 6 mos; option to increase by additional \$.25 after but no increase in spaces

Inconsistent with credit cards, non-regular user SmartTrip purchase deprives MetroRail users of parking

FY11				
12 Month with Regular Elasticity				
		2009	ΔA (0.1)	6% Δ (Base 0.1)
Rail	Peak	Fare	\$1.65	\$1.750
	Boarding		\$0.26	\$0.277
	1st tier		\$0.23	\$0.244
	2nd Tier		\$4.50	\$4.800
	Max. Fare			
	Revenue			\$21,026,406
Off Peak	Boarding		\$1.350	\$1.450
	Tier		\$1.850	\$2.000
	Max. Fare		\$2.350	\$2.500
	Revenue			\$6,974,048
Bus	Regular		\$1.350	\$1.450
	Revenue			\$3,200,000
Passes	Rail			\$1,304,172
	Bus			\$1,011,032
Parking	Fare		\$4.75	\$5.04
	Revenue			0.06
	Revenue			\$4,200,000
Total	Revenue			\$37,715,658

\* Fares must be raised in increments of \$0.05.  
 \*\*\*Assumes regular elasticity for increases less than 15%, higher elasticity for increases over 15%.  
 \*\*\*\*Bus revenue calculations include cash, smarttrip and passes.  
 \*\*\*\*\*Parking revenue calculations does not include reserved parking.

12 Month with Regular Elasticity				
		2011	ΔA (0.1)	6% Δ (Base 0.1)
Rail	Peak	Boarding	\$1.750	\$0.105
		1st tier	\$0.277	\$0.017
		2nd Tier	\$0.244	\$0.015
		Max. Fare	\$4.800	\$0.290
		Revenue		\$21,091,596
Off Peak	Boarding	\$1.450	\$0.087	\$1.550
	Tier	\$2.000	\$0.120	\$2.150
	Max. Fare	\$2.500	\$0.150	\$2.650
	Revenue			\$7,345,012
Bus	Regular	\$1.450	\$0.100	\$1.550
	Revenue			\$3,500,000
Passes	Rail			\$1,460,673
	Bus			\$1,132,356
Parking	Fare	\$5.05		\$5.35
	Revenue			\$4,900,000
Total	Revenue			\$39,429,637

\* Fares must be raised in increments of \$0.05.  
 \*\*\*Assumes regular elasticity for increases less than 15%, higher elasticity for increases over  
 \*\*\*\*Bus revenue calculations include cash, smarttrip and passes.  
 \*\*\*\*\*Parking revenue calculations does not include reserved parking.

FY15				
12 Month with Regular Elasticity				
		2013	ΔA (0.1)	6% Δ (Base 0.1)
Rail	Peak			
	Boarding	\$1.850	\$0.110	\$1.960
	1st tier	\$0.294	\$0.018	\$0.312
	2nd Tier	\$0.259	\$0.160	\$0.275
	Max. Fare	\$5.090	\$0.310	\$5.400
	Revenue			<b>\$21,350,004</b>
Off Peak	Boarding	\$1.550	\$0.093	\$1.650
	Tier	\$2.150	\$0.129	\$2.300
	Max. Fare	\$2.650	\$0.159	\$2.800
	Revenue			<b>\$7,281,747</b>
Bus	Regular	\$1.550	\$0.093	\$1.643
	Revenue			<b>\$3,700,000</b>
Passes	Rail			<b>\$1,635,848</b>
	Bus			<b>\$1,268,239</b>
Parking	Fare	\$5.35	\$5.65	0.06
	Revenue			<b>\$5,150,000</b>
Total	Revenue			<b>\$40,385,838</b>

\* Fares must be raised in increments of \$0.05.  
 \*\*\*Assumes regular elasticity for increases less than 15%, higher elasticity for increases over  
 \*\*\*\*Bus revenue calculations include cash, smarttrip and passes.  
 \*\*\*\*\*Parking revenue calculations does not include reserved parking.

12 Month with Regular Elasticity			
	2015	ΔA (0.1)	6.00% (Base 0.1)
<b>Rail</b>			
<b>Peak</b>			
Boarding	\$1.950	\$0.117	\$2.067
1st tier	\$0.312	\$0.019	\$0.331
2nd Tier	\$0.275	\$0.017	\$0.292
Max. Fare	\$5.400	\$0.324	\$5.724
<b>Revenue</b>			<b>\$21,886,301</b>
<b>Off Peak</b>			
Boarding	\$1.650	\$0.100	\$1.750
Tier	\$2.300	\$0.140	\$2.450
Max. Fare	\$2.800	\$0.168	\$2.950
<b>Revenue</b>			<b>\$7,536,169</b>
<b>Bus</b>			
Regular	\$1.650	\$0.099	\$1.749
<b>Revenue</b>			<b>\$3,850,000</b>
<b>Passes</b>			
Rail			<b>\$1,832,268</b>
Bus			<b>\$1,420,428</b>
<b>Parking</b>			
Fare	\$5.65		\$5.99
Revenue			0.06
<b>Revenue</b>			<b>\$5,150,000</b>
<b>Total</b>			<b>\$41,675,167</b>

\* Fares must be raised in increments of \$0.05.

\*\*\*Assumes regular elasticity for increases less than 15%, higher elasticity for increases over

\*\*\*\*Bus revenue calculations include cash, smarttrip and passes.

\*\*\*\*\*Parking revenue calculations does not include reserved parking.

**PRESENTED AND ADOPTED: June 26, 2008**

SUBJECT: APPROVAL OF FY09 BUDGET

**2008-32**

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE

WASHINGTON METROPOLITAN AREA TRANSPORTATION AUTHORITY

WHEREAS, The Board of Directors has received and considered the General Manager's \$1.9 billion proposed FY09 budget; now, therefore be it

*RESOLVED*, That the Board of Directors approves the FY09 budget of \$1.9 billion with jurisdictional funding of \$760 million, as detailed in Attachment A; and be it further

*RESOLVED*, The FY09 operating portion of the budget totals \$1.3 billion with operating revenue and expenses as detailed in Attachment B; and be it further

*RESOLVED*, The FY09 Metro Matters capital portion of the budget totals \$0.5 billion as detailed in Attachment C, including \$62 million for urgently needed infrastructure renewal projects as detailed in Attachment C-1, and assuming full expenditure of the FY08 budget, and is in conformity with the Metro Matters Funding Agreement; and be it further

*RESOLVED*, That \$109 million of Metro Matters funding reallocation and reprogramming has been identified as detailed in Attachment C-2; and be it further

*RESOLVED*, That to fund urgently needed capital infrastructure renewal projects, \$87 million of funding for existing infrastructure renewal projects as detailed in Attachment C-2, will be reallocated to the urgent projects by deferring the existing projects to beyond FY10; and be it further

*RESOLVED*, That \$22 million of funding for the Metro Matters eight-car train initiative as detailed in Attachment C-2, can be reduced with no detrimental impact to that project allowing \$22 million to be reprogrammed from Metro Matters Program Element B (eight-car train initiative) to Program Element A (infrastructure renewal) in support of the urgently needed infrastructure renewal projects as detailed; and be it further

*RESOLVED*, That FY09 Metro Matters Safety and Security projects totaling \$11 million will only be executed upon receipt of federal funding for those projects; and be it further

*RESOLVED*, That the FY10 Metro Matters capital budget is presented for planning purposes; and be it further

*RESOLVED*, The 103-mile rail construction debt service portion of the FY09 budget totals \$28 million; and be it further

**Motioned by Mr. Zimmerman, seconded by Mr. Benjamin**

**Ayes: 6 - Mr. Zimmerman, Mr. Giancola, Mr. Benjamin, Mrs. Hudgins, Mr. Moneme, Ms. Hewlett**

*RESOLVED*, The FY09 reimbursable projects portion of the budget totals \$20 million as detailed in Attachment D; and be it further

*RESOLVED*, That Board Resolution #2006-44 established streamlined policies and procedures for Board of Directors approval of contract actions and that for FY09 the terms of that Resolution shall be extended to include the approval of contracts in Attachment E; and be it further

*RESOLVED*, That during development of the FY09 budget the Board of Directors approved a fare increase that was implemented during FY08 and \$36.2 million of revenue actually collected and recognized for accounting purposes during FY08 shall be applied to the FY09 budget; and be it further

*RESOLVED*, That the policy clarified in Board Resolution #2007-24, of funding a claims reserve with a year-end balance equal to twenty percent (20%) of the actuarially forecasted claims payout in the upcoming fiscal year remains in force; however, updated claims cost information supports an action to reduce the FY09 reserve contribution by \$6 million less than the actuarial forecast; and be it further

*RESOLVED*, That as a matter of financial policy Metro does not choose in FY09 to create a trust and pre-fund other post-employment benefits as defined by the Government Accounting Standards Board; and be it further

*RESOLVED*, That Metrobus Routes 79 (peak service only) and J4, as well as the Metrorail Yellow Line extension to Fort Totten and the elimination of off-peak turnbacks at Grosvenor on the Red Line are hereby incorporated into the regional operating budget with the corresponding subsidies to be allocated to all jurisdictions in accordance with the appropriate subsidy allocation formula; and be it further

*RESOLVED*, That \$1 million of regionally funded Metrobus service improvements in Northern Virginia are hereby incorporated into the regional operating budget with the corresponding subsidies to be allocated to all jurisdictions in accordance with the appropriate subsidy allocation formula; and be it further

*RESOLVED*, That Board Resolution #2008-15 results in a FY09 requirement for the District of Columbia to provide \$4.8 million in funds necessary to offset operating costs being incurred due to the closure of the Southeastern Bus Garage; and be it further

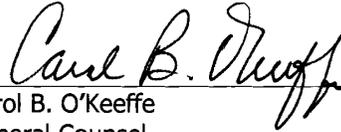
*RESOLVED*, That the District of Columbia and Fairfax County have enacted special bus fares and at the conclusion of each fiscal year the actual revenue loss will be calculated and added to the audit adjustments to these two jurisdictions; and be it further

*RESOLVED*, That in order to implement the elements of the Capital Improvement Program, the General Manager or the Chief of Staff is authorized to 1) conduct public hearings; and 2) 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 be it further

*RESOLVED*, That the Infrastructure Renewal Program element of Metro Matters is the same program as the Capital Improvement Program referenced in the TIFIA Loan Guarantee Agreement and related documentation, 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", is written over a horizontal line.

Carol B. O'Keeffe  
General Counsel

**Attachment A**  
Jurisdictional Funding

	FY09 TOTAL	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
<b>Metrobus</b>									
Regional Metrobus	\$ 270,236,900	\$ 115,854,356	\$ 41,218,223	\$ 44,583,322	\$ 12,990,002	\$ 20,555,082	\$ 522,137	\$ 33,381,491	\$ 1,132,251
Non-Regional Metrobus	78,045,400	32,773,861	8,166,129	23,875,251	875,245	1,302,680	-	11,052,227	-
Operating Subsidy	\$ 348,282,300	\$ 148,628,217	\$ 49,384,352	\$ 68,458,574	\$ 13,865,247	\$ 21,857,762	\$ 522,137	\$ 44,433,718	\$ 1,132,251
<b>Metrorail</b>									
Base Allocation	\$ 117,949,700	\$ 40,700,439	\$ 22,051,682	\$ 21,273,406	\$ 5,373,761	\$ 11,283,830	\$ 351,800	\$ 16,619,626	\$ 295,205
Max Fare Allocation	5,389,400	263,643	3,110,261	769,041	97,448	51,441	44,026	1,045,057	8,444
Operating Subsidy	\$ 123,339,100	\$ 40,964,082	\$ 25,161,943	\$ 22,042,447	\$ 5,471,209	\$ 11,335,271	\$ 395,826	\$ 17,664,683	\$ 303,649
<b>MetroAccess</b>									
Operating Subsidy	\$ 63,621,100	\$ 13,443,074	\$ 15,863,582	\$ 25,248,360	\$ 600,735	\$ 701,189	\$ 132,695	\$ 7,565,419	\$ 66,080
<b>Total Operating Subsidy</b>	<b>\$ 535,242,500</b>	<b>\$ 203,035,372</b>	<b>\$ 90,409,877</b>	<b>\$ 115,749,381</b>	<b>\$ 19,937,191</b>	<b>\$ 33,894,222</b>	<b>\$ 1,050,658</b>	<b>\$ 69,663,820</b>	<b>\$ 1,501,979</b>
<b>Debt Service Expense</b>	<b>27,484,200</b>	10,331,300	4,867,500	4,872,900	1,418,200	2,740,200	46,700	3,168,900	38,500
<b>Metro Matters Capital</b>	<b>178,661,000</b>	65,435,000	30,445,000	33,654,000	7,924,000	15,527,000	346,000	24,828,000	502,000
<b>Reimbursable Projects</b>	<b>18,923,000</b>	16,424,000	506,000	703,000	133,000	261,000	6,000	417,000	473,000
<b>Total Local Funding</b>	<b>\$ 760,310,700</b>	<b>\$ 295,225,672</b>	<b>\$ 126,228,377</b>	<b>\$ 154,979,281</b>	<b>\$ 29,412,391</b>	<b>\$ 52,422,422</b>	<b>\$ 1,449,358</b>	<b>\$ 98,077,720</b>	<b>\$ 2,515,479</b>

**Attachment B**  
**FY09 Operating Budget**

Line Item Description	Total	Metrobus	Metrorail	MetroAccess
<b>REVENUE:</b>				
• Passenger				
Passenger Revenue	\$ 618,876,800	\$ 110,951,800	\$ 504,025,000	\$ 3,900,000
DC Schools	5,000,000	2,866,200	2,133,800	-
Parking	51,500,000	-	51,500,000	-
• Non-Passenger				
Advertising	39,000,000	26,130,000	12,870,000	-
Fiber Optics	13,400,000	-	13,400,000	-
Joint Development	7,219,900	-	7,219,900	-
Other	13,035,300	3,724,100	9,311,200	-
Interest	4,700,000	\$3,003,000	\$1,697,000	-
• Special				
Fare Increase Reserve	36,200,000	400,000	35,800,000	-
SE Garage Offset	4,800,000	4,800,000	-	-
<b>Total Revenue</b>	<b>\$ 793,732,000</b>	<b>\$ 151,875,100</b>	<b>\$ 637,956,900</b>	<b>\$ 3,900,000</b>
<b>EXPENSE:</b>				
• Personnel				
Payroll & Fringe Benefits	\$ 925,081,100	\$ 382,059,500	\$ 539,130,200	\$ 3,891,400
• Non-Personnel				
Services	143,536,300	24,308,600	56,618,000	62,609,700
Materials & Supplies	79,860,400	33,559,700	46,059,300	241,400
Fuel & Propulsion Power	108,984,900	45,389,700	63,595,200	-
Utilities	42,776,200	8,135,800	34,560,700	79,700
Casualty & Liability	43,298,600	21,500,900	21,689,700	108,000
Leases & Rentals	4,526,300	1,306,300	2,678,200	541,800
Miscellaneous	5,550,700	1,969,400	3,532,200	49,100
• Preventive Maint & Reimbursements	(24,640,000)	(18,072,500)	(6,567,500)	-
<b>Total Expense</b>	<b>\$ 1,328,974,500</b>	<b>\$ 500,157,400</b>	<b>\$ 761,296,000</b>	<b>\$ 67,521,100</b>
<b>SUBSIDY:</b>	<b>\$ 535,242,500</b>	<b>\$ 348,282,300</b>	<b>\$ 123,339,100</b>	<b>\$ 63,621,100</b>

## Attachment C

Metro Matters Expenditures  
\$ Millions

	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	FY05-10 Subtotal	FY11-24 Projection	FY05-24 Total
<b>A. Infrastructure Renewal Program</b>									
• Rolling Stock: Bus	\$ 20.9	\$ 50.5	\$ 15.8	\$ 18.4	\$ 124.8	\$ 61.5	\$ 291.9	\$ 13.6	\$ 305.5
• Rolling Stock: Rail	2.6	0.4	0.3	2.6	10.5	8.4	24.9	0.8	25.7
• Passenger Facilities	60.6	16.1	31.2	48.7	35.8	26.7	219.2	53.0	272.2
• Maintenance Facilities	32.8	4.6	14.7	36.5	26.1	20.5	135.2	38.0	173.2
• Systems	73.0	10.1	17.1	41.9	28.8	25.7	196.6	179.1	375.8
• Track and Structures	19.7	10.7	22.5	35.2	34.4	25.7	148.1	28.9	177.0
• Information Technology	4.2	2.4	8.6	43.8	14.4	10.0	83.5	-	83.5
• Preventive Maintenance	20.7	20.7	20.7	20.7	20.7	20.7	124.2	-	124.2
• Transfer to Beyond MM	30.7	-	-	-	-	-	30.7	-	30.7
• Urgent Capital Needs	-	-	-	-	61.8	95.2	157.0	-	157.0
	\$ 265.4	\$ 115.6	\$ 131.0	\$ 247.6	\$ 357.4	\$ 294.4	\$ 1,411.3	\$ 313.4	\$ 1,724.7
<b>B. Eight-Car Train Initiative</b>									
• Rail Cars	\$ 24.0	\$ 6.1	\$ 69.9	\$ 101.8	\$ 8.0	\$ 11.1	\$ 220.9	\$ 8.2	\$ 229.1
• Facilities	-	51.6	70.1	41.0	12.3	3.1	178.2	-	178.2
• Systems	2.8	25.9	56.7	49.4	31.4	5.2	171.3	-	171.3
	\$ 26.7	\$ 83.6	\$ 196.7	\$ 192.1	\$ 51.8	\$ 19.5	\$ 570.4	\$ 8.2	\$ 578.6
<b>C. Bus Improvement Initiative</b>									
• Buses	\$ -	\$ 0.2	\$ 9.5	\$ 1.5	\$ -	\$ -	\$ 11.1	\$ 83.5	\$ 94.6
• Garage	-	1.1	9.1	21.5	2.9	-	34.5	1.5	36.0
• Customer Facilities	-	2.8	7.8	7.8	4.4	5.2	28.0	-	28.0
	\$ -	\$ 4.1	\$ 26.3	\$ 30.8	\$ 7.2	\$ 5.2	\$ 73.6	\$ 85.0	\$ 158.6
<b>D. Other Project Expenses</b>									
• Program Mgmt. & Support	\$ 11.4	\$ 5.8	\$ 6.0	\$ 11.7	\$ 11.5	\$ 6.4	\$ 52.8	\$ 5.3	\$ 58.0
• Expenses Backed by TIFIA	6.6	182.3	165.8	167.5	75.5	8.0	605.7	-	605.7
<b>Total Project Expenditures</b>	\$ 310.0	\$ 391.3	\$ 525.9	\$ 649.8	\$ 503.3	\$ 333.5	\$ 2,713.8	\$ 411.9	\$ 3,125.7
<b>Financing Expense:</b>									
• Debt Service Expense	-	-	-	-	-	-	-	570.9	570.9
• Short-Term Borrowing Expense	-	0.3	2.2	13.0	13.2	138.8	167.5	-	167.5
<b>Total</b>	310.0	391.6	528.1	662.8	516.5	472.2	2,881.3	982.8	3,864.1
• Security Program	-	8.5	7.0	11.0	11.0	-	37.5	-	37.5
<b>Grand Total</b>	310.0	400.1	535.1	673.8	527.5	472.2	2,918.8	982.8	3,901.6

## Attachment C

Metro Matters Funding  
\$ Millions

	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Estimate	FY09 Budget	FY10 Projection	FY05-10 Subtotal	FY11-24 Projection	FY05-24 Total
<b>Federal Funding:</b>									
• Formula Grants									
> Section 5307 Grant	\$ 100.2	\$ 111.0	\$ 113.5	\$ 120.6	\$ 127.8	\$ 135.5	\$ 708.5	\$ 40.0	\$ 748.5
> Section 5309 Grant	59.2	58.4	70.4	81.8	86.7	91.9	448.3	-	448.3
• Bus Funds	-	12.5	-	1.5	1.3	-	15.3	-	15.3
• Discretionary Funds	-	-	-	35.0	35.0	34.0	104.0	-	104.0
	\$ 159.4	\$ 181.9	\$ 183.9	\$ 238.8	\$ 250.8	\$ 261.3	\$ 1,276.1	\$ 40.0	\$ 1,316.1
<b>State and Local Funding:</b>									
• District of Columbia	\$ 37.6	\$ 48.4	\$ 51.9	\$ 60.4	\$ 65.4	\$ 72.5	\$ 336.2	\$ 345.3	\$ 681.5
• Montgomery County	17.2	16.3	30.4	28.1	30.4	33.7	156.1	160.7	316.8
• Prince Georges County	19.7	14.7	36.8	31.0	33.7	37.3	173.2	177.6	350.8
• Alexandria	4.3	5.9	6.3	7.6	7.9	8.8	40.7	41.8	82.5
• Arlington County	8.3	11.5	12.3	14.8	15.5	17.2	79.6	81.9	161.5
• City of Fairfax	0.2	0.3	0.3	0.3	0.3	0.4	1.8	1.8	3.6
• Fairfax County	13.3	18.3	19.7	23.8	24.8	27.5	127.5	131.0	258.5
• Falls Church	0.3	0.4	0.4	0.5	0.5	0.6	2.6	2.6	5.2
	\$ 100.8	\$ 115.6	\$ 158.1	\$ 166.4	\$ 178.7	\$ 198.0	\$ 917.6	\$ 942.8	\$ 1,860.4
<b>Other Funding:</b>									
• Long-Term Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445.9	\$ 445.9
• Short-Term Borrowing	25.5	88.1	180.2	251.6	61.1	6.9	613.4	(445.9)	167.5
• Miscellaneous Funding	24.2	6.0	6.0	6.0	26.0	6.0	74.2	-	74.2
	\$ 49.8	\$ 94.1	\$ 186.2	\$ 257.6	\$ 87.1	\$ 12.9	\$ 687.6	\$ -	\$ 687.6
<b>Total</b>	\$ 310.0	\$ 391.6	\$ 528.1	\$ 662.8	\$ 516.5	\$ 472.2	\$ 2,881.3	\$ 982.8	\$ 3,864.1
• Security Funds	-	8.5	7.0	11.0	11.0	-	37.5	-	37.5
<b>Grand Total</b>	\$ 310.0	\$ 400.1	\$ 535.1	\$ 673.8	\$ 527.5	\$ 472.2	\$ 2,918.8	\$ 982.8	\$ 3,901.6

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
1	Voltage Detectors/Hot Stick	To indicate level and type of voltage	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0.5
2	Transformers	Spare universal transformers in case of catastrophic failure	1.5	-	-	-	-	-	1.5
3	Station Platforms	Replacement of station platform structural slabs	4.5	7.5	5.0	1.5	-	-	18.5
4	Track Fasteners	Replacement of track fasteners to prevent fires	0.5	1.5	2.0	2.0	2.0	-	8.0

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
5	Railcar Safety Enhancement Commitment to NTSB – manual emergency door exterior release	Commitment to NTSB regarding manual emergency door exterior release on the entire fleet of railcars. Currently, only door release is from inside the railcar. Add an emergency release on the outside of the railcar so that emergency personnel can open the door.	1.8	1.8	1.5	-	-	-	5.0
6	Railcar Safety Enhancement Commitment to FTA/TOC to prevent derailments	Commitments FTA/TOC to prevent derailments - Wheel / rail interface, condition assessment, wheel profile and lubrication, car-borne flange lubrication on 50% of the total fleet to help with noise, wear and to further reduce potential derailments.	1.3	1.3	-	-	-	-	2.6
7	Railcar Safety Enhancement Roll-back prevention on railcars	Roll-back prevention on 1k, 4k, and 5k railcar fleets to ensure all railcars regardless of fleet type have this protection in place.	1.0	2.0	-	-	-	-	3.0
8	Railcar Safety Enhancement 1K fleet shells to meet extended life-cycle	Structural reinforcement of 1K railcar fleet shells to meet extended life-cycle. Will require additional welding and reinforcements.	1.0	2.0	-	-	-	-	3.0
9	Bond Cable Replacement Replace bond cables with negative return cables	Replace existing bond cables with new negative return cables system-wide. The running rails provide a path for return current through the negative cables to the traction power sub-stations. These cables have deteriorated over the years and are in need of replacement.	1.5	1.5	1.5	1.5	-	-	6.0

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
10	Track Feeder Cable	Complete cable replacement	Complete cable replacement in the remainder of traction power substations and tiebreaker stations. This is needed because of water infiltration and deterioration of old, worn-out cables. The positive cables provide traction power to the 3rd rail for operation of the railcars. These cables have deteriorated over the years and are in need of replacement.	4.8	1.8	1.8	1.8	-	10.0
11	ROW Structural Rehabilitation	Complete final design of the Stadium-Armory aerial structure	-	2.5	-	-	-	-	2.5
12	Track Cable for 3rd Rail	Transition rails/cable replacement for crossovers and transition areas	Third Rail expansion joints are causing the loss of shoes on the railcars, install transition rails/cable replacement for crossovers and transition areas. In long continuous sections of the 3rd rail between traction power sub-stations expansion joints were installed in the 3rd rail. Movement of the 3rd rail has caused irregularity in the expansion joint resulting in damage to the railcar shoes which affects power to the train and reliability.	3.5	0.4	3.0	3.0	-	9.9

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
13	Mid-Life Rehabilitation Automatic Train Control	Rehabilitation of Silver Spring Train Control Room	-	6.0	-	-	-	-	6.0
14	Traction Power Switchgear	Traction Power Switchgear & cabling replacement	-	-	12.0	-	-	-	12.0
15	Un-Interruptible Power (UPS) System Replacement	Ensure emergency backup of power is consistent	-	-	2.0	2.0	-	-	4.0
16	Electrical System Rehabilitation	Rehabilitation Electrical System for ROW	-	-	4.0	-	-	-	4.0
17	Mid-Life Rehabilitation AC/JPSS/IBS	Rehabilitation Electrical System for ROW	-	-	4.0	-	-	-	4.0
18	Rail/Bus Structures and Field Offices and Yards	Rehabilitation of bus, rail and administrative facilities	2.0	2.0	-	-	-	-	4.0
19	Infrastructure Requirements for 75% 8-car train operation	Design of: infrastructure for 75% 8-car train operation, additional storage capacity for railcars and additional maintenance space in shops	1.0	5.0	-	-	-	-	6.0

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
20	APTA Bus Peer Review Recommendation	Renovation of facilities, upgrade of bus repair equipment including some paint booths	3.0	3.0	11.7	11.0	5.0	-	33.7
21	Cameras on Buses**	Onboard surveillance systems on remaining 570 buses without cameras ** Currently pursuing FY08 grants	3.0	3.0	3.0	3.9	-	-	12.9
22	MetroAccess Fleet	Replacement of MetroAccess vehicles that have exceeded their useful life	5.0	-	-	2.0	5.5	4.0	16.5
23	Locomotives-Prime Movers-Heavy Duty Rail Borne Equipment	Replace/rehab equipment for track and systems maintenance including: self-propelled rail borne vacuum equipment, production tamper, cross-tie replacers, speed-swings, flat cars, locomotives, 100-ton crane and ballast buggies, locomotives, prime movers, de-icers and specialty equipment.	-	4.0	10.0	60.0	-	-	74.0

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
24	Rehab Bus Garages	Reconstruction of two existing bus facilities at their current location	3.0	6.0	30.0	30.0	21.0	-	90.0
		Reconstruct two existing bus facilities at their current locations. The current status of Southern and Western bus garages requires immediate attention to correct deficiencies. A complete reconstruction of Southern is required due to age and condition of the structure. A major rehabilitation is required for Western to bring facility up to today's standards.							
25	Station Chiller Rehabilitation	Replace rail station air conditioning systems	-	1.0	3.0	4.0	4.0	4.0	16.0
		Replacement of air handling units in rail stations and replacement of chilled water air handling units at 56 stations and under platform duct work at 14 stations.							
26	Replacement Paver Tiles	Replace above-ground platform tiles with stamped concrete	1.0	3.0	7.2	9.0	8.6	7.2	36.0
		Replacement of above-ground platform station paver tiles with stamped concrete. Chronic problems exist with quarry tile. Installation of stamped concrete will improve slip resistance, maintainability and result in cost savings over the life of the rail system.							
27	Ceiling Tile Replacement and Kiosk Expansion	Replace ceiling tile in underground stations	-	6.0	8.0	6.0	6.0	6.0	32.0
		Replacement of ceiling tile in underground stations and kiosk expansion. Ceiling systems in most stations are 20 to 30 years old. Ceiling grid has corroded and must be replaced. Expansion of kiosks is necessary for functionality.							

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
28	Railcar Safety Enhancement	Fleet fix for railcar doors (4k fleet not needed)		3.0	3.0	1.5	-	-	7.5
29	Railcar Reliability	Replacement current equipment with oil-less compressors		2.8	3.8	-	-	-	6.5
30	Right of Way (ROW) Structural Rehab	Complete track rehabilitation with concrete ties		5.0	5.0	5.0	5.0	5.0	25.0
31	Right of Way (ROW) Structural Rehab	Rehab underground structures		3.0	-	-	-	-	3.0
32	Bumpy Tiles	Installation of ADA compliant truncated domes at remaining 20 Metrorail stations		2.0	2.5	3.0	2.5	-	10.0

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
33	Parking Lot Rehabilitation	Paving surface lots at select locations	All paving of surface lots at Kiss & Ride: Branch Ave, Southern Ave, NaylorRd, Glenmont East, Suitland, New Carrollton East, New Carrollton West and Franconia Springfield. Bus Loop: Southern Ave, Suitland, Medical Center, West Falls Church, Naylor Rd, Branch Ave, Shady Grove East, Greenbelt West, New Carrollton West, New Carrollton East and Deanwood. Parking: Southern Ave (asphalt area only), NaylorRd, Branch Ave Lot 'A'/'B'/'C', Landover East, New Carrollton East (P#3) and Landover north. Access road: Suitland and Glenmont.	-	-	3.0	3.0	-	6.0
34	Stray Current Mitigation	Analyze entire system for stray current and implement repairs	Analyze entire rail system for stray current and implement repairs by replacing fasteners and bolts to minimize potential fires.	-	2.0	2.0	5.0	-	14.0
35	Stabilize Data Center	Data center infrastructure inadequate to support operational needs	Multiple aspects of data center infrastructure inadequate to support operational needs. Highly vulnerable to data and system loss with no redundancy in event of disaster. Inadequate power, cooling and backup.	7.4	1.0	-	-	-	8.4
36	Remediate IT Security	IT Security program nonexistent	IT Security program nonexistent. Risk is reflected in multiple recurring financial system audits. Highly vulnerable to hacking into financial and operating systems.	3.6	1.8	-	-	-	5.4

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
37 IT Peoplesoft Remediation	Remediate Peoplesoft Budget, Finance and Fixed Assets	Remediate Peoplesoft Budget, Finance and Fixed Assets. Currently all HR/position data must be manually integrated with budget data; all actual expense data must be manually integrated with budget data; cannot get basic financial data from system; Fixed Assets unable to be managed - software was purchased but never installed.	3.2	0.3	-	-	-	-	3.5
38 Remediate/Stabilize Major Operational Systems	Several major systems not utilizing full functionality	Several major systems not utilizing full functionality: Trapeze, Maximo, Orbcad not installed for efficiency.	0.7	0.3	-	-	-	-	1.0
39 Migrate All Systems Off The Mainframe	Migrate remaining systems off the mainframe	Migrate remaining systems off the mainframe. The migration is crucial to the stability of several business applications. Reduces future cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced.	3.2	7.1	-	-	-	-	10.3
40 Enable Business Process Reengineering	Authority has several areas requiring business process improvement and restructuring	Multiple business areas require major process improvements be implemented with software remediation.	0.5	-	-	-	-	-	0.5
41 Enable Peoplesoft Contracts System	Procurement unable to locate and manage executed contracts	Procurement unable to locate and manage executed contracts. Procurement office has no technology system in place.	1.3	0.7	-	-	-	-	2.0
42 Enable Finance /Payroll Reporting System	Limited ability to analyze data	Finance analysts have limited ability to analyze data. Unable to access information. Analytic software purchased but never installed.	1.0	0.8	-	-	-	-	1.8

**Attachment C-1**  
**Urgent Capital Needs**  
**\$ Millions**

Subject	Description	Explanation	FY09	FY10	FY11	FY12	FY13	FY14	Total
43	Develop Enterprise Architecture	Standardize IT	1.2	-	-	-	-	-	1.2
44	Enable Enterprise Geographic Information System	Upgrade GIS system	-	1.1	-	-	-	-	1.1
<p>No over-arching IT architecture is in place. Architecture prevents repeat of "building on instability."            Authority does not have a comprehensive GIS system to allow MTPD to map crime statistics or allow rail, bus and plant maintenance to map Metro facilities for maintenance tracking; and to map bus stop inventory.</p>									
<b>Total Urgent Capital Needs</b>			<b>\$ 61.8</b>	<b>\$ 92.1</b>	<b>\$ 128.9</b>	<b>\$ 155.2</b>	<b>\$ 64.6</b>	<b>\$ 26.2</b>	<b>\$ 528.7</b>

**Attachment C-2**  
**Metro Matters Funding Available**  
**for Reallocation and Reprogramming**

Program Element and Project Description:	FY08	FY09	FY10	Total
<b>A. Infrastructure Renewal Program</b>				
<u>Rolling Stock: Bus</u>	\$ -	\$ -	\$ -	\$ -
<u>Rolling Stock: Rail</u>	-	-	-	-
<u>Passenger Facilities:</u>				
• Mechanical Systems Rehabilitation				
> Drainage Pumping / Sewer Rehabilitation	-	-	-	-
> Fire System Rehabilitation	-	-	-	-
> <b>Station and Tunnel Rehabilitation</b>	-	<b>3.0</b>	-	<b>3.0</b>
> Station Chiller Rehabilitation	-	-	-	-
• <b>Parking Lot Rehabilitation</b>	-	<b>1.4</b>	<b>2.0</b>	<b>3.4</b>
• Station Enhancement Program	-	-	-	-
• Vertical Transportation Rehabilitation	-	-	-	-
> <b>Elevator and Escalator Maintenance</b>	<b>2.6</b>	<b>3.0</b>	<b>3.0</b>	<b>8.6</b>
> <b>Elevator Rehabilitation</b>	<b>0.6</b>	<b>2.5</b>	<b>4.3</b>	<b>7.4</b>
> <b>Escalator Rehabilitation</b>	<b>1.0</b>	<b>11.2</b>	<b>8.7</b>	<b>20.9</b>
<b>Maintenance Facilities:</b>	-	-	-	-
<u>Systems:</u>				
• ATC and Power Systems Rehabilitation	-	-	-	-
> AC Power Control Systems	-	-	-	-
> <b>Communication Systems Upgrade</b>	<b>2.5</b>	-	-	<b>2.5</b>
> <b>Mid-Life Rehabilitation AC/TPSS/TBS</b>	-	<b>2.0</b>	<b>2.0</b>	<b>4.0</b>
> <b>Mid-Life Rehabilitation ATC</b>	-	-	<b>0.8</b>	<b>0.8</b>
> Traction Power Switchgear CF(E)_TPSG	-	-	-	-
• Fare Collection Equipment	-	-	-	-
• Regional Fare Integration	-	-	-	-
• UPS and Electrical Systems Rehabilitation	-	-	-	-
> <b>Electrical Systems Rehabilitation</b>	<b>1.0</b>	<b>1.5</b>	<b>1.5</b>	<b>4.0</b>
> <b>UPS System Replacement</b>	-	<b>1.0</b>	<b>1.0</b>	<b>2.0</b>

**Attachment C-2**  
**Metro Matters Funding Available**  
**for Reallocation and Reprogramming**

<b>Program Element and Project Description:</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>Total</b>
<b><u>Track and Structures</u></b>				
• Right-of-Way Track and Structures Rehabilitation	-	-	-	-
> ROW Floating Slabs	-	-	-	-
> ROW Structural Rehabilitation	0.3	0.7	0.3	1.3
> ROW Structural Rehabilitation	-	3.0	6.8	9.8
> ROW Track Rehabilitation	1.5	13.8	4.4	19.7
• Station and Tunnel Leak Mitigation	-	0.1	0.0	0.2
<b><u>Information Technology</u></b>				
-	-	-	-	-
<b><u>Preventive Maintenance</u></b>				
-	-	-	-	-
<b>Funding Reallocated to other IRP Projects.....</b>	<b>\$ 9.5</b>	<b>\$ 43.2</b>	<b>\$ 34.9</b>	<b>\$ 87.0</b>
<b>B. Eight-car Train Initiative</b>				
• 122 Rail Cars (6000-Series)	\$ -	\$ -	\$ -	\$ -
• Facilities	7.0	-	-	7.0
• Systems	-	-	-	-
> Precision Stopping	-	-	-	-
> Traction Power	3.0	-	12.0	15.0
<b>Funding Reprogrammed to IRP Projects.....</b>	<b>\$ 10.0</b>	<b>\$ -</b>	<b>\$ 12.0</b>	<b>\$ 22.0</b>
<b>Total Funding for Reallocation &amp; Reprogramming...</b>	<b>\$ 19.5</b>	<b>\$ 43.2</b>	<b>\$ 46.9</b>	<b>\$ 109.0</b>

**Attachment D**  
**Reimbursable Projects**

	FY09 Total
D.C. Bus Circulator	\$ 9,700,000
D.C. Bus Circulator (Expansion)	1,600,000
D.C. Funding SE Garage Costs	4,800,000
Transportation Technology School	334,000
Falls Church Bus Service (George)	483,000
Largo Rail Extension	133,000
Project Development	3,000,000
<b>Total</b>	<b>\$ 20,050,000</b>

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
1 ACCS	Evaluation and Redesign of Eligibility Certification Process	\$150,000	9/30/2008	11/30/2008		
2 ACCS	Evaluation of MetroAccess Costs and Business Model	\$75,000	9/30/2008	11/30/2008		
3 CENV	Consulting Support for Sundry Projects	\$250,000	3/1/2008	7/1/2008		
4 CENV	Replacement floor covering for materials only - Fleet 75 cars	\$600,000	3/1/2008	9/1/2008		
5 CENV	Twin Tower Air Dryer Cartridge - MOD Kits - 200	\$350,000	3/1/2008	7/15/2008		
6 CENV	Rohr Fleet WSD Modification	\$500,000	3/1/2008	10/1/2008		
7 CENV	Door Control Units	\$260,000	4/1/2008	7/15/2008		
8 CENV	EMI Level Detector	\$120,000	4/1/2008	8/15/2008		
9 CENV	5K Brake Regeneration	\$160,000	4/1/2008	8/15/2008		
10 CFO	Financial Systems Review/Best Business Practices	\$400,000	6/18/2008	7/1/2008		
11 CIVR	Title IV Spanish Translation/ Korean and Vietnamese	\$150,000	1/1/2009	3/30/2009	2	\$150,000
12 CIVR	Additional Functional Spanish Training for Bus and Rail	\$150,000	1/1/2009	3/30/2009	2	\$150,000
13 CMNT	Passenger Grab Handles	\$112,000	7/1/2008	9/1/2008		

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
14 CMINT	Blanket Contract with SIMONS for wheel truing	\$125,000	7/1/2008	9/1/2008		
15 CMINT	Spare parts for wheel truing machines	\$110,000	7/1/2008	9/1/2008		
16 CMINT	5k Transom bearings	\$130,000	7/1/2008	9/1/2008		
17 CMINT	Truck Bulsters	\$320,000	7/1/2008	9/1/2008		
18 CMINT	CNC Axle Lathe	\$150,000	8/1/2008	9/1/2008		
19 CMINT	Pinpoint Board Programming	\$250,000	7/1/2008	9/1/2008		
20 CMINT	One Power Supply for 700 volts in paint booth	\$180,000	7/1/2008	10/1/2008		
21 CMINT	Replacement Flooring for revenue vehicles	\$768,000	7/1/2008	10/1/2008		
22 CMINT	EPCU Units for 5K	\$200,000	7/1/2008	9/1/2008		
23 CMINT	Coordinate Measuring Machine Brentwood	\$100,000	9/1/2008	1/1/2009		
24 CMINT	KNORR Friction Rings	\$900,000	7/1/2008	9/1/2008		
25 CMINT	Brentwood Building Light and Ventilation	\$300,000	9/1/2008	1/1/2009		
26 CMINT	DC / AC Axle Replacement	\$500,000	7/1/2008	11/1/2008		

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**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
27 CMINT	Window Glazing for 1k & 4K fleet	\$500,000	7/1/2008	9/1/2008		
28 CMINT	5K Air Compressor Overhaul Kits	\$350,000	7/1/2008	9/1/2008		
29 CMINT	TECH TRAN Poli Brake Disc	\$100,000	7/1/2008	9/1/2008		
30 CMINT	Motor Upenders for Traction Motor Overhaul	\$100,000	8/1/2008	12/1/2008		
31 CMINT	HAAS CNC Lathe Brentwood	\$150,000	8/1/2008	12/1/2008		
32 CMINT	TCU Units for 5K	\$200,000	7/1/2008	9/1/2008		
33 CMINT	2K/3K AC Traction Motors	\$400,000	8/1/2008	11/1/2008		
34 CMINT	5K Traction Motors	\$400,000	8/1/2008	11/1/2008		
35 CMINT	TECH TRAN BCV Overhaul Kits	\$300,000	7/1/2008	9/1/2008		
36 CMINT	1K & 5K ATCHINSON Truck Frames	\$200,000	8/1/2008	11/1/2008		
37 CMINT	5K Air Compressor Motor	\$100,000	8/1/2008	12/1/2008		
38 CMINT	HAAS 104 Milling center Brentwood	\$200,000	8/1/2008	12/1/2008		
39 CMINT	CNC Water Jet Cutter Brentwood	\$150,000	8/1/2008	12/1/2008		

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**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
40 CMINT	Engineering Wash Tanks T-7000P Brentwood	\$100,000		12/1/2008		
41 CMINT	Relocation of 10 Ton Overhead Crane at Brentwood	\$100,000	8/1/2008	12/1/2008		
42 CMINT	Shop Mule, Fork Lifts for BW Shop	\$135,000	8/1/2008	11/1/2008		
43 CMINT	T3 Transformers for 5K APS Module	\$330,000	7/1/2008	11/1/2008		
44 CMINT	TECH TRAN Parking Brake Up Grade NYAB Truck	\$800,000	7/1/2008	9/1/2008		
45 CMINT	Revenue Vehicle Replacement Battery	\$300,000	8/1/2008	11/1/2008		
46 COMM	CRCS Server Replacement	\$100,000	5/1/2008	9/1/2008		
47 COMM	Protect Video Cable	\$100,000	5/1/2008	9/1/2008		
48 COMM	FIA Technical Service Agreement	\$300,000	10/1/2008	2/1/2009	4	\$300,000
49 COMM	Yard Security System Technical Service Agreement	\$300,000	TBD	9/1/2008	4	\$300,000
50 COUN	On Call Legal Services Program	\$575,000	TBD	TBD		N/A
51 COUN	Driven (IT Services) - Litigation Support	\$50,000	TBD	7/1/2008		
52 COUN	E-discovery	\$300,000	TBD	TBD		N/A

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**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
53 COUN	Court Reporting Services	\$300,000	10/1/2008	1/1/2009	5	\$50,000
54 ELES	Rebuild Steps: Westinghouse B & B1, Schindler, APV-Baker, O&K, Montgomery & Kone, Fujitec	\$500,000	9/1/2008	11/1/2008	3	\$250,000
55 ELES	Serv. - Escalator Well Way Cleaning	\$500,000	11/1/2008	1/1/2009	3	\$75,000
56 ELES	Serv. Heavy Elevator Repair	\$150,000	9/1/2008	11/1/2008	3	\$75,000
57 ELES	Leases & Rentals - 5 Ford F450 Service Trucks	\$150,000	8/1/2008	10/1/2008		N/A
58 ELES	Serv. Heavy Escalator Repair	\$300,000	1/1/2009	2/1/2009	3	\$150,000
59 ELES	New Parts - Westinghouse Rack Axle	\$500,000	9/1/2008	12/1/2008	3	\$250,000
60 ELES	New Parts - Westinghouse Double Bearing Handrail Drive	\$150,000	10/1/2008	1/1/2009	3	\$75,000
61 ELES	New Parts - Dumbwaiters Kits	\$125,000	12/1/2008	3/1/2009		N/A
62 ELES	Rescuevators for 47 Elevators	\$140,000	8/1/2008	10/1/2008		N/A
63 ELES	Westinghouse Mod 250 Combplates	\$168,000	7/15/2008	9/15/2008		N/A
64 GOVR	Representation with Congress and Federal agencies	\$240,000	2/16/2009	5/16/2009	4	\$250,000 - \$300,000
65 HROS	Executive Search Service	\$300,000	TBD	2/15/2009	3	\$300,000

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**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
66 HROS	Health Benefits (GASB 45)	\$120,000	11/1/2008	2/1/2009		N/A
67 HROS	Career and Professional Development	\$400,000	4/30/2008	8/1/2008	4	\$400,000
68 HROS	Critical Incident Counseling	\$180,000	5/16/2008	7/1/2008	1	\$136,000
69 IRPG	Upgrade of the Lexis SmartTrip machine	\$450,000	5/1/2008	8/1/2008		
70 IRPG	Voltage Detector - Hot Stick Procurement	\$500,000	7/1/2008	9/1/2008		
71 IRPG	Procurement of Track Fasteners	\$500,000	7/1/2008	9/1/2008		
72 IRPG	Replacement of Above Ground Paver Tile	\$1,000,000	9/1/2008	12/1/2008		
73 IRPG	Maintenance Platform Installation	\$215,000	7/1/2008	10/1/2008		
74 IRPG	Pepco - Metering for Traction Power Stations (22 Locations outside of present contract)	\$440,000	11/30/2008	1/31/2009		
75 IRPG	Pepco - Metering for Passenger Stations - AC Switchgear	\$750,000	11/30/2008	1/31/2009		
76 IRPG	Locomotive/Prime Movers (multiple contracts under \$1M each)	\$788,053	TBD	TBD		
77 IRPG	Misc. Bus Support Equipment (multiple contracts under \$1M each)	\$1,008,000	TBD	TBD		
78 IRPG	Misc. Rail Support Equipment (multiple contracts under \$1M each)	\$3,513,000	TBD	TBD		

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**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
79 IRPG	Non-revenue Vehicles (multiple contracts under \$1M each)	\$1,763,466	TBD	TBD		
80 IRPG	Repairable Inventory (multiple contracts under \$1M each)	\$4,593,000	TBD	TBD		
81 IT	Trapeze system enhancements	\$333,000	8/31/2008	10/31/2008		
82 IT	Orbital CAD system enhancements	\$333,000	10/31/2008	12/31/2008		
83 IT	Peoplesoft Financial Data remediation	\$1,000,000	1/1/2009	4/1/2009		
84 IT	Finance/Payroll reporting servers/software	\$300,000	3/1/2009	6/1/2009		
85 IT	Network performance/ Management software	\$450,000	6/30/2008	8/10/2008	2	\$450,000
86 IT	Maintenance services for DATA hardware/software	\$1,000,000	2/28/2009	3/31/2009	3	\$600,000
87 IT	Data Network circuits and Services	\$1,000,000	5/30/2008	8/31/2008	3	\$1,000,000
88 IT	Data hardware, software and ancillary services	\$1,000,000	9/26/2008	10/30/2008		
89 IT	Next generation Public Safety Radio Consulting	\$600,000	6/1/2008	8/1/2008		
90 IT	Internet Access and Services	\$150,000	10/1/2008	12/1/2008	3	\$150,000
91 IT	Maintenance services for Voice hardware/software	\$650,000	2/28/2009	3/31/2009	3	\$650,000

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**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
92 IT	Fiber and Copper Cable - all networks	\$100,000	10/10/2008	11/10/2009	2	\$100,000
93 IT	Wifi Maintenance	\$200,000	3/31/2009	4/30/2009	3	\$200,000
94 IT	Maximo 6 upgrade servers/software	\$200,000	4/30/2008	8/1/2008		
95 IT	Maximo system enhancements	\$334,000	12/31/2008	2/28/2009		
96 IT	Process analysis and design task order contract	\$250,000	7/1/2008	9/1/2008	1	\$250,000
97 IT	Applications assessment task order contract	\$250,000	7/1/2008	9/1/2008	1	\$250,000
98 IT	ADA 508 Compliance Enhancements	\$150,000	1st Qtr FY09	1st Qtr FY09		
99 IT	Intranet Design and Enhancements	\$300,000	1st Qtr FY09	1st Qtr FY09		
100 IT	Enterprise Search Engines	\$400,000	1st Qtr FY09	1st Qtr FY09		
101 IT	Contract Staff Augmentation	\$400,000	1st Qtr FY09	1st Qtr FY09		
102 IT	GIS-Maximo Integration	\$200,000	1st Qtr FY09	1st Qtr FY09		
103 IT	Compile Administrative Boundary Maps	\$150,000	1st Qtr FY09	2nd Qtr FY09		
104 IT	Convert/Integrate Survey/Property Records	\$400,000	1st Qtr FY09	2nd Qtr FY09		

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
105 IT	Contract Staff Augmentation	\$500,000	1st Qtr FY09	2nd Qtr FY09		
106 IT	Cartographic Products	\$350,000	3rd Qtr FY09	4th Qtr FY09		
107 IT	Website Enhancements	\$300,000	2nd Qtr FY09	3rd Qtr FY09		
108 IT	Regional Bus Stop DB Maintenance Tool	\$300,000	2nd Qtr FY09	3rd Qtr FY09		
109 IT	Regional GIS Base Map Repository	\$400,000	3rd Qtr FY09	4th Qtr FY09		
110 IT	WMATA Intermodal Route/Stop Network	\$250,000	2nd Qtr FY09	3rd Qtr FY09		
111 IT	Return to Duty Application Prototype	\$120,000	11/1/2008	12/31/2008		
112 IT	Infrastructure Architect (EA)	\$100,000	7/1/2008	8/1/2008	3	\$100,000
113 IT	Peoplesoft Budget remediation	\$1,000,000	11/1/2008	2/1/2009		
114 IT	Web Applications Development Staff Augmentation	\$250,000	2nd Qtr FY09	2nd Qtr FY09		
115 IT	Enterprise Web-based Forms Engine	\$50,000	1st Qtr FY09	2nd Qtr FY09		
116 IT	Web Applications Testing Tools	\$50,000	2nd Qtr FY09	2nd Qtr FY09		
117 IT	Web Applications Development Tools	\$125,000	2nd Qtr FY09	2nd Qtr FY09		

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
118 IT	Fleetwatch	\$150,000	6/1/2008	8/1/2008		
119 IT	IBM/MRO Consulting Support	\$200,000	5/30/2008	8/1/2008		
120 IT	Clever Automatic Vehicle Maintenance (AVM)	\$200,000	11/30/2008	1/1/2009		
121 IT	FY07 Oracle - DLT Solutions - Support and Updates	\$493,000	7/1/2008	10/1/2008		
122 IT	Foglight, PerformaSure, Stat PeopleSoft Development, Quest Central, Stat ACM	\$465,000	3/31/2009	5/31/2009		
123 IT	Documentum Annual Maintenance and Support, software updates and technical support-	\$200,000	4/1/2009	6/30/2009		
124 IT	Fare Collection System	\$400,000	4/30/2009	6/30/2009		
125 IT	Orbital CAD/AVL	\$370,000	3/1/2009	4/30/2009		
126 IT	OPTRAM Support and Maintenance	\$180,000	6/1/2008	8/1/2008		
127 IT	AIM system technical support and maintenance	\$400,000	6/1/2008	8/1/2008		
128 IT	IMTPD CAD and RMS system	\$100,000	6/1/2008	8/1/2008		
129 IT	Enterprise WMATA IT Assessment	\$800,000	10/1/2008	11/1/2008		
130 IT	Next generation Rail Enterprise Systems Consulting	\$500,000	1/1/2009	2/1/2009		

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
137 IT	Enterprise Program Management Rail/Bus/Para Transit/Admin	\$500,000	8/1/2008	9/1/2008		
132 IT	Enterprise Architect	\$810,000	5/30/2008	8/1/2008		
133 IT	Application Systems Software Consulting	\$500,000	11/1/2008	12/1/2008		
134 IT	Enterprise Remediation and next generation consulting service	\$900,000	7/1/2008	9/1/2008		
135 IT	RCSC Integration Specialist	\$300,000	8/1/2008	10/1/2008		
136 IT	Intrusion Detection and Prevention Devices	\$300,000	6/1/2008	8/1/2008		
137 IT	MacAfee Maintenance	\$249,424	8/1/2008	10/1/2008		
138 IT	Firewall and VPN Devices	\$500,000	6/1/2008	8/1/2008		
139 IT	Dell Server Consolidation Hardware	\$300,000	8/1/2008	9/1/2008		
140 IT	Pseries Consolidation	\$2,100,000	3/15/2008	8/1/2008		
141 IT	Network Operations Center	\$700,000	3/1/2008	9/1/2008		
142 IT	UPS System	\$110,000	3/1/2008	8/1/2008		
143 MTPD	Remote controlled robot for bomb squad	\$100,000	8/1/2008	10/1/2008		

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
144 MTPD	Video Surveillance System for W. Hyattsville Path	\$100,000	10/1/2008	2/2/2009		
145 MTPD	Police Radios for 28 New Police Officers	\$154,777	10/1/2008	2/2/2008		
146 MTPD	Police Vehicles - SUVs - 15 (FY08 5; FY09 7; Em. Mgt 2)	\$529,200	6/1/2008	9/1/2008		
147 MTPD	Police Vehicles - 20 Sedans (17 scheduled; 3 replc.)	\$427,587	7/1/2008	9/1/2008		
148 MTPD	Intelligence Analyst (Requires separate BOD action)	\$130,000	6/1/2008	7/1/2008	2	\$195,000
149 MTPD	Emergency Tunnel Evacuation Carts	\$319,000	8/1/2008	10/1/2008	2	1 - \$326,000 2 - \$323,000
150 PARK	Maintenance Contract for Parking Facility Credit Card Readers	\$150,000		10/1/2008	3	\$150,000
151 PLAN	Provide Capital Improvement Planning Support	\$300,000	1/8/2008	1/10/2008		
152 PLAN	Priority Bus Corridor Improvements	\$500,000	7/15/2008	9/1/2008	0	
153 PLNT	Bulk Salt Snow Removal Operations	\$800,000	8/1/2008	10/1/2008	3	\$200,000
154 PLNT	Tree and Brush Removal	\$200,000	7/31/2008	10/1/2008		
155 PLNT	Canopy Cleaning at Rail Stations	\$300,000	7/31/2008	10/1/2008		
156 PLNT	Calcium Chloride for Snow Removal Operations	\$200,000	8/1/2008	10/1/2008		

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
157 PLNT	COG Contract: Storm Water Inspections, Maintenance, and Restoration	\$656,000	3/31/2008	7/1/2008	2	\$164,000
158 POWER	ETS System ELS Cable	\$300,000	7/15/2008	9/15/2008	3	\$306,000
159 POWER	JOC - Electrical Services	\$300,000	7/15/2008	9/15/2008		
160 POWER	Lighting Enhancement - LED Lamps	\$570,000	5/1/2008	9/1/2008	2	\$285,000
161 POWER	Generator Cable (350MCM)	\$200,000	7/15/2008	9/15/2008		
162 POWER	Generator 200KW	\$200,000	7/15/2008	9/15/2008		
163 POWER	Lighting Man Lift	\$270,000	7/15/2008	9/15/2008		
164 SAAM	Provide signage for Wheaton Kiss & Ride Garage	\$150,000	6/1/2008	8/1/2008		
165 SAAM	Real Estate Consulting Services	\$990,000	6/1/2008	8/1/2008		
166 SAAM	Renew for five years three antenna leases with the U.S. Army	\$575,000	6/1/2008	9/1/2008		
167 SAAM	Renew for five years the antenna lease with ERP	\$250,000	6/1/2008	9/1/2008		
168 SAAM	Renew for five years the antenna lease with Alexandria House	\$150,000	6/1/2008	6/1/2009		
169 SSRM	Occupational Safety and Health Training	\$120,000	6/1/2007	7/1/2009	3	120,000

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**Attachment E**  
Contract Approvals

Office	Contract Description	Estimated Value	Date Statement of Work will be Completed	Required Date of Award	Number of Option Years	Value of Each Option Year
170 STRC	Volumetric Mixer	\$250,000	6/1/2008	9/1/2008		
171 STRC	Man Lifts (2)	\$110,000	6/1/2008	9/1/2008		
172 TRDC	Wholesale license consulting services for electricity supply purchases.	\$638,000	6/30/2008	11/30/2008	2	\$700,000
173 TRES	Miscellaneous Equipment for Fare Collection System	\$150,000	9/30/2008	12/31/2008		
174 TRES	Smartbenefits and Reserved Parking Software Upgrade	\$150,000	9/30/2008	12/31/2008		
175 TRST	Switch Points & Stock Rails	\$260,000	6/30/2008	10/1/2008	2	\$500,000
176 TRST	Ultrasonic Rail Flaw Testing	\$275,000	5/1/2008	9/1/2008	2	\$300,000
177 TRST	Track Wrenches	\$277,500	5/30/2008	10/1/2008		
178 TRST	Rail Grinding Services	\$700,000	6/1/2008	9/1/2008	2	\$700,000
179 TRST	Contact Rail Insulators	\$160,000	5/1/2008	12/1/2008	2	\$170,000
180 TRST	Concrete Ties	\$250,000	5/1/2008	8/1/2008		
181 TRST	Ballast Regulator	\$400,000	9/1/2008	12/1/2008		
	<i>end list</i>					

**NOTE:** Contracts listed may require separate Board approval, if circumstances (e.g., review thresholds or competition) change.

**PRESENTED AND ADOPTED: July 24, 2008**

SUBJECT: FISCAL YEAR 2009 DISADVANTAGED BUSINESS ENTERPRISE GOAL

**2008-46**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (Metro) is a recipient of federal assistance from the U.S. Department of Transportation and the Federal Transit Administration; and

WHEREAS, It is the policy of Metro that businesses owned and controlled by minorities and women shall have the opportunity to participate in Metro federally-assisted contracts; and

WHEREAS, The U.S. Department of Transportation enacted 49 C.F.R. Part 26, effective March 4, 1999, under which recipients of federal financial assistance are required to submit annually, a revised Disadvantaged Business Enterprise Program, which establishes an annual goal; and

WHEREAS, The annual Disadvantaged Business Enterprise goal is required to be bifurcated between race-conscious and race-neutral measures; and

WHEREAS, In accordance with federal regulations, Metro has informed the public of the proposed goal, by holding a public comment period from May 28 to July 14, 2008 and provided the opportunity for comment; now, therefore be it

*RESOLVED*, That the Metro 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 Metro, 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

*RESOLVED*, That the Board of Directors adopts a final Disadvantaged Business Enterprise annual goal of 25% for Federal Fiscal Year 2009 for implementation of the Federal Transit Administration Regulations for federally-funded contracts, recognizing that the overall goal

**Motioned by Mr. Benjamin, seconded by Mr. Solomon**

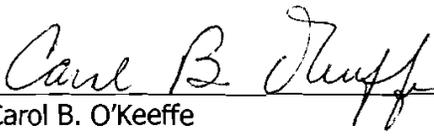
**Ayes: 6 - Mr. Zimmerman, Mr. Giancola, Mr. Benjamin, Mrs. Hudgins, Mr. Moneme, Mr. Solomon**

overall goal will be achieved through 20% race-conscious and 5% 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 Federal Transit Administration; 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

**PRESENTED AND ADOPTED: October 16, 2008**

SUBJECT: CAPITAL NEEDS INVENTORY FOR FY2011-2020

**2008-51**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors approved the Metro Matters Funding Agreement on October 21, 2004, by Resolution 2004-52; and

WHEREAS, The Metro Matters Funding Agreement provides for critical funding to the Washington Metropolitan Area Transit Authority's (WMATA) FY2005-2010 Capital Improvement Program; and

WHEREAS, Staff has developed a Capital Needs Inventory for FY2011-2020 to address WMATA's performance needs (investments to maintain existing system in a "State of Good Repair" and improve the safety and reliability of service), demand needs (investments to expand system capacity to meet growing demand) and the customer needs (investments to improve infrastructure, service and business practices to provide more cost-effective, quality service); and

WHEREAS, Staff is prioritizing WMATA's Capital Needs Inventory and will present the prioritization to the Board of Directors, so that the Board can provide guidance with development of the next capital funding arrangement; and

WHEREAS, The Board of Directors recognizes the need to obtain commitments from WMATA's funding partners to fund WMATA's capital needs beyond FY2010; and

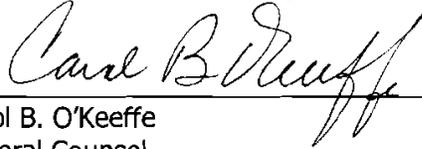
WHEREAS, The prioritized FY2011-2020 Capital Needs Inventory will form the basis for discussions with WMATA's funding partners concerning a funding arrangement to succeed the Metro Matters Funding Agreement which needs to be in place at the earliest opportunity, but no later than July 1, 2010; now, therefore be it

*RESOLVED*, That the General Manager is directed to take all necessary actions to develop a prioritized FY2011-2020 Capital Needs Inventory and the successor funding arrangement to the Metro Matters Funding Agreement for approval by the Board of Directors no later than July 1, 2010, to provide the funds necessary to meet performance, demand and customer needs; and be it finally

**Motioned by Mr. Graham, seconded by Mr. Zimmerman**  
**Ayes: 6 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Giancola, Ms. Hewlett**

*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

**PRESENTED AND ADOPTED: October 16, 2008**

SUBJECT: TERMINATION OF LEASE/LEASEBACK TRANSACTION

**2008-54**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Authority has entered into a series of tax advantaged leases; and

WHEREAS, The financial markets have been disrupted causing potential additional costs to the Authority; and

WHEREAS, That due to the financial disruption, it is in the best interests of the Authority and SunTrust Equipment and Leasing, an individual Equity Investor to terminate the tax advantaged lease on mutually acceptable terms; now, therefore be it

*RESOLVED*, That the Board of Directors approves the termination of the transaction with SunTrust Equipment and Leasing originally entered into on October 29, 1998; and be it further

*RESOLVED*, That the Termination Agreement in substantially the form as presented at this meeting is approved including any elections and notifications required thereby, and John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to execute the Termination Agreement and any necessary related documents in the name of and on behalf of the Authority with such changes as the person who executes the same may approve (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), the execution of such document to be conclusive evidence of such person's approval of all such changes; and be it further

*RESOLVED*, That John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to approve such changes to which the Authority is not a signatory (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), to execute such additional documents, instruments and papers as may be necessary or advisable to consummate and implement the Transaction approved in this Resolution, and to perform the Authority's obligations under the Transaction. Mark R. Pohl is also authorized to execute such legal opinions as may be necessary or advisable to consummate and implement the termination approved in this Resolution; and be it finally

**Motioned by Mr. Zimmerman, seconded by Mr. Benjamin**  
**Ayes: 4 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins**

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

Reviewed as to form and legal sufficiency,

  
\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel

**PRESENTED AND ADOPTED: November 20, 2008**

SUBJECT: ESTABLISHMENT OF NEW RATE FOR BUS CHARTER SERVICE

**2008-56**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On July 24, 2008, the Board of Directors reviewed the Washington Metropolitan Area Transit Authority's Subcontracting and Special Transit Service Tariff's rates for providing charter service in light of the new Federal Transit Administration's regulations governing charter bus service which severely restricted WMATA from providing charter service; and

WHEREAS, In order to fully capture the cost of providing charter service, staff proposed increasing the charter service rate for non-Compact jurisdiction customers from eighty-three dollars (\$83.00) per hour with a 4½ hour minimum to one hundred fifty-nine dollars (\$159.00) per hour with a 4½ hour minimum and maintaining the additional fourteen dollars and forty cents (\$14.40) per hour charge for service between the hours of 8:15 A.M. - 9:30 A.M. and/or 3:00 P.M. - 8:00 P.M., and the Board of Directors authorized staff to conduct a public hearing on the proposed increases; and

WHEREAS, To maintain consistency in rates and to fully capture the costs of providing lecture service, staff included in the notice of the public hearing, the docket and at the actual public hearing, the proposal to increase the lecture service rate from ninety dollars (\$90.00) per hour with a 4½ hour minimum to one hundred seventy-two dollars (\$172.00) per hour with a 4½ hour minimum and maintain the additional fourteen dollars and forty cents (\$14.40) per hour charge for service between the hours of 8:15 A.M. - 9:30 A.M. and/or 3:00 P.M. - 8:00 P.M.; and

WHEREAS, On September 15, 2008, in accordance with the WMATA Compact, Section 62, staff held a public hearing in the District of Columbia on the proposed charter service rate and lecture service rate increases; and

WHEREAS, Staff now recommends that in order to fully capture the cost of providing charter service and lecture service, the Board of Directors adopt the increases proposed at the public hearing; now, therefore be it

*RESOLVED*, That the Board of Directors increase the rate for providing charter service to one hundred fifty-nine dollars (\$159.00) per hour with a 4½ hour minimum and maintain

**Motioned by Mr. Benjamin, seconded by Mrs. Hudgins**  
**Ayes: 6 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett**

the additional fourteen dollars and forty cents (\$14.40) per hour charge for service between the hours of 8:15 A.M. - 9:30 A.M. and/or 3:00 P.M. - 8:00 P.M. for all customers other than the jurisdictions listed in Section 14 of the Washington Metropolitan Area Transit Authority's Subcontracting and Special Transit Service Tariff along with schools located within those jurisdictions; and be it further

*RESOLVED*, That Board of Directors increase the rate for providing lecture service to one hundred seventy-two dollars (\$172.00) per hour with a 4½ hour minimum and maintain the additional fourteen dollars and forty cents (\$14.40) per hour charge for service between the hours of 8:15 A.M. - 9:30 A.M. and/or 3:00 P.M. - 8:00 P.M.; and be it further

*RESOLVED*, All other rates not described herein are not changed; 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

**PRESENTED AND ADOPTED: November 20, 2008**

SUBJECT: AMEND THE FY 2009 BUDGET TO INCLUDE A PROJECT FOR THE  
INSTALLATION OF SECURITY CAMERAS

**2008-57**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, In July 2008, the Metro Transit Police Department conducted an Emergency Management Program Presentation, which identified jurisdictional camera information; and

WHEREAS, The Metro Transit Police Department has identified the highest priority locations for cameras to be installed; and

WHEREAS, The District of Columbia and Fairfax County, VA have identified funding for the installation of cameras at Metrorail stations in their jurisdictions; now, therefore be it

*RESOLVED*, That the Board of Directors amends the FY 2009 Capital Budget to include \$275,000 for installation of surveillance cameras at 12 Metrorail stations; and be it further

*RESOLVED*, That staff is authorized to issue billings to the District of Columbia for \$200,000 and to Fairfax County through Northern Virginia Transportation Commission for \$75,000 and to initiate and award a new contract or modify an existing contract to install and maintain surveillance cameras; 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. Benjamin, seconded by Mrs. Hudgins**  
**Ayes: 6 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett**

**PRESENTED AND ADOPTED: November 20, 2008**

SUBJECT: TERMINATION OF LEASE/LEASEBACK TRANSACTION WITH KBC BANK, N.V.

**2008-61  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Authority has entered into a series of tax advantaged leases; and

WHEREAS, The financial markets have been disrupted causing potential additional costs to the Authority; and

WHEREAS, That due to the financial disruption, it is in the best interests of the Authority and KBC Bank, N.V., an individual Equity Investor to terminate the tax advantaged lease on mutually acceptable terms; now, therefore, be it

*RESOLVED*, That Board approves of the termination of the transaction with KBC Bank, N.V. originally entered into on September 10, 2002; and be it further

*RESOLVED*, That the Termination Agreement in substantially the form as presented to Board in the SunTrust termination resolution is approved including any elections and notifications required thereby, and John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to execute the Termination Agreement and any necessary related documents in the name of and on behalf of the Authority with such - changes as the person who executes the same may approve (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), the execution of such document to be conclusive evidence of such person's approval of all such changes; and be it further

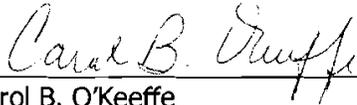
*RESOLVED*, That John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to approve such changes to which the Authority is not a signatory (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), to execute such additional documents, instruments and papers as may be necessary or advisable to consummate and implement the Transaction approved in this Resolution, and to perform the Authority's obligations under the Transaction. Mark R. Pohl is also authorized to execute such legal opinions as may be necessary or advisable to consummate and implement the termination approved in this Resolution; and be it further

**Motioned by Mr. Zimmerman, seconded by Mr. Graham  
Ayes: 5 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mr. Albert, Ms. Hewlett**

transaction as required by the terms of the transaction documents or the terms of the settlement of the KBC litigation as appropriate; 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

**PRESENTED AND ADOPTED: November 20, 2008**

SUBJECT: TERMINATION OF LEASE/LEASEBACK TRANSACTION WITH MELLON LEASING CORPORATION

**2008-62  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Authority has entered into a series of tax advantaged leases; and

WHEREAS, The financial markets have been disrupted causing potential additional costs to the Authority; and

WHEREAS, That due to the financial disruption, it is in the best interests of the Authority and Mellon Leasing Corporation, an individual Equity Investor to terminate the tax advantaged lease on mutually acceptable terms; now, therefore, be it

*RESOLVED*, That Board approves of the termination of the transaction with Mellon Leasing Corporation originally entered into on October 29, 1998; and be it further

*RESOLVED*, That the Termination Agreement in substantially the form as presented to the Board in connection with the SunTrust transaction is approved including any elections and notifications required thereby, and John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to execute the Termination Agreement and any necessary related documents in the name of and on behalf of the Authority with such changes as the person who executes the same may approve (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), the execution of such document to be conclusive evidence of such person's approval of all such changes; and be it further

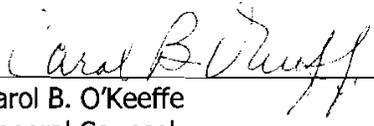
*RESOLVED*, That John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to approve such changes to which the Authority is not a signatory (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), to execute such additional documents, instruments and papers as may be necessary or advisable to consummate and implement the Transaction approved in this Resolution, and to perform the Authority's obligations under the Transaction. Mark R. Pohl is also authorized to execute such legal opinions as may be necessary or advisable to consummate and implement the termination approved in this Resolution; and be it further

**Motioned by Mr. Zimmerman, seconded by Mr. Benjamin  
Ayes: 5 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mr. Albert, Ms. Hewlett**

*RESOLVED*, That termination of this transaction is authorized at a cost not to exceed the amount in the Equity Payment Undertaking Agreement plus the reasonable expenses of the transaction as required by the terms of the transaction documents; 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

**PRESENTED AND ADOPTED: December 18, 2008**

SUBJECT: AMEND THE FY2009 BUDGET FOR ROSSLYN STATION ACCESS IMPROVEMENTS PROJECT

**2008-65**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Arlington County has approved the plans prepared by The JBG Companies to construct the Rosslyn Central Place development, proximate to and above Rosslyn Station; and

WHEREAS, The developer has been required by Arlington County to accommodate new station access to Rosslyn Station within the Rosslyn Central Place development project; and

WHEREAS, Arlington County has been funding and managing the Rosslyn Station Access Improvements Project for new station access in coordination with the developer project; and

WHEREAS, To facilitate the project schedule requirement, Arlington County requested that, on a fully reimbursable basis, the Authority with its on-call general architectural engineering services consultant prepare final design and contract documents for Arlington County; and

WHEREAS, On March 21, 2008, the Authority and Arlington County entered into a Phase Two Agreement with Authority budget of \$3,013,000 for preparation of final design and contract documents; and

WHEREAS, The Authority budget of \$3,013,000 for the Rosslyn Station Access Improvements Project requires an amendment in FY2009 of up to \$884,000, because of the need for additional studies, re-analysis and re-design, due in part to the geotechnical and structural engineering complexities of the Project; and

WHEREAS, Arlington County may elect at a later time to fund the study and design of an alternate construction scenario for the Project at an additional cost of \$310,000; and

WHEREAS, Arlington County will fund budget amendments primarily from its sources but requests closure and transfer of the Authority's remaining funds of the completed Rosslyn Station New Entrance Study to the Project, the Study having been completed

**Motioned by Mr. Benjamin, seconded by Mr. Zimmerman**  
**Ayes: 6 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett**

with \$185,537 remaining in the project budget and no outstanding claims; now, therefore be it

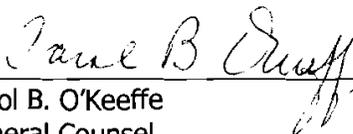
*RESOLVED*, That the Board of Directors approves a FY2009 budget amendment of \$884,000 (consisting of Authority staff costs of \$120,000 and on-call consultant costs of \$764,000), from \$3,013,000 to \$3,897,000, for the Rosslyn Station Access Improvements Project; and be it further

*RESOLVED*, That the Board of Directors approves in advance a FY2009 budget amendment of an additional \$310,000 for the same Project, if Arlington County elects later to fund the study and design of an alternate construction scenario; and be it further

*RESOLVED*, That Board of Directors authorizes the General Manager to amend the Phase Two Agreement between the Authority and Arlington County for the above Project budget amendments; 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

**PRESENTED AND ADOPTED: December 18, 2008**

SUBJECT: AMEND THE FY2009 BUDGET FOR WEST FALLS CHURCH CANOPY PROJECT

**2008-66**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On September 19, 2002, the Authority's Board of Directors approved the Amended Fiscal 2003-2008 Capital Improvement Program which included \$1,000,000 for the reconfiguration and rehabilitation of the existing bus loop/bays and access roadway at the West Falls Church Metrorail Station; and

WHEREAS, On January 16, 2003, the Authority's Board of Directors authorized the modification of contract FL0018 by \$650,000 for the rehabilitation of the West Falls Church Metrorail bus loop/bays and access roadway; and

WHEREAS, Fairfax County identified a pressing need to protect the commuters to and from the Metrorail station and the Fairfax Connector and Dulles Access buses from the inclement weather; and

WHEREAS, The Congestion Mitigation and Air Quality funds from Virginia are available in the amount of \$1,250,000 to provide an additional \$1,250,000 to design, fabricate and install a fabric canopy at the north side bus loop/bus bays at West Falls Church Metrorail Station; and

WHEREAS, On September 4, 2008, the Authority received the Congestion Mitigation and Air Quality funds for the West Falls Church canopy project; now, therefore be it

*RESOLVED*, That the Board of Directors approves a FY2009 Capital Reimbursable Budget amendment of \$1,250,000, for the Falls Church Canopy Project; and be it further

*RESOLVED*, That the Board of Directors approves modification of contract FO5159 by \$1,500,000 for the canopy project, utilizing the remaining funds from the original \$1,000,000 and the additional Federal Transit Administration funding of \$1,250,000; 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. Benjamin, seconded by Ms. Hewlett**

**Ayes: 6 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett**

**PRESENTED AND ADOPTED: December 18, 2008**

**SUBJECT: AMENDMENT TO THE METRO TARIFF COVERING THE COST OF A TRANSFER FROM THE BUS TO A METROBUS**

**2008-67**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Metro Tariff provides that THE BUS transfers will be valued at \$0.75, resulting in a "step up" charge of either \$0.50 or \$0.60 (depending on whether a SmarTrip® card is used) when the patron is transferring to a Metrobus; and

WHEREAS, Prince George's County has requested that the value of transfers be adjusted to take into account the new THE BUS fare of \$1.00, thereby lowering the "step up" charge to \$0.25 for transfers with a SmarTrip® card; and

WHEREAS, Changes to fares and related charges must be approved by the Metro Board of Directors; now, therefore be it

*RESOLVED*, That effective February 1, 2009, a transfer issued by THE BUS shall be valued at \$1.00 with a resulting step up charge of \$0.25 to be paid when transferring to a Metrobus; 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 Ms. Hewlett, seconded by Mr. Benjamin**  
**Ayes: 6 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett**

**PRESENTED AND ADOPTED: January 8, 2009**

SUBJECT: ENDORSEMENT OF ECONOMIC STIMULUS PROJECT LIST

**2009-01**

RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSPORTATION AUTHORITY

WHEREAS, The U.S. Congress and the incoming Obama Administration are considering an Economic Stimulus Plan to restart the U.S. economy; and

WHEREAS, Metro has capital projects that are currently unfunded but may be satisfiable from the proposed Economic Stimulus Plan; and

WHEREAS, Communicating Metro's identified needs will be important to positioning Metro most effectively to receive funding from this Economic Stimulus Plan; now, therefore be it

*RESOLVED*, That the Board of Directors endorses the attached list of project categories for the purpose of seeking funding from a potential Federal economic stimulus package; and be it further

*RESOLVED*, That the General Manager is authorized to communicate this list, and to apply for and accept grants, as may be warranted for the purpose of funding and advancing projects in the endorsed categories; 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. Benjamin, seconded by Ms. Hewlett  
Ayes: 5 - Mr. Zimmerman, Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Ms. Hewlett**

**PRESENTED AND ADOPTED: January 29, 2009**

**SUBJECT: TERMINATION OF LEASE/LEASEBACK TRANSACTION WITH NORLEASE, INC.**

**2009-14  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Authority has entered into a series of tax advantaged leases; and

WHEREAS, The financial markets have been disrupted causing potential additional costs to the Authority; and

WHEREAS, That due to the financial disruption, it is in the best interests of the Authority and Norlease, Inc. an individual Equity Investor to terminate the tax advantaged lease on mutually acceptable terms; now, therefore, be it

*RESOLVED*, That Board approves of the termination of the transaction with Norlease, Inc. originally entered into on October 29, 1998; and be it further

*RESOLVED*, That the Termination Agreement in substantially the form as presented to the Board in connection with the SunTrust transaction is approved including any elections and notifications required thereby, and John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to execute the Termination Agreement and any necessary related documents in the name of and on behalf of the Authority with such changes as the person who executes the same may approve (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), the execution of such document to be conclusive evidence of such person's approval of all such changes; and be it further

*RESOLVED*, That John B. Catoe, Jr., Carol Kissal, and Raj Srinath are, and each of them hereby is, authorized to approve such changes to which the Authority is not a signatory (provided such changes, when viewed as a whole, do not have a material adverse effect upon the interests of the Authority), to execute such additional documents, instruments and papers as may be necessary or advisable to consummate and implement the Transaction approved in this Resolution, and to perform the Authority's obligations under the Transaction. Mark R. Pohl is also authorized to execute such legal opinions as may be necessary or advisable to consummate and implement the termination approved in this Resolution; and be it further

**Motioned by Mr. Graham, seconded by Mr. Zimmerman**

**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

*RESOLVED*, That termination of this transaction is authorized at a cost not to exceed the amount in the Equity Payment Undertaking Agreement plus the reasonable expenses of the transaction as required by the terms of the transaction documents and be it finally

*RESOLVED*, That this Resolution is effective immediately.

Reviewed as to form and legal sufficiency:

  
\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel

**PRESENTED AND ADOPTED: February 26, 2009**

**SUBJECT: IMPLEMENTATION OF A DEMONSTRATION BUS SERVICE PROJECT, LIMITED STOP METROBUS ROUTE S9, ON 16<sup>TH</sup> 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 16<sup>th</sup> Street Line has the third highest ridership of any Metrobus line with over 16,000 daily riders providing bus service from Silver Spring along 16<sup>th</sup> Street, NW to Downtown at Federal Triangle and Potomac Park/State Department; and

WHEREAS, The 16<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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**

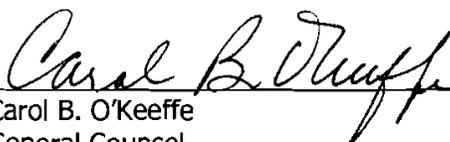
**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

*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

**PRESENTED AND ADOPTED: February 26, 2009**

**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

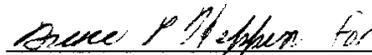
*RESOLVED*, That the documentation of all such lines or credit or short-term loans approved of in this Resolution shall be in substantially the form as agreed to in the existing Wachovia short-term loan approved by the Board of Directors in Resolution No. 2008-23, and John B. Catoe, Jr., Carol D. Kissal, 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,



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Carol B. O'Keeffe  
General Counsel

**PRESENTED AND ADOPTED: February 26, 2009**

**SUBJECT: APPROVAL TO NEGOTIATE BONDS IN AN AMOUNT NOT TO EXCEED \$550 MILLION**

**2009-19**  
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 issue bonds necessary for the long-term financing of projects under the Agreement subject to the jurisdictions' rights to prepay their share of the necessary bonds; and

WHEREAS, Staff has determined that there is a need to issue such long-term bonds to fund various projects covered by the Metro Matters Funding Agreement; now, therefore, be it

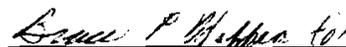
*RESOLVED*, That the Board of Directors authorizes the General Manager, the Chief Financial Officer and the Treasurer to negotiate long-term bonds with the following terms: duration to be no more than 25 years; an aggregate amount not to exceed \$550 million composed of \$488 million in principal, any required debt service reserve, and the costs of issuance (including but not limited to underwriters' fees, financial advisory fees, printing costs, and legal fees); and an indicative average interest rate not to exceed 5.5% and to obtain the underwriting, Trustee, printing, and other services necessary to issue the bonds; and be it further

*RESOLVED*, That Staff shall give the funding jurisdictions the option to prepay their share of the bonds before the final size of the bond issue is established in accordance with the terms of the Metro Matters Funding Agreement; and be it further

*RESOLVED*, That Staff shall return to the Board of Directors for its final approval of the terms of the bond issue before such bonds may be issued; and be it finally

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

Reviewed as to form and legal sufficiency,



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Carol B. O'Keeffe  
General Counsel

**Motioned by Mr. Benjamin, seconded by Mrs. Hudgins**

**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

**PRESENTED AND ADOPTED: February 26, 2009**

**SUBJECT: APPROVAL OF USE OF \$500,000 FROM THE TIIF (DISTRICT OF COLUMBIA) FOR ACCESS IMPROVEMENTS TO U STREET/AFRICAN-AMERICAN CIVIL WAR MEMORIAL/CARDOZO METRORAIL STATION AND 14<sup>TH</sup> STREET BUS CORRIDOR**

**2009-21**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Level 2 Development's (the "Developer") View 14 Project (the "Development") is one of several new transit-oriented development projects proximate to the U Street/African-American Civil War Memorial/Cardozo Metrorail station and the Columbia Heights Metrorail station; and

WHEREAS, The Development is approximately 1500-1900 feet from the U Street/African-American Civil War Memorial/Cardozo Metrorail station, 3000 feet from the Columbia Heights Metrorail station, and within one block or less of bus stops located along 14<sup>th</sup> Street; and

WHEREAS, When completed, the Development will include 185 apartment units in a nine-story tower fronting 14<sup>th</sup> Street, NW and 34,000 square feet of retail space; and

WHEREAS, The Development is a mix of uses that has proven to reduce auto usage and to increase transit and bus ridership when located within walking distance to transit; and

WHEREAS, The Development's design, variety of uses, location and pedestrian links to operating rail and bus systems, including pedestrian walkways, lighting, landscaping, car sharing and other infrastructure improvements (the "Infrastructure Improvements"), will facilitate access to and use of the Metrobus and Metrorail systems, and reduce car trips; and

WHEREAS, To maximize the effects of the proposed transit-oriented design, transit use, and other revenue increasing aspects associated with the Development, it is critical that the pedestrian pathways from the bus stops and rail station entrances be well-lighted, uninterrupted and attractive; and

WHEREAS, Without the Infrastructure Improvements, potential increased ridership and other economic opportunities for Metro and the District of Columbia will be diminished; and

**Motioned by Mrs. Hudgins, seconded by Mr. Benjamin**  
**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

WHEREAS, By letter dated July 29, 2008 (attached hereto as Attachment A), Board Chairman Jim Graham formally requested that Metro disburse TIIF funds allocated to the District of Columbia to Developer for construction of the Infrastructure Improvements; now, therefore, be it

*RESOLVED*, That the Board of Directors approves the use of TIIF funds in the not-to-exceed amount of \$500,000 for Developer's construction of transit-oriented Infrastructure Improvements and authorizes staff to negotiate and execute a Memorandum of Understanding with Developer for dispersal of the TIIF funds, subject, however, to any required Federal Transit Administration approval; and be it further

*RESOLVED*, That the \$500,000 be made immediately available for construction of the Infrastructure Improvements subject to the completion of the following conditions: 1) available funds in the TIIF; 2) receipt of any required Federal Transit Administration approval; and 3) execution of a Memorandum of Understanding between Metro and the Developer governing dispersal of the TIIF funds to Developer; and be it finally

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

Reviewed as to form and legal sufficiency,



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Carol B. O'Keeffe  
General Counsel

**PRESENTED AND ADOPTED: February 26, 2009**

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

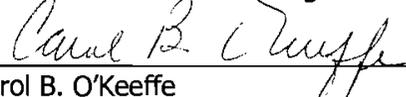
*RESOLVED*, That the Board of Directors approves an increase to the Fiscal 2009 Reimbursable Projects' budget by \$1,500,000 from \$20,050,000 to \$21,550,00 for this project; and be it further

*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,

  
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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**

**PRESENTED AND ADOPTED: March 26, 2009**

**SUBJECT: AMEND THE CAPITAL BUDGET FOR FUNDS TO BE RECEIVED FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009, APPROVE A PLAN OF CONTRACTS FOR THE FUNDS AND TO AMEND RESOLUTION NOS. 2008-23 AND 2009-18 TO PROVIDE FOR THE USE OF THE LINES OF CREDIT THEREBY AUTHORIZED**

**2009-25**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Washington Metropolitan Area Transit Authority (Metro) is eligible to receive \$202 million from the American Recovery and Reinvestment Act of 2009 through the Federal Transit Administration; and

WHEREAS, The American Recovery and Reinvestment Act funds do not require any local jurisdictional matching funds, and are separate and distinct from all funds associated with the Metro Matters Program; and

WHEREAS, Staff recommends the use of the lines of credit approved in Resolution Nos. 2008-23 and 2009-18 as a way to ameliorate temporary funding shortfalls while awaiting receipt of the American Recovery and Reinvestment Act funds; now, therefore be it

*RESOLVED*, That the Board of Directors amends the Capital Budget, by establishing the American Recovery and Reinvestment Act Capital Program, in the amount of \$202 million, and any additional funds should they become available under the American Recovery and Reinvestment Act, to consist of the list of projects found in Attachment A of this Resolution and any new projects supported by additional American Recovery and Reinvestment Act funds; and be it further

*RESOLVED*, That the General Manager is authorized to direct the funds within the American Recovery and Reinvestment Act Capital Program to ensure their expeditious use and to position Metro to receive additional funds should they become available; and be it further

*RESOLVED*, That the General Manager, the Chief Financial Officer and the Treasurer are authorized to fund the payment obligations of contracts found in Attachment B by means of lines of credit and related reimbursement agreements, including the lines of credit approved in Resolution Nos. 2008-23 and 2009-18, to ameliorate the impact of

**Motioned by Mr. Benjamin, seconded by Mrs. Hudgins**

**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

any temporary funding shortfalls pending the receipt of the American Recovery and Reinvestment Act funds from Federal Transit Administration; and be it further

*RESOLVED*, That the Board of Directors authorizes (1) the initiation and, subject to the availability of funds, award of competitive and sole source contracts and the modification of existing contracts, including the exercise of options for the Plan of Contracts found in Attachment B, which are for currently identified American Recovery and Reinvestment Act projects; (2) revisions to the Plan of Contracts to accommodate unforeseen circumstances, more efficient methods of procurement or changing market conditions; (3) the movement of funds between projects/contracts to fund actual contract negotiated award amounts; and (4) the initiation and award of contract actions for additional funds should they become available; and be it further

*RESOLVED*, That the use of the lines of credit approved in Resolution No. 2008-23 is permitted for temporary shortfalls in the American Recovery and Reinvestment Act Capital Program provided that all costs of such usage are charged to that program; and be it further

*RESOLVED*, That the penultimate *RESOLVED* clause of Resolution #2009-18 is amended to authorize the temporary use of the lines of credit for the temporary funding of the American Recovery and Reinvestment Act projects with all costs of such usage charged to the American Recovery and Reinvestment Act Capital Program; and be it finally

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

Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel

**PRESENTED AND ADOPTED: April 23, 2009**

**SUBJECT: AMENDED FISCAL 2009 CAPITAL PROGRAM FOR ANACOSTIA CORRIDOR PROJECT**

**2009-30**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, On September 16, 2004, the Board of Directors, in Resolution 2004-47, authorized the General Manager to enter into a contract for procurement of light rail vehicles, proceed with acquisition of certain real property and award a site clearing contract for the Anacostia Corridor Demonstration Project ("Anacostia Project") in advance of final execution of a reimbursable project agreement, and provided authority for certain other matters related to the Anacostia Project, to be accomplished contingent upon the negotiation and execution of a reimbursable agreement with the District of Columbia and the availability of funds from the District; and

WHEREAS, The District of Columbia has previously identified and provided \$16,100,00 in funds for the Anacostia Project (\$10,000,000 from the District TIIF fund and \$6,100,000 in direct District funds from the FY 2004 Capital Budget) and the District of Columbia and Metro allocated those funds among the proposed scope of Metro work as identified in Resolutions 2004-08 and 2004-47; and

WHEREAS, The District of Columbia has asked Metro to procure and deliver, but not install, materials and equipment for the streetcar line; and

WHEREAS, On July 20, 2006, the Board of Directors approved the Fiscal 2007 System Expansion Program totaling \$7,614,000, which included \$3,900,000 in anticipated funding for the Anacostia Project; and

WHEREAS, On May 24, 2007, the Board of Directors approved the Fiscal 2007 System Expansion Program totaling \$3,714,000, which included an anticipated decrease of \$3,900,000 in funding for the Anacostia Project; and

WHEREAS, The Anacostia Project budget has generated approximately \$860,000 of interest; and

WHEREAS, By letter dated January 16, 2009 from the Interim Director, District Department of Transportation, the District of Columbia requested that the interest generated on the account be made available for additional storage of the streetcars,

**Motioned by Mr. Benjamin, seconded by Mr. Albert**  
**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

professional engineering, project management and other Anacostia Project expenses;  
and

WHEREAS, The District of Columbia and Metro have entered into an amended Memorandum of Understanding regarding the use and expenditure of the existing funding in the Anacostia Project budget and will further amend the Memorandum of Understanding to address the use of additional funding; now, therefore be it

*RESOLVED*, That the Board of Directors amends and increases the Fiscal 2009 Capital Program by \$860,000; and be it further

*RESOLVED*, That the Anacostia Project budget shall be \$16,960,000.00 (Sixteen Million Nine Hundred Sixty Thousand Dollars); and be it further

*RESOLVED*, That the General Manager is authorized to enter into an amendment to the Memorandum of Agreement with the District of Columbia to address the use and expenditure of funding made available by this Resolution; and be it finally

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

Reviewed as to form and legal sufficiency,



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Carol B. O'Keeffe  
General Counsel

**PRESENTED AND ADOPTED: April 23, 2009**

**SUBJECT: AMENDMENT TO THE METRO TARIFF COVERING THE COST OF A TRANSFER FROM FAIRFAX CITY'S CUE BUS TO METROBUS**

**2009-35**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Metro Tariff provides that Fairfax City's CUE Bus SmarTrip® transfers will be valued at \$0.75 resulting in a "step up" charge of \$0.50 when a patron is transferring to a base fare Metrobus and a \$2.25 "step up" when transferring to express Metrobus service; and

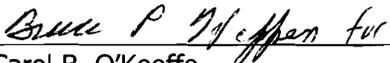
WHEREAS, CUE Bus has requested that the value of transfers be adjusted to take into account that the new CUE Bus fares are now equivalent to base fare Metrobus service and should require no "step up" charge; and

WHEREAS, Changes to fares and related charges must be approved by the Metro Board of Directors; now, therefore be it

*RESOLVED*, That effective April 26, 2009, a transfer issued by the CUE Bus shall be valued at \$1.25 and no "step up" fee will be paid when transferring to a base fare Metrobus and express service will require a "step up" of \$1.75; 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 Mr. Benjamin**  
**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

**PRESENTED AND ADOPTED: April 23, 2009**

**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'Keeffe  
General Counsel

**Motioned by Mr. Zimmerman, seconded by Mr. Benjamin  
Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, Mr. Zimmerman**

**PRESENTED AND ADOPTED: April 30, 2009**

**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  
Nays: 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 increase

**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'Keefe  
General Counsel

**PRESENTED AND ADOPTED: June 25, 2009**

SUBJECT: APPROVAL OF FY2010 BUDGET

**2009-47**  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSPORTATION AUTHORITY

WHEREAS, The Board of Directors has received and considered the General Manager's proposed FY2010 budget and has conducted public hearings on proposed service changes and made a determination concerning the proposed changes; and

WHEREAS, The Board of Directors, in Resolution #2009-18, authorized the negotiation of lines of credit with three banks and it is now desirable to add U.S. Bank National Association to the list of approved banks for the establishment of lines of credit; now, therefore be it

*RESOLVED*, That the Board of Directors approves the FY2010 budget of \$2.1 billion, as detailed in Attachment A; and be it further

*RESOLVED*, That the FY2010 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 FY2010 budget totals \$27.5 million and is allocated to the jurisdictions as detailed in Attachment B2; and be it further

*RESOLVED*, That the FY2010 Metro Matters capital portion of the budget totals \$0.5 billion as detailed in Attachments C-1 and C-2, and is in conformity with the Metro Matters Funding Agreement; 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 FY2010 funding for the Metro Matters program; and be it further

*RESOLVED*, That the Non-Metro Matters projects already have unique Board of Directors approval and are detailed in Attachment D; and be it further

*RESOLVED*, That line three of the first *RESOLVED* contained in Resolution #2009-18 is amended to add the name of U.S. Bank National Association as an approved bank with which to negotiate a line of credit under the terms contained in this *RESOLVED* and that the third *RESOLVED* of the same resolution is amended to provide U.S. Bank National Association with the same indemnifications as were granted in Board Resolution #2008-26; and be it further

*RESOLVED*, That the Board of Directors reaffirms the remainder of Resolution #2009-18 as being in full force and effect; and be it further

**Motioned by Mr. Benjamin, seconded by Ms. Hewlett**  
**Ayes: 6 - Mr. Graham, Mr. Benjamin, Mrs. Hudgins, Mr. Albert, Ms. Hewlett, and Mr. Zimmerman**

*RESOLVED*, That the Falls Church sponsored reimbursable operating project, the George bus route, is terminated by Metro and this service will be provided by Arlington Transit under agreement with Falls Church effective July 3, 2009; and this action is consistent with the bus service changes advertised at public hearings under Docket BO9-3; and be it further

*RESOLVED*, That Metrobus service be discontinued on non-regional routes 2W, 12A, 12C, 12D, 12E, 12F, 12G, 12L, 12M, 12R, 12S, 20F, 20W, 20X and 20Y as advertised at public hearing under Docket BO9-1, so that Fairfax County can transfer this service to the new Fairfax Connector routes effective June 28, 2009; and that the subsidy impact of this service change is included in the FY2010 operating budget; and be it further

*RESOLVED*, That a subsidy neutral bus service change be made to bus route NH1 to move the terminus from Southern Avenue to Branch Avenue effective prior to September 2009; and this action is consistent with the bus service changes advertised at public hearings under Docket BO9-3; and be it further

*RESOLVED*, That as part of the adoption of the annual budget, the Board of Directors approves an 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 Attachment E; and be it further

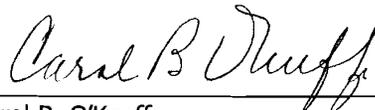
*RESOLVED*, That as a matter of financial policy Metro chooses in FY2010 to create a trust to allow for future pre-funding of other post-employment benefits as defined by the Government Accounting Standards Board; and be it further

*RESOLVED*, That in order to implement the elements of the Capital Improvement Program, the General Manager or the Chief of Staff is authorized to 1) conduct public hearings; and 2) 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 be it further

*RESOLVED*, That in preparation for the FY2011 budget, the Board of Directors will consider budget guidance in September 2009, the General Manager will propose a preliminary FY2011 budget in December 2009, and the Board of Directors will be presented with a published FY2011 proposed budget book in January 2010; and be it further

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

Reviewed as to form and legal sufficiency,



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Carol B. O'Keeffe  
General Counsel

**ATTACHMENT A**FY2010 BUDGET  
(dollars in millions)

	Fiscal 2010 Budget
<b>Operating Budget:</b>	
Metrobus Operations	\$506.1
Metrorail Operations	\$782.8
MetroAccess Operations	<u>\$85.6</u>
Subsidized Operating Budget	\$1,374.5
Debt Service (Non-Metro Matters)	<u>\$27.5</u>
Total Operating Budget	\$1,402.0
<b>Capital Budget:</b>	
Metro Matters Projects	\$506.2
Metro Matters Debt Service	<u>\$21.2</u>
Metro Matters FY2010 Expenditures	\$527.4
Non-Metro Matters Project Expenditures	\$212.5
<b>FY2010 BUDGET APPROVAL</b>	<u><u>\$2,142.0</u></u>

**ATTACHMENT B-1**FISCAL 2010 OPERATING BUDGET  
REVENUE, EXPENSE & FUNDING SOURCES

	Total	Metrobus	Metrorail	MetroAccess
<b>REVENUES</b>				
Passenger	\$647,583,301	\$116,677,811	\$525,938,894	\$4,966,596
Parking	\$50,100,000	\$0	\$50,100,000	\$0
Advertising	\$42,000,000	\$28,140,000	\$13,860,000	\$0
Other	\$18,147,980	\$8,730,125	\$9,417,855	\$0
Fiber Optics	\$12,055,928	\$0	\$12,055,928	\$0
Joint Development	\$5,700,000	\$0	\$5,700,000	\$0
Other Passenger	\$5,000,000	\$2,866,185	\$2,133,815	\$0
Interest	\$3,160,000	\$1,137,600	\$2,022,400	\$0
Total Revenues	\$783,747,209	\$157,551,721	\$621,228,892	\$4,966,596
<b>EXPENSES</b>				
Salary	\$202,595,503	\$58,972,234	\$140,391,412	\$3,231,857
Wages	\$465,734,851	\$213,360,824	\$252,208,699	\$165,328
Fringe Benefits	\$284,296,652	\$119,369,422	\$163,632,303	\$1,294,926
Services	\$162,713,895	\$25,691,784	\$57,084,665	\$79,937,446
Materials & Supplies	\$73,093,265	\$30,944,701	\$41,960,464	\$188,100
Fuel & Propulsion Power	\$108,792,003	\$36,933,735	\$71,858,268	\$0
Utilities	\$47,564,127	\$9,221,356	\$38,259,660	\$83,112
Casualty & Liability	\$24,710,357	\$8,298,086	\$16,312,236	\$100,035
Leases & Rentals	\$4,548,012	\$1,293,548	\$2,712,680	\$541,785
Miscellaneous	\$4,916,861	\$2,073,654	\$2,791,599	\$51,608
Reimbursements	(\$4,472,395)	(\$72,500)	(\$4,399,895)	\$0
Total Expenses	\$1,374,493,131	\$506,086,843	\$782,812,092	\$85,594,196
<b>GROSS OPERATING SUBSIDY</b>				
	\$590,745,922	\$348,535,122	\$161,583,200	\$80,627,600
Less: Reserve Drawdown	(\$13,339,745)	(\$8,680,172)	(\$3,073,954)	(\$1,585,619)
Less: Preventive Maintenance	(\$30,700,000)	(\$30,700,000)	\$0	\$0
<b>NET OPERATING SUBSIDY</b>				
	\$546,706,177	\$309,154,950	\$158,509,246	\$79,041,981

**ATTACHMENT B-2**

FY2010 Approved Budget  
Summary of State and Local Operating Requirements

	Total	District of Columbia	Montgomery County	Prince George's County	City of Alexandria	Arlington County	City of Fairfax	Fairfax County	City of Falls Church
<b>Metrobus Operating Subsidy</b>									
Regional Bus Subsidy	\$239,962,884	\$101,132,197	\$36,510,474	\$39,965,144	\$11,900,032	\$18,506,752	\$465,223	\$30,449,634	\$1,033,428
Non-Regional Bus Subsidy	\$69,192,066	\$30,504,082	\$7,247,778	\$20,732,661	\$310,588	\$627,209	\$0	\$9,769,748	\$0
Subtotal	\$309,154,950	\$131,636,279	\$43,758,252	\$60,697,805	\$12,210,620	\$19,133,961	\$465,223	\$40,219,382	\$1,033,428
<i>Percent of Total</i>	100%	43%	14%	20%	4%	6%	0%	13%	0%
<b>MetroAccess Subsidy</b>									
Base Allocation	\$153,092,463	\$52,827,032	\$28,621,910	\$27,611,707	\$6,974,870	\$14,645,776	\$456,632	\$21,571,393	\$383,143
Max Fare Subsidy	\$5,416,784	\$265,030	\$3,126,083	\$772,934	\$50,570	\$99,119	\$44,203	\$1,050,353	\$8,491
Subtotal	\$158,509,246	\$53,092,062	\$31,747,992	\$28,384,642	\$7,025,440	\$14,744,895	\$500,836	\$22,621,746	\$391,633
<i>Percent of Total</i>	100%	33%	20%	18%	4%	9%	0%	14%	0%
<b>MetroAccess Subsidy</b>									
Base Allocation	\$79,041,981	\$16,870,060	\$19,497,935	\$31,539,139	\$699,329	\$1,007,424	\$169,293	\$9,163,549	\$95,253
Subtotal	\$79,041,981	\$16,870,060	\$19,497,935	\$31,539,139	\$699,329	\$1,007,424	\$169,293	\$9,163,549	\$95,253
<i>Percent of Total</i>	100%	21%	25%	40%	1%	1%	0%	12%	0%
<b>Net Operating Subsidy</b>	<b>\$546,706,177</b>	<b>\$201,598,402</b>	<b>\$95,004,179</b>	<b>\$120,621,585</b>	<b>\$19,935,388</b>	<b>\$34,886,280</b>	<b>\$1,135,351</b>	<b>\$72,004,677</b>	<b>\$1,520,314</b>
<i>Percent of Total</i>	100%	37%	17%	22%	4%	6%	0%	13%	0%
Debt Service *	\$27,484,200	\$10,331,300	\$4,867,500	\$4,872,900	\$1,418,200	\$2,740,200	\$46,700	\$3,168,900	\$38,500
Jurisdictional Operating Funding	\$574,190,377	\$211,929,702	\$99,871,679	\$125,494,485	\$21,353,588	\$37,626,480	\$1,182,051	\$75,173,577	\$1,558,814

\*Not Including Metro Matters Debt Service

**Attachment C-1**

**Metro Matters Expenditures**

\$ Millions

	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Actual	FY09 Forecast	FY10 Budget	FY05-10 Subtotal	FY11-24 Forecast	FY05-24 Total
<b>A. Infrastructure Renewal Program</b>									
• Rolling Stock: Bus	\$ 20.9	\$ 50.5	\$ 15.8	\$ 16.6	\$ 80.7	\$ 107.6	\$ 292.1	\$ -	\$ 292.1
• Rolling Stock: Rail	2.6	0.4	0.3	1.8	5.4	14.0	24.6	-	24.6
• Passenger Facilities	60.6	16.1	31.2	44.5	34.8	31.0	218.2	-	218.2
• Maintenance Facilities	32.8	4.6	14.7	21.6	21.6	38.5	133.9	-	133.9
• Systems	73.0	10.1	17.1	36.5	28.7	35.0	200.4	-	200.4
• Track and Structures	19.7	10.7	22.5	29.1	36.2	26.7	144.9	-	144.9
• Information Technology	4.2	2.4	8.6	16.1	23.9	27.2	82.5	-	82.5
• Preventive Maintenance	20.7	20.7	20.7	20.7	20.7	30.7	134.2	-	134.2
• Transfer to Beyond MM	30.7	-	-	-	-	-	30.7	-	30.7
• System Infrastructure Rehab Pgm	-	-	-	-	-	35.2	35.2	-	35.2
• Urgent Capital Needs	-	-	-	-	22.9	71.3	94.2	-	94.2
• "Tail Expenditures" TBD	-	-	-	-	-	-	-	387.7	387.7
	\$ 265.4	\$ 115.6	\$ 131.0	\$ 186.9	\$ 274.9	\$ 417.2	\$ 1,390.9	\$ 387.7	\$ 1,778.6
<b>B. Eight-Car Train Initiative</b>									
• Rail Cars	\$ 24.0	\$ 6.1	\$ 69.9	\$ 97.0	\$ 5.6	\$ 18.4	\$ 220.9	\$ 8.2	\$ 229.1
• Facilities	-	51.6	70.1	39.4	5.9	11.1	178.2	-	178.2
• Systems	2.8	25.9	56.7	48.7	28.6	8.4	171.0	-	171.0
	\$ 26.7	\$ 83.6	\$ 196.7	\$ 185.1	\$ 40.1	\$ 37.9	\$ 570.1	\$ 8.2	\$ 578.3
<b>C. Bus Improvement Initiative</b>									
• Buses	\$ -	\$ 0.2	\$ 9.5	\$ 1.2	\$ 0.0	\$ 0.0	\$ 10.9	\$ 83.7	\$ 94.6
• Garage	-	1.1	9.1	18.6	3.8	2.0	34.5	1.5	36.0
• Customer Facilities	-	2.8	7.8	4.7	3.1	9.4	27.9	0.1	28.0
	\$ -	\$ 4.1	\$ 26.3	\$ 24.5	\$ 6.8	\$ 11.5	\$ 73.3	\$ 85.4	\$ 158.6
<b>D. Other Project Expenses</b>									
• Program Mgmt. & Support	\$ 11.4	\$ 5.8	\$ 6.0	\$ 9.7	\$ 11.6	\$ 11.8	\$ 56.3	\$ 10.5	\$ 66.8
• Expenses Backed by TIFIA	6.6	182.3	165.8	107.3	86.4	27.8	576.3	-	576.3
	\$ 17.9	\$ 188.1	\$ 171.9	\$ 117.0	\$ 98.0	\$ 39.6	\$ 632.6	\$ 10.5	\$ 643.1
<b>Total Project Expenditures</b>	\$ 310.0	\$ 391.3	\$ 525.9	\$ 513.5	\$ 419.8	\$ 506.2	\$ 2,666.8	\$ 491.8	\$ 3,158.6
<b>Financing Expense:</b>									
• Interest and Debt Service Expense *	\$ -	\$ 0.3	\$ 2.2	\$ 8.2	\$ 20.1	\$ 27.2	\$ 52.1	\$ 508.2	\$ 560.3
<b>Total</b>	\$ 310.0	\$ 391.6	\$ 528.1	\$ 521.7	\$ 440.0	\$ 527.4	\$ 2,718.9	\$ 1,000.0	\$ 3,718.8
• Security Program	-	8.5	7.0	13.8	0.2		29.5	-	29.5
<b>Grand Total</b>	\$ 310.0	\$ 400.1	\$ 535.1	\$ 535.5	\$ 440.2	\$ 527.4	\$ 2,748.4	\$ 1,000.0	\$ 3,748.4

\* Total Principal and Interest = \$529.4M

FY2010 P&I = \$21.2M

FY2011 and beyond P&I = \$508.2

**Attachment C-2**

**Metro Matters Funding**  
\$ Millions

	FY05 Actual	FY06 Actual	FY07 Actual	FY08 Actual	FY09 Forecast	FY10 Budget	FY05-10 Subtotal	FY11-24 Forecast	FY05-24 Total
<b>Federal Funding:</b>									
• Formula Grants									
> Section 5307 Grant	\$ 100.2	\$ 111.0	\$ 113.5	\$ 120.6	\$ 129.2	\$ 138.6	\$ 713.0	\$ 175.1	\$ 888.1
> Section 5309 Grant	59.2	58.4	70.4	81.8	91.1	100.5	461.4	116.8	578.2
• Bus Funds	-	12.5	-	1.5	11.3	-	25.3	-	25.3
• Discretionary Funds	-	-	-	35.0	34.3	34.7	104.0	-	104.0
	\$ 159.4	\$ 181.9	\$ 183.9	\$ 238.8	\$ 265.9	\$ 273.8	\$ 1,303.7	\$ 291.9	\$ 1,595.6
<b>State and Local Funding:</b>									
• District of Columbia	\$ 37.6	\$ 48.4	\$ 51.9	\$ 60.4	\$ 65.4	\$ 72.5	\$ 336.2	tbd	tbd
• Montgomery County	17.2	16.3	30.4	28.1	30.4	33.7	156.1	tbd	tbd
• Prince Georges County	19.7	14.7	36.8	31.0	33.7	37.3	173.2	tbd	tbd
• Alexandria	4.3	5.9	6.3	7.6	26.6	7.2	57.9	tbd	tbd
• Arlington County	8.3	11.5	12.3	14.8	52.2	14.2	113.2	tbd	tbd
• City of Fairfax	0.2	0.3	0.3	0.3	0.3	0.4	1.8	tbd	tbd
• Fairfax County	13.3	18.3	19.7	23.8	83.5	22.7	181.3	tbd	tbd
• Falls Church	0.3	0.4	0.4	0.5	0.9	0.5	2.9	tbd	tbd
	\$ 100.8	\$ 115.6	\$ 158.1	\$ 166.4	\$ 293.0	\$ 188.5	\$ 1,022.5	tbd	tbd
<b>Other Funding:</b>									
• Borrowing and Bonds*	\$ 25.5	\$ 88.1	\$ 180.2	\$ 110.5	\$ (145.0)	\$ 59.7	\$ 318.4	\$ -	\$ 318.4
• Miscellaneous Funding	24.2	6.0	6.0	6.0	26.0	6.0	74.2	-	74.2
	\$ 49.8	\$ 94.1	\$ 186.2	\$ 116.5	\$ (119.0)	\$ 65.1	\$ 392.7	\$ -	\$ 392.7
<b>Total</b>	\$ 310.0	\$ 391.6	\$ 528.1	\$ 521.7	\$ 440.0	\$ 527.4	\$ 2,718.9		
• Security Funds	-	8.5	7.0	13.8	0.2		29.5	-	29.5
<b>Grand Total</b>	\$ 310.0	\$ 400.1	\$ 535.1	\$ 535.5	\$ 440.2	\$ 527.4	\$ 2,748.4	\$ 1,000.0	\$ 3,748.4

\* Gross Metro Matters Bond Proceeds = \$309.9 million

State and local funding for FY2011 and beyond is to be determined (tbd), pending development of an agreed upon funding plan

**ATTACHMENT D**  
**NON-METRO MATTERS PROJECTS**  
(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
<b>A. Reimbursable Projects:</b>						
District of Columbia						
NY Avenue Metrorail Station	\$109.950	\$109.950	\$108.588	\$0.000	\$1.138	\$0.224
Convention Center	\$30.305	\$30.305	\$29.872	\$0.000	\$0.019	\$0.414
Navy Yard Station Modification	\$20.000	\$20.000	\$19.479	\$0.000	\$0.455	\$0.066
Circulator Bus Purchase	\$18.850	\$18.850	\$17.325	\$0.000	\$0.260	\$1.265
Circulator Contract	\$17.036	\$17.036	\$0.000	\$17.036	\$0.000	\$0.000
Trans Tech School	\$0.334	\$0.334	\$0.000	\$0.334	\$0.000	\$0.000
Ana. Lt. Rail Dem. - Vehicles	\$16.960	\$16.100	\$12.723	\$2.454	\$1.219	\$0.563
DC Project Development	\$12.982	\$8.587	\$5.060	\$1.099	\$1.300	\$5.524
Union Row: U Str/Cardozo Stn	\$1.500	\$1.500	\$1.009	\$0.336	\$0.001	\$0.154
Yellow Line Extension	\$1.500	\$1.500	\$0.609	\$0.000	\$0.003	\$0.888
Student SmartTrip Pass	\$0.390	\$0.390	\$0.009	\$0.000	\$0.000	\$0.381
Minn. Ave. Public Hearing	\$0.050	\$0.050	\$0.020	\$0.000	\$0.000	\$0.030
subtotal	\$229.857	\$224.602	\$194.694	\$21.259	\$4.393	\$9.510
Maryland						
Largo Extension	\$469.591	\$469.564	\$466.693	\$2.897	\$0.000	\$0.001
New Carrollton Rail Yard Exp.	\$70.375	\$70.375	\$68.959	\$1.103	\$0.153	\$0.160
Glenmont Parking Structure	\$30.121	\$1.600	\$1.596	\$0.370	\$0.002	\$28.153
White Flint Parking Structure	\$17.390	\$17.390	\$17.373	\$0.000	\$0.005	\$0.012
Project Development	\$12.540	\$8.272	\$4.536	\$1.076	\$1.459	\$5.469
Takoma-Langley Park Center	\$6.700	\$6.744	\$0.000	\$0.000	\$0.000	\$6.700
Shady Grove Yard Exp. - PE	\$2.248	\$2.248	\$2.213	\$0.000	\$0.016	\$0.019
Greenbelt Yard Expansion - PE	\$1.829	\$1.829	\$1.765	\$0.000	\$0.036	\$0.028
Silver Spring South Entrance	\$0.400	\$0.400	\$0.261	\$0.087	\$0.003	\$0.049
FDA Transit Cen. at White Oak	\$0.308	\$0.307	\$0.063	\$0.021	\$0.142	\$0.082
subtotal	\$611.502	\$578.729	\$563.459	\$5.554	\$1.816	\$40.672
Virginia						
Dulles Extension Design Build	\$272.850	\$3.836	\$3.034	\$1.123	\$0.897	\$267.796
Dulles Preliminary Engineering	\$58.042	\$58.036	\$57.969	\$0.000	\$0.072	\$0.000 *
Huntington Parking Structure	\$31.183	\$31.240	\$31.142	\$0.000	\$0.041	\$0.000 *
Vienna Parking Structure	\$27.100	\$27.100	\$26.163	\$0.000	\$0.020	\$0.917
West Falls Ch. Parking Struct.	\$17.367	\$17.367	\$16.704	\$0.029	\$0.016	\$0.618
Franc./Spring. Park.	\$16.609	\$16.609	\$16.601	\$0.000	\$0.000	\$0.008

**ATTACHMENT D**

**NON-METRO MATTERS PROJECTS**

(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
Ballston Station Improvements	\$14.763	\$14.763	\$14.481	\$0.000	\$0.002	\$0.280
Project Development	\$9.681	\$6.382	\$4.727	\$0.825	\$0.639	\$3.490
Shirlington Bus Station	\$5.400	\$5.618	\$5.074	\$0.326	\$0.000	\$0.000
Royal Street Bus Garage Replac	\$4.263	\$0.000	\$0.000	\$0.000	\$0.000	\$4.263
Rosslyn Station New Entrance	\$4.207	\$3.013	\$2.554	\$0.852	\$0.004	\$0.797
<b>Columbia Pike Street Car</b>	<b>\$4.060</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.000</b>	<b>\$0.000</b>	<b>\$2.060</b>
Fiber Optic Cable Installation	\$2.500	\$2.500	\$0.576	\$0.308	\$1.414	\$0.202
West Falls Church Bus Bay	\$2.250	\$2.250	\$1.258	\$0.217	\$0.667	\$0.107
Columbia Pike Super Stops	\$2.000	\$0.500	\$0.031	\$1.500	\$0.000	\$0.469
Potomac Yard Alt. Analysis	\$1.500	\$1.500	\$0.000	\$0.500	\$0.000	\$1.000
Vienna/Fairfax-GMU Parking	\$1.000	\$1.000	\$0.733	\$0.000	\$0.000	\$0.267
Crystal City/Potomac Yard	\$0.984	\$0.984	\$0.819	\$0.164	\$0.000	\$0.000
Arlington County Project Mgmt.	\$0.900	\$0.900	\$0.780	\$0.000	\$0.000	\$0.120
Fair Lakes Shuttle	\$0.857	\$0.857	\$0.000	\$0.000	\$0.000	\$0.857
Clarendon Station Improvements	\$0.361	\$0.361	\$0.062	\$0.007	\$0.000	\$0.291
Rosslyn Access Improvements	\$0.300	\$0.300	\$0.130	\$0.043	\$0.000	\$0.127
Alexandria Yard EA	\$0.200	\$0.200	\$0.094	\$0.000	\$0.045	\$0.061
Vien.Sta. Impr. by Pulite Homes	\$0.060	\$0.060	\$0.049	\$0.000	\$0.000	\$0.011
subtotal	\$478.437	\$195.376	\$182.983	\$7.894	\$3.818	\$283.742
B. American Recovery and Reinvestment Act "ARRA"						
Replacement of Oldest Buses (ST02)	\$27.040	\$0.000	\$0.000	\$27.000	\$0.000	\$0.040
MetroAccess Fleet (ST10)	\$3.775	\$0.000	\$0.000	\$3.775	\$0.000	\$0.000
Service Vehicle Replacement (ST14)	\$6.000	\$0.000	\$0.000	\$6.000	\$0.000	\$0.000
Bus Replacement Components (ST26)	\$2.800	\$0.000	\$0.000	\$2.800	\$0.000	\$0.000
New Bus Body and Paint Shop (ST04)	\$30.000	\$0.000	\$0.000	\$11.000	\$0.000	\$19.000
Replacement of Southeastern Bus Garage (ST05)	\$30.550	\$0.000	\$0.000	\$30.000	\$0.000	\$0.550
Bus Garage Facilities Rehabilitation (ST11)	\$7.600	\$0.000	\$0.000	\$2.800	\$0.000	\$4.800
Replacement of Crumbling Platforms (ST08)	\$16.000	\$0.000	\$0.000	\$7.000	\$0.000	\$9.000
Update Platform Real-Time Signs (ST28)	\$2.500	\$0.000	\$0.000	\$0.916	\$0.000	\$1.584
Metro Center Sales Office Replacement (ST38)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000
Bus Garage Security Upgrade (ST23)	\$3.000	\$0.000	\$0.000	\$2.000	\$0.000	\$1.000
Comm. Equip. for OCC (ST24)	\$3.000	\$0.000	\$0.000	\$3.000	\$0.000	\$0.000
Emergency Tunnel Evacuation Carts ST30)	\$1.000	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000

**ATTACHMENT D**  
**NON-METRO MATTERS PROJECTS**  
(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
Underground Communications Radios (ST40)	\$1,000	\$0,000	\$0,000	\$1,000	\$0,000	\$0,000
Additional Station Alarm / Chemical Sensors (ST48)	\$4,000	\$0,000	\$0,000	\$2,500	\$0,000	\$1,500
Heavy Duty Locomotives for Maintenance (ST12)	\$7,500	\$0,000	\$0,000	\$7,500	\$0,000	\$0,000
Power Tool Equipment Replacement (ST31)	\$1,930	\$0,000	\$0,000	\$1,930	\$0,000	\$0,000
60-Ton Crane for Track Work (ST17)	\$4,000	\$0,000	\$0,000	\$4,000	\$0,000	\$0,000
Heavy-Duty Track Equipment (ST07)	\$11,565	\$0,000	\$0,000	\$11,565	\$0,000	\$0,000
Track Welding Program to Repair Defects (ST18)	\$3,900	\$0,000	\$0,000	\$1,707	\$0,000	\$2,193
Track Pad/Shock Absorber Replacement (ST37)	\$1,030	\$0,000	\$0,000	\$1,030	\$0,000	\$0,000
Upgrade 3 Oldest Stations and Systems (ST09)	\$12,000	\$0,000	\$0,000	\$2,700	\$0,000	\$9,300
Additional SmartTrip Fare Machines (ST19)	\$3,500	\$0,000	\$0,000	\$3,500	\$0,000	\$0,000
Bus Real-Time, Route and Schedule Systems (ST21)	\$3,000	\$0,000	\$0,000	\$2,600	\$0,000	\$0,400
Bus Engine Fluid Alert System (ST34)	\$1,500	\$0,000	\$0,000	\$1,500	\$0,000	\$0,000
Kiosk & Train Control Computers (ST41)	\$0,750	\$0,000	\$0,000	\$0,750	\$0,000	\$0,000
Sensitive Data Protection Technology (ST16)	\$4,900	\$0,000	\$0,000	\$4,230	\$0,000	\$0,670
Document Management System (ST32)	\$2,000	\$0,000	\$0,000	\$1,642	\$0,000	\$0,358
Financial System Integration (ST63)	\$5,000	\$0,000	\$0,000	\$2,800	\$0,000	\$2,200
	\$201,840	\$0,000	\$0,000	\$149,245	\$0,000	\$52,595
subtotal						
C. Other Projects:						
5000-Series Rail Cars	\$383,078	\$383,078	\$376,163	\$6,000	\$0,795	\$0,120
6000-Series Rail Cars - Base Buy	\$120,000	\$120,000	\$108,530	\$7,399	\$4,071	\$0,001
Emergency Rail Rehab. Program	\$90,309	\$75,641	\$72,650	\$6,447	\$0,576	\$10,636
Southeast Bus Garage Construction	\$65,470	\$65,470	\$4,880	\$0,390	\$0,926	\$59,274
Repairable Parts	\$25,572	\$25,572	\$25,345	\$0,105	\$0,122	\$0,000
Bus Procurement	\$19,094	\$15,817	\$16,647	\$1,000	\$1,375	\$0,072
MCI Arena	\$18,384	\$18,100	\$18,096	\$0,000	\$0,000	\$0,288
Safety & Security - Fire Chiefs Grant	\$17,672	\$6,672	\$6,534	\$0,000	\$0,000	\$11,138
Regional Fare Integration	\$12,500	\$6,666	\$6,666	\$3,370	\$2,464	\$0,000
Largo Preliminary Engineering	\$10,397	\$10,397	\$10,198	\$0,000	\$0,000	\$0,199
Core Capacity Buses	\$8,945	\$8,945	\$4,037	\$0,000	\$0,000	\$4,908
Tax Advantage Leases	\$8,420	\$8,044	\$5,829	\$0,540	\$0,697	\$1,354
Rail Intrusion Warning System	\$7,600	\$7,600	\$6,993	\$0,113	\$0,494	\$0,000
National Airport North Mezzanine	\$4,961	\$4,904	\$4,510	\$0,000	\$0,000	\$0,451
Elevator Escalator Rehabilitation	\$3,558	\$1,571	\$1,532	\$1,000	\$0,885	\$0,141

**ATTACHMENT D**

**NON-METRO MATTERS PROJECTS**

(dollars in millions)

Project Name	Project Budget	Funding Received	Expended To-Date	FY2010 Forecast	Encumbered	Remaining Budget
Precision Stopping Pilot Prog.	\$3.000	\$3.000	\$2.605	\$0.263	\$0.132	\$0.000
Bus Bike Racks	\$1.630	\$1.430	\$1.430	\$0.000	\$0.000	\$0.200
ITS Communication Enhancement	\$1.562	\$1.875	\$1.379	\$0.150	\$0.032	\$0.000 *
Track Rehabilitation	\$1.125	\$0.000	\$0.000	\$0.000	\$1.125	\$0.000 *
Twinbrook Facility Relocation	\$1.000	\$1.000	\$0.512	\$0.200	\$0.144	\$0.144
Precision Stopping - PE	\$0.992	\$0.992	\$0.452	\$0.540	\$0.000	\$0.000
Station Name Changes	\$0.514	\$5.140	\$0.304	\$0.000	\$0.000	\$0.210
GRVBond Fees	\$0.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500
Security/Surveillance Cameras	\$0.275	\$0.275	\$0.200	\$0.075	\$0.000	\$0.000
Rollup All Other Projects	\$127.036	\$126.235	\$123.804	\$1.000	\$1.263	\$0.969
subtotal	\$933.594	\$898.424	\$799.295	\$28.592	\$15.101	\$90.606
<b>Total Non-Metro Matters Project Budgets</b>	<b>\$2,455.229</b>	<b>\$1,897.130</b>	<b>\$1,740.432</b>	<b>\$212.544</b>	<b>\$25.129</b>	<b>\$477.125</b>

\* Less than \$100 thousand

**ATTACHMENT E**  
**FY 2010 Operating Budget Plan of Contracts**

Office	Contract Number	Title of Modification	Contract Authority Value	Award Date	Number of Option Years	Account Type
PLNT	new	Operation and Maint of Bladensburg and Four Mile Run CNG Stations	\$10,200,000	Q4	5	Services
ELES	new	Fujitec Escalator Step Replacements	\$7,375,000	Q1		Services
*BMNT	new	Bus Voice Annunciator	\$5,271,420	Q2	5	Services
PLNT	new	Contract for Work Clothes and Laundry Services	\$3,500,000	Q4	3	Services
ELES	new	Refurbish Escalator Steps	\$3,500,000	Q1		Services
NCS	CQ5182	Local & Long Distance Services, and Data Network Circuits & Services	\$3,000,000	Q2	n/a	Services
*TSSM	new	PROTECT System Maintenance Contract-chemical detection	\$2,300,000	Q1	4	Services
PLNT	CQ8068	Laborers for landscape maintenance and snow removal	\$2,020,662	Q3	n/a	Services
MKTG	new	Advertising/Marketing/Communications Consultant Services	\$2,000,000	Q4	2	Services
SMART	new	Regional Customer Service Center Operations	\$1,200,000		2	Services
DCI	CQ9014	ISS Desktop Support	\$1,200,000	Q1	n/a	Services
ELES	new	Rack & Axle Modular Escalator	\$1,197,000	Q1		Services
PLNT	FN3021	Bladensburg and Four Mile Run CNG Stations	\$1,000,000	Q1	n/a	Services
SSRM	C04118	Exercise 1st Option Year for Environmental Services	\$995,000	Q4	n/a	Services
NCS	new	Maintenance services for DATA hardware/software	\$950,000	Q1	4	Services
APPS	CQ7067	Peoplesoft Enterprise Maintenance Renewal	\$950,000	Q4	n/a	Services
DCI	CQ9033	IBM Hardware Maintenance	\$920,000	Q1	n/a	Services
SMART	new	Regional Software Maintenance Agreement	\$900,000	Q1	4	Services
NCS	new	Network performance/ Management software maint.	\$832,500	Q2	4	Services
SSRM	CQ8134	Exercise 1st Option Year for Nonhazardous Waste Removal and Disposal	\$800,000	Q1	n/a	Services
PLNT	new	Overhead Door Repairs and Replacements	\$750,000	Q1	3	Services
TSSM	FQ8013	Comprehensive Radio Communication System Maintenance - exercise option	\$600,327	Q1	n/a	Services
NCS	new	Maintenance services for Voice hardware/software	\$550,000	Q1	4	Services
APPS	CQ7067	Oracle Enterprise Database - Annual Maintenance	\$632,000	Q4	n/a	Services
ELES	new	Speed Reducer Refurbish 100/250	\$530,000	Q1	1	Services
COUN	new	On-call Legal Services Program	\$515,000	Q1		Services
TSSM	new	Lateral Load Testing-Geometry Testing - 3 year base at 500k/yrwith 2 option years	\$500,000	Q1	2	Services
PLNT	new	Storm Sewer Cleaning	\$500,000	Q1	3	Services
CSAC	new	Intellectual Property Valuation	\$500,000	Q2		Services
PLNT	CQ7111	Snow and ice removal from rail station parking lots during snow emergencies	\$447,840	Q2	n/a	Services
APPS	19938 V2	Trapeze Software Maintenance	\$432,000	Q3	n/a	Services
HR0S	C06008	Temporary Employment Service	\$420,000	Q1	n/a	Services
DCI	CQ9033	IBM Software Maintenance	\$408,000	Q1	n/a	Services
TSSM	new	Job Order Contract - Contractor to provide Electrical Services for TSSM Power Dept.	\$400,000	Q1	n/a	Services
NCS	new	Network Hardware	\$400,000	Q3		Services
MTPD	new	PROTECT Operational Support	\$400,000	Q1	2	Services
ELES	new	Double Bearing Handrail Drive Assembly	\$400,000	Q1	1	Services
DCI	CQ9040	Novell Software Annual Maintenance	\$400,000	Q1	n/a	Services
APPS	24620V2	Maximo Software Renewal Support	\$388,800	Q3	n/a	Services
DCI	CO6003	ISS Hardware /Break/Fix	\$360,000	Q1	n/a	Services

**ATTACHMENT E**  
**FY 2010 Operating Budget Plan of Contracts**

Office	Contract Number	Title of Modification	Contract Authority Value	Award Date	Number of Option Years	Account Type
*PRMT	new	Maintenance of equipment	\$350,000	Q1		Services
IMACS	new	MACS Maintenance QA	\$350,000	Q1	2	Services
CENV	new	Data Loggers	\$350,000	Q3		Services
*SAAM	new	Royal Street Bus Employee Parking	\$300,000	Q4	4	Services
PRMT	new	Maximo Report Writer/System Consultant	\$300,000	Q1		Services
HROS	new	Personnel Search Services	\$300,000	Q1	4	Services
ELES	new	Heavy Escalator Repair Service	\$300,000	Q1	2	Services
COUN	new	Court Reporting Services	\$300,000	Q3	5	Services
CLSV	new	Compensation Survey and Analysis	\$300,000	Q2	N/A	Services
BMNT	CQ7082	Enhanced Bus Interior Cleaning	\$300,000	Q1	n/a	Services
BMNT	C06029	Destination Sign Preventative/ Corrective Maintenance	\$300,000	Q1	n/a	Services
APPS	CQ9083	AVM Hardware Maintenance by Clever Devices	\$300,000	Q1	n/a	Services
HROS	new	Medical Doctor	\$280,000	Q1	2	Services
DCI	new	CA Software Maintenance	\$270,000	Q4		Services
PRMT	new	PeopleSoft Consultant	\$250,000	Q1		Services
*BMNT	new	Replacement Bus Passenger Seats	\$250,000	Q1	0	Services
IMTS	CQ9072	McAfee Annual Maintenance	\$249,424	Q2	n/a	Services
GOVR	new	Representation with Congress and Federal agencies	\$245,157	Q1	4	Services
TSSM	CQ8048/GWF	LED Platform Lights-exercise option-flashing red lights on station platforms	\$243,900	Q1	n/a	Services
PLNT	C05135	Work Clothes and Laundry Services	\$240,000	Q1	n/a	Services
ELES	new	Step Degradation Replacement	\$240,000	Q2		Services
PLNT	CQ8027	Snow and ice removal from rail station parking lots during snow emergencies	\$230,550	Q2	n/a	Services
DCI	29753	Corel Wordperfect Maintenance	\$223,000	Q1	n/a	Services
APPS	18233	Documentum Support Renewal	\$216,000	Q4	n/a	Services
ELES	new	Service Vehicles	\$202,075	Q1		Services
WORX	new	Outplacement Services	\$200,000	Q1	3	Services
TSSM	new	Hardware Support Agreement-repair of Smart Mobile Data Terminals for bus commu	\$200,000	Q1	4	Services
PRMT	new	Modifications for Warehouse Management Software	\$200,000	Q1		Services
HROS	new	Training Server	\$200,000	Q1	N/A	Services
COUN	CQ2024	Hawkins, Defafield & Wood - Bond Counsel	\$200,000	Q1	n/a	Services
CLSV	new	Pre-employment Background Checks	\$200,000	Q2	3	Services
BMNT	CQ7097	Bus Seat Refurbishment	\$200,000	Q1	n/a	Services
TRES	new	Revenue Processing	\$180,000	Q1	4	Services
LABR	new	Labor Negotiations	\$175,000	Q1	4	Services
SSRM	SP7112	Exercise 2nd Option Year for Hazardous Waste Removal and Disposal	\$160,000	Q2	n/a	Services
TSSM	CO6041	Traffic Control Services Option for aerial bridge inspections	\$150,000	Q1	n/a	Services
NCS	CQ8010	Internet Access and Services	\$150,000	Q1	n/a	Services
LABR	7008	Labor Legal Consulting Services	\$150,000	Q1	n/a	Services
HROS	new	Performance Management	\$150,000	Q1	4	Services
*COUN	new	Outside Counsel (Financial Valuation Expert)	\$150,000	Q1		Services

**ATTACHMENT E**  
**FY 2010 Operating Budget Plan of Contracts**

Office	Contract Number	Title of Modification	Contract Authority Value	Award Date	Number of Option Years	Account Type
COUN	new	Engineering Expert	\$150,000	Q3		Services
COUN	new	IT Consulting Expert	\$150,000	Q3		Services
CLSV	CQ7083	Background Check Services	\$150,000	Q1	n/a	Services
ACCS	new	Eligibility Consulting/Support Services	\$150,000	Q2	0	Services
ACCS	new	Printing & Mailing Services	\$150,000	Q2	4	Services
PRMT	new	Inventroy Optimization Service	\$144,000	Q1	4	Services
*MACS	new	ADA Assistant Services	\$140,000	Q1	2	Services
*TRES	new	Coin Cylinder Repairs	\$130,000	Q1	NA	Services
SSRM	CQ8071	Exercise 2nd Option Year for Underground Storage Tank Testing and Inspection	\$130,000	Q3	n/a	Services
PLAN	CQ9048	Software License for Capital Needs Prioritization	\$125,000	Q1	n/a	Services
LABR	new	Labor Consultant Services	\$125,000	Q1	4	Services
ELES	new	Supervisor's Service Vehicles	\$125,000	Q1		Services
SSRM	CQ8082	Exercise 2nd Option Year for Laboratory Sampling and Analysis	\$123,000	Q4	n/a	Services
WORX	new	Health Insurance/ Retirement Plans Consultant	\$120,000	Q3	4	Services
HR0S	new	Medical Document Imaging	\$120,000	Q2	N/A	Services
TSSM	new	Automated Crossite Assessment-testing of crossite integrity	\$100,000	Q1	3	Services
PRMT	new	Replacement of outdated equipment	\$100,000	Q1		Services
LABR	new	Labor Negotiations	\$75,000	Q1	4	Services
COUN	CQ7078	LexisNexis	\$51,000	Q1	n/a	Services
COUN	17946	Zuckerman Spaeder - EPA Matter	\$50,000	Q3	n/a	Services
CLSV	CQ7114	Background Check Services	\$50,000	Q1	n/a	Services
CIVR	new	Title VI Monitoring Project	\$50,000	Q2	N/A	Services
CIVR	new	Training on Discriminatory Practices	\$50,000	Q2	N/A	Services
CIVR	new	Translations	\$50,000	Q2	1	Services
MACS	CP7055	MetroAccess Customer Satisfaction Measurement, Option Year	\$46,650	Q1	n/a	Services
HR0S	new	Police Psychological Testing	\$40,000	Q1	3	Services
CIVR	new	Language Assistance Plan Initiatives	\$40,000	Q2	N/A	Services
CIVR	new	Functional Spanish	\$35,000	Q2	3	Services
<b>TOTAL CONTRACT AUTHORITY - SERVICES</b>			<b>\$71,870,305</b>			

**ATTACHMENT E**  
**FY 2010 Operating Budget Plan of Contracts**

Office	Contract Number	Title of Modification	Contract Authority Value	Award Date	Number of Option Years	Account Type
BMNT	YR7058	Bus Tire Leasing	\$15,017,000	Q1	n/a	M&S
BMNT	C04089	Unleaded Gasoline - Truck Transport deliveries	\$2,500,000	Q1	n/a	M&S
PLNT	new	Supply #2 Heating Oil at WMATA Facilities	\$1,375,000	Q1	3	M&S
BMNT	C04088	Unleaded Gasoline - Tank Wagon deliveries	\$700,000	Q1	n/a	M&S
BMNT	CQ9023	Various Lubricants	\$600,000	Q1	n/a	M&S
CMNT	new	Thyristor GTO, Module	\$500,000	Q1	N/A	M&S
BMNT	YR7033	Bus Brake Shoes	\$400,000	Q1	n/a	M&S
TSSM	CQ8043/DYB	Rail Frogs-Exercise option-track components	\$351,208	Q1	n/a	M&S
ELES	new	Rebuild Glide Stop Brake Boards	\$343,750	Q1	1	M&S
TSSM	new	Emergency Trip Station- Order Aluminum Lead Shielded Cable	\$300,000	Q1	3	M&S
MTPD	new	FY10 Police Uniforms Contract	\$276,000	Q4	2	M&S
CMNT	new	Bearing, Roller, W/Race Low Speed 1K railcar fleet	\$275,000	Q2	N/A	M&S
CMNT	new	Bearing, Roller, W/Race High Speed 1K railcar fleet	\$250,000	Q2	N/A	M&S
LABR	new	Labor Legal Consultant	\$250,000	Q1	4	M&S
PLNT	C05170	Supply of #2 Heating Oil for WMATA facilities	\$248,107	Q2	n/a	M&S
BMNT	CP5054	Bus Batteries	\$200,000	Q2	n/a	M&S
CMNT	new	Brake pads 6K railcar fleet	\$180,000	Q1	N/A	M&S
TSSM	CQ9010/GWF	Contact Rail Insulators-exercise option-track components	\$152,650	Q1	n/a	M&S
TSSM	CQ9027/DYB	Switch Points & Stock Rails-exercise option-track components	\$151,899	Q1	n/a	M&S
TSSM	new	Third Rail De-icer-chemical used to de-ice rail	\$150,000	Q2	1	M&S
CMNT	new	Transom bearings 5K railcar fleet	\$130,000	Q2	N/A	M&S
CMNT	new	Spherical bearings 5K railcar fleet mechanical coupler	\$130,000	Q2	N/A	M&S
BMNT	C06042	Bus Coolant	\$125,000	Q2	n/a	M&S
CMNT	new	FY 2010 Material Procurement - 2K/3K/4K Chevrons	\$120,000	Q2	N/A	M&S
<b>TOTAL CONTRACT AUTHORITY - MATERIALS &amp; SUPPLIES</b>			<b>\$24,725,614</b>			
<b>GRAND TOTAL CONTRACT AUTHORITY</b>			<b>\$96,595,919</b>			

\*Proposed sole source procurements.



## Appendix B. Budget Process

This appendix provides information on the budget process within the Authority in a given fiscal year.

The 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 for WMATA for the fiscal year, July 1st to June 30th. The annual budget is composed of the operating budget, the capital program and debt programs.

The operating budget provides a summary of the planned revenues and expenditures for the fiscal year for Metro's services and programs including all revenue and expenditure/expense assumptions and projections, as well as revenue service hours and miles of bus and rail service.

The operating budget includes Metrobus, Metrorail, MetroAccess planning activities and projects, property management activities, Metro Transit Police, debt service and agency administration. Funding sources primarily include passenger fares, subsidies from Metro's state and local government partners, and business revenues such as advertising and fiber optic tunnel leases. Metro's operating budget also includes funds provided as reimbursements for regional service through grants of local funds or indirectly through allocating federal and state grants

The capital budget process is integrated into the annual budget process. The capital budget includes all capital projects including transit corridor, joint development and Metro Matters program. The Metro Matters program consists of activities that help ensure that Metro's facilities and equipment are maintained in a state of good repair and that relieve crowding by expanding system capacity through train length expansion. Non-Metro Matters capital projects are those unique services, programs or projects for which separate funding has been arranged. The most common of these projects are expanded bus services and capital improvements paid for by one of Metro's state and local government partners. When the Board of Directors approves a capital budget, it authorizes the capital expenditures for the fiscal year.

Metro's financial records reflect only those funds that are actually received and directly disbursed through Metro.

## Budget Process

In accordance with the Financial Standards, the annual budget is adopted before July 1st to define the level of expenditures and expenses for the fiscal year. Budgeting for the fiscal year is divided into four phases: budget formulation and preparation, budget reviews, budget adoption and budget implementation.

### Budget Formulation and Preparation

- Initial planning, development of assumptions, preparation of instructions and training materials began in August.
- A FY10 budget kickoff meeting and system training classes were held with all departments in September 2008.
- Departments submitted their budget requests to the Office of Management and Budget in October.
- 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.

### Budget Reviews

- 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 2008.
- Project and departmental level reviews of budget requests were completed in February 2009.

### Budget Adoption

- The budget document was released to the Board of Directors and public on February 26, 2009.
- A workshop was held for the Board of Directors on February 26, 2009
- The budget was discussed at the Finance, Administration and Oversight Committee March meeting, with authorization requested and granted on March 26, 2009 to conduct public hearings on mechanisms to fill a projected FY2010 budget gap.
- Public hearings were conducted in each of the participating WMATA jurisdictions in April 2009.
- The annual budget and capital program were adopted at the June 25, 2009 meeting of the Board of Directors.

### Budget Implementation

- The FY10 Budget will be implemented on July 1, 2009.
- 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.

### Budget Basis

Based upon the provisions of Generally Accepted Accounting Principles (GAAP), as applicable to government entities in the United States of America, management of WMATA has determined that it is a joint venture of the participating local jurisdictions for budgeting and accounting purposes. Annual budgets are adopted on a basis with GAAP, except that depreciation and amortization are not budgeted.

The Enterprise Fund is the sole fund for the Authority. 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 consist of passenger fares and parking fees. This category has the largest total of the six. 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, bus charters and joint development, among others.

### Budget Policies and Procedures

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.

## Appendix C. Financial Standards

This appendix provides information on the financial standards and policies within the Authority in a given fiscal year.

## 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 WMATA 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 the 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 WMATA by the financial marketplace. Actual debt covenants may differ from these standards. In accordance with the Debt Policy, where this occurs, the actual covenants will be disclosed in the Board report supporting the debt issuance.

### Financial Standards – General

- Complete and accurate accounting records shall be maintained in accordance with Generally Accepted Accounting Principles as promulgated by the Government Accounting Standards Board. The fiscal year-end for financial reporting purposes shall be June 30.
- An independent certified public accounting firm shall perform an examination of WMATA's consolidated financial statements, including Single Audit requirements. The goal is to receive an unqualified opinion on the financial statements and an opinion that WMATA 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.
- Funds shall be invested within the guidelines of the Board's approved investment policies and in compliance with the investment guidelines in the Authority's Compact.
- In accordance with Board Resolution 81-36, certain WMATA 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 shall be performed on all WMATA-administered retirement plans. Based on the results of such analysis, WMATA will make contributions as required in agreement with the terms of each plan.

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- Appropriate insurance coverage shall be maintained to mitigate the risk of material loss. For self-insured retentions, WMATA shall record the liabilities, including losses incurred but not reported, at 100% of the net present value.
  - The fiscal year shall end on June 30 of each year. The Board shall approve the budget for the following fiscal year by June 30 of each year.
  - The budget shall include operating, capital, and other components necessary to implement the policy directions contained in previously Board-adopted longer-term plans. The operating and capital budgets shall lapse at the end of one year. The budget shall be prepared in a fashion to clearly describe the projects and programs contained herein.
  - The Authority shall engage 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 will provide transit system inputs to TPB for the Constrained Long-Range Plan (CLRP) and will identify changes affecting the major financial assumptions of the plan and progress toward the implementation of new projects and programs.
  - The Authority shall engage in short-range transit planning for the Washington metropolitan area. Staff will provide inputs to the region's 6-year Transportation Improvement Program (TIP) and will identify the capital investment needs to support the existing regional transit system and regional service expansion.
  - Transit plans prepared in support of TIP and CLRP will also identify key performance indicators by which to measure the accomplishment of the plans' goals.
  - The Authority shall maintain a cost-effective system of internal control to adequately safeguard assets. In assessing the internal control system, management must weigh the cost of control against the expected benefit to be derived from its implementation.
  - Management will develop an audit plan each year prior to the adoption of the annual budget. The Board's Audit and Investigations Sub-Committee will provide input and approve the audit plan. Furthermore, completed internal audits will be submitted to the Board via the Board's Finance, Administration and Oversight Committee.
  - Recommendations for improvements are based on audits performed by the Office of the Inspector General that are performed in accordance with the generally accepted

governmental auditing standards. These recommendations, management's action plans and progress toward implementation will be periodically reported to the Board under separate cover. Semi-annual reports to the Board and significant stakeholders provide an overview of work performed by the Office of the Inspector General as related to the audit work plan.

## **Financial Standards – Business Planning Parameters**

- Passenger revenue forecasts shall be derived from historical actual revenues. During periods affected by actual or proposed fare structure changes, the impacts on ridership and average fare forecasts shall be estimated conservatively.
- The Board will review and update 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 will be based upon demonstrated needs as defined through the short-range planning.
- Capital programs shall be funded according to the terms of the laws, regulations and/or discretionary procedures approved by the Board. The capital program covers the Authority's assets including major transportation projects, and is included in each annual budget and shall include funding for asset replacement and expansion projects.
- The Authority applies for and receives discretionary Federal and State funding. Discretionary funding shall be requested for major system expansion projects or extraordinary transit capital needs. Discretionary funding levels shall be estimated by project based on appropriate State and Federal criteria and the likelihood of obtaining approvals.
- The Board shall approve all discretionary State and Federal funding requests by project or program each year.

## **Financial Standards – Debt**

- WMATA may not enter into a debt or financing arrangement unless the transaction is in full compliance with all applicable provisions of the Authority's Compact.

- Pursuant to the Authority's Compact, the Authority may borrow money in pursuit of its mission. All such bonds and evidences of indebtedness shall be authorized by resolution of the Board and shall be payable solely out of the properties of revenues of the Authority. The bonds and other debt obligations of the Authority, except as may be otherwise provided in the indenture under which they are issued, shall be direct and general obligations of the Authority and the full faith and credit of the Authority are pledged for the prompt payment of the debt service.
- Long-term debt may be included in the budget or longer range plans; however, no such debt shall be incurred without the specific approval of the Board.
- The average life of debt instruments shall be 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 shall be maintained. Cash and securities, insurance or surety bonds may fund these reserves. For financial planning purposes, reserve requirements shall be included in the par amount of debt issued.